

# Public Input: Canby Ferry Alternatives Feasibility Study Public Meeting

## January 15, 2019

*The comments/questions below were stated during the meeting or received on comment cards. They have been generally sorted by category, but otherwise are as written or heard. The categories are:*

- *Bridge (pages 1-2)*
- *Canby Ferry (pages 2-3)*
- *Tolling/Revenue (pages 3-4)*
- *Traffic (pages 4-6)*
- *Miscellaneous (pages 6-7)*

### BRIDGE

#### NO BRIDGE

- A bridge would negatively impact the area.
- I'm the guy in the tractor on the bridge. Have you found anyone that wants to build a bridge to nowhere?
- No bridge
- No bridge
- No bridge!! Widen I-5.
- No bridge to nowhere. Do not destroy that farmland; instead improve bridge over tracks on to I-5 from 99
- I do not think the bridge makes sense, nor does my husband.
- There is nothing in the data presented tonight that makes me more convinced that the bridge is in any way a good idea in terms of solving traffic problems or save money.
- Insulting that this bridge to nowhere is being considered when we've been talking to the county for years to get us access to I-5. We're spending our kids' money and need to be smarter and it goes completely in the face of Senate Bill 100. Take away our land and create more traffic.

#### BUILD THE BRIDGE

- I fully support a tolled bridge both for the impact to my family and the future of the region. Everyone's anger and worry over all the impacts can be dealt with, mitigated or handled if there is enough effort tossed at the issues.
- We need a bridge – my family lives right across the river and my husband is a disabled vet and it causes him physical pain to ride in the car to visit family or get to medical appointments, so time savings and having a reliable way to connect at all times of the day, year-round.
- Build it!
- Build a toll bridge
- Build the bridge!
- If we build a bridge, please give it character. And don't make it a toll for longer than the cost of the bridge.
- Whatever the tolling options, as long as vehicles are able to get through quickly I am absolutely for it.
- Numbers don't make sense; Golden Gate bridge costs. We should give up a little to build the bridge.

#### CONSIDERATIONS

- Is the plan for a bridge to withstand seismic activity?
- So much data on bridge that it feels like a done deal already.

- Could we put the bridge in a different location where traffic would not impact a neighborhood?
- Seasonal, hourly, subject to many limitations and costs too much, but roads lose money. Looks like there has been a lot of effort to design a bridge, study traffic flow, etc. If the ferry doesn't really need to be there, then it can go. Why would we spend the money to build a bridge? Why would we make a self-limiting toll on a bridge when we have a limiting system already?
- Have there been environmental studies? Blue heron could be impacted by noise, pollution, etc.?
- If going bluff to bluff is there condemnation of farmland in the area? How could it be a public necessity? Do we need it?
- Terminus on Canby side would be going through a house and would be too close to the big business on the Canby side and cutting farm fields. What would happen to them?
- Concerns to the bridge option: 1. Cost of improving roads on both sides of river substantial. 2. Traffic flows into Canby from ferry will overwhelm the system. 3. Quality of life of homeowners along the impacted areas will be greatly reduced. 4. The impacted roads are county roads not designed for huge volume increases. Recommendation: 1. Focus on improving Hwy 99E and I-5 bridge at Wilsonville (Boone Bridge) 2. Consider ferry tax by Canby, West Linn and Wilsonville to cover shortfall and maintenance. 3. Sell ferry to private organization.
- Have you ever looked at value of property depreciation if the bridge goes in? Could it be a relevant topic for them to consider?
- 1. Please wait and revisit interest/need/costs 5+ years down the road. 2. Traffic on I-5 at Wilsonville is bad practically all the time. Please study this more intently as a consideration of diverted traffic to a Canby Bridge.

## CANBY FERRY

### KEEP THE FERRY

- The Canby Ferry is one of the few river crossings capable of withstanding a 7.2 or better seismic event. That alone makes it valuable to the region
- Is part of the discussion of the ferry as a viable option in case of a major seismic event?
- The ferry shows \$5.25 for maintenance where the ferry is \$3 million with a big chunk being at operation and personnel costs. Couldn't it be more affordable to run? Could tourism dollars be used to help? Is there really not a buyer for the ferry? Will that data be released? Could we see the budget for ferry expenditures please?
- The ferry is historic and is vital to Canby tourism.
- Ferry helps generate tourism dollars. That revenue is not factored in. The ferry hours of operation could be expanded to generate more fees. Ferry is funded through 2031. Why shut it down now? Isn't replacement determined by Coast Guard inspection?
- Please keep in consideration the Canby Ferry being an historical (potential) landmark and a generator of tourism dollars.
- Keep the ferry! Historically important, aesthetically pleasing, tourist attraction
- Please keep ferry. Consider heritage – Heritage Area Designations State and Federal.
- History matters! Save the ferry - where there is a will there is a way.
- Historical value is a revenue generator for tourism. Generates a lot of revenue for tourism. Why would you cut that revenue out? It should factor into the benefits.
- I like the ferry and would like to see it stay, if possible.

