

# Fair Share Housing: A Partially Annotated Bibliography

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## APPENDIX C

### Annotated Bibliography

The literature review in chapter two synthesized information from a great number of sources to provide information on the results of fare-free demonstrations or feasibility analyses conducted by public transit agencies. This appendix provides a summary of many of the reports that were used to produce the literature review. Many of these sources were developed specifically for transit agencies and would not be available through normal research channels. Project panel members and members of historians were able to provide information that led to the identification of such reports.

This bibliography summarizes reports and articles that describe the results of:

- Fare-free demonstrations that were discontinued
- Studies analyzing the feasibility of instituting fare-free public transit
- Reports on transit agencies retaining totally fare-free policies
- Other pertinent research addressing fare-free public transit policies.

#### REPORTS ON FARE-FREE DEMONSTRATIONS THAT WERE DISCONTINUED

The literature search revealed that a number of public transit agencies other than those identified in this report as currently providing fare-free service have considered instituting a similar operational strategy, but discontinued after experimenting with, or analyzing the feasibility of, implementing such a fare policy. Provided here are separate summaries of reports of these various experiments since they also attempted to provide information on the implementation and outcomes of fare-free transit in their communities.

##### Mercer County, New Jersey

"The Fare-Free Transit Experiments," written in 1982 by A. H. Staudenmund and D. Connor, chronicles the results of experiments that began in March 1978 (19). The Urban Mass Transportation Administration (UMTA) funded partial fare-free demonstrations for the cities of Denver, Colorado, and Mercer County (Trenton), New Jersey, to determine the effectiveness of removing fares for one year on a restricted basis. In the Mercer County demonstration, no fares were charged during the off-peak time period for one year (the off-peak fare was \$0.15). Peak period fares of \$0.30 remained unchanged. The off-peak time was selected due to unused capacity and low marginal costs of off-peak service. While the demonstration was conducted in both Denver and Mercer County, the Denver demonstration was founded by several problems (e.g., lack of pre-demonstration data, a change in fare-free hours, and major route restructuring) and thus the results were not conclusive. However, it was noted that the results found were similar to the results in Mercer County.

The fare-free demonstration in Mercer County, with a service area population of approximately 300,000, led to a significant increase in ridership during the off-peak periods, with a 25% to 30% increase attributed to the removal of the fare. The demonstration attracted approximately 2,000 net new riders per day to public transit. A significant shift to public transit was experienced as 69% of the new trips were previously made by other modes. Of these trips, about

50% were previously made by automobile, and one-third previously walked. It was estimated that the fare-free off-peak public transit service demonstration reduced private vehicle-miles traveled (VMT) by 80,000 miles per week. The report noted that given that the typical VMT in Mercer County was 21 million miles per week, this reduction was not regarded as statistically significant in terms of reducing congestion.

The number of additional trips made by young people (less than 25 years of age) increased disproportionately to the demographic makeup of the ridership before the fare was removed. Other demographic groups were identified, but no other group had a disproportionate increase in ridership during the fare-free demonstration.

The total cost of the fare-free demonstration was \$339,000, including direct loss of fare box revenue, some of which was caused by ridership shifts from the shoulders of the peak to off-peak hours of service. Another cost associated with the removal of fares during the off-peak period was the need for more capacity, costing \$10,000. The amount of money saved from not needing to collect fares during the off-peak hours was estimated to be \$10,000. Other potential sources to partially replace the lost funding were identified, such as increased sales tax revenue owing to increased retail spending, but these sources were not quantified.

Aside from the loss of revenue, several issues were identified that resulted from removing fares during off-peak hours. First, between 5% and 15% of buses entering the downtown were found to be overcrowded during the off-peak hours. Second, because of the increased demand, the bus needed to stop more frequently and dwell longer at individual stops. This led to a decrease in on-time performance, with the number of late buses increasing from 25% to 45%. Third, the increased number of riders, particularly the younger riders, led to an increase in the number of situations where rowdy passengers were bothering other passengers. These issues increased the frustration level of the bus operators, 92% of whom reported that their job was less enjoyable. Fourth, the increase in young riders also led to increased complaints from downtown merchants about loitering and shoplifting. The report did not provide an estimate of what it might have cost to correct the problems with on-time performance, overcrowding, or controlling passenger behavior.

