



Canby Ferry Alternatives Feasibility Study Open House

June 13, 2018

Feedback and Comments

On June 13, 2018, Clackamas County held a public open house in the Canby Public Library share information about the process being used in the feasibility study and to gather input from the public on what factors they think we should consider during the study.

The open house was publicized by a mailing of more than 6,000 postcards to area addresses, a news release, website information, social media, and contacts with government and community organizations. More than 250 people attended the meeting, including 161 who signed in at the county's welcome table and 122 who turned in completed comment forms.

The responses from those comment forms, compiled by subject and in raw form, are shown below. The numbers in parentheses before many items represents the total number comments received that reflected that response. Please note that most people made more than one comment, so the total number of comments is greater than the number of comment forms received.

On average, how often do you ride the Canby Ferry?

- (40) A few times a year
- (20) 2 times a week or more
- (16) Once a month
- (13) Once a year
- (12) Once a week
- (5) Never
- (24) Other
 - (3) Only when friends/family visit for tourist attraction; to proudly show off
 - (3) I live near the Ferry and stopped/limited using it once price >\$2.50/trip
 - (2) 5 years
 - (2) Seasonal use / County Fair
 - (2) Once in a few years
 - (2) 3 times a month
 - (2) Varies depending on schedule and traffic – mine; ferry's
 - Every day at least 2 times each way
 - Daily
 - 6 times per year
 - Only for pleasure or if accident on Boone Bridge
 - Twice
 - 8 times a year
 - 2 times a month or more
 - Every two years

Why do you ride the ferry? (check all that apply)

- (65) For recreation
- (43) For shopping
- (21) For work
- (29) To visit family or friends

- (31) Other
 - (5) Medical appointments
 - (6) To avoid congested freeways
 - (4) For guests / to honor the history
 - (4) For the scenic drive
 - (2) Destination is closer by ferry than other roadways
 - (2) Restaurants in Canby/to eat out
 - It is sometimes an equal amount of time to travel to Canby vs driving to I-5 and back to Canby
 - Bikes, runners, walkers
 - Girls love taking the ferry
 - Go from Stafford to Canby
 - Church
 - Business
 - Adult literacy tutor/volunteer

If there was a bridge at the Canby Ferry location, how often do you think you would travel on it?

- (26) Never
- (26) 2 times a week or more
 - Every day I would take the bridge
 - Husband 5x/week, wife 8x/week
- (21) A few times a year
- (17) Depends on whether it is free or a toll bridge
- (10) Once a week
- (9) Once a month
- (4) Once a year
- (17) Other
 - (2) Depends on traffic on I-5, 99E, I-205
 - If toll free, 6 days a week roundtrip
 - If free, then a few times a year
 - If road on other side was improved, maybe 1/week, otherwise a few times/year
 - Varies
 - Only for pleasure or if accident on Boone Bridge
 - If it's a toll bridge, what's the difference than the fee to ride the ferry?
 - At present it's more economical to drive around and not use the ferry
 - Maybe 1 time if I wanted to
 - I may also boycott it
 - I travel to Canby because care to travel on ferry
 - Not sure
 - I would move out of Canby
 - Do not build a bridge
 - Never, as long as the ferry is running!
 - I'd take I-5

What would be your reason(s) for traveling on the bridge? (check all that apply)

- (50) For shopping
- (46) For recreation
- (26) To visit family or friends

- (25) For work
- (31) Other
 - (6) To miss congested I-5 traffic
 - (6) Short cut
 - (3) Medical
 - (2) No need for a bridge
 - (2) Church
 - No reason to cross from Canby to the other side
 - When taking visitors on history tours
 - Just to say “I did”
 - I would avoid the bridge; it would be a waste of money
 - For emergency relief access
 - Alternate route
 - Go from Stafford to Canby
 - To travel to Portland if the road was improved
 - Volunteer work
 - Only if I-5 was closed
 - Daughter depends on it

