

PUBLIC COMMENTS FOR IBR COMMUNITY BENEFITS ADVISORY GROUP

Received between December 20, 2024 and January 23, 2025

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From: Bob Ortblad

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Community Benefits Advisory Group

Public Comment for January 23, 2025 meeting.

Respectfully

Bob Ortblad MSCE, MBA



January 10, 2025

Bob Ortblad suggests elected officials and community leaders should take a field trip to Seattle's Chinatown

The Interstate Bridge Replacement Program (IBR) has intentionally concealed the impact of its bridge approaches by providing misleading graphics. The 16 legislators on the Joint Committee on the I-5 Bridge, the Vancouver City Council, and the Hayden Island Neighborhood Network should take a joint field trip to Seattle's Chinatown. This will help them visualize the IBR's devastating plans for Vancouver and Hayden Island.

They should take Amtrak to Seattle's Union Station and walk five blocks up South Jackson St., then walk another 100 yards under an elevated I-5 freeway. Walk one more block to 12th Avenue South to visit Seattle's largest drug market.

In 1968, WSDOT cut I-5 through Seattle's historic Chinatown. For six decades the impacts of this concrete nightmare have been inflicted on Chinatown with no relief in sight.

The South Jackson St. underpass is about 100 yards long. The IBR plans a Columbia Way 130-yard underpass. Vancouver's \$21 million "Main Street Promise" will end at an ugly underpass, and it will be a dark 200-yard walk under the freeway to get to the riverfront. The IBR plans three separate 100-yard underpasses for Hayden Island covering a dozen acres with a forest of concrete pillars.

The IBR fraudulently disqualified an immersed tunnel alternative design with no underpasses and that would enhance both riverbanks with waterfront parks.

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