

2006 Annual Town Gown Report



Massachusetts Institute of Technology

December 13, 2006

Massachusetts Institute of Technology
2006 Annual Town Gown Report Update

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2006 Annual Town Gown Report

Massachusetts Institute of Technology

2005-2006 term (7/1/05 – 6/30/06)¹

Submitted December 13, 2006

I. EXISTING CONDITIONS

A. FACULTY & STAFF

	2003	2004	2005	2006	2016 (projected)
<i>Cambridge-based Staff</i>					
Head Count:	7,881	7,911	8,173	8,588	7,500-8,600 ²
FTEs:	6,971	6,823	7,145	7,473	
<i>Cambridge-based Faculty</i>					
Head Count:	965	962	970	976	~1,000
FTEs:	958	952	963	971	
Number of Cambridge Residents Employed at Cambridge Facilities:	1,338	2,082 ³	1,827	1,860	~2,000

¹ Information is accurate for these dates except where otherwise noted.

² MIT has no planned initiatives that would increase the number of staff.

³ The change reflects a new system of record and the ability of employees to update their own biographical information.

B. STUDENT BODY

	2003	2004	2005	2006	2016 (projected)
Total Undergraduate Students:	4,173	4,109	4,132	4,053	4,500
Day:	4,173	4,109	4,132	4,053	
Evening:	N/A	N/A	N/A	N/A	
Full Time:	4,107	4,069	4,077	4,005	
Part Time:	66	40	55	48	
Total Graduate Students:	5,864	5,963	5,953	5,881	6,000-6,200 ⁴
Day:	5,864	5,963	5,953	5,881	
Evening:	N/A	N/A	N/A	N/A	
Full Time:	5,687	5,819	5,813	5,839	
Part Time:	177	144	140	42	
Non-Degree Students:	185	158	150	176	
Day:	185	158	150	176	
Evening:	N/A	N/A	N/A	N/A	
Total Students Attending Classes in Cambridge (inclusive of all categories below)	10,222	10,230	10,235	10,110	10,500-10,700
Non-resident students not included	95	110	85	96	

⁴ Graduate student enrollment is restricted by the availability of research funding as well as the ability of international students to enroll. International students account for 35 percent of the graduate population. MIT anticipates that increased competition for international students in the U.S. and abroad, along with visa restrictions may slow the growth of the graduate student population.

C. STUDENT RESIDENCES

	2003	2004	2005	2006	2016 (projected)
<i>Number of Undergraduate Students residing in Cambridge:</i>					
In Institute-approved housing (includes dormitories, fraternities, sororities and independent living groups):	3,324	3,253	3,281	3,270	3,200-3,400
In off campus housing owned and managed by MIT:	5	6	4	7	
In off campus non-MIT housing:	37	91	88	69	
<i>Number of Graduate Students residing in Cambridge:</i>					
In Institute-approved housing (includes dormitories, fraternities, sororities and independent living groups):	2,048	2,207	2,148	2,172	2,100-2,500
In off campus housing owned and managed by MIT:	265	191	195	172	
In off campus non-MIT housing:	1,712	1,747	1,736	1,803	
<i>Student Parking</i>					
Number of parking spaces maintained for undergraduate and graduate students (including resident and commuter parking)	1,103	1,103	1,103	1,103	1,103

D. FACILITIES & LAND OWNED⁵

	2003	2004	2005	2006	2016 (projected)
Acres:					
Tax Exempt	157	157	157	157	
Taxable	86	84	84	86.8	
Number of Buildings (academic):	125	125	126	127	
Dormitories:					
Number of Buildings:	26	26	26	26	
Number of Beds:	5,274	5,274	5,248 ⁶	5,248	
Size of Buildings (gross floor area):					
Institutional/Academic		5,897,549	5,898,196	6,315,432	
Student Activities/Athletic		1,845,344	1,845,681	1,845,681	
Dormitory/Nontaxable Residential		2,687,681	2,681,280	2,680,967	
Commercial ⁷	4,632,163	4,632,163	4,625,434	4,716,417	
Taxable Residential ⁸	172	172	172	172	

⁵ MIT and the City agreed that sub-area divisions are unnecessary in this section.

⁶ The change in number of beds between 2004 and 2005 is due to a change in reporting methodology.

⁷ MIT's commercial properties are measured by rentable square feet.

⁸ MIT's taxable residential properties are measured by rental units.

Parking spaces maintained in Cambridge.

Campus Sub Area	Student	Faculty/Staff/Visitors	Other	Total
Northeast	200	1,044		1,244
Northwest	280	845		1,125
Southeast	141	1,588		1,729
Southwest	482	169		651
Commercial ⁹			52	52
Displaced ¹⁰			242	242
TOTALS	1,103	3,646	294	5,043

⁹ Commercial spaces removed from inventory.

¹⁰ Displaced by Construction. Planned for new parking locations.

Housing

2003	Tax Exempt: MIT-Owned and Managed Housing	Tax Exempt: Other Housing	Taxable: MIT-Owned and Managed Housing	Taxable: Other Housing (Univ. Park & 100 Mem. Dr. Ground Leases)
Number of Units:	none	none	172 ¹¹	676
Number of Buildings:	none	none	12	5

2004	Tax Exempt: MIT-Owned and Managed Housing	Tax Exempt: Other Housing	Taxable: MIT-Owned and Managed Housing	Taxable: Other Housing (Univ. Park & 100 Mem. Dr. Ground Leases)
Number of Units:	none	none	172 ¹²	676
Number of Buildings:	none	none	12	5

2005	Tax Exempt: MIT-Owned and Managed Housing	Tax Exempt: Other Housing	Taxable: MIT-Owned and Managed Housing	Taxable: Other Housing (Univ. Park & 100 Mem. Dr. Ground Leases)
Number of Units:	none	none	172 ¹³	727
Number of Buildings:	none	none	12	6

¹¹ 5 units were occupied by non-MIT residents.

¹² 12 units are occupied by non-MIT residents.

¹³ 12 units are occupied by non-MIT residents.

2006	Tax Exempt: MIT-Owned and Managed Housing	Tax Exempt: Other Housing	Taxable: MIT-Owned and Managed Housing	Taxable: Other Housing (Univ. Park & 100 Mem. Dr. Ground Leases)
Number of Units:	none	none	172¹⁴	1,105
Number of Buildings:	none	none	12	7

2016 Projected	Tax Exempt: MIT-Owned and Managed Housing	Tax Exempt: Other Housing	Taxable: MIT-Owned and Managed Housing	Taxable: Other Housing (Univ. Park & 100 Mem. Dr. Ground Leases)
Number of Units:	none	none	172	1,105
Number of Buildings:	none	none	12	7

Property Transfers:

Please list Cambridge properties purchased since filing your previous Town Gown Report:

304 Vassar Street, 219 Vassar Street, 130 Brookline

Please list Cambridge properties sold since filing your previous Town Gown Report:

None

Please describe any planned dispositions or acquisitions:

None

¹⁴ 15 units are occupied by non-MIT residents.

E. REAL ESTATE LEASED

Use	Leased Location ¹⁵	Square Feet ¹⁶
Institutional/Academic	1 Cambridge Center	4,063
Institutional/Academic	3 Cambridge Center	41,760
Institutional/Academic	5 Cambridge Center	36,197
Institutional/Academic	320 Charles Street	98,513
Institutional/Academic	320 Bent Street	48,875
Institutional/Academic	7 Cambridge Center	231,028
Institutional/Academic	One Hampshire Street	23,899
Institutional/Academic	185 Albany Street	45,000
	TOTAL	529,335

F. PAYMENTS TO CITY OF CAMBRIDGE:

	FY 02	FY 03	FY 04	FY 05	FY 06
Real Estate Taxes Paid ¹⁷ :	\$15,229,701	\$18,930,865	\$23,487,606	\$24,514,865	\$24,909,401*
Payment in Lieu of Taxes (PILOT)	\$1,164,000	\$1,193,000	\$1,223,000	\$1,504,000	\$1,541,600
Water & Sewer Fees Paid	\$3,715,171	\$4,739,167	\$4,235,501	\$4,343,079	\$4,992,678
Other Fees & Permits Paid	\$3,829,294	\$2,909,611	\$1,753,585	\$347,959	\$913,167
TOTAL PAYMENTS	\$23,938,166	\$27,772,643	\$30,699,692	\$30,709,903	\$32,356,846

Cambridge First Purchasing Policy	\$41,387,889	\$34,940,041	\$39,519,046	\$40,357,966	\$43,819,511
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* MIT's FY2006 real estate tax payment represents 10.5% of the City's total tax revenue stream.

¹⁵ Leased on behalf of MIT by the MIT Real Estate Office.

¹⁶ The square footage will, in some cases, only be a portion of the entire building.

¹⁷ Includes real estate taxes paid on MIT-owned property, taxes paid on MIT-owned property by University Park and 100 Memorial Drive, and real estate taxes generated by Independent Living Groups.

