Final Recommendation

JULY 2021

Salem-Albany Corridor Feasibility Study

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Executive Summary

EXECUTIVE SUMMARY

This report contains the recommendations for a transit service along the Salem-Albany Corridor. This report and recommendations support a larger conversation about transit between Oregon cities - and within the Willamette Valley - that has been taking place for years.

Salem-Albany Corridor

The cities of Salem and Albany are not linked by low-cost public transit. Currently, the only options are Amtrak or the Cascades POINT bus, which are four to six times as expensive as the current Cherriots Regional fare. There is currently no public transit at all connecting to the cities of Jefferson and Millersburg.

More details on existing conditions, the state of current transit options, and higher level corridor transit design trade-offs can be found in the [Phase 1] Choices Memo for this project.

Figure 1: Two phases of public outreach helped to direct the project both before and after Alternatives were developed.

Regional Transit Design and Key Choices

Cherriots Regional provides express bus service from Salem to communities in Marion, Polk, and Linn Counties. This system to the north gives us some good examples of service types that could be used between Salem and Albany.

The three regional service design types shown at right are all currently in use by Cherriots and all meet regional transit standards required by law.

More details on regional transit service types can be found on page 19 and in the [Phase 1]Choices Memo for this project.







Figure 2: Three regional transit service design types currently being operated by Cherriots.

Phase 1: Public Input

The existing conditions and key route design choices were presented to the public in a midday Online Community Meeting. A recording of the meeting was posted on the project web page and a follow-up survey was made available to anyone who wished to provide feedback on the design trade-offs, key choices, and the project.

Corridor Service Alternatives

Using feedback on service trade-offs from phase 1 outreach, two Corridor Transit Alternatives were developed. These two designs are meant to illustrate trade-offs of how service could be provided along the corridor.

Express Service

The Express Service Alternative uses the Point-to-Point design type to provide the fastest travel times and shortest waits at rush hour between the major cities, where the most people and jobs are located.

Intercity Route

The Intercity Route uses the Intercity design type to provide service between all four cities across the whole day. Providing slower end to end travel times, but being available during midday and early evening periods.

More details on the Alternatives can be found starting on page 20.

Phase 2: Public Input

The Alternatives and Key Choices were presented to the public via a second Online Community Meeting and an interactive website and survey. Online Open House survey respondents saw both Alternatives as being beneficial.

When asked to choose between the Alternatives. The Intercity Route was the preferred option by 63% of respondents.

More details on the survey response to the two Alternatives and key transit questions can be found starting on page 25 [and in the public input summary memo].





Figure 3: Map and Graphic showing two Corridor Transit Alternatives. Both Alternatives have benefits and the public was asked which they felt would best service the corridor.

Recommended Route

The cities of Salem and Albany are not currently linked by low-cost public transit. This route would fill this gap, as well as introduce transit service to the cities of Jefferson and Millersburg.

Connecting All Four Cities

New connections along the I-5 corridor will allow transit riders to use transit to access jobs, medical treatment, shopping and other opportunities.

All-day and Saturday Service

By providing service all day and on Saturdays this route will allow people to use transit for more than just rush-hour commutes.

Optional Express Rush Hour Trips

If riders strongly desire a direct point-topoint rush hour service between Salem and Albany it is possible to run select trips within the recommended service pattern.

More details on stop locations, scheduling options, cost estimates and potential funding opportunities can be found on the following pages.



Figure 4: The Recommended Route was based off of the Intercity Alternative. It would provide service six days per week and connect all four cities along the corridor.

1. Corridor Recommendations





Salem

This route would be anchored in the north at the Salem Downtown Transit Center, helping potential riders make connections to other regional and local routes. Three additional stops in Salem would include one near the Salem Hospital and another at the future South Salem Transit Center.

Jefferson

A new stop in Jefferson at the centrally located Public Library and City Hall would provide Jefferson with fixed route transit service.

Millersburg

Millersburg would gain a fixed route bus service helping residents and employers make both north and southbound connections. Any potential stops in Millersburg would require additional pedestrian infrastructure to provide safe access to a new service.

More details on proposed stop locations within each city and any potential issues or barriers can be found on the following pages.

Albany

Albany's Amtrak Station would serve as the southern anchor for the route, helping riders connect to local Albany Transit System routes and regional connections to Linn-Benton Community College, Corvallis and the Coast.

