LANE TRANSIT SPECIAL-PURPOSE DISTRICT OF OREGON (LTD)
STRATEGIC PLANNING COMMITTEE MEETING AGENDA

Thursday, January 15, 2026, 12:30 p.m.
Next Stop Center | Eugene Station
1099 Olive St., Eugene, OR 97401

LTD Public meetings are also available via web video stream. Anyone can access the broadcast live or view archived meetings at https://govhub.ompnetwork.org/

The Strategic Planning Committee provides the LTD Board of Directors with independent advice and recommendations on strategic planning issues related to advancing the goals of the Long-Range Mobility Plan, including, but not limited to, developing the Frequent Transit Network, making better connections, reducing trip and waiting times, bridging the first and last mile, creating safer ways to access service, and optimizing solutions for urban and rural areas.

Representing	Members
Springfield City Councilor	Beth Blackwell
City of Eugene	Mayor Kaarin Knudson
Lane County Commissioner	Heather Buch
LTD Board Member	Gino Grimaldi
LTD Board Member	Kelly Sutherland
Better Eugene-Springfield Transportation	Rob Zako
United Way	Alma Hesus (Chair)
City of Eugene Chambers	Tiffany Edwards (Vice Chair)
Oregon Department of Transportation	Bill Johnston
Labor Relations Representative	Claire Syrett
Student	Scooter Milne
St. Vincent De Paul	Jack Boisen
University of Oregon	Paul Comery
4J School District	Sarah Mazze
Student	Peter Simmeth

Public Comment:
Public comment occurs at the beginning of each meeting. In-person sign-up is available on the day of the meeting in the Boardroom. Attendees can participate virtually via Zoom. To join virtually, follow the link provided on LTD's Events Calendar on the day of the meeting at https://www.ltd.org/events-calendar/. In order to provide public comment, participants should use the "Raise Hand" feature on Zoom. For phone participants, press *9. Speakers will be called by name when it's their turn. Individual comments are generally limited to three minutes; however, the presiding Board officer will determine the final time limits based on the number of speakers and the time available.

For those unable to attend in person or virtually but who wish to submit written testimony, email clerk@ltd.org. Comments must be received by noon on the day prior to the meeting.

STRATEGIC PLANNING COMMITTEE:	**TIME:**
1. **CALL TO ORDER & ROLL CALL**: Alma Hesus (Chair), Tiffany Edwards (Vice Chair), Vidal Frances, Greg Evans, Beth Blackwell, Heather Buch, Claire Syrett, Gino Grimaldi, Rob Zako, Scooter Milne, Jack Boisen, Paul Comery, Sarah Mazze, Peter Simmeth	**12:30-12:35**
2. **PUBLIC COMMENT**	**12:35-12:40**
3. **STAFF UPDATES**	**12:40-12:45**
4. **AGENDA ITEMS**	
➢ ODOT Capital Investment Plan (CIP) Development	**12:45-1:10**
➢ Americans with Disabilities (ADA) Bus Stop Assessment	**1:10-1:30**
➢ Transportation Network Company (TNC) Program Pilot	**1:30-1:45**
➢ Audible Announcements Pilot	**1:45-2:00**
5. **ADJOURN**	**2:00**

The facility used for this meeting is accessible for those using mobility devices. To request a reasonable accommodation or interpreter, including alternative formats of printed materials, please contact LTD's Administration office no later than 48 hours prior to the meeting at 541-682-5555 (voice) or 7-1-1 (TTY through Oregon Relay).

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Bill Johnston, Area 5 Planner, Oregon Department of Transportation

Prepared By: Dave Roth, Director of Mobility Planning and Policy

AIS Title: Oregon Department of Transportation (ODOT) Capital Investment Plan (CIP)

Action: Discussion and Feedback

Agenda Item Summary: The Oregon Department of Transportation (ODOT) is implementing a new process for developing the Statewide Transportation Improvement Program (STIP). This presentation will describe ODOT's Capital Investment Plan (CIP) document, and the process by which the agency will seek input on plan development.

STIP is ODOT's four-year CIP. The plan is updated every three years. (The first year of a new STIP overlaps with the last year of the previous STIP.)

The CIP is a new document ODOT is developing to supplement the STIP. It provides a more strategic assessment of both short and long-term (10-year) investment needs.

ODOT will update the CIP annually. The Oregon Transportation Commission (OTC) will select projects from the CIP to fund. The selected projects will be included in the STIP and advanced for final design and construction.

Attachments:

(1) ODOT CIP Presentation

I certify that my Department Chief has reviewed and approved this AIS: ☒

Oregon Department of Transportation

Informing the Capital Investment Plan

Amanda Pietz, Policy, Data, and Analysis Division Administrator

December 10, 2025

Lane Area Commission on Transportation

How will the CIP be developed?

Estimate Funding

Over CIP timeframe estimate total expected:

- Federal funds
- State funds

ID Investment Ideas

From:

- Asset Data
- Plans and Studies
- Area Commission on Transportation Lists

Screen through Criteria

Technical:

Screen for quality projects considering needs, feasibility, impact, strategy, merit and long-term operations and maintenance unique to each type of project (e.g. bridge vs bike)

Policy:

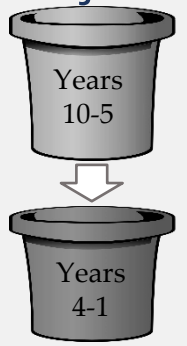
Weight goals to screen for projects that advance specific outcomes such as safety, state of good repair, etc. and achieve co-benefits

Review and Finalize List

Harmonize/Iterate:

- Consider balance for urban and rural, people and freight, and multimodal investments, etc.
- Combine and leverage
- Consider risks

Sequence Projects

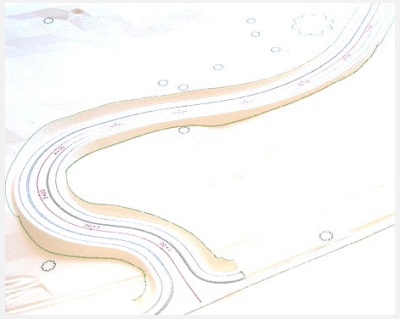


Determine broad timing based on:

- Understanding of risks
- Readiness
- Urgency
- Available funding

How will the CIP be implemented?

Develop Projects in the CIP



Scoping and planning-level design based on size and complexity

- Perform alternatives analysis
- Utility, RR and agency coordination
- Develop delivery concepts
- Determine phasing
- Assess cost and schedule risks (consider market conditions, constructability, permitting, support, etc.)

Manage Portfolio

Modify sequencing of projects based on:

- Cost risk assessment
- Urgency
- Available funding

Delay or Drop Projects (as needed)

Establish and use criteria to determine if projects are not feasible and drop off CIP or are delayed

Fund Projects

Program projects in STIP and budget

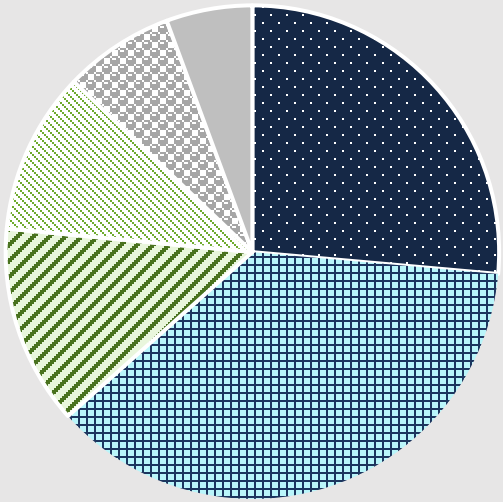
- Add projects once risk criteria are met
- Phase projects
- Manage cash flow

Deliver Projects

- Contract
- Manage to scope, schedule and budget
- Conduct quarterly project reviews
- Process STIP amendments if needed