Additional Questions and Suggestions

- **(92) No bridge**
 - (29) Too much traffic; negative impact on area roads; safety
 - (21) Negative impact on community/ ruin rural character
 - (14) Too expensive
 - Would cost much more than operating the ferry
 - (4) Maintenance issues
 - (4) People are against it
 - (4) Not needed; not enough traffic
 - (3) Would hurt animals and environment
 - (2) Would hurt property values
 - Build bypass instead, like in Dundee
- **(51) Keep the ferry**
 - (21) Historic, tourist attraction, unique, important to area identity
 - (4) Lower fees
 - (4) Needed in case of an earthquake/emergencies
 - (3) Raise fees
 - (2) Costs less than building a bridge; use bridge money to keep ferry
 - (2) Keep it well-maintained; reliable
 - (2) Keep as summer / weekend tourist attraction
 - County required to run the ferry through 2031 based on agreement with state
 - Needed to keep cars out of traffic on I-5
 - Find the money to run it
- **(14) If ferry is unaffordable, shut it down**
- **(6) Build a toll bridge**
 - Traffic is terrible
 - Have reduced rate for locals

- **(6) Build the bridge [type not specified]**
 - (3) Need more bridges to carry traffic
 - Keep the ferry, too
 - Add traffic mitigation or a Canby bypass for traffic using the bridge
 - Good short-cut
- **(8) Add a bridge/improvements somewhere else**
- **(4) Remove the ferry**
 - (2) Waste of money
 - Not used by enough people
- **(73) Questions/Concerns**
 - (23) Other factors to consider
 - (6) How our ferry compares to Marion County ferries
 - (6) Impact on property values
 - (3) Consider privatizing the ferry
 - (2) Seismic impact on bridge vs ferry
 - Consider the impact of Aurora Airport expansion
 - NEPA study needed to protect animals and environment?
 - Check depth of bedrock below surface
 - Impact on state comprehensive plan? UGB?
 - Impact on Molalla State Park?
 - Role of developers with land in the area
 - (12) Traffic/impact on roads
 - No bike lanes on bridge, or add bikes lanes all the way to 217
 - Concerned about more bike traffic
 - Why build a bridge if you'll try to divert traffic from it?
 - (11) Road/bridge maintenance needs and costs
 - (11) Costs
 - (2) Bridge cost estimate is way too low – Sellwood cost \$350 million
 - Average annual cost to maintain ferry over 10 years?
 - Why does ferry cost so much?
 - What benefits to Canby and area residents would justify the cost?
 - Ferry fees are too high
 - Charge fees on all bridges
 - (11) Process questions/concerns
 - (8) Need public hearing / transparency; poor public meeting
 - Identify major concern – cost of ferry or traffic congestion
 - Close down feasibility study
 - Citizens should get to vote on any bridge proposal
 - (3) Consider transportation improvements in wider West Linn/Wilsonville/Canby area, e.g., I-5 to Canby exchange
 - Move traffic to other roads like I-205 and 99E
 - Add extra lanes to I-205 and I-5
 - (2) Location
 - Exact location of bridge
 - Why this location for a bridge?

VERBATIM WRITTEN COMMENTS

(not sorted; personal identification information has been removed)

