New reading program implemented this spring—plan for 15 sessions.

A development reading program will be offered this spring term for members of the MIT community. Carrying no academic credit, the cost will be $30.00. There will be fifteen class sessions, starting Apr. 11 or 12, and meeting three evenings each week at 7.30 p.m. for an hour. Enrollment will be limited.

Inquiries about the program may be addressed to Mr. John A. O'Day, Personnel Officer for Training and Information, 368F, or Associate Dean William Spear, 389F.

PARKING FEE POTENTIALLY BENEFICIAL: NEW CONSTRUCTION TO INCREASE PROBLEMS

(Continued from Page 1) go around, yet they recommended a $9 parking fee for all members of the MIT community who want to park, including the President. As last year's parking chairman, Dan Allen '66, says, "If we had had a parking fee at this time, we might be ahead of the game today." In fact, many students would welcome a fee for a guaranteed space.

More space threatened

An immediate problem threatens Baker, Burton, and Ashdown. Their 88 spaces will be decreased next year for the construction of the new Dean's House. These directives are sure that their Fore- ster Street lot is Burton's but will be beyond use. Parking stickers were required by the year Westgate West, and next year will present even greater difficulties. Parking surveys are in progress.

In order to get a true view of the detailed effect of parking cur- tallement, computer-aided surveys will be taken in the dormitories. Preliminary questions asked that the MIT Student House questionnaire indicate some solid reasons for the necessity of on-campus cars. Burton and Ashdown will be taking their sur- vey soon.

An obvious, but nonetheless important, need for cars is an old to the students' social activities. Double dating is a distasteful must for many, and the MTA does not run late enough for most students. The survey indicates a large majority of students' social lives would be affected "moderately to disastrously" if parking was curtailed.

Earning power cited

The second major advantage of automobiles is their earning power. Through off-campus jobs and giving rides during vacations, some earn enough money that would normally come from loan and summer earnings. For example, a small sample of 45 drivers predicted a total loss of $350 if they could not use their cars due to limited parking. (32 drivers indicated some loss.) Interestingly, 25 of 314 non-drivers who had ac- cess to cars estimated a total loss of $140.

In addition, 31 of 45 drivers an- swered that the loss of on-campus parking would be so expensive as to eliminate the ability to maintain a car.

Committee proposals

The student parking committee would like the following proposals looked into, at least:

1. There should be students on the administration's parking com- mittee.

2. The Institute should hold an open hearing for the discussion of the problem.

3. The administration should not rank "campus-beautifying im- provements" above the parking problem. For example, the grassy areas around the three dorms could be changed to parking lots.

4. A parking garage should be added to the plans for MacGregor House. (According to Cambridge zoning laws, the Institute should not get a building permit unless 70 spaces are provided for the 400 future occupants.)

5. The amount could be put on the roof of a parking garage.

6. The possibility of a "parking tax" near the Charles should be explored.

7. A parking fee should be ini- tiated. The funds gained could be used to finance the costly solutions of the problem.

8. The administration should place more importance on learn- ing what students want through surveys.

Institute view

The administration view is summarized best by Mr. Philip A. Bock, said, "We may park, but all of them are expensive. A solution will come hard."