

DATE: April 27, 2026
TO: Cherriots
FROM: Ryan Farncomb, Alicia McIntire, Christina Funk
SUBJECT: East Salem Transit Market Analysis
PROJECT NAME: East Salem Transit Center

Introduction

The East Salem Transit Center site selection process will analyze and establish potential locations and designs for a new transit center. This memorandum documents the project's existing and future transit market, including a review of the existing transportation conditions and planned facilities and land uses in the study area. This report presents a comprehensive overview of east Salem's transit needs and will inform site selection and conceptual design for a future transit center.

Study Area

The East Salem Transit Center Site Selection study area is located on the east side of Salem and unincorporated Marion County. It is approximately bounded by Kale Street and Highway 22 in the north and south, respectively, and Interstate 5 and Cordon Road in the west and east, respectively. Large portions in the north and south ends of the study area, including the existing transit center located at Chemeketa Community College, are in unincorporated Marion County. However, the study area lies completely within the Salem-Keizer Urban Growth Boundary (UGB) and Cherriots service area.

Transit Service

Cherriots service is distinguished by the level of weekday service. Frequent service routes operate on 15-minute headways and travel on key transit corridors throughout Salem. Standard service routes operate on 30-minute headways throughout Salem and Keizer. Basic service routes operate on 1-hour headways and provide connections to local neighborhoods and transit centers. Regional routes have select service throughout the weekday to support travel patterns from the Salem-Keizer area to destinations in Marion, Polk, Clackamas, and Linn counties.

The study area is currently served by Cherriots Routes 2, 3, 4, 5, 10X, 11, 12, 13, and 20X, as shown in Figure 1 and summarized in Table 1. The central portion of the study area is well connected to downtown Salem by frequent service Routes 2 and 5. The south portion is served by Route 4, connecting riders downtown on 30-minute headways, and by Route 11, taking riders between Keizer and southeast Salem on 15-minute headways. The north portion has the best connectivity due to the location of the existing transit center. Between Routes 2, 3, 10X, 11, 12, 13, and 20X, there are multiple options for connections to downtown, northeast and southeast Salem, Woodburn, Silverton, and Keizer. There is a gap in service between Center Street and State Street. All routes except 4, and 5 make stops at the existing Chemeketa Community College Transit Center, which serves as a key transfer point.



The study area also includes two park and ride locations. Thirty spaces are available in the central part of the study area at Walmart North on Lancaster Drive, giving riders access to Route 11. Fifteen spaces are available on weekdays in the southern part of the study area at Christ the Good Shepherd Lutheran Church, providing access to Route 4.

There are four additional key transfer points along Lancaster Drive where riders can transfer between routes.

- **Silverton Road** provides transfers between Routes 11, 12, and 13
- **Market Street** provides transfers between Routes 2, 5, and 11
- **Center Street** provides transfers between Routes 5 and 11
- **State Street** provides transfers between Routes 4 and 11

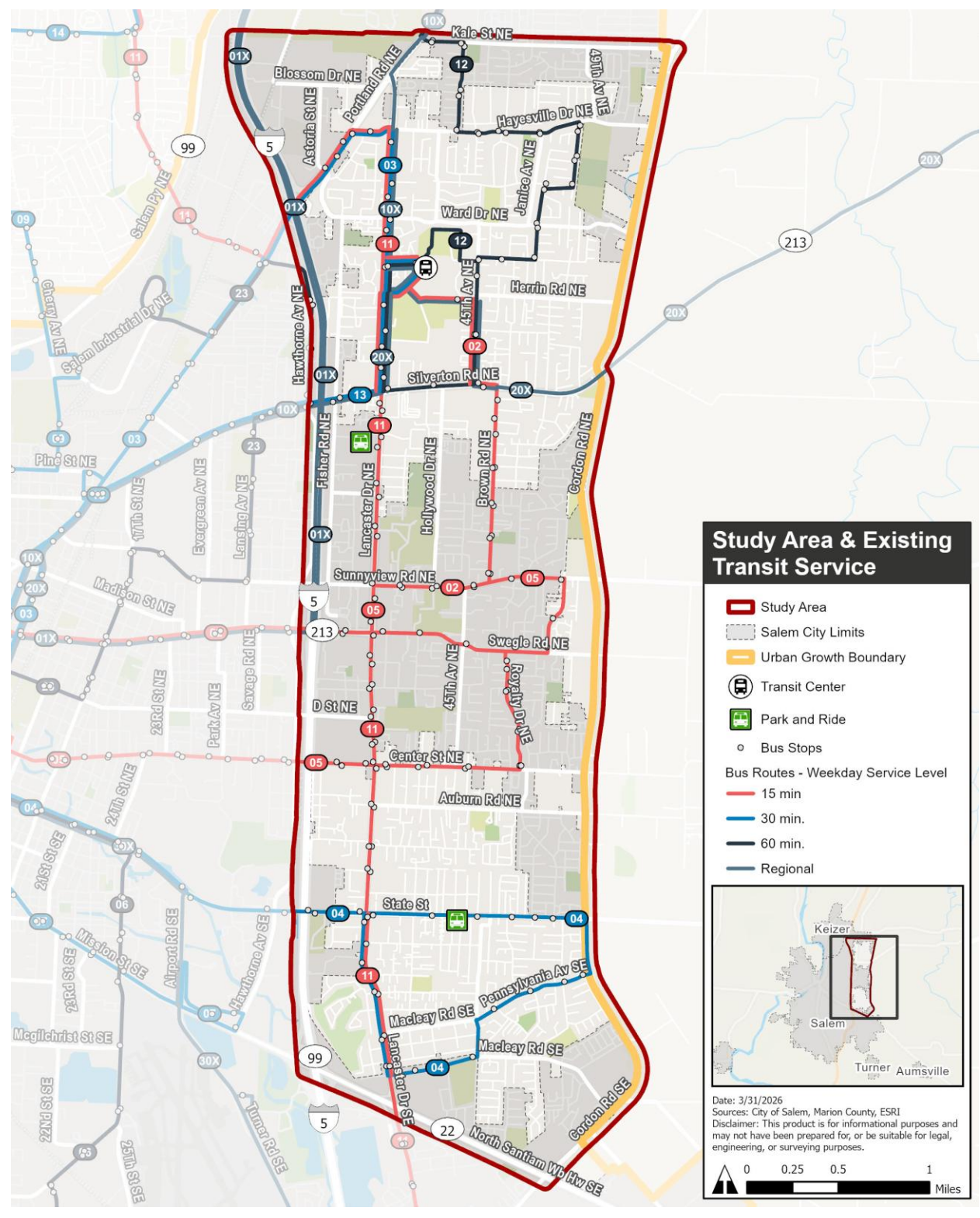


Figure 1. Study Area and Existing Transit Service

Table 1. Existing East Salem Transit Service

Route	Route Name	Route Destination	Weekday	Service			Headway (Minutes)			Route Type
				Saturday	Sunday		Weekday	Saturday	Sunday	
2	Market/Brown	Chemeketa CC and Downtown TC	6:30a - 11:22p	7:00a - 9:22p	8:00a - 8:22p		15	30	60	Frequent
3	Portland Road	Chemeketa CC and Downtown TC	6:30a - 11:27p	7:00a - 9:27p	8:00a - 8:27p		30	60	60	Standard
4	State Street	Pennsylvania Ave and Downtown TC	5:36a - 11:12p	6:06a - 9:12p	7:05a - 8:12p		30	60	60	Standard
5	Center Street	Lancaster Dr and Downtown TC	6:00a - 11:17p	7:00a - 9:17p	8:00a - 8:17p		15	30	60	Frequent
10X	Woodburn/Salem Express	Woodburn and Salem	6:00a - 8:17p	8:28a - 5:22p	-		Select	Select	-	Regional
11	Lancaster/Verda	Lancaster Dr and Keizer TC	6:00a - 11:39p	6:30a - 9:46p	7:30a - 8:46p		15	30	30	Frequent
12	Hayesville Drive	Chemeketa CC and Keizer TC	6:30a - 8:58p	-	-		60	-	-	Basic
13	Silverton Road	Chemeketa CC and Downtown TC	6:15a - 11:17p	7:30a - 8:47p	8:00a - 8:17p		30	60	60	Standard
20X	North Marion County/Salem Express	Woodburn, Silverton, and Salem	7:30a - 6:44p	9:30a - 4:52p	-		Select	Select	-	Regional

Existing Ridership

Table 2 shows the average daily ridership counts for weekdays, Saturdays, and Sundays on routes that serve the study area. Route 11 sees the highest ridership of the system. Ridership on Routes 2 and 5 are also among the highest, each seeing over 1,000 daily weekday riders. Regional routes, such as 10X and 20X, have significantly lower ridership than local routes. Each regional route that serves the study area receives less than 100 daily weekday riders. Across an average seven day period, there are almost 11,000 trips on routes that serve the study area.