- *Nowhere in the info did I see any mention of “impact on community” sooner or later. Listen to us!*
- *My biggest concern is not about the look/feel of a bridge – it relates to the prospective additional traffic and required additional maintenance of road/street from the ferry to downtown Canby (Territorial).*
- *Keep it going. Don’t spend dollars on a bridge that will impact traffic.*
- *The ferry is needed to help preserve our connection to the area / to the past / as a link to the future.*
- *I feel that the ferry not only supplies a route from Canby, but also an identity for our community. Building a bridge would negatively impact the small town rural character of our town. The feasibility of using a bridge with the crowded roads in Canby is negative. Canby could not withstand the impact.*
- *Is the annual operating deficit of the ferry the perceived problem or is traffic congestion the perceived problem? In other words, what is the county “solving for”? Seems like neither issue is so problematic that it would require an expensive capital expenditure and even a bigger annual operating deficit.*
- *Residents are not in favor of a bridge. If it is unaffordable to operate the ferry, then close it.*
- *We already have I-5 and 99 coming to Canby. No one wants a bridge. On Mountain Rd there are bikers, walkers, animals, and we are farm-zoned. We can’t handle the traffic a bridge would bring or a widening of the road. We have enough traffic.*
- *Keep the ferry!! Bridge at an alternate location that would carve out MORE I-205 traffic. It appears you are only addressing local traffic.*
- *Remove the ferry. Too few people use it. Don’t build a bridge when the ridership and roads don’t justify it. A bridge makes no sense based on the cost and the fact that it is not needed. If you want to eliminate the cost – take out the ferry. People will get over it. A bridge is the worst of all of the possibilities. Totally illogical.*
- *If the ferry loses \$450,000 per year and carries 100-200 cars per day, why would you consider a \$40 million+ bridge that you will keep tolls high on to limit ridership? The toll will not cover the cost of this bridge not to mention the interest on the bonds, etc. Take the ferry out. The reason I am hearing is you don’t want to take it out due to nostalgia, yet you’ll take it out to build a \$40 million bridge? We all lose on THAT! Take it out or leave it – but no BRIDGE!!*
- *Why are the Wheatland and Buena Vista ferries economically feasible and not Canby’s? 2) If bridge is built and traffic increased, how will Mountain Rd be impacted and the farm industry on the Canby side – narrow and windy and lots of tractors and farm vehicles (at least on Canby side)?*
- *Clarify proposed location of bridge start and end. “Hill to hill” is too ambiguous. Building a bridge would increase traffic in the area. Are there any road upgrades being proposed to accommodate this?*
- *How will this effect our property values? Traffic problems, recreational – biking, jogging, etc. We do not want a bridge. We like our community the way it is.*
- *Clackamas County roads are currently in horrid shape. What guarantee is there for better maintenance of a bridge and surrounding roads? Concern: devaluation of homes on bridge access roads and neighborhoods.*
- *Most concerned about why there isn’t a public hearing with complete transparency.*
- *I think for all the little country roads out there this is a crazy idea and would cost a fortune to fix all those roads to become a major thoroughfare, dips, curves, deer, tractors. A lot of houses already too close to the existing roads. Bad idea and waste of money.*

- *Awful format for giving out information on this subject. You can't tell who the person is to ask the question.*
- *I travel by auto several times per week, sometimes more than once per day to visit family in Wilsonville and to shop along I-5. The congestion at Wilsonville is awful. I would choose to go across the river near the ferry if there were a bridge. I support having a toll road. We have to pay for what we want.*
- *You will be throwing away a way of life. Keep as a tourist draw. This area on Canby side has been designated rural. With trucks and traffic and re-drawing lay of land it will forever change the area. You have other losses for things that count. Why not save the ferry?*
- *How safe would a new bridge be compared to the Canby Ferry if an 8-9 earthquake would happen? Would the ferry be an alternative across the Willamette if such a catastrophe took place? In the traffic model, why would there be steps that would be necessary to prevent I-5 traffic from diverting on to a new bridge at Canby Ferry? Do you not want travelers to use the bridge? If so, why build a bridge?*
- *Current I-5 bridge is quickly becoming too small to accommodate traffic. An additional bridge seems inevitable and necessary.*
- *To keep the ferry open, I would keep the pass at 20 rides / \$60, but the county should charge \$5 or \$10 per person up to 4 people/car for someone like a tourist or people out for a drive. How many times do you see someone at Starbucks buying a frappe and roll or donut and it costs \$10 plus tip. Does one think that a Ferry ride with the kids at \$20-30 is too much? No. I have lived next to the ferry since 1959. I would like to keep the ferry, not a bridge.*
- *I hope to preserve the historic ferry. Maybe look at reducing its hours to weekends only to prolong its life – kind of like a tourist attraction. If we must have a bridge, let's find a way to keep the ferry, too.*
- *What prevents Canby Ferry from paying for itself like Wheatland Ferry? What impact would a bridge have on property values in the area? How in the world does Clackamas County expect to recoup costs within a year? Too high a toll and people won't use it; too low and it won't pay.*
- *A bridge seems an ill-conceived solution to managing traffic. Very expensive bridge and infrastructure (roads, easements, site prep) and very minimal return on investment. Personally, I love the ferry but if it's really a problem to maintain, then close it and let citizens fund.*
- *Why has the cost of operating the ferry risen so much the last several years? What will be the TOTAL cost of bridge, road construction, tree removal, intersection improvements? What will be the cost for annual maintenance of a bridge, and increased load on roadway?*
- *If the issue is that the ferry loses money, close the ferry or raise the toll. The ferry has minimal ability to move traffic. If, on the other hand, the county wants to move more traffic, then say so and don't hide this behind a cost smokescreen. A bridge would absolutely ruin the character of surrounding area. NO BRIDGE!*
- *A bridge will bring traffic problems and lower the value of nearby homes. Please ask the Wheatland ferry for operating advice/strategies on how they operate it without losing money.*
- *Privatize the ferry – where is that option? -- Must include the impact of Aurora Airport expansion in analysis -- Must disclose road improvement plans for all roads within 4 miles of the ferry for next 5-10 years (the planning phase) because size of bridge will be compatible with feeder roads.*
- *Any proposal to build a bridge should be put out for vote by the citizens of Clackamas County.*
- *The cost estimate is way out of whack. It is going to cost way more. Sellwood cost \$330 million.*
- *I live in Canby, work downtown Portland. I never take the ferry. In 10 years I took it once, to show my grandson the ferry. If we had a bridge at that location, I would take it every day. I-5 traffic to enter into Wilsonville is really challenging and I believe a bridge at that location would be a good solution.*

