



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

Tuesday, March 3, 2026, 5:30 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.

Table with 2 columns: Representing and Members. Lists various stakeholders and their representatives.

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.

<u>STRATEGIC PLANNING COMMITTEE:</u>	<u>TIME:</u>
1. CALL TO ORDER & ROLL CALL: Alma Hesus (Chair), Tiffany Edwards (Vice Chair), Bill Johnston, Mayor Kaarin Knudson, Andrew Buck, Heather Buch, Claire Syrett, Gino Grimaldi, Rob Zako, Scooter Milne, Jack Boisen, Paul Comery, Sarah Mazze, Peter Simmeth	5:30-5:35
2. PUBLIC COMMENT	5:35-5:40
3. STAFF UPDATES	5:40-5:55
4. AGENDA ITEMS	
➤ Fixed Route Bus Stop ADA Assessment Draft Prioritization Methodology and Overview	5:55-6:55
➤ Coordinated Plan Progress Update	6:55-7:30
5. ADJOURN	7:30

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: Randi Staudinger, Facilities
Project Manager

AIS Title: Fixed Route Bus Stop ADA Assessment
Draft Prioritization Methodology and Overview

Prepared By: Randi Staudinger, Facilities Project
Manager

Action: Discussion and Feedback

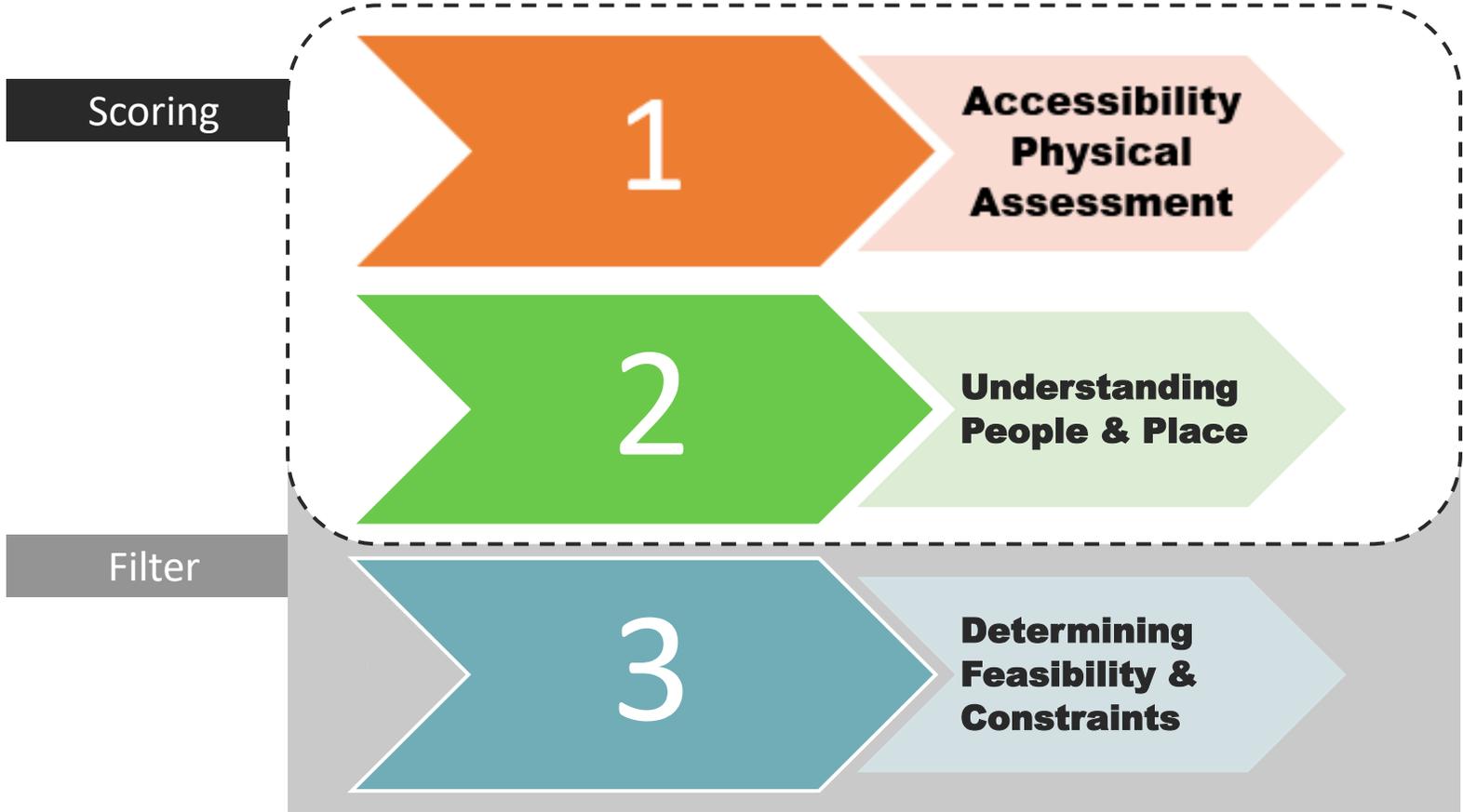
Agenda Item Summary: Lane Transit District (LTD) is conducting a comprehensive Americans with Disabilities Act (ADA) assessment of all fixed route bus stops to identify accessibility barriers, prioritize improvements, and support the agency's long-term strategy for equitable and compliant transit infrastructure. During the January 15, 2026, Strategic Planning Committee (SPC) meeting, staff gave an update on the assessment goals, scope of work, and project schedule. The briefing supports the SPC'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, in partnership with consultant Kimley-Horn, will present a draft prioritization methodology and overview to the SPC for discussion and feedback.