II. FUTURE PLANS NARRATIVE

A. INTRODUCTION

In a September 13, 2006 letter to the MIT community, President Susan Hockfield announced that the Executive Committee of the Corporation had approved several capital projects and was anticipating progress on a number of existing and emerging projects. President Hockfield highlighted the importance of these projects to MIT:

MIT's new capital projects will allow our faculty and students to do their very best work while continuing to strengthen the life of our Institute community. Our investments will amplify our work in critical, high-impact areas of education and research—fields that will improve human health, strengthen entrepreneurship and economic growth, and address pressing social needs. The successful execution of these varied and complex projects will require intensive collaborations within and beyond the Institute community. In particular, we look forward to continuing our strong working relationship with the City of Cambridge. We will keep the MIT community and our neighbors informed of significant milestones and will make every effort to minimize the disruption that necessarily accompanies major construction activity.

All of the projects referenced in President Hockfield's message were included in the 2005 Town-Gown report. Some projects have been underway for some time, such as the Physics, Department of Material Science and Engineering, Spectroscopy Laboratory, and Infrastructure (PDSI) project, which is scheduled for completion in 2007. Others are projects conceived and, in some cases, designed in the first half of this decade. The Vassar Streetscape West redevelopment started construction in November 2006. The Media Lab Extension (now renamed the Media Lab and School of Architecture and Planning project) is expected to begin construction early 2007. The Institute will be applying for zoning permits in December 2006 for the Sloan School of Management Expansion project and the associated underground parking. It is also anticipated that construction will begin in 2007 for this project.

Two other major new projects have moved forward quickly. The New Ashdown House, a 550-bed graduate residence project is now in construction. The Cancer Research Facility (formerly called the Center for Cancer Research) will now include the Center for Cancer Research, core technology laboratories, and additional space for faculty working in closely related fields in bio-engineering. Cambridge-based Ellenzweig Associates has recently been selected as the architect of the Cancer Research Facility.

The combination of building projects that remained outstanding and these two new projects guarantees that the campus will be active with construction for the next few years. The New Ashdown House and the Cancer Research Facility are examples of buildings that will bring fresh resources and provide strategic academic and student life opportunities for the campus.

B. MIT STAFF, FACULTY AND STUDENTS

Since 1980, the total number of students at MIT has grown by about 900 to 10,210 in total. This is an eight percent (8%) increase in 25 years or a growth rate of less than one quarter of one percent (.25%) per year.

The number of undergraduates dropped by 110 from 1983 to 1994 and then by another 456 from 1994 to 2006, resulting in a total reduction in undergraduates of 566. MIT plans to partially restore the earlier level of the undergraduate population, adding approximately 400 new undergraduates by enrolling 100 additional students per year. The implementation of this strategy depends on adjustments to MIT housing stock and policy that will allow sufficient housing for undergraduates in Institute-approved housing. Only 69 undergraduates out of 4,053 enrolled live in Cambridge off campus non-MIT housing.

The growth in the number of graduate students has been uneven, as it is contingent on a large number of factors, including research funding, economic conditions, and visa availability for foreign students. After increases in the number of graduate students of just below 3.0% annually from 2000 to 2003, growth in 2004 fell to 1.6%. The number of graduate students was down by 10 in 2005 and fell an additional 72 in 2006.

The number of faculty members has been stable at just under 1,000 for many years. Staff growth had been low in the early years of this decade, but there was growth of 3.3% in staff head count in 2005 and 5.1% in 2006. This reflects the success of MIT in the continuing modest growth of its teaching and research activities. The advancement of science and technology is the wellspring of the knowledge-based economy that is central to the health and success of the entire metropolitan region. A portion of this growth can be attributed to the start-up of new research centers, such as the Broad Institute, the Picower Institute for Learning and Memory and the McGovern Institute of Brain Research.

C. HOUSING AND NORTHWEST CAMPUS

Over the last 25 years, MIT has created an additional 1,410 beds of student housing, providing housing for every additional student admitted above the 1980 student enrollment and making progress in increasing the percentage of its students housed in MIT-approved housing. MIT houses all but a few of its undergraduates in Institute-approved housing. The number of graduate students living in off-campus housing in Cambridge is up slightly compared with last year. MIT houses 56.5% of its graduate students who live Cambridge.

The new graduate student housing discussed in last year's report is now under construction and has been named New Ashdown House (see Section III for more details). The existing Ashdown House building (W1) is planned for conversion to undergraduate housing and will play a role in accommodating the planned restoration of the undergraduate population to the enrollment level of the 1980s.

In addition to a variety of public improvements directly related to the New Ashdown House project, such as placing overhead utilities underground, replacing sidewalks, re-paving adjacent streets, creating new neckdowns, accessible sidewalks and crosswalks, and paving for fire truck access on the unpaved section of Waverly Street, MIT has begun a dialogue with City officials concerning additional improvements to Waverly Street between Erie and

Pacific Streets. The city has planned to have a multi-modal path in this area and the initial scope for the fire truck paving will be designed for use for pedestrians, skaters, and cyclists in the future. MIT has begun to work jointly with the City on the greening of this corridor.

MIT is making renewed efforts to obtain permission from CSX, the railroad company that retains an easement to maintain and operate the rail tracks in the Grand Junction corridor, to construct a safe pedestrian crossing from the end of Pacific Street to Vassar Street. We would like to discuss this in more detail with city officials and to gain the City's support for this improved and landscaped pedestrian and bicycle connection.

D. NORTHEAST CAMPUS

The East Parking Lot

The East Parking Lot and the space in front of the Biology Building (Building 68), fronting on Main Street and opposite 7 Cambridge Center – the new home of the Broad Institute – has been selected for the Cancer Research Facility (See Map #2). This use builds on the activity in this area, including the adjacent Biology Building, the Brain and Cognitive Science Complex, and is a perfect complement to the Broad Institute, the Whitehead Institute, and the many biotechnology and pharmaceutical companies nearby. The Cancer Research Facility will physically strengthen this corner of the campus, eliminating the last large surface parking lot on Main Street and create an active street edge that reinforces the connection of Technology Square to Kendall Square. The parking displaced in this location will be absorbed in the overall MIT parking inventory, and specifically at the new Sloan underground parking garage. The development of this site creates an opportunity for a major campus green space between the Stata Center (32), the Biology Building (68), and Buildings 56 and 66.

E. EAST CAMPUS

Hayward Garage Block

The area between Hayward and Wadsworth Streets, behind the 238 Main Street building, has long been seen as a redevelopment area, but no specific program has been developed. The Hayward Garage has been demolished and has been replaced on a temporary basis with landscaped surface parking. The long term use of this constrained parcel is expected to be an academic science or engineering building.

E32/E33/E34 and Medical Parking Lot Block

Another significant academic development opportunity is behind the MIT Press Bookstore (Building E38) and the adjacent MIT-owned commercial building (Building E39), between Carleton, Amherst, and Hayward Streets. Building E32 has been demolished and an interim pocket park is being developed on its footprint. The current occupants of Buildings E33 and E34 will eventually be relocated elsewhere on campus and these buildings will also be demolished. Because of the significant academic density planned for the area, as well as the substantial amount of surface parking that exists in and around this location, an underground parking structure is being considered as part of the development of an academic building in this location.

III. LIST OF PROJECTS

A. ENHANCED ACADEMIC FACILITIES

The Broad Institute

The Broad Institute is a partnership among MIT, Harvard University and affiliated hospitals, and the Whitehead Institute for Biomedical Research. Its mission is to create the tools for genomic medicine, make them freely available to the world, and pioneer their application to the study and treatment of disease. Administration of the Broad collaborative is based at MIT.

The Broad Institute is located in 7 Cambridge Center, which is a 230,000 square foot building owned by Boston Properties. It is located adjacent to the Whitehead Institute and across the street from MIT's Biology Building. The laboratory and office space at 7 Cambridge Center has been fully leased by MIT on the Broad's behalf. About 60 percent of the space at the new location will be dedicated to laboratory work. Besides laboratories and offices, the building features a publicly accessible first floor that includes museum and retail space. A parking garage has been constructed behind the building, as part of the Cambridge Center master plan. The Broad personnel moved into the building in spring 2006, but also retained laboratory space at 320 Charles Street.

Media Lab and School of Architecture and Planning (formerly known as the Media Lab Extension)

This new facility will include computer labs, student and faculty offices, meeting space, and exhibition spaces for the Media Lab and the School of Architecture and Planning. The facility will accommodate a growing educational program in media studies and other programs from the School of Architecture and Planning. The designer of the project is architect Fumihiko Maki of Tokyo, with Leers Weinzapfel of Boston as associate architect.

After a number of amendments approved by the Planning Board extending the special permit for this project, MIT plans to begin construction in the spring of 2007.

The Music and Theater Arts Teaching Laboratory

This proposed building is a long-desired teaching facility for musical and theatrical disciplines. This facility would be primarily for rehearsal and teaching and is not planned as a performance venue. The building program calls for approximately 36,000 gross square feet. A siting study, completed in 2003, concluded that the surface parking lot at the corner of Albany Street and Massachusetts Avenue, just north of the railroad tracks, would be an optimal location for this facility. It would act as a gateway to the campus and would be reasonably close to Kresge Auditorium, the primary performance space on campus. This project will be considered for further design work pending progress on fundraising.

