



January 3, 2008

George Passadore  
President  
TriMet Board of Directors  
4012 SE 17<sup>th</sup> Avenue  
Portland, Oregon 97212

Dear President Passadore:

The Board of Directors of the Lloyd Transportation Management Association (LTMA) is writing to express its opposition to a possible reduction in the operating hours of Fareless Square. We believe the decision to do so, at this time, is premature and lacks grounding in a more coordinated and comprehensive discussion with the community and stakeholders about improving public safety and the role that Fareless Square might play in that discussion.

The LTMA sees three key issues underlying this evaluation. First is the need to ensure safety and security on the *entire* transit system. It will be important that we look at strategies and programs that accomplish this, which includes added security presence and fare inspectors. Most recent media reports on security and safety on the TriMet system have focused on areas that lie outside the central city (e.g., Gresham and Washington County). On the other hand, information from the Lloyd Public Safety program indicates a reduction in security and safety incidents in the Lloyd District over the past two years, particularly at the LRT platform near Holladay Park. This has been primarily attributed to the very effective partnerships in place between our Lloyd Business Improvement District (LBID), the Portland Police, TriMet police/security, the Parks Bureau and the Neighborhood District Attorney's office. Also, a key factor that was driving security incidents in Lloyd – the drug trade – appears to be moving from the downtown/Lloyd areas to other parts of the metropolitan region.

As such, a decision to limit Fareless Square operating hours may have little, if any, impact on incidents occurring in these areas, while eliminating a service that contributes significantly to reducing vehicle trips and supporting retail, entertainment, convention and hotel/visitor trades. While reducing operating hours may be an outcome of a more thoroughly reviewed package of strategies, the issues of safety and security may best be met by adding security and fare inspectors.

Second, after many years of providing Fareless services to the downtown and Lloyd, our Board agrees that a look at the overall system is appropriate. With the expected advent of LRT on the downtown bus mall and streetcar to Lloyd and the Central Eastside, a productive look at the Fareless system could prove very beneficial. Such a review could result in changes that blend well with the new infrastructure, continues to support the purposes and objectives for which Fareless Square was established and, as an added benefit, cost savings to TriMet and other funding partners (i.e., LBID, City of Portland and Multnomah County).

However, moving forward with piecemeal changes to the fundamental operating format (i.e., hours of operation) as opposed to simply enhancing security and fare inspection processes (which are essential to any operating format) precludes a comprehensive, carefully considered and consensus based package of strategic enhancements to the system.

Third, is the issue of process. The reasons for creating Fareless Square were very different for the Lloyd versus the downtown. The LBID/LTMA worked closely with TriMet, the City of Portland and Multnomah County/POVA to negotiate and provide funding for the Lloyd Fareless Square extension. This process led to the decision to extend the Fareless zone as a means to accomplish some very specific objectives. These included:

- a. Reducing vehicle trips between Lloyd and downtown (which averaged 92% of all trips before the fareless extension).
- b. Providing support and convenience to convention and hotel travelers moving between the OCC and Lloyd/downtown hotels/venues.
- c. Supporting the Lloyd District as an emerging entertainment district (anchored by the Rose Garden).
- d. Fortifying the link between Lloyd and Downtown (contributing to a "greater downtown").

A hasty and isolated change to a fundamental operating element of the current Fareless system lacks the necessary discussion with stakeholders and the community to assure that whatever *package* of enhancements might be implemented are consistent with the original goals and objectives for which the system was established.

*To this end, the LTMA would urge TriMet to follow through on a commitment made to us in November that (a) the entire Fareless Square system and its operations be reviewed to explore efficiencies and improvements, (b) affected stakeholders and funders be included in broad ranging discussions, possibly through a Portland Business Alliance process, and (c) a consensus package of strategies for both safety and Fareless Square operations be developed for implementation.*

Fareless Square is an iconic feature of Portland life. If changes are to be made, they should be made in a manner that is consistent with our goals and objectives for transit, ridership, economic development, community benefit, safety and maintaining Portland (and its Central City) as an attractive place to do business, work, visit, locate and grow. To achieve that, a more structured, considered and inclusive process needs to be facilitated if the fundamental operating format of the system is on the table.

We strongly support TriMet in its effort to immediately add security and increase fare inspection. We also support measures that would change the way TriMet deploys security and (for that matter) the procedures in place to enhance the authority that security personnel have to remove riders that violate rules from the transit system. Such measures are overdue and will address the types of incidents that have occurred within the regional system. We believe these are measures that would be appropriate whether there was a Fareless system or not. However, we cannot support any measures at this time (like altered hours) that result in fundamental changes to the current operating format. Changes of this nature will require coordinated discussions, planning, and programming that the current proposal on hours lacks.

We appreciate your time in considering our request.

Yours truly,

[Signature appears on original]

Steve Day  
Chairman

**Cc:** LTMA Board of Directors  
Hank Ashforth, Chairman, Lloyd Business Improvement District (LBID)  
LBID Board of Directors  
Scott Langley, Chairman, Lloyd Executive Partnership (LEP)  
Lloyd Executive Partnership Board of Directors  
Justin Zeulner, Chairman, Lloyd District Community Association (LDCA)  
Ted Wheeler, Multnomah County  
Jeff Miller, POVA  
Fred Hansen, TriMet  
Sam Adams, City of Portland