

# Appendix B - Travel Characteristics of the Salem-Keizer Region

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Current travel characteristics of the residents of the Salem-Keizer area are presented in this appendix. Sources for this information include the 2000 U.S. Census, the 1994-95 Salem-Keizer Household Survey, the 1994 SKATS Origin-Destination Study, outputs from the SKATS travel demand model for the base year of 2000, and data from other agencies such as Salem Area Mass Transit District and Amtrak. The data presented will allow the reader to gain an understanding of the recent patterns that have characterized travel in the Salem-Keizer area. All modes are represented. A reminder to the reader: the data used in this document represents, in some cases, conditions that existed five or ten years ago. In those cases, although some households and businesses have relocated and there have been some changes to the street and transit system over the last ten years, many of the overall trends are likely to be similar.

## Aviation

**Table B-1**  
**Flights Using McNary Field**

Year	Total	Growth
1992	61,754	
1993	56,630	-8.3%
1994	57,455	1.5%
1995	57,790	0.6%
1996	58,556	1.3%
1997	56,289	-3.9%
1998	52,022	-7.6%
1999	50,112	-3.7%
2000	49,241	-1.7%
2001	48,985	-0.5%
2002	50,497	3.1%
2003	48,857	-3.2%
2004	43,920	-10.1%
2005	51,488	17.2%
2006 - first six months	27,804	

As shown in **Table B-1**, the total number of flights out of McNary Field has been decreasing steadily over the past five years with a downward trend extending back eight years. This can be attributed to two events. First, regularly scheduled commercial passenger flights ended in 1994. Second, 1998 was the last year of operation for the gambling excursion charter flights that had been flying to the Nevada casinos. There are no known plans by any commercial airline to resume service to Salem within the planning horizon of the RTSP (2031). Currently, airport

operations are dominated by flights by private business jets, personal aircraft, and military airplanes.

## Rail

**Table B-2**  
**Amtrak Station Boardings**

Year	Passengers	Growth
FY 1985	28,996	
FY 1986	29,201	0.7%
FY 1987	27,360	-6.3%
FY 1988	26,986	-1.4%
FY 1989	24,714	-8.4%
FY 1990	25,155	1.8%
FY 1991	26,391	4.9%
FY 1992	25,480	-3.5%
FY 1993	21,959	-13.8%
FY 1994	20,005	-8.9%
FY 1995	32,779	63.9%
FY 1996	32,409	-1.1%
FY 1997	37,249	14.9%
FY 1998	41,963	12.7%
FY 1999	45,839	9.2%
FY 2000	47,576	3.8%
FY 2001	58,860	23.70%
FY 2002	52,375	-11.0%
FY 2003	52,512	0.3 %
FY 2004	51,737	-1.5%
FY 2005	50,505	-2.4%