PDSI

Through a new project involving space swapping with other departments, renovation, and new construction, the Physics Department will be able to consolidate its space, now spread throughout 13 buildings on campus. There is also substantial renovation of portions of Buildings 4, 6, and 8 for use by the Department of Material Science and Engineering, the Spectroscopy Laboratory, and building Infrastructure, leading to the project name PDSI. About a third of the program space will be provided by new construction of an infill building (Building 6C) in the courtyard framed by Buildings 2, 4, 6, and 8. Payette Associates and Imai Keller are the designers and Richard White Sons is the construction manager. Construction is scheduled to be complete in 2007.

Cancer Research Facility

As noted above, the Cancer Research Facility is being planned for the end of the East parking lot at the corner of Main and Ames Streets. An initial program called for 315,000± gross square feet and now includes not only the Center for Cancer Research and core technology laboratories, but also additional space for faculty working in closely related fields in bio-engineering. The program is going through a final review, so some adjustments are likely. Cambridge-based Ellenzweig Associates has been selected as the architect for this project. The parking displaced by this project is planned to be absorbed by the garage being constructed under the Sloan School Expansion. The current design schedule will allow MIT to apply for zoning permits in the first part of 2008.

Sloan School Expansion

An addition of 209,000 gross square feet to the Sloan School of Management will accommodate the expanding needs of the School for enhanced teaching and learning spaces. This project is being designed by Moore Ruble Yudell Architects & Planners and Bruner/Cott & Associates. This project has been sited on the eastern-most block of the campus, adjacent to existing Sloan facilities. Both Massachusetts and Cambridge Historical Commissions have allowed the demolition of 38 Memorial Drive (E56 – the Dibner Building) to make way for the new Sloan building. A proposed underground garage will accommodate approximately 425 parking spaces. The existing surface parking lot will be reduced from 311 to 57 spaces. The special permit application should come before the Planning Board in January of 2007.

B. HOUSING

New Ashdown House

This graduate student housing now under construction at the corner of Pacific and Albany Streets will have 550 beds. William Rawn Associates is the designer of New Ashdown House. The proximity of this residence to Edgerton (190 beds) on Albany Street, The Warehouse (120 beds) at 224 Albany, and 70 Pacific (696 beds) creates a genuine graduate student district. Common facilities can be shared, and the density provides an opportunity for a greater sense of community through activity in and around the residences.

The parking displaced from this location has been absorbed in the overall MIT parking inventory. Student parking can be accommodated in the 70 Pacific Street garage and parking

lot. The MIT recycling center is being moved to a former commercial parking lot owned by the Institute on Albany Street.

C. PUBLIC IMPROVEMENT PROJECTS

The City is making improvements to infrastructure throughout Cambridge. MIT is an active participant in several of these major projects. The capital contributions from MIT are substantial and reflect the Institute's interest in doing its part to improve the quality and safety of the common infrastructure in this area of the city.

Vassar Streetscape West

MIT's rebuilding of Vassar Street is intended to improve the pedestrian, bicycle and vehicular environment of the roadway from Audrey Street to Main Street. The Institute, with the support and collaboration of the City, is undertaking major improvements to this public way, creating a residential street, including landscape and streetscape enhancements, pedestrian and bicycle paths, traffic calming strategies, and consolidated utility lines. The \$10 million project east of Massachusetts Avenue has been completed, and the \$25 million Vassar Streetscape West construction began in November 2006. The construction sequencing is being coordinated with utility changes and public works projects in and across Vassar Street.

DCR Memorial Drive Historic Parkways Initiative

In the first phase of this project, the DCR, in partnership with MIT and NSTAR, removed a lane of eastbound traffic on Memorial Drive in front of MIT and most of the existing parking on the eastbound side to extend the riverside park and promenade area, made drainage improvements, and completed the long-sought signalization of Massachusetts Avenue and the Memorial Drive off-ramps. The second phase of the project includes most of the landscape improvements to fully realize the expanded open space as a public amenity. The second phase is not funded and has no firm start date.

Cambridge Drainage Projects

There are two City drainage lines for the Cambridgeport district that are planned to cross MIT property. MIT constructed a storm water drainage connection from Vassar Street down Audrey Street (a private way) to two former river-water cooling pipes. In accordance with the Institute's Storm Drain agreement with the City, MIT is giving these improvements to the City without charge. The City will make some additional improvements in the manholes as soon as the property transfer takes place that will make the new outfall operational.

The City has also proposed and designed a drain line to cross the West Parking Lot, run down Amherst Alley and then adjacent to Next House to Memorial Drive and the Charles River. MIT and the City will need to reach an agreement on a property transaction and appropriate mitigation methods. The City hopes to do the work in Vassar Street in 2007 to coordinate with MIT's Vassar Streetscape West project.

D. SERVICE AND CIRCULATION INFRASTRUCTURE

MIT intends to maintain its parking inventory by replacing or rehabilitating aging garages and parking lots on valuable campus locations. The Institute also plans to expand and upgrade its utility infrastructure to keep pace with its building program.

Utility Expansion

The growth of demand for chilled water on campus requires development of additional cooling towers. In 2006, a temporary cooling tower was installed adjacent to the railroad tracks on the Albany Street side to serve existing chillers that make chilled water for the campus. A cooling tower and chiller in E40 will be replaced in 2007. Temporary boilers and cooling towers near the Central Utility Plant will be replaced during the implementation of a larger strategy to provide sufficient permanent steam and chilled water to serve the currently planned building projects.

Parking

MIT has not added any net new parking spaces in more than a decade. In recent years, a significant number of parking spaces have been either temporarily lost to construction or permanently displaced. There has been a modest replacement of parking spaces as part of leased off-campus office and laboratory space.

MIT intends to restore parking spaces that are temporarily out of service, to relocate permanently displaced parking spaces, and to reduce the number of more expensive leased parking. Where possible and financially feasible, future parking will be located underground, freeing up land for academic and campus development. The planning work on parking reported last year concluded with the decision to build the 425-car underground parking garage at Sloan. The Hayward Garage, containing 141 parking spaces, was demolished in 2006 and was temporarily replaced by 50 stalls of surface parking. As noted above, the parking displaced by the Cancer Research Facility will be replaced in the new Sloan garage.

In the future, the cleared sites of E32, E33, and E34, along with the surface parking lot serving MIT Medical between Carleton, Amherst, and Hayward Streets, would permit a large underground garage to be constructed under a new academic development. This garage would absorb the 200-plus existing parking spaces that would be displaced and capture additional parking spaces displaced by the capital building program. The timeline for this garage has not been established.

IV. MAPPING REQUIREMENTS

Please attach to the report maps of the following (these may be combined as appropriate):

1. Map of all real estate owned in the City of Cambridge. Categorize properties by use as appropriate (e. g., institutional/academic, student activities/athletic, dormitory/nontaxable residential, investment, etc.).
See Map #1 – MIT Property in Cambridge.
2. Map of real estate leased. Categorize properties by use as appropriate (e. g., institutional/academic, student activities/athletic, housing). This map can be combined with the one above.
See Map #1 – MIT Property in Cambridge.
3. Map of development projects completed within the past year, now underway, proposed or planned within the next three years.
See Map #3 – MIT Projects.
4. Map the sub-areas/precincts of your campus, indicating the location of future development areas and projects. If appropriate, include detailed maps of sub-areas/precincts where significant changes are anticipated to occur over the next five years.
See Map #2 –East and Main Campus Development Opportunities.
5. Map of all regularly scheduled campus shuttle and transit routes.
See Map #4 –Tech Shuttle
Map #5 –Boston Daytime
Map #6 –Cambridge Saferide

V. TRANSPORTATION DEMAND MANAGEMENT

A. Results of surveys of commuting mode choice for faculty and/or staff and/or students.

How did you commute to campus each day last week?

	2002	2004	2006
	Percent	Percent	Percent
Drove alone entire way	27%	26%	26%
Took public transportation	36%	36%	37%
Carpooled	6%	6%	6%
Other (e.g., walked, bicycled)	32%	31%	31%

Average Monday-Friday responses

Excludes students living on-campus

Excludes people who said they did not come to campus

MIT's 2006 survey instrument is attached as Appendix A.

B. Information on the point of origin of commuter trips to Cambridge for faculty and/or staff and/or students.

Home Location	Number of People working on the MIT Main Campus ¹⁸	Percentage
Cambridge	1,856	19.4%
BOSTON	1,232	12.9%
SOMERVILLE	684	7.2%
NEWTON	417	4.4%
ARLINGTON	361	3.8%
BROOKLINE	325	3.4%
BELMONT	217	2.3%
MALDEN	151	1.6%
LEXINGTON	136	1.4%
WATERTOWN	129	1.3%
WALTHAM	119	1.2%
WINCHESTER	105	1.1%
MELROSE	76	0.8%
WELLESLEY	67	0.7%
WESTON	41	0.4%
SOUTH OF BOSTON	370	3.9%
NORTH OF BOSTON	642	6.7%
OUTSIDE 128	1,221	12.8%
OUTSIDE 495	727	7.6%
CONNECTICUT	22	0.2%
NEW HAMPSHIRE	124	1.3%
VERMONT	3	0.0%
RHODE ISLAND	46	0.5%
MAINE	23	0.2%
OUTSIDE NEW ENGLAND	307	3.2%
Unknown	163	1.7%
Count	9,564	100.0%

¹⁸ Data is accurate as of October 31, 2005.

