



**To:** Salem Area Mass Transit District dba Cherrriots

**From:** Jacobs

**Date:** 10/6/2021

**Subject:** Plan Review, Long Range Transit Plan

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## Introduction

### *Purpose*

The purpose of the Plan Review Memorandum is to summarize key aspects of adopted plans, documents, and ongoing projects that are relevant to Cherrriots and the broader Salem region. The documents summarized will be used to inform the Cherrriots Long Range Transit Plan (LRTP). Three ways the project team will use this information include:

- Regional visions, goals and objectives to inform and guide the LRTP vision and goals that share important links with shared long term planning
- Performance measures, analysis tools and data sources provide resources for LRTP technical work that are trusted and relevant to the region
- Strategies and future scenarios show where Cherrriots is most relevant, supporting ongoing coordination and collaboration

### *Plan Review*

This section provides a summary of relevant planning documents that will be used as both a reference and tool to inform the project team in the development of the LRTP.

**Figure 1. Relevant Plans Summary**

Planning Document	Findings
<p><b>Salem-Keizer Transit Comprehensive System Analysis – Existing Conditions and Service Analysis</b> Cherriots 2013 &amp; 2014</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>● L RTP Data sources and analysis, performance measures</li> </ul>	<p>The Salem-Keizer Transit Comprehensive Service Analysis consists of two key volumes – the Existing System Conditions (2013) and the Service Analysis (2014).</p> <p>The Existing Conditions study reviewed the structure of transit services within the Salem-Keizer Urban Growth Boundary, including express services to Wilsonville and Grande Ronde.</p> <p>The existing conditions analysis was performed by collecting ridership data on Cherriots services, geographic data relating to where people live, work, and travel, and Cherriots’ financial information. This report provides information on system productivity, system coverage, route productivity, frequency overlays, and unmet demand or need for transit. The Service Analysis used a set of grounded assumptions and the values of stakeholders and board members to analyze scenarios for transit across the region – constrained service scenarios and an unconstrained scenario.</p>
<p><b>Cherriots Regional Transit Plan</b> Cherriots 2016</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>● Performance measures</li> <li>● Regional coordination and methods</li> <li>● Mid- and long-range strategies</li> </ul>	<p>The Regional Transit Plan describes the planning process and recommendations for regional transit service, while analyzing ridership potential, costs, routing options, demographics, provider coordination, service integration, and other measures.</p> <p>The planning process and recommendations focused on three key choices:</p> <ul style="list-style-type: none"> <li>● Ridership vs coverage and associated costs <ul style="list-style-type: none"> <li>○ Recommendation: provide a regional-deviated fixed route network, and move low performing routes to areas with high ridership</li> <li>○ Recommendation: reallocate resources from a small number of riders to socially important coverage areas</li> </ul> </li> <li>● Service between vs within cities <ul style="list-style-type: none"> <li>○ Recommendation: Shift away from deviated fixed routes and dial-a-ride, and towards Express routes that connect the region’s communities.</li> </ul> </li> <li>● Integrating with neighboring networks <ul style="list-style-type: none"> <li>○ Recommendation: Develop a transit connection between Salem and the Portland area via 99E, including to Canby.</li> </ul> </li> </ul>

Planning Document	Findings
<p><b>Needs Assessment Report</b>  Cherriots 2017  (Next to be complete early 2022)</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>● On-board survey findings</li> <li>● Service guideline implementation</li> <li>● Strategies and projects</li> </ul>	<p>Cherriots performed a needs assessment in 2017 to determine unmet transit needs in the region. Staff assessed current system performance, demographic shifts, and travel pattern data, as well as input from riders, community partners, and frontline employees. The following criteria was used in the needs assessment:</p> <ul style="list-style-type: none"> <li>● Service design standards</li> <li>● Safety and regulatory compliance</li> <li>● Productivity - boardings per revenue hour, revenue hours, and revenue miles</li> <li>● On-time performance</li> <li>● Meeting performance targets</li> <li>● Financial feasibility</li> </ul> <p>Transit needs identified in the 2017 Report:</p> <ul style="list-style-type: none"> <li>● Saturday service (Completed in 2019)</li> <li>● Extend weekday evening service (Completed in 2019)</li> <li>● Provide Sunday service (Completed in 2020; delayed until 2021 due to COVID-19)</li> <li>● Provide holiday service on certain holidays (Completed in 2020; delayed until 2021 due to COVID-19)</li> <li>● Increase weekday frequency</li> <li>● Expand coverage (Ongoing – South Salem Transit Center and Mobility Hub project to provide better coverage)</li> <li>● Provide service to other cities – Portland and Albany (Ongoing – Salem to Albany feasibility study and Highway 99E Corridor Transit Planning Project)</li> <li>● Improve timing and transfers</li> <li>● Improve on-time performance</li> <li>● Provide more shelters and seating (Complete – began in 2018)</li> <li>● Fare and payment options</li> </ul>