Table 2. Average Daily Ridership by Day of the Week

Route	Weekday	Saturday	Sunday
02	1,182.0	493.5	237.5
03	681.5	288.0	194.3
04	687.3	257.8	200.8
05	1,161.5	560.3	288.5
10X	89.7	21.5	N/A
11	2,112.3	966.8	659.8
12	141.8	N/A	N/A
13	530.0	205.0	159.5
20X	62.9	34.8	N/A
Total	6,692.8	2,827.5	1,740.3

Source: Cherriots, October 2025

Note: Average daily counts were calculated by dividing disaggregated October 2025 counts by 23 weekdays, 4 Saturdays, and 4 Sundays

Table 3 shows a monthly snapshot of bus ramp deployment counts that occur on the routes that serve the Chemeketa Community College Transit Center. The highest number of deployments happens along Route 11.

Table 3. Bus Ramp Deployment

Route	Deployments
02	315
03	207
10X	N/A
11	507
12	12
13	72
20X	N/A
Total	1,113

Source: Cherriots, October 2025

Table 4 narrows focus to only the study area. It shows the ridership counts based on whether the trip started and ended in the study area, the trip only started in the study area, or the trip only ended in



the study area. This gives a snapshot of movement to and from the study area and how transportation in east Salem interacts with the rest of the Salem-Keizer area. Ridership counts between these three movements are balanced.

Table 4. Average Daily Ridership by Study Area Inflow/Outflow

	Trips Within Study Area	Trips Out of Study Area	Trips Into Study Area
Riders	3,452.7	3,785.2	3,715.8

Source: Cherriots, October 2025

Note: Average daily counts were calculated by dividing October 2025 counts by 31 days

Table 5 shows the average daily ridership in the study area disaggregated by time of day. The most common travel trips are between 9:00 AM and 7:00 PM, which excludes the AM peak hours. This may be due to the presence of Chemeketa Community College, as student schedules differ from traditional working hours.

Table 5. Average Daily Ridership by Time of Day

	AM Peak	Midday	PM Peak	Evening	Night
	6a-9a	9a-3p	3p-7p	7p-10p	10p-6a
Riders	1,115	4,088	3,347	1,456	947

Source: Cherriots, October 2025

Note: Average daily counts were calculated by dividing October 2025 counts by 31 days

Table 6 represents Title VI populations as a percentage of the total study area ridership. Over 80% of the study area ridership is low-income, a minority, or both.

Table 6. Title VI Populations Ridership

	Low-Income Only	Minority Only	Low-Income and Minority
% of Riders	3.0%	40.3%	36.8%

Source: Cherriots, October 2025

Note: Total Monthly study area ridership count for calculations is 339,566.1

Table 7 shows the ten most utilized stops in the study area based on automated passenger counts (APC). The Route 2 stop at Chemeketa Community College has the highest number of boardings and alightings. Many of the other high utilization stops occur on Route 11 where Lancaster Drive intersects Devonshire Avenue and Wolverine Street, as well as the stop at Chemeketa Community College. The two stops on Lancaster Drive both give riders access to retail stores, grocery stores, McKay High School, and dining. Both directions of travel have high utilization. The stop along Route 5 at Center Street and Lancaster Drive is one of the key transfer points in the study area, facilitating transfers between Routes 5 and 11. This is an inbound stop heading towards downtown Salem.

Table 7. Most Utilized Stops in Study Area

Route	Direction	Stop Name	APC Boardings	APC Alightings	Stop Utilization
02	Inbound	Chemeketa Community College - Bay C	3,776	811	2,293.5
11	Outbound	Chemeketa Community College - Bay B	2,957	982	1,969.5
11	Inbound	Chemeketa Community College - Bay A	1,221	2,640	1,930.5

Route	Direction	Stop Name	APC Boardings	APC Alightings	Stop Utilization
11	Inbound	Lancaster Dr @ Devonshire Ave	1,510	1,458	1,484
11	Outbound	Lancaster Dr @ Devonshire Ave	1,554	1,369	1,461.5
11	Inbound	Lancaster Dr @ Wolverine St	2,191	577	1,384
02	Outbound	Chemeketa Community College - Bay C	0	2,603	1,301.5
05	Outbound	Center St @ 36 th Ave	284	2,104	1,194
11	Outbound	Lancaster Dr @ Wolverine St	676	1,710	1,193
05	Inbound	Center St @ Lancaster Dr	1,944	264	1,104

Note: Stop utilization is calculated as the sum of boardings and alightings divided by 2

Chemeketa Community College Transit Center

The existing transit center in east Salem is located on the Chemeketa Community College campus at the north end of the study area. It sits opposite Building 2 on N Campus Loop and Satter Drive. There are 5 bays: Bays A, B, and C are located in a bus-only drive; Bay D is across the bus-only drive and is accessible via a crosswalk; Bay E sits across N Campus Loop on the southwest corner of N Campus Loop and Satter Drive. Bay E is the only bay that has a shelter. Amenities at the existing transit center include a bicycle rack and schedules.

Due to its unique location, Cherriots can currently capitalize on amenities such as restrooms, transit passes for purchase, schedules, and restaurants on the community college campus. There are temporary exterior restrooms as well. However, amenities located inside campus buildings are subject to specific hours. Transit passes are available for purchase inside the Chemeketa Community College Bookstore, which is open from 9:00 AM to 5:00 PM Monday through Thursday and 10:00 AM to 4:00 PM on Fridays. The bookstore is closed on college holidays.

The existing transit center is served by Routes 2, 3, 10X, 11, 12, 13, and 20X. Routes 2 and 11 provide service every 15 minutes from early morning to late at night. Routes 3 and 13 provide standard service every 30 minutes also from early morning to late night. Route 12 is the least frequent route in the study area, providing weekday hourly service from early morning to evening. Regional express Routes 10X and 20X to Woodburn make infrequent trips throughout the day to serve peak hours. These regional routes do not have Sunday and holiday service. Routes 2, 3, 12, and 13 currently terminate at the existing transit center.

Roadway Network

The study area is bounded by two freeways: I-5 on the west side and Highway 22 on the south side. I-5 creates a barrier between east Salem and downtown Salem as I-5 crossings are limited to state highways and arterial roadways such as Silverton Road, Market Street, Center Street, and State Street. Running parallel to I-5 is Lancaster Drive, a major arterial, which has annual average daily traffic counts over 20,000 between Highway 22 and Silverton Road. East of Lancaster Drive, however, there are sections in the northern and central part of the study area that do not have any major arterials and are comprised of mainly local roads and collectors. In these areas, there are fewer high-volume road crossings for pedestrians and bicyclists. Figure 2 shows this distribution of roadway classifications throughout the study area.

Existing and Planned Active Transportation Facilities

Sidewalks and bicycle facilities are present in the study area. Additionally, the City of Salem and Marion County have planned infrastructure improvements to expand the existing active transportation facilities in the study area. These facilities improve pedestrian and bicyclist access to transit and are important factors in considering a transit center location. In addition, Cherriots completed a shared micromobility feasibility study in February 2026. One of the recommendations for an area of shared micromobility was an area from Ward Drive, just north of Chemeketa Community College, to Center Street in the south, between Lancaster Drive and 45th/Brown Road on the west and east. Cherriots is currently looking for grant funding to do a shared micromobility pilot project.

Pedestrian Facilities

Figure 3 displays the existing and planned pedestrian facilities in the study area. Contiguous sidewalks exist along many of the major roadways in the study area. However, the existing sidewalk network is more robust in the northern part than in the southern part. Plans to fill gaps on Fisher Road and add a shared-use path across Chemeketa Community College will further strengthen active transportation mobility in the north near the current transit center location. Additional plans for sidewalks on Center Street and State Street will fill a significant gap in pedestrian infrastructure in the southern part of the study area, allowing for easier east-west travel. Proposed shared-use paths running along I-5, Cordon Road, and a connection between the two will expand pedestrian mobility options.

Bicycle Facilities

Figure 4 shows the existing and planned bicycle network in the study area. The area features existing bike lanes on the arterials and collectors. Proposed bicycle facilities, mainly shared-use paths and family-friendly bikeways, will complement the existing network. Even though bikeways do not physically separate bicyclists from traffic, these may be preferential routes due to lower traffic speeds and volumes. There are no shared micromobility options, such as e-scooters or bike-share, available in the study area or in Salem as a whole.