C. Have there been any changes in your TDM plan or strategy since submitting your 2005 Town Gown-report? If so, please describe briefly.

MIT has made no policy changes to its TDM strategy, but now offers a pretax payroll deduction for, and monthly subsidy to Vanpool riders. The complete list of the Institute's transportation initiatives follows.

MIT's Transportation Demand Management programs offered to faculty, staff and students

Parking Fees

For many years, MIT did not charge for parking. Beginning in 1996, the Institute implemented a parking fee to discourage automobile commuting. This fee will gradually be increased annually for the next several years.

Transportation Management Association

MIT has been an active member of the Charles River Transportation Management Association (CRTMA) since it's founding in 1994. The Institute currently serves on its Board of Directors, and provides free electronic mail and Internet services to the staff. MIT is the largest financial supporter of the EZRide shuttle service operated by the CRTMA.

Transportation Information Dissemination

MIT regularly disseminates information on alternative transportation modes to employees through electronic mailings, newsletters and articles in the campus newspapers. In addition, MIT hosts the annual CRTMA Transportation Fair to expose commuters to a full range of alternatives available to them.

Carpools and Vanpools

Through preferential parking and reduced fees, MIT encourages commuters to form carpools and vanpools to reduce single-occupant vehicle trips. Through the CRTMA, MIT actively pursues the formation of new vanpools to Kendall Square.

Carpool Program

MIT offers commuters access to Mass RIDES Ridematching computerized ride matching service in an effort to promote carpooling.

Vanpool Program

MIT commuters are provided access to the VPSI vanpool ride-matching program. We encourage vanpooling through both a vanpool subsidy and a pre-tax payroll deduction.

Emergency Ride Home Program

Through the CRTMA, MIT provides an emergency ride home in case of a personal emergency to employees who carpool, vanpool, use transit, walk, or bike to work.

T-Pass Sales and Subsidies

MIT currently offers a T-pass subsidy to commuting students, faculty, and staff. This represents a subsidy of 62.5% on local bus service, 50% of subway, combo, combo plus, Zone 1 and Zone 2 passes. Subsidy for Zones 3-9 and the Watershuttle is 50% of the retail value of a Zone 2 pass. T-passes are distributed at two locations on campus; and bus, subway, and commuter rail schedules are provided to employees and students. MIT subsidizes over 58,000 MBTA passes each year. MIT also sells full price T-pass and Harvard M2 Shuttle Tickets on campus.

Shuttle Services

MIT operates a SafeRide shuttle service, providing free daily service in the evenings and late night to members of the MIT community in the Cambridge, Boston, and Brookline communities. In addition, MIT operates three, daytime shuttles. The Tech Shuttle, the Northwest Shuttle and the Boston daytime shuttle provide regular free weekday shuttle service from 7am to 7pm, with stops at the Kendall T station and points across campus. The Institute also operates a regular shuttle to Lincoln Laboratories in Lexington, and special shuttle services to Logan Airport before major holidays. Together with Wellesley College, MIT also supports shuttle services between the two campuses for cross-registered students and is also a major contributor to the EZ Ride shuttle, which offers service from Kendall Square to North Station.

Parking and Transportation Office

MIT has a parking and transportation office charged with implementing and overseeing the Institute's parking and transportation program. Staff members in this office are available to assist employees and students in exploring commuting alternatives.

Transportation and Parking Committee

MIT has a Transportation and Parking Committee appointed by the President of the Institute. The committee is charged with recommending parking and transportation policies to the administration.

Bicycle Amenities

MIT has over one thousand bike parking spaces on campus, including several secure indoor bike rooms.

Shower facilities

MIT provides shower facilities in our recreational facilities for cyclists who need to shower upon arrival to campus.

Telecommuting

As part of MIT's general flexible work schedule policy, the Institute encourages telecommuting for those employees whose jobs lend themselves to this mode of work. To further encourage telecommuting, MIT's Information Systems Department developed Tether. Tether is MIT's remote-access dialup service providing high-speed Point-to-Point Protocol (PPP) connectivity to the campus network and the Internet.

Flexible Work Hours

It is the general policy of MIT to allow flexible work schedules for individual employees where it is to the mutual advantage of both the employee and the department or laboratory. This policy reduces rush hour traffic in Cambridge and neighboring areas.

Zipcars

MIT currently hosts seven Zipcars on campus with 3,000 MIT subscribers. This program provides hourly car rental service providing another means to reduce vehicle commuting to campus. MIT provides a sponsored account to undergrads over the age of 21, graduate students and employees. This sponsorship helps to lower the financial commitment required of the individual.

On-Site Services

MIT provides several services on campus to help minimize the need for vehicle trips during the workday. These services include cafes, restaurants, a grocery store, a bank, two ATM facilities, dry-cleaners, barber shops, a post office, a travel agency, an optometrist, and a bookstore. In addition, MIT leases space to several restaurants on Massachusetts Avenue and Main Street within walking distance of the campus to further discourage midday vehicle trips.

VI. INSTITUTION SPECIFIC INFORMATION REQUESTS

Massachusetts Institute of Technology

1. *Provide an update on long term planning for the main campus, with a particular focus on plans for campus green space and campus edges, where MIT property abuts other land owners.*

See Section II, Future Plans Narrative. See particularly Vassar Streetscape West, New Ashdown House, Waverly Street path, and Cancer Research Facility for campus green space and edges information.

2. *Provide information on any plans for additional housing and other uses under consideration for MIT owned parcels in Cambridgeport.*

See Future Plans Narrative.

3. *Provide information on plans for MIT owned parcels located along Massachusetts Avenue, with particular attention to ground floor retail uses.*

There are several MIT investment-owned parcels in this area, along with a few academic properties. (See Map #1.) There are no plans for changes to the retail and residential buildings and tenants at 233 and 351 Massachusetts. Despite the difficulty in keeping these properties and others stable during the reconstruction of Massachusetts Avenue, there have been some positive changes in the area.

The most important change is the development of the former Budget Rent-A-Car building and lot at 220 Massachusetts Avenue for use as additional laboratory and office space by Novartis. This creates an appropriate urban street edge, reinforcing the continuous character of this section of Massachusetts Avenue. This facility is nearing completion.

Another improvement across Massachusetts Avenue is the leasing of the 289 Massachusetts Avenue storefront to Wellspace, a therapeutic massage and wellness center, replacing an office user. This new business will be opening in 2007.

In Central Square at 450 Massachusetts Avenue, there has been progress in developing a new mixed-use building for theater and retail use. An agreement was reached with the Historical Commission, and the failing buildings on the site have been removed. Design of the core and shell of the replacement structure is nearing completion and environmental site remediation is ongoing. Assuming favorable contractor pricing and successful tenant negotiations, construction could start in 2007.

The other MIT investment-owned parcel that has significant impact on Massachusetts Avenue is the Analog Devices parking lot associated with its building fronting on 21 Osborn Street. There are no current plans to alter the use of this parcel.

There are four academic facilities on the Central Square end of Massachusetts Avenue:

- Building N42 (211 Massachusetts Avenue, the Information Systems and Technology Building, which was rehabilitated a few years ago.
- Buildings N51/N52 (265-275 Massachusetts Avenue), which houses the MIT Museum, School of Architecture and Planning programs and studios and MIT administrative offices.
- Building NW62 (306 Massachusetts Avenue), which houses the MIT Grounds Department.
- Building NW61 (282 Massachusetts Avenue), which is an undergraduate residence hall.

There are no current plans to alter the uses of these buildings.

There are other academic parcels located around the Grand Junction railroad tracks on Massachusetts Avenue. There is an opportunity to create gateway parcels along Massachusetts Avenue between Albany and Vassar Streets. The Music and Theater Arts Teaching Laboratory at 158-176 Massachusetts Avenue (see Map #3) would be a step in this direction. The redevelopment of the parcels on the east side of Massachusetts Avenue is complicated by the uncertain impact of the proposed Urban Ring bus rapid transit service, the continuing need for the research space in the high voltage laboratory (Building N10 at 149 Massachusetts Avenue), and the service provided by the public parking at 189 Massachusetts Avenue on the Vassar Street corner.

4. *Provide information on how MIT plans to strengthen the link between its campus and the Central Square shopping district.*

There are no other plans beyond the reported projects in this district. Plans to strengthen the link between the MIT Campus and Central Square are reviewed on a case by case basis as academic and commercial opportunities are identified.