- *If a toll is enacted on the bridge, then those closest to the bridge will likely pay it more often. How does this bridge benefit the city of Canby and its residents enough to justify the cost?*
- *No bridge. Raise crossing/usage fees.*
- *Canby does not currently have the road infrastructure to handle the amount of traffic the bridge would bring into town. Drastic changes would be necessary, which would change the entire community. We would no longer be a quiet farm town. This does not seem like a smart idea.*
- *Dumbest idea ever! A bridge would overwhelm Canby with unwanted traffic. The roads to and from would never be maintained. The ferry is part of Canby history which needs to be saved. With the cost of the bridge, you could run the ferry for YEARS!*
- *I'm in favor of a toll bridge. People love the ferry, but it's not practical realistically (limited hours, closures lasting months due to mechanical/electrical issues, it can't operate in all conditions, etc.). A toll bridge would help limit traffic increase and give more reliability accessibility throughout Clackamas County.*
- *I know traffic and the state of the feeder roads to the bridge is a concern for people, but simply put there needs to be a quicker, more efficient and reliable way to move larger volumes of traffic over the river, and a bridge is a much better choice once it's built.*
- *\$20 million is planned to be spent on a pedestrian/emergency vehicle bridge in Wilsonville because I-5 Boones bridge is unlikely to survive a Cascadia Subduction earthquake. The ferry is a bargain and is good earthquake insurance.*
- *Canby Ferry toll much too expensive, we need a "low toll" or toll-free bridge to connect both sides of the river for recreational and economic reasons.*
- *Having lived in Texas where toll roads are available and make travel much smoother, I see NO negatives. A toll bridge is a choice and much needed for this area!! The population is growing and progress is happening. People need to not be so negative!!*
- *Our family moved to 29700 SW Mountain Rd. We are worried about the traffic as we have many farm animals and dogs. Cars already travel way above the limit and even use it as a drag strip. A bridge would increase traffic and hurt our farm and property value. We are against a bridge.*
- *We do not want a bridge – traffic will be bad and our farms will be impacted – the wildlife will be effected as well as our property values. Please NO bridge.*
- *Remove ferry, if necessary, but NO bridge.*
- *Whether the ferry remains or not, I do not believe there is a necessity for a bridge. The speed and traffic it would bring to a rural section of town and into neighborhoods would be dangerous. Ferry or no ferry – a bridge is a bad idea! I would not pay a toll for a bridge over a ferry toll – would prefer ferry toll in that case!*
- *I think a bridge would be a waste of money. It would also cause serious traffic problems and cause a hardship to many property owners. If you feel the ferry is losing too much money, close it, but do not build a bridge. I personally would like to see the ferry stay for historic and tourist reasons.*
- *Your open house was poorly planned and implemented. There should have been 2-way communication. When will public input be done and considered?*
- *Ferry is too expensive. A round trip to Portland is \$10; \$6 with a punch pass. I live ½ mile from the ferry; to me it is my bridge. I feel disenfranchised by the county. Why not charge user fees on all bridges? The high fees have driven down utilization of the ferry.*
- *Widen I-205 to carry more traffic. Do second Boone Bridge to handle I-5 traffic. Utilize 99E to carry more traffic. Get federal and state moneys for those projects; forget Clackamas County tax hearing.*

