

From: bgranval@swmedicalcenter.org
To: [Columbia River Crossing](#);
CC:
Subject: Comment from CRC DraftEIS Comments Page
Date: Tuesday, May 27, 2008 1:33:22 PM
Attachments:



Home Zip Code: 98660
Work Zip Code: 98664

Person:

Lives in the project area
Works in the project area
Owns a business in the project area
Commutes through the project area

Person commutes in the travel area via:

Bicycle
Car or Truck
Walk

1. In Support of the following bridge options:
Supplemental Bridge

2. In Support of the following High Capacity Transit options:
Bus Rapid Transit between Vancouver and Portland
Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:
Lincoln Terminus: No
Kiggins Bowl Terminus: No
Mill Plain (MOS) Terminus: No
Clark College (MOS) Terminus: Yes

Contact Information:

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Last Name: Granvall
Title: Physician Assistant
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Address:

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Comments:

In my observations it seems the traffic bottlenecks occur on I-5 beginning at Mill Plain heading south because of two conditions: 1) the S-curve leading up to the Interstate Bridge and 2) the 3-lane to 2-lane at Delta Park. Why have none of the models proposed carried the new bridge straight across the river from I-5, through Jantzen Beach and rejoining I-5 at the Delta Park interchange? This takes all of the curves out of play and adds lanes down at Delta Park.



In addition, this allows for the existing Interstate Bridge to be converted to light rail, pedestrian and local vehicle traffic between Jantzen Beach and eliminating the need for the interchanges that also foul traffic.

Regarding Pearson Airpark, this is an anachronism that, while historical, nostalgic and cool will never expand and serves some 50-70 takeoffs/landings daily. With the price of aviation fuel this will surely subside in the future. Included in the transportation plan should be the relocation of a civil aviation terminus in the Vancouver are, perhaps at the west end of the Port property...

Finally, I cannot condone any light rail project into Clark County that a) does not lessen the number of commuter cars on our freeways, b) increases the crime rates on the train and/or in our neighborhoods c) takes longer to commute than does existing alternative methods (i.e. cars and express buses), and d) adds exorbitant costs to construction. TriMet's MAX system has not been demonstrated to solve or even mitigate any of these concerns. It is shameful that voters in Oregon repeatedly vote against this inefficient and ineffective system, yet selfish activist groups, government officials, and politicians press onward anyway. We in Clark County should not fall victim to this malfeasance.