5. *Provide an update on plans for the following properties:*

- a. *The vacant parking lot located at the intersections of School and Cherry Streets.*

This parking lot is associated with the vacant industrial buildings at 730-750 Main Street that are being marketed for redevelopment. Tenant requirements must be known before any further plans can be made

- b. *The vacant lot located at Watson and Brookline Streets.*

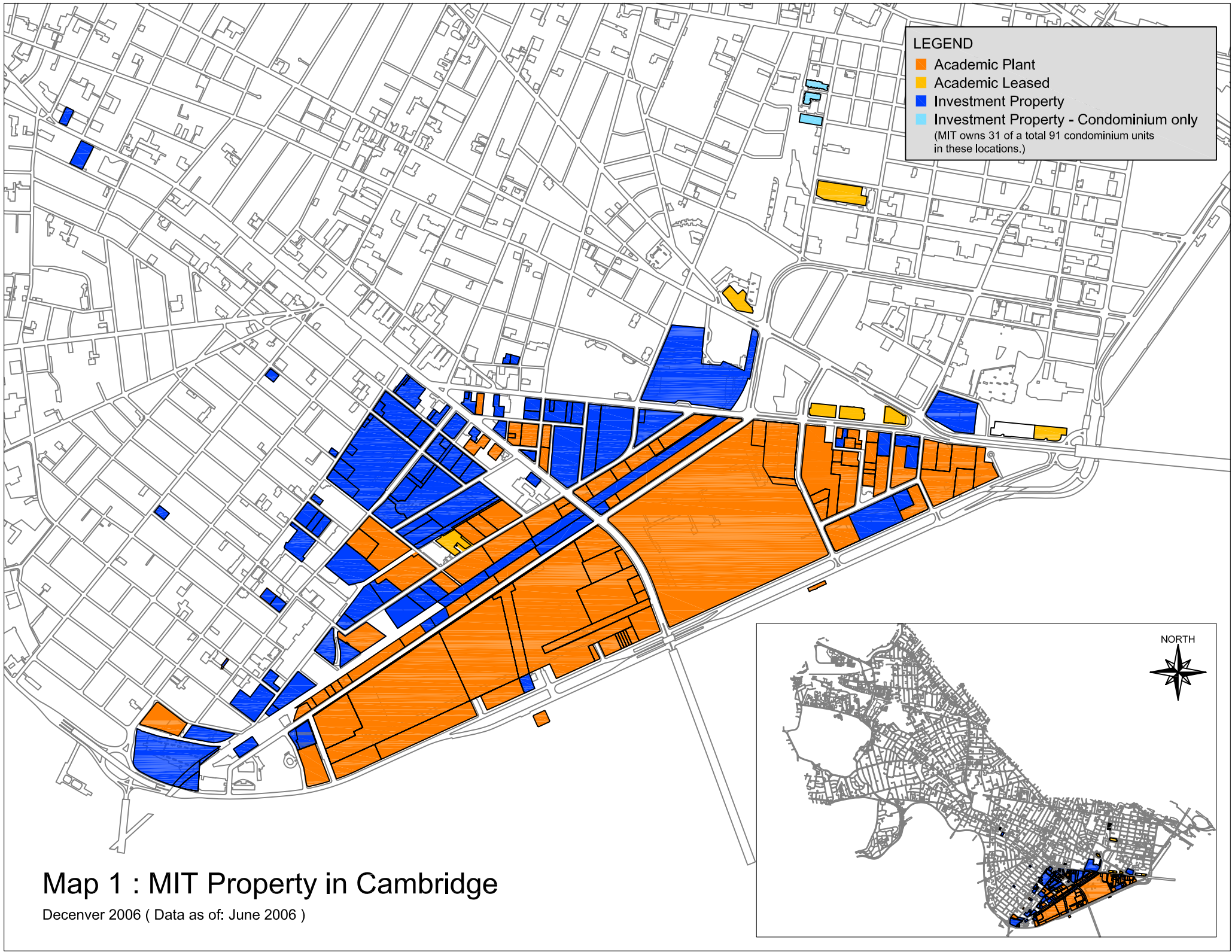
There are currently no plans for the lot located at Watson and Brookline Streets. MIT works to ensure that the lot is clean and well maintained.

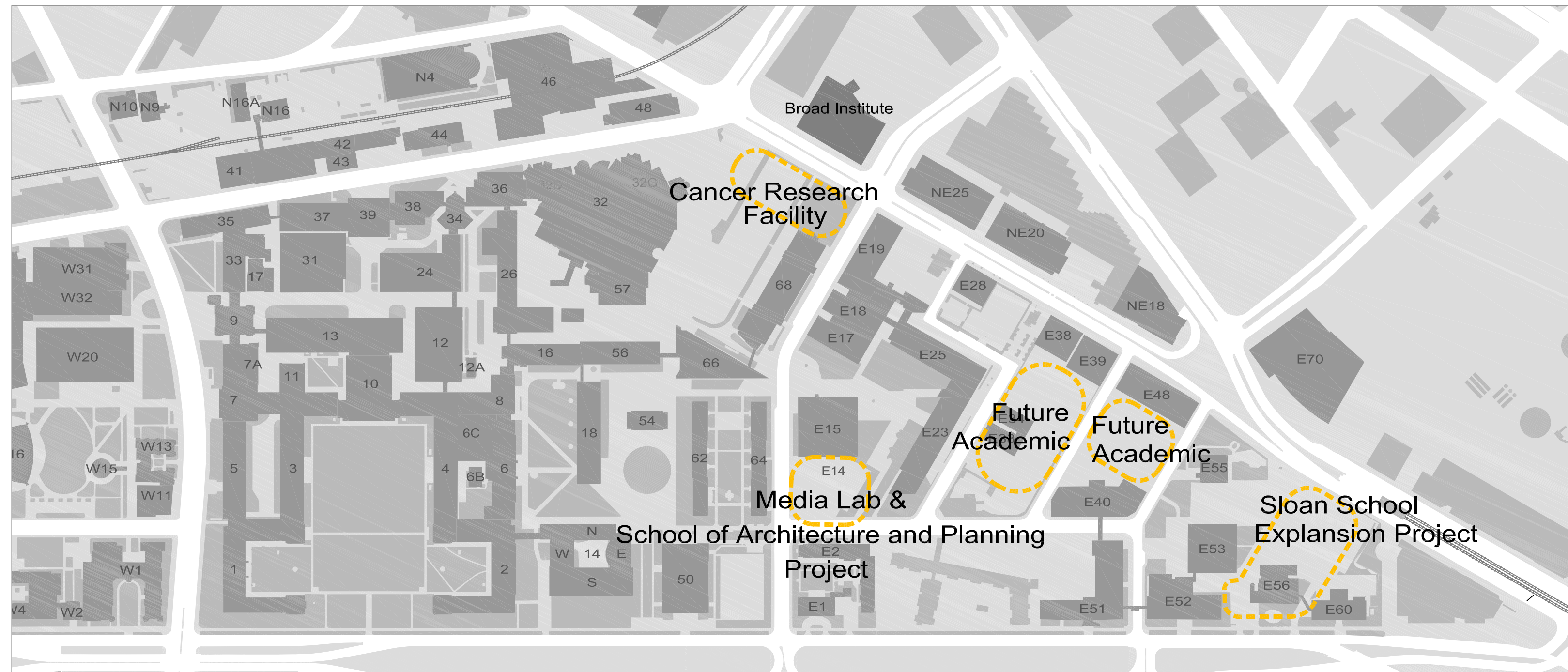
- c. *The former California Paint site.*

This property is currently leased to Dalkia for light manufacturing operations.

d. 130 Brookline Street.

The 130 Brookline Street property is under study for its suitability as a laboratory building.