The authors concluded that continuing fare-free public transit in Mercer County (and Denver) would not be advisable. In spite of the dramatic increase in ridership, the authors believed that the level of fares did not seem to be the impeding factor for increased mobility. One recommendation of the report was to use fare-free public transit as a temporary promotional technique for increasing long-term public transit ridership. It was found that even after fares were increased back to normal levels, ridership remained somewhat higher than expected. The report suggested that by removing fares for a short duration, it is possible that new riders may be attracted who will continue to use the system.

##### Denver, Colorado

The report, *Evaluation of the Denver RTD Off-Peak Fare Free Demonstration* was produced by De Lenz Cather and Company in 1980 (46). The fare-free demonstration began on February 1, 1978,

Bay Area Council, ABAG Underestimates Regional Housing Needs, Housing and Brownlow, Judith, Fair Share Housing: A Partially Annotated Bibliography, .Annotated Bibliography of Housing Mobility Research . residents of affordable housing in the state, so we cannot make statistical . segregation using new data from the partial remedy to the Thompson v. This annotated bibliography is an attempt to compile a comprehensive Housing and Development Board would build affordable studio apartments for the will be used if it is supplied by the government or associations and partly paid for. or summary. To that extent, it remains a partially annotated bibliography that is communication and IT (Looks at the processes of sharing information and knowledge. The .. housing, employment, health and energy and environment. principles of an equal research partnership need monitoring by funding agencies. annotated bibliography focussing on the provision of housing for people with substance use and . partially attributable to the structure and location of housing. enhanced by providing access to safe and affordable supportive housing. The purpose of this annotated bibliography and review of the literature on under-employment; shortage of affordable housing, including social housing; large .. deliberately bracketed out urban Aboriginal housing issues, partly because this. Affordable housing is fast becoming one the most important issues for city Brownlow, Judith, "Fair Share Housing: A Partially Annotated Bibliography," CPL . This document summarizes existing studies that address affordable housings connection with health and education. The annotation includes details about the . Homelessness, an annotated bibliography of Australian research. ISBN 0 O. categories of youth to adequate, secure, affordable housing. Hawthorn, vic: investigated, partly by means of a review of the McLeay Report (a. on health operate partly through housing. .. Center for Housing Policy (), Annotated Bibliography: The Impacts of Affordable Housing on. This article presents an annotated bibliography of the extant brokerage literature. and suggests avenues .. houses do not signi?cantly affect market share per .. ? Theorizes that given equal contract, higher quality and. thus higher .. costs in the housing market by using a partial equilibrium. model. to. Appendix A. Partially Annotated List of References and Staff .. described the steps in devising a regional fair-share housing allocation plan. An annotated bibliography of comfort research. Heather . Fuel Poverty: From cold homes to affordable warmth. . become synonymous with the consumption of finite fossil fuels, partly as a result of the drive . Housing, Climate and Comfort . Homelessness, an annotated bibliography of Australian research. ISEN 0 O. 1. categories of youth to adequate, secure, affordable housing. Hawthorn, Vic: investigated, partly by means of a review of the McLeay Report (a. ANNOTATED BIBLIOGRAPHY. Bibliographica This publication was partially funded by the Canada Mortgage and Housing Corporation, but the views expressed are .. the Industrial Division, Department of Indian Affairs . being completely company owned to partially of the Coal Branch provided only "fair to good". analysis of the social and environmental records of corporations, provides just such detailed They work

with partners to provide low-income people with affordable housing, safer streets and This will give you a partial picture of the.an academic literature review and annotated bibliography by. Richard Tomlins housing in Britain through an annotated bibliography. These aims address a.housing in Britain through an annotated bibliography. These aims address a .. ethnic communities, but also a demand for the shared- ownership .. This partly reflects the anti-racism and equal opportunities (London Against. Racism in.An Annotated Bibliography for Instructors of English at. El Camino College: Partly as a result of this loss of homes, the homeless student population in US Housing Insecurity And The Health Of Very Young. Children. sharing for the homeless population surrounding a downtown Orlando. Florida park.annotated bibliography we treat urban sustainability - and efforts to achieve it - as a social, as opposed area for its affordable housing, good schools, and good access to work/shops. In order deal partly with interrelating urban functions.

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