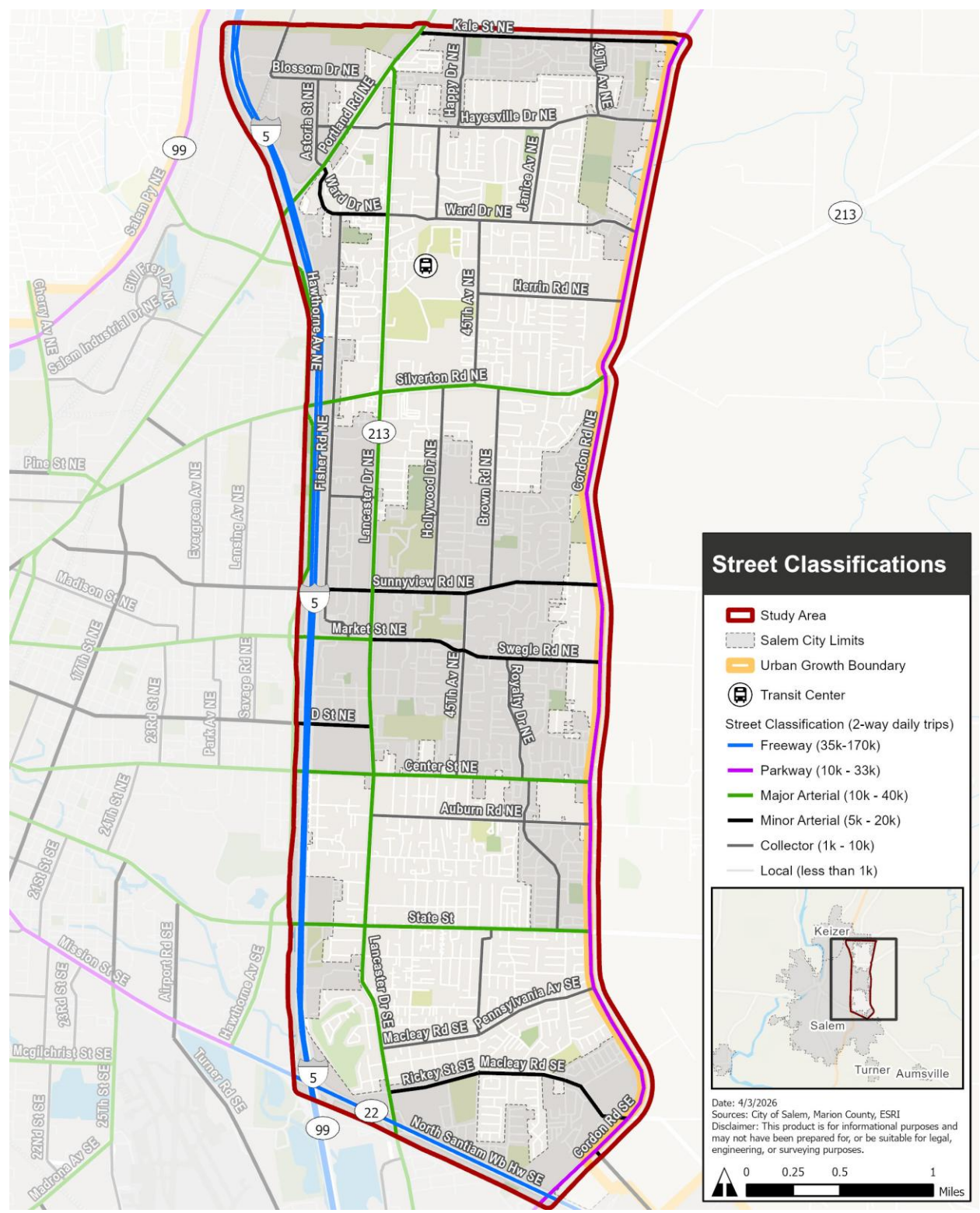


Figure 2. Street Classifications

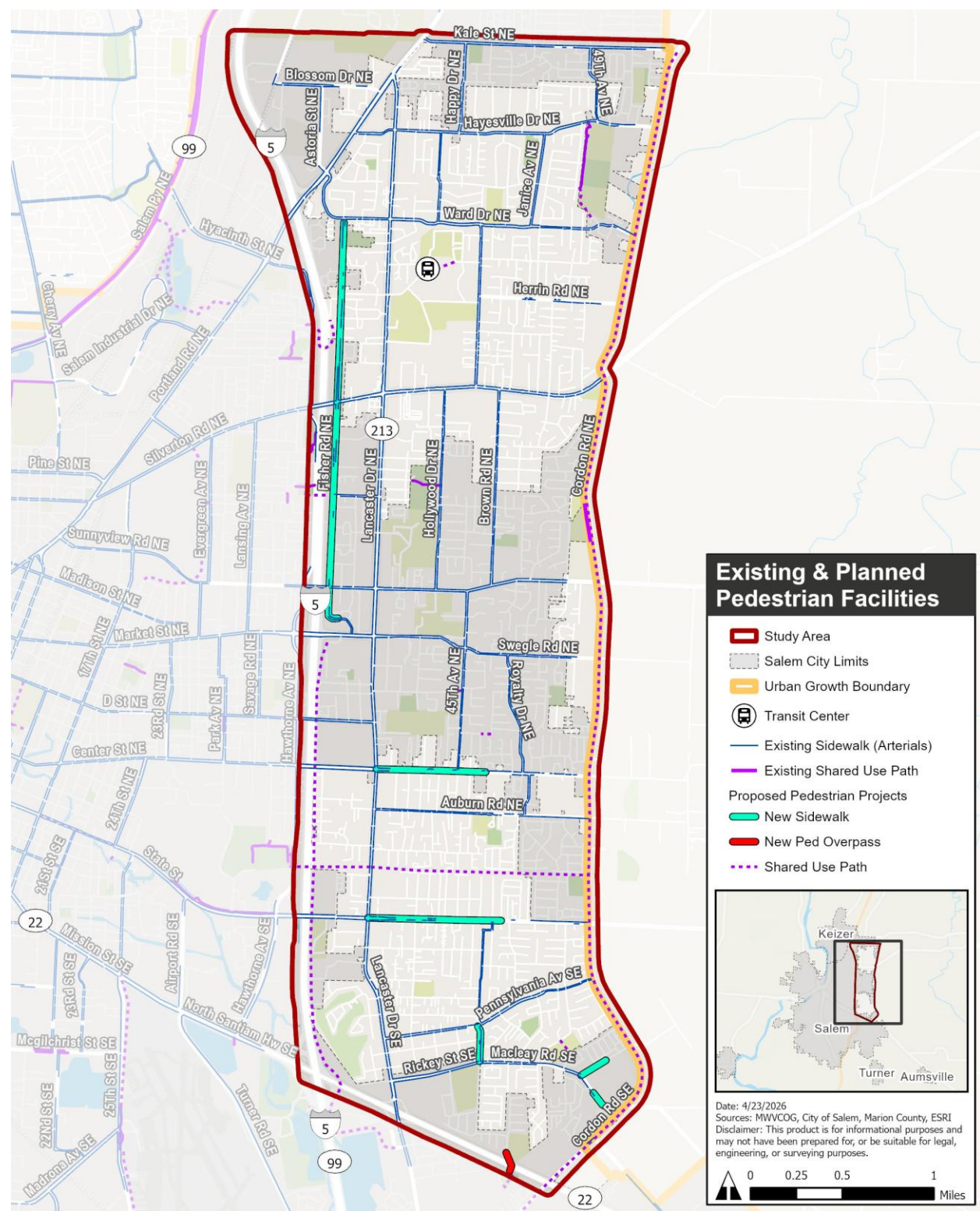


Figure 3. Existing and Planned Pedestrian Facilities

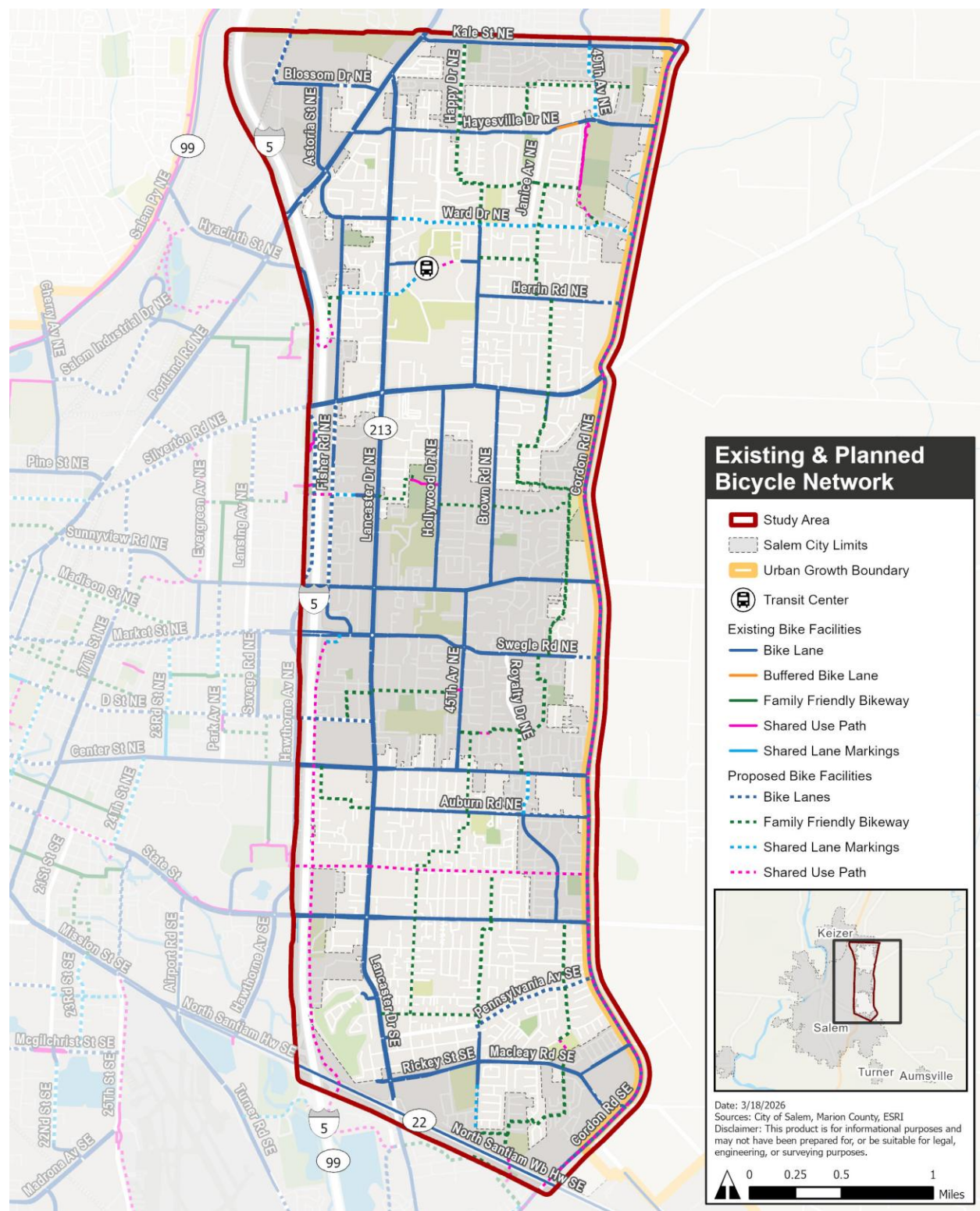


Figure 4. Existing and Planned Bicycle Facilities

Cherriots 2043 Long Range Transit Plan

The Cherriots 2043 Long Range Transit Plan (LRTP) identifies several relevant service changes in east Salem over the next 20 years. It stresses a commitment to frequent 15-minute and reliable service on the Core Network, which is a set of corridors identified to be essential to mobility, with the possibility of high-capacity transit on high-capacity Core Network corridors. Lancaster Drive that runs north and south in east Salem is a part of this Core Network. This corridor is already served by frequent service via Route 11. High-capacity transit on this corridor would mean headways as short as 10 minutes and extended service hours. Corridor selection for this aspirational improvement would depend on high corridor ridership, connections to employment and activity centers, medium- to high-density residential and commercial land use, and other thresholds. There are no new routes in the study area and the current routes in the study area maintain the same frequency.

The LRTP also identifies growth neighborhoods within the UGB where Cherriots plans to extend service. One of these areas is northeast Salem. While this area is not within the study area of this project, it lies just to the north. Population growth and increased service in northeast Salem may affect the study area. Cherriots vision for this area is extended fixed routes, demand response or flex routes, bike share, and high amenity mobility hub bus stops in the next 20 years. Chemeketa Community College is another growth neighborhood where Cherriots notes visions of bike share and transportation network company, or ride hailing, partnerships. It should also be noted that a portion of the study area between State Street and Auburn Road is not identified as a growth neighborhood but is earmarked as a future service area.