An additional stop north of Albany Station would provide access to shopping, groceries and services within Albany.

Long Distances Between Stops

Why does the Recommended Route have long distances between stops, even within cities?

Federal regulations require that any "local" transit route be complemented by ADA paratransit. Paratransit is a taxi-like service for people with certain disabilities. Paratransit is quite costly to provide, especially over long distances. A "local" transit route between Salem and Albany, including paratransit, would be so costly that it would be unaffordable in the foreseeable future. A transit route between cities isn't considered "local" and therefore doesn't require paratransit if its bus stops are spaced far apart. This is why the Alternatives considered in this process and the Recommended Route all include very few bus stops perhaps just one - in each city.

SALEM | Jefferson | Millersburg | Albany

MONDAY - SATURDAY



Salem Stops

Salem is currently served locally by Cherriots, and regionally by Cherriots Regional. By working to connect this new route to existing services, riders will be able to make a single transfer into the larger transit system.



Downtown Transit Center

The Salem Downtown Transit Center allows riders to make safe, easy transfers between routes and would allow this new route easy access into the larger Cherriots Local and Regional networks.

Salem Hospital

A stop a the Salem Hospital will allow riders to quickly access healthcare and jobs, a desire expressed multiple times during public outreach. In addition crosswalks and sidewalks between this stop and the Salem Railroad Station allows for connections with Amtrak and Oregon POINT bus.

12th/13th @ McGilchrist

Stops at 12th/13th and McGilchrist allows riders to access nearby health and social service facilities, including the State Social Security Offices.

South Salem Transit Center

A stop at the future South Salem Transit Center (location TBD), would allow this route to make seamless connections with Cherriots routes operating in South Salem, as well as provide access to the nearby stores on South Commercial Blvd., including a Walmart with groceries and medical services.

Jefferson City Hall / Public Library

By having a centrally located stop next to Jefferson City Hall and Public Library transit access is provided to the heart of Jefferson. This location also allows for opportunities to work with the City of Jefferson to provide riders access to public restrooms and city facilities.

South Salem **Transit Center** Jefferson City Hall / Public Library

Millersburg

Salem |

JEFFERSON |

Millersburg |

Albany

MONDAY - SATURDAY

LUNES - SABADOS

Salem Downtown

Transit Center

Salem Hospital

Salem

- **ATI Metals**
- Albany
- **Albany Station**

Jefferson Stop

Jefferson currently does not have fixed route transit service. This route would create a new transit connection with Salem to the north, and Millersburg and Albany to the south. These new connections would give Jefferson residents access to new opportunities along the corridor and give the corridor access to Jefferson businesses and attractions.



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Salem | Jefferson | **MILLERSBURG |** Albany



Millersburg Stops

For transit to safely provide service to a stop, infrastructure must provide both a safe location to board and alight the bus, and a safe crossing for riders to reach their destination.

Pedestrian safety is an issue that will need to be resolved in order for new stops to be introduced in Millersburg.



Morningstar or Conser @ Old Salem

Currently the intersections of both Morningstar and Conser with Old Salem Rd have sidewalks on only the west side of Old Salem Rd. A safe location along the east side of Old Salem Rd would need to be identified and a safe crossing would need to be installed before a bus could begin providing service to either stop location. With traffic speeds at 50 mph along this section of Old Salem Rd, infrastructure changes would be required before a new bus service could begin to provide safe transit access. This road is owned and operated by Linn County.

Old Salem & ATI Metals

Like the potential stops to the north, a new stop at ATI Metals would require additional infrastructure to be installed before new bus service could be provided. While there are currently sidewalks on both sides of Old Salem Rd, there isn't a nearby crosswalk to allow riders to safely access the reverse direction of their trip.

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Salem | Jefferson | Millersburg | ALBANY



Albany Stops

Similar to Salem, Albany already has local transit service. These new Albany stops would provide important connections to the now unconnected cities of Millersburg and Jefferson. New stops would also provide useful connections to existing transit service in the city of Albany, which includes Linn-Benton Community College, health clinics, and other destinations of regional importance.



Pacific Blvd @ Killdeer

A Stop at Pacific Blvd and Killdeer would provide access to nearby shopping in north Albany. Today stores in this location include a Winco, Costco, and Kohls. In public comments about this service, the ability to reach grocery stores via a new route between Salem, Jefferson, Millersburg, and Albany was described as valuable by some commenters.