### NO FERRY

- Slow and inefficient. Never runs when we most need it. Weather, breakdowns, holidays, etc. Restricted hours.

- Ferry is unreliable and frustrating.
- I have utilized the ferry on many occasions (used punch card to commute from Canby to Wilsonville and back). I believe the ferry, at the very least, needs to be discontinued due to the \$400,000 it costs the county every year.

#### **FERRY OPTIONS**

- You assume ferry cost will remain at \$5. Why when it was less than \$1 20 years ago?
- Please focus studies and options to solve and find ways to keep ferry operating at a break even or better. Has this been studied?
- Rather than spending \$1.8M to decommission the ferry, empty it of fuel and park it at the old log dump at the end of the logging road pedestrian path as a way to step out onto river like a dock.
- Forget it! See about asking for a donation from locals to help pay the loss.
- Add operation hours to the ferry. Money was spent on lighting for the darker hours. Why not keep ferry running 6:30-9 pm all year? Except when weather would impact operations.
- Look into tourism funds as possible supplemental funding mechanism
- Why didn't any group step forward to take the ferry non-profit or private? Is there any way to change the ferry to provide positive traffic impacts and lessen the financial drain?
- What do we want to do with the ferry? Waiting to find out where and how much the toll will be on I-205 and impact to 99E. Need time to see what traffic volume will be, especially with Canby growing. If going to do a bridge, want to make sure good decisions are made. No benefit to bridge now if no traffic problem. Need time to determine the best needs for the community.
- When the power goes out and the ferry doesn't run, automatic generators could continue service and should be purchased.
- What were the results from nearby ferries?
- Better and more immediate (digital) signage at go/no go intersections on both sides of the river. Increase confidence in decision to use the ferry even if you can't make it automatically reliable.
- Keep Canby nostalgic and don't intermix the ferry issue with traffic and congestion issues of the greater metro area. Maybe you need to look at internal costs for ferry operation. Maybe your operational costs can be modified if you're doing it wrong.
- Let's look directly at the problem of cost to operate at loss and focus on how to solve that, increasing capability of ferry in both capacity, hours and days of operation -- regardless of weather, river levels and what those cost of upgrades and increase in fees and usage it would take to break even or run at profit to put back into overall operation. Need to look at specific problem of the ferry and come up with options on this first, then other options. The bridge is ignoring what appears to be a very important part of the community.

### **TOLLING/REVENUE**

#### **TOLLING**

- Would you remove tolls after 25 years? Traffic would significantly increase and county would make money while I suffer.
- Instead of worrying about keeping traffic low, what about looking to increase revenue with better debt service conditions?
- A toll is nothing more than a tax. Is there a way to do this without tolls?
- Would license plate recognition system charge Oregon plates?
- I like the toll because it helps traffic.
- [Tolls] absolutely necessary if there is a bridge. Even tolled traffic will potentially ruin quality of life and neighborhood safety on top of the increased traffic on 99E that can't be mitigated as the area grows and traffic is diverted from 5/205.

- Tolled roads or new roads to improve traffic flow in the tri-met area.
- No bridge with tolls there
- Having lived in a toll heavy region and being in the early middle of my working and commuting life, I would pay the toll on a regular basis only if electronic, not cash only.
- [Tolling] seems reasonable.

#### **OPTIONS**

- 4-year payoff to shut down the ferry (road fund) and 25 years to pay it off with the bridge. No businessman would ever do that. Is revenue on the slide?
- So we spend \$107M and you save \$400,000. Have you considered a ferry district for payers to pay for ferry and not build the bridge?

#### **REVENUE**

- Under low traffic, is the annual revenue in 2027 enough to cover the bonding cost?
- If intent is to use tolls to reduce number of cars on a bridge, how will it ever generate enough to repay a bond?
- Problem that started with a \$400,000 loss, is now \$27 million without a vote.
- We do make money with roads because they bring in business and industry. We need good roads but don't need to build a \$107M bridge that goes nowhere.
- Tolling calculations were grossly misrepresented. Therefore budget calculations were inaccurate. If there was more accuracies presented, it would be easier to understand and even possibly support changing current factors.
- Construction of bridge of \$6 million different than \$7 million the chamber of commerce reported?
- Is it \$107M or \$56M? Really talking about 107 million over 25 years.