Planning Document	Findings
<p><b>Strategic Plan</b> Cherriots 2018</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Cherriots vision, mission, values, priorities guiding future planning</li> <li>• Regional stakeholder engagement generating momentum and buy-in</li> </ul>	<p>The Strategic Plan informs community partners, stakeholders, and the public about Cherriots' goals and objectives. This document will guide decision-making by the Board of Directors and its work with community partners to improve community livability in the Mid-Willamette Valley. The Plan has five priorities that reflect the District's vision, mission, and values.</p> <p>Vision:</p> <ul style="list-style-type: none"> <li>• Making a positive difference by enhancing community livability through innovative, sustainable regional transportation options</li> </ul> <p>Mission:</p> <ul style="list-style-type: none"> <li>• Connecting people with places through safe, friendly, and reliable public transportation services</li> </ul> <p>Values:</p> <ul style="list-style-type: none"> <li>• Safety</li> <li>• Service Excellence</li> <li>• Communication</li> <li>• Innovation</li> <li>• Accountability</li> </ul> <p>Priorities:</p> <ul style="list-style-type: none"> <li>• Provide an exceptional customer experience</li> <li>• Creating a culture of excellence</li> <li>• Enhance community engagement</li> <li>• Be an environmentally responsible organization</li> <li>• Ensure organizational viability</li> </ul>
<p><b>Highway 99E Transit Planning Project</b> Cherriots 2018</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Regional transit agency coordination</li> </ul>	<p>The Highway 99E Transit Planning Project was developed to design service changes that would increase the opportunity for transit travel along the 99E Corridor, between Oregon City and Salem. The plan provides an overview of existing transit conditions within the 99E corridor and identifies ridership potential and needs.</p> <p>The plan provides helpful examples of how transit agencies can provide "seamlessness" for trips that cross service areas by using partnerships and regular coordination. The document provides strategies to streamline intercity transit.</p>

Planning Document	Findings
<p><b>Salem-Albany Corridor Feasibility Study</b> Cherriots 2021</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Analysis of Salem to Albany service</li> <li>• Demographic data of the corridor</li> <li>• Proposed new route</li> </ul>	<p>The Salem-Albany Corridor Feasibility Study is a planning study of public transit services for the I-5 corridor between Salem and Albany. The study is taking into account route coverage and costs by identifying the number of residents and jobs within a ½ mile and 1 mile of a stop, as well as the operating costs for two service scenarios that provided either 5 or 6 weekday trips and 4 Saturday trips. The study also identified potential bus stop locations and service alternatives for both express and intercity service. The recommended route:</p> <ul style="list-style-type: none"> <li>• Starts at Salem Downtown Transit Center and turns around at Albany Station, connecting Salem, Jefferson City, Millersburg, and Albany with a route not currently available.</li> <li>• Provides all-day and Saturday service to allow for more than just rush-hour trips.</li> <li>• Required 135-minute headways to allow for a single bus to serve the route.</li> <li>• Fills a gap in the Statewide Transit Network.</li> </ul>
<p><b>South Salem Transit Center and Mobility Hub Study</b> Cherriots 2021</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Inform transit goals, policies and capital strategies</li> </ul>	<p>The South Salem Transit Center and Mobility Hub Study is assessing the need for and location of a new transit center. The Study is considering the future of transportation and how to best connect bus riders to ridesharing services, bicycle and scooter shares, carpooling, and vanpooling.</p> <p>Phase 1 of the Study is scheduled to be completed in December 2021.</p>
<p><b>Salem-Keizer Area Transportation Study Regional Transportation Systems Plan</b> Salem-Keizer Area Transportation Study 2019</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Regional transportation needs</li> <li>• Regionally significant planning projects</li> </ul>	<p>The Regional Transportation Systems Plan (RTSP) provides a comprehensive, long-range look at the Salem-Keizer region and how to meet the anticipated transportation needs. Ten goals of the RTSP are to have a Regional Transportation System that is:</p> <ul style="list-style-type: none"> <li>• Designed to allow <b>easy access</b> to people and goods, and meet the mobility needs of the region for the next 20 years.</li> <li>• Preserved in <b>good repair</b> and replaced at the end of their useful life, as necessary, and maintained to be usable to protect the region’s investment.</li> <li>• Developed with the <b>collaboration</b> of state and local governments to enhance the safety and security of the regional system for all users and modes of travel.</li> <li>• Meets the <b>needs for users</b> of the regional transportation system: that the benefits and burdens of the</li> </ul>