Attachments:

(1) LTD Pilot ADA Facility Prioritization Presentation

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

LTD FRBS Prioritization Process



1 Accessibility Physical Assessment

2

3

VALUE

Value based on Kimley-Horn's physical assessment of a Bus Stop, higher values are better

HIGH PRIORITY

HIGH PRIORITY

MEDIUM PRIORITY

MEDIUM PRIORITY

LOW PRIORITY

1

2

3

4

5

N/A

- No direct connection to the nearby sidewalk.
- Significant cracks or uneven surfaces.
- Missing traversable boarding and alighting areas.

- Boarding and alighting area has a length and width less than 48"x36".
- Boarding and alighting area running slope exceeds 5%.
- No available clear space under the shelter or adjacent to the bench.
- Permanent obstructions block access.
- Vertical inconsistencies at the curb connection.

- Pathways to the stop are too narrow.
- Insufficient clear space under the shelter or adjacent to the bench.
- Sidewalk network connecting to the bus stop is less than 36" wide.

- Boarding and alighting area has a length and width less than 72"x48".
- No available clear space adjacent to the stand-alone bench.
- Temporary obstructions block access.
- Sidewalk network connecting to the bus stop is less than 42" wide.
- Non-compliant bus stop signage or absence of bus stop signage.

- Boarding and alighting area has a length and width less than 96"x60".
- Boarding and alighting area running slope is greater than 2.1%, but less than 3.0%.
- Sidewalk network connecting to the bus stop is less than 48" wide.

- Bus stop is compliant with ADA Accessibility standards.



A document detailing the Accessibility Prioritization Factors was provided to LTD at project kickoff.

Bus Stop Demographic Factors

- Zero-Vehicle Households
- Senior Population (65+)
- Youth Population (Under 18)
- Persons with ADA Needs
- Persons with Limited English Proficiency (LEP)
- Low Income Households (\leq 200% FPL)
- Minority Persons

VALUE

% of population within Census Tract belonging to specified demographic factor

SCORE

Weighted value, assigned to each demographic factor, based on a % of the population



Demographic Data was sourced from the U.S. Census Bureau, 2023 American Community Survey (ACS) 5-Year Estimates and the 2020 Decennial Census.

1

2

Understanding People & Place

3

Ridership

VALUE

Ridership reported for routes servicing a Bus Stop

SCORE

Weighted value, 0-3, based on the ridership level

Bus Stop Public Outreach Consideration

VALUE

Received feedback from the February 2026 rider survey regarding barriers experienced at bus stops

SCORE

Weighted value, 0-1, based on whether the Bus Stop has a recorded complaint

Bus Stop Geolocation Factors

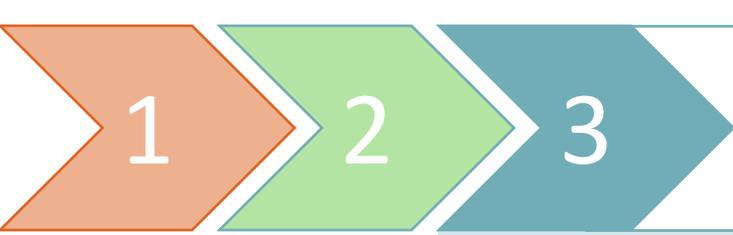
VALUE

Are there any Essential Services (government, education, medical) within a ¼ mile radius of the Bus Stop?

SCORE

Weighted value, 0-1, based on whether an identified Essential Service is within ¼ mile of the Bus Stop

Identified Essential Services: Care Facilities, City Halls, Clinics, Community Centers, Courthouses, Government Offices, Grade Schools, Hospitals, Libraries, Post Offices, Retirement Centers, Universities



1

2

3

Determining Feasibility & Constraints

Feasibility

- How practical the repair is to complete based on technical requirements and resource availability
 - Yes = The repair is practical to complete
 - No = The repair faces major barriers

Implementation Constraints

- Situational limitations that may delay or limit repair work, such as permitting, right-of-way acquisition, or site conditions
 - Yes = No major constraints observed
 - No = Constraints will delay or limit the repair

Weighted Prioritization Factors

Prioritization Factors					
Category	Accessibility Physical Assessment	Understanding People and Place			
		Demographics	Ridership	Public Outreach	Geolocation
LTD Staff Recommendation	34%	20%	25%	10%	11%

Sample Ranking Results

Transit Stop ID	Stop Name	City	Weighted Rank	Budget / Resources Constraint	Physical / Site Constraints
851	W/S of River Rd N of Lindner	Eugene	Low	N	N
853	W/S of River Rd S of Horn	Eugene	Medium	N	Y
854	W/S of River Rd S of Hilliard	Eugene	Medium	Y	N
857	W/S of River Rd S of Elkay	Eugene	Medium	N	N
860	E/S of River Rd N of Knoop	Eugene	Low	N	N
862	E/S of River Rd N of Hansen	Eugene	Low	N	Y
882	N/S of 5th W of Jefferson	Eugene	Medium	N	N
884	N/S of 5th W of Monroe	Eugene	Medium	N	N
1049	N/S of 8th W of High	Eugene	High	Y	Y
1055	N/S of 5th W of Lawrence	Eugene	Medium	N	N
1057	N/S of 5th W of Olive	Eugene	Medium	N	N
1058	N/S of 5th E of Willamette	Eugene	Medium	N	N
1481	E/S of Blair N of 4th	Eugene	High	N	N
1893	W/S of Arrowhead N of Ginger	Eugene	Medium	N	N
1901	E/S of N Park S/S of Cornwall	Eugene	Low	N	Y

overall priority level for bus stop improvement (High, Medium, Low) based on all factors identified

Activity: How Do The Prioritization Factors Rank to You?