- *Seems to me the answer is obvious – keep the ferry running as it is, absorb the operating gap and avoid all the costs, bad will with the community, degradation of the rural area in West Linn, and other unseen problems. Keep things as they are – no need for more traffic.*
- *Too often decisions are already made ahead of time and this is just lip service. I hope this is not true. The Canby Ferry is a service to the county. It has not been a money-maker. A toll bridge would not speed up traffic.*
- *I have several points. 1) I believe this route needs to be continued mainly for emergency access – whether the ferry is continued or a bridge built. 2) Glad the description of the bridge is to the top of the hills. 3) As bridge is considered, please also consider the roadway from the bridge to Canby needs to be improve a lot – present roadway barely allows two to use it at the same time.*
- *Why is Marion County able to run the Wheatland Ferry for \$2/car or \$1/pedestrian – also only 1 operator? Is Marion County better with management or operations than Clackamas County? Hard to believe!! Very much hate to lose a Canby icon!!*
- *Don't think population is served at proposed location. Better toward Oregon City.*
- *Ferry, no ferry or nothing!*
- *Is there a NEPA study? There are listed endangered species near the ferry.*
- *Please leave our ferry alone and go to Portland to use bridges.*
- *The ferry is a cultural resource and is a part of Canby's and the county's tourism initiatives. Additionally, it is a part of the marketing plans for the proposed Willamette Falls Heritage Area which has been approved by the National Park Service and is supported by Oregon's Congressional delegation. In the master agreement between the city and the state, signed in 2011, the county agreed to operate the ferry until 2031.*
- *This is a really bad idea on a number of levels. –Quality of life in Canby. –Doesn't adapt to any transportation plan in Canby. –Infrastructure in Canby is not developed for this. –If you are going to bridge across, do it across Molalla River at end of 3rd Street and improve Knights Bridge and Arndt. Put overpass from 99E to 3rd at state park and take it through Barlow. Keep the ferry.*
- *Tourism people use the ferry. The ferry keeps you out of traffic on the freeway.*
- *I don't think traffic amount would justify a bridge. I think Canby Ferry is important tourist facility – especially for bicycle tourists. Has operation of Canby Ferry been compared to operation of Wheatland and Buena Vista? Is there a safety requirement to have two people employed to operate Canby Ferry?*
- *I have serious concerns about a bridge and costs. Also the impact to the surrounding areas. I think we should preserve the history and continue the ferry. If a bridge is needed, wouldn't it make more sense to cross at 99E and New Era Rd? It would serve a wider population pool.*
- *Very concerned about traffic impact and future disruption of homes and farmland. In favor of keeping ferry!*
- *My biggest concern is traffic on Mountain Rd and Pete's Mtn Rd. These are country roads that curve often. Please consider what the increased volume of traffic would be. It seems insane to me at this point! You would be destroying the rural way of life that residents have chosen on both sides of the river.*
- *--Traffic impact – big safety issue on Mt. Road. –Erosion of one of the last beautiful, rural areas. – People in the area don't want it – not necessary. –Use that money for other more important improvements that would benefit more people, and not compromise the community. More cars/traffic is not the answer!*

