



**From:** [prodriverbob@comcast.nwt](mailto:prodriverbob@comcast.nwt)  
**To:** [Columbia River Crossing](#)  
**CC:**  
**Subject:** Comment from CRC DraftEIS Comments Page  
**Date:** Friday, June 20, 2008 2:33:35 PM  
**Attachments:**

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Home Zip Code: 97217  
 Work Zip Code:

Person:  
 Lives in the project area  
 Commutes through the project area

Person commutes in the travel area via:  
 Car or Truck

- P-1147-001**
1. In Support of the following bridge options:  
 Replacement Bridge
  2. In Support of the following High Capacity Transit options:  
 Do Not Add HCT
  3. Support of Bus Rapid Transit or Light Rail by location:  
 Lincoln Terminus: Yes  
 Kiggins Bowl Terminus: Yes  
 Mill Plain (MOS) Terminus: Yes  
 Clark College (MOS) Terminus: Yes

Contact Information:  
 First Name: Robert  
 Last Name: Jones  
 Title: property owner  
 E-Mail: [prodriverbob@comcast.nwt](mailto:prodriverbob@comcast.nwt)  
 Address: 1535 N. Jantzen Ave. slip A-6  
 Portland, Or 97217

Comments:

- P-1147-002** | I live here on the island and found out my property value has decreased 25% because of

### **P-1147-001**

Preferences for specific alternatives or options, as expressed in comments received before and after the issuance of the DEIS, were shared with local sponsor agencies to inform decision making. Following the close of the 60-day DEIS public comment period in July 2008, the CRC project's six local sponsor agencies selected a replacement I-5 bridge with light rail to Clark College as the project's Locally Preferred Alternative (LPA). These sponsor agencies, which include the Portland City Council, Vancouver City Council, TriMet Board, C-TRAN Board, Metro Council, RTC Board, considered the DEIS analysis, public comment, and a recommendation from the CRC Task Force when voting on the LPA.

With the LPA, new bridges will replace the existing Interstate Bridges to carry I-5 traffic, light rail, pedestrians and bicyclists across the Columbia River. Light rail will extend from the Expo Center MAX Station in Portland to a station and park and ride at Clark College in Vancouver. Pedestrians and bicyclists would travel along a wider and safer path than exists today.

For a more detailed description of highway, transit, and bicycle and pedestrian improvements associated with the LPA, see Chapter 2 of the FEIS.

### **P-1147-002**

Indirect loss in value from proximity to the facility is not compensable if there is no physical taking of property. However, the diminution in value to nearby remaining floating homes should be relatively minimal after the project is completed. The distance between the new highways facilities and JBMI would create a reasonable setback from the bridge, compared to what exists today.

The LPA includes a light rail station on Hayden Island which will be at

**P-1147-002** | the new bridge proposal....so what can I do?

the center of a revitalized, mixed use area, as discussed in the Hayden Island Plan. Redevelopment of this type contributes to rising property values to surrounding areas.