Automobiles and alternatives

During the past few years, MIT has repeatedly committed itself to a pedestrian-oriented policy, since automobiles are not welcome, and students are discouraged from bringing cars to the Institute. MIT has tried to make the alternatives as attractive on campus as off. On campus, there are enclosed pathways, traffic-arresting cross-campus bike routes, and a direct Institute extension to each of two cab companies. However, cars are expensive and the Boston winter makes bike riding an ordeal, so neither alternative is adequate for the off-campus travel needs of the MIT community. Thus the Institute’s troubles with the on-campus automobile population depend on the quality of local mass transportation services.

Members of the MIT community in Cambridge — students, employees, and staff — travel throughout the Boston metropolitan area. Transit services there are not good, but even the nearest neighbor about MIT, but also in the entire Boston area, MIT cannot “go it alone” in providing the necessary service. Therein lies the rub. While MIT de- pends on the transportation the metro- politan area provides, the service is mediocre at best. Thus as an involved but powerless ob- server of the MIT community in Cambridge, I have noticed a few trends in the tentative conclusions of the Mass Transportation Council that I hope will be of interest in 1959 to study Boston-area transportation.

Evaluating a series of so-called ex- pensive services, I reached two major conclusions that ought to affect policy makers.

Good service is more important than low fares in attracting more pas- sengers to a transit service. Vastly in- creased service from the third floor, when that line was converted from rail- way to rapid transit operation, brought a 2000% increase in passenger traffic.

There is no evidence that any fare re- duction for suburban or even city transit fares brings such a big increase in travel.

Low off-peak fares affect depa- rture time. The MTC experiments showed that while low fares between the rush hours and in the evening encouraged more passengers to use trains leaving at these times, many of the passengers were people who were formerly rur- hou passengers.

The low fares were effective in spreading the load throughout the day and in reducing congestion. This same accident could have also reduced the red- ing highway congestion — either by re- ducing accidents, delay, and traffic jams in the activity’s area often goes on after the students are off campus. The MTC would not be in the field of a gold key or plaque given in As- sociation at the point of activity mem- ber groups and/or their individu- al members for outstanding con- tributions to extracurricular life at MIT. They would recognize contributions: (1) to the member- ship strip of an activity, 2) to the organization and/ or leadership of an activity, 3) by an es- pecially large contribution.

It was felt that a student point could be very important in getting the standards for selec- tion. Therefore, Bob Pippelik Jr., who is a member of the ADB, pre- sents these criteria for nominations to up to set up a student commit- tee. He requests these nominations for the ADB Awards, as well as to collect and investigate all nominations submitted. The ADB accepted the offer.

The actual selection of recipi- ents of the Awards will be made by a faculty-administration commit- tee appointed by the ADB. Personal presentation of the Awards will take place in the spring of 1963.

All members of the MTC com- mittee will receive and sign the forms. For this pur- pose the MTC will make the necessary copies of the forms at the beginning of second semester and distribute them to all members of the MTC. We are hoping that a faculty and administrative supportive of the MIT community.

Very truly yours,

President P. Pressey

Chairman, Activities Council

There’s a continuing transforma-

tion underway at MIT. Every- where one turns there is the specter of the December 7. 
The people at MIT have experienced it, and the substantial number of people standing around the fringes of the community have felt it. For not coming early.

David Hoff - Chasie! - Chasing! -

At MTT Rapid Transit!

But it’s different. There’s a better bit a couple of offices, the cheerier days of old, new at the game, and the spec- tor response was confused, but

It is time. No one is quite sure what the term “Kibitzer” really means, but it is almost certainly one of the most important concepts in bridge, Massachusetts 02139. Telephones area code 617.

North - East - South - West

American Bridge 2 - 10 - 12 - 10

East and South traded low, and

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