- *Bicycle traffic is a big problem on Mountain Rd already. Do not include bike lanes or add bike lanes all the way to 217.*
- *Make sure you keep the ferry. Make sure it has the right type of motors. Make sure it is well-maintained.*
- *Canby city streets are and will be utilized to directly connect to a proposed new bridge. Funding for traffic mitigation or a bypass road should be considered as an alternative access to a new bridge.*
- *No bridge! Bridges bring traffic increases! No bridge! No bridge! Environmental and livability impact of increasing traffic will be exponential!*
- *This is to promote the ferry rather than a bridge. The French Prairie Bridge project in Wilsonville is a huge multi-million-dollar investment in pedestrian and bicycle travel, whereas the Canby Ferry facilitates vehicular as well as pedestrian and bicycle travel. The comparative low cost of maintaining ferry services vs a bridge across the Willamette River or the French Prairie project makes both economic and historical / tourism sense. I support that tolls be reduced to encourage more use of the ferry. Additionally, all ferry operators should also be hands-on maintenance qualified personnel.*
- *Need a reliable ferry, not a bridge.*
- *No bridge. No ferry. If I have to choose, I'll say keep ferry, charge less, maybe more people would ride ferry.*
- *Can you sell the ferry to a private party? Your number is 30 million. Sellwood was 350 million. You cannot build this for 30 million. We need updated numbers. Keep rural/country roads preserved. A highway scenario on Mountain Rd is a death sentence to cars, peds and animals. People will die trying to get their share.*
- *The ferry is a living piece of history. It should not have to "pay for itself." It should not be removed to speed up traffic, and ultimately, to enable development. The public deserves a public hearing!!*
- *I have concerns about the construction of a bridge in that location. It is a way out-of-the-way location for an expensive infrastructure project like a bridge. Thanks for doing this!*
- *Bad presentation. Why didn't you have a sit-down presentation talk? This was such an amateurish presentation! Not very helpful!*
- *The impact on Canby would be absolutely devastating if a bridge was put in. There is already too much traffic in town and average speeds are increasing. With a bridge, the traffic would become unbearable! Please do not allow a bridge to be constructed.*
- *Have study find out how deep bedrock is below surface. The cost becomes exponential the deeper your footings are. Also, take the estimated high cost and add 80-100% more and you'll be close to actual cost. Don't forget cost of widening roads and buying land. I understand you need to handle traffic, but it sure ruins a lot of families!*
- *What is the 10-year average to maintain the ferry? This figure should be included in the study.*
- *I have significant concerns regarding the impacts (both positive and negative) of a bridge. Mainly, the increased traffic that one would do to my neighborhood. Secondly, the potential for increased development in my area. Third, the mismatch of the existing rural roads (no shoulder, winding) with the bridge concept. For example, why does a bridge require two lanes of travel at 12 feet each, plus 8 feet of shoulder each side, plus a bike lane, when the existing road structure is two lanes of traffic at maybe 12 feet each? I am also disappointed that there does not seem to be a formal public question and answer session, only open houses to present what has already been accomplished.*
- *Ferry should be funded in part with Tourism funds. Price/trip should be dropped back down to \$2/trip to increase ridership, especially by commuters. Ferry should be promoted to capture some of the \$14 million in bike tourism that French Prairie Bridge is going after. If Ferry needs to be closed,*

then please do not build a bridge. The impact on Montecucco Farms would be significant and it would bring dramatically more traffic from I-5 through the City of Canby.

