

I want to thank the Planning and Sustainability Commission for thoughtful and open discussion of the 2035 Comprehensive Plan.

I am testifying regarding aspect of the Comp Plan/TSP which will have impacts on Northeast Portland neighborhoods, most specifically Woodlawn.

Please recommend that 13th/14th Ave. Greenway be completed in years 1-5 of the Comp Plan, rather than putting this key project off until 2025. The 22nd Ave. Greenway should also be funded in the first years possible. Such expediency will prevent costs from becoming unmanageable over time.

Please note that no outreach or engagement has occurred within Woodlawn regarding the proposed 11th/13th Ave. overcrossing between Columbia and Lombard. No promise has been made for a train quiet zone in this area. PBOT staff have not responded with certain specifics regarding this project to date.

The proposed collector/distributor on NE Argyle St. looks like more money for freight projects very close to Woodlawn Elementary School. Woodlawn PTA has expressed concerns to me about negative impacts of diesel particulate pollution on newborns and children in communities of color. Oregon DEQ's 2017 projections represent diesel pollution over 10x the established benchmark in areas near the Columbia Corridor.

It is very difficult to perceive how the new program "Freight Priority" will not negatively impact Woodlawn, and I am concerned that this new direction could influence development along Martin Luther King Jr. Blvd. and Dekum St. negatively with regards to neighborhood character.

It is unclear how the widening of MLK Jr. Blvd. between Lombard and Columbia would benefit Woodlawn. This project would seem to exacerbate present difficulties in establishing businesses on MLK in this area.

All rails on Kenton Line should be electrified to reduce local pollution in dense NE neighborhoods.

Woodlawn will request a quiet zone as soon as possible. The cost has been estimated at \$250,000-\$1million with existing infrastructure.

Please strongly consider recommending that Portland should seek exemption to Goal 9. This appears to be the only way that Comp Plan Goals and Policies of Equity and Environmental Justice can be effectively fulfilled. The obvious alternative would be to remove all language recommending Equity and Environmental Justice from the 2035 Comp Plan. This latter option should certainly be avoided.

Please ensure that the words "Prevent" and "Prohibit" are applied where necessary, if for no other reason than to limit future expenses caused by pollution, such as the estimated \$100 million needed to achieve 60% Brownfield redevelopment.

Thank you for your careful consideration of the complexities of the 2035 Comprehensive Plan and Transportation Systems Plan.

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