Campus parking cuts planned

By Ellen Mann

In an effort to comply with EPA regulations requiring a 25 per cent cutback of MIT parking spaces, the MIT parking Committee will submit a report next week to the Massachusetts Department of Transportation outlining MIT's parking needs.

According to Philip Stoddard, Vice President for Operations, the Committee was formed to help create workable alternatives to the use of automobiles occupied by a single person. The models of transportation being encouraged by the committee are mass transit, bicycles, and car pooling.

Raymond Thompson, Director of Long Range Planning, says that once the committee has submitted its report, it will be up to the Commonwealth to decide the best to implement an efficient car parking program at MIT.

Once the car pooling program is under way, said Thompson, car poolers will receive parking priority over non-car-poolers. Thompson said that MIT will be working on other measures required by EPA during the interim preceding the committee's involvement. Bus schedules will be ordered and discontinued in the MIT community. Plans are also underway for more bicycle compounds like the guarded facility at Building 13.

Thompson said he expects that the prepaid pass program offered by the MBTA will be made available to employees. He also hopes to purchase the large MBTA maps directly from the MBTA and to purchase the large maps of the MIT area. These would be given to employees as part of their employment, and made available to other area universities and with large local corporations such as Dupar Labs and Polaroid. Thousands of these maps may be placed in locations throughout the Institute.

MIT officials will discuss suggestions for expansion and improvement of service with transportation committees representing universities and corporations in the community.

The duties of MIT's Parking Committee, says Thompson, are to make every effort possible to meet the 25 percent reduction goal, while simultaneously providing the employees most affected with alternatives that will make the apparent inconvenience of not taking their cars to work more palatable.

MIT will not necessarily be penalized, however, if that goal is not achieved after complying with EPA regulations. In this case, a request for "hardship" consideration could be made to traffic officials, so that on-street parking, now threatened by a Cambridge ban that would be in effect from 7-10am, would be granted to "overflow" cars, presumably from car pools.

Thompson suggests that the greatest difficulty involved lies in the fact that the EPA's program is essentially "trying to change the behavior" of the entire community convincing an automobile-oriented populace that alternatives do exist, and should be used whenever possible for the sake of an endangered environment.

The Parking Committee's efforts to discourage use of vehicles by single occupants are now being implemented as a result of the court cases that have followed the passage of the Clean Air Act in 1970.