Table 8 lists the envisioned amenities for super stops, transit mobility hubs, and transit centers in Cherriots network. The LRTP marks the study area's four key transfer points as future transit mobility hubs or super stops. This type of bus stop features amenities like digital messaging and bike racks that differentiate them from basic stops and improve the rider's experience. They do not have as many amenities as a transit center, which features public and employee restrooms.

Table 8. Transit Center and Bus Stop Amenity Vision

Amenities	Super stop	Transit Mobility Hub	Transit Center
Signage	X	X	X
Loading pad	X	X	X
Waiting pad	X	X	X
Bench/Simme-Seat	X	X	X
Shelter	X	X	X
Trash receptacles	X	X	X
Lighting	X	X	X
Digital messaging	X	X	X
Bike racks	X	X	X
Route information	X	X	X
Micro-mobility parking	Optional	X	X
Car share parking		X	X
On-route charging	Optional	X	X
Public restrooms			X
Layover lobby/desk			X
Employee breakroom			X

Amenities	Super stop	Transit Mobility Hub	Transit Center
Security station			X
Share retail			X

Source: Cherriots 2043 LRTP

Zoning

Land within the study area is subject to zoning requirements of the City of Salem and Marion County. The study area is predominantly residential with commercial or mixed-use pockets along Silverton Road and Lancaster Drive. The existing transit center is located on land zoned Public, which conditionally allows for ground transportation facilities. A new transit center would be considered a ground transportation facility and therefore properties that do not allow them would not be eligible for consideration without an exception being approved by the local jurisdiction. Properties zoned Public Mixed-Use land surrounding Lancaster Drive are the main locations in the study area that permit or conditionally permit ground transportation facilities. Figure 5 shows the zoning distribution throughout the study area. It should be noted that the zoning categories in Figure 5 have been consolidated to highlight where ground transportation facilities are permitted.