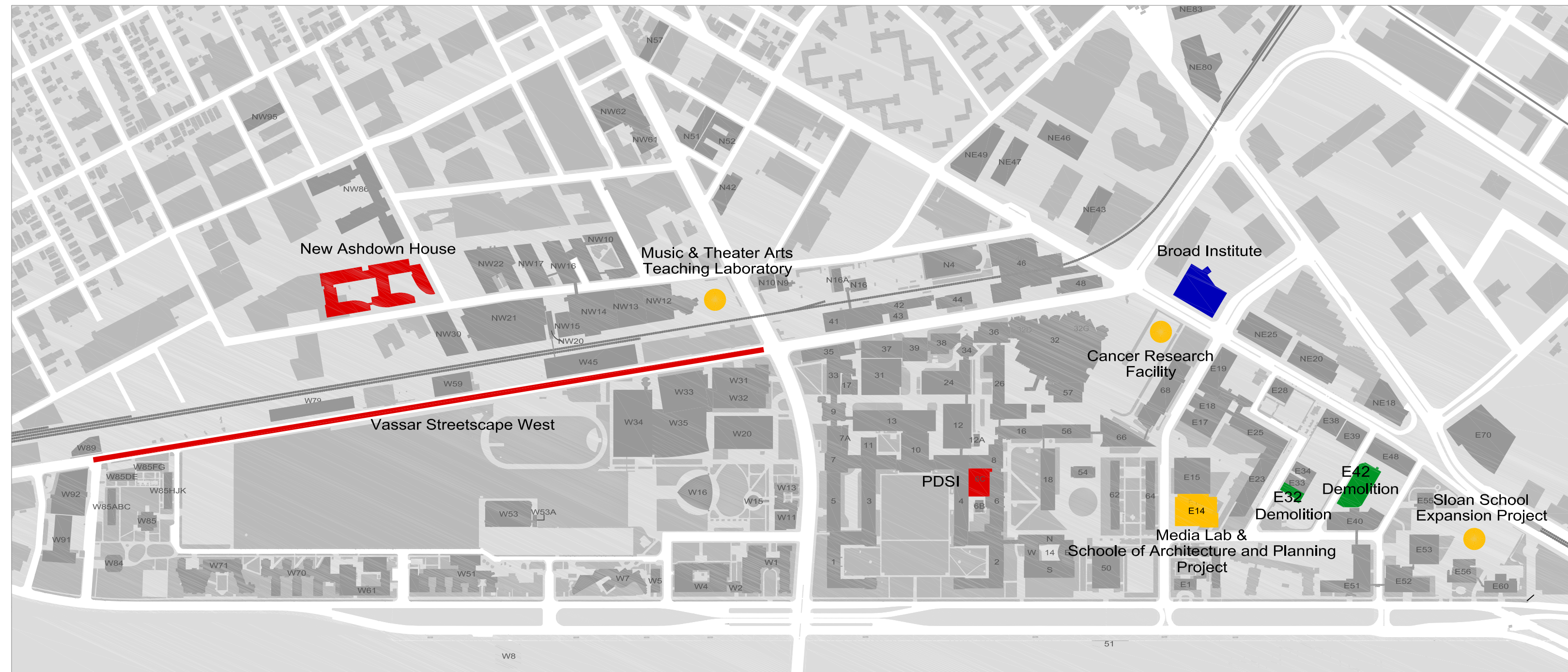




Map 2 Main and East Campus Development Opportunities

December 2006



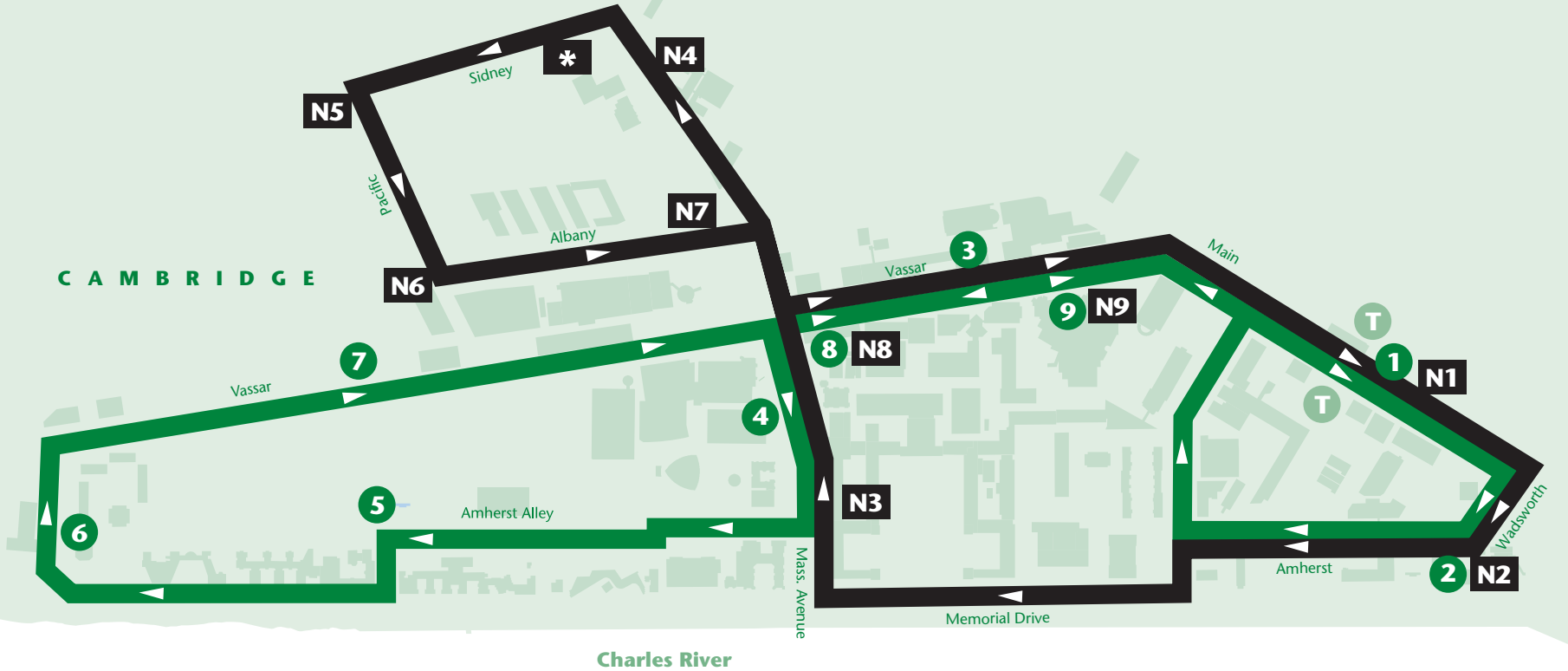


Map 3 : MIT Projects

December 2006

- Planning / Design
- Construction
- Completed
- Completed By Others





Charles River

Tech Shuttle Stops

- 1 Kendall Square T Station (Main Street: Boston-bound side)
- 2 Amherst Street at Wadsworth
- 3 MIT Building #39 (on Vassar Street, west-bound)
- 4 84 Massachusetts Avenue (at T bus stop)
- 5 Burton House (on Fowler Street at Amherst Alley)
- 6 Audrey Street (between Tang and Westgate)
- 7 Simmons Hall (west side turnaround)
- 8 Vassar Street at Massachusetts Avenue (across from ATM)
- 9 Vassar Street eastbound (at the Stata Center)

Northwest Shuttle Stops

- N1 Kendall Square T Station (Main Street: Boston-bound side)
- N2 Amherst Street at Wadsworth Street
- N3 77 Massachusetts Avenue
- N4 MIT Museum (N52)
- N5 70 Pacific Street (NW86)
- N6 The Warehouse (NW30)
- N7 Edgerton (NW10)
- N8 Vassar Street at Mass Ave (across from ATM)
- N9 Vassar Street eastbound at the Stata Center
- * Hotel@MIT (by request only)

See other side for schedule and hours of operation.

Department of Facilities
 Parking and Transportation Office
 at Building W20-022
 or call extension 8-6510
 mitparking@mit.edu
<http://web.mit.edu/facilities/transportation/>

PSB 06-04-0283

Tech & Northwest Shuttle

The Tech and Northwest Shuttles, run by the MIT Parking and Transportation Office, provide a safe means of transportation around the MIT campus.



Massachusetts Institute of Technology

Schedules

> **The Tech Shuttle operates weekdays from 7:15AM to 7:15PM.**

> **The Northwest Shuttle operates weekdays from 7:25AM to 6:42PM. See web site for exact schedule.**

> **The Tech and Northwest Shuttles do not operate on weekends and MIT holidays.**

> **Schedules and Route Maps on <http://web.mit.edu/facilities/transportation/>**

Tech Shuttle schedule

RUNS THE ENTIRE CALENDAR YEAR

1 Kendall Square T	7:15	7:35	7:55	8:05	8:15	8:25	8:35	8:45	8:55	9:05	9:15	9:25	9:35	9:45	9:55	10:15	10:35	10:55	11:15	11:35	11:55	12:15	12:35	12:55	1:15	1:35	1:55	2:15	2:35	2:55	3:15	3:35	3:55	4:15	4:35	4:55	5:15	5:35	5:55	6:15	6:35	6:55
2 Hayward/Amherst	7:17	7:37	7:57	8:07	8:17	8:27	8:37	8:47	8:57	9:07	9:17	9:27	9:37	9:47	9:57	10:17	10:37	10:57	11:17	11:37	11:57	12:17	12:37	12:57	1:17	1:37	1:57	2:17	2:37	2:57	3:17	3:37	3:57	4:17	4:37	4:57	5:17	5:37	5:57	6:17	6:37	6:57
3 Building 39	7:20	7:40	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:20	10:40	11:00	11:20	11:40	12:00	12:20	12:40	1:00	1:20	1:40	2:00	2:20	2:40	3:00	3:20	3:40	4:00	4:20	4:40	5:00	5:20	5:40	6:00	6:20	6:40	7:00
4 84 Mass Avenue	7:22	7:42	8:02	8:12	8:22	8:32	8:42	8:52	9:02	9:12	9:22	9:32	9:42	9:52	10:02	10:22	10:42	11:02	11:22	11:42	12:02	12:22	12:42	1:02	1:22	1:42	2:02	2:22	2:42	3:02	3:22	3:42	4:02	4:22	4:42	5:02	5:22	5:42	6:02	6:22	6:42	7:02
5 Burton House	7:24	7:44	8:04	8:14	8:24	8:34	8:44	8:54	9:04	9:14	9:24	9:34	9:44	9:54	10:04	10:24	10:44	11:04	11:24	11:44	12:04	12:24	12:44	1:04	1:24	1:44	2:04	2:24	2:44	3:04	3:24	3:44	4:04	4:24	4:44	5:04	5:24	5:44	6:04	6:24	6:44	7:04
6 Audrey Street	7:27	7:47	8:07	8:17	8:27	8:37	8:47	8:57	9:07	9:17	9:27	9:37	9:47	9:57	10:07	10:27	10:47	11:07	11:27	11:47	12:07	12:27	12:47	1:07	1:27	1:47	2:07	2:27	2:47	3:07	3:27	3:47	4:07	4:27	4:47	5:07	5:27	5:47	6:07	6:27	6:47	7:07
7 Simmons Hall	7:28	7:48	8:08	8:18	8:28	8:38	8:48	8:58	9:08	9:18	9:28	9:38	9:48	9:58	10:08	10:28	10:48	11:08	11:28	11:48	12:08	12:28	12:48	1:08	1:28	1:48	2:08	2:28	2:48	3:08	3:28	3:48	4:08	4:28	4:48	5:08	5:28	5:48	6:08	6:28	6:48	7:08
8 Vassar/Mass Ave	7:30	7:50	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:40	9:50	10:00	10:10	10:30	10:50	11:10	11:30	11:50	12:10	12:30	12:50	1:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30	3:50	4:10	4:30	4:50	5:10	5:30	5:50	6:10	6:30	6:50	7:10
9 Stata	7:32	7:52	8:12	8:22	8:32	8:42	8:52	9:02	9:12	9:22	9:32	9:42	9:52	10:02	10:12	10:32	10:52	11:12	11:32	11:52	12:12	12:32	12:52	1:12	1:32	1:52	2:12	2:32	2:52	3:12	3:32	3:52	4:12	4:32	4:52	5:12	5:32	5:52	6:12	6:32	6:52	7:12