Prioritization Factors					
Category	Accessibility Physical Assessment	Understanding People and Place			
		Demographics	Ridership	Public Outreach	Geolocation
LTD Staff Recommendation	34%	20%	25%	10%	11%
SPC Member Desired %					

add up to 100%

SPC member feedback - specify what percent you think each category should be weighted



Lane Transit District Agenda Item Summary (AIS)

Presented By: Kerry Aszklar, Associate Planner, LTD and Dan Callister, Lane Council of Governments **AIS Title:** Coordinated Plan Progress Update

Prepared By: Kerry Aszklar, Associate Planner

Action: Discussion and Feedback

Agenda Item Summary: Staff will share an update on the Coordinated Plan, including existing conditions, demographics, public and stakeholder outreach, project prioritization framework, and snapshots of 2019 projects. Staff anticipate seeking a recommendation from SPC later this spring for LTD's Board to adopt this plan in the summer.

Background: Lane Transit District is updating the [Lane Coordinated Public Transit – Human Services Transportation Plan](#) (Coordinated Plan). LTD, in partnership with LCOG, will provide an update of the Coordinated Plan, which guides how LTD and community partners coordinate and improve transportation services for older adults, people with disabilities, and others with limited access to transportation in Lane County. This plan was last revised in 2019, and the newly updated version will be completed by Summer 2026. The Coordinated Plan evaluates the changes that have occurred over the last six years in terms of state and federal policy, funding streams, external partnerships and coordination, available resources and technology, and the needs and priorities of the community. The Coordinated Plan evaluates the changes that have occurred over the last six years in terms of state and federal policy, funding streams, external partnerships and coordination, available resources and technology, and the needs and priorities of the community.

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



Coordinated Plan

Presented to the Strategic Planning Committee

March 3, 2026



MISSION

Connecting Our Community

VISION

In all that we do, we are committed to creating a more connected, sustainable, and equitable community

VALUES

Respect, Integrity, Innovation, Equity, Safety, and Collaboration

What is the Coordinated Plan?