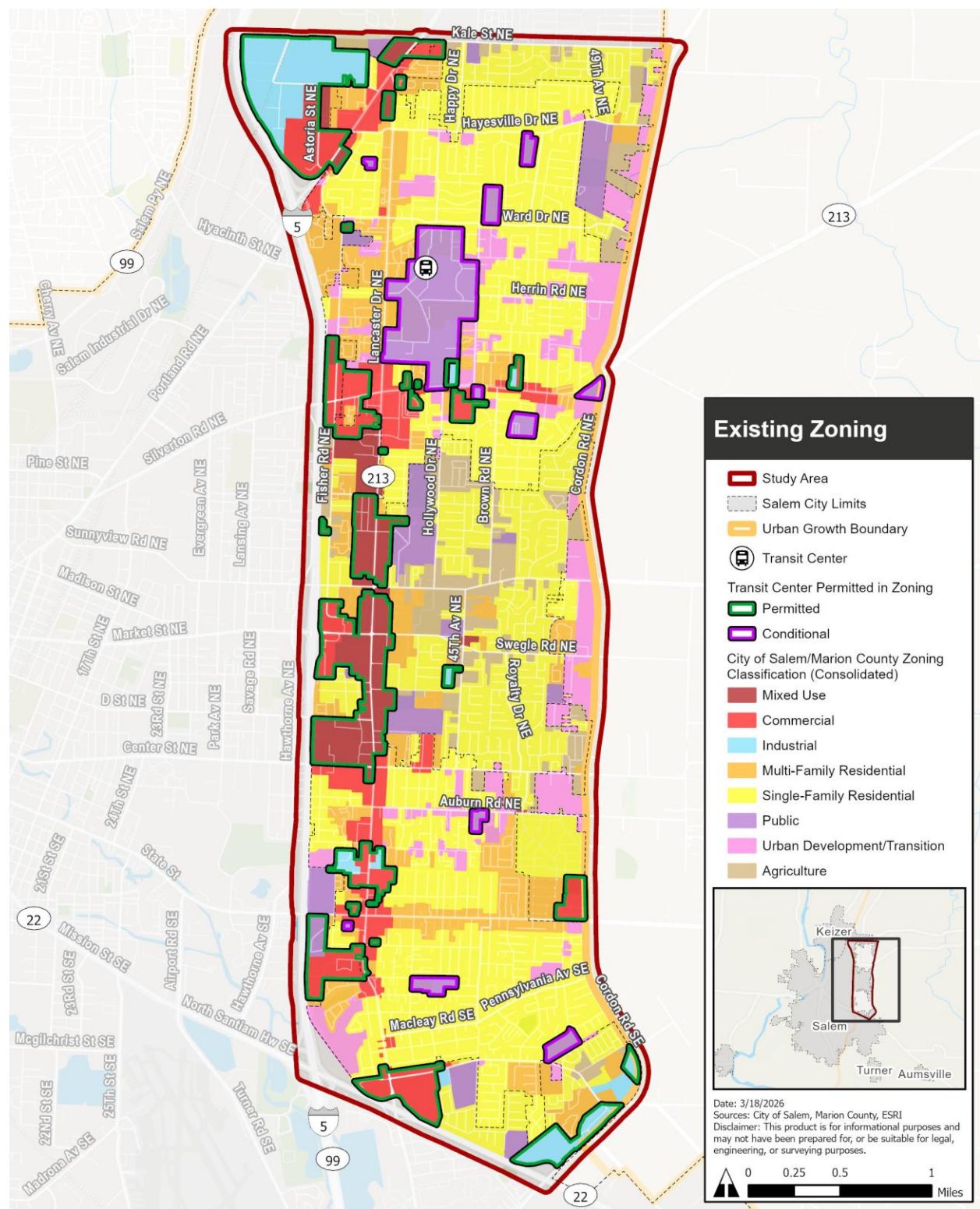


Figure 5. Zoning

Travel Market

Understanding the market for a new transit center will help to identify how to best serve said market.

Demographics

Table 9 summarizes demographic estimates for the study area with comparisons to Salem, Marion County, and the State of Oregon (U.S. Census Bureau 2024). The demographic distribution in the study area varies greatly from those in the city, county, and state.

- The share of minority (non-white) residents in the study area is significantly greater than the share in Salem and Marion County and is almost twice that of the share in Oregon. The bulk of these residents are Hispanic or Latino, which make up almost half of the population in the study area and is the most predominant race or ethnicity.
- Residents of the study area are more likely to be economically disadvantaged. Levels of low income, families in poverty, and no vehicle households are all significantly higher in the study area than in Salem, Marion County, and Oregon.
- Limited English proficiency is also higher in the study area, reaching almost 10% of households.

Many of these demographic patterns are present in Salem and Keizer, where Cherriots operates, but are even higher in the study area.

Table 9 Study Area Demographics (ACS 5-Year Estimates, 2020-2024)

Category	Study Area	Salem	Marion County	Oregon
Total Population	65,342	178,865	349,244	4,254,293
Race and Ethnicity				
American Indian and Alaska Native alone (Not Hispanic)	<1%	<1%	<1%	<1%
Asian alone (Not Hispanic)	3.0%	3.6%	2.0%	4.4%
Black or African American (Not Hispanic)	1.1%	1.6%	1.2%	1.8%
Hispanic or Latino	47.2%	25.4%	29.0%	14.7%
Native Hawaiian and Other Pacific Islander alone (Not Hispanic)	3.3%	1.5%	1.1%	<1%
Some other race alone (Not Hispanic)	<1%	<1%	<1%	<1%
Two or more races (Not Hispanic)	3.4%	5.6%	5.1%	6.1%
White Alone (Not Hispanic)	41.1%	61.3%	60.7%	71.4%
Total Minority (Non-White)	58.6%	38.7%	39.3%	28.6%
Income and Poverty				
Low Income Population (<200% of Federal Poverty Level)	46.0%	33.2%	31.8%	27.3%
Families Living at or Below the Federal Poverty Level	15.1%	10.4%	9.2%	7.5%
No Vehicle Households	8.7%	7.7%	6.2%	7.1%
Age				
Youth (under 18)	26.9%	22.8%	23.5%	19.9%

Category	Study Area	Salem	Marion County	Oregon
Older Adults (65 years+)	12.8%	15.8%	16.7%	19.1%
Limited English-Proficiency Households				
Limited English-Proficiency Households	9.6%	4.1%	4.5%	2.4%
Disability Status				
Persons with Disabilities	16.4%*	15.6%	15.8%	15.5%

Source: U.S. Census Bureau (2026). American Community Survey (ACS), 5-Year Estimates (2020 – 2024)

*Percentage derived from Census tracts

Digging further into these demographics unique to the study area, Figure 6 and Figure 7 display the distribution of minority and low-income populations, respectively, within the study area. Minority populations are concentrated around Chemeketa Community College and in block groups just east of Lancaster Drive. Low-income populations within the study area are similarly distributed, and also have high concentrations in southern block groups.