Planning Document	Findings
<ul style="list-style-type: none"> <li>Regional multimodal transportation goals and measures</li> </ul>	<p>transportation system are not disproportionately distributed.</p> <ul style="list-style-type: none"> <li><b>Efficient</b> to use – a system that provides the greatest benefit to the users of the system and does so with projects that are cost appropriate.</li> <li><b>Multimodal</b> and comprehensive, supportive of moving goods and people by the mode of their choice.</li> <li>Planned to <b>minimize the negative impacts</b> to the natural and built environment, including coordination with local government policies and plans.</li> <li>Developed and maintained with the <b>funds</b> available to the region.</li> <li>Invests in transportation infrastructure that supports a vibrant <b>regional economy</b>.</li> <li>Based on the result of an open and continuous <b>dialog with the public</b>, other stakeholders, local jurisdictions, and agencies within the SKATS area.</li> </ul> <p>Some of the Transit projects from the RTSP include:</p> <ul style="list-style-type: none"> <li>Implement signal priority along corridors with High Frequency Transit</li> <li>Provide real-time arrival and departure info to transit users</li> <li>Design and construct a dispatch and administration facility for the district's paratransit contractor</li> <li>Build a transit center in northeast Salem to replicate the service offered by transit centers in Keizer, downtown Salem and west Salem</li> </ul>

Planning Document	Findings
<p><b>99W Transit Feasibility Study</b> Oregon Cascades West Council of Governments 2020</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Evaluated four service options on 99W</li> <li>• Transit Demand Assessment</li> </ul>	<p>The 99W Transit Feasibility Study assessed the need for increased public transit along the Highway 99W corridor, where limited transit creates service gaps between Junction City and McMinnville. The Study incorporates a Demand Assessment to better understand current levels of transit demand, demographic and commute analysis, and a community survey and interviews.</p> <p>The Study identifies, analyzes, and compares four service alternatives for the 99W corridor, by highlighting benefits, constraints, route operation specifics, route stops, and potential terminal locations.</p> <p>The preferred alternative was a route operating between McMinnville and Junction City. Yamhill County and Benton County have agreed to a partnership to operate the pilot transit service for two years.</p>
<p><b>Salem Area Comprehensive Plan</b> City of Salem 2017 (Update 2022)</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Inform transit goals and policies</li> <li>• Data analysis and metrics</li> <li>• Related policies such as housing and commercial growth</li> </ul>	<p>The Salem Area Comprehensive Plan is a long-range 20-year plan guiding development in the Salem urban area.</p> <p>The Plan identifies 14 transportation goals, each with supporting policies. These include all elements of urban area development, such as housing, commercial developments, open space, schools and transportation. Transportation policies include:</p> <ul style="list-style-type: none"> <li>• Transportation for All Goal: Develop and maintain an integrated, equitable multimodal transportation network that promotes safe, convenient, efficient travel for every user and contributes directly to the health, economic vitality and quality of life of all residents, especially the most vulnerable, and the broader community. Include non-automobile modes of transportation, including bicycling, walking and public transportation, in all transportation planning and projects. Ensure the transportation system continues to support motor vehicle travel that serves personal needs, commerce, and emergency response. Plan for new and emerging transportation modes. Greenhouse gas emissions reduction: Pursue strategies and investments to reduce travel demand and support non-motorized transportation to help Salem pursue its commitment to reduce greenhouse gas emissions from transportation. Equity: Improve the transportation system to increase</li> </ul>