Update to 2019 Plan

Improve Transportation Services for

- Older Adults (65+)
- Individuals with Disabilities

Identify Needs of Stakeholders

Inventory Services

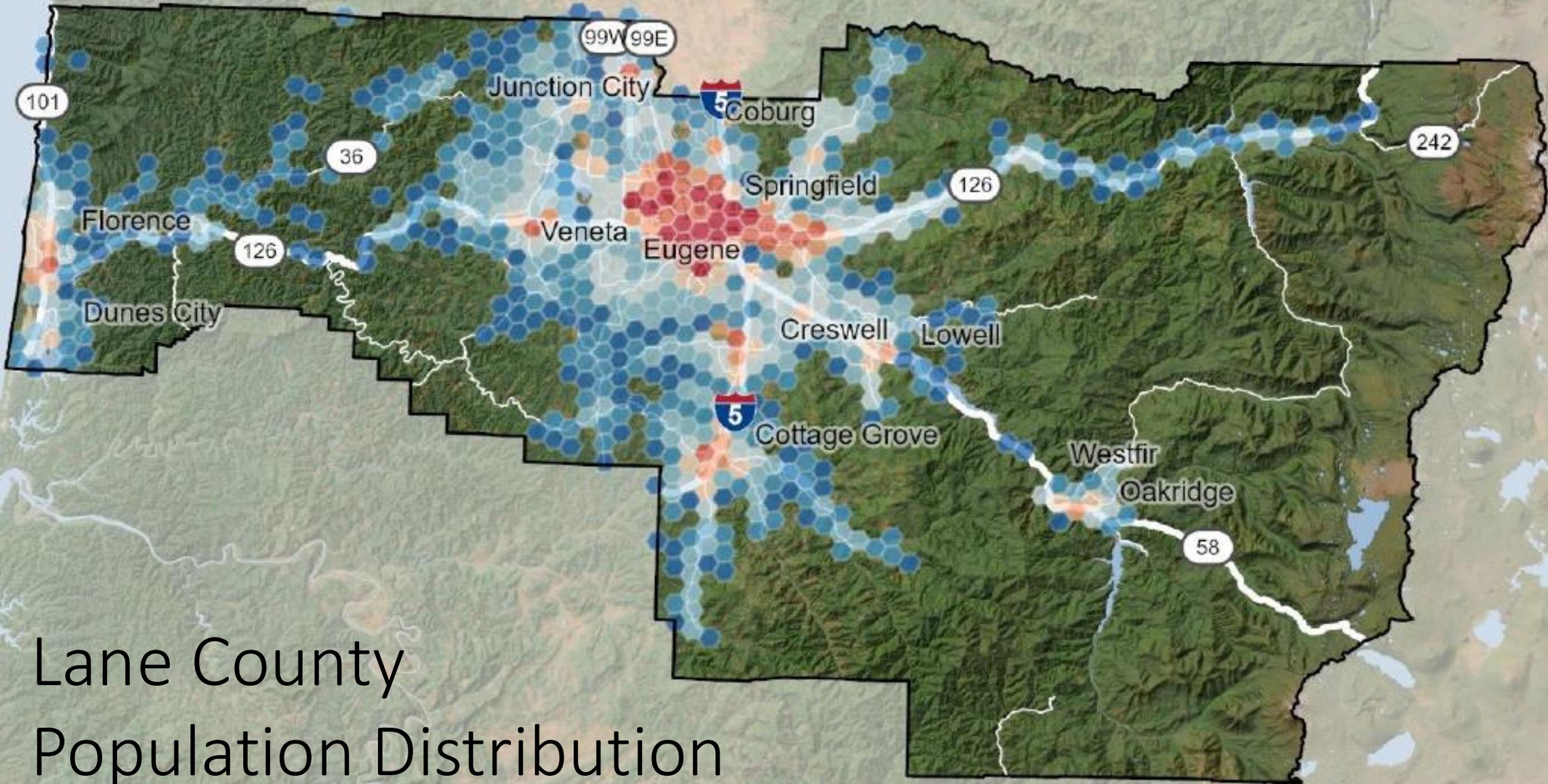
Identify Gaps and Overlaps in Coverage

Develop Priorities & Strategies to Guide Investments

Required by FTA

Plan Development Timeline

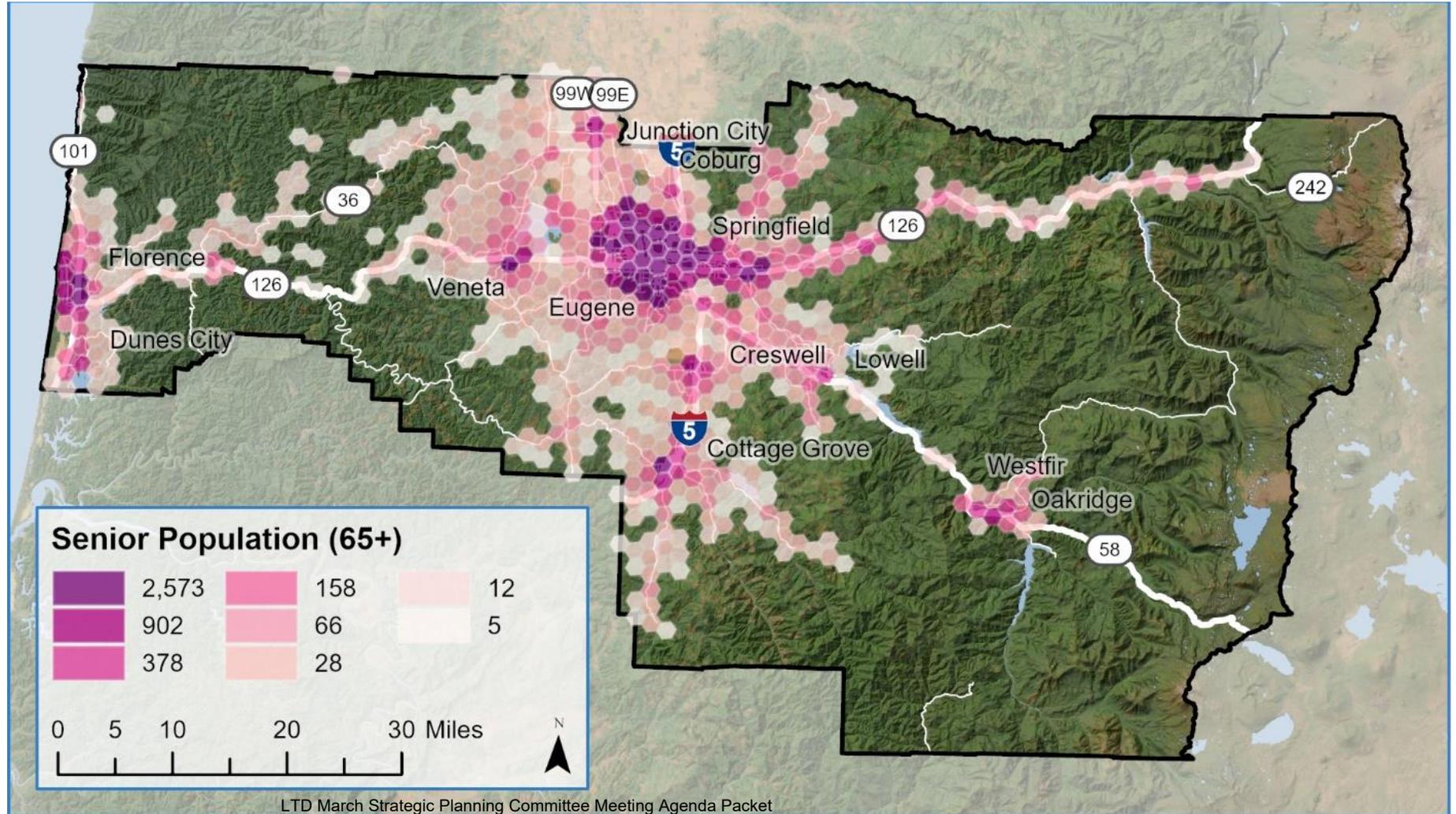
	2025						2026						
	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
Policy Assessment	█	█	█	█									
Evaluation of Existing Conditions			█	█	█	█	█						
Needs Assessment				█	█	█	█	█	█	█			
Public Engagement					█	█	█	█	█	█	█	█	
Coordination Practices & Projects							█	█	█	█	█		
Funding Resources								█	█	█	█		
Draft Final Plan										█	█	█	█