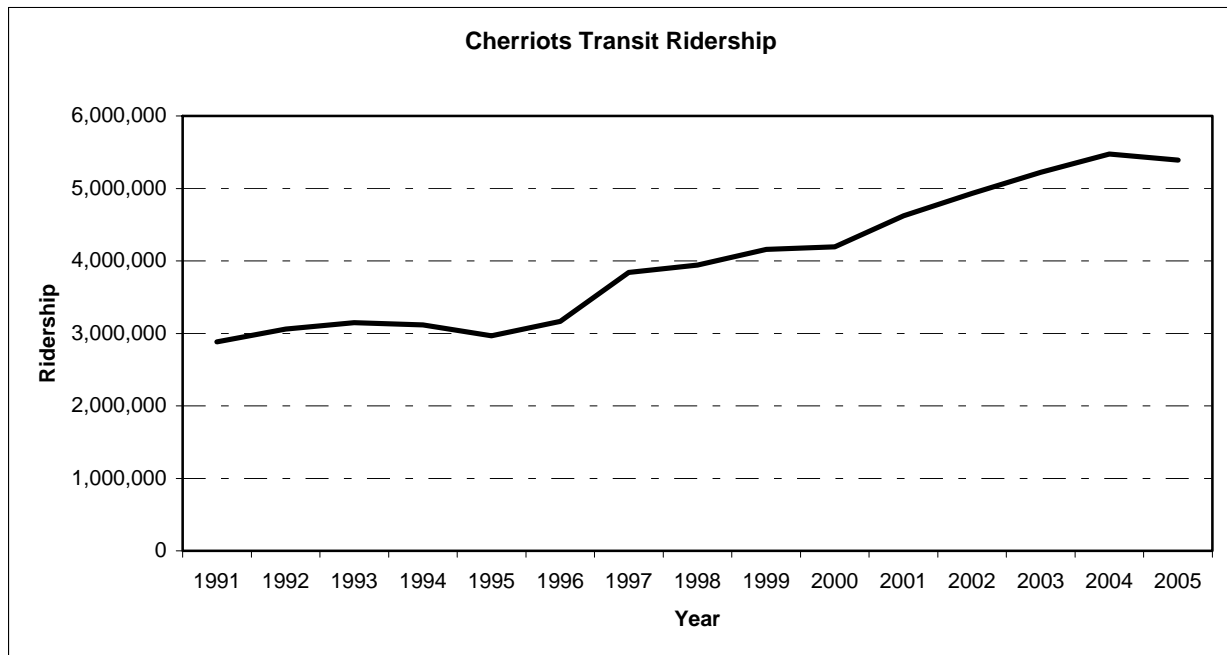
Salem is located in the Cascadia Corridor, a federally recognized high-speed rail corridor that extends from Eugene, Oregon to Vancouver, British Columbia. As illustrated in **Table B-2**, passenger boardings at the Salem Amtrak Station steadily decreased between 1984 and 1994 due to funding issues and lack of equipment. Since 1994, passenger boardings at the Salem Amtrak Station have more than doubled. Since 1985, the average annual growth rate seen at the station has been four percent, while in the last decade it has been six percent. Since 2002, the trend has been downward, most likely due to delays on the corridor caused by increased freight demand, as well as issues related to lack of equipment and personnel that affect the ability of the Union Pacific to meet the demand. Previously, the driving force for the increase in ridership had been the addition of new equipment and revised service on the corridor beginning in 1994. As one of the nation's high-speed rail corridors, it is anticipated that travel will further increase as service improvements are made and the tracks are built to allow faster service along the corridor. The numbers also account for travel on Amtrak's long distance train, the Coast Starlight, which travels from Seattle to Los Angeles, and for boardings on the Thruway buses, which also travel in the I-5 corridor between Portland and Eugene. The Amtrak station is currently accessible to people via bike lanes, taxis, and automobile, with a Cherriots stop nearby.

## Transit

**Table B-3**  
**Cherriots Transit Ridership**

Year	Yearly	Average Daily
1991	2,882,512	N/A
1992	3,059,723	N/A
1993	3,148,726	N/A
1994	3,115,611	N/A
1995	2,965,656	N/A
1996	3,166,305	11,058
1997	3,839,972	13,325
1998	3,941,948	13,800
1999	4,157,421	13,725
2000	4,194,574	14,412
2001	4,622,046	N/A
2002	4,933,000	N/A
2003	5,225,000	N/A
2004	5,474,886	18,776
2005	5,392,202	17,125

**Figure B-1**  
**Cherriots Transit Ridership**



Yearly ridership on Cherriots has been increasing since 1995, with an overall upward trend since 1991, as shown in **Table B-3** and **Figure B-1**. In the decade since 1991, the average annual growth rate is 3.8 percent, although it has slowed as of late. Numerous expansions in service have occurred

during this decade, from extending bus routes into new areas of the urbanized area to running the buses more frequently. Additionally, the inception of service on weekends and in the evening hours allowed more people the option of using transit as its availability and convenience increased. Programs designed to encourage people to take transit to work, such as employers providing reduced or free bus passes, have also contributed to the increasing ridership. Finally, increases in the price of gasoline since 2003 have likely assisted in the increase.

