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From: joshua landry <[REDACTED]>
Sent: Sunday, January 11, 2026 11:22 PM
To: D13-SMB-D13-BRIDGES
Subject: [Non-DoD Source] comment on IBR public notice 04-25

Hello, my name is Joshua Landry. I live, work, and sail out of Hayden Island and North Portland Harbor. I have my 100 ton masters license with towing and sailing endorsements and am also an ABYC master technician. I am on the board of directors at JBMI on Hayden Island, the largest floating home community in America, where I call home.

A bridge with a movable span accomplishes nothing beyond wasting taxpayers dollars. The IBRs design for a fixed span bridge removes northbound I-5 access ONTO Hayden island and will funnel the collective commercial traffic from Industrial NE & N Portland through the island to get to I-5 north. The marine drive interchange that's currently in use, takes about twenty minutes to clear. Soon that will be the ONLY option. The IBR's plan to cut off Hayden Island will continue to stymie the maritime trades and access to the majority of Portland's moorages. The most efficient roadway design would be a flat straight line. Naturally a bridge has to ascend and descend so a flat line is not plausible. A nearly straight line on the other hand could be trued through delta park via an eastern approach. The current design, a western approach, increases the existing S curve. Curve and grade contribute to traffic compression, line of sight loss, and "ghosting" which in turn creates congestion. Their western approach fixed span bridge exacerbates both these effects and will make the traffic situation worse. A tunnel on the other hand would create a softer transition (45 feet below vs 100+ above). A Freedom of Information act request was granted, and revealed that the data that made a tunnel fiscally untenable was absolutely untrue. The IBR significantly distorted numbers to disqualify a tunnel. The IBR continues to use selective omission to mislead the public. The recent scandal involving the IBR withholding cost estimates from lawmakers reinforces this, erodes public faith, and demands accountability.

The IBR continues to ignore the welfare of those in their area of effect and if they are allowed to proceed along their current trajectory, will prove deleterious to the Columbia River's boating community and maritime trades.

Respectfully, Captain Joshua Landry