Lane County Population Distribution

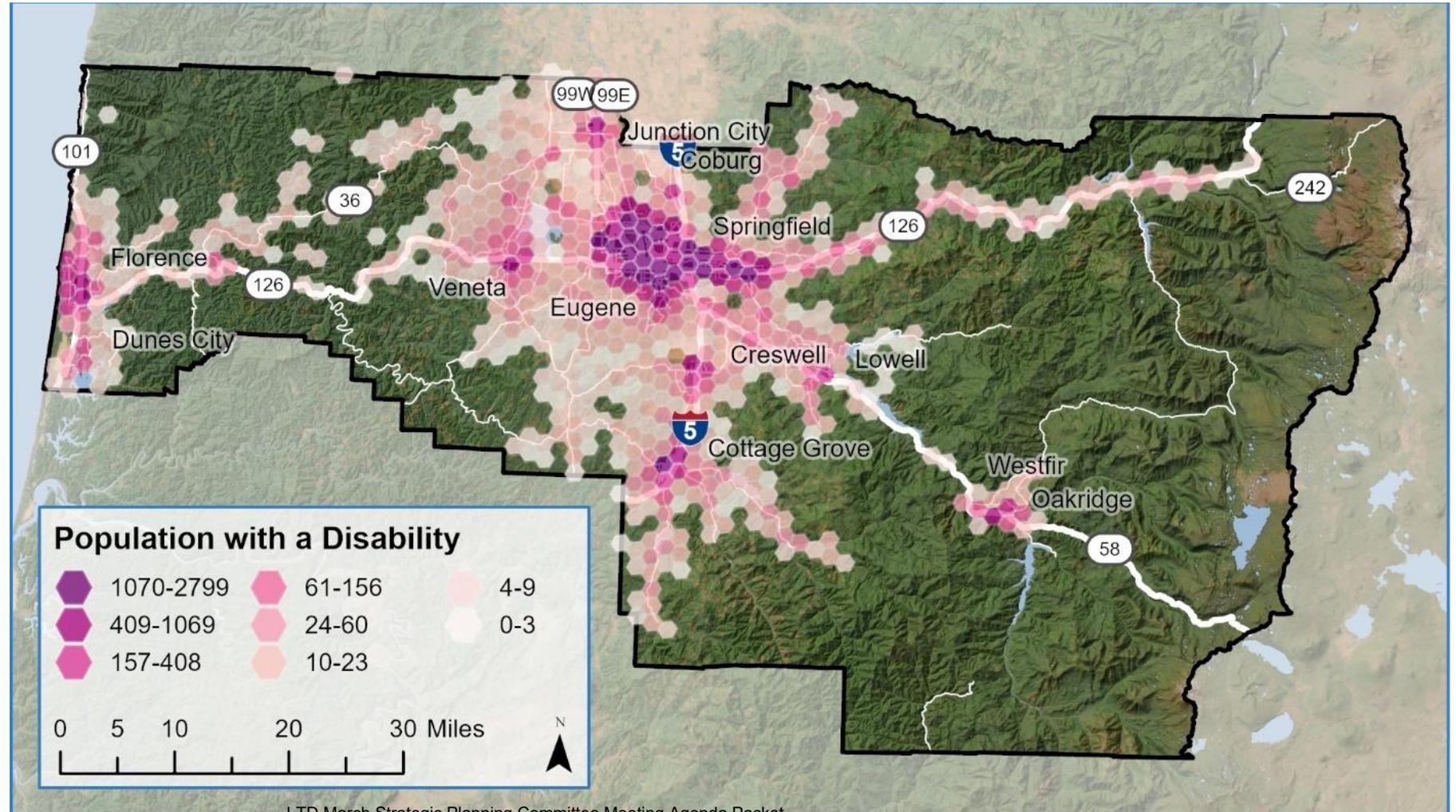
Population Profiles: Older Adults

Pop Total	Percent of County
78,250	20%



Population Profiles: People Living with Disabilities

Pop Total	Percent of County
65,245	17%



Summary of Services



Fixed Route Bus Service



Demand-Response Service

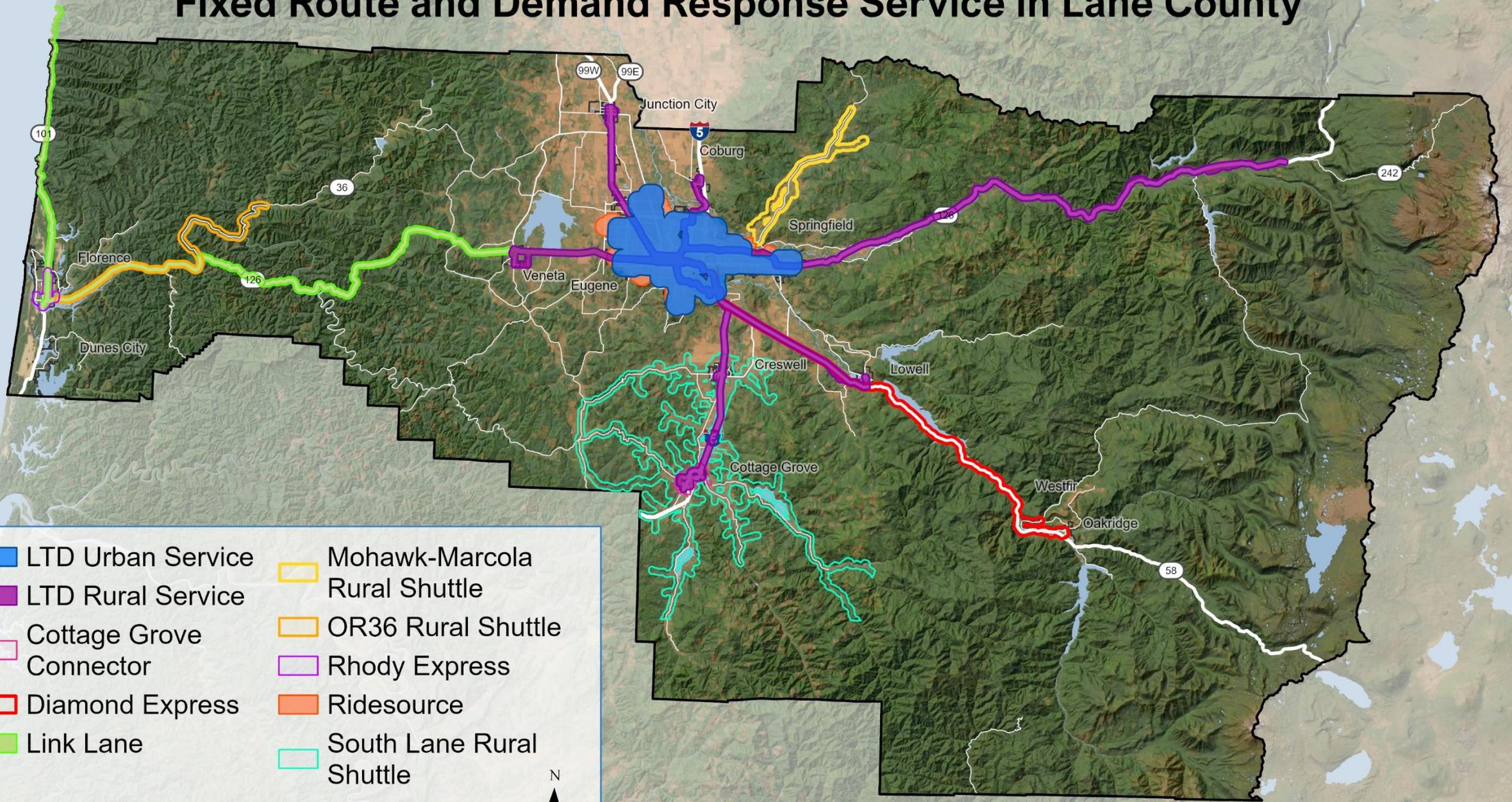


Other Services in Lane County