Planning Document	Findings
	<p>access to safe and convenient transportation options for residents of all ages, incomes, and cultures, particularly those who have been historically marginalized or live in underserved areas that lack adequate infrastructure.</p> <ul style="list-style-type: none"> <li>● Transit System Goal: Support a public mass transit system that provides convenient, robust, and accessible transit services to residents throughout the Salem Urban Area, particularly in transportation-disadvantaged areas.</li> <li>● Travel Demand Management Goal: Employ strategies to reduce the demands placed on the current and future transportation system by decreasing reliance on single-occupancy vehicles as the dominant means of travel and ensuring that other modes are viable and convenient travel options.</li> </ul>
<p><b>Salem Transportation System Plan</b> City of Salem 2020</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>● Guides urban area transportation and land use growth and investment</li> <li>● Travel demand analysis methods from which to build transit market analysis</li> <li>● Needs assessment built on robust public engagement</li> <li>● Federal, state and local performance measurement methods and results</li> </ul>	<p>The goal of the Salem Transportation System Plan (TSP) is to provide a framework of goals, objectives, and policies that will guide Salem’s efforts at achieving mobility through the first third of the 21st century.</p> <p>The TSP is made up of 13 separate plan elements that have specific goals:</p> <ul style="list-style-type: none"> <li>● Street System – provide a comprehensive system of streets and highways that serves the mobility and multimodal travel needs of the Salem Urban Area.</li> <li>● Local Street Connectivity – provide an interconnected local street system that allows for dispersal of traffic and encourages a mix of travel modes.</li> <li>● Transportation System Management – maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.</li> <li>● Neighborhood Traffic Management – preserve and enhance neighborhood livability and safety through community supported education, enforcement, and engineering measures that address vehicle speed and volume appropriate to the street’s designated functional classification.</li> <li>● Bicycle System – provide a comprehensive system that accommodates a range of bicyclists with varying skill levels by providing a well-connected system of bicycle facilities</li> </ul>



Planning Document	Findings
	<p>that will encourage increased ridership, safe bicycle travel, active transportation, and support public health.</p> <ul style="list-style-type: none"> <li>● Pedestrian System – provide a comprehensive system of connecting sidewalks and walkways for a range of pedestrians with different abilities that will encourage and increase safe pedestrian travel and active transportation to support public health.</li> <li>● Transit System – a public mass transit system that provides convenient and accessible transit services to the citizens of the Salem Urban Area.</li> <li>● Transportation Demand Management - to reduce the demands placed on the current and future transportation system by the single-occupant vehicle.</li> <li>● Parking Management – ensure the Salem Urban Area has an appropriate supply of parking facilities that supports the goals and objectives of the Salem Transportation System.</li> <li>● Intercity and Commuter Passenger Travel – provide safe, efficient and convenient locations for passengers to access a variety of local and intercity travel services.</li> <li>● Freight Movement – ensure a multimodal transport system for the efficient, safe, and competitive movement of goods and services to, from, and within the Salem Urban Area.</li> <li>● Transportation System Maintenance – provide adequate maintenance to the City of Salem’s street, sidewalk, and bikeway system.</li> <li>● Transportation Finance – a transportation system for the Salem Urban Area that is adequately funded to meet its current and future capital, maintenance, and operations needs.</li> </ul>
<p><b>Salem Climate Action Plan</b> City of Salem 2021</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>● Identifies transit-related strategies to reduce GHG</li> <li>● Plan provides a strong base for public engagement and groups/people</li> </ul>	<p>The City of Salem has begun a community-wide effort to develop a Climate Action Plan for Salem. The City’s Greenhouse Gas (GHG) reduction goal includes reducing GHG emissions by 50% by 2035, and to be carbon neutral by 2050.</p> <p>The Plan’s strategies are organized by 7 Action Areas that were shaped through several public engagement efforts that began at the onset of the planning process and have continued throughout. One or two community outreach efforts occurred in each phase of plan development. They included a community survey, visioning and strategy development activities, and review of a draft plan by the community.</p>