→ Extra morning service runs September through May

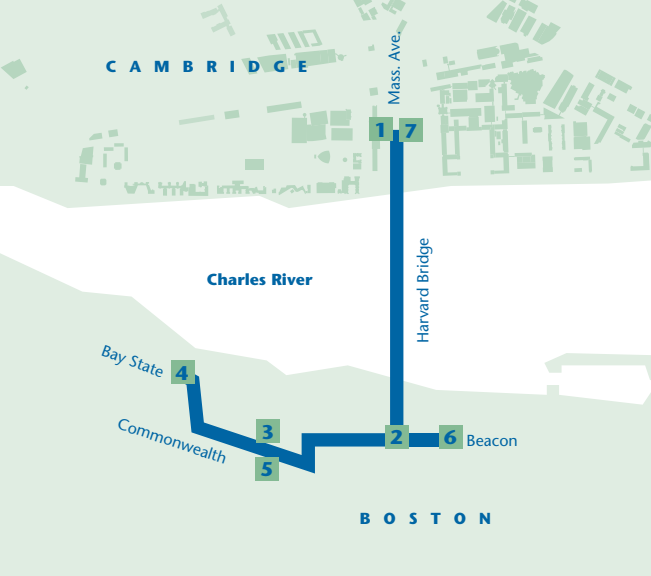
Northwest Shuttle schedule

RUNS THE ENTIRE CALENDAR YEAR

N1 Kendall Square T	7:25	7:35	7:45	7:55	8:05	8:15	8:25	8:35	8:45	8:55	9:05	9:15	9:25	9:45	10:05	10:25	10:45	11:05	11:25	11:45	12:05	12:25	12:45	1:05	1:25	1:45	2:05	2:25	2:45	3:05	3:25	3:45	4:05	4:25	4:45	5:05	5:25	5:45	6:05	6:25			
N2 Amherst/Wadsworth	7:27	7:37	7:47	7:57	8:07	8:17	8:27	8:37	8:47	8:57	9:07	9:17	9:27	9:47	10:07	10:27	10:47	11:07	11:27	11:47	12:07	12:27	12:47	1:07	1:27	1:47	2:07	2:27	2:47	3:07	3:27	3:47	4:07	4:27	4:47	5:07	5:27	5:47	6:07	6:27			
N3 77 Mass Avenue	7:30	7:40	7:50	8:00	8:10	8:20	8:30	8:40	8:50	9:00	9:10	9:20	9:30	9:50	10:10	10:30	10:50	11:10	11:30	11:50	12:10	12:30	12:50	1:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30	3:50	4:10	4:30	4:50	5:10	5:30	5:50	6:10	6:30			
N4 MIT Museum (N52)	7:33	7:43	7:53	8:03	8:13	8:23	8:33	8:43	8:53	9:03	9:13	9:23	9:33	9:53	10:13	10:33	10:53	11:13	11:33	11:53	12:13	12:33	12:53	1:13	1:33	1:53	2:13	2:33	2:53	3:13	3:33	3:53	4:13	4:33	4:53	5:13	5:33	5:53	6:13	6:33			
N5 70 Pacific Street (NW86)	7:34	7:44	7:54	8:04	8:14	8:24	8:34	8:44	8:54	9:04	9:14	9:24	9:34	9:54	10:14	10:34	10:54	11:14	11:34	11:54	12:14	12:34	12:54	1:14	1:34	1:54	2:14	2:34	2:54	3:14	3:34	3:54	4:14	4:34	4:54	5:14	5:34	5:54	6:14	6:34			
N6 The Warehouse (NW30)	7:35	7:45	7:55	8:05	8:15	8:25	8:35	8:45	8:55	9:05	9:15	9:25	9:35	9:55	10:15	10:35	10:55	11:15	11:35	11:55	12:15	12:35	12:55	1:15	1:35	1:55	2:15	2:35	2:55	3:15	3:35	3:55	4:15	4:35	4:55	5:15	5:35	5:55	6:15	6:35			
N7 Edgerton (NW10)	7:39	7:49	7:59	8:09	8:19	8:29	8:39	8:49	8:59	9:09	9:19	9:29	9:29	9:59	10:19	10:39	10:59	11:19	11:39	11:59	12:19	12:39	12:59	1:19	1:39	1:59	2:19	2:39	2:59	3:19	3:39	3:59	4:19	4:39	4:59	5:19	5:39	5:59	6:19	6:39			
N8 Vassar/Mass Ave	7:41	7:51	8:01	8:11	8:21	8:31	8:41	8:51	9:01	9:11	9:21	9:31	9:41	10:01	10:21	10:41	11:01	11:21	11:41	12:01	12:21	12:41	1:01	1:21	1:41	2:01	2:21	2:41	3:01	3:21	3:41	4:01	4:21	4:41	5:01	5:21	5:41	6:01	6:21	6:41			
N9 Stata	7:42	7:52	8:02	8:12	8:22	8:32	8:42	8:52	9:02	9:12	9:22	9:32	9:42	10:02	10:22	10:42	11:02	11:22	11:42	12:02	12:22	12:42	1:02	1:22	1:42	2:02	2:22	2:42	3:02	3:22	3:42	4:02	4:22	4:42	5:02	5:22	5:42	6:02	6:22	6:42			
* Hotel@MIT (by request only)																																											

→ Extra morning service runs September through May

Please note: times are approximate



schedule

Boston Daytime

RUNS SEPTEMBER THROUGH MAY

1	84 Mass. Ave.	8:07	8:27	8:47	9:07	9:27	9:47	10:07	10:27	10:47	11:07	11:27	11:47	12:07	12:27	12:47	1:07	1:27	1:47	2:07	2:27	2:47	3:07	3:27	3:47	4:07	4:27	4:47	5:07	5:27	5:47
2	Mass. Ave./Beacon	8:09	8:29	8:49	9:09	9:29	9:49	10:09	10:29	10:49	11:09	11:29	11:49	12:09	12:29	12:49	1:09	1:29	1:49	2:09	2:29	2:49	3:09	3:29	3:49	4:09	4:29	4:49	5:09	5:29	5:49
3	487 Comm. Ave. (PSK)	8:10	8:30	8:50	9:10	9:30	9:50	10:10	10:30	10:50	11:10	11:30	11:50	12:10	12:30	12:50	1:10	1:30	1:50	2:10	2:30	2:50	3:10	3:30	3:50	4:10	4:30	4:50	5:10	5:30	5:50
4	64 Bay State (TXI)	8:11	8:31	8:51	9:11	9:31	9:51	10:11	10:31	10:51	11:11	11:31	11:51	12:11	12:31	12:51	1:11	1:31	1:51	2:11	2:31	2:51	3:11	3:31	3:51	4:11	4:31	4:51	5:11	5:31	5:51
5	478 Comm. Ave.	8:14	8:34	8:54	9:14	9:34	9:54	10:14	10:34	10:54	11:14	11:34	11:54	12:14	12:34	12:54	1:14	1:34	1:54	2:14	2:34	2:54	3:14	3:34	3:54	4:14	4:34	4:54	5:14	5:34	5:54
6	450 Beacon St.	8:19	8:39	8:59	9:19	9:39	9:59	10:19	10:39	10:59	11:19	11:39	11:59	12:19	12:39	12:59	1:19	1:39	1:59	2:19	2:39	2:59	3:19	3:39	3:59	4:19	4:39	4:59	5:19	5:39	5:59
7	77 Mass. Ave.	8:23	8:43	9:03	9:23	9:43	10:03	10:23	10:43	11:03	11:23	11:43	12:03	12:23	12:43	1:03	1:23	1:43	2:03	2:23	2:43	3:03	3:23	3:43	4:03	4:23	4:43	5:03	5:23	5:43	6:03

Please note: times are approximate

Saferide

Boston & Cambridge

The MIT saferide Boston and Cambridge vehicles will operate simultaneously seven days a week, every day of the year from 6 p.m. until 2:30 a.m. (3:30 a.m. on Thursday, Friday and Saturday).