**Table B-4  
CARTS Ridership**

Route	Number of Riders				
	2001-2002	2002-2003	2003-2004	2004-2005	2005-2006
North County	19,558	17,898	16,082	14,041	15,926
North County Dial A Ride	9,694	6,969	6,029	5,629	4,894
Polk County	53,060	51,093	43,196	39,919	40,110
Polk County Dial A Ride	8,163	4,314	4,230	5,685	9,943
South Canyon Connector	6,655	6,486	7,738	10,685	12,747
South Dial A Ride	9,105	4,844	3,865	3,694	3,391
Silverton Trolley	9,054	8,622	9,252	8,689	8,749
City of Woodburn	37,493	38,337	44,810	35,935	30,707
Salem/Keizer Urban Dial A Ride	68,913	68,221	60,185	65,577	90,485
Cherrylift (ADA)	62,059	73,573	89,124	105,836	111,321
<b>Totals</b>	<b>283,754</b>	<b>280,357</b>	<b>284,511</b>	<b>295,865</b>	<b>328,273</b>

The Chemeketa Area Regional Transportation System (CARTS) is a recently formed ORS 190 agency. It provides regional planning and support for transportation services for elderly and disabled persons as well as the general public in a three-county area (**Table B-4**). The North County route connects Salem, Brooks, Gervais, Woodburn, and Hubbard. The Canyon Connector links Salem with Turner, Aumsville, Stayton, Sublimity, Mehama, Lyons, Mill City, and Gates. Polk County communities are served by one route, with buses starting in Dallas and following either Highway 22 to Rickreall and Salem or traveling through Monmouth and Independence to Salem.

## Carpool / Vanpool / Commuter Bus

**Table B-5  
Rideshare Database**

Fiscal Year	Applications	Updates	Totals	No. in DB at end of Year
1998-9	520	359	879	NA
1999-0	603	428	1031	NA
2000-1	602	372	974	NA
2001-2	308	460	768	NA
2002-3	916	632	1548	1193
2003-4	670	649	1319	1549
2004-5	987	425	1412	2215
2005-2006*	690	190	880	2760

\*July 1 2005 to June 1 2006.

Beginning in 1997, the Regional Rideshare Program was initiated to provide a central repository of information for commuters in and coming to the Salem-Keizer area. Services provided by the program include matching prospective carpool riders with drivers, listing the vanpools and commuter buses that service the area, and signing on businesses to provide transit passes and other incentives to their employees for commuting via a mode other than driving alone. The numbers in **Table B-5** represent carpool applicants that used the program to find a ride or rider, and do not represent actual formed carpools. It likely understates the number of people carpooling, as it is not necessary to register a carpool. As an incentive to encourage carpools, the city of Salem provides 328 on-street parking spaces for carpools and six spaces for vanpools. The Regional Rideshare Program tracks twenty-six vanpools and two commuter buses. These carry an average of 450 passengers per day. For those that commute via a van or bus pool, the average daily round trip distance is 82 miles. For those that commute via a shared ride or carpool, the average daily round trip distance is 42 miles

In the Salem-Keizer urban area, twelve park-and-ride lots provide approximately 675 parking spaces. Salem-Keizer Transit District express buses serve three of the park-and-ride sites (Wallace Road, Market Street, and South Commercial), linking them with the employment areas in the downtown and Capitol Mall area. Four additional park-and-ride lots are located outside of the metropolitan area, with one of the lots served by a CARTS route. These lots can hold approximately 144 vehicles. During a recent count, the park-and-ride lots in the urbanized area had 304 cars, while 30 vehicles were parked at the rural lots. The location of these park-and-ride lots is listed in **Table 13-2** and shown on **Map 13-1**.