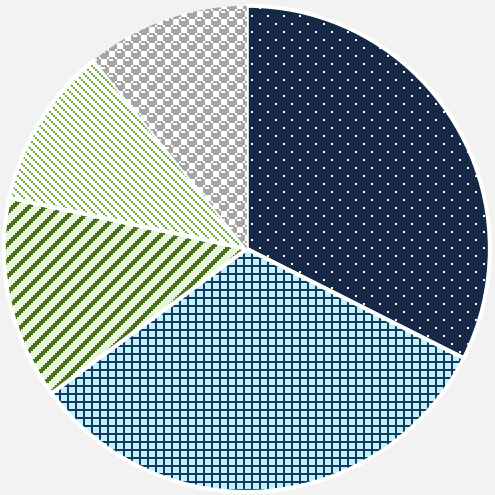
Sample Scenarios: Discussion

ACT and Modal Committee Feedback



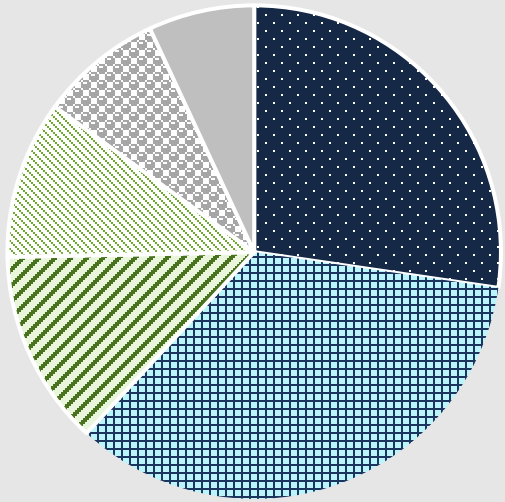
Scenario A

OTC Member Feedback



Scenario B

Combined

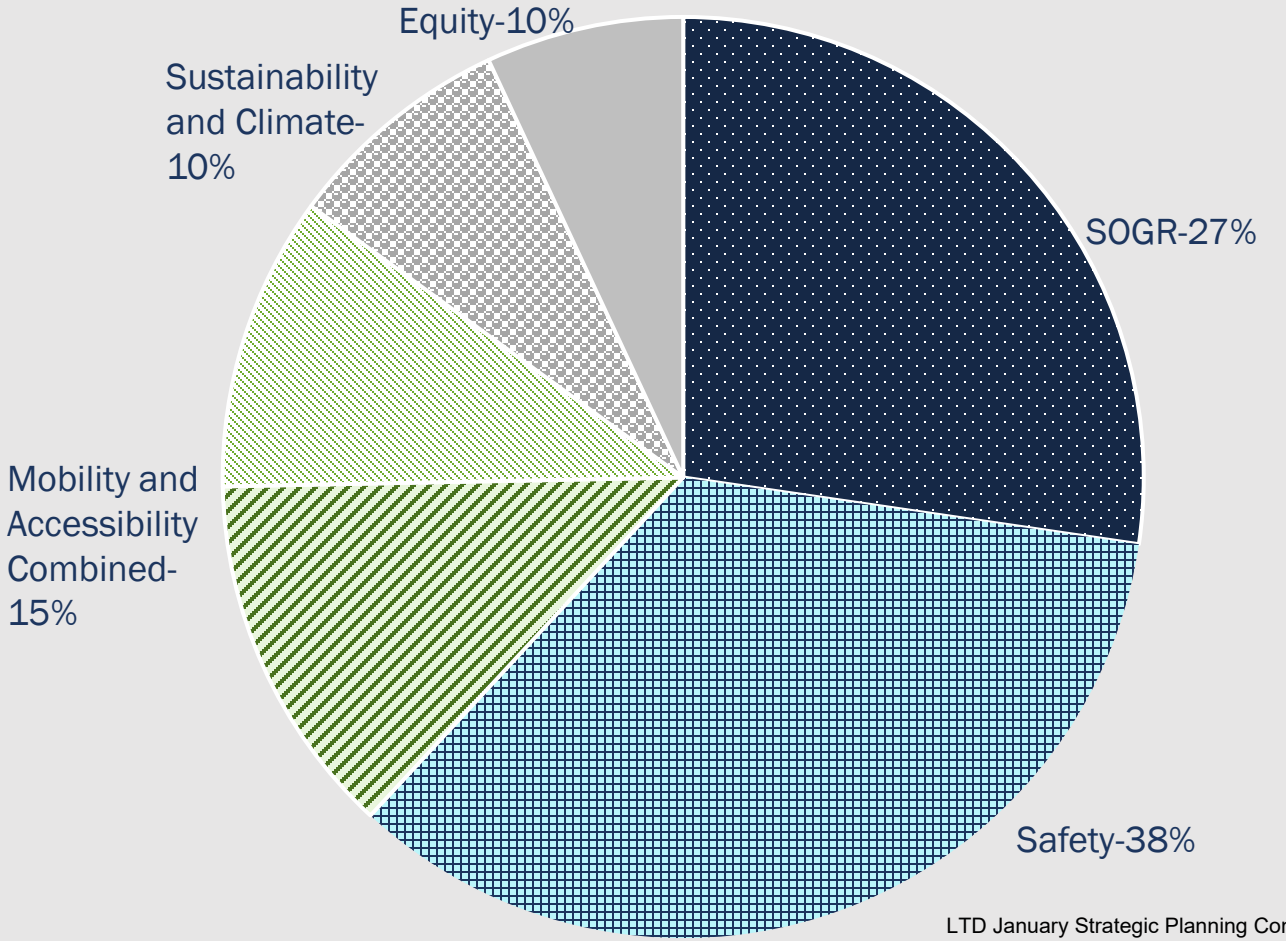


Scenario C

Goals

- Stewardship / SOGR
  - Maintains asset lifecycle
  - Maintains infrastructure
  - Improves resilience (seismic & climate)
- Safety
  - Reduces fatalities and serious injuries
  - Implements crash reduction strategies
- Mobility
  - Travel time improvements
  - Improved reliability
- Accessibility
  - Completes a critical connection
  - Improves multimodal access
  - Supports moving people of all abilities
- Sustainability and Climate
  - Transitions to cleaner vehicles and fuels
  - Reduces VMT
  - Increase low and no emission modes
- Equity
  - Expand access to essential services