Planning Document	Findings
<p>working to reduce regional vehicle emissions to improve health, livability and the environment</p>	<p>Several transit-related strategies have been identified under the Transportation and Land Use Action Area. They include:</p> <ul style="list-style-type: none"> <li>● Use data and best practices to prioritize investment options on key corridors</li> <li>● Develop mobility hubs at transit centers (bike and car share, etc.)</li> <li>● Identify and prioritize currently underserved areas for expanding transit service</li> <li>● Collaborate with Cherrriots Transportation Options Program to develop and implement comprehensive trip reduction options</li> <li>● Advocate for more and better-timed intercity transit resources and improvements within the Willamette Valley (e.g., regional rail in heavily used rail corridors)</li> <li>● Amend the Salem Transportation System Plan (TSP) to include goals for walking cycling and transit use</li> <li>● Transition the public transit fleet to zero-emission propulsion</li> <li>● Incentivize and promote dense and vertical development (residential and commercial) within a 1/4 mile of the existing and future core transit network</li> <li>● Require the majority of new housing and employment developments to be built in walkable, compact mixed-use neighborhoods and in areas that are well served by transit.</li> </ul>
<p><b>Oregon Public Transportation Plan</b> Oregon Department of Transportation 2019</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>● Strategies and policies to improve public transportation, statewide</li> <li>● The plan developed Implementation guides for transit providers</li> </ul>	<p>The Oregon Public Transportation Plan (OPTP) establishes statewide policies and strategies relating to traditional public transportation modes, as well as emerging services. The OPTP's policies and strategies are organized by the Plan's ten goals, which cover a wide range of topics, such as mobility, equity, health, and investment. The strategies under each goal area describe how to implement each of the policies for each goal, providing a comprehensive guidance document for local transit providers.</p> <p>Four general opportunities and challenges were identified by providers and riders during OPTP development, informing the policies and strategies within the Plan.</p> <ul style="list-style-type: none"> <li>● Collaboration and coordination among communities and providers</li> <li>● Connecting people to public transportation services</li> <li>● Addressing gaps in regional and intercity connections</li> </ul>

Planning Document	Findings
	<ul style="list-style-type: none"> <li>• Develop and adopt technologies that improve user experiences</li> </ul>
<p><b>Climate-Friendly and Equitable Communities Rulemaking</b> Department of Land Conservation 2020</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Statewide rule regarding parking requirements, access to transit and development density (transit markets)</li> <li>• Policy and strategies regarding statewide transportation options</li> </ul>	<p>On March 10, 2020, Governor Kate Brown issued Executive Order 20-04, directing agencies to reduce climate pollution. In response, the Land Conservation and Development Commission (Commission) is working on updating Oregon's Transportation Planning Rules and related administrative rules. The commission-initiated rulemaking at its September 2020 meeting, and the work is ongoing.</p> <p>A Rulemaking Advisory Committee was created and will focus on significantly strengthening Oregon's administrative rules about transportation and housing planning, particularly for Oregon's eight urban areas with populations over 50,000 people, which includes the Salem/Keizer area.</p> <p>Many Oregon and City of Salem Climate Action Plan policies are reflected in proposed changes to Oregon's Transportation Planning rule such as reducing parking minimums and strategies to reduce GHG emissions.</p>
<p><b>Oregon Climate Action Plan</b> Oregon Department of Transportation 2021</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Statewide actions to reduce GHG</li> <li>• Create a more resilient transportation system</li> </ul>	<p>The Climate Action Plan is ODOT's 5-year plan for work to address the impacts of climate change and extreme weather on the transportation system. The plan includes actions ODOT is taking between 2021- 2026 to reduce greenhouse gas emissions from transportation, address climate justice and make the transportation system more resilient to extreme weather events.</p> <p>The Climate Action Plan contains actions that address:</p> <ul style="list-style-type: none"> <li>• Policy and Investment</li> <li>• Managing Demand</li> <li>• Electrification</li> <li>• Clean Vehicles and Fuels</li> <li>• Pricing</li> <li>• System Efficiency</li> <li>• Adaptation</li> <li>• Sustainability</li> <li>• Agency Partnerships</li> <li>• Monitoring and Data</li> </ul>

