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

Tuesday, June 2, 2026, 5:30 p.m.
Glenwood Administrative Building | Board Room
3500 E. 17th Ave, Eugene, OR 97403

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	Andrew Buck
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
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Student	Scooter Milne
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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), 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**	
➢ University of Oregon Transportation Plan	**5:55-6:15**
➢ Lane County Coordinated Public Transit-Human Services Transportation Plan	**6:15-6:45**
➢ Chair and Vice Chair Elections	**6:45-7:00**
5. **ADJOURN**	**7:00**

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: Dave Reesor, University of Oregon Transportation Services Director

AIS Title: University of Oregon Transportation Plan

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

Action: Discussion and Feedback

Agenda Item Summary:
University of Oregon (UO) Transportation Services staff will present the recently completed UO Transportation Plan to the SPC. The plan is a comprehensive long-range strategy aimed at enhancing multimodal connectivity, reducing single-occupancy vehicle trips, and promoting walking, biking, and transit use on and around the UO campus. Key elements include bike infrastructure improvements, pedestrian safety enhancements, parking management strategies, and transit partnerships with LTD. The plan also initiated an Agate Street Corridor Study to identify potential improvements to walking, biking, and vehicle facilities between 13th and 18th Avenues. The final plan was completed in February 2026 following a community and partner outreach process conducted throughout 2024 and 2025.

Background
The UO Transportation Plan serves as a long-range framework to guide strategic growth and development of the university's transportation network in coordination with the surrounding community. The plan was developed over approximately 17 months with consultant support from Kittelson & Associates, incorporating existing conditions analysis, future needs assessment, project prioritization, and public engagement. The plan supports LTD's role as a key transit partner to the university and aligns with shared goals around multimodal access, sustainability, and reducing automobile dependence in the Eugene-Springfield area.

Attachments
1) University of Oregon Transportation Plan

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

March 2026

UNIVERSITY OF OREGON

CAMPUS TRANSPORTATION PLAN

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ACKNOWLEDGMENTS

This plan was created thanks to the help of the following individuals:

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UNIVERSITY OF OREGON

CAMPUS TRANSPORTATION PLAN

EXECUTIVE SUMMARY

A MODERN FRAMEWORK FOR A SAFE, CONNECTED, AND SUSTAINABLE CAMPUS

The University of Oregon (UO) Eugene campus is growing and evolving to meet the changing needs of its students, faculty, staff, and visitors. At the time of this plan, the campus supports a community of approximately 28,000 people, including students, faculty, and staff, who rely on a variety of transportation modes to travel to, from, and within campus.

The last transportation plan for the Eugene campus was adopted in 1976. This updated Campus Transportation Plan establishes a modern, more than 20-year framework to guide transportation investments that align with the Campus Plan and support the university's long-term growth and vision for campus life. It provides a coordinated, multimodal strategy that prioritizes people who walk, bike, use mobility devices, and take transit while maintaining essential access for people who drive, as well as for emergency, service, and delivery vehicles. Campus green initiatives and other sustainability goals will be advanced through enhancements to multimodal connectivity, safety, and accessibility, and reductions in the rate of campus single-occupancy vehicle trips.

Building on a detailed evaluation of existing conditions, the plan identifies key challenges and opportunities and recommends targeted infrastructure, policy, planning, and programmatic solutions to address them. Developed through an extensive public process involving the campus community, city partners, and adjacent neighborhoods, the plan aligns campus transportation priorities with university and city-wide mobility goals. The plan concludes with investment priorities to guide Transportation Services and potential funding sources to support implementation.

BETTER OPERATIONS WITH RELOCATED VEHICLE PARKING

Parking for automobiles remains one of the university's most pressing transportation challenges. While essential for supporting campus operations, parking supply directly influences university sustainability and mobility objectives. This plan advances a long-term strategy to reduce single-occupancy vehicle commute trips, reduce the presence of vehicles in the campus core and relocate parking toward the periphery, enhancing beauty, walking and biking safety, circulation efficiency, and land use in and around campus.

Currently, the Eugene campus provides approximately 4,000 parking spaces to support access for a campus community of 28,000 and growing. Maintaining a ratio of approximately one parking space per seven campus community members represents the minimum operational threshold necessary to avoid capacity and circulation constraints. To maintain this balance, the plan outlines targeted parking management strategies, including investments in peripheral parking aggregation, the expansion of active and shared transportation options, and the integration of new mobility services, such as a fixed-route campus shuttle and multimodal mobility hubs. Together, these measures could strengthen connectivity and accessibility, improve safety, optimize system performance, and advance the university's broader sustainability goals.

CLEAR GUIDANCE FOR TRANSPORTATION SYSTEM DEVELOPMENT, MANAGEMENT, AND INVESTMENT

This plan establishes a clear framework to guide the development, management, and investment of the campus transportation system. Key outcomes include:

- Reinforcing the university's commitment to sustainability and reducing the rate of single-occupancy vehicle trips on campus.
- Documenting and evaluating the existing transportation infrastructure inventory.
- Incorporating feedback collected through the public engagement process.
- Framing a corridor-focused approach to address ongoing challenges in a holistic and systematic fashion.
- Providing a long-range transportation capital project list to guide strategic investments.
- Outlining services, strategies, and policies that advance campus mobility and sustainability goals.
- Offering a toolkit of infrastructure treatments to enhance access for people who walk, bike, ride transit, or use mobility or micromobility devices, including upgrades to meet ADA compliance requirements.
- Presenting recommended policies and programs to support multimodal travel across campus and protect the long-term functionality of the parking system.
- Identifying funding strategies and mechanisms to implement recommended projects efficiently and effectively.

RECOMMENDATIONS FOR ALL MODES

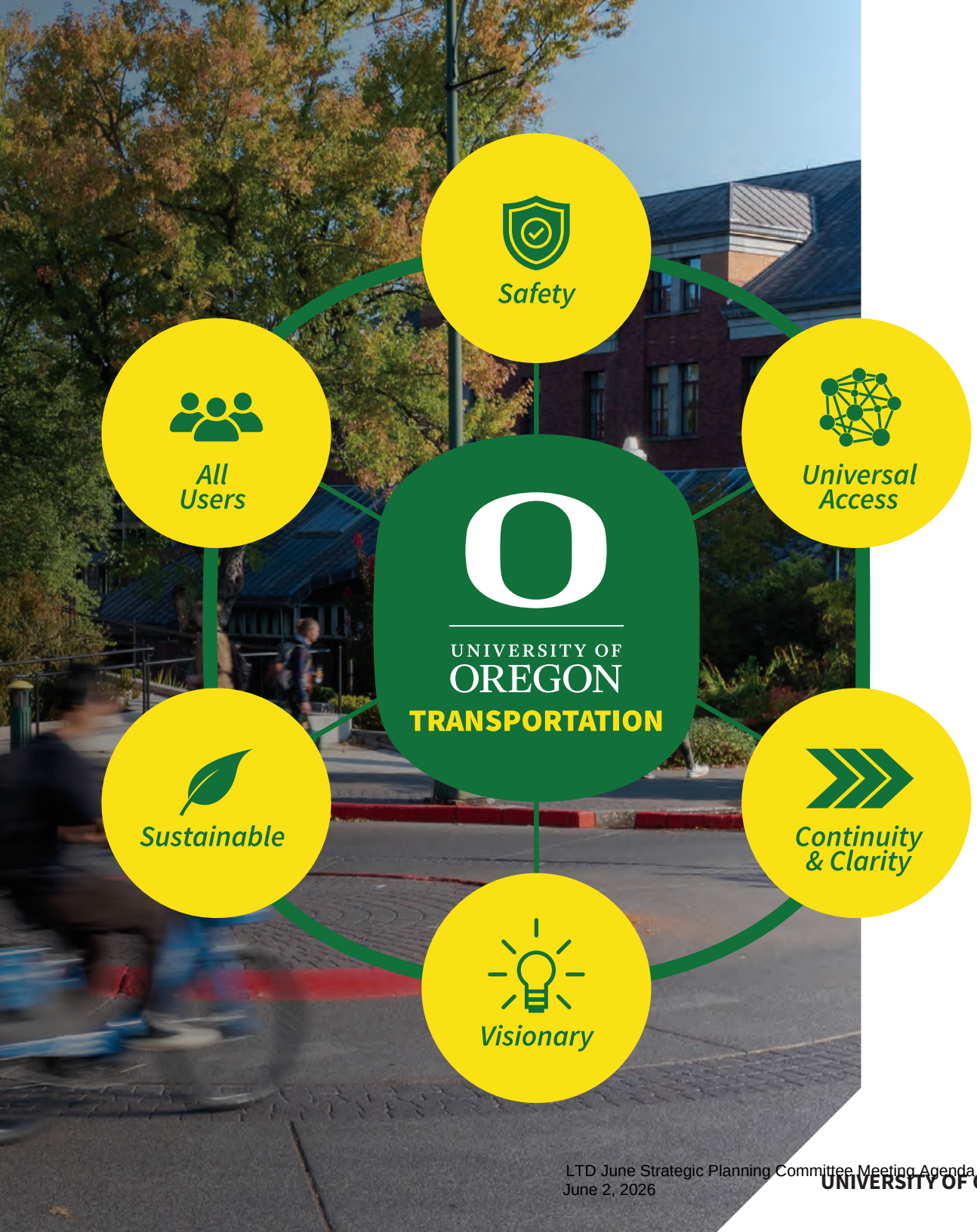
The Campus Transportation Plan includes recommendations that range from detailed pedestrian and bicycle improvements to large-scale capital investments. The plan prioritizes infrastructure for walking, biking, and assistive mobility device use, while also addressing strategic needs for parking, transit, and multimodal connectivity.

Key recommendations include improvements for people who walk, bike, and use mobility devices that follow a corridors-based approach, are supported by an Infrastructure Toolkit, and are informed by campus priorities for mode separation, conflict reduction, and barrier removal. Specific actions include:

- **Reducing conflicts between modes** by shifting parking from the campus core to structured facilities in peripheral areas near major corridors for better safety and circulation.
- **Separating and delineating modes** by reorganizing streets to prioritize walking, biking, and assistive mobility device use; reimagining corridors like 13th Avenue, 15th Avenue, Agate Street, and University Street; enhancing and expanding facilities for people who walk, bike, use assistive mobility devices, ride micromobility devices, or take transit; and supporting circulation for campus service and utility vehicles.
- **Providing multimodal connections** for safer and more efficient travel. Specific actions include enhancing the safety, comfort, and convenience for people walking or using assistive mobility devices, biking, riding micromobility devices, or taking transit; improving crossings of Franklin Boulevard and Agate Street to support future campus growth; and aligning transportation planning with campus capital projects.
- **Providing enhancements to parking and major infrastructure**. Actions include finding opportunities to optimize parking system performance while supporting sustainability objectives. Recommendations focus on maintaining a target ratio of roughly one parking space per seven campus community members through strategic investments in structured parking facilities located at the campus periphery as surface parking throughout campus is converted to development.
- **Improvements for transit and accessible mobility**. Actions include establishing a fixed-route campus shuttle to improve connectivity across campus, enhancing ADA services, and linking key destinations and major parking. Complementary measures include developing mobility hubs and cycle stations and improving campus wayfinding and gateways to enhance circulation and connectivity between campus and local destinations.

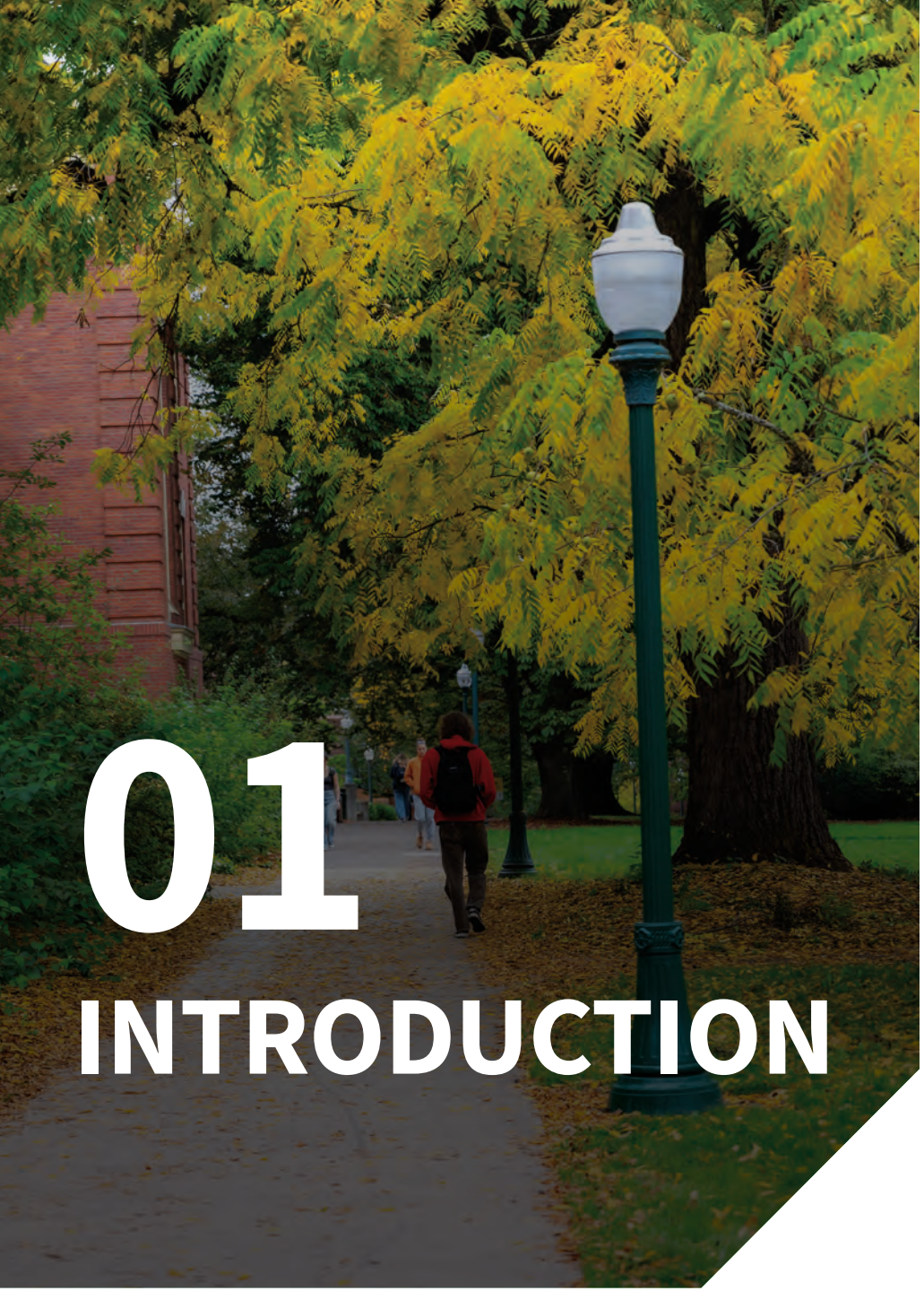
A FLEXIBLE, ACCESSIBLE FUTURE FOR CAMPUS

This plan is a living document, adaptable to changing campus needs, emerging technologies, and evolving priorities. Implementation will begin with targeted studies and low-cost, high-impact solutions. Each policy and program is tied to the university departments or external partners responsible for, or essential to, its implementation. Regular performance monitoring and continued engagement with students, faculty, staff, and community partners will ensure this plan's ongoing relevance and effectiveness. Grounded in principles of safety, universal access, continuity and clarity being visionary, sustainability, and serving all users, this plan will help the University of Oregon build a transportation system that supports its goals and enhances campus life for decades to come.