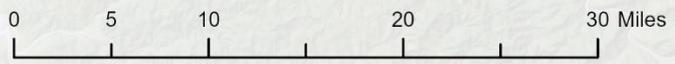


Services Connecting to Lane County

Fixed Route and Demand Response Service in Lane County

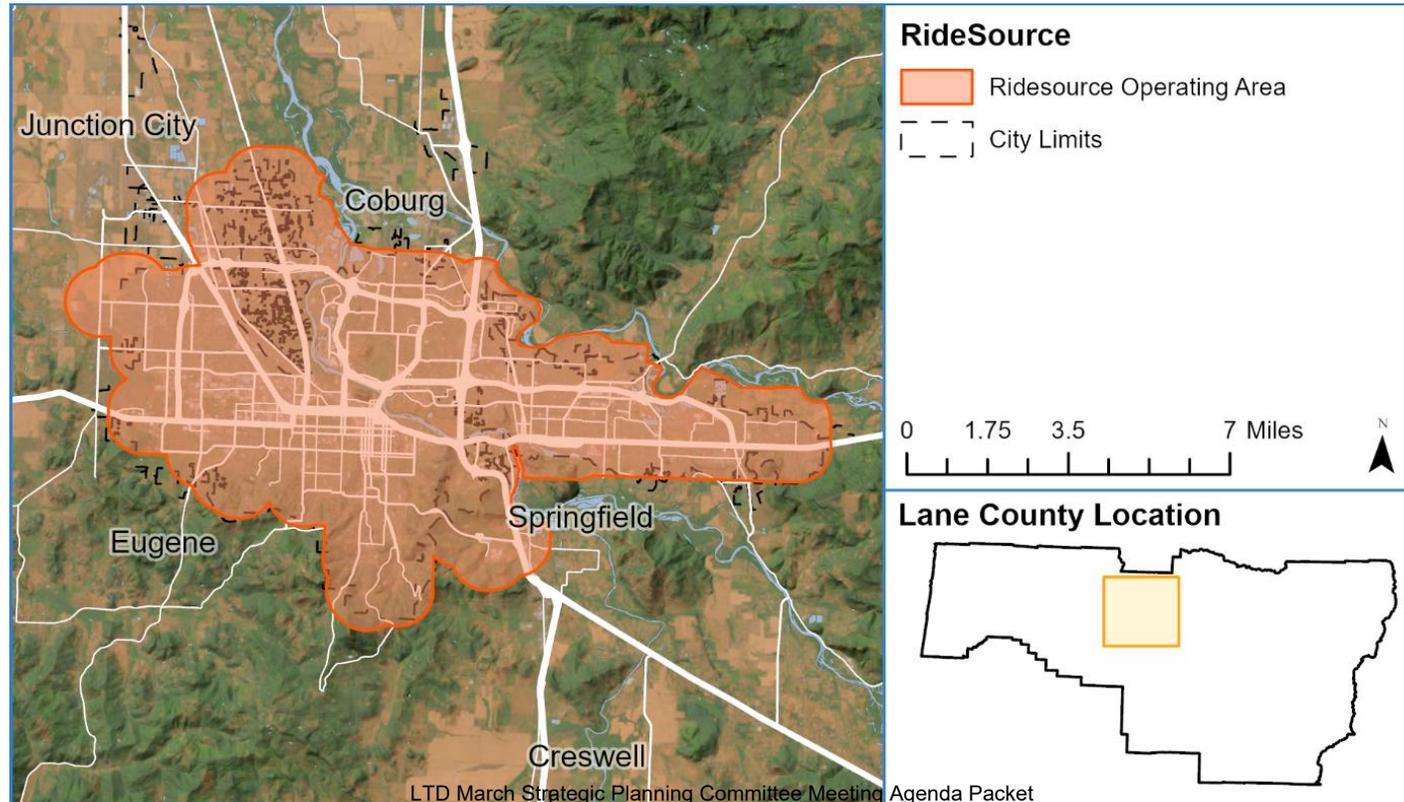


- LTD Urban Service
- LTD Rural Service
- Cottage Grove Connector
- Diamond Express
- Link Lane
- Mohawk-Marcola Rural Shuttle
- OR36 Rural Shuttle
- Rhody Express
- Ridesource
- South Lane Rural Shuttle