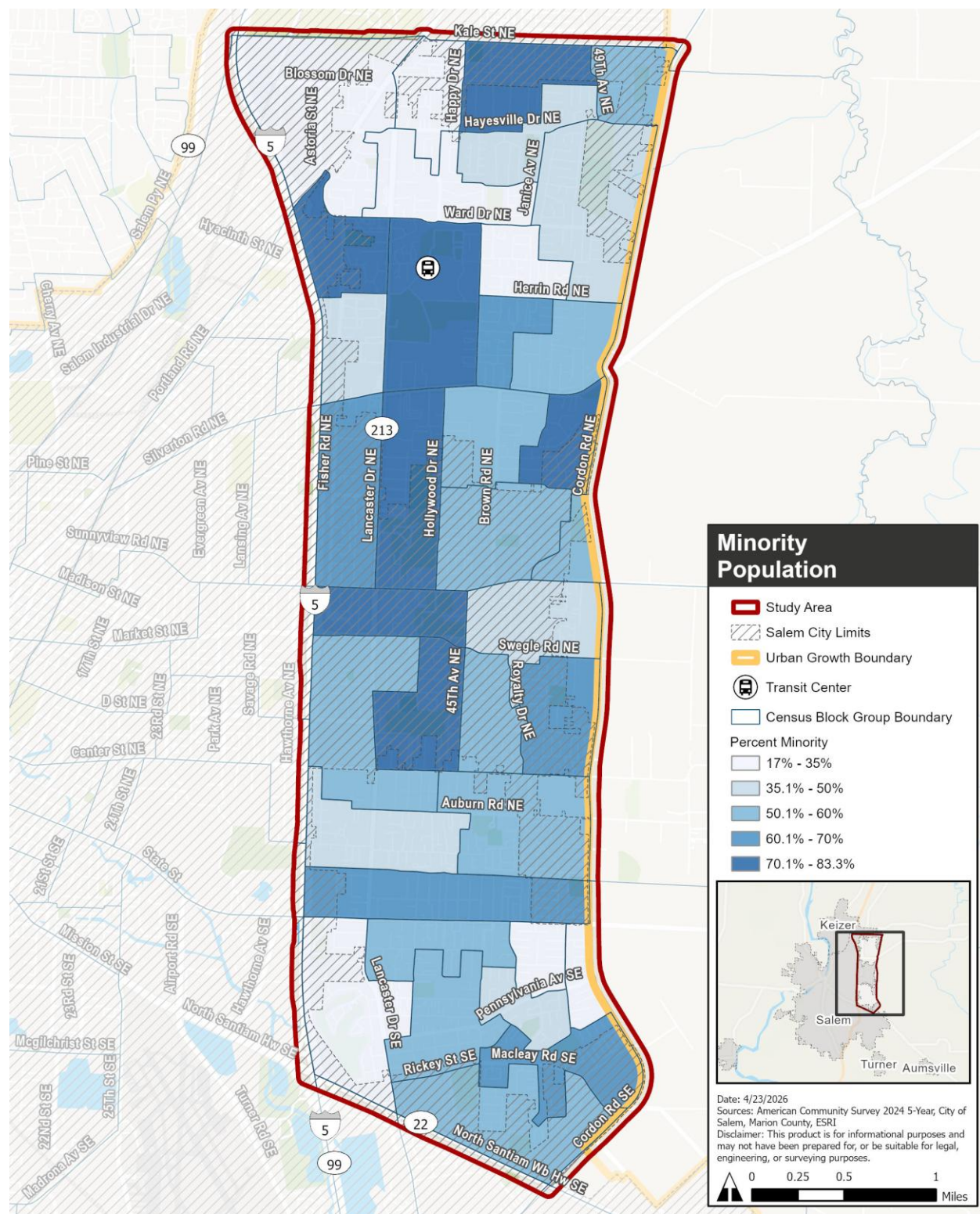


Figure 6. Minority Population

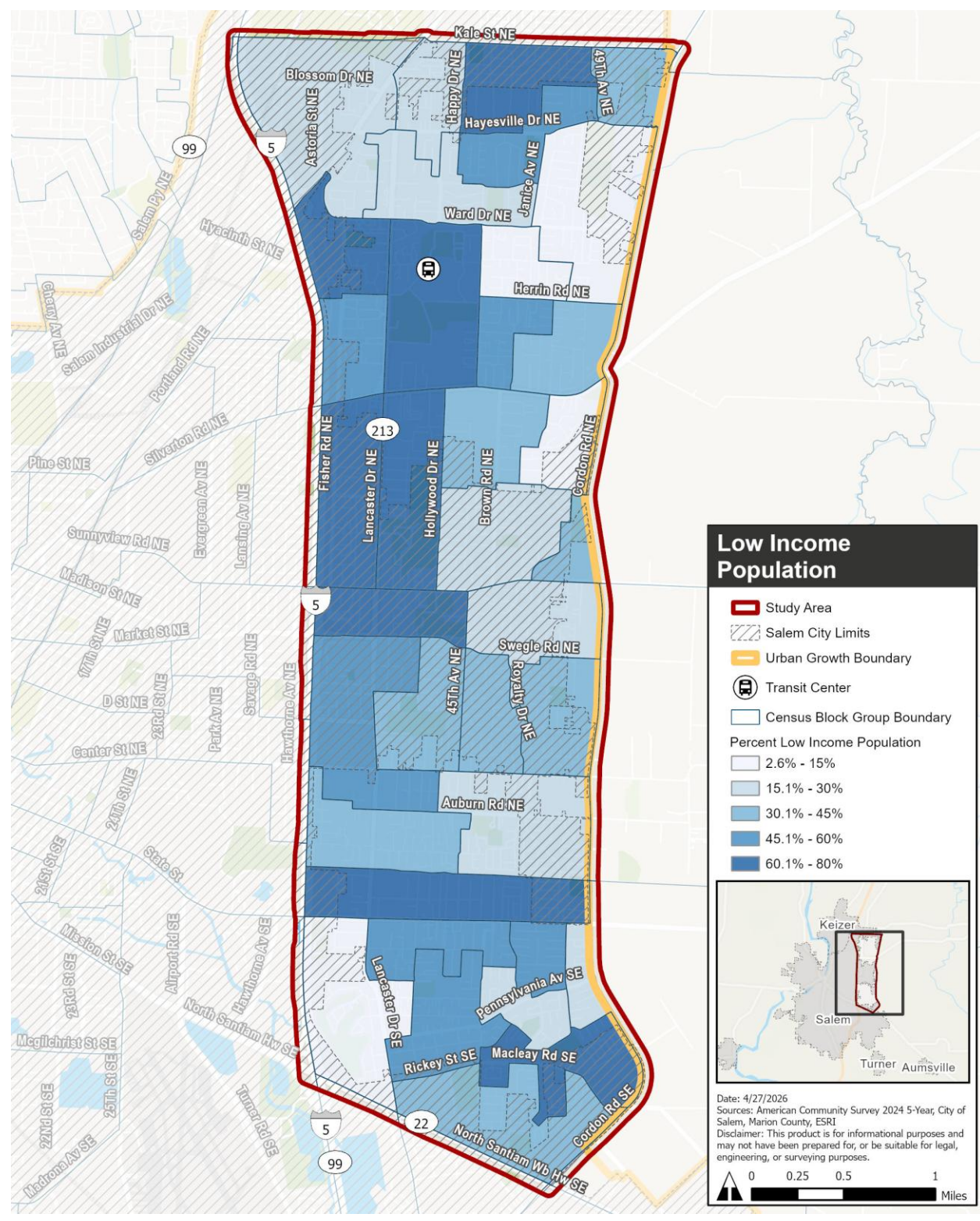


Figure 7. Low Income Population

Origin-Destination Trends

The project team used the Replica Data Studies tool to forecast origin and destination data to and from the study area. Replica uses cell phone data to model travel patterns. The data represent an average spring weekday.

All Trips

Table 10 displays the trip purposes of trips originating and ending in the study area. Most trips originating in the study area are for shopping, dining, social, and recreational purposes. The next most common purpose for trips originating in the study area is work-related travel.

As for trips ending in the study area, shopping remains the most common trip purpose, possibly due to the location of the Willamette Town Center. Dining trips make up the second-largest share. Work trips account for only about 13% of trips to the study area. However, due to the presence of Chemeketa Community College, approximately 8.5% of trips are school-related.

Table 10. Trip Purpose for All Trips

Trip Purpose	% of Trips Originating in Study Area	% of Trips Ending in Study Area
Shop	28.5%	36.9%
Work	23.4%	12.9%
Eat	14.1%	19.9%
Social	10.9%	8.0%
School	7.0%	8.5%
Other	6.6%	5.5%
Recreation	4.9%	4.7%
Errands	4.6%	3.7%

Table 11 displays the trip mode for trips originating and ending in the study area. About 80% of trips originating in the study area are made by private vehicle, either as a driver or passenger. Transit accounts for a small share, at approximately 1.4%, while walking represents a notable portion at around 12.3%.

The mode split for trips destined to the study area mirrors that of trips originating from it, with private vehicles as the dominant mode. About 80% of trips are made by private auto, either as a driver or passenger, while only about 1.1% are made by transit.

Table 11. Trip Mode for All Trips

Trip Mode	% of Trips Originating in Study Area	% of Trips Ending in Study Area
Auto	50.3%	55.5%
Passenger	30.0%	25.7%
Walking	12.3%	12.4%
Freight	2.6%	2.2%
Transit	1.4%	1.1%
Other	1.2%	1.1%

Trip Mode	% of Trips Originating in Study Area	% of Trips Ending in Study Area
TNC	1.2%	1.2%
Biking	1.1%	1.0%

Figure 8 shows the origin of all trips (including transit trips) that end in the study area, answering the question: from where are people traveling? The spatial pattern indicates that the primary market starting in the study area is the study area itself. The most notable areas are along Lancaster Drive. While this information pertains to all trip modes, it should be noted that these locations correspond to the highest utilized transit stops. There is also a popular trip destination (WinCo) at the south end of the study area.

Figure 9 shows the destination of all trips (including transit trips) that originate in the study area. Most trips destined for the study area originate within the area itself or from locations in south Salem. The same areas along Lancaster Drive remain popular. Relatively few trips come from the north.

Transit Trips

Though a relatively small share of trips in and out of the study area are made via transit, narrowing the focus to transit trips allows a better understanding of existing transit users. Table 12 shows the trip purposes for trips originating and ending in the study area. Work-related travel makes up almost half of the trips starting in the study area. Shopping and dining are the next most common trips.

As for trips with destinations inside the study area, work-related travel makes up a smaller share than for trips originating in the study area, but it remains the most common purpose. Shopping and dining are more common trip types for trips ending in the study area than for trips originating in the study area.

Table 12. Trip Purpose for Transit Trips

Trip Purpose	% of Trips Originating in Study Area	% of Trips Ending in Study Area
Work	48.4%	35.7%
Shop	20.9%	29.7%
Eat	11.6%	15.9%
School	6.7%	6.5%
Other	4.9%	4.5%
Social	4.0%	4.0%
Recreation	3.5%	3.7%
Errands	N/A	N/A

Figure 10 visualizes the destination of transit trips originating in the study area and Figure 11 shows the origin of transit trips ending in the study area. The origins and destinations are similar to those of all trips: commercial areas along Lancaster Drive. The current location of the Chemeketa Community College Transit Center allows access to these heavily trafficked areas via Route 11. A transit trip from Chemeketa Community College Transit Center to the north end of the commercial area at Lancaster Drive and Silverton Road takes a little over five minutes. The south end at Lancaster Drive and Center Street can be reached in less than 20 minutes. The proximity of the new transit center to

this commercial area will facilitate trips that riders are already making. Figure 10 and Figure 11 also show that there is a notable number of transit trips going from the study area to downtown Salem.