A FOCUS ON SAFETY, MOBILITY, AND SUSTAINABILITY

The Campus Transportation Plan is guided by six guiding principles, each representing a key focus area for enhancing the safety, mobility, sustainability, and convenience of travel options on campus.



01 INTRODUCTION

This plan establishes long-term aspirations for the campus transportation system, provides guidance for future transportation investments, and puts forth industry-proven actions and strategies that will help improve safety, connectivity, mobility, and barrier-free travel options for people who choose to walk, bike, use transit, operate service vehicles, drive, or carpool together.

A strong transportation network is a cornerstone of any college campus. This document—the University of Oregon (UO) Campus Transportation Plan—offers a 20-year and beyond vision for our Eugene campus multimodal transportation network. It assesses what challenges and opportunities campus currently faces and recommends infrastructure, planning, policy, and programming solutions to address those challenges. Data-driven plan recommendations aim to create a safer and healthier campus for everyone by strengthening walking and biking infrastructure, reducing single-occupancy vehicle trips, promoting campus and public transit, decreasing traffic congestion, and improving air quality. The plan also presents projects that will expand transportation options—especially for people walking and biking—while enhancing the safety, comfort, and convenience of the entire campus transportation system. To help this long-term vision become a reality, this document defines Transportation Services' priorities to guide its strategic investments and potential funding sources to make them happen.

Walking & Biking Defined

Many users travel the campus on foot. Many others use mobility aids like wheelchairs, medical scooters, crutches, canes, or walkers. For simplicity, the remainder of this plan defines walking to include both travel on foot and travel supported by mobility aid.

Electric bikes, scooters, and skateboards are collectively referred to as "micromobility devices." Because these devices typically use bicycle facilities on the UO campus and for simplicity, the remainder of this plan defines biking to include the use of micromobility devices. However, micromobility devices do come with unique needs that are discussed in more detail in Chapter 3.

PLAN PURPOSE

A sustainable campus requires improved multimodal facilities that increase access and prioritize safe and efficient travel for people who walk and bike. For more than a decade, parking supply has not kept pace with the growing demand. At the time of authoring this document, campus has approximately 4,000 parking spaces for a community of about 28,000 people—not including the wide range of visitors, prospective students, and large event attendees. In addition to operations challenges, this trend poses financial challenges because Transportation Services is self-funded. However, having fewer parking spaces also creates opportunities to reduce vehicle circulation within the heart of campus and encourages more multimodal and sustainable transportation options.

Sustainable transportation has long been a priority for campus. The 1976 Long Range Campus Transportation Plan prioritized sustainable transportation, and this value has carried through subsequent documents, including the 2016 Campus Physical Framework Vision, the 2025 Campus Plan , and the 2020–2025 Transportation Services Strategic Plan. This plan builds on these documents to draw a roadmap for future decision-making that balances parking needs with more sustainable travel options—such as walking, biking, and transit—while outlining a funding strategy to support capital projects that invest in those modes.

Together with the Campus Plan and the Transportation Services Strategic Plan, this document will help Transportation Services preserve and enhance the beauty, function, and accessibility of the campus as it and the surrounding community continue to grow and ensure that the campus remains a place that students, faculty, staff, and the public want to be.

"The reduction of parking spaces has given us new energy and focus to promote a broader array of multimodal transportation options in addition to providing quality customer service to students, staff, faculty, and visitors who drive to and park on campus."

—Transportation Services Strategic Plan (2020–2025)

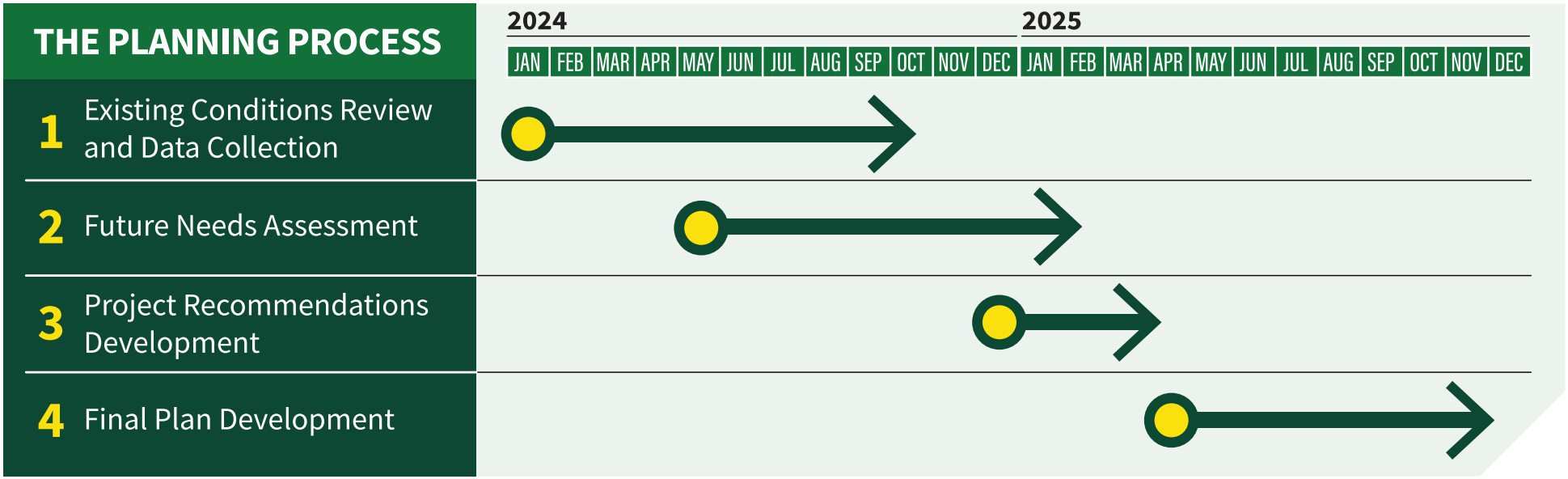
THE PLANNING PROCESS

> *This plan is the result of a two-year public process with the campus community, the City of Eugene, and the campus-adjacent community.*

Transportation Services spent two years studying the campus (**Figure 1-1**), developing recommendations, and collaborating with campus and community members. Such collaboration has resulted in a shared vision that reflects the needs of the people who call campus home, a place to work or learn, or just a beautiful place to visit.

Two formal project groups informed decision-making for this plan: the Transportation Plan Committee (TPC) and the Leadership Briefing Group. Each group provided guidance and feedback from the perspective of who they represented. Throughout the planning process, engagement efforts helped connect the project team with the campus community, the city, and residents in adjacent neighborhoods. Input provided during leadership briefings, transportation plan committee meetings, a scenario planning workshop, and in-person outreach helped shape the final plan.

Figure 1-1. The Planning Process



MODAL PRIORITIES

This plan supports the safe and connected travel of students, staff, faculty, and visitors placing extra emphasis on walking and biking.

Transportation infrastructure has a significant influence on how people experience campus, and sustainable transportation options like walking, biking, and taking transit promote a healthy and safe campus community. Interaction with our transportation infrastructure is often the first and last way a person experiences being on campus.

But space on campus is limited, and parking lots and streets account for a large portion of the campus footprint. To help manage transportation demand on campus, the Campus Plan establishes modal priorities that this plan continues to uphold. The top priority is accessible mobility for people with disabilities. In order, the remaining priorities are walking, biking, shuttle, transit, service vehicles, and carpooling (including rideshare)—all before single-occupancy vehicle use. These priorities will inform future investment decisions and help align the campus built environment with the kind of experiences students, faculty, staff, visitors, and the campus-adjacent community hope to have.

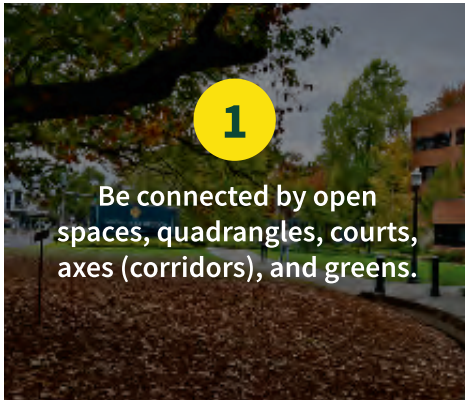
Prioritizing sustainable transportation options supports a healthier campus by encouraging active transportation and reducing single-occupancy vehicle trips. Expanding walking and biking options can improve connectivity, reduce congestion, lower air and noise pollution, and decrease greenhouse gas emissions, supporting a healthier and safer campus environment for everyone.

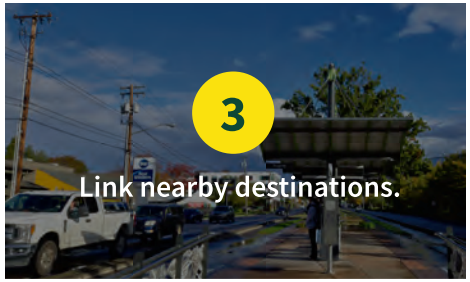
The UO is committed to prioritizing safe and convenient travel for the most vulnerable users of the transportation system: people with disabilities and people who walk, bike, or take transit to campus. Supporting their travel requires concerted and continuous efforts to minimize and manage conflicts they may experience with drivers of all types. Strategies contained in this plan are designed to harmonize all modes so that campus remains accessible and navigable by all its users.

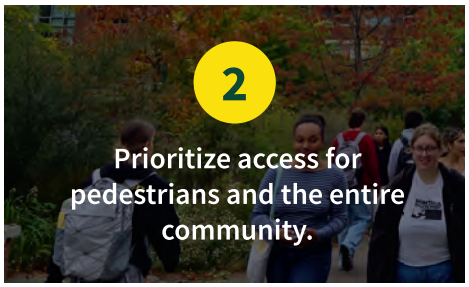
THIS PLAN IN CONTEXT

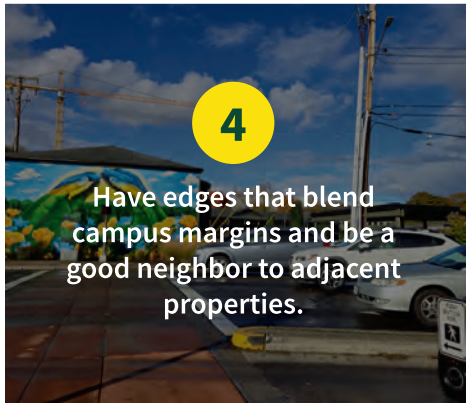
Values and recommendations in this plan align with those established by other campus planning documents and public agency partners.

Efforts to meet the travel needs of people accessing and circulating on campus have been a part of the planning process since the university's inception. To understand how this plan fits into the UO's long planning history and our community's wider planning ecosystem, the project team reviewed 14 planning documents from the UO, Lane County, and the City of Eugene. (For summaries of each of these documents, see Appendix A.) These past planning documents agree that campus should:









5 Have room to grow so that it can have a long life, meet changing needs, and allow for flexible uses.

Because campus is so intertwined with the surrounding transportation network, campus planning efforts must consider the City's and region's transportation planning activities and needs. **Figure 1-2** illustrates how the Campus Transportation Plan relates to and informs the planning efforts of these public agency partners. **Figure 1-3** illustrates how the Campus Transportation Plan evolves from the Campus Plan: Principle 9. Transportation. It serves as an Implementation Plan, overseen by Transportation Services, with strong linkages to the department's Strategic Plan and various modal and implementation plans.

Figure 1-2. Relationship to Other University and City Planning Documents

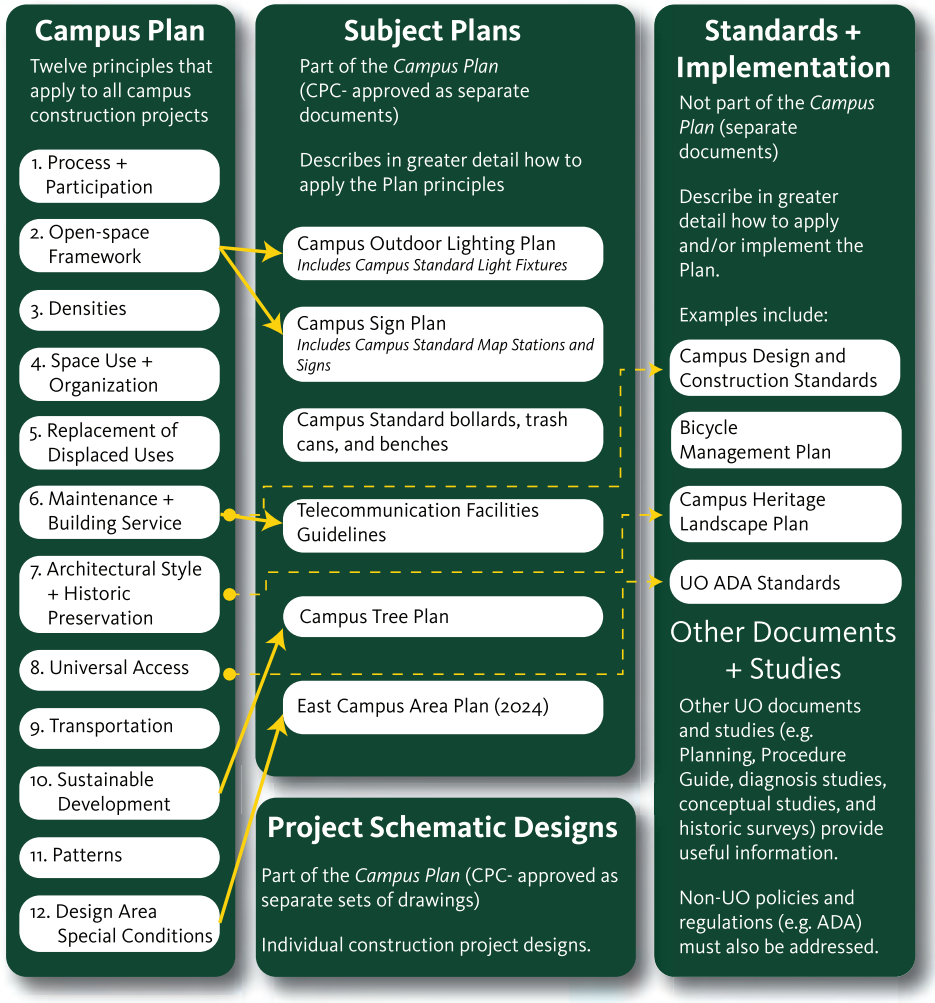
CITY & COUNTY PLANS

City of Eugene 2035 Transportation System Plan
City of Eugene Comprehensive Plan
City of Eugene Franklin Boulevard Transformation
Lane County Transportation System Plan

UO PLANNING GUIDANCE

Campus Plan
Campus Physical Framework Vision

Figure 1-3. Diagram of Campus Planning Documents



PLAN OBJECTIVES

> *This plan aims to create more sustainable multimodal transportation options on campus.*

At the beginning of the planning process, the UO and Transportation Services identified six objectives that reflect campus values, respond to campus transportation challenges, and align with the UO's broader sustainability and accessibility goals:

Pedestrian Safety—Implement measures such as improved crosswalks, traffic calming techniques, and enhanced lighting to improve safety for people who walk on campus.

