

CLACKAMAS COUNTY BOARD OF COUNTY COMMISSIONERS

Policy Session Worksheet

Presentation Date: April 11, 2017 **Approx Start Time:** 2:00pm **Approx Length:** 30 min

Presentation Title: Canby Ferry Bridge Study

Department: Transportation and Development

Presenters: Mike Bezner

Other Invitees: Barb Cartmill, Randy Harmon

WHAT ACTION ARE YOU REQUESTING FROM THE BOARD?

Should staff pursue a detailed feasibility study of replacing the Canby Ferry with a new bridge?

EXECUTIVE SUMMARY:

The Canby Ferry first started operating in 1914. Other than service interruptions between 1946 and 1953 and again in 1996 due to severe flood damage, it has operated ever since. Trips were free until a \$1 toll was instituted in 1986. The current ferry boat is the fifth boat used since 1914 and it was built in 1997. The current ferry can accommodate up to 6 cars per trip and a one-way trip takes two to three minutes. The ferry is open during limited (mostly daylight) hours and is closed on 6 holidays. It also closes a few times a year whenever the Willamette River elevation rises too high for safe operation, or whenever it needs repairs or an inspection. When it closes, staff hears from some members of the public expressing their desire to replace the Ferry with a new bridge.

Despite tolls to support it, the Ferry costs the County road fund on average almost \$400,000 a year to own and operate. Tolls are currently \$4 for cars, \$2 for motorcycles, bikes, and pedestrians, and between \$8 and \$24 for trucks. As part of the Transportation System Plan development 5 years ago, a consultant performed a quick analysis that showed that a new bridge built in the same location as the ferry would likely carry sufficient traffic to pay for itself with a \$2 toll over a 30-year period. The analysis showed that a \$2 toll works if 2,000 vehicles used it per day, and the preliminary traffic study showed this was likely. 300 currently use the ferry daily.

A new bridge would be approximately 1,300 feet long and would be designed to withstand seismic loads. A few years ago a bridge with this configuration was estimated to cost approximately \$24,000,000 including design, right-of-way, and a 30% contingency. It has likely increased since the estimate was performed, and it does not include additional road work that will likely be required to bring the connecting roads up to standard to ensure safe travel. In order to be confident in the feasibility of building a new toll bridge a more rigorous tolling analysis is needed. This analysis can be done by a consultant and would include more detailed traffic modeling in and around the bridge as well as a more detailed bridge cost estimate would also include work needed on the approach roadways to accommodate more traffic. Once the bridge was paid off, the toll could be eliminated or reduced. In the future the bridge could carry substantial volumes as an un-tolled facility, particularly as traffic volumes and congestion in the

I-5 and OR 99E corridors grow over time.

FINANCIAL IMPLICATIONS (current year and ongoing):

Is this item in your current budget? YES NO

What is the cost? \$ estimated \$50,000 What is the funding source? Road Fund

STRATEGIC PLAN ALIGNMENT:

- How does this item align with your Department's Strategic Business Plan goals? If determined to be feasible, a new bridge could save the County significant road funding in the future. This would help travelers experience safe roads in good condition by using our funding to improve pavement conditions on our network.
- How does this item align with the County's Performance Clackamas goals? If determined to be feasible, a new bridge could save the County significant road funding in the future. This would help us build a strong infrastructure and use our funding to improve pavement conditions on our network.

LEGAL/POLICY REQUIREMENTS: N/A

PUBLIC/GOVERNMENTAL PARTICIPATION: If determined feasible, outreach would be needed to the City of Canby and the unincorporated communities around the ferry landings.

OPTIONS:

1. Direct staff to pursue a detailed feasibility study of replacing the Canby Ferry with a new bridge.
 - a. Pro- determine whether a new bridge would save road fund over time compared to the Ferry's almost \$400,000 annual average cost to the Road Fund.
 - b. Con- will require spending some road fund to complete the study.
2. Direct staff not to pursue a feasibility study at this time.

RECOMMENDATION:

Staff respectfully recommends that DTD pursue a detailed feasibility study of replacing the Canby Ferry with a new bridge.

ATTACHMENTS: none

SUBMITTED BY:

Division Director/Head Approval _____

Department Director/Head Approval _____

County Administrator Approval _____