Final Preferred Scenario Capital Investment Plan Policy Goal Weights



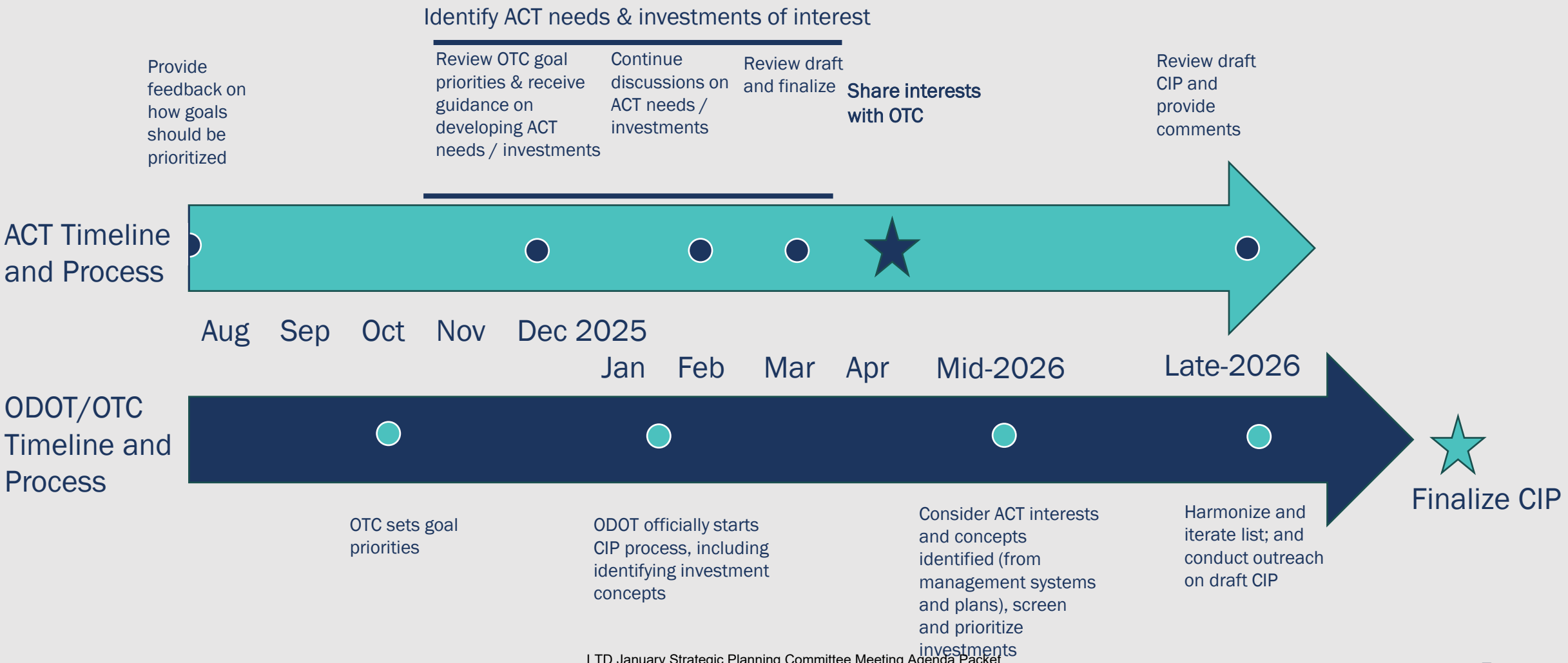
Goals

- Stewardship / SOGR
  - Maintains asset lifecycle
  - Maintains infrastructure
  - Improves resilience (seismic & climate)
- Safety
  - Reduces fatalities and serious injuries
  - Implements crash reduction strategies
- Mobility
  - Travel time improvements
  - Improved reliability
- Accessibility
  - Completes a critical connection
  - Improves multimodal access
  - Supports moving people of all abilities
- Sustainability and Climate
  - Transitions to cleaner vehicles and fuels
  - Reduces VMT
  - Increase low and no emission modes
- Equity
  - Expand access to essential services

ACT Role in the CIP

- Inform CIP development
  - ✓ Make recommendations for the prioritization and weighting of goals (e.g. State of Good Repair, Safety, Mobility) that will be used to help screen investments
    - ✓ Recommendations shared with OTC and used in their final decision
    - Update every 3-5 years
  - Identify needs and investment opportunities that are high-interest to the ACT
    - Sent to OTC and ODOT to consider for inclusion in the CIP (is not a guarantee of funding)
    - ACTs to update every 2 years
- Comment on draft CIP

Timeline and Process



Identify Needs and Investments of Interest

Per ACT Guidance document:

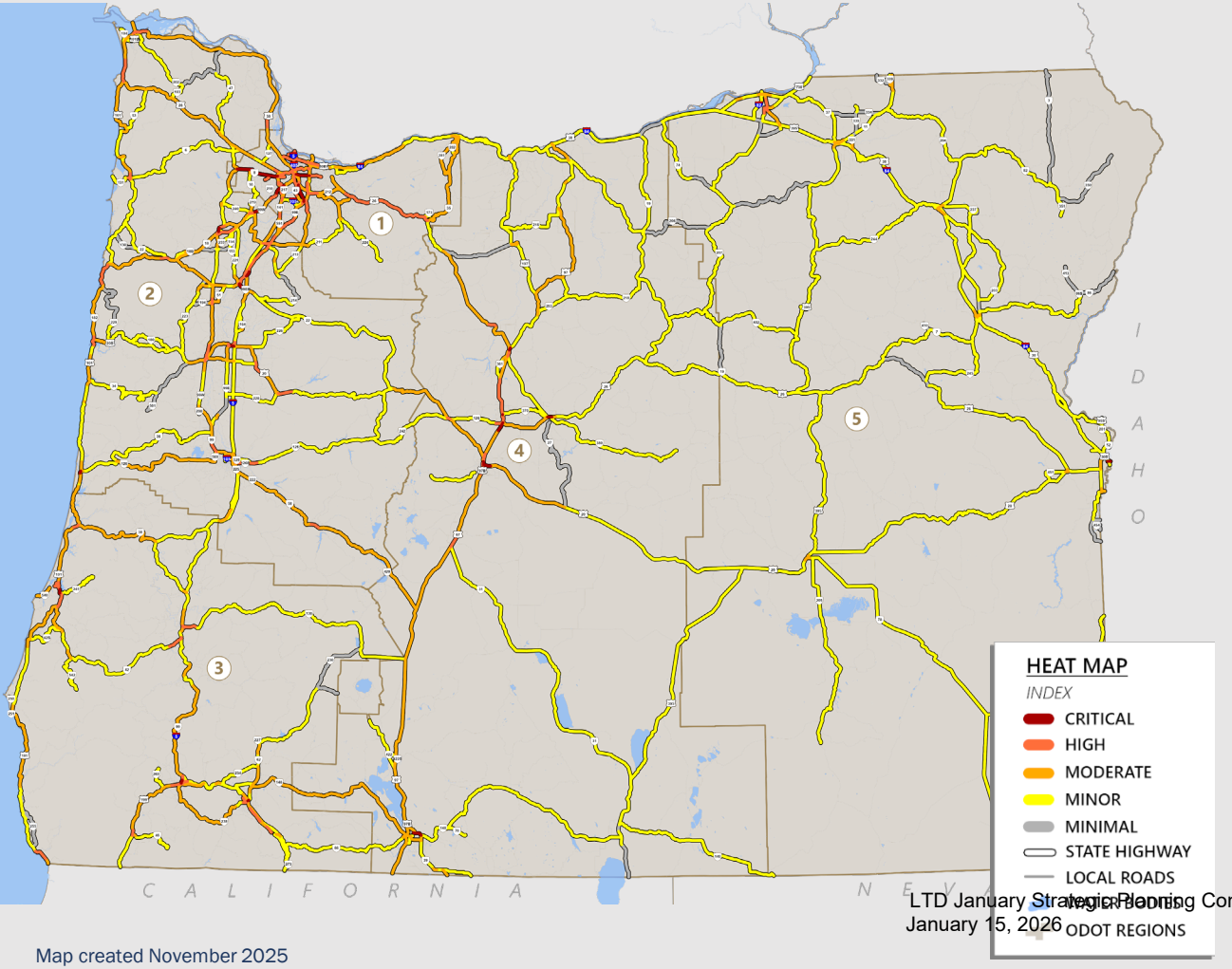
- ODOT staff will share heat maps and facilitate discussion on significant potential investments needs and/or opportunities for years 5-10 of the CIP
- Identify the top 3-5 needs and investments of highest interest to the ACT, considering:
  - Reasonableness: an engineering solution is possible and affordable
  - Urgency: there is an immediate and clear need for the investment
  - Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
  - Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)
- Identify other needs and investments of interest on the state system (no more than 10), using same considerations
- Refine initial list with ODOT Region support
- Submit to OTC in April/May 2026

Investment Opportunities: Significant Data-Driven Needs

There are significant asset needs within each ACT boundary that are identified through management systems and data. These regional asset needs will be one of the main inputs into the CIP. With projected funding levels, we know that we these assets will not be funded to the levels they need.