Bike-Friendly Campus—Design bike lanes, enclosed bike parking facilities, and bike-sharing programs to support bicycling as a convenient and eco-friendly way to travel to, from, and around campus.

Multimodal Connectivity—Improve connections between different modes of transportation, making it easier for students, faculty, staff, and visitors to move around campus without relying on cars.

Transit Enhancements—Partner with Lane Transit District and third-party intercity transit companies to enhance bus travel.

Parking Management—Integrate innovative parking and curbside management strategies, including pricing incentives for carpooling, electric vehicle (EV) charging stations, and designated loading, drop-off, and pick-up zones. Reduce the demand for parking spaces and promote sustainable transportation options.

Campus Green Initiatives—Create a more vibrant and inviting campus environment.

University, city, and county planning documents; Transportation Services trends and priorities; and feedback from the campus community all informed these objectives. The objectives provide a solid foundation for the plan and shape its existing conditions analysis, key challenges, final strategies, and recommendations.

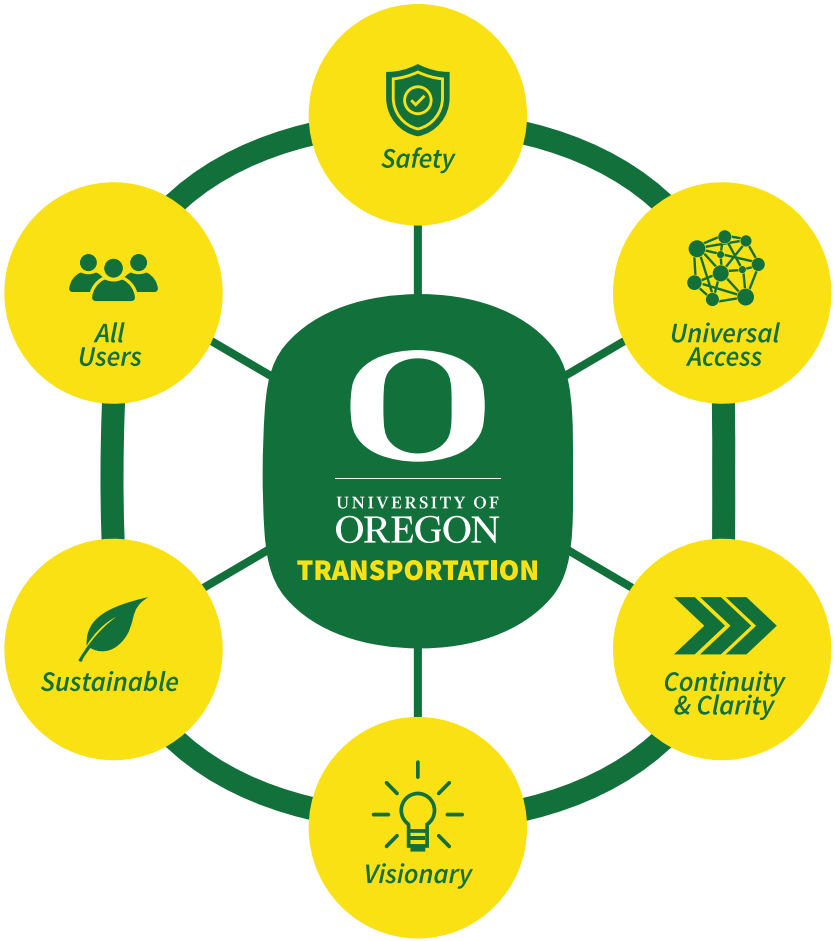
Vision Statement

UO Transportation Services envisions a future where we are an industry leader in providing people and goods safe travel to and through campus with minimal impact to the environment while meeting campus operational needs.

PLAN VISION

This plan envisions a campus transportation system that is:

- Efficient, functional, visionary, and sustainable
- Serves all users
- Reduces travel barriers to and through campus
- Fiscally responsible



GUIDING PRINCIPLES

Beneath this vision are six guiding principles that reinforce the plan's objectives:

Safety—The UO's transportation system must put safety first and support safe and comfortable mobility for all users.

Universal access—Regardless of their mobility or disability status, students, staff, faculty, and visitors should be able to use the transportation system with ease.

Continuity and clarity—Users should be able to understand and navigate the system without interruption or confusion.

Visionary—Campus transportation plans should anticipate and adapt to future demands and technological advancements.

Sustainability—Campus transportation plans should strive to reduce the university's environmental impact and support its environmental responsibility goals.

Serve all users—The university transportation system should provide reliable and efficient services that support and enhance the campus experience for everyone.

Drawn from the plan objectives, these principles will help guide Transportation Services as it makes decisions, prioritizes investments, and works to maintain consistency across projects.

02

CAMPUS & COMMUNITY ENGAGEMENT

> ***Because campuses are community spaces, this plan incorporates feedback from UO students, faculty, and staff, as well as campus-adjacent community members.***

Engagement with campus partners, the university community, and the broader Eugene community was integral to this plan's development. Feedback from students, faculty, staff, and people who live in adjacent neighborhoods helped Transportation Services understand current campus transportation needs and how improvements could be prioritized. Connections throughout the planning process also helped keep the campus and broader campus-adjacent community informed about the plan.

To reach campus partners, Transportation Services:

Held leadership briefings, which gathered representatives from departments within the university—including the Accessible Education Center, Athletics, Campus Planning and Facilities Management, Campus Services, Safety Risk Services, Student Life, University Housing, and the UO Police Department—with an interest in campus transportation activities to keep them up to date on the planning process, ensure campus-wide perspectives were considered, and to get feedback on recommendations.

Presented to the Campus Planning Committee, where the project team shared updates and gathered feedback on the plan from committee members. Three meetings were held.

Formed a Transportation Plan Committee, which gathered a broader group of project partners and technical experts than the leadership briefings. The committee featured representatives from the same departments involved in the leadership briefings, additional members from other campus areas, and staff from the City of Eugene.

Hosted a scenario planning workshop that considered existing and future transportation demands and brainstormed how campus growth may impact the way people access and circulate on campus.

To reach the wider campus community, Transportation Services:

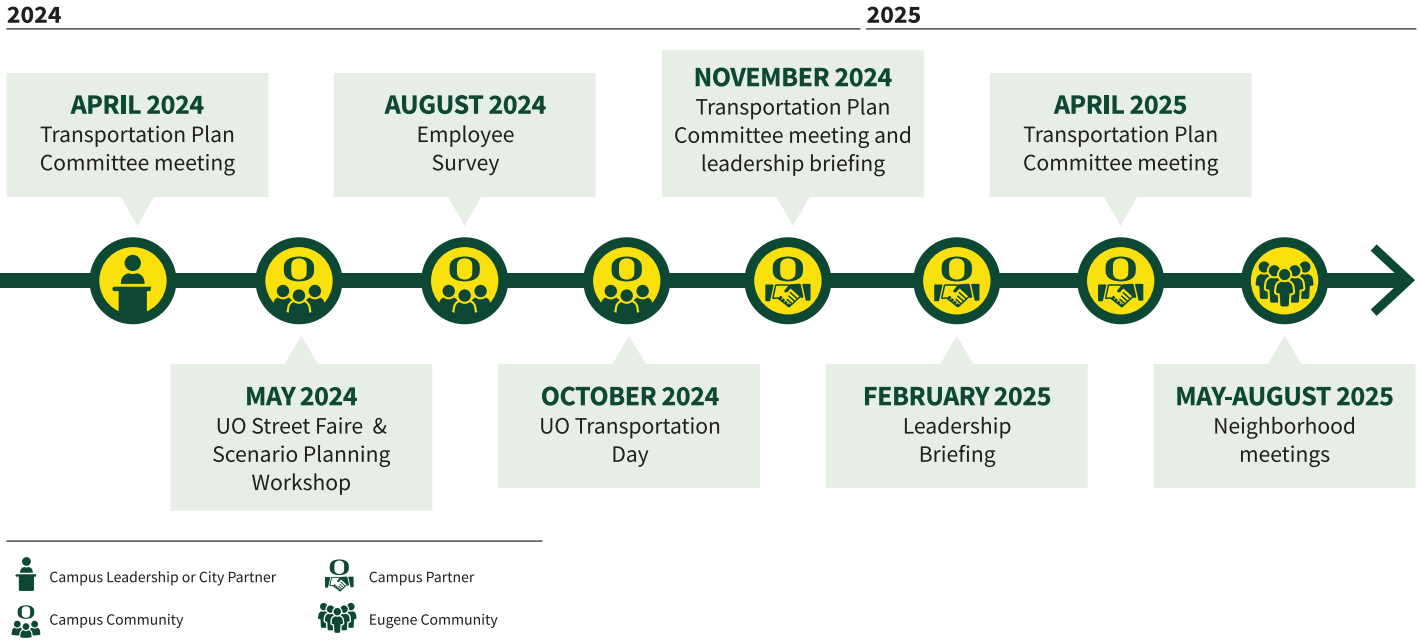
Posted an online survey, a project website, and an online mapping tool to promote different stages of the project, encourage people to attend engagement opportunities, and to get feedback from the campus community and local project partners.

Conducted in-person outreach for more direct interactions with the campus community and to get feedback on our existing conditions analysis and the draft transportation plan. Stations were set up at the UO Street Faire, the UO Transportation Day, the Trillium Plus Produce Drop, Tuesday Treats, and two open houses.

Engaged the campus-adjacent community by conducting multiple outreach activities to connect with and receive feedback. This included presentations to the Eugene Active Transportation Committee and University Area Planning Meeting, multiple meetings with the Fairmount Neighborhood Association, their transportation committee and leadership team, as well as tabling at the South University Neighborhood Association and Fairmount Neighborhood Association summer social. The University of Oregon also hosted a presentation and discussion event specifically for the Fairmount and South University Neighborhood Associations.

For more information on the campus and community engagement outcomes and activities, see Appendix B.

The project team engaged with attendees to gather input on the plan during UO Transportation Day in fall 2024. Photo courtesy of Kittelson and Associates, Inc.



03

GETTING TO, FROM & AROUND CAMPUS TODAY

The campus community and visitors walk, bike, take transit, carpool, or drive to get to, from and around campus. Opportunities exist to reduce travel mode conflicts and barriers, increase sustainable travel convenience and efficiency, and reduce reliance on single occupancy vehicle use.

Today, students, faculty, staff, and campus visitors' campus access is supported by university departments, transportation and transit agencies, and private partners. Much more work can be done to improve the efficiency and convenience of these modes.

This chapter provides a high-level overview of what the campus transportation system looks like and what kinds of challenges users face today. A closer look at these challenges is provided for each corridor to explain where they occur and the factors that contribute to them.

Information in this chapter comes from an existing conditions technical analysis, public engagement, and field observations. Unless otherwise noted, data was collected, inventoried, and analyzed during plan development from 2023–2025. For the complete findings of this analysis, see Appendices C and D.

70% of students walk, bike, or take transit.

58% of university employees drive.

Bus
Carpool/Dropoff
Walk
Bike
Telecommute/Other
Drive Alone

THE CAMPUS TRANSPORTATION SYSTEM

WALKING

Remember that walking includes travel by assistive mobility device!

Pedestrian facilities on campus vary in their capacity, condition, accessibility, and connectivity.