- *I would no sooner pay a toll to cross over than I do to use the ferry. At least the ferry is fun and unique. I think building a bridge is a HUGE waste of money and should be spent to keep the ferry running. Please don't ruin the one thing that makes Canby special – make our state use my dollars to add an extra lane north and south on I-5 instead of pushing dirt around with their big machines and not accomplishing ANYTHING. Tired of our taxpayer dollars not being used wisely.*
- *Building a bridge is a BAD idea for many reasons*
- *The cost to make roads leading to bridge to carry the traffic as well as the cost of the bridge itself*
- *The character of the area would completely change*
- *Lost property value for people on surrounding roads, especially on Mountain Road*
- *Maintenance of bridge and roads would cost much more than the \$450,000 loss on the ferry operation*
- *It will be dangerous for people who live on roads near the bridge on both sides.*
- *This is a bad idea.*
- *Second form; thought of something else. Please consider either adding to option 2 (discontinue ferry) a wider study of improvements to infrastructure in the Canby/Wilsonville/West Linn area. It seems that the two entrenched camps here (“not in my neighborhood” and “I want decreased travel time between northern townships and Canby”) could be better served by improvements to access between Canby and I-5. The current routes are awful. Improving on I-5 - to - Canby exchange would go far to alleviate some of the problems posed by the study.*
- *The study does not take into consideration yet what the unintended consequences will be, i.e., blue heron rookery on the Canby side of river. Quality of life for all people of Oregon. This is one of three ferries left in Oregon. How will it impact Molalla River State Park? Golf courses in West Linn? Developers' interests in land around site, etc. Tolls will not decrease traffic as proven by other bridges built around the country. Administrative cost will go up, I'm sure. Will developers in the area have a say? How much of the adjacent land will developers own? Will the Oregon Comprehensive Plan be significantly changed, i.e., Urban Growth Boundary zone? Who decides this?*
- *The Canby Ferry adds another dimension to our city that other cities can't claim. How many ferries are used to cross a river? The beauty and calming waters as you cross the river by ferry can't be duplicated. The county needs to see the possibilities the ferry provides to the community, the county, the state and promote it. Stop dumbing down the ferry because you see it as unfundable. How many things does the county support just for its beauty. The Ferry fits the bill. “A Gleaming Facet of the Emerald Necklace” The Unique Quality of the city of Canby is the Ferry! The Clackamas County Board of Commissioners need to look at the history of the ferry and how it was funded. Drop the price so more people would use it. We need to keep abreast of the Wheatland Ferry that only charges \$2 a vehicle. Why the price increase to cross – sounds to me like the slow, insipid distraction to use the ferry.*
- *As Wilsonville is growing and as Canby grows there will be foreseeably more traffic and more commuters working in Wilsonville and surrounding areas. At this time the traffic coming out of these areas coming into Canby down 99E and Arndt Rd and Knights Bridge is getting heavier and heavier with commuters. I am concerned that too much traffic would be funneled right down Holly Street making the residential roadway and livability much too crowded. The side road coming from the north side of town (especially North Grant and Elm) are already a backed-up mess – these side streets should have had right-hand turn lanes going across the railroad intersections to control backup!! Hum!! Good after-thought— Towns grow rapidly!! Look 10 years down the road not*

just the here and now. Do not want to see traffic funneled down Holly as a main artery and traffic so heavy as Newberg or Dundee, etc. You'll lose your "small town" and history.

- What happens to the property values of the residents in the area? They will only plummet with no benefits to their direct lives. We as taxpayers and voters have the right to sit at the table with the board before any final decisions are made! This is our home!! This was not a formal public meeting!!! It is a lose-lose situation for the residents of Canby and SW Mountain Rd area.*
- Why not build a road from I-5 Charbonneau exit and go due east across the Pudding River (large culverts or large pipes instead of bridge), raise the road bed 10-15 feet / for flood protection cross the Molalla so it will connect with Territorial. Improve Territorial (light at Holly) Canby will improve Redwood when new developments go in on the east side of Redwood / access to the industrial land will be accomplished and have the traffic and reroute completely at Territorial and 99E. [drawing]*
- This is absurd! Leave the ferry. The traffic would be horrible. Roads in this area are not equipped to handle the traffic that would result without major renovation and expense. Turn the ferry over to private ownership – leave some element of history and culture – or make a museum out of it. Do NOT put a bridge at the end of Mountain Road. Close down the feasibility study. The cost of the feasibility study could be put toward the cost of the ferry.*
- I would like to see more information about what would justify building a bridge and what factor traffic and decrease in property values, impact on adjoining roads and neighborhoods, on both sides of the ferry. There will almost certainly be increased car and bike traffic that would have, undoubtedly, a negative effect on the area and there is no way to alleviate this impact. Also, assure us that anything to do with I-5 traffic, even emergency, is not a factor. If an additional bridge is needed, what is the justification for choosing the ferry site as the location for the bridge? Money would be better spent at other locations.*
- There is a significant concern with making the area around the Canby Ferry more heavily traveled. The roads are windy and narrow with an already heavy use by bicyclists, which is dangerous. The route from Wilsonville I-5 to the ferry includes curves on Advance Rd, in which there have been multiple car accidents resulting in death and injury in just the past 5 years. In the past year, 2 semi-trucks got stuck and slid off the road. A majority of current traffic is recreational, meaning cars speeding on the county roads with 45 mph speed limits. Regardless of potential relief of congestion on I-5, there is no way the alternatives routes can accommodate the increase in traffic. A bridge is expensive and logistically challenging in this part of the river and could take decades to pay off financially. Also, could impact river usage. A study of the traffic patterns will be limited as it will not demonstrate the potential commuters. As a voter, I would plan to vote for someone who did not push for further development of these rural areas around the ferry. The open house on 6/13/18 is not adequate in making decisions about this topic, there needs to be an open forum involving public figures involved in this decision process. As I walk around this open house, I could not find anyone who was in favor of the potential of a bridge. If the Canby Ferry is losing money, then it could be shut down and could be kept available for emergency services. A bridge would need to be built to withstand an earthquake event such as Cascadia.*
- Mountain Rd – needs repair. New homes in Wilsonville will increase traffic. How could you stop WAZE or apps to disburse traffic? Cost of ferry vs cost of bridge? Increase traffic because better access year-round? Social dispensary – flowers, gardens, forest products. Narrow farm roads? Milk trucks are gone now that Metro has purchased land. Cost per year vs cost to go around – time, fuel, access points. Recreation use vs daily life. Parks – boat launches – fishing – recreation groups – rides, bikes, horses, etc.*
- I don't know if I have much more to add to the "against" side of the argument. Please consider the historic value and importance of the ferry! A bridge would definitely negatively alter the ambience of the country area. The roads, at least on the West Linn / Wilsonville side don't seem appropriate for increased traffic due to narrowness, curves, general condition. \$30-33 million for a bridge and then*