- Bridge
- Pavement
- Signals
- Culverts
- Safety
- Multi-modal

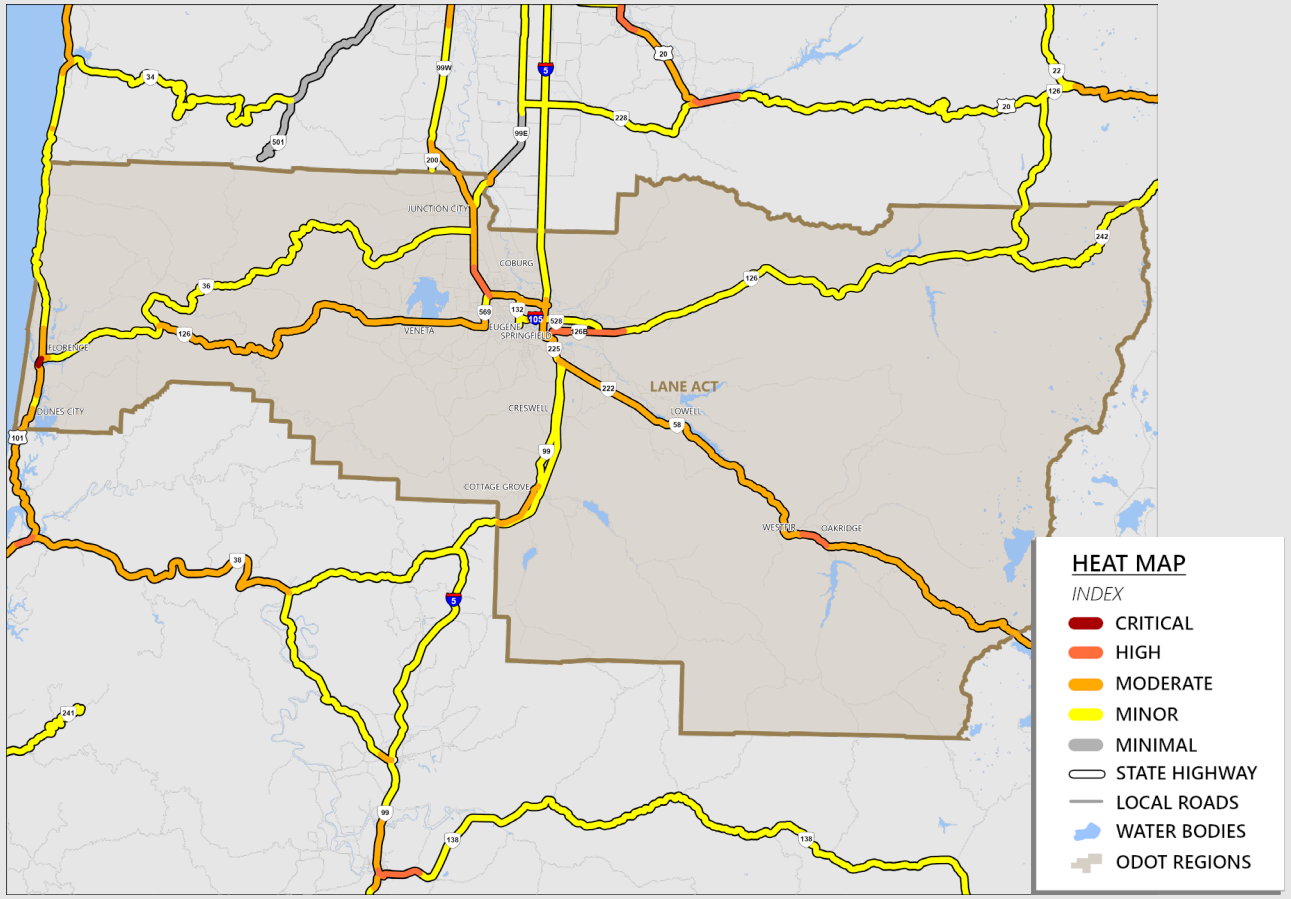
Example of Sharing Investment Opportunities: Heat Maps



Map created November 2025

- Heat maps show where the top safety needs intersect with the top biking and walking needs, and/or asset needs, and more
- ODOT staff has shared heat maps in the past
  - These are updated using OTC priority weights
- Heat maps identify where high priority needs overlap, as indicated by the most recently available data. They do not identify solutions, projects, nor represent investment priorities.
- Areas with heat may not always be the most optimal place for investment.

Identify Top 3-5 Priority Investments



*Investments recently completed or underway may not be reflected on this map.

Identify top 3-5 priority investments, considering:

- Reasonableness: an engineering solution is possible and affordable
- Urgency: there is an immediate and clear need for the investment
- Regional and statewide benefit(s): the investment would have clear benefits that are evident within the ACT and beyond
- Alignment with OTC investment priorities: investment ties directly to the outcomes (e.g. safety, state of good repair, etc.)

Investment Opportunities: Other Significant Investment Needs

Outside of the top priorities, we know there are other investment concepts that are likely to have regional significance and could be considered.

For large-scale and corridor-wide investments, it may be appropriate to identify scaling opportunities and local contributions.

Example:

Top Priority Investments

	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information
1	Bridge Project	Improvements to coastal bridge.	High	This bridge has a rough deck and there are concerns about joint stability.	This bridge provides access to critical resources for all residents within the region.	Mobility Safety State of Good Repair	Improving this bridge aligns with all OTC priorities.	Federal grant opportunity may be available.
2	Road Safety Upgrades	Include increased safety markings to reduce collisions in the area.	Medium	This project is needed soon, as there are indications of wear and tear on signs, markers and striping.	This project will enhance safety on roadays throughout XXX County. Improving various stretches of road with warning signs, delineation and striping.	Safety State of Good Repair	This is a safety focused investment that also addresses keeping signs and markers in good repair.	This project has the full support of local agencies.
3	Mobility Upgrades	This project will develop transit and bicycle/pedestrian upgrades on a 10 mile stretch of road.	Medium	Demands on this stretch of roadway are increasing and improves to multimodal options are needed.	These upgrades improve traveling conditions for everyone in the region, whether you ride, drive, walk or roll.	Mobility	This project will provide better facilities and support multiple travel options.	This project could be combined with a sidewalk improvement project that is already a regional priority.
4	HWY XXX Corridor Improvements	This corridor upgrade includes new signage, striping, lighting and drainage for flood control.	Medium	Area has seen increased serious injury crashes in recent years, across different modes. Area also experiences significant flooding.	HWY XXX has regional significance as a main street through XXX community, upgrades are needed to ensure safety for all users.	Safety	This is an investment that focuses on safety for multiple user groups and aligns directly with OTC safety priority.	Local agency is willing to contribute towards the cost of this improvement effort up to 10%.
5								

Other Priority Investments

(List projects here that are reasonably likely, not in any prioritized order)

	Name	Description	Urgency (select from drop down and describe)		Regional Significance (describe)	OTC Priorities (select from drop down and describe)		Other Information

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Dave Roth, Director of Mobility Planning and Policy

AIS Title: Fixed Route Bus Stop ADA Assessment

Prepared By: Randi Staudinger, Facilities Project Manager

Action: Discussion and Feedback

Agenda Item Summary: Lane Transit District (LTD) is conducting a comprehensive Americans with Disabilities Act (ADA) assessment of all fixed route bus stops to identify accessibility barriers, prioritize improvements, and support the agency's long-term strategy for equitable and compliant transit infrastructure. This agenda item is an update on the assessment goals, scope of work, and project schedule. The briefing supports the Strategic Planning Committee's role in ensuring LTD's facilities, infrastructure, and capital planning efforts align with the agency's long-term accessibility, equity, and service quality goals. LTD initiated the Fixed Route Bus Stop ADA Assessment Project to evaluate all fixed-route bus stops for compliance with the ADA and the U.S. Access Board's accessibility guidelines. This project will provide LTD with a consistent, Geographic Information System-based inventory, compliance ratings, recommended improvements, cost estimates, and prioritization criteria to guide capital programming and future stop upgrades.

This work is foundational for LTD's long-range planning, corridor redesign efforts, and federal compliance expectations. LTD has hired Kimley-Horn as the consultant to partner with on this assessment. A presentation will be provided by LTD staff.