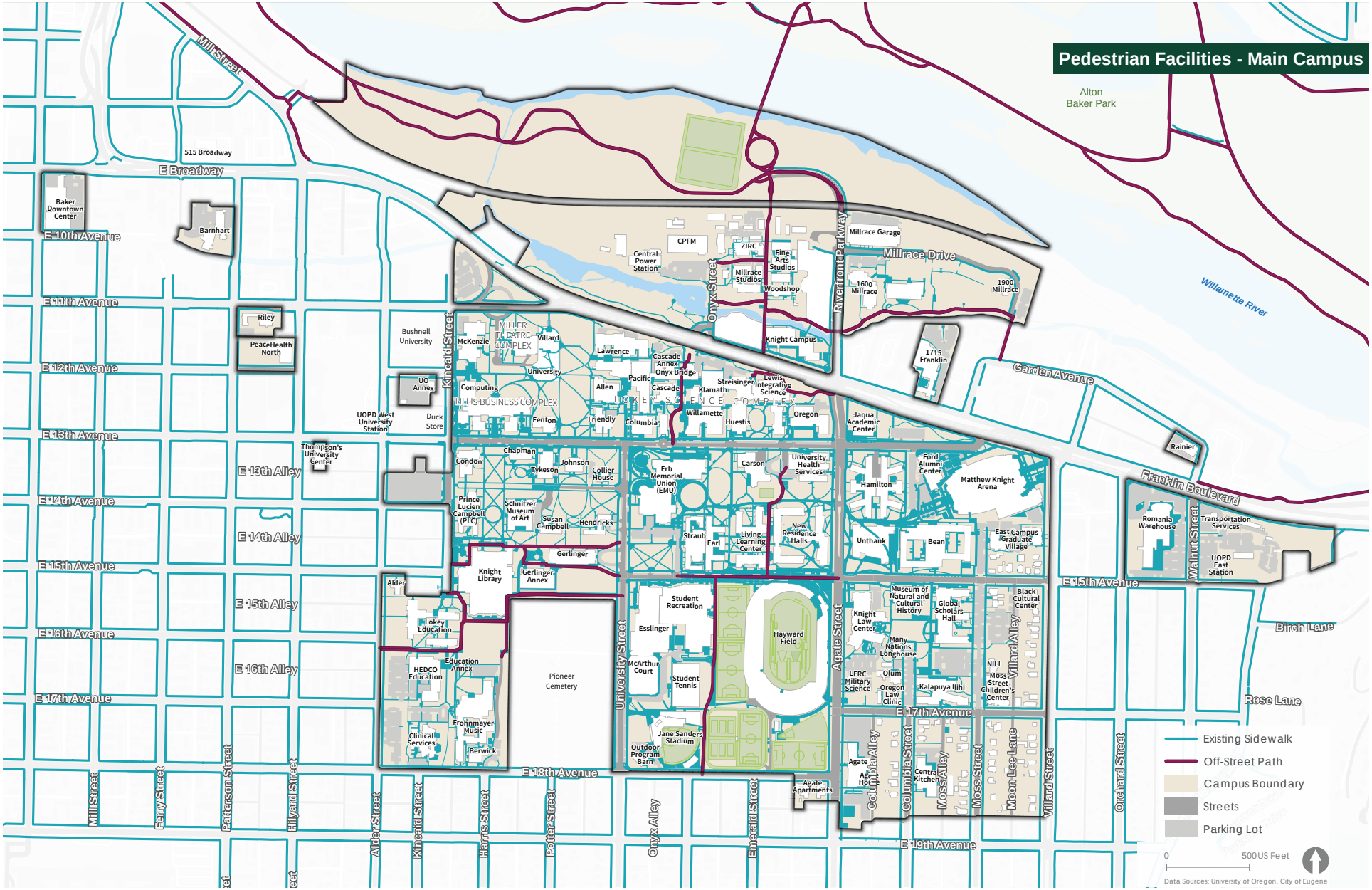
Because most trips to or around campus happen on foot—and because, regardless of how they travel, nearly everyone is a pedestrian at some point in their journey—the campus pedestrian system needs to be accessible, abundant, and connected to other modes. The pedestrian system should also feel safe and comfortable. Today, people walking get access to the campus via sidewalks and pathways provided in public rights-of-way owned and maintained by the City of Eugene (**Figure 3-1**).

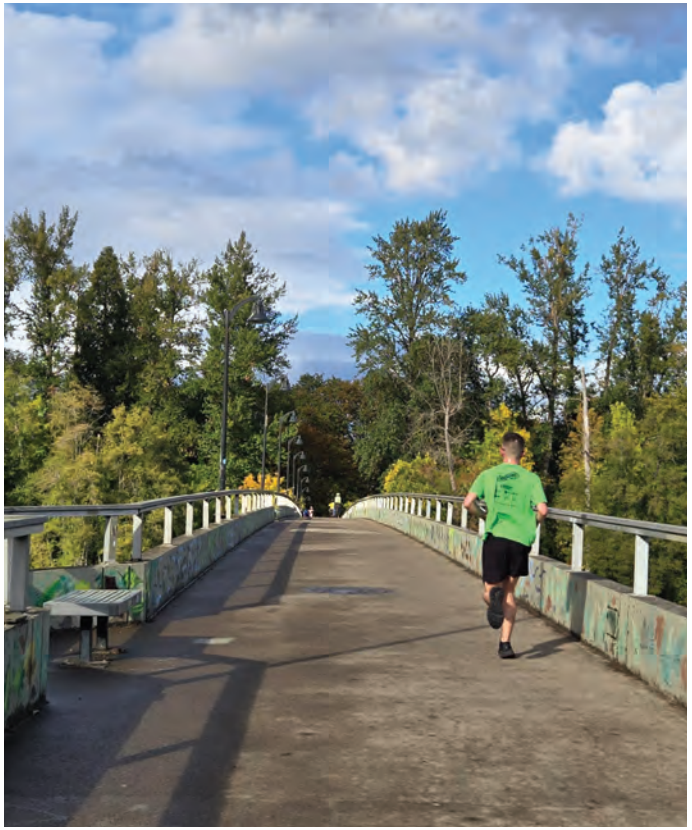
Nearly every city street that borders, intersects, or crosses a campus boundary has a sidewalk on at least one side. Most have sidewalks on both sides. Streets that intersect with campus along its boundaries generally align with pedestrian portals, which provide good route continuity and help guide people walking to crossing locations. Some campus portals, however, have sidewalk gaps, insufficient widths, or other challenges to efficient pedestrian access and travel.

KEY CHALLENGES FOR WALKING ON CAMPUS

- During class change periods, many sidewalks and pathways are too narrow to comfortably accommodate pedestrian demand. This is made worse when service vehicles are present.
- Crossing locations on campus streets (such as across Agate Street, 13th Avenue, University Street, and 15th Avenue) are inadequate to support the volume of people that move about campus at peak times throughout the day. This issue is likely to worsen as the campus population continues to grow. At several key intersections like 15th Avenue/Agate Street, the mix of people walking and biking with people that are driving creates congestion and safety challenges that are expected to intensify as the campus population continues to grow.
- Lack of dedicated bicycle infrastructure and a city policy that allows bicycles on sidewalks leads to conflicts between people using different mobility modes on sidewalks and pathways. This also leads to congestion and discomfort for people walking.
- There are sections of missing sidewalk along the city streets that form the boundaries of campus.
- Sidewalks around campus are varied in their width and condition. Some are ample and in good shape, others are narrow and in need of repair.
- Areas along Agate Street and 18th Avenue near Hayward Field and the surrounding athletic facilities limit pedestrian access, pedestrian circulation, or both, especially during major events when the volume of people moving to and around these areas significantly increases.
- Some crosswalks on and near campus are unmarked and uncontrolled, which limits safe and comfortable movement for people accessing their destinations. For example, outside of campus, crossings on Hilyard and Patterson Streets south of 13th Avenue are uncontrolled, making it difficult for people connecting to and from areas west of campus to cross safely and comfortably.
- While street lighting and pedestrian lighting is present on campus, not all areas appear adequately lit. Pedestrian-scale lighting is especially important for a sense of safety and security as well as at intersections, midblock crossings, and where people walking and service vehicles interact.
- Because portions of the campus pedestrian system were constructed before the Americans with Disabilities Act (ADA), sidewalks and multiuse paths have areas with accessibility barriers. The city and university are working together to address those areas. UO Transportation Services is working on an ADA transition plan to help address these needs.

Figure 3-1. Campus Pedestrian Network






LEASING CENTER


MAP

BIKING

Throughout campus, bicycle facilities primarily rely on shared facilities with people driving or people walking.

Remember that biking includes travel by micromobility device!

The university is nationally recognized as a Bicycle Friendly University and has a gold rating from the League of American Bicyclists. Many people rely on bicycles for travel to and from campus, as well as around the campus. Additionally, the growing popularity of micromobility devices, including e-scooters and other electric personal mobility options ("e-devices"), is changing how people move on campus.

The bicycle system on campus primarily consists of two components: travel facilities and bicycle parking (**Figure 3-2**). These facilities also accommodate micromobility devices, so references to "bicycle facilities" in this document include both people biking and people using micromobility devices. Travel facilities include the campus bike lanes, shared vehicle lanes, and off-street paths. Bicycle parking comes in covered, uncovered, and/or enclosed options. PeaceHealth Rides is a major bikeshare system that provides access for people who want to borrow a bike, including campus visitors.

TRAVEL FACILITIES

There are limited separated facilities for people biking or using micromobility on campus. As these modes grow in popularity, there will be an increasing need to separate their users from people walking and driving. The rising use of micromobility devices, particularly e-devices that travel at higher speeds, further reinforces the importance of providing dedicated space for people biking and using micromobility to improve safety and comfort.

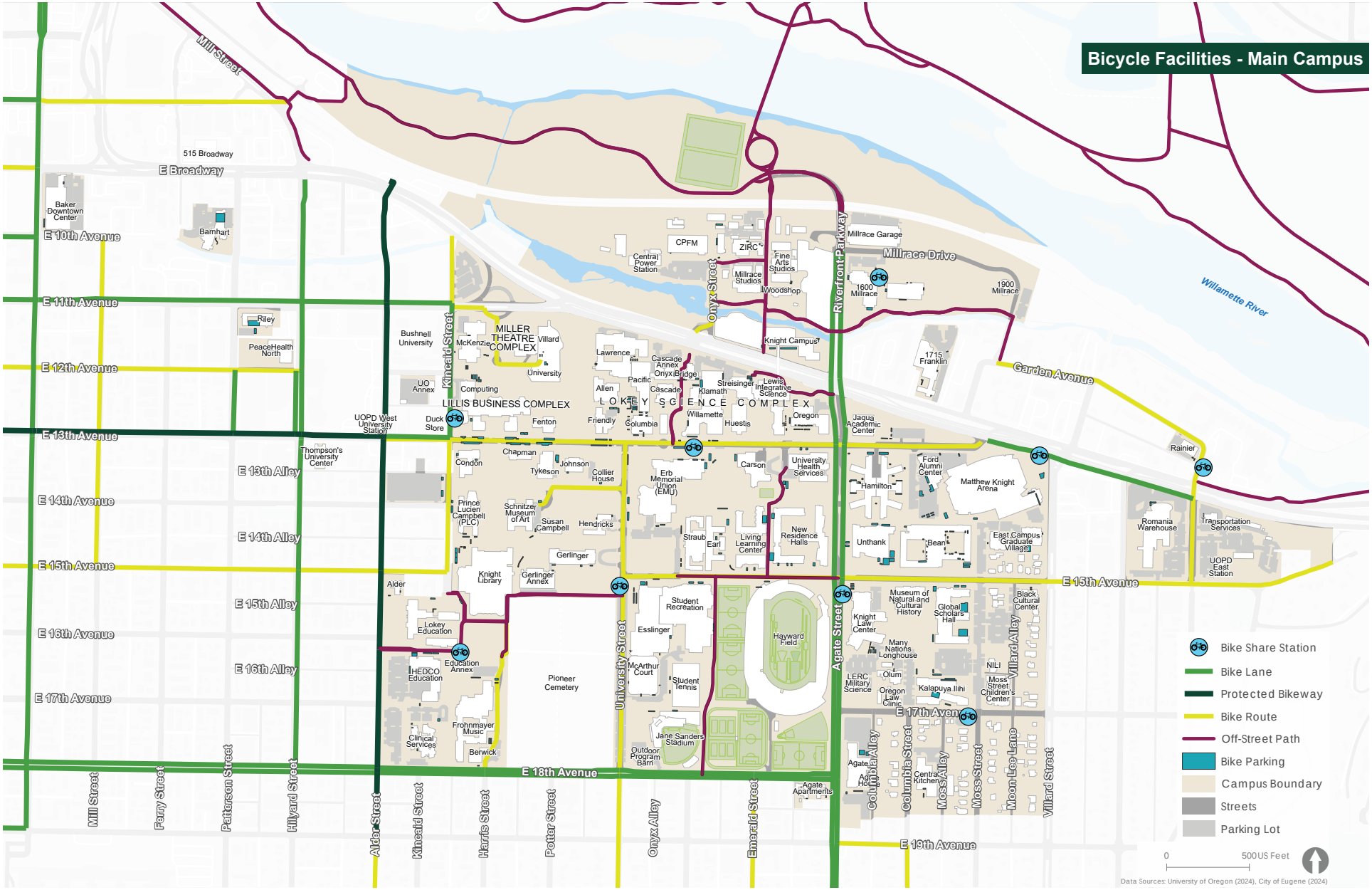
On campus, there are four types of campus bike facilities: bike lanes, shared lanes, off-street paths, and designated bike routes. With the exception of Agate Street, there are no striped bike lanes (separated facilities) on campus. All other streets on campus permit bicycle travel, but they are required to share facilities with people who walk and drive. Bicycles may only travel on off-street paths if those paths are designated bike routes. Campus encourages use of these facilities by providing parking facilities near these routes. The city bicycle network offers protected bikeways, off-street paths, bike lanes, and bike routes and city regulation allows bicycle riding on sidewalks.

BICYCLE PARKING AND REPAIR STATIONS

Bicycle parking on the campus falls into four categories: uncovered short term, covered short term, commuter (a subset of covered short term parking located in public areas with adequate daytime security), and enclosed ("long term") parking such as lockable cages, lockable rooms, or equivalent enclosed facilities (**Figure 3-3**). Most of the bicycle parking locations have "hoop racks," also known as "staple racks." These racks provide a bike with two points of contact for stability and locking security, and the ability to serve two bicycles. However, the spacing of, and proximity to, nearby buildings of these racks may not be appropriate parking for oversized bikes such as cargo and e-bikes due to their heavier weights and larger sizes.

