

**From:** [Lotilivo@peoplepc.com](mailto:Lotilivo@peoplepc.com)  
**To:** [Columbia River Crossing](#);  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Wednesday, May 07, 2008 4:19:33 PM  
**Attachments:**

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Home Zip Code: 97209

Work Zip Code:

Person:

Person commutes in the travel area via:

Bicycle

Bus

Walk

1. In Support of the following bridge options:

Supplemental Bridge

2. In Support of the following High Capacity Transit options:

Light Rail between Vancouver and Portland

3. Support of Bus Rapid Transit or Light Rail by location:

Lincoln Terminus: Unsure

Kiggins Bowl Terminus: Unsure

Mill Plain (MOS) Terminus: Unsure

Clark College (MOS) Terminus: Unsure



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Title:

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Comments:

My preference is to build the supplemental bridge with light rail. When the existing

bridges reach the point where they must be dismantled, do so and construct a new bridge that matches the supplemental bridge.

Light rail is essential because it best attracts the most transit use and has the most capacity to serve even more transit users during eventual removal of the old bridges and reconstruction of a new one.

I feel that 6-lanes is one lane too many.

The State of Washington has too many mega-bridge projects going - the Alaskan Way Viaduct and SR520 floating bridge. I believe these projects should be a priority before the I-5 Bridge.

I'm not sure about light rail termini at the destinations below, (Lincoln, Kiggins Bowl, Mill Plain, Clark College). But it seems that eventually light rail should reach Vancouver Mall and from there across the Glen Jackson Bridge I-205.