Attachments:

(1) Fixed Route Bus Stop ADA Assessment PowerPoint

I certify that my Department Chief has reviewed and approved this AIS: ☒

SPC Meeting – Fixed Route Bus Stop ADA Assessment

January 15, 2026

Fixed Route Bus Stop ADA Assessment - Agenda

- **Goals and Objectives**
- **Scope of Work**
- **Project Schedule**
- **Questions and Comments**

Goals & Objectives

Conduct a comprehensive ADA assessment of LTD's fixed route bus stops and shelters

- Detailed evaluation of each bus stop's compliance with ADA regulations
  - Verify existing amenities at each stop
  - Conditions assessment at each stop
- Identification of necessary improvements for non-compliant stops
- Develop design/construction cost estimates to bring non-compliant stops into compliance
- Prepare a prioritized implementation plan

Scope of Work

Task 1 Data Collection and Accessibility Assessment of Existing Conditions

Task 2 Fixed Route Bus Stop Assessment and Implementation Plan

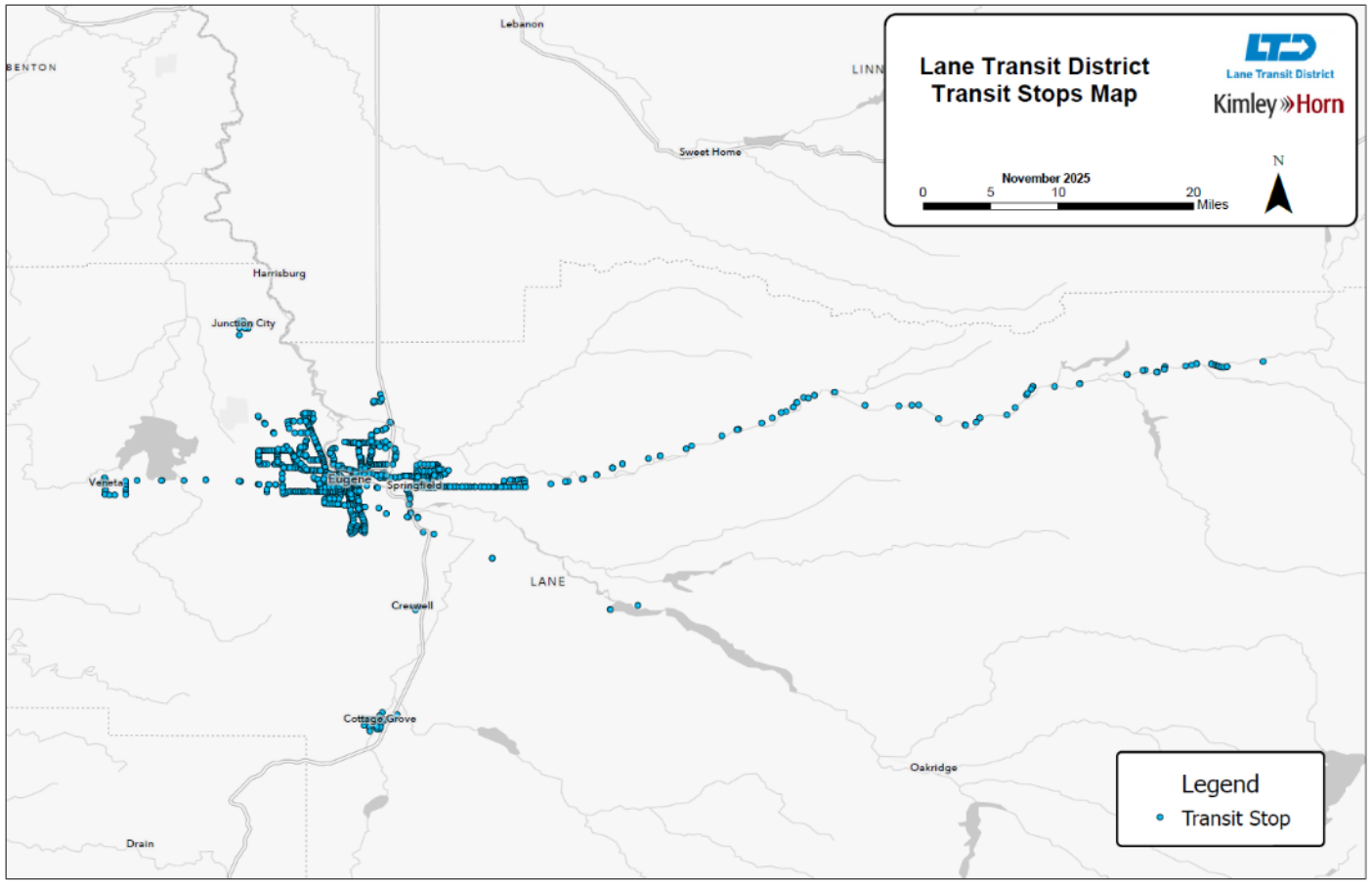
Task 3 Final Plan Report

Scope of Work: Task 1 Data Collection

Facility Inventory and Data Dictionary Refinement

All fixed route bus stop locations and attribute data dictionary identified in LTD's GIS database

Finalize inventory and data dictionary before conducting the condition assessment and evaluation of ADA compliance



Scope of Work: Task 1 Data Collection

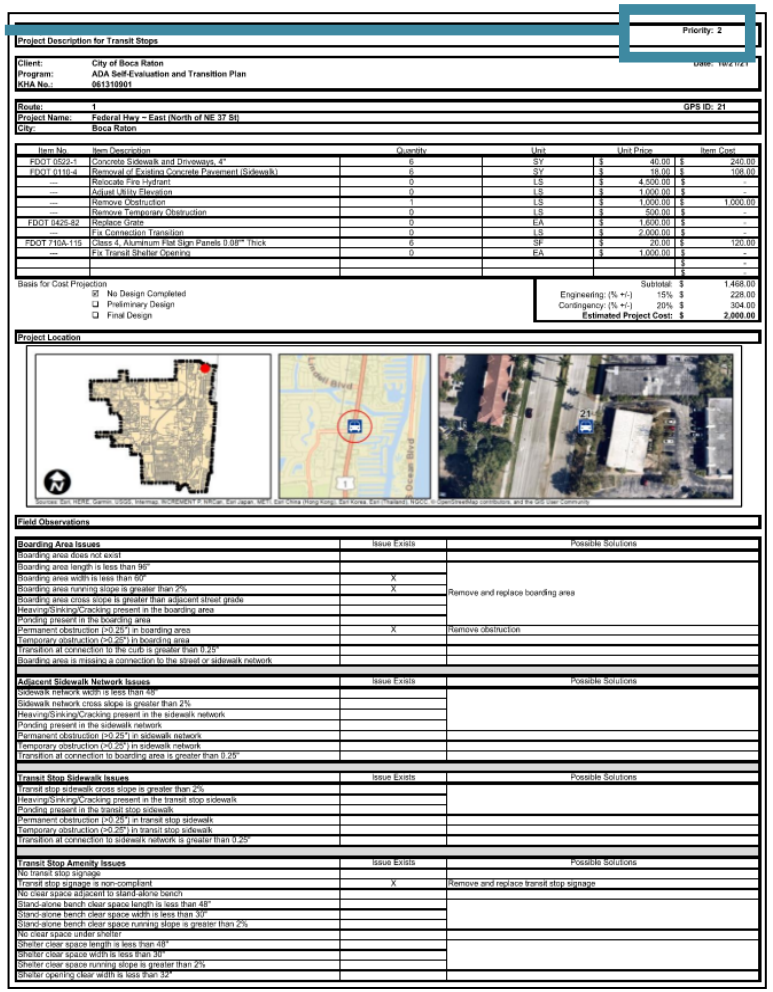
Sample Bus Stop and Shelter Assessment Summary