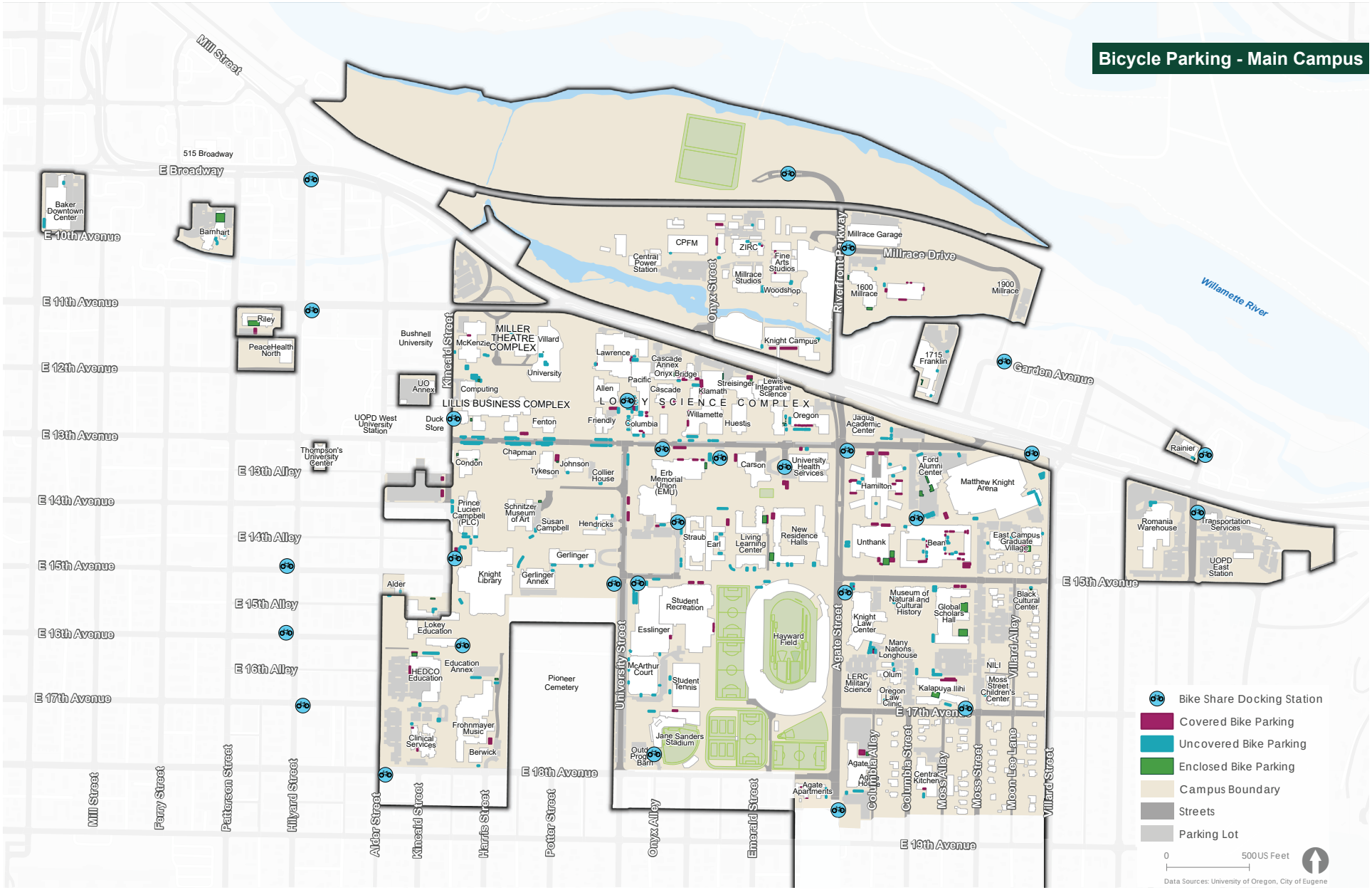
The campus has one dedicated bicycle maintenance space, located in the Bike Program office in the EMU. The Bike Program offers both "do-it-yourself" and paid repair services. Previously, a few public bike repair stations were available, but ongoing maintenance challenges and vandalism led to their removal. Transportation Services aims to expand bike repair facilities in the future by integrating them with commuter bike cages or locating them within department buildings.

Figure 3-2. Campus Bicycle Network




Riverbank Path
Alton Baker Prk
Autzen Stadium
NO PARKING
BEYOND THIS POINT

Figure 3-3. Campus Bicycle Parking

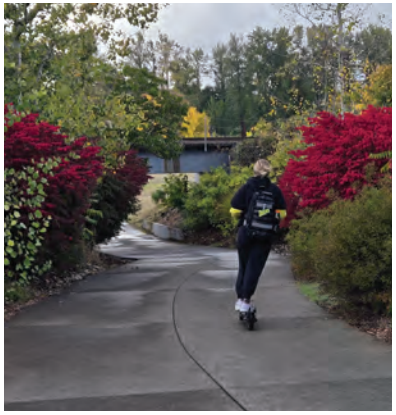


MICROMOBILITY

Micromobility encompasses travel by devices (powered or not), such as e-bikes, scooters and e-scooters, and skateboards and e-skateboards. These devices may be part of shared services—such as the UO E-Bike Lending Library, which provides free two-week loans to students, faculty, and staff—or privately owned. Campus continues to see significant growth in the number of personally owned micromobility devices being used on campus. E-bikes and e-scooters in particular are becoming increasingly popular, providing a convenient and flexible option for short trips on and around campus.

Current university policy allows e-bikes, e-scooters, and e-skateboards to be operated on designated bicycle routes, but not inside UO buildings. The university also provides charging for e-devices in the Millrace garage, but charging capacity there is limited, and this location is far from the campus core. More information about e-devices on campus can be found on the university's website.

To better support micromobility users, Transportation Services plans to expand both storage and charging capacity across campus, particularly within housing-controlled bike cages.



BIKESHARE

The campus has 23 PeaceHealth bikeshare stations within campus or along the periphery. People can use these bikes to get to on- and off-campus destinations with fees charged either per trip or as a monthly membership. Bikeshare fees are discounted for UO students, faculty, and staff.

KEY CHALLENGES FOR BIKING AND MICROMOBILITY ON CAMPUS

- Bicycle route signs are inconsistent, confusing, and do not always clarify where bicycles are allowed and where they are not.
- Bicycle repair stations and bicycle parking areas have issues with theft. From December 2020 to July 2024, there were over 320 reports to the UO Police Department of bicycle- and scooter-related theft.
- Enclosed bicycle parking supply and demand are misaligned across campus, with higher demand on the west side and underutilized lockers and cages on the east side.
- There are gaps in facility continuity both on-campus and along the campus boundary where facilities connect to the city's network.
- There is limited safe and comfortable east-west connectivity across campus. Riders are required to navigate higher traffic intersections with limited or no protected facilities on key routes like 11th, 13th, 15th, and 18th Avenues.
- North-south routes are also constrained. There is a lack of dedicated facilities along these campus north-south corridors. Onyx Street-University Street and Riverfront Parkway-Agate Street both cross Franklin Boulevard and have several high-volume bicycle crossings. These streets also experience vehicle conflicts at varying times of the day.
- Although bicycles are allowed on city sidewalks, bicycle travel is not permitted on the majority of campus pathways unless designated as a campus bike route. However, the campus rule is not consistently observed or enforced, which can lead to confusion and conflicts with people walking.
- There is insufficient micromobility charging on campus to make it convenient for most users.

TRANSIT

There is a lack of transit connectivity on campus due to a lack of first- and last-mile connections, infrequent service, and no fixed-route campus transit service.

There is no fixed-route transit service on campus. However, students, faculty, staff, and visitors have access to UO Duck Rides, the Access Shuttle, LTD services, and several other transit or rideshare systems (**Figure 3-4**).

UO DUCK RIDES

Duck Rides offers students, staff, and faculty evening rides. Funded by student fees, this program is staffed by both student and professional staff. Duck Rides operates from 6 p.m. to 12 a.m. seven days a week during the fall, winter, and spring terms, and pauses during academic breaks. Riders can request the service using the Duck Rides app. The service area extends beyond campus, connecting riders to shopping centers, downtown Eugene, and off-campus residences.

ACCESS SHUTTLE

The university operates the Access Shuttle, which provides campus rides to students, faculty, staff, and visitors with disabilities. The on-demand shuttle operates Monday through Friday from 7:30 a.m. to 5:30 p.m. The Access Shuttle does not extend off campus. Users can request rides in the Access Shuttle app and make recurring ride reservations online.

LANE TRANSIT DISTRICT (LTD)

Most transit riders rely on LTD services to get where they need to go. The Emerald Express (EmX) provides frequent bus rapid transit service to campus along East 11th Avenue and Franklin Boulevard seven days a week. In addition, five fixed bus routes—13, 28, 79x, 81, and 98—serve the campus and/or Autzen Stadium, connecting campus with off-campus destinations. Key stops on or adjacent to campus include:

- East 13th Avenue, Kincaid Street (Route 98)
- Kincaid Street (Routes 79x, 81)
- East 11th Avenue, Franklin Boulevard (EmX)
- Patterson–Hilyard Street Couplet, Kincaid Street (Route 28)
- Martin Luther King Jr. Boulevard (Autzen Stadium)(Route 13)

LTD also operates RideSource, a paratransit service for people with disabilities and Medicaid recipients, and the Diamond Express, an intercity transportation service between Oakridge and the Eugene/Springfield area. In addition, LTD service extends to LTD-managed Park and Ride lots throughout Eugene, Springfield, and surrounding communities, providing convenient transit options for commuters traveling to campus and other destinations.

RIDESHARE

Uber and Lyft provide ride-hailing services in Eugene and around campus. Several locations on campus have been designated for ride-hail pickups and drop-offs. The ASUO subsidizes rides for qualifying UO students late at night and to certain regional healthcare facilities.

CARSHARE

Carshare programs provide short-term vehicle rentals, offering flexible transportation options for the campus community. The University of Oregon partners with Zipcar, which has dedicated parking locations on campus, including Moss Street near 15th Avenue, Lot 17, 15th Avenue West, and Lot 55. GoForth Electric Vehicles is another carshare option available in Eugene.

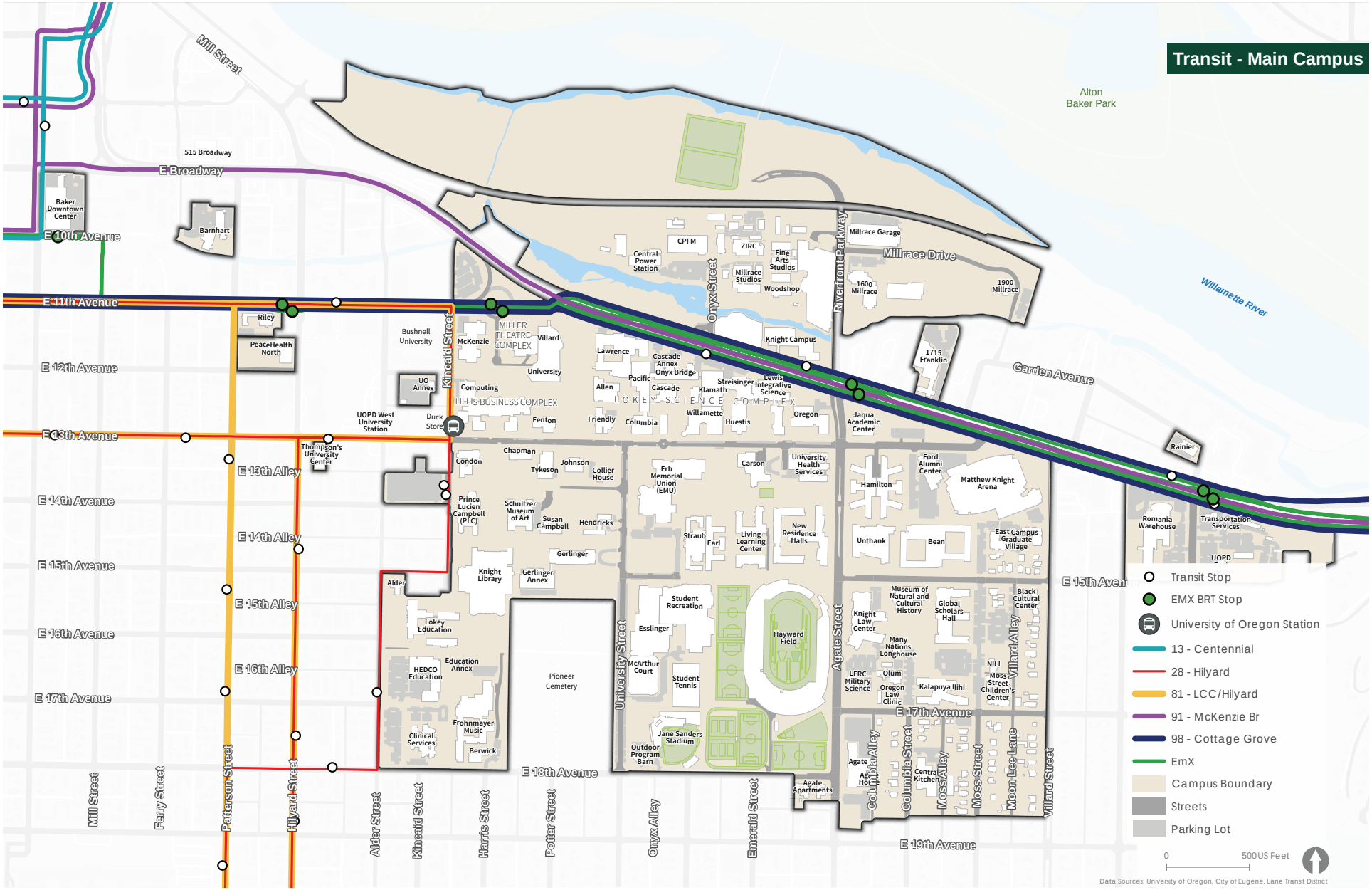
REGIONAL TRANSIT

Amtrak, FlixBus, Diamond Express, Pacific Crest Bus Lines, Link Lane, and Florence Rhody Express provide connections between nearby cities and the surrounding region. Most of these services depart from downtown, but FlixBus, Pacific Crest, and Amtrak bus (Oregon POINT) directly serve campus at Agate Street or East 13th Avenue.

KEY CHALLENGES FOR TRANSIT ON CAMPUS

- There are not enough multimodal first- and last-mile connections for transit on campus.
- There is a need for more frequent non-EmX LTD service to connect the campus community to local destinations and essential services during off-peak and weekend periods.
- Increasing campus activity levels, an expanding campus footprint, and peripheral parking treatments make cross-campus travel difficult during class change periods, and there is currently no fixed route transit to serve intracampus trips.

Figure 3-4. Campus Transit Network



DRIVING

Improvements to help reduce conflicts between drivers, people walking, and people biking are needed on the city- and university-owned streets that make up campus.

Streets on campus still have echoes of the original street grid and are owned and maintained by both the university and the City of Eugene, depending on the location (**Figure 3-5**). The allowed vehicle use and primary function of each street depend on its adjacent land use and ownership. Within the campus core, motor vehicle access is limited. University-owned streets provide emergency and service access to all campus areas and buildings and, in limited locations, provide private vehicle access to parking. On most city-owned streets, motor vehicles are generally the dominant mode for moving people and goods.

Private vehicle access is restricted on a portion of 13th Avenue from Kincaid Street to east of University Street near Onyx Street, a portion of University Street north of Johnson Lane, and on Powell Plaza (formerly 15th Avenue west of Agate Street). Private vehicle access is restricted in order to discourage private vehicle activity within the campus core.

City-owned streets form the boundary of campus, connect the campus grid to the surrounding street network, and provide access to key campus destinations. These streets always serve people who drive and vary in how much they accommodate people who walk, bike, or use transit. Importantly, these boundary streets also help people unaffiliated with the university reach areas west, south, and east of campus. Because of this connection, the City of Eugene and the university work together to coordinate infrastructure improvements, align multimodal priorities, and fund projects on and around campus that support both campus access and citywide mobility goals. The university's desire to have a walkable, bikeable campus aligns with the City of Eugene's roadway standards, which seek to reallocate excess motor vehicle roadway space to other uses, such as wider sidewalks, exclusive bus lanes, improved bike facilities, and new plazas.