Albany Station

An anchor stop at the Albany Amtrak Station would allow the route to make connections with the Albany Transit System (ATS), as well as the Linn Benton Loop, the Coast to Valley Express, Oregon Point Bus, the Linn Shuttle and Amtrak trains. Having a central location to time bus connections will allow riders of this new route to expand their reach via a single transfer.

Potential Schedules

This schedule, and the one on the following page, are meant to be illustrative examples. The arrival and departure times shown are based on current assumptions and approximations.

If this route is funded and implemented in the future, then new schedules will be proposed, tested and finalized at that time.

All-Day, All-Cities Pattern

The route would make six trips per day during the week and four trips on Saturdays. With the first southbound trip departing the Salem Downtown Transit Center at 6:00 am and the first northbound trip departing the Albany Amtrak Station at 7:15 am. Service would be provided every 2.5 hours and the last trip during weekdays would pull in at 8:50 pm.

Connecting at the Salem Downtown Transit Center helps riders make transfers to local as well as regional routes, helping to fill in the public transit gap between Albany and Portland.

All-day connections between Salem, Jefferson, Millersburg, and Albany will allow

	Weekdays Dias de semana To Albany									
Salem Downtown Transit Center	Salem Hospital	Salem	South Salem Transit Center	Jefferson Library/ City Hall	Millersburg	ATI Metals	Albany	Albany Amtrak Station		
Church @ Court	Bellevue @ Winter	12th @ McGilchrist	TBD	150 N 2nd	TBD	1600 Old Salem Rd	Pacific @ Killdeer	110 SW 10th		
6:00a	6:03a	6:08a	6:18a	6:38a	6:46a	6:52a	6:58a	7:05a		
8:30a	8:33a	8:38a	8:48a	9:08a	9:16a	9:22a	9:28a	9:35a		
11:00p	11:03p	11:08a	11:18a	11:38a	11:46a	11:52a	11:58a	12:05p		
1:30p	1:33p	1:38p	1:48p	2:08p	2:16p	2:22p	2:28p	3:35p		
4:00p	4:03p	4:08p	5:18p	4:38p	4:46p	4:52p	4:58p	5:05p		
6:30p	7:33p	6:38p	6:48p	7:08p	7:16p	7:22p	7:28p	7:35p		

Weekdays Dias de semana To Salem									
Albany Amtrak Station	Albany	ATI Metals	Millersburg	Jefferson Library/ City Hall	South Salem Transit Center	Salem	Salem Hospital	Salem Downtown Transit Center	
110 SW 10th	Pacific @ Killdeer	1600 Old Salem Rd	TBD	150 N 2nd	TBD	13th ⊕ McGilchrist	Bellevue @ Winter	Church @ Court	
7:15a	7:22a	7:28a	7:34a	7:42a	8:02a	8:12a	8:17a	8:20a	
9:45a	9:52a	9:58a	10:04a	10:12a	10:32a	10:42a	10:47a	10:50a	
11:15a	11:22a	11:28a	11:34a	11:42a	12:02p	12:12p	12:17p	12:20p	
2:45p	2:52p	2:58p	3:04p	3:12p	3:32p	3:42p	3:47p	3:50p	
5:15p	5:22p	5:28p	5:34p	5:42p	6:02p	6:12p	6:17p	6:20p	
7:45p	7:52p	7:58p	8:04p	8:12p	8:32p	8:42p	8:47p	8:50p	

	Saturdays sábados To Albany									
Salem Downtown Transit Center	Salem Hospital	Salem	South Salem Transit Center	Jefferson Library/ City Hall	Millersburg	ATI Metals	Albany	Albany Amtrak Station		
Church @ Court	Bellevue @ Winter	12th @ McGilchrist	TBD	150 N 2nd	TBD	1600 Old Salem Rd	Pacific @ Killdeer	110 SW 10th		
9:00a	9:03a	9:08a	9:18a	9:38a	9:46a	9:52a	9:58a	10:05a		
11:30a	11:33a	11:38a	11:48a	12:08P	12:16p	12:22p	12:28p	12:35p		
2:00p	2:03p	2:08p	2:18p	2:38p	2:46p	2:52p	2:58p	3:05p		
4:30p	4:33p	4:38p	4:18p	5:08p	5:16p	5:22p	5:28p	5:35p		