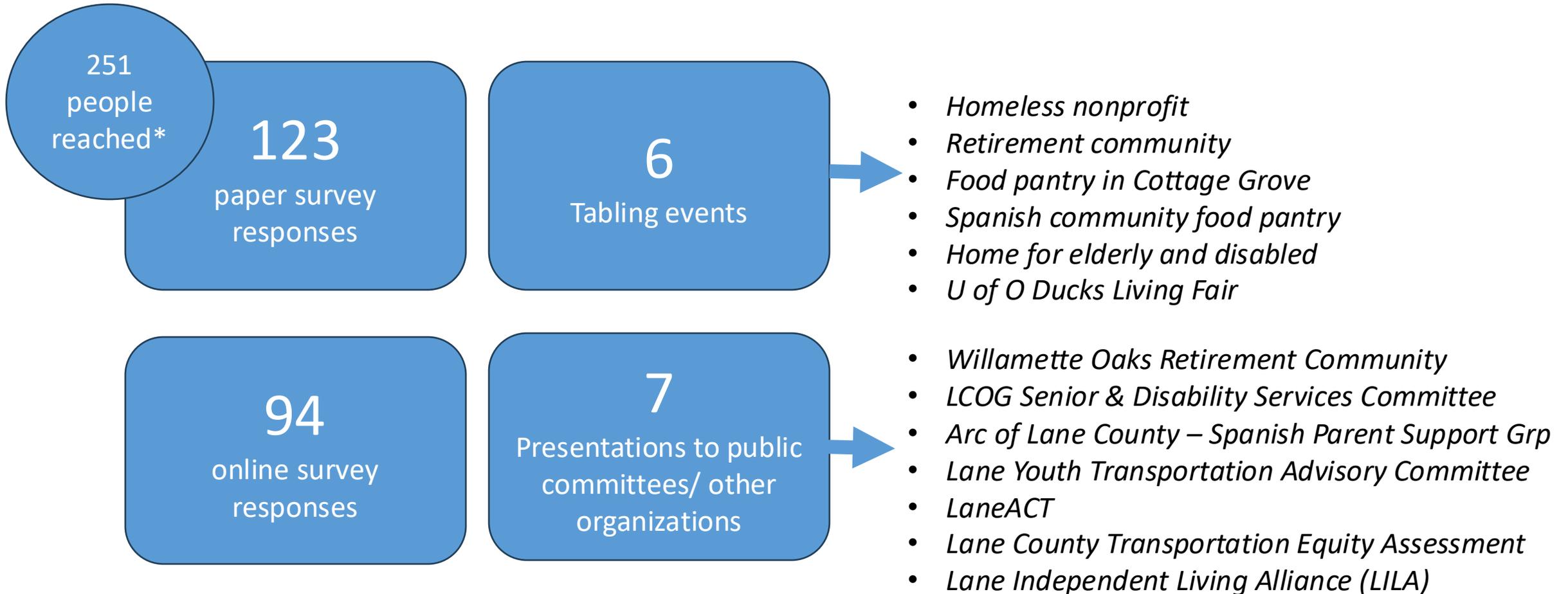


Service Profile: RideSource

Provider	Geographic Area	Population Served	People with Disabilities	Older Adults
Lane Transit District	Eugene-Springfield	267,044	43,032	47,513
Percent of County Population		70%	66%	61%