## **TRAFFIC**

#### **SPECIFIC ROADS/AREAS**

- Cut-through points, Frog Pond -- how will it impact to improve Stafford Road and interchanges? Once the Pond is in the development, it will bring in a lot more traffic.
- Traffic on the straight part of Mountain Road before the curves. 60 commercial trucks would easily shut down Mountain Road as they hit each other in the curves, or Pete's Mountain Road and bridge would have a major incident and traffic will stop.
- Advance and Pete's Mountain would both be feeder routes, but no trucks are allowed on those roads. How would you police no trucks on those roads and who owns the liability for crashes? Put thousands of cars on roads that don't allow trucks with potential trucks; with lives as stake. It's dangerous for me to drive in a Suburban, not to mention trucks. Have you considered farm equipment that would travel on the bridge? Trucks and tractors and 3,000 cars a day don't sound like a good mix.
- I live on Mountain Road north of Hoffman. This increased traffic will make it more difficult to get in and out of my driveway. It will change the "feel" of the rural location and will likely decrease my property value.
- I didn't hear any comments about the danger of the massive increase in traffic, especially trucks and semis, with school buses that stop around blind corners on Mountain Road. I have horses, often, and it's a challenge to get from point A to point B now!
- We need to remember that farm equipment is using these roads every day. Can be 20 tractors a day going 7 mph. Improve Arndt Road instead and access to I-5.

- I'm concerned about traffic down Holly, across 99 to Ivy, and added to 99 both ways between Oregon City and 5.
- Is there a survey or study or improvements on Holly or Locust to allow for more traffic? I went for a special event permit and was denied for too much traffic in a day.
- Lots of capacity not being utilized. Should expand width of Mountain Road - at least in tight corners.
- Also, elevation gains that cause icy spots on the roads that are a major hazard at certain points on the roads. See Pete's Mountain Road and watch for the broken fences and scars on the trees. People have died on our roads on one too many time already.
- This effort does not accurately reflect the traffic impact on the roads of Canby. One only has to look at our 4-way stop at Holly and Territorial where there will be a 10x increase in flow of traffic coming [for the ferry even]. During the presentation [we saw] how these roadways are already a difficult situation.
- I feel even less trusting of this study. My main concern is the impact a bridge of any kind would have on roads that aren't safe now. There are Holly and Mountain Road and especially Pete's Mountain and Advance.

### **BIKES/PEDESTRIANS**

- Bike/Ped citizen advisory committee in Canby wondering about bike lanes or safety measures. Are you considering shoulder improvements for Mountain Road and Holly Street?. Steep grades on either side of the ferry. With those gone the bike traffic will go way up and no shoulder. Heavy fog through winter and bike commuters without shoulders would make this irresponsible.
- No sidewalks on roads that don't have sidewalks or are very sporadic.
- Pedestrian and bike accidents. Roads on both sides of proposed bridge are not capable of handling the traffic.
- Bike traffic will increase significantly once ferry eliminated. Increased car traffic and bike traffic without adding shoulder to Holly or Mountain Road is irresponsible.

### **GENERAL**

- Vehicles per hour that the bridge would bring in cars at times when ferry doesn't run and would be noisy.
- Cart before the horse. Discuss traffic impact to surrounding areas before discussing how to fund a bridge that doesn't make sense or cents.
- 10x increase in traffic if use the low-traffic scenario.
- No shoulder, semi traffic, safety concerns. Semis will get stuck. Is the county working in my best interest? Need more enforcement on Stafford because semis go through neighborhoods.
- Between 5-6 p.m. showing 25 cars/day current and could increase to 250 cars/per day. Increase in traffic would be 1100%. Too much!
- Two separate issues. The roads on either side could not accommodate the traffic, so why are we looking at it? Bringing in more traffic and impact tractors and bicyclists with traffic having nowhere to go. How many trains go by a day (24)? Peak traffic on I-205 will have way higher traffic than predicted. Widen the Oregon City bridge instead.
- Do you think a bridge going through the ferry area is going to handle the traffic? Canby is building extremely quickly and ripping up the best farmland in the region and leave us with a community like Portland instead of rural Canby.
- Traffic on both sides of the river would increase in dangerous and destructive ways. None of the county roads on the West Linn side are built for high volume traffic that this bridge would bring. The same is true of the Canby side.
- Creates havoc with the farms next to the ferry - will greatly impact farm practices.

- The simulation for increased traffic was a nice touch but not enough to calm people's "what if" scenarios and "not in my backyard" mentality. What is best for the future of this region based on the data and costs?
- The real issue I see is the roads leading to this ferry. They are already in poor condition and if semi-trucks and increased traffic happen the roads will need repair. Those costs don't seem to be in your numbers.
- Wait on the bridge. See what the traffic impacts to 99E are after the 205 toll implementation, then revisit impact to Canby roads.
- Where do the cars go to get to 99 from current ferry location? Roads on both sides are inadequate for a bridge.

