

Bob Ortblad @BOrtblad · Aug 18, 2023

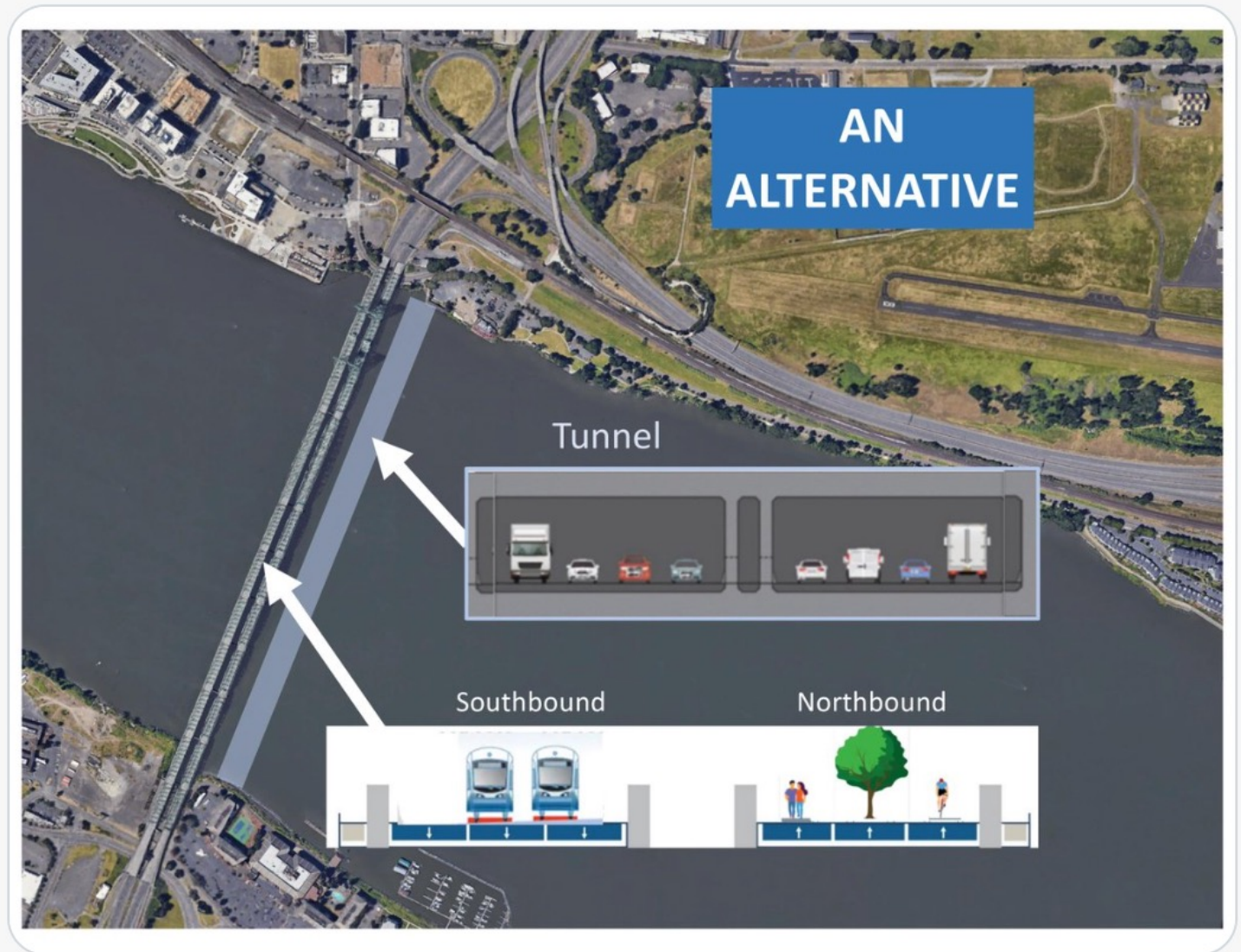


Alternative not considered by IBR

No rebuild of 7 interchanges, saving billions.

Northbound bridge repurposed to shared path (like **NYC** High Line) connecting Hayden Island & Vancouver waterfront parks.

Southbound bridge repurposed for light rail, less costly ground level stations



5

19

57

8.8K



Note: 57 Likes 8,797 Views

Real Public Support vs IBR's manufactured support

**Bob Ortblad** @BOrtblad · 21h

...

Any fool can design an Immersed Tunnel that's impractical and expensive. Foolish IBR evaluated a tunnel too large, poorly aligned, and too deep.

An "Alternative" design is less costly than a bridge, faster to build, safer, with waterfront parks.