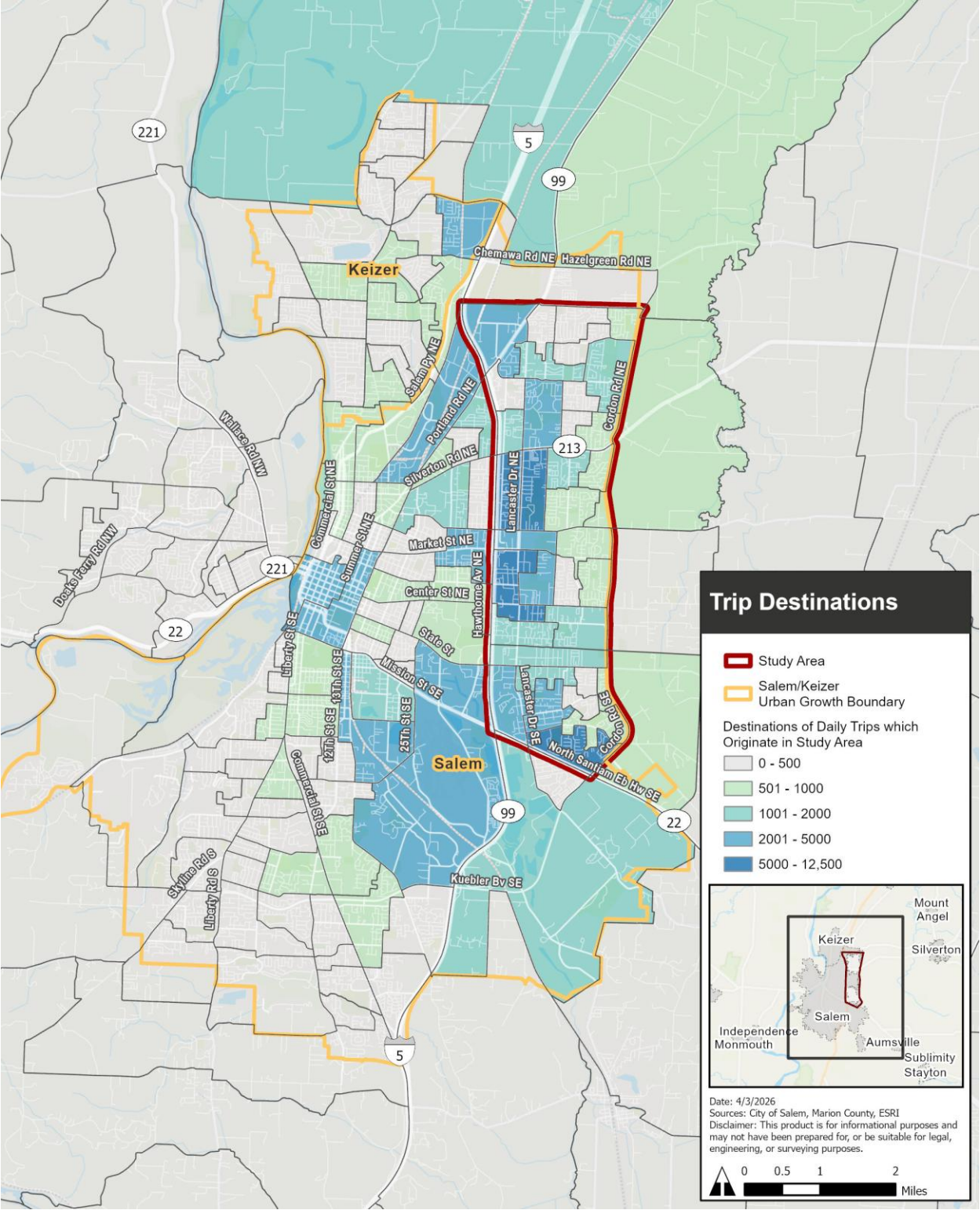


Figure 8. All Trip Destinations

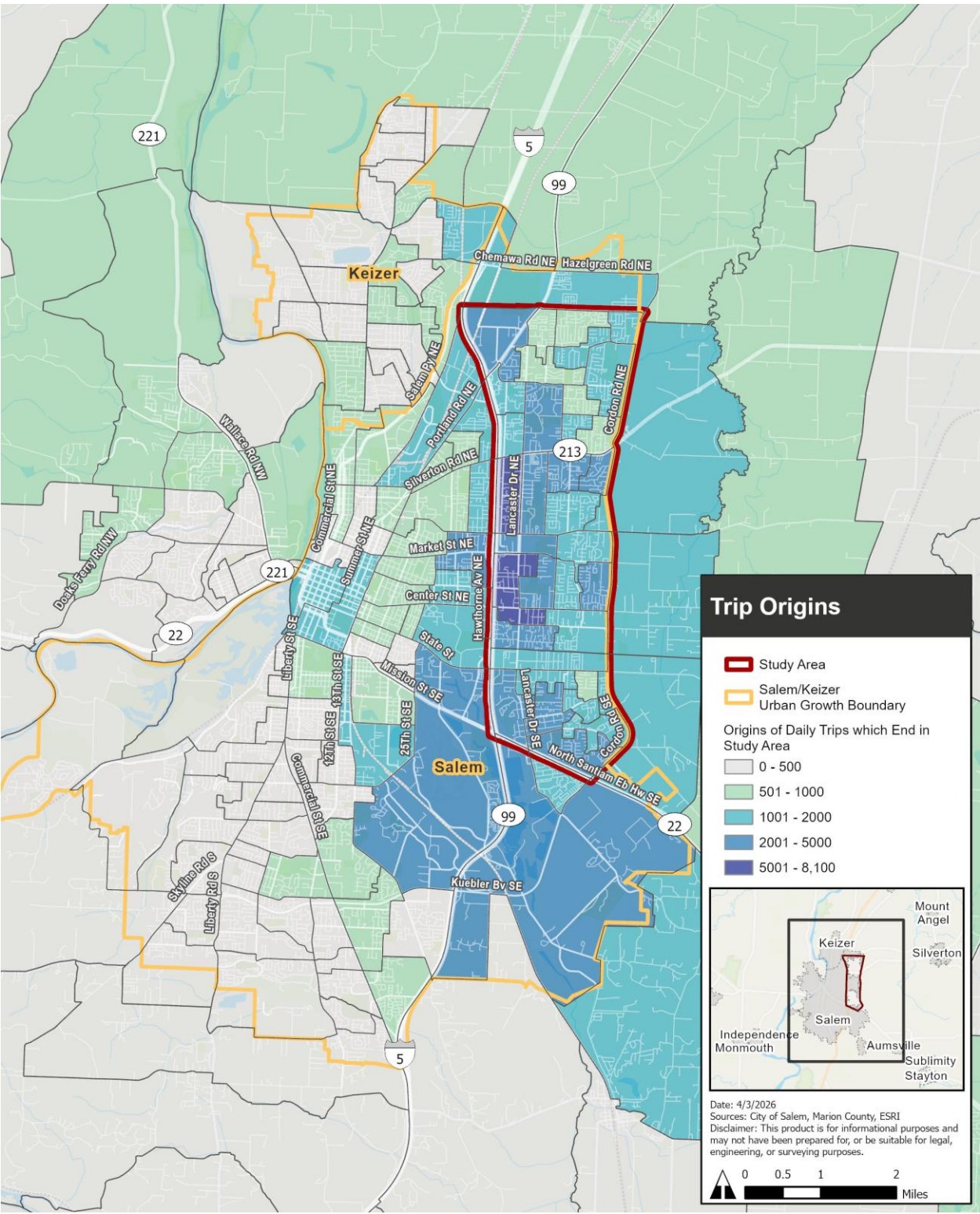


Figure 9. All Trip Origins

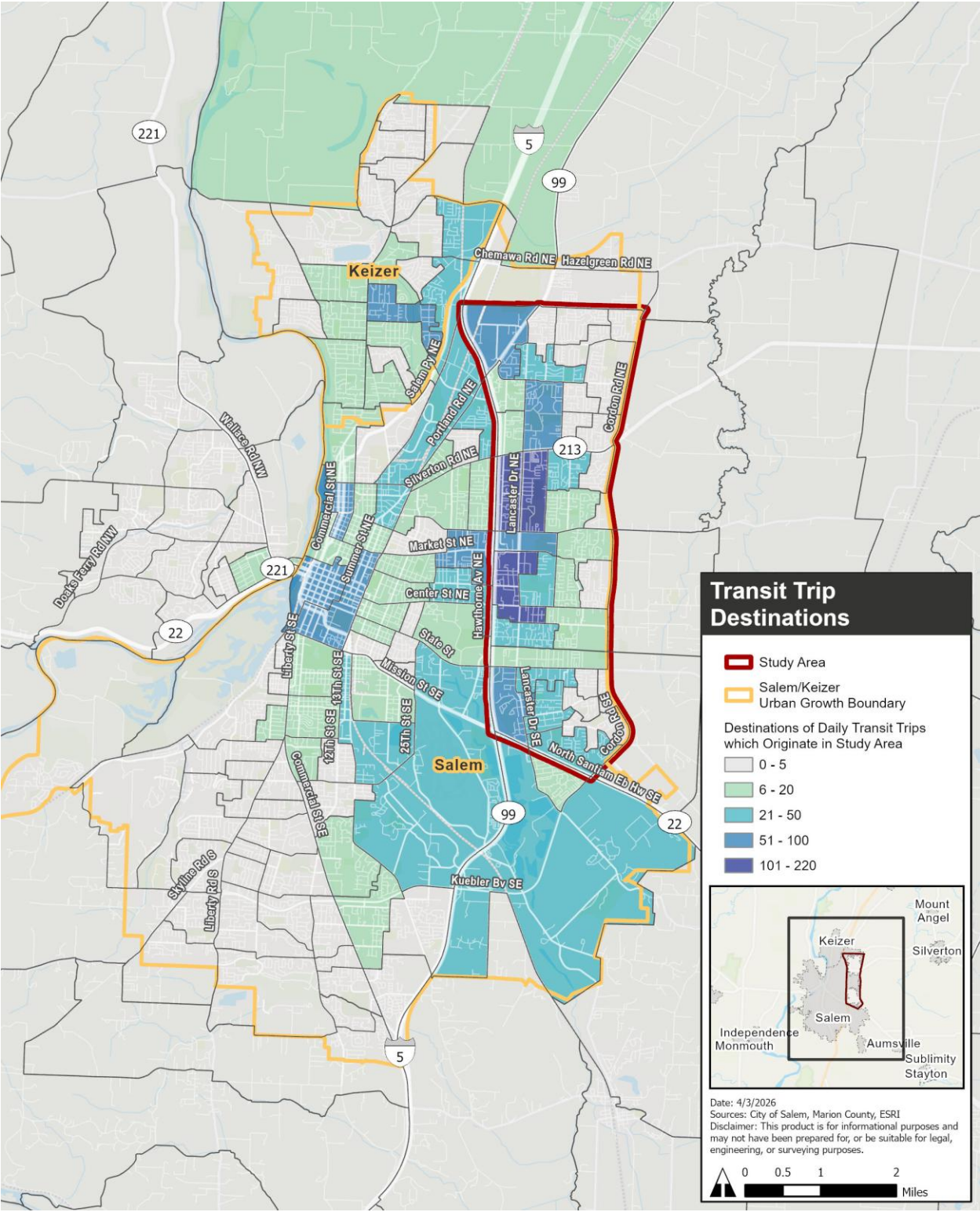


Figure 10. Transit Trip Destinations

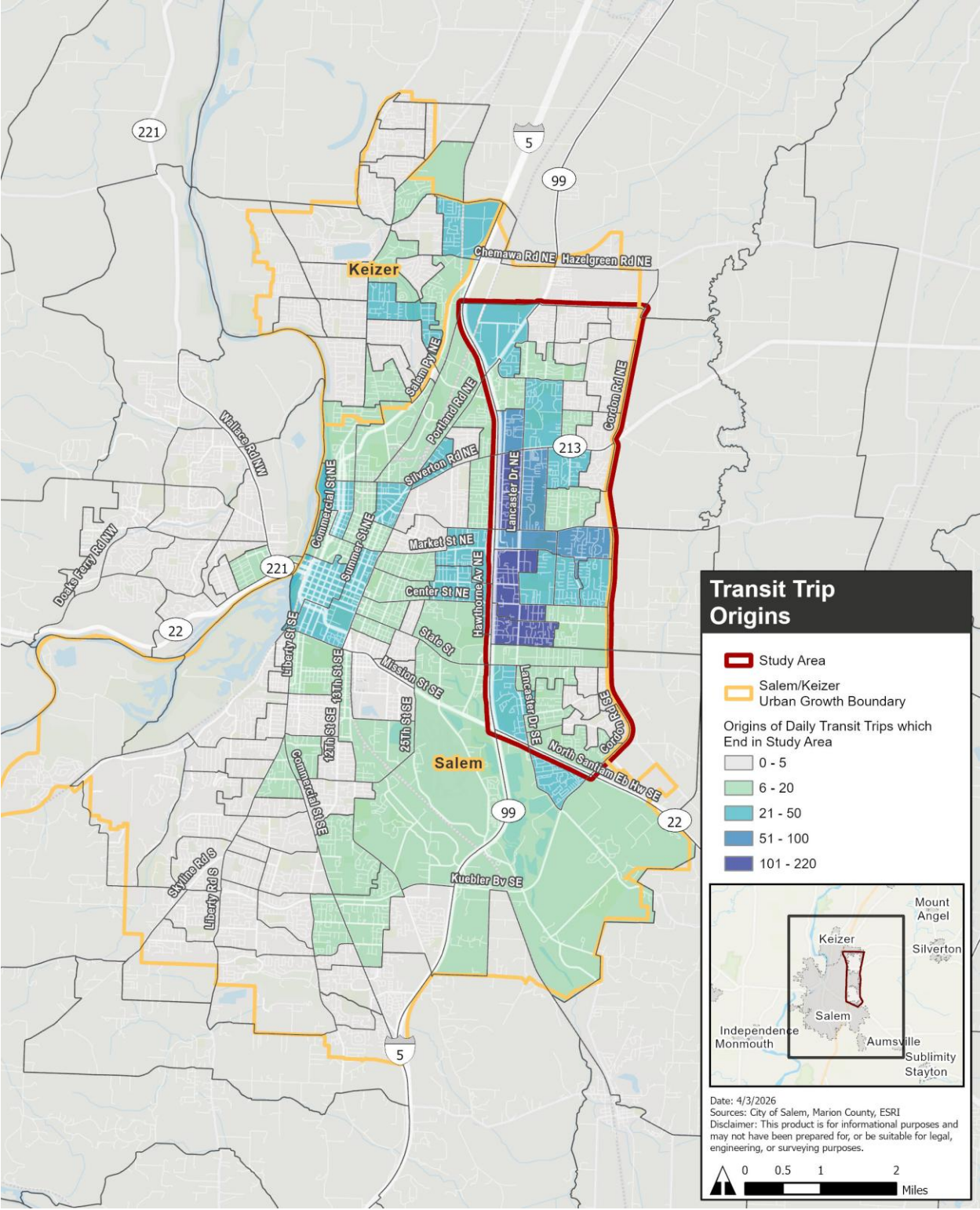


Figure 11. Transit Trip Origins

East Salem Transit Capital Recommendations

As noted previously, the LRTP envisions maintenance of the service network and route frequencies in the service area. The future transit center will need to include capital facilities that support the forecast bus service and provide passenger facilities for riders. The primary facilities that will determine future space considerations for a transit center include:

- Active bus bays
- Passenger facilities with appropriately sized waiting areas. Waiting areas will incorporate shelters, seating, lighting, trash receptacles, and signage
- Parking for bicycles, micromobility, and car share
- Public restrooms
- Layover bays for routes terminating at the transit center
- Operator facilities including a breakroom and security station

The existing Chemeketa Community College Transit Center has 5 active bays. It is served by approximately 19 trips per peak hour. This service is provided by seven routes, four of which layover at the transit center. Route 2 lays over at Bay C in the transit center, whereas routes 3, 12, and 13 layover at Bay E.

If all routes within the study area were to serve a future east Salem transit center, approximately 25 buses per peak hour would need to be accommodated with active bays. Although this may be infeasible due to routing efficiencies, the following facilities are recommended for a future transit center and represent a conservative estimate of need. The size and configuration of these facilities will be refined once potential sites are located, service levels confirmed, and conceptual design begins.