Saturdays sábados To Salem									
Albany Amtrak Station	Albany	ATI Metals	Millersburg	Jefferson Library/ City Hall	South Salem Transit Center	Salem	Salem Hospital	Salem Downtown Transit Center	
110 SW 10th	Pacific @ Killdeer	1600 Old Salem Rd	TBD	150 N 2nd	TBD	13th @ McGilchrist	Bellevue @ Winter	Church @ Court	
10:15a	10:22a	10:28a	10:34a	10:42a	11:42a	11:02a	11:17a	11:20a	
12:45p	12:52p	12:58p	1:04p	1:12p	1:32p	1:42p	1:47p	1:50p	
3:15p	3:22p	3:28p	3:34p	3:42p	3:42p	4:02p	4:17p	4:20p	
5:45p	5:52p	5:58p	6:04p	6:12p	6:32p	6:42p	6:47p	6:50p	
Rout	Route runs Monday through Saturday. There is no service on Sunday or these holidays:								

Route runs Monday	through Saturday. The	ere is no service on Sunda	y or these holidays:
New Year's Day	Presidents Day	Memorial Day	Independence Day
Labor Day	Veterans Day	Thanksgiving Day	Christmas Day
La Ruta opera de lunes	a sábado. No hay sen	vicio en domingo o los sig	uientes días feriados:
Día de Año Nuevo	Día del Presidente	Día de la Conmemoración	Día de la Independencía
Día del Trabajo	Día de los Veteranos	Día de Acción de Gracias	Día de Navidad

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Figure 5: This is an example of how the route could be scheduled to operate six days per week. the route to be helpful for job and non-job related trips. It would connect riders to all four cities, medical facilities, pharmacies and grocery stores, and would support non-work-related trips between multiple communities.

Saturday would see less overall trips than weekdays, but service six days per week is more useful and reliable service for weekend work trips, shopping, visiting, and errands.

Select Express Trips at Rush Hour

During public outreach the Express Alternative also received support, although less than the Intercity. The schedule to the right is an example of how the two Alternatives could be combined.

By skipping four stops the route would offer faster end-to-end trips for potential riders looking for a direct connection between Salem and Albany during rush hours, bypassing Jefferson, Millersburg, and North Albany.

Weekdays | Dias de semana | To Albany

Salem Downtown Transit Center	Salem Hospital	Salem	South Salem Transit Center	Jefferson Library/ City Hall	Millersburg	ATI Metals	Albany	Albany Amtrak Station
Church @ Court	Bellevue @ Winter	12th @ McGilchrist	TBD	150 N 2nd	TBD	1600 Old Salem Rd	Pacific @ Killdeer	110 SW 10th
6:00a	6:03a	6:08a	6:18a					6:48a
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1:00p	1:03p	1:08p	1:18p	1:38p	1:46p	1:52p	1:58p	2:05p
3:30p	3:33p	3:38p	3:48p					4:18p
5:30p	5:33p	5:38p	5:48p	6:08p	6:16p	6:22p	6:28p	6:35p

Weekdays Dias de semana 10 Salem									
Albany Amtrak Station	Albany	ATI Metais	Millersburg	Jefferson Library/ City Hall	South Salem Transit Center	Salem	Salem Hospital	Salem Downtown Transit Center	
110 SW 10th	Pacific @ Killdeer	1600 Old Salem Rd	TBD	150 N 2nd	TBD	13th @ McGilchrist	Bellevue @ Winter	Church @ Court	
7:00a					7:30a	7:40a	7:45a	7:48a	
9:15a	9:22a	9:28a	9:34a	9:42a	10:02a	10:12a	10:17a	10:20a	
11:45a	11:52a	11:58a	12:04a	12:12a	12:32p	12:42p	12:47p	12:50p	
2:15p	2:22p	2:28p	2:34p	2:42p	3:02p	3:12p	3:17p	3:20p	
4:30p					5:00p	5:10p	5:15p	5:18p	
6:45p	6:52p	6:58p	7:04p	7:12p	7:32p	7:42p	7:47p	7:50p	