2

10

32

1K

↑

Note: 32 Likes 1,027 Views

Real Public Support vs IBR's manufactured support



**Bob Ortblad** @BOrtblad · Feb 16



WA & OR can save \$5 billion

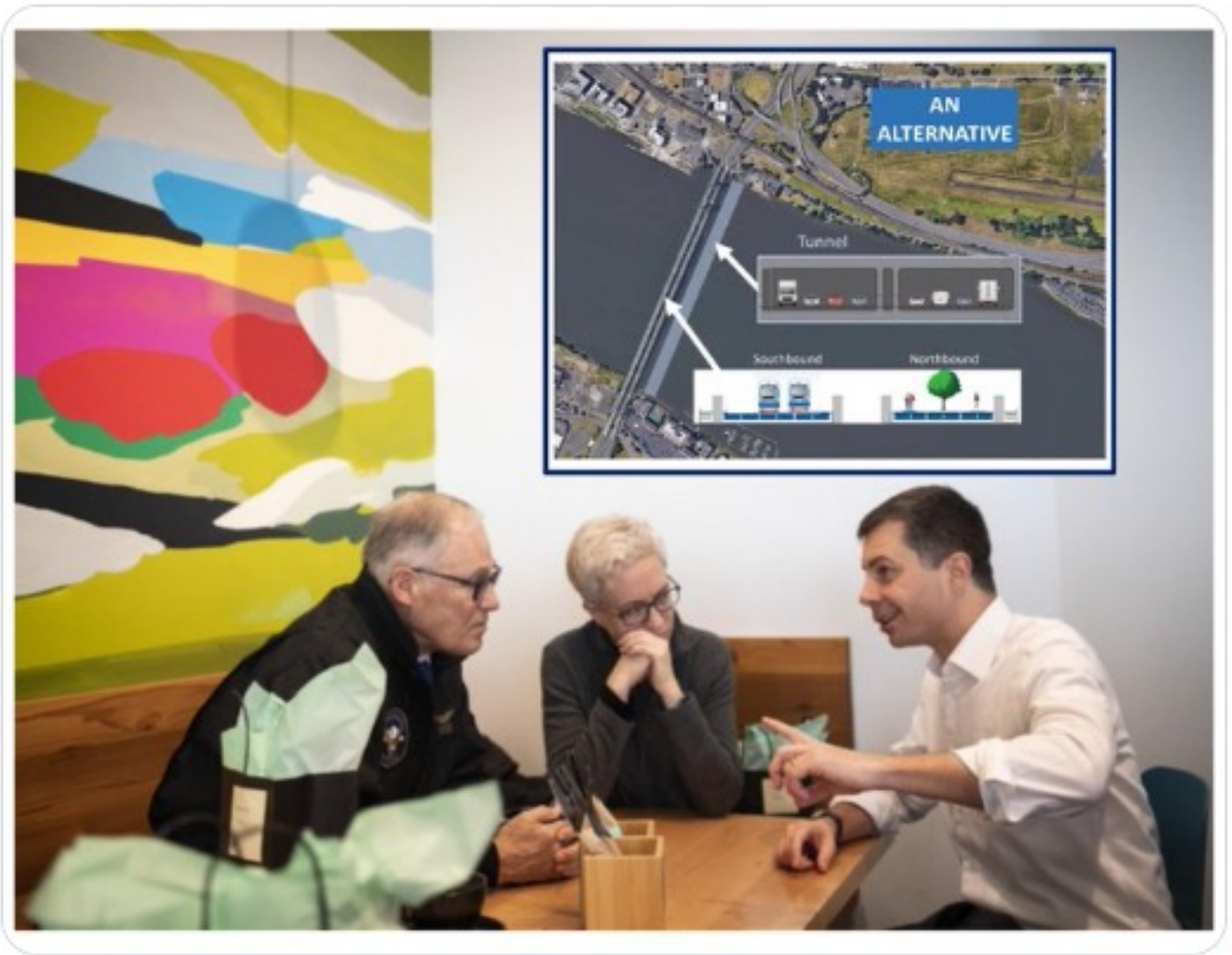
Don't add one lane for 5 miles & rebuild 7 interchanges.

Repurposed current bridges.

Scrap Park & Ride & build housing.

Build an Immersed Tunnel, less cost & time, safer for barges, salmon & people.

[@SecretaryPete](#) [@GovInslee](#) [@TinaKotek](#) [@BhattmobileT](#)



8

22

89

3.3K



Note: 89 Likes 3,391 Views

Real Public Support vs IBR's manufactured support