## Bicycle

**Table B-6**  
**Bike Locker Rentals**

Year	Rented	Total
1997	7	26
1998	11	26
1999	13	26
2000	17	26
2001	15	26
2002	15	30
2003*	13	32
2004*	12	32
2005*	13	32
2006 half	19	32

\*October 2003 till October 2005: Six lockers unrentable due to construction at Chemeketa Parkade.

Note: Four lockers located at the Olinger Pool are available for staff use only.

Since the adoption of the 1996 RTSP, 26 bicycle lockers and at least 109 bike racks have been installed in downtown Salem. Bike lockers provide commuting cyclists with a secure location to park their bikes and other equipment while they are downtown (**Table B-6**). These lockers are rented for a nominal fee through the Regional Rideshare Program. Bike lockers and racks

are one part of a system to encourage people to bicycle to work or the store. Safe and convenient routes are also necessary. When built out, the regional bicycle system will be composed of 174 miles of bike lanes, bike routes, and off-road bike paths linking the regional employment and shopping areas with the residential areas. Progress on completing the bike system is being steadily made as roads are built or modified to include bike lanes on arterials and collectors that are part of the regional road network. Currently, SKATS has no means of ascertaining the usage of the existing bike lanes and bike racks, nor to track the installation of bike racks outside of downtown Salem. The travel demand model provides the only estimates and forecasts of bicycle usage in the area.

**Table B-7**  
**Bikes on Buses**

<b>Year / Season</b>	<b>Average Bikes</b>
1994 Summer	18
1995 Winter	11
1995 Summer	25
1996 Winter	19
1996 Summer	32
1997 Winter	46
1997 Summer	66
1998 Winter	49
1998 Summer	79

In 1994, Salem-Keizer Transit District (Cherriots) began installing bike racks on their buses. Racks on buses allow travelers to bicycle to a bus stop, travel a longer distance via bus, and then be able to bike to their destination, or have the bike available during the day. Use of this feature has increased over the years as more people became aware of the program and more of bus fleet has been outfitted with the racks (**Table B-7**). Data for years after 1998 is not available due to limitations in the fare boxes used on the buses.

## Automobile

**Table B-8**  
**Traffic on Willamette River Bridges**

Year	Average Daily		Growth Rate	
	Traffic	Growth Rate	Growth Rate	
1981	44,898		1981-1985	
1982	45,250	0.8%	1985-1990	4.1%
1983	46,500	2.8%	1990-1995	3.8%
1984	47,250	1.6%	1995-2000	3.0%
1985	47,658	0.9%	2000-2005	1.4%
1986	51,486	8.0%		
1987	54,790	6.4%		
1988	57,375	4.7%		
1989	58,003	1.1%		
1990	61,280	5.6%		
1991	62,634	2.2%		
1992	65,976	5.3%		
1993	68,179	3.3%		
1994	70,590	3.5%		
1995	73,509	4.1%		
1996	75,605	2.9%		
1997	78,016	3.2%		
1998	79,677	2.1%		
1999	81,402	2.2%		
2000	80,956	-0.5%		
2001	82,600	2.0%		
2002	84,900	2.8%		
2003	85,000	0.1%		
2004	84,212	-0.7%		
2005	86,727	3.0%		

One of the measures of automobile usage in the Salem-Keizer area is the travel over the Willamette River bridges. The bridges link not only the two parts of Salem but also provide a route between the coast and Polk and Yamhill county communities with the eastern side of the valley and the Cascades. Travel on the bridges had been increasing until 2000, when the automatic traffic counters recorded a slight decrease. As can be seen in **Table B-8** above, the average annual growth rate for travel over bridges peaked in 1986 and has ranged from two percent to five percent since 1990.