"The UO's desire to have a walkable, bikeable campus aligns with the City of Eugene's roadway standards, which seek to reallocate excess motor vehicle roadway space to other uses, such as wider sidewalks, exclusive bus lanes, improved bike facilities, and new plazas."

Franklin Boulevard is the primary route motorists use to access campus. This route is a key east-west corridor, providing access to all areas of Eugene/Springfield and the OR 99E and I-5 corridors.

> ***At the time of this plan, UO Transportation Services is in the early stages of developing an Agate Street Corridor Plan, which will consider the corridor's purpose and function within the larger transportation network.***

Autzen Stadium is separated from the campus core by the Willamette River. Primary access by vehicle, transit, biking, and walking is via Martin Luther King Jr. Boulevard. MLK Jr. Boulevard is a two-way, five-lane roadway designed for high speeds. In Spring 2024, the City of Eugene launched the MLK Jr. Boulevard Transit and Safety Project to help improve safety along this corridor for all users. The proposed lane configuration includes bus and turn lanes in the outside lanes, a new pedestrian crossing across MLK, and enhanced striping for bikeways.

Intersections are where modes converge and thus where conflicts most often occur. Motorists are focused on moving through the intersection efficiently, while people walking and biking are focused on crossing safely and comfortably.

The Franklin Boulevard Transformation Project aims to improve safety; increase walking, biking, and taking the bus; and support density and development through corridor and intersection improvements at several campus gateways, including at Onyx Street, Agate Street-Riverfront Parkway, Moss Street-13th Street, and Villard Street.

Historically, when motor vehicle movement has been prioritized, level of service (LOS) has served as the primary metric for evaluating intersection performance. LOS assigns a letter grade (A–F) based on the amount of vehicle delay. However, LOS does not fully capture how well an intersection is serving the diverse needs of a campus environment, where safety, pedestrian and bicycle capacity, and comfort are equally important considerations.

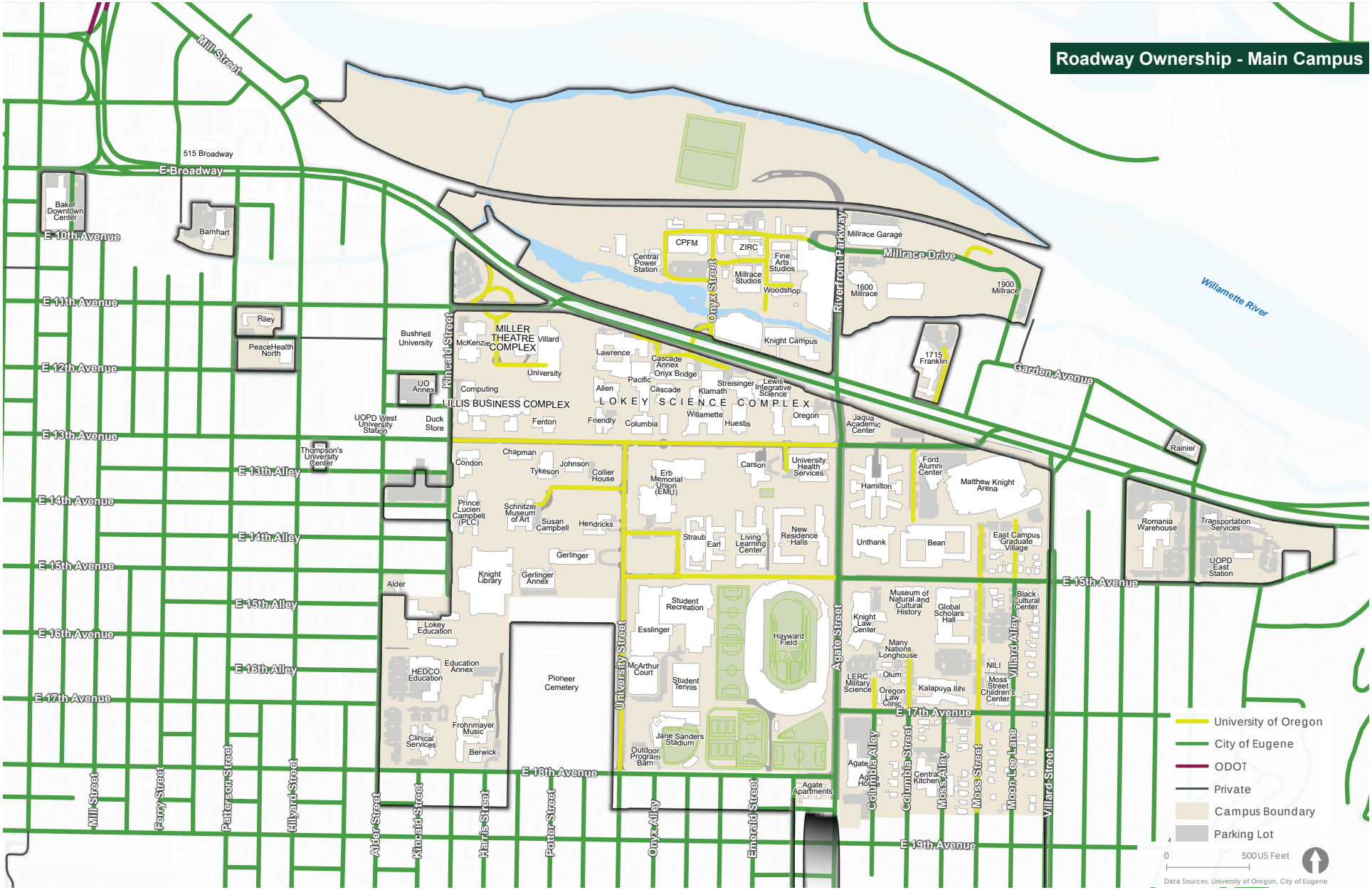
Most intersections on and around campus currently meet LOS standards for vehicles. In a university setting, some congestion, especially during peak class-change periods, is expected and reflects the high volumes of people walking and biking on campus. For example, the intersection of Kincaid Street and East 13th Avenue does not meet LOS standards for vehicles, but vehicle volumes are relatively low while pedestrian and bicycle volumes are comparatively high. In this case, prioritizing the experience and safety of people walking and biking is often more aligned with city and university goals than increasing vehicle throughput.

Moving forward, the UO must continue working closely with the City of Eugene to balance the needs of people driving with those of the campus community, ensuring that corridor and intersection design and function protect and promote walking, biking, and transit use on and near the campus. Transportation Services must also coordinate with internal partners, such as Athletics and campus event planners, to ensure the system remains flexible enough to accommodate high-demand events (e.g., move-in/move-out days, athletic competitions, commencement).

KEY CHALLENGES FOR DRIVING ON CAMPUS

- Rates of single-occupancy vehicle trips to campus that conflict with the university's mode split goals.
- Equipping and operating streets in a manner that harmonizes the interaction of all modes and ensures the safety and comfort of all users, particularly the most vulnerable.
- Limited coordination with the City of Eugene, which may result in a street network that inadequately supports campus access or conflicts with citywide and nearby neighborhoods' mobility priorities.
- Inconsistent roadway standards and design guidance between UO and the city, which can lead to fragmented multimodal infrastructure and planning across campus or jurisdictional boundaries.
- Circulation and congestion during one-time or high-volume events (e.g., move-in days, athletics events), which strain the transportation network and disrupt daily multimodal operations.

Figure 3-5. Campus Roadway Ownership



PARKING

Parking currently occupies valuable space in the campus core. Shifting parking to the campus periphery would create a safer, more welcoming center for people walking and biking while better supporting the UO's sustainability and mobility goals.

With a campus population of roughly 28,000 people plus wide-ranging numbers of visitors, matching parking supply and demand continues to be a challenge. Approximately 4,000 parking spaces on campus are dispersed across 73 lots and 3 garages (**Figure 3-6**) (based on fall 2025 parking inventory). The Campus Plan sets a planning direction that central campus land be used minimally for parking, which is encouraging an incremental shift of parking to the campus periphery and a gradual transition to a campus core that prioritizes people walking and biking.

Campus parking facilities provide short-term permit-only parking, hourly pay-to-park spaces, and limited student resident parking. In 2021, Transportation Services launched a new zonal parking system to increase parking convenience and flexibility. The zonal system balances parking demand with virtual permits and pricing based on location and demand.

Current parking inventory generally meets the university's operational needs, though it can be challenging for some individuals—particularly visitors unfamiliar with campus—to locate where available parking is. Continued enrollment growth and development activities are expected to increase demand and reduce supply.

Between 2019 and 2024, campus enrollment grew by five percent while parking permit sales increased by 13 percent. However, parking supply over the past 10 years has increased by just five percent. Parking supply is expected to decrease as parking lots become development sites for uses that better support campus life and university needs. Per the Campus Plan, any displaced parking generally needs to be replaced. University plans include the intent to move away from parking in the core of campus and consolidate parking to larger peripheral sites, likely as garages. Garages, however, are expensive to construct. As a result, parking management strategies must be a central element of future campus transportation planning efforts.

Campus policy can have a profound effect on parking supply and demand. Existing campus policies guide where parking should and should not be provided (i.e., at the periphery and not in the core). Policies can also determine which students are required to live on campus and if they are allowed to bring a car to campus. For example, some colleges mandate that (with exceptions) first-year students must live on campus and cannot bring a car with them. A similar policy could be explored by UO to help manage parking demand by reducing the number of vehicles stored on campus and limiting commuter traffic from first-year students.

Relocating parking to the campus perimeter may lengthen the walk for some users, potentially challenging the goal of maintaining a 10-minute walking campus.

Parking permit sales are growing by about 3.5 percent each academic year.

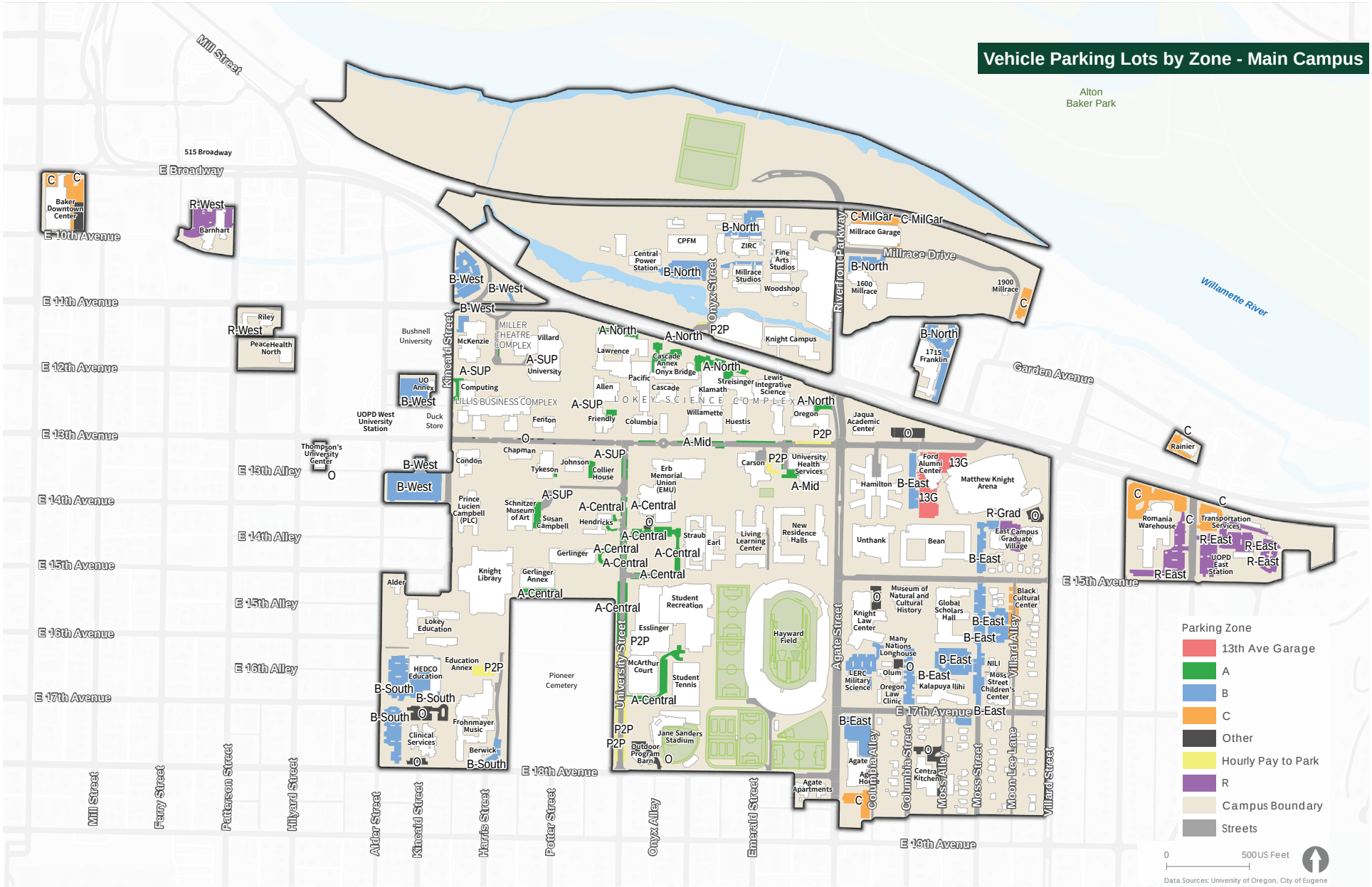
Although more permits mean more revenue for Transportation Services, more drivers on campus works contrary to the university's sustainability goals. The pattern cannot be sustained without ultimately increasing the supply.

KEY CHALLENGES FOR PARKING ON CAMPUS

- Continued enrollment and employment growth could lead to higher parking demand.
- Continued redevelopment of surface parking areas, without replacement, could cause operational issues, parking shortages, and declining parking revenues.
- Parking locations near the main activity areas of campus create conflicts with people walking and biking and degrade the campus environment.
- Effective wayfinding and demand management strategies are needed to minimize unnecessary trips made in search of parking within or near campus.
- Dichotomy of parking infrastructure locations vs. desired destinations (for example, we have more supply on the east side of campus, but most academic destinations are on the west side of campus).
- Lack of consistent parking availability and demand monitoring.
- Revenues from parking may be insufficient to achieve all of Transportation Services' goals, particularly if one or more parking garages become necessary.
- Accommodating and maintaining facilities for an anticipated increase in electric vehicle usage (thinking about the cost for implementing and securing future EV charging stations at parking lots).

