



Canby Ferry Alternatives Feasibility Study

January – December 2018

Identifying the financial and traffic impacts of constructing a bridge across the Willamette River at the location of the Canby Ferry

CURRENT STATUS:

The Canby Ferry, operated by the Clackamas County Transportation Maintenance Division, crosses the Willamette River during daylight hours from north of Canby to east of Wilsonville. However, it has limitations:

- It is not able to run when the river level gets above 70 feet and during inclement weather;
- It can only carry six cars at a time;
- It costs motorists \$5 per vehicle for a one-way trip, and
- It costs the county considerably more money to operate than it receives in revenue.

THE STUDY:

Since the Ferry both limits the number of people who can cross the Willamette River and uses money that could otherwise be spent on road maintenance, the County is evaluating the long-term financial and traffic impacts of six possible future alternatives for crossing the river at the same location.

Alternatives to be Studied	Ferry	Bridge	Toll
1. Continue operating the Canby Ferry	✓		
2. Discontinue operating the Canby Ferry			
3. Add a bridge (no toll) and continue the Canby Ferry	✓	✓	
4. Add a bridge (no toll) and discontinue the Canby Ferry		✓	
5. Add a toll bridge and continue the Canby Ferry	✓	✓	✓
6. Add a toll bridge and discontinue the Canby Ferry		✓	✓

THE PROCESS:

Financial, engineering, planning and traffic experts will study various factors related to each of the six alternatives. (See details below/over.) Public meetings are planned in June (to inform people about the project and gather input) and October (to share the results of analysis). The final report is expected to be presented to the Board of County Commissioners in late 2018.

THE RESULTS:

At this time no decisions have been made on whether to make any changes in ferry operations or to build a bridge. The Board will review the results of study in late 2018, discuss the issue further and not move forward without public input. If eventually a decision was made to proceed with a new bridge, actual construction wouldn't take place until after several years of outreach, planning and design.

COMPONENTS OF THE FEASIBILITY ANALYSIS

The detailed feasibility analysis of the six alternatives will include the components listed below. Bridge cost estimates would be based on a bridge designed to withstand earthquakes.

I. Cost Estimates for Alternatives

- a. Costs for Canby Ferry future operations, maintenance and repair/replacement
- b. Costs to discontinue the Canby Ferry
- c. Costs (high and low estimates) to develop, build and maintain a bridge at the location of the Canby Ferry, extending from the bluff top on the north side to the bluff top on the south side.
- d. Costs for three toll methods: manual, transponder and license plate recognition.
 - 1) facility requirements and associated costs,
 - 2) information system requirements,
 - 3) staff/vendors,
 - 4) annual operations
 - 5) administration
- e. Costs for roadway improvements identified as being necessary to accommodate traffic

II. Revenue and Traffic for each Alternative

- a. Future revenue and traffic assuming only continued operation of Canby Ferry
- b. Future traffic with the addition of a non-tolled bridge
- c. Future traffic with a tolled bridge, with tolls of various amounts to identify the relationship between cost and traffic.
- d. Maximum traffic due to incident diversion from I-5/I-205

III. Total Annual Costs

- a. Future costs for Canby Ferry operations/maintenance including repair and replacement.
- b. 30-year bonding cost analysis incorporating all capital improvement costs for the bridge and associated facilities.
- c. 30-year annual cost analysis for the toll collection system including annual cost for toll system operations, staffing, operations and maintenance.
- d. Identification of roads and intersections in the surrounding area that will have increased traffic due to the addition of a bridge, and estimated cost for improvements and increases in annual maintenance costs.

IV. Financial Feasibility

- a. Annual revenue minus annual costs for each of the six alternatives identified above.

V. Outline All Steps to Develop a Bridge and Implement Tolling

- a. Requirements for tolling by local governments in Oregon
- b. Environmental review requirements by state and/or federal authorities
- c. Permitting by state and/or federal authorities

FOR MORE INFORMATION:

Website: <http://www.clackamas.us/transportation/cfalternatives.html>

Project Manager: Stephen Williams, 503-742-4696 or swilliams@clackamas.us