Planning Document	Findings
<p><b>Oregon Statewide Transportation Strategy</b> Oregon Department of Transportation 2021</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• ODOT direction on reducing GHG from transportation</li> </ul>	<p>The Statewide Transportation Strategy (STS) was initiated out of legislative direction to examine ways that transportation can reduce greenhouse gas (GHG) emissions and help achieve Oregon reduction goals.</p> <p>Many of the strategies in the document are about providing low carbon transportation options which allow individual choice of the alternative that works best for the situation. In total, the STS contains 18 distinct strategies, with 133 potential elements.</p>
<p><b>Oregon Statewide Transportation Strategy Multi-Agency Work Plan</b> Oregon DOT, DEQ, DLCD, and DOE 2021</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Strategies to reduce GHG from transportation</li> <li>• Increasing transit and alternative transportation options</li> </ul>	<p>Oregon is developing strategies and designs to encourage cleaner mobility options, including increasing public transit options, promoting land use that encourages walking and biking, and supporting cleaner fuel options for driving.</p> <p>The Governor issued an Executive Order in 2021 requiring four state agencies to work together to improve air quality and mitigate harmful effects from greenhouse gas emissions across sectors. The agencies include the Department of Transportation, Department of Environmental Quality, Department of Land Conservation and Development and the Department of Energy.</p> <p>The overall objective of the multi-agency implementation effort and implementation plan is for the four state agencies to support realization of the STS vision and to work together cooperatively to help reduce Oregon’s GHG emissions from transportation.</p> <p>To move in the right direction of the STS vision, actions should be responsive to achieving the following sub-objectives:</p> <ul style="list-style-type: none"> <li>• Reduce vehicle miles traveled per capita</li> <li>• Support use of cleaner vehicles and fuels</li> <li>• Consider GHG emissions in decision-making</li> </ul>
<p><b>Woodburn Transit Plan Update</b> City of Woodburn 2010</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>• Cherriots Regional rider needs and strategies</li> </ul>	<p>The Transit Plan Update guides Woodburn’s transit services and facilities over 20 years and supplements the Transportation System Plan (TSP) with transit specific guidance for planning decision-making. The goal of the Plan is to ensure that transit is an integral component of the multi-modal transportation network.</p> <p>The Plan provides key findings and unmet transit needs based on the review of existing transit conditions, stakeholder</p>