how much for these road improvements. It just seems like a money trap/pot for a beautiful country / rural area. I'd hate to see an influx of traffic late night leading to more unsafe driving conditions.

- *Flow of traffic on city streets due to the bridge. Single-lane bridge creating traffic jams, traffic jams and backed up streets such as Territorial. If there is an accident on the bridge, what will be the response time for clearing the accident in total? Due to the amount of people traveling to Wilsonville for work, how will we re-route traffic? Re-routing traffic will be an extra expense to take into consideration and the other construction costs for Canby's roads. People traveling into town or leaving town likewise via the new bridge will cause streets to be backed up and damage to roads from overuse. What about homes located on Territorial Road as well as Holly St. It will create a mini-highway through town. We need to preserve the town with a bridge and more infrastructure will be a city and there will be nothing left. 10 years down the wire the town of Canby will become a busy pass-through traffic jammer chaos. Furthermore, overall presentation not informative. Should have been an open sit down so questions could be answered.*
- *If bicycle lanes on bridge, need to provide for bicycles on Mountain Rd and Pete's Mtn Road. Bicycles are already a significant traffic/safety issue on these roads. Better access over bridge would invite more bike traffic. Issues of cost of options must be weighted heavily. Bridge maintenance and tolling expenses will likely outweigh current costs.*
- *It would be a shorter distance between Canby and Wilsonville.*
- *The ferry is unique to Canby and Clackamas County. Keep the ferry.*
- *This option is not viable – a bypass needs to be built along I-5 with bridge west of Wilsonville bridge. Make bypass like the one that goes around Dundee.*
- *Make the ferry reliable transportation as a summer tourist attraction!!*
- *A bridge would ruin the livability of area on both sides of river. 2) A small bridge would eventually lead to a bigger bridge, leading to increase in traffic and vehicle size limits, leading to bigger, wider, better? Roads to and from area. Eventually a highway going straight from Canby to Stafford/I-205 interchange. 3) The county can't/won't maintain current roads in reasonable condition and seem unable to figure out funding for any of it. 3) With a little "normal" thinking, the funds to run the ferry could be found – just quit passing problems down the road until things get completely out of hand.*
- *Please no bridge – if be close the ferry. A bridge would destroy Canby and Mountain Rd.*
- *Please – no bridge. It would ruin Canby to have more traffic come through. (A bridge would attract more traffic.) Close the ferry if you have to.*
- *Traffic on Mountain Rd, Stafford Rd and Advance Rd; need extra lanes on I-5 and 205 NOW!*
- *Build a bridge, but if tolled – let neighbors / locals (based on address /distance from bridge) pay a discounted fee or purchase a bulk amount at a discounted rate.*
- *--Funding for a historical item. --Adding Tourism money to fund it. It is one of the main reasons people come into Canby. --Who will pay for a very expensive bridge? (Portland and Vancouver have been arguing for 10 years.)*