Priority

Cost Estimate

Location

Compliance Summary



Project Description for Transit Stops — Priority: 2

Client: City of Boca Raton
Program: ADA Self-Evaluation and Transition Plan
KHA No.: 061310901

Route: 1 — GPS ID: 21
Project Name: Federal Hwy – East (North of NE 37 St)
City: Boca Raton

Item No	Item Description	Quantity	Unit	Unit Price	Item Cost
FDOT 0522-1	Concrete Sidewalk and Driveways, 4"	6	SY	$ 40.00	$ 240.00
FDOT 0110-4	Removal of Existing Concrete Pavement (Sidewalk)	6	SY	$ 18.00	$ 108.00
---	Relocate Fire Hydrant	0	LS	$ 4,500.00	$ -
---	Adjust Utility Elevation	0	LS	$ 1,000.00	$ -
---	Remove Obstruction	1	LS	$ 1,000.00	$ 1,000.00
---	Remove Temporary Obstruction	0	LS	$ 500.00	$ -
FDOT 0425-82	Replace Grate	0	EA	$ 1,600.00	$ -
---	Fix Connection Transition	0	LS	$ 2,000.00	$ -
FDOT 710A-115	Class 4, Aluminum Flat Sign Panels 0.08"" Thick	6	SF	$ 20.00	$ 120.00
---	Fix Transit Shelter Opening	0	EA	$ 1,000.00	$ -
					$ -
					$ -

Basis for Cost Projection
☑ No Design Completed
☐ Preliminary Design
☐ Final Design

Subtotal: $ 1,468.00
Engineering: (% +/-) 15% $ 228.00
Contingency: (% +/-) 20% $ 304.00
Estimated Project Cost: $ 2,000.00

Project Location

Field Observations

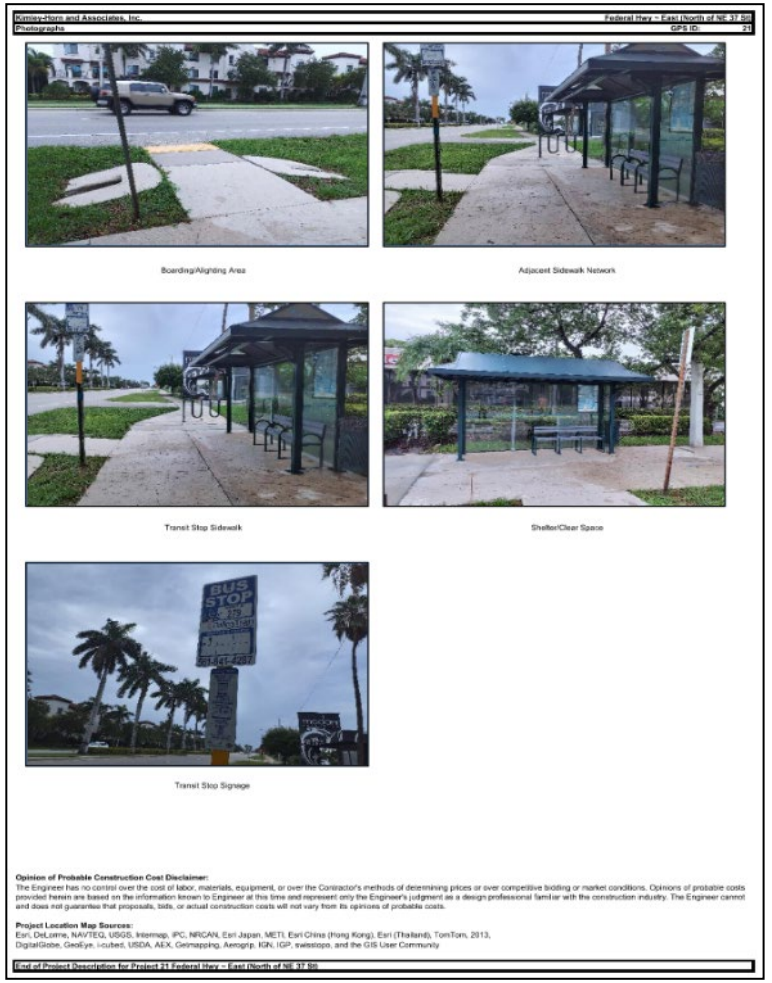
Boarding Area Issues	Issue Exists	Possible Solutions
Boarding area does not exist		
Boarding area length is less than 96"		
Boarding area width is less than 60"	X	Remove and replace boarding area
Boarding area running slope is greater than 2%	X	
Boarding area cross slope is greater than adjacent street grade		
Heaving/Sinking/Cracking present in the boarding area		
Ponding present in the boarding area		
Permanent obstruction (>0.25") in boarding area	X	Remove obstruction
Temporary obstruction (>0.25") in boarding area		
Transition at connection to the curb is greater than 0.25"		
Boarding area is missing a connection to the street or sidewalk network		

Adjacent Sidewalk Network Issues	Issue Exists	Possible Solutions
Sidewalk network width is less than 48"		
Sidewalk network cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the sidewalk network		
Ponding present in the sidewalk network		
Permanent obstruction (>0.25") in sidewalk network		
Temporary obstruction (>0.25") in sidewalk network		
Transition at connection to boarding area is greater than 0.25"		

Transit Stop Sidewalk Issues	Issue Exists	Possible Solutions
Transit stop sidewalk cross slope is greater than 2%		
Heaving/Sinking/Cracking present in the transit stop sidewalk		
Ponding present in the transit stop sidewalk		
Permanent obstruction (>0.25") in transit stop sidewalk		
Temporary obstruction (>0.25") in transit stop sidewalk		
Transition at connection to sidewalk network is greater than 0.25"		

Transit Stop Amenity Issues	Issue Exists	Possible Solutions
No transit stop signage		
Transit stop signage is non-compliant	X	Remove and replace transit stop signage
No clear space adjacent to stand-alone bench		
Stand-alone bench clear space length is less than 48"		
Stand-alone bench clear space width is less than 30"		
Stand-alone bench clear space running slope is greater than 2%		
No clear space under shelter		
Shelter clear space length is less than 48"		
Shelter clear space width is less than 36"		
Shelter clear space running slope is greater than 2%		
Shelter opening clear width is less than 32"		

Photolog



Kimley-Horn and Associates, Inc. — Federal Hwy – East (North of NE 37 St)
Photographs — GPS ID: 21

Boarding/Alighting Area

Adjacent Sidewalk Network

Transit Stop Sidewalk

Shelter/Clear Space

Transit Stop Signage

Opinion of Probable Construction Cost Disclaimer:
The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

Project Location Map Sources:
Esri, DeLorme, NAVTEQ, USGS, Intermap, IPC, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, 2013, DigitalGlobe, GeoEye, i-cubed, USDA, AEX, Getmapping, Aerogrip, IGN, IGP, swisstopo, and the GIS User Community

End of Project Description for Project 21 Federal Hwy – East (North of NE 37 St)

Scope of Work: Task 2 Assessment & Implementation Plan

Assessment summary

Integrate improvement costs

Prioritize improvements

Develop implementation schedule

Scope of Work: Task 2 Assessment & Implementation Plan

Potential Improvement Prioritization and Evaluation Criteria

Accessibility and Condition Prioritization Factors

- Severity of ADA non-compliance
- Rider requests/complaints
- Visual conditions assessment results

Ranking Factors

- Ridership
- Surrounding land uses
- Population within walking distances
- Proximity to essential services
- Funding availability