## MISCELLANEOUS

### QUESTIONS

- Slide 19 tolls vs commuters -- was there a study done at looking at the effect of reducing the toll? If reduced the ferry fee, would ridership increase?
- What is Senate Bill 100? Rural sprawl -- have you considered the land use implications of this decision?
- Losing confidence in feasibility study. When do we have a say in this? Will there be a vote for this bond?
- Decision rests with Board of Commissioners? What do they care about? Are we relevant to the process? What problem were they trying to solve?
- Is the feasibility study available for review at this time?
- How can your traffic counts be correct? We get the impression the city of Canby will have little or no increase in local traffic!!! Outside the meeting tonight was a petition to put "toll" roads to a vote of the people. What happens if the people of Oregon vote not to allow toll roads?? How is any of this to be funded then?
- Maintenance is just maintenance for the bridge?
- What is the "distribution center" that is being built??
- What are Metro's future growth plans in Stafford area? How does it impact ferry traffic with Stafford being in the rural reserve. Where can we see the data for what the county sees for units, housing, etc. for the forecast modeling? If folks at ODOT can't figure out this scheme for modeling, how can the county figure this out? If ODOT decides to toll at specific exits, then could greatly impact traffic counts.

### GENERAL

- I had my actuary look at numbers and we show a payback period break-even point as 50 years, different interest rates; math is awful. Low-traffic is only way to make economic sense; math should show that and presented in a more honest way.
- Revenue minus cost. Low-traffic toll bridge \$5M/year, no trip can cost less than \$4.57 bonding over 25 years and cars needed to go through and doesn't add up.
- Slide 34, caught a math error.
- If you're going to go "into the weeds" with a budget, you better be prepared to not only support your numbers with further explanation of where you got those numbers, you also need to look at all facets of where those numbers come from, what affects those facets, and be able to provide insight to future growth projections of housing, traffic volumes, etc.
- Slide 19 revenue generated by tolls, but also shows lower rate of traffic as the toll increases. The traffic will go down so less revenue to get bonding paid off by the tolls.

- Slide 19 at four dollars you'll be down to 200 cars a day. Right now it's \$5, a 20-minute wait and 200 cars a day. Could be at least 1,000 cars a day, seriously question the number on your slide. If you lose the cost of \$11M that the county is losing, take it out; the cost of replacing bridge is so much higher.
- Arterial road cost incorporated into the estimate? Pete's Mountain, Advance Road, Mountain Road would receive a lot more traffic. Those roads are all terrible, everyone knows it. Traffic apps will redirect traffic and numbers will get a lot higher quickly. Doesn't seem to be accurate. Noise in the valley would increase, has that been looked at?
- Huge and NOT good. I would ask that you have the commissioners drive the roads involved in good weather and then imagine them in heavy rain, snow, black ice and fog. And you better check on that question about the blue heron and other environmentally sensitive PROTECTED species. My takeaway is you are looking for a way to make money at the cost of our environment and passing the problems to future generations. However, I do appreciate this opportunity to voice our concerns. Please do what is right for 7 generations.
- Premise on which the study is based, the county has a responsibility to maintain the transportation system and isn't in the business of making money; you are looking to eliminate the worst offender. The planning process is a huge box compared to the other boxes.
- There's a plan already in place to connect in a nice straight route (Arndt Road) and helps everyone. Just do that.
- Want to see the housing metrics and job forecasts.
- You have lost the discussion by ignoring the expectations, beliefs and perspective of the people who need to be convinced/engaged.
- Our money should be used to improve the transportation road system all people use on a bus, in a car or driving a commercial vehicle. These millions should be directed to affect a broader population.
- Residential roads are not designed for the kind of traffic you're talking about. Revenue source on slide 34; the higher the traffic the more money the county makes. The motivation is not to make our lives better, it's for the revenue source. Assumptions for good swags (scientific wild ass guesses), projecting forward to 2050, what's it going to look like then?
- The whole conversation about impact for low-traffic volume. What assurance do we have that the future commissioners would not reduce or remove the toll to generate \$36 over 25 years. None of the toll money would be directed towards improving the roads on either side. Our community would be bearing all the risk and don't think that's acceptable or fair. Want assurances that the volumes will be kept down.
- ODOT's Wilsonville freeway is broken many days and has been talk about fixing lanes in 2045. Demographics will be growing and if ODOT doesn't have a mechanism to fix roads until then they'll be looking at tolling revenue sources. It's coming and should be looked at.

#### THANKS

- Thank you for providing a platform to discussion. Lost confidence in Clackamas County's capability to provide feasibility studies.
- Very good data and presentation, really listened to feedback from the June Open House. It sucks that people are so confrontational about this. I commend all the county staff for your grace under fire!
- Thank you.