**Table B-9**  
**Survey Results: 1994-1995 Daily Trip Percent by Mode and Purpose**

	Home-Work	Home-Other	Home-Rec.	Home-Shop	NonHomeWork	NonHomeOther
Drive Alone	72.3	35.4	31.0	43.6	68.8	32.9
Drive w/ Rider	11.4	25.8	15.8	21.2	6.8	28.6
Passenger in Car	7.1	30.7	37.7	27.2	9.2	30.7
Bus	4.6	0.7	1.0	2.2	0.6	0.04
Bike	1.6	1.1	2.1	0.7	0.4	0.2
Walk	3.0	6.3	12.4	5.1	14.2	7.6
Total	100.0	100.0	100.0	100.0	100.0	100.0

The results from the 1994-1995 Household Activity Survey are shown in **Table B-9**. During a two-day period, 1,520 households were asked to record any activity performed by any member of the household that lasted more than 30 minutes. The results show that the majority of trips taken by the survey respondents, regardless of purpose, were via private vehicles and usually were drive-alone trips.

**Table B-10**  
**2000 Mode Choice by Time of Day**

	AM Peak		PM Peak		Daily	
Drive Alone	39,226	58.8%	41,843	50.4%	381,747	47.2%
Drive w/ Passenger	12,382	18.6%	15,518	18.7%	159,920	19.8%
Passenger in Car	8,058	12.1%	17,516	21.1%	186,047	23.0%
Transit	3,912	5.9%	1,680	2.0%	15,028	1.9%
Bike	457	0.7%	698	0.8%	6,534	0.8%
Walk	2,635	4.0%	5,698	6.9%	59,528	7.4%

The A.M. peak hour (7-8:00 A.M.) represents the classic home-to-work trip. The majority of these trips are carried out via the automobile, with drive alone as the dominant mode. The P.M. peak has a wider variety of trip purposes, from work to home, shopping, and recreational trips. The SKATS travel demand model is derived from the household survey. This tool, along with assumptions on anticipated land use, as well population and employment figures, provides SKATS with a method to estimate travel patterns in the future. Results from this model are presented in **Table B-10**. For weekdays, the percent of trips by purpose for the peak periods and daily is shown in **Table B-11** below. This shows that work trips make up 16.5 percent of the total trips in the A.M. peak period. This data is derived from the 1994-1995 Household Activity Survey. Note that while the percentage of school and university trips is high in the A.M. period, the total number of trips for these two purposes is still less than the number of work trips.

**Table B-11**  
**Percent of Home Based Trips by Time Period**

	AM	PM	Daily
Work	16.48	14.3	17.7
Shop	0.69	10.4	12.6
Recreation	2.59	9.35	16.9
Other	3.76	9.79	17.7
School	19.49	2.71	11.8
University	11.05	7.18	1
Percent of Daily	6.77	9.51	

The journey to work, and the congestion usually associated with the morning and evening commute hours, has typically been one of the leading factors driving the expansion of the road network and the provision of transit service. In **Table B-12** below, you can see that the percentage of home-to-work trips that are made by the private vehicle has increased since 1980.

**Table B-12**  
**Travel to Work**

	Census Results				Model
	1970	1980	1990	2000	2000
Drive Alone	75	65.9	73.3	73.8	75.4
Carpool	10	19.5	15.2	14.6	18
Motorcycle	N/A	0.9	0.3	0.1	n.a.
Bus	2	3	1.4	1.9	3.7
Bike	N/A	1.1	0.8	0.7	1.1
Walk	9	5.8	4	3.3	1.8
Work at home	N/A	3.1	4.2	4.9	n.a.
Other	4	0.7	0.8	0.6	n.a.

Also presented in the table are SKATS travel demand model results for the year 2000. This model is calibrated to the 1994-1995 Salem-Keizer Household Activity Survey data. There is a caveat to keep in mind when comparing data from the Census with survey and model results. First, the data for the survey and the model represent internal trips only; that is, trips that begin and end within the Salem-Keizer urban area. Extensive analysis of data from the survey revealed that the majority of carpools are composed of family members going to two employment locations. Nationwide trends based on the 2000 U.S. Census show that carpool use decreased from 13 percent in 1990 to 11.4 percent in 2000.

