

From: Schwab Mary Ann [<mailto:e33maschwab@gmail.com>]  
Sent: Wednesday, March 16, 2016 6:53 PM  
To: Hurley, Peter <[Peter.T.Hurley@portlandoregon.gov](mailto:Peter.T.Hurley@portlandoregon.gov)>  
Cc: Howell Jim <[jimhowell89@hotmail.com](mailto:jimhowell89@hotmail.com)>; Ocken, Julie <[Julie.Ocken@portlandoregon.gov](mailto:Julie.Ocken@portlandoregon.gov)>  
Subject: Proposed Central City Regulations that require Transportation Demand Management plans for new development

[Peter.T.Hurley@portlandoregon.gov](mailto:Peter.T.Hurley@portlandoregon.gov)

I just took a close look at the Central City transportation map. Do you see what I see missing?

Oaks Park is located on Oaks Bottom -- just South of the OMSI -- stay tuned for OMSI's plans to see five (5) ten story condos within a gated community -- or not? Yes, around the time when the Planning and Sustainability Commissioners were reviewing OMSI's plans for the SE Quadrant. I'm guessing, maybe Julie Ocken, PSC Assistant, Julie Ocken (503) 823-6401 [ [Julie.Ocken@portlandoregon.gov](mailto:Julie.Ocken@portlandoregon.gov) ] has ready access to the date and minutes.

That Oaks Park property is being held in TRUST for Citizens of Portland for as long as it remains financially in the black -- it will not be sold at Market Rate.

Little Factoid: Up until the Trolley between Oregon City and Portland stopped service at mid-night leaving teenager stranded one Saturday back in 1958 -- our middle and high school teenagers had ready transportation. Best of all, these teenagers were supervised. To be honest, I don't remember hearing when a teenager was in trouble for drinking -- guys smoking camels -- yes.

Might I suggest you met up with Jim Howell [ 503.284.7182 Metro and/or 503.797.1685 home ]. He has the Rose City Bus, Trolley, and Freight trains history to present -- including a summer time short-run train between OMSI and Oaks Park. -- maybe two months for two summers. At the time, I called Oak Park's transportation needs to former Mayor Vera Katz attention -- never did get her response. Nothing new, I've yet to hear from Mayor Hales office either.

You might also schedule time to visit the Oregon Historical Library and monitor this project until the Street Car schedules services between OMSI and Oaks Park.

Kindly submit my comments -- where best heard by those in power deciding which "old development" warrants PDoT staff's support to assist -- Oaks Park Trustees -- develop effective transportation plans, or not!

Happy St. Patrick's Day,  
Mary Ann Schwab, Community Advocate  
605 SE 38th Avenue  
Portland, OR 97214-3203  
(503) 236-3522

What is TDM? Clear, consistent, performance-based Transportation and Parking Demand Management (TDM) can effectively reduce traffic and parking demand while increasing walking, bicycling, and transit use. TDM includes incentives such as reduced cost transit passes and bike share and/or car share membership for employees and residents, and price signals like parking pricing. Why do we need TDM?

Transportation Demand Management is one of the quickest, least expensive, and most effective strategies to reduce or prevent traffic and parking problems. TDM helps us achieve economic vitality, household prosperity, health, equity, and climate goals. Proposed Requirements for New Development

- Reasonably ambitious goals for the percentage of walk, bicycle, and transit trips by people in the new buildings
- Education and incentives, such as a transit pass buy-down or bikeshare membership, to increase the likelihood that a building will achieve the goals
- Ongoing performance monitoring and reporting
- New incentives and/ or education if the building isn't meeting the goals

PBOT staff would help applicants develop effective plans. Plans must be approved by PBOT as a condition of development. Peter Hurley Portland Bureau of Transportation