

Please everyone open your minds to Common Sense.

This is an important assessment, where the Oregonian is referencing, traffic industry research firm "Inrix", and their studies of 947 cities around the world last year. They compared congestion among the cities and to prior years. It also cataloged the busiest traffic corridors in each city and the slowest stretches of highways across the US. Portland ranked 19th nationally and are busiest highway was US Hwy 26 between Portland's downtown and Beaverton.

"But the worst congestion was on Interstate 5, driving north toward Vancouver at 4 p.m. Inrix ranks the as the 15th - slowest rush hour traffic corridor in the entire country. Drivers lost 15 minutes a day there to traffic, the equivalent of 61 hours over a year."

This is where the "rubber meets the road", and within all of the proposed ODOT Urban Mobility Programing and Investments and the 2024-2027 Metropolitan Transportation Improvement Program, it does not fix or solve this problem. The I-5 Corridor, between the Freemont Bridge and the Interstate Bridges does not have the capacity to meet the demand. There is this need to understand who and what are these vehicles that make this corridor the 15th worse in the nation.

Who are and what are these north and south interstate vehicles that are filling up this corridor that could or should be traveling in alternative corridors? What are these Alternative Corridors that can effectively bleed way and mitigate this problem? Are there these Heavy Trucks traveling Interstate 5 Corridor, that could and should be diverted to Alternative Corridors? Are these important middle income workers and staffing that fill important jobs in Greater Portland, but live in Washington? Are there effective "Transit Alternatives", modes of transportation, like TriMet's MAX LRT, or SW Washington's C-Tran's Bus, that will work in first and last mile implications and reduce the fully encumbered cost on the supply chain, as well ass the cost of time lost in lives?

There is without a question a need to create alternatives that will reduce the implications and cost of the limited capacity of this section of the I-5 Corridor between Portland and Vancouver. It is easy to identify that proposed, active transportation programming and investments will have little to no effect on solving the problems of this lack of capacity within this section of the I-5 Corridor. The Proposed I-5 Corridor Rose Quarter capping of the corridor and community development project will not change the conditions that exist. The Proposed I-5

Interstate Bridge Replacement (IBR) will not solve problem and may in fact make it worse, by inducing more vehicles into using this section of the I-5 Corridor, between the I-405 Fremont in Portland to Vancouver.

Can "Heavy Rail or Commercial Boat - Heavy Freight Hauling, effectively reduce the cube of vehicle traffic in this 15th worst congestion area in the nation? That is subjectively highly questionable that heavy rail and commercial boats could and would have any justifiable effect. However, the 1907 Swing BNSF Rail Road Bridge over the Columbia River, is the worst choke point on the whole of the west coast in north - south rail transportation.

Solutions should be looked at that can get vehicles out of this section of the I-5 Corridor that make sense, and that do not employ congestion pricing/tolling, because of its unacceptable harm it will cause to the middle income families/users as well as the economy. Routing all through truck traffic to the I-205 Corridor is what people could say is a no-brainer. A "Free-Flowing I-205 Corridor", with the elimination of its choke points can result in diverting 90% of the through north - south Interstate Commercial Truck Traffic out of the I-5 Corridor between the I-405 Fremont Bridge on I-5 Corridor Portland and Vancouver. Having a Free-Flowing I-205 Corridor will also result in diverting maybe an additional 25,000 to 50,000 daily incidents of vehicle traffic in future years out of the I-5 Corridor going through Portland.

A reviving of the decade old proposed west-side bypass of this congested and too expensive to fix section of the I-5 Corridor, between Portland and Vancouver. It just needs to be brought back to the table. 80% of the corridor ROW exists without buildings on it and without the high costs eminent domain by following the BNSF Rail Road ROW and replacing the very, very old 1907 Swing RR Bridge over the Columbia River and Willamette River. On the Washington side of the river there is connecting Fruit Valley Road and expandable ROW, that can lead out and connect to the I-5 Corridor north of Vancouver. With this alternative there would be no-need to invest the foreseeable \$15B to \$20B plus into attempting to fix and correct the ongoing problems of the I-5 Corridor through Portland. A west-side bypass corridor with links out to commercial inter-connection needs could get 90% of the commercial truck going into Portland out of this congested section of the I-5 Corridor between the Fremont Bridge and Vancouver.

Preliminary Reviews, of the vehicle traffic in this section of the I-5 Corridor between the I-405 Fremont Bridge and the I-5 Interstate Bridges is not local users -

immediately around the corridor. They take and use alternative routing that does not put them into this congestion nightmare. The vehicle incidents of travel in this corridor, cannot and/or will not use TriMet's MAX LRT Service, because it does not get these users to where they need to go within the first and last mile implications.

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