	Saturdays sábados To Albany									
Salem Downtown Transit Center	Salem Hospital	Salem	South Salem Transit Center	Jefferson Library/ City Hall	Millersburg	ATI Metals	Albany	Albany Amtrak Station		
Church @ Court	Bellevue @ Winter	12th @ McGilchrist	TBD	150 N 2nd	TBD	1600 Old Salem Rd	Pacific @ Killdeer	110 SW 10th		
9:00a	9:03a	9:08a	9:18a	9:38a	9:46a	9:52a	9:58a	10:05a		
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2:00p	2:03p	2:08p	2:18p	2:38p	2:46p	2:52p	2:58p	3:05p		
4:30p	4:33p	4:38p	4:18p	5:08p	5:16p	5:22p	5:28p	5:35p		

Albany Amtrak Station	Albany	ATI Metals	Millersburg	Jefferson Library/ City Hall	South Salem Transit Center	Salem	Salem Hospital	Salem Downtown Transit Center
110 SW 10th	Pacific @ Killdeer	1600 Old Salem Rd	TBD	150 N 2nd	TBD	13th @ McGilchrist	Bellevue @ Winter	Church @ Court
10:15a	10:22a	10:28a	10:34a	10:42a	11:42a	11:02a	11:17a	11:20a
12:45p	12:52p	12:58p	1:04p	1:12p	1:32p	1:42p	1:47p	1:50p
3:15p	3:22p	3:28p	3:34p	3:42p	3:42p	4:02p	4:17p	4:20p
5:45p	5:52p	5:58p	6:04p	6:12p	6:32p	6:42p	6:47p	6:50p

Route runs monday	through Saturday. The	re is no service on Sunda	y or these holidays:					
New Year's Day	Presidents Day	Memorial Day	Independence Day					
Labor Day	Veterans Day	Thanksgiving Day	Christmas Day					
La Ruta opera de lunes a sábado. No hay servicio en domingo o los siguientes días feriados:								
Día de Año Nuevo	Día del Presidente	Día de la Conmemoración	Día de la Independencía					
Día del Trabajo	Día de los Veteranos	Día de Acción de Gracias	Día de Navidad					

Figure 6: This is an example of how the route could be scheduled with rush hour express trips.

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Estimating Costs

A transit route's costs consist of two types of costs: annual operating costs and onetime capital costs. Annual operating cost consists of the money needed to pay the driver and other staff, fuel the bus, and do other things to operate the route. Initial capital cost is the money needed to purchase new vehicles and/or pay for any infrastructure the new route requires.

Operating Costs

Annual operating cost estimates for the proposed route will vary dependent on how the final schedule is designed. The table to the right shows the 2022 estimated costs to operate 5 or 6 daily weekday trips and 4 Saturday trips. Using these assumptions we can estimate the annual cost range to serve this corridor.

Capital Costs

The primary capital cost for this route would lie in the purchase of a new vehicle. The estimated 2022 cost to purchase a new bus similar to the type used on Cherriots regional routes would be \$273,000 dollars. If a spare vehicle is required to meet minimum spare vehicle ratio standards this cost would double.

Operating Costs	Estimated Annual Revenue Hours	Estimated Annual Revenue Miles	Estimated Annual Cost (2022 dollars)	
5 Daily Weekday Trips + 4 Saturday Trips				
5 Weekday and 4 Sat. Trips Serving All Cities	3,700	88,000	\$331,000	
Alternative Option: 2 Express Trips	3,400	83,000	\$307,000	
6 Daily Weekday Trips + 4 Saturday Trips				
6 Weekday and 4 Sat. Trips Serving All Cities	4,300	103,000	\$389,000	
Alternative Option: 2 Express Trips	4,000	98,000	\$366,000	

Capital Costs	Estimated Cost (2022 dollars)	
New Regional Transit Vehicle	\$273,000	
Spare Vehicle (if required)	\$273,000	

What is a Spare Vehicle Ratio:

Depending on the funding and operations outcomes of this proposed route, Cherriots regional may be in a position where an additional vehicle purchase is required to meet their Spare Vehicle Ratio (SVR). The SVR is an internal standard for spare transit vehicles meant to buffer against unexpected maintenance issues and vehicle breakdowns with the goal of reducing disruption to scheduled service.

Potential Funding

Funding for a new transit service can come from a combination of sources, but the most important factor is having all the impacted agencies, governments and communities in agreement that a new route will benefit the region.

If all parties are in agreement, then a pilot program can test the service. There are various potential sources for pilot projects, as there are for stable long-term funding.