Millrace Parking Garage

Figure 3-6. Campus Parking



FREIGHT & SERVICE

A lack of key connections and a need to access all campus buildings sometimes makes travel on campus difficult for freight and service vehicles.

Freight and service vehicles regularly need to access campus as they do things like deliver food to the dining halls, transport waste and recycled materials from campus buildings, and move maintenance staff and landscaping materials around campus.

Delivery, refuse, recycle, and service vehicles approach campus from a specific set of roadways, most of which are city-owned, including: MLK Jr. Boulevard, Leo Harris Parkway, Franklin Boulevard, Onyx Street, Kincaid Street, Agate Street, 11th Avenue, 13th Avenue, 15th Avenue, 17th Avenues, and 18th Avenue. Even though the parts of University Street, 13th Avenue, and 15th Avenue that run through campus restrict private motor vehicle circulation, UO delivery and service vehicles are allowed to use these streets to access campus buildings.

Except on some designated peripheral streets, campus golf carts are not allowed to operate on city streets outside the campus boundary. This presents a challenge for providing services to buildings north of the Willamette River at and near Autzen Stadium. These same vehicles are allowed to operate on pathways and other campus walkways. While campus policy limits the movement of these vehicles during class change periods, their presence on pedestrian and shared use facilities may impede the movement of people walking and biking.

KEY CHALLENGES FOR FREIGHT AND SERVICE ON CAMPUS

- There is a lack of direct connection between main campus and Autzen Stadium for service vehicles. This issue is made worse because many university service vehicles are not allowed to travel on city streets, but they need to connect from operations facilities south of the Willamette River to the Autzen Stadium area on the north side. The Frohnmayer Bridge may provide a potential link; however, use of the bridge is limited to people walking and biking.
- Delivery, maintenance, and service vehicles require access to all buildings and areas of campus, which sometimes creates conflicts with people walking, biking, or using micromobility devices.
- Food delivery service vehicles, such as Grubhub and DoorDash, also present circulation challenges. Unsafe driving habits, including parking in non-permitted areas, can exacerbate conflicts with people walking and biking.
- As the university works to reduce single-occupancy vehicle traffic and revise corridor infrastructure, the viability and safety of necessary freight and service vehicle movements may be compromised without considered solutions.

WHERE CHALLENGES HAPPEN

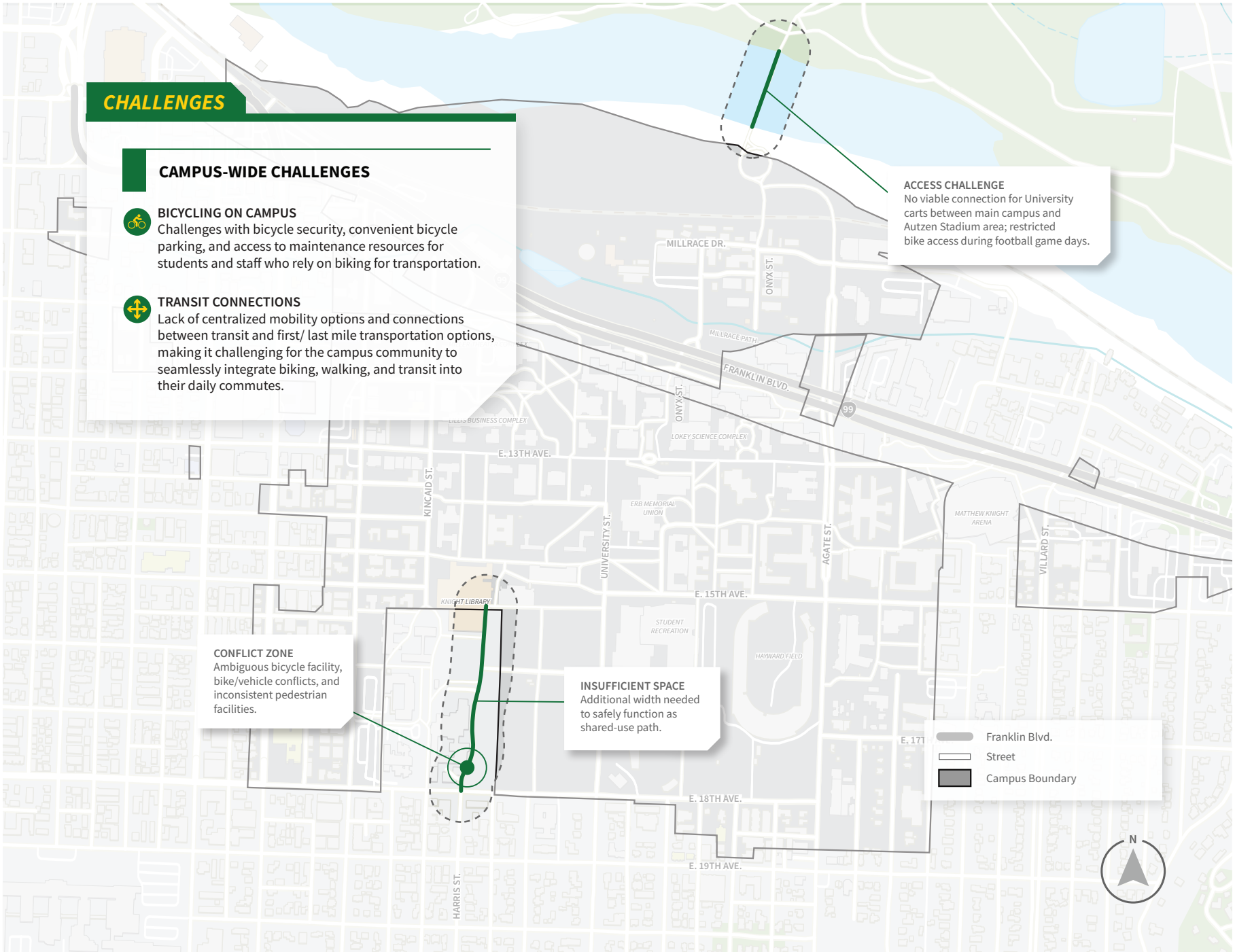
Parking currently occupies valuable space in the campus core. Shifting parking to the campus periphery would create a safer, more welcoming center for people walking and biking while better supporting the UO's sustainability and mobility goals.

THROUGHOUT CAMPUS

Across campus, users face multiple challenges related to circulation and access. Wayfinding and bicycle parking are limited, transit connections are limited, and access for people walking or biking is often restricted, as shown in **Figure 3-7**. Often, too many users of conflicting modes need access to the same limited sidewalks, pathways, and crossings seemingly at the same time.

Automobile parking capacity remains a campus-wide challenge, and the balance of parking supply and demand directly affects campus operations. Limited supply can cause street congestion, circulation delays as drivers search for spaces, service vehicle delays, and increased conflicts between people walking, biking, and driving. While the zonal permit system has improved efficiency, demand still exceeds supply, especially in the academic core of campus, making access to core campus locations limited for freight and service vehicles, commuters, and visitors. East of Agate Street, parking is more readily available to serve student overnight parking and arena events, but its distance from the campus core reduces its usefulness for daily academic, service, and visitor access.

Figure 3-7. Campus-Wide Transportation Challenges



ON CAMPUS CORRIDORS

The existing conditions analysis revealed that although some needs recur across campus, specific needs are often closely tied to the campus corridors where they happen. Because each corridor plays a different role in the system and has different contexts, each needs to be considered separately. For example, 13th Avenue, a central campus corridor, plays a key role in supporting walking and biking to major destinations. Agate Street must support pedestrian and bicycle crossings while also serving as a primary connection for motor vehicles. Understanding the multimodal challenges on each corridor allows for the creation of targeted solutions.

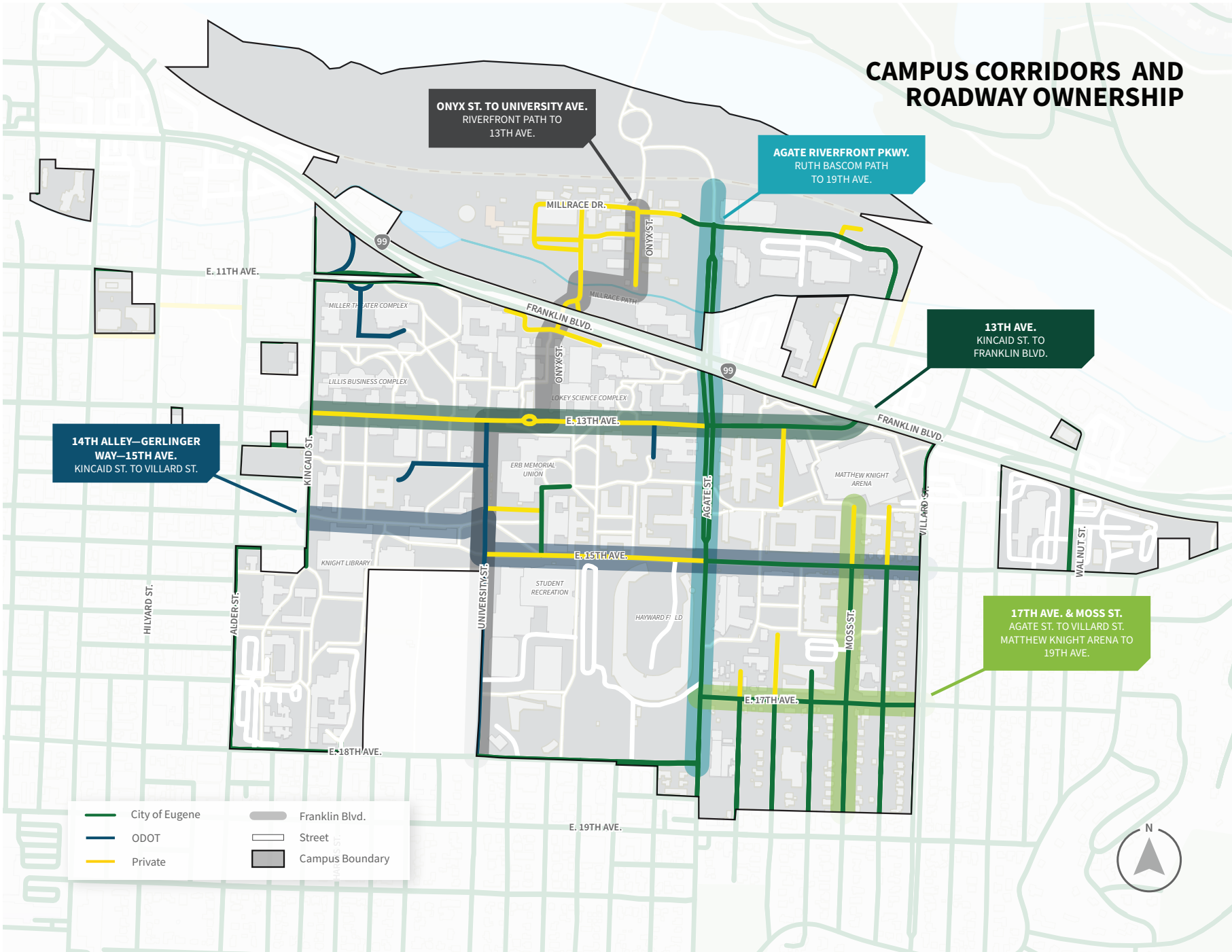
Several corridors form the backbone of the campus transportation system and support all modes of travel (**Figure 3-8**) including emergency access, freight, and service vehicles. Primary internal corridors—including Onyx-University Street, Agate Street, 13th Avenue, 15th Avenue, 17th Avenue, and Moss Street—facilitate movement within the campus center. Fringe corridors—including Franklin Boulevard, Kincaid-Alder Street, 18th Avenue, and Villard Street—serve as key connectors to the surrounding city.

This plan focuses primarily on challenges within the campus core, where the university has direct control over some streets and facilities or serves as a major stakeholder along city streets. Fringe or boundary streets present multimodal challenges, and improvements along these streets will require significant coordination with the City of Eugene due to their status as publicly managed roadways. The following section presents each campus corridor and its specific modal challenges.

A Note on Corridors

This Campus Transportation Plan refers to key travel and circulation routes as “corridors” to reflect their functional role in moving people, goods, and services throughout campus.

Figure 3-8. Campus Corridors



ONYX STREET–UNIVERSITY STREET

ABOUT THE CORRIDOR

Onyx Street and University Street are owned and maintained by the university. North of Franklin Boulevard, Onyx Street provides primary multimodal access to the campus operations and planning facilities. Onyx Street has minimal sidewalks and shared-lane facilities for people biking and driving. Included in this corridor is a segment of the Millrace Path (a shared-use facility) that connects first to a north-south fire lane (between Onyx Street and Riverfront Parkway) and then to a shared use pathway that extends under the Union Pacific Railroad and ultimately connects with the Ruth Bascom Shared Bike Path and the Frohnmayer Pedestrian/ Bicycle Bridge over the Willamette River.