STARCRRAFT



Schedules

Boston West

	SUN-WED										THU-SAT only								
1 84 Mass. Ave.	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05
2 Mass. Ave./Beacon	6.02	6.32	7.02	7.32	8.02	8.32	9.02	9.32	10.02	10.32	11.07	11.37	12.07	12.37	1.07	1.37	2.07	2.37	3.07
3 528 Beacon	6.03	6.33	7.03	7.33	8.03	8.33	9.03	9.33	10.03	10.33	11.08	11.38	12.08	12.38	1.08	1.38	2.08	2.38	3.08
4 487 Comm. Ave. (PSK)	6.08	6.38	7.08	7.38	8.08	8.38	9.08	9.38	10.08	10.38	11.13	11.43	12.13	12.43	1.13	1.43	2.13	2.43	3.13
5 64 Bay State (TXI)	6.09	6.39	7.09	7.39	8.09	8.39	9.09	9.39	10.09	10.39	11.14	11.44	12.14	12.44	1.14	1.44	2.14	2.44	3.14
6 111 BayState (SH)	6.10	6.40	7.10	7.40	8.10	8.40	9.10	9.40	10.10	10.40	11.15	11.45	12.15	12.45	1.15	1.45	2.15	2.45	3.15
7 155 BayState	6.11	6.41	7.11	7.41	8.11	8.41	9.11	9.41	10.11	10.41	11.16	11.46	12.16	12.46	1.16	1.46	2.16	2.46	3.16
8 58 Manchester (ZBT)	6.16	6.46	7.16	7.46	8.16	8.46	9.16	9.46	10.16	10.46	11.21	11.51	12.21	12.51	1.21	1.51	2.21	2.51	3.21
9 259 St. Paul (ET)	6.19	6.49	7.19	7.49	8.19	8.49	9.19	9.49	10.19	10.49	11.24	11.54	12.24	12.54	1.24	1.54	2.24	2.54	3.24
10 550 Mem. Dr. (Tang)	6.21	6.51	7.21	7.51	8.21	8.51	9.21	9.51	10.21	10.51	11.26	11.56	12.26	12.56	1.26	1.56	2.26	2.56	3.29
11 Simmons Hall	6.22	6.52	7.22	7.52	8.22	8.52	9.22	9.52	10.22	10.52	11.27	11.57	12.27	12.57	1.27	1.57	2.27	2.57	3.30
1 84 Mass. Ave.	6.25	6.55	7.25	7.55	8.25	8.55	9.25	9.55	10.25	10.55	11.30	12.00	12.30	1.00	1.30	2.00	2.30	3.00	3.30

These runs pick up 5 minutes later than times shown SUN-WED

Boston East

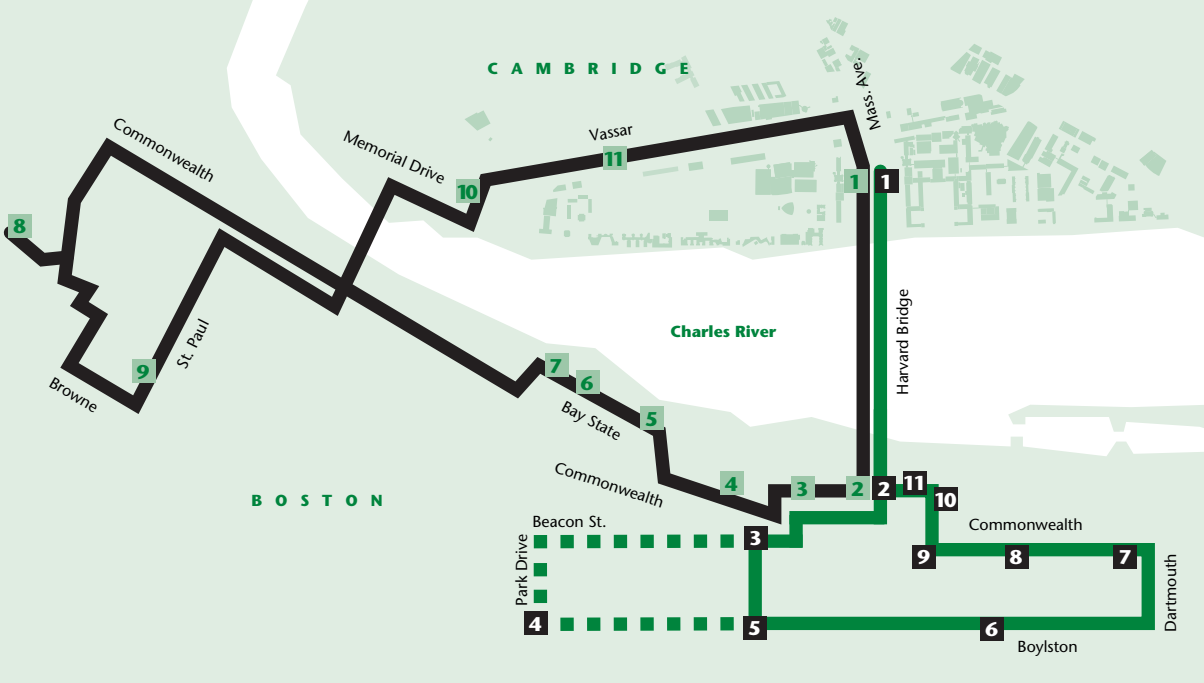
	SUN-WED										THU-SAT only								
1 84 Mass. Ave.	6.00	6.30	7.00	7.30	8.00	8.30	9.00	9.30	10.00	10.30	11.05	11.35	12.05	12.35	1.05	1.35	2.05	2.35	3.05
2 Mass. Ave. / Beacon	6.03	6.33	7.03	7.33	8.03	8.33	9.03	9.33	10.03	10.33	11.08	11.38	12.08	12.38	1.08	1.38	2.08	2.38	3.08
3 478 Comm. Ave.	6.04	6.34	7.04	7.34	8.04	8.34	9.04	9.34	10.04	10.34	11.09	11.39	12.09	12.39	1.09	1.39	2.09	2.39	3.09
4 Vanderbilt Hall	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
5 28 The Fenway (SN)	6.10	6.40	7.10	7.38	8.08	8.38	9.08	9.38	10.08	10.38	11.13	11.43	12.13	12.43	1.13	1.43	2.13	2.43	3.13
6 Prudential Center	6.13	6.43	7.13	7.41	8.11	8.41	9.11	9.41	10.11	10.41	11.16	11.46	12.16	12.46	1.16	1.46	2.16	2.46	3.16
7 229 Comm. Ave. (PKT)	6.18	6.48	7.18	7.44	8.14	8.44	9.14	9.44	10.14	10.44	11.19	11.49	12.19	12.49	1.19	1.49	2.19	2.49	3.19
8 253 Comm. Ave. (TEP)	6.18	6.48	7.18	7.44	8.14	8.44	9.14	9.44	10.14	10.44	11.19	11.49	12.19	12.49	1.19	1.49	2.19	2.49	3.19
9 32 Hereford St. (CP)	6.19	6.49	7.19	7.45	8.15	8.45	9.15	9.45	10.15	10.45	11.20	11.50	12.20	12.50	1.20	1.50	2.20	2.50	3.20
10 450 Beacon St. (PLP)	6.21	6.51	7.21	7.47	8.17	8.47	9.17	9.47	10.17	10.47	11.22	11.52	12.22	12.52	1.22	1.52	2.22	2.52	3.22
11 Beacon / Mass. Ave.	6.22	6.52	7.22	7.48	8.18	8.48	9.18	9.48	10.18	10.48	11.23	11.53	12.23	12.53	1.23	1.53	2.23	2.53	3.23
1 84 Mass. Ave.	6.25	6.55	7.25	7.51	8.21	8.51	9.21	9.51	10.21	10.51	11.26	11.56	12.26	12.56	1.26	1.56	2.26	2.56	3.26

● Shuttle stops upon request only. To request a pickup, please call 3-2997.

These runs pick up 5 minutes later than times shown SUN-WED

Please note: Riders should be aware that inclement weather, heavy traffic conditions and/or van maintenance will adversely affect the time schedules. Vanderbilt Hall request stop will add approximately 9 minutes to the schedule.

PSB 06-04-0283



Boston

Boston West Stops

- 1 84 Mass. Ave. — pick-up location for all stops to Boston as well as the stop for the main campus, W20
- 2 Mass. Ave. and Beacon St.
- 3 528 Beacon St. (TC)
- 4 487 Commonwealth Ave. (PSK)
- 5 64 Bay State Rd. (TXI)
- 6 111 Bay State Rd. (SH)
- 7 155 Bay State Rd.
- 8 58 Manchester Rd. (ZBT)
- 9 259 St. Paul St. (ET)
- 10 550 Memorial Drive (Tang)
- 11 Simmons Hall
- 1 Return to 84 Mass. Ave.

Boston East Stops

- 1 84 Mass. Ave. — pick-up location for all stops to Boston as well as the stop for the main campus, W20
- 2 Mass. Ave. at Beacon St.
- 3 478 Comm. Ave.
- 4 Vanderbilt Hall — on request only
- 5 28 The Fenway
- 6 Prudential Center
- 7 229 Commonwealth Ave. (PKT)
- 8 253 Commonwealth Ave. (TEP)
- 9 32 Hereford St. (CP)
- 10 450 Beacon St. (PLP)
- 11 Beacon St. at Mass. Ave.
- 1 Return to 84 Mass. Ave.