Oregon State Transit Funding

In Oregon, most transit funding comes from the Special Transportation Fund (STF) and Statewide Transportation Improvement Fund (STIF). Oregon uses biennial budgeting, meaning funds are planned out in two-year periods. Future funding opportunities would become available in the upcoming 2024 - 2025 biennium.

In the past, STF funds were flexible with the goal of improving transit for Oregon seniors and disabled populations. STIF funds were divided and distributed in a few ways. 90% of STIF funds were allocated by formula to localities based on the amount of payroll tax generated per area. Remaining funds were discretionary, dispersed to local transit providers through a competitive state-wide grant program. These discretionary funds are allocated through two programs, the STIF Discretionary and the Statewide Transportation Network, often targeted pilot transit services, technology projects, and improving coordination and connectivity between cities and towns across Oregon.

In 2020, the Governor signed into law Oregon Senate Bill 1601 (SB 1601) which calls for the STF and STIF funding streams to be combined. While this process is still underway, details on how these changes will impact transit funding remain unknown, but it is likely that future transit funding will remain supportive of outcomes similar to the two individual programs that are being combined.

Federal Transit Funding

When looking towards Federal sources for transit funding a larger number of options emerge. However, many grants are structured for large urban areas, bus replacements or planning and technological innovation.

This corridor would likely be a reasonable candidate for the FTA 5310 grant which focuses on improving mobility for seniors and disabled individuals; FTA 5311 grant which focuses on rural area transit; and FTA 5311(f) grant which focuses improving intercity transit. Many of these federal grants can be applied for and combined with local state level funding.

Other Potential Funding Sources

In addition to the State and Federal opportunities, there are additional sources for potential funding. Most grants have matching fund aspects which can help with the overall funding, but also show local support for a project. Commonly Federal Grant matching funds will come from State level grants, but local jurisdictions, MPOs, or other local partners sometimes contribute.

Collaboration is Key

Again, the key to getting funding for multijurisdictional transit is to create good coordination and communication between all agencies and communities involved. This intercity route would touch 2 MPOs (SKATS in the Salem region, and AAMPO in the Albany region), 4 cities (Salem, Jefferson, Millersburg, Albany), 2 transit agencies (Cherriots, ATS), and various unincorporated communities.

Achieving a high level of support and coordination would provide this project both more potential funding sources and more momentum for long term success.

2. Service Alternatives and Public Input

Alternatives Development

To help explain how transit could serve the corridor, two Service Alternatives were developed. The Alternatives were used to illustrate potential service types, schedules and stops for public feedback.

Regional Service Types

Cherriots Regional provides express bus service from Salem to 17 communities in Marion, Polk, and Linn Counties. This system to the north gives us some good examples of service types that could be used between Salem and Albany.

The three types of routes described here do not require "complementary paratransit," which is a door-to-door service for people with disabilities commonly offered in major cities (federal funding for fixed-route bus service mandates complementary paratransit service). Such door-to-door service is valuable for the people who use it, but becomes a costly barrier to providing long-distance routes between cities.

Point-to-Point Service, like Cherriots Route 1X, is often used for express rush hour service design. It is able to provide higher speeds and more reliable



service, but only serves limited stops. The Express Service Alternative is based on this service type.

Intercity Service, like Cherriots Route 10X, creates connections between multiple points along a route creating a route which is more useful for shorter trips, and is the type of service which reaches smaller towns. The Intercity Route Alternative is based on this service type. Flex or deviated-fixed-route service, like Cherriots Route 45 - Central Polk County, can provide a higher level of coverage by deviating from standard stops when requested. Successful flex routes require a short overall route length. When route distances increase, reliability decreases and costs increase quickly. For those reasons it was not considered during the Alternatives phase of this study.

Express service

The Express Service Alternative would provide a fast and direct connection between downtown Salem and downtown Albany.

Local Stops

The Express Service would have just a few stops in Salem and downtown Albany with no intermediate stops in South Salem, Jefferson, Millersburg or north of downtown Albany. Having few stops would make endto-end travel faster and more frequent.

Schedule

The Express Service would offer departures every thirty-minutes, but only during rushhours on weekdays.





Figure 8: Map and Trip Graphic for the Express Service Alternative presented to the public.





The Express Service would offer a direct connection between Salem and Albany. It would provide two stops in Salem and a single stop in Albany, no stops would be made in Jefferson or Millersburg. The reduced number of stops allows for faster end-to-end trip times, more comparable to personal automobile commutes.



