

Fareless Square Advisory Committee

**Special Fare Zone Goals**

- GOAL 1:** The proposal for a special fare zone should clearly demonstrate increased mobility within the zone, and a reduction in total auto trips to and within the zone.
- GOAL 2:** The special fare zone should enhance local land use and transportation management plans which encourage transit ridership. There should also be private sector support for these plans.
- GOAL 3:** The benefits to the metropolitan region of a special fare zone must justify the costs borne by Tri-Met and the region.

Attachment A provides further explanation of the goals and examples of what Tri-Met will consider in reviewing a request for creation or expansion of a special fare area.

## ATTACHMENT A EXPLANATION OF GOALS

An application for creation or expansion of a special fare zone must demonstrate the ways in which the proposed zone meets the criteria goals. Following the explanation of each goal are examples of the types of conditions which would satisfy that goal.

**GOAL 1:** The proposal for a special fare zone should clearly demonstrate increased mobility within the zone, and a reduction in total auto trips to and within the zone.

A primary goal of special fare zones is to improve mobility, accessibility and air quality as well as to reduce auto trips, vehicle miles traveled, congestion, and the need for parking spaces. Special fare zones can be used to achieve requirements of Transportation Goal 12, i.e. over the next 30 years to reduce vehicle miles traveled per capita by 20% and parking spaces by 10%. Examples of conditions which would satisfy this goal include:

- There are currently a high number of trips within the proposed area.
- A high number of existing or anticipated trips to the area are on transit.
- The special fare zone improves mobility and circulation by reducing auto trips within the proposed area.
- The area proposed is too large to be easily walked.
- The boundaries of the proposed special fare zone are easily recognized.

**GOAL 2:** The special fare zone should enhance local land use and transportation management plans which encourage transit ridership. There should also be private sector support for these plans.

This goal is not intended to require preparation of additional or special plans but rather to enhance and support existing transit-supportive plans for land use and transportation. Private sector support for these plans should also be in place. Examples of conditions which would satisfy this goal include:

Land Use Plan Examples:

- Development conditions which promote transit and reduce driving alone, e.g. transit-oriented development which is at least as accessible by transit as by auto.
- Concentration of development along established transit routes.
- A mix of uses to promote short pedestrian trips.
- Sidewalks and a streetscape conducive to walking and riding transit.
- Designated transit and pedestrian areas which are developed with Tri-Met.

#### Transportation Management Plan Examples:

- Maximum (rather than minimum) parking ratios related to land use and subject to transit availability.
- Management of parking within and adjacent to the special fare zone through strategies such as parking fees for on- and off-street spaces, parking permit programs in place to mitigate impact of park-and-walk and park-and-ride from surrounding neighborhoods, limits on "early-bird specials," and monthly parking fees greater than a monthly transit pass.
- Encouragement of alternative transportation modes by using strategies such as employer transit subsidy programs; management of parking space use to emphasize carpool and customer/client parking, particularly through designated spaces and preferential rates; and special facilities and programs for biking.
- A neighborhood parking impact study.
- A Transportation Management Association, or similar organization, working with public agencies to develop and promote transportation demand management and transit.

#### Private Sector Support Examples:

- Commitment to provide a safe and attractive transit and pedestrian environment.
- Participation in transit subsidy and rideshare programs.
- Participation in, and promotion of, alternative work hours and commute modes.
- Transportation coordinators on site or other method of providing ongoing coordination and promotion of alternative modes and work hours.
- Participation in a Transportation Management Association or similar organization.

**GOAL 3:** The benefits to the region of meeting regional goals for air quality, reduced congestion, increased use of alternative modes of transportation, and managed growth should justify the costs of a special fare zone borne by Tri-Met and the region.

This goal reinforces the belief that the region benefits from special fare areas through improved air quality, increased transit ridership, lowered congestion, and higher density development in major transportation corridors and activity centers. It is recognized that not all benefits and costs can be quantified.