Scope of Work: Task 2 Assessment & Implementation Plan

Prioritization Factors for Transit Stops

Priority	Criteria
1 (high)	• No connection from transit stop to adjacent sidewalk • Connections between the boarding and alighting area, transit stop sidewalk, and/or sidewalk network have vertical discontinuities greater than 0.25" • Heaving/sinking/cracking in the boarding and alighting area, transit stop sidewalk, or sidewalk network that connects to the transit stop with level changes greater than 0.25" or gaps greater than 0.5" • Boarding and alighting area does not exist
2	• Boarding and alighting area length less than 48" • Boarding and alighting area width less than 36" • Boarding and alighting area running slope exceeds 5% • Permanent obstruction in boarding and alighting area, transit stop sidewalk, or sidewalk network • Connection to the curb has a vertical discontinuity greater than 0.25" • Clear space width under shelter or adjacent to a stand-alone bench is less than 30"
3	• Sidewalk network connecting to the transit stop is less than 36.0" wide • Sidewalk network or transit stop sidewalk cross slope is over 3.5% • No clear space adjacent to bench under shelter • Clear space cross slope under shelter or adjacent to a stand-alone bench is greater than 3.5% • Clear space running slope under shelter or adjacent to a stand-alone bench is greater than 3.5% • Clear space length under shelter or adjacent to a stand-alone bench is less than 42" • Shelter opening clear width is less than 30"

Scope of Work: Task 2 Assessment & Implementation Plan

Prioritization Factors for Transit Stops

Priority	Criteria
4	• Boarding and alighting area length is 48" – 71.9" • Boarding and alighting area width is 36" – 47.9" • Boarding and alighting area running slope is 3.1% - 5% • Ponding in the boarding and alighting area, transit stop sidewalk, or sidewalk network • Temporary obstruction in boarding and alighting area, transit stop sidewalk, or sidewalk network • Sidewalk network connecting to the transit stop is 36.0" – 41.9" wide • Sidewalk network cross slope is 2.1% to 3.5% • No transit stop signage with route information • Non-compliant transit stop signage (route information only) • No clear space adjacent to stand-alone bench • Clear space cross slope under shelter or adjacent to a stand-alone bench is 2.1% - 3.5% • Clear space running slope under shelter or adjacent to a stand-alone bench is 2.1% - 3.5% • Clear space length under shelter or adjacent to a stand-alone bench is 42" – 45.9" • Shelter opening clear width is 30" – 32"
5 (low)	• Boarding and alighting area length is 72" – 95.9" • Boarding and alighting area width is 48" – 59.9" • Boarding and alighting area running slope is 2.1% – 3.0% • Sidewalk network connecting to the transit stop is 42.0" – 47.9" wide • Clear space length under shelter or adjacent to a stand-alone bench is 46" – 47.9"

Scope of Work: Task 2 Assessment & Implementation Plan

Improvement Prioritization Evaluation Criteria

SPC member input is essential to prioritization process.

Scope of Work: Task 2 Assessment & Implementation Plan

Improvement Prioritization Evaluation Criteria Example: LTD staff will work with consultant to draft criteria for SPC review in March

Stop ID	Stop Name	Total Score	BIPOC pop	Low-income household	Households with no cars	People 65+	People 18 and Under	People with ADA needs	LEP	Justice40	Sidewalk Reliability	Stop Use Regularity	Key Destinations Score	Accessibility Priority Rank	Accessibility Priority Value	Proposed Accessibility Priority Sco	Updated Total Score Including ADA Transition Plan Prioritizati
2307	5700 Cameron/Reinli	26	2	2	2	2	1	2	1	4	2	4	4	High	1	5	31
5783	5324 Cameron/Broadmoor	25	2	2	2	2	1	2	1	4	1	4	4	High	1	5	30
4708	7401 Cameron/Coronado Hills	25	2	2	2	1	2	2	2	4	1	3	4	High	2	4	29
1313	BERKMAN/US 290 NW CORNER	24	2	2	2	1	2	2	2	4	1	2	4	High	1	5	29
5225	North Lamar Bay 1	24	2	2	2	0	2	2	2	4	0	4	4	High	1	5	29
5226	North Lamar Bay 2	24	2	2	2	0	2	2	2	4	0	4	4	High	1	5	29
5227	North Lamar Bay 3	24	2	2	2	0	2	2	2	4	0	4	4	High	1	5	29
2308	5420 CAMERON/CORONA	26	2	2	2	2	1	2	1	4	2	4	4	Medium	4	2	28
1402	BERKMAN/US 290 NE CORNER	24	2	2	2	1	2	2	2	4	1	2	4	High	2	4	28
3127	Northgate/Rundberg	24	2	2	1	0	2	2	2	4	1	4	4	High	2	4	28
5859	North Lamar Station	24	2	2	2	0	2	2	2	4	0	4	4	High	2	4	28
634	3200 Oak Springs/Airport	23	2	2	2	2	1	1	0	4	1	4	4	High	1	5	28
950	6306 RIVERSIDE/MONTOPOLIS	23	1	2	2	2	1	2	1	4	0	4	4	High	1	5	28
1152	8000 GEORGIAN/ANDERSON	23	2	2	1	1	0	2	2	4	1	4	4	High	1	5	28
1229	4801 FREIDRICH/TERI	23	2	2	1	0	2	1	2	4	0	4	4	High	1	5	28
3150	1130 Rundberg/Quail Wood	23	2	2	1	0	2	2	2	4	1	3	4	High	1	5	28
4711	1322 st Johns/Cameron	23	2	2	2	0	1	2	2	4	0	4	4	High	1	5	28
2870	6717 Cameron/Athletic	25	2	2	2	1	2	2	2	4	0	4	4	Medium	4	2	27
3033	1624 Ohlen/Payton Gin	25	2	2	2	0	2	2	2	4	1	4	4	Medium	4	2	27
3125	1649 Ohlen/Research	25	2	2	2	0	2	2	2	4	1	4	4	Medium	4	2	27
3155	9120 Northgate/Rundberg	25	2	2	2	0	2	2	2	4	1	4	4	Medium	4	2	27
5681	1933 Rundberg/West	25	2	2	2	0	2	2	2	4	0	4	4	Medium	4	2	27
5782	6116 Cameron/Glencrest	25	2	2	2	0	2	2	2	4	1	4	4	Medium	4	2	27
6346	1423 st Johns/Cameron	25	2	2	2	1	2	2	2	4	0	4	4	Medium	4	2	27
944	618 VARGAS/PONCA	23	1	2	2	2	1	2	1	4	1	3	4	High	2	4	27

Scope of Work: Task 2 Assessment & Implementation Plan

Implementation Plan

- Prioritized list of specific bus stop components targeted for ADA improvements
- Includes total project cost estimates (design, survey, construction, potential ROW acquisition, etc.)
- Implementation schedule
- Coordination with other City planned projects

Scope of Work: Task 3 Final Report

- Methodology, findings, recommendations, and implementation plan in report format

Project Schedule

Task	2025		2026						
	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL
Task 1: Project Management									
Project Kick-Off Workshop									
Task 2: Data Collection and Accessibility Assessment of Existing Conditions									
Data Collection									
Inventory									
Task 3: Fixed Route Bus Stop Assessment and Implementation Plan									
Task 4: Final Plan Report + Presentation									
Draft Project Report									
Presentation to LTD Project Team									
Final Project Report									

Next Steps

- March 2026: LTD Staff to engage with SPC regarding Draft Improvement Prioritization Evaluation Criteria for feedback

- Following completion of the final report, staff will engage with a design team to begin design work for stop improvements based on the implementation plan. Construction efforts to follow.

Questions and Comments

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Dave Roth, Director of Mobility Planning and Policy

AIS Title: Transportation Network Company Program Pilot

Prepared By: Bret Smith, Senior Service Planner

Action: Discussion and Feedback

Agenda Item Summary
Lane Transit District (LTD) staff are updating the Strategic Planning Committee on a proposed pilot program designed to address mobility gaps within the Eugene-Springfield metropolitan area not currently served by fixed route transit.

The pilot seeks to:

- Improve access to the broader regional transportation network.
- Prioritize mobility solutions for transportation-disadvantaged populations within former LTD fixed route service areas as identified in the 2024 System Review Final Recommendations.
- Gather feedback directly from affected neighborhoods to inform future mobility strategies.