Planning Document	Findings
	<p>interviews, passenger and community surveys, and peer review. A few include:</p> <ul style="list-style-type: none"> <li>● There is strong public support for transit in Woodburn.</li> <li>● Woodburn should continue to coordinate with regional transit services and improve marketing information in English and Spanish.</li> <li>● There is a need to improve access to transit.</li> </ul> <p>The Plan's flexible service plan provides three service scenarios that vary based on level of funding available.</p> <ul style="list-style-type: none"> <li>● Status quo with limited funding increase</li> <li>● Moderate service and funding increase</li> <li>● Significant service and funding increase</li> </ul>
<p><b>Woodburn Transportation System Plan</b> City of Woodburn 2019</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>● Projects and initiatives Woodburn has participated in the past</li> <li>● Local and regional shared mobility needs</li> </ul>	<p>The Woodburn Transportation System Plan (TSP) is a long-range plan that sets the vision for the city's transportation system, facilities, and services to meet state, regional, and local needs for the next 20 years. The Plan was guided by 5 key goals.</p> <ul style="list-style-type: none"> <li>● Multimodal Mobility</li> <li>● Connectivity</li> <li>● Safety</li> <li>● Strategic Investment</li> <li>● Land Use and Transportation Integration</li> </ul> <p>Notable transit projects in the Woodburn TSP include:</p> <ul style="list-style-type: none"> <li>● Increasing weekday daytime frequency on the fixed route system</li> <li>● Adding service to new employment areas and activity centers</li> <li>● Weekend transit and paratransit service</li> <li>● Coordinate with Cherriots on weekend service, a Keizer to Wilsonville route, and the reduced fare program</li> </ul>
<p><b>Cherriots Coordinated Public Transit – Human Services Transportation Plans (Marion and Polk Counties)</b> Cherriots 2016</p> <p>Relevance:</p>	<p>The 2016 Cherriots Coordinated Plan for Marion and Polk Counties builds upon the 2007 Specialized Transportation Plan, which examined the delivery of special needs transportation services and recommended improvements to better coordinate services, as well as the 2009 Coordinated Plan, which made updates to meet federal and state planning guidelines.</p> <p>Strategies of particular interest for the 2016 update focused on maintaining existing services, expanding service, coordinating with social service providers to increase system efficiencies,</p>

Planning Document	Findings
<ul style="list-style-type: none"> <li>Needs assessment and strategies for older adults and people with disabilities within Marion and Polk Counties</li> </ul>	<p>and working to implement strategies that increase access to lifeline services. Strategies and next steps are also identified to address unmet needs from the Plan’s Needs Assessments.</p>
<p><b>Confederated Tribes of the Grand Ronde Transit Development Plan</b> Confederated Tribes of the Grand Ronde (CTGR) 2019</p> <p>Relevance:</p> <ul style="list-style-type: none"> <li>Regional needs assessment and strategies</li> <li>Funding summary and estimates</li> </ul>	<p>The CTGR Transit Development Plan analyzed regional travel demand to and from the Grand Ronde Community, transit needs and identified strategies to serve the community and provide public transportation services. From a plan survey, 20% of workers in Grand Ronde reported traveling from Salem, while 40% of residents in Grand Ronde reported working in Salem; census data reinforced this response.</p> <p>The Plan summarizes transit services in and connecting to the CTGR community including Cherriots Regional, Tillamook County Transportation District, Yamhill County Transit Area, and demand response services such as the West Valley Hospital Connections Van and subsidies through the Salem Hospital Foundation.</p> <p>Relevant needs include:</p> <ul style="list-style-type: none"> <li>Extended transit service hours</li> <li>Connections to Dallas</li> <li>Bus stop improvements, rider comfort and customer information</li> <li>Continued coordination with Cherriots and other regional partners</li> </ul> <p>Relevant strategies include:</p> <ul style="list-style-type: none"> <li>Add transit service hours for more morning and evening runs</li> <li>Increase frequency to support rider convenience</li> </ul> <p>The plan includes cost estimates and a summary of CTGR payments to partners for these services.</p>
<p><b>Marion and Polk County Region Transportation System Plans</b></p> <p>Relevance:</p>	<ul style="list-style-type: none"> <li>Sublimity Transportation System Plan, 1997</li> <li>Turner Transportation System Plan, 1999</li> </ul>

Planning Document	Findings
<ul style="list-style-type: none"> <li>● TSPs summarize regional travel demand needs based on population and job growth, and development trends</li> <li>● Transit strategies will inform Cherriots LRTP project lists and public engagement</li> </ul>	<ul style="list-style-type: none"> <li>● Mt Angel Transportation System Plan, 2003</li> <li>● Marion County Rural Transportation System Plan, 2005</li> <li>● Polk County Transportation System Plan, 2008</li> <li>● Dallas Transportation System Plan, 2008</li> <li>● Detroit Transportation System Plan, 2009</li> <li>● Monmouth Transportation System Plan, 2009</li> <li>● Aumsville Transportation System Plan, 2010</li> <li>● Stayton Transportation System Plan, 2019</li> <li>● Silverton Transportation System Plan, 2020</li> <li>● Independence Transportation System Plan, 2021</li> </ul>