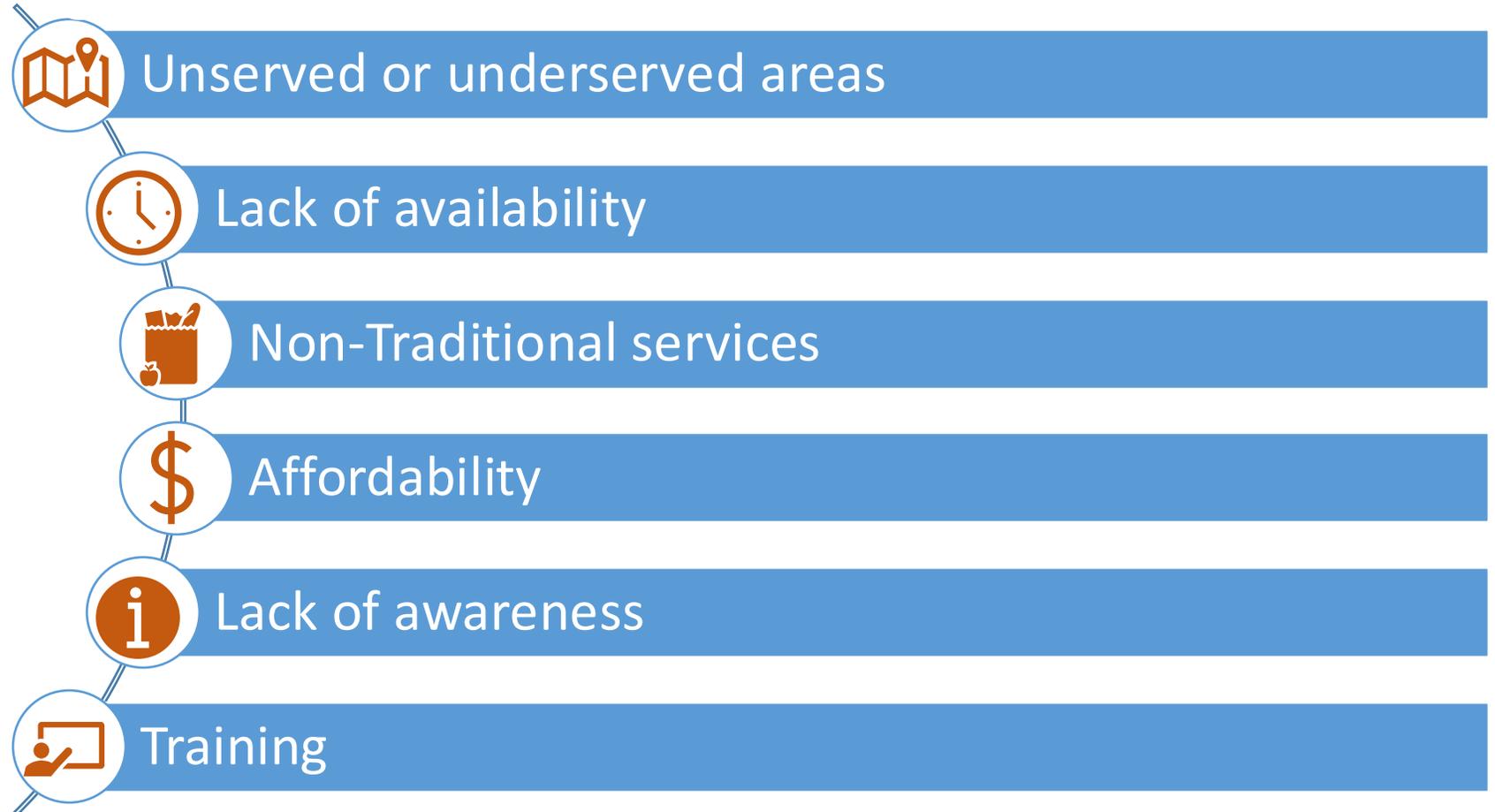


Public and Stakeholder Outreach



**People we engaged with to explain the project, but who did not take the survey.*

Needs



Connect Needs to Coordination Practices

NEED + **PRACTICE** = **PROJECT**
/STRATEGY

- Lack of Awareness
- Training
- Manage Costs

- One-Call Center with a variety of transportation services
- Personalized evaluation of needs and capabilities
- Interagency partnerships

Transit Training & Hosts

Alternative Work Concepts (AWC) provides one-on-one training on how to effectively use TheBus! and EmX. AWC employs transit hosts who assist with prescheduled transfers, support training activities, and provide ride and schedule information at the downtown Eugene Station each weekday. AWC also conducts in-person visits to evaluate transportation needs and capabilities to transitions riders from paratransit to fixed route or Mobility on Demand.

Priorities

1. Maintain sustainable service levels of viable operations

Ensure transportation services and connections remain at a sustainable level for people who depend on public transportation services in Lane County.



2. Respond to growth within existing services

Allow for measured increases where demand points to an unmet need within the available resources.



3. Respond to emerging community needs

Take action on opportunities to optimize coordination, develop new partnerships and to accommodate newly identified transportation needs and gaps.



2019 Coordinated Plan: Projects

Replacement/
Expansion Vehicles

Vehicle Preventive
Maintenance

Mental Health
Transportation

Transit Training & Hosts

RideSource ADA

RideSource Shopper

Volunteer Escort

Pearl Buck Center (PBC)
Preschool
Transportation

Transportation to Work
for Persons with
Developmental
Disabilities

South Lane

West Lane

East Lane

Crucial Connections

Veterans Services
Transportation

Mobility Management
and Service
Coordination

Medical and Community
Non-Medical
Transportation under
Medicaid

Lane County
Coordination

Project Snapshot: Replacement/Expansion Vehicles

Needs	Coordination Practices	Project Description	Since 2019 Plan
<ul style="list-style-type: none"> Maintain and improve transportation services throughout Lane County Manage costs 	<ul style="list-style-type: none"> Consolidated vehicle purchasing Cost-sharing agreements Ride sharing Interagency partnerships Right-size vehicle type and quantity to provide appropriate service 	<p>LTD purchases accessible vehicles leased to nonprofits, for-profit businesses, & local governments that serve older adults and people with disabilities in Lane County.</p>	<p>Maintained:</p> <ul style="list-style-type: none"> RideSource: 47 cutaway buses, 6 minivans Florence: 3 cutaways Oakridge: 3 buses and cutaways Cottage Grove: 4 cutaways Rural Shuttles: 4 cutaways

Project Snapshot: Medical and Non-Medical Transportation

Needs	Coordination Practices	Project Description	Since 2019 Plan
<ul style="list-style-type: none"> • Unconventional services • Manage costs 	<ul style="list-style-type: none"> • One-Call Center with multiple transportation providers • Ride sharing • One-Call Center with a variety of transportation services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships 	<p>Coordinated through our RideSource Call Center. Through a contract funded primarily with Medicaid dollars, LTD currently provides nearly trips for Lane County residents based on Oregon Health Plan eligibility. Trips range from well-check appointments to life-sustaining care. Trips are provided locally, outside our region such as up to OHSU, and out of state when specialty care isn't available closer.</p>	<p>20,000 trips per month</p>

Thank You! Questions?

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