Background
In 2024, LTD engaged a consultant team led by Nelson\Nygaard to conduct a comprehensive System Review. Based on persistent low ridership, the review recommended discontinuing fixed-route service on Route 27 (Fairmount), Route 73 (UO/Willamette), and Route 78 (UO/Seneca/Warren). The review also suggested that LTD's Mobility Management Framework could guide more flexible, cost-effective mobility options in these areas.

While the System Review planning process explored multiple strategies to serve the affected neighborhoods, most long-term solutions would take several years to implement—leaving these communities with limited mobility options in the interim. To ensure service equity and maintain access to key destinations, LTD has identified a near-term pilot as a bridge solution.

Pilot Overview
LTD proposes testing a Transportation Network Company (TNC) Subsidy Pilot within each affected geographic area. The pilot would offer trip subsidies for riders traveling within defined geographic zones. These zones would be established using a methodology that incorporates demographic data, former fixed route service boundaries, and gaps in existing fixed-route coverage (see attachment). The pilot will allow LTD to evaluate whether such an approach can effectively connect residents to the broader regional transportation network while remaining cost-efficient and equitable.

Lane Transit District
Agenda Item Summary (AIS)

Timeline

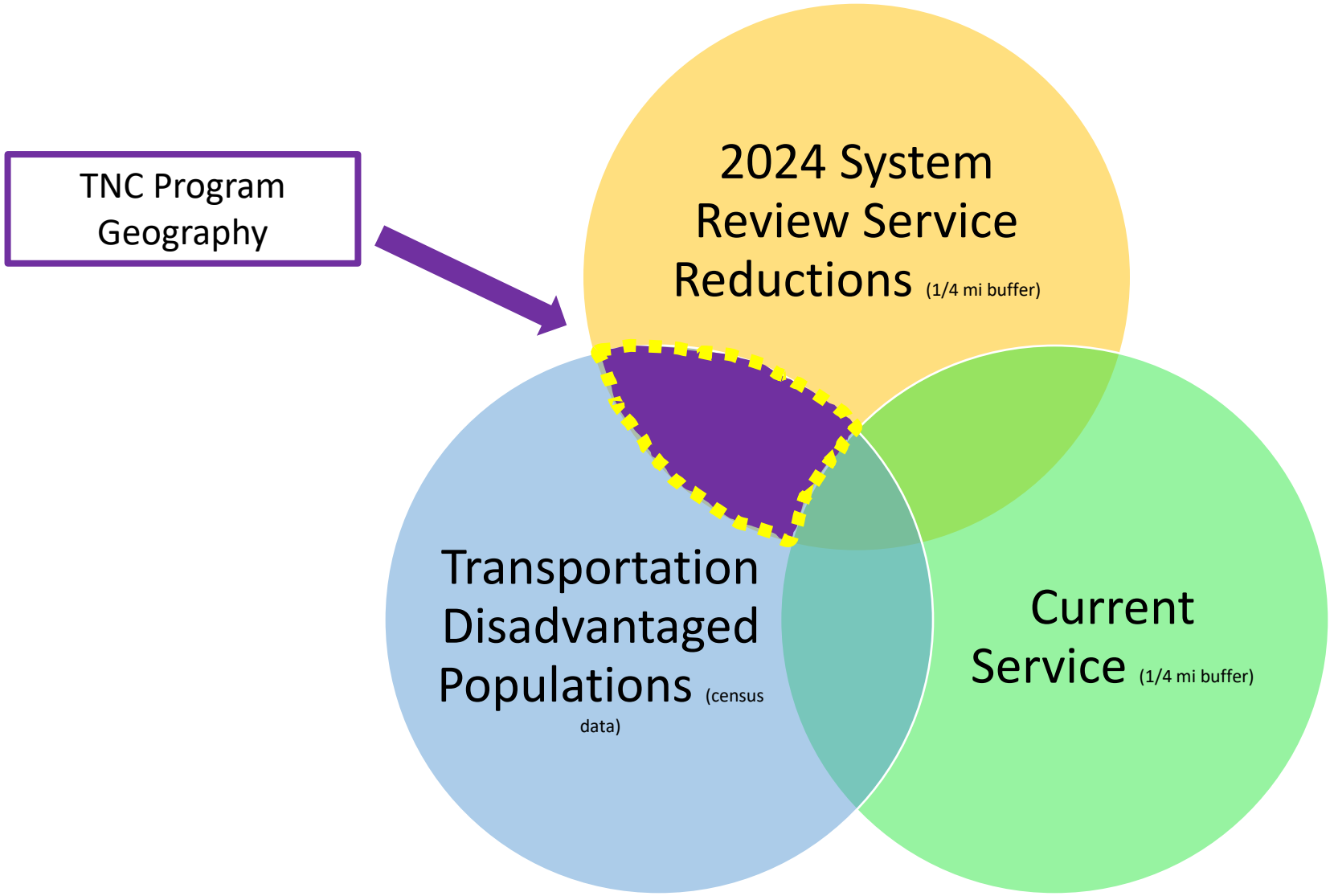
- **December 2025:** Finalize pilot zones and funding structure
- **Early 2026:** Presentation to SPC and LTD Board and community outreach
- **Winter 2026:** Launch pilot
- **Winter–Summer 2026:** Data collection, customer feedback
- **Fall 2026:** Pilot evaluation and SPC and LTD Board presentations

This pilot is intended to provide immediate mobility support to transportation-disadvantaged populations and geographic areas lacking access to fixed route bus service while informing LTD's longer-term mobility management strategy.

Attachments:

(1) Proposed TNC Subsidy Program Area Selection Methodology

I certify that my Department Chief has reviewed and approved this AIS: ☒


TNC Program Geography
2024 System Review Service Reductions (1/4 mi buffer)
Transportation Disadvantaged Populations (census data)
Current Service (1/4 mi buffer)

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Dave Roth, Director of Mobility Planning and Policy

AIS Title: Audible Announcements Pilot

Prepared By: Bret Smith, Senior Service Planner

Action: Discussion and Feedback

Agenda Item Summary
Lane Transit District (LTD) staff are providing information about a pilot that aims to evaluate the feasibility, benefits, and operational impacts of announcing all stops system-wide.

Key objectives include:

- Improving accessibility for riders with visual impairments.
- Supporting riders using mobility devices, especially those secured in rear-facing orientations.
- Enhancing general rider awareness of upcoming stops.
- Collecting feedback from operators and riders to inform system-wide implementation.

Background
The Americans with Disabilities Act (ADA) requires transit agencies to provide audible stop announcements to ensure accessibility for riders with visual impairments. At a minimum, operators or automated systems must announce all transfer points, major intersections or destinations, and any stop upon passenger request. Many agencies go beyond these minimums by using automated audible stop announcements at all stops to provide consistent accessibility and reduce operator burden.

Lane Transit District (LTD) currently provides audible announcements only at designated timepoint stops. These stops are typically major landmarks or scheduled timing locations. While this practice meets ADA minimums, it does not provide full accessibility for riders who rely on audible stop-by-stop announcements.

LTD's audible announcement system uses the TransitMaster annunciator program. This program triggers announcements based on GPS coordinates as the bus approaches each programmed stop location. The system delivers automated, consistent audio messages with minimal operator interaction.

Timeline

- **December 2025:** Internal union engagement and early rider engagement.
- **January 2026:** SPC and LTD Board Presentation.
- **February 2026:** Rollout on Route 1 (Downtown Loop) and internal communications.
- **February–March 2026:** Limited rollout across additional (up to four) pilot routes.

- **March–July 2026:** Surveys, listening sessions, and rider outreach.
- **April–July 2026:** Mid-pilot review and final evaluation prep.
- **August 2026:** Final evaluation presentation.
- **September 2026:** Upon approval, begin rollout system-wide.

I certify that my Department Chief has reviewed and approved this AIS: ☒