Jefferson, OR

No Stops

0.5 Miles

Hazel

Cemetery Hi



Proximity to a Bus Stop:

The Express Service would provide coverage to residents and jobs in Salem and Albany, but none to Jefferson or Millersburg. Both Salem and Albany downtowns have large concentrations of jobs which can be seen reflected in the high number of jobs within 1/2 mile and 1 mile.



Intercity Route

The Intercity Route Alternative would connect four cities: Salem, Jefferson, Millersburg and Albany. The route would provide trips between cities currently unconnected by transit.

Local Stops

The Intercity Route would have stops in Salem and downtown Albany with intermediate stops in South Salem, Jefferson, Millersburg and north of downtown Albany.

Schedule

The Intercity Route would offer departures every two and a half hours, between 7 am and 9 pm on weekdays.





Figure 9: Map and Trip Graphic for the Intercity Route Alternative presented to the public.



Route stop.

Intercity Route Stops:

The Intercity Route would provide stops in Salem, Jefferson, Millersburg and Albany. Salem and Albany would gain additional stops within the city when compared to the Express Service. Jefferson and Millersburg would gain new access to transit connecting their communities with other residents and jobs along the corridor.

Who is within 1/2 mile of a stop Who is within 1 mile of a stop Residents +19,200 Residents +65,800 Jobs +39,500 Jobs +68,400

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SERVICE ALTERNATIVES AND PUBLIC INPU 2

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Comparing the Alternatives

The Express Service Alternative would provide the shortest waits at rush hours and the fastest travel times between the busiest places.

The Intercity Route Alternative would provide transit during midday and evenings and would provide additional stops in Salem, Jefferson, Millersburg and Albany. Jefferson and Millersburg would gain access to a new transit service, currently unavailable to local residents and jobs.

Alternative	Express Service	Intercity Route
Short waits at rush hour?		
Available at midday and evening?		
Fast trip between the busiest places?		
More stops?		
Smaller towns included?		





Public Input on Alternatives

When asked individually about the Express Service and the Intercity Route, the public identified **both as being beneficial** to their communities, but the Intercity Route received more support among survey respondents.

When asked to choose between the two Alternatives, the **Intercity Route was preferred by 63%** of all respondents, with 26% selecting the Express Service and 12% seeing neither route as a benefit.

The survey was hosted on an interactive project web page and was completed by 45 members of the public.

Express Service

Would the Express Service benefit you or others in your community?



Intercity Route



Which Alternative would best serve your needs and those of your community?



Times of Day for Service

When should the new transit service operate? There are several factors to consider when thinking about how to schedule service in this corridor.

- Rush Hours: Offering the most service at rush hours is sometimes a way to get high ridership. Its success at getting higher ridership depends on how well it competes with driving for people who work during daytime hours (such as 8-to-5), and that generally depends on expensive parking, high gas prices and other factors that push people with professional jobs to leave their cars at home.
- Service Industry Commutes: People who work in retail, restaurant or service jobs most often commute very early in the morning, at midday, at night, and especially on weekends. And people with these jobs tend to have lower incomes and a greater incentive to use transit.
- All-Day and All-Week: In the past decade, the U.S. transit agencies that grew their ridership invested more in all-day, night and weekend service.
- Non-Work Trips: Only one in five trips in the U.S. is a commute to work. People also travel to run errands, go to appointments, shop, visit people and do the other things that make life complete. Those trips happen at all times of day and week.

Public Input on Times of Day:

Given the opportunity to rank what times of day transit service would best serve the corridor, the people who took the survey said:

Rank 1 - Weekday rush hours Rank 2 (tied) - Weekday middays Rank 2 (tied) - Weekday evenings Rank 4 - Saturdays Rank 5 - Sundays

What Connections are most Important

Salem and Albany are both places where people can make connections with regional services among the Portland Metro area, the Oregon Coast, the Willamette Valley and beyond. Regional services are used by people traveling for work, for study, to visit friends or family, to access medical services, for shopping, and more. They can also be used to travel long distances across and around the state, whether people are traveling for fun, to visit family or for essential needs.

Pubic Input on Connections:

1st - Salem, OR 2nd - Corvallis, OR 3rd - Albany, OR

4th - Portland, OR

When asked which places would be most important to connect to from a Salem-Albany route, these four places were ranked highest by survey respondents. They are also the biggest job and activity centers in the north Willamette Valley.