- Six active bus bays, which would support an average of 5-8 buses per hour
- Passenger facilities at each active bus bay with shelters, seating, lighting, trash receptacles, and signage
- A dedicated “flex” area that would accommodate parking for bicycles, micromobility, and car share. The approximate size would accommodate ten bicycles, ten shared micromobility spaces, and 4 car share spaces. This area would be designed to respond to shared micromobility options in east Salem, such as an establishment of a bikeshare program
- One single all-gender public restroom or access to a restroom at a nearby public facility
- Space for two to four buses to layover at the transit center. Depending on size, configuration, and assumed route scheduling, it may be possible to develop joint active/layover bays for terminating routes. The exact number of layover spaces will be determined during prototypical design development
- A combined operator breakroom and security station with restrooms separate from the public facility

Should Super Stops be merited in addition to a new transit center, particularly to serve high transfer locations, they should include active bays with passenger amenities including shelters, seating, lighting, trash receptacles, and signage. Shared micromobility options should also be included in the design. Wayfinding signage will be an important element of Super Stops, directing riders to transfer points. Based on existing routing, potential Super Stop locations within the study area could include the following intersections with Lancaster Drive:

- Silverton Road
- Market Street
- Center Street
- State Street
- Rickey Street

Additionally, the intersection of Silverton Road and 45th Avenue could serve as a Super Stop location.