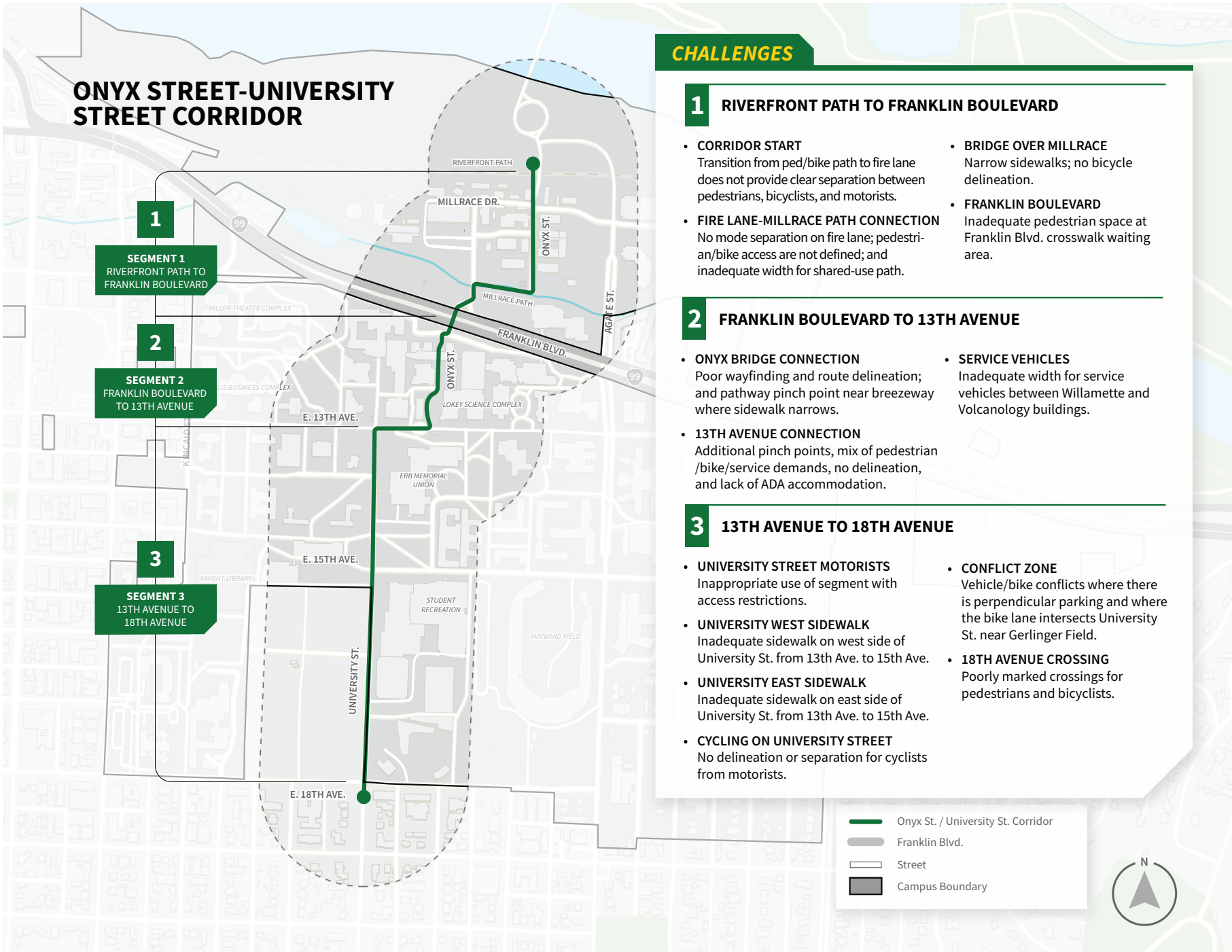
South of Franklin Boulevard, Onyx Street transitions to a parking lot driveway with ambiguous pedestrian and bicycle facilities. The path under Onyx Bridge—referred to as "Onyx Green"—connects from this driveway to 13th Avenue as a shared-use facility of varying width and slope, which should be studied to determine ADA compliance.

The corridor continues south (via a jog on 13th Avenue) on University Street, which functions like a multimodal street but also like a drive-aisle through a head-in parking area near McArthur Court. This segment has sidewalks of varying widths on each side but no dedicated bicycle facilities. Private motor vehicle use is prohibited on University Street north of Johnson Lane, as well as on the portion of 13th Avenue between University Street and the Onyx Green.

CORRIDOR CHALLENGES

This corridor's challenges (**Figure 3-9**) come from the varied nature of its facilities, its adjacent land uses, and the destinations that it serves. There is a lack of continuity and route clarity, and people biking in particular lack notice that facilities are available to them. Several pedestrian and bicycle crossings along the corridor lack the facilities needed to support peak demands, as well as provide user comfort. People biking must also traverse a conflict zone created by head-in parking near McArthur Court while sharing the lane with drivers.

Figure 3-9. Onyx Street-University Street Corridor Challenges



RIVERFRONT PARKWAY–AGATE STREET

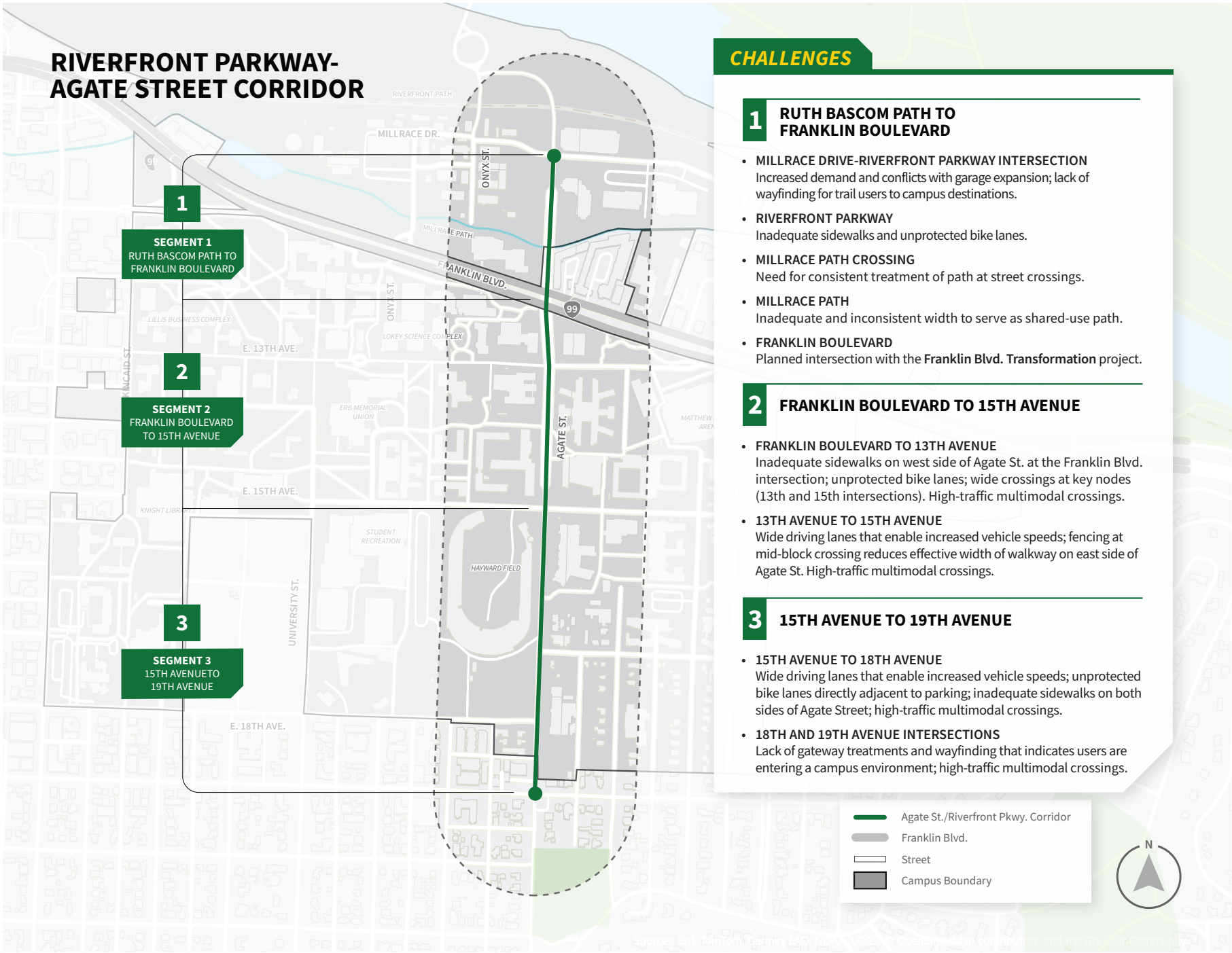
ABOUT THE CORRIDOR

A city-owned corridor, Riverfront Parkway–Agate Street is classified as a minor arterial street. It serves campus users and community members from adjacent neighborhoods. As a key multimodal route, the corridor accommodates people walking, biking, taking transit, and driving. It also has a fire station. Agate also forms an important "seam" through campus and provides critical crossings that connect the diversity of campus uses on both sides of the corridor.

CORRIDOR CHALLENGES

Riverfront Parkway (**Figure 3-10**) connects to the Millrace Parking Garage, the Ruth Bascom Bike Path, the Frohnmayer Ped/Bike Bridge, and the Autzen Stadium area. All of these destinations generate multimodal activity on the corridor. Heavy east-west pedestrian, bicycle, and micromobility travel patterns—especially during class change periods—produce high crossing volumes on Agate Street at 13th Avenue, at the midblock crossing to the south, and at 15th Avenue. At the same time, Agate Street's connection from Franklin Boulevard into adjacent neighborhoods south of campus makes it attractive for people driving to and from those areas but produces more motor vehicle conflicts with people walking and biking.

Figure 3-10. Riverfront Parkway-Agate Street Corridor Challenges



13TH AVENUE

ABOUT THE CORRIDOR

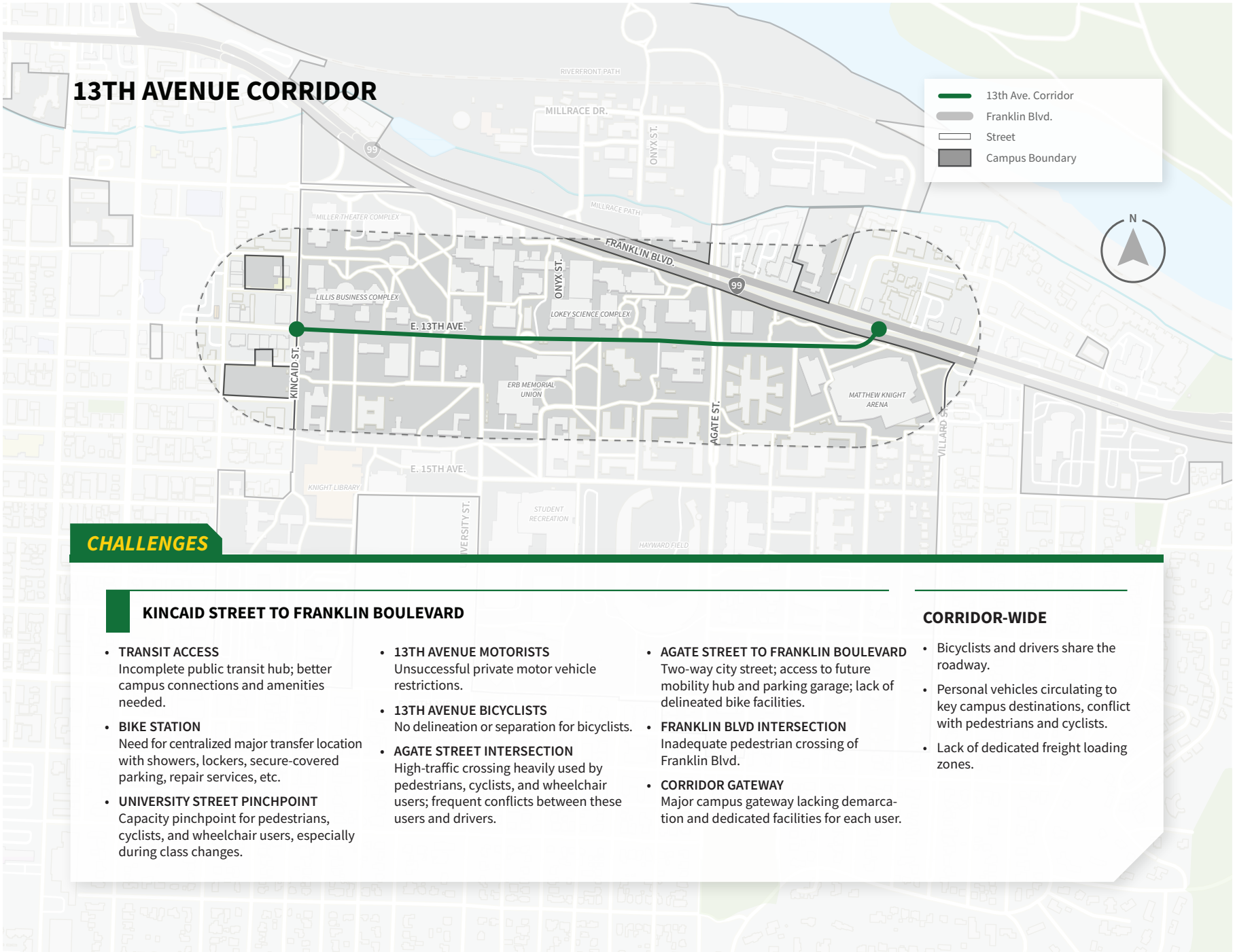
From Kincaid Street to Agate Street, 13th Avenue is university-owned and managed. From Agate Street to Franklin Boulevard, it is a city street with a local street classification. Private motor vehicle activity is prohibited between Kincaid Street and the motor vehicle turnaround in front of the Erb Memorial Union and discouraged from there to the University Health Services driveway near Agate Street. East of Agate Street, the facility operates like a multimodal city street, providing private motor vehicle access to surface and structured parking, and supporting regional transit service with an intercity transit stop location near Jaqua Center.

CORRIDOR CHALLENGES

13th Avenue (**Figure 3-11**), particularly between Condon Hall and Carson Hall, carries some of the highest walking, biking, and micromobility activity anywhere on campus. This is especially true during class change periods and over the noon hour of most weekdays. This segment also supports emergency access, Access Shuttle service, maintenance, and other service vehicles. East of Agate Street, 13th Avenue functions like a typical multimodal city street, providing motor vehicle access to the 13th Avenue Garage, supporting access to regional transit service at a stop near the Jaqua Center, and providing connections to bikeshare and rideshare facilities and services. The street has sidewalks of varying width but no dedicated bicycle facilities. Riders must share the lane with drivers.

The university's 13th Avenue Re-Design Project reimagines the corridor between Kincaid Street and Agate Street with extensive improvements for people walking, biking, and using micromobility devices. This project aims to create a corridor that is similar to what has been accomplished with converting part of 15th Avenue into what is now Powell Plaza.

Figure 3-11. 13th Avenue Corridor Challenges



CHALLENGES

KINCAID STREET TO FRANKLIN BOULEVARD

- **TRANSIT ACCESS**
  Incomplete public transit hub; better campus connections and amenities needed.
- **BIKE STATION**
  Need for centralized major transfer location with showers, lockers, secure-covered parking, repair services, etc.
- **UNIVERSITY STREET PINCHPOINT**
  Capacity pinchpoint for pedestrians, cyclists, and wheelchair users, especially during class changes.
- **13TH AVENUE MOTORISTS**
  Unsuccessful private motor vehicle restrictions.
- **13TH AVENUE BICYCLISTS**
  No delineation or separation for bicyclists.
- **AGATE STREET INTERSECTION**
  High-traffic crossing heavily used by pedestrians, cyclists, and wheelchair users; frequent conflicts between these users and drivers.
- **AGATE STREET TO FRANKLIN BOULEVARD**
  Two-way city street; access to future mobility hub and parking garage; lack of delineated bike facilities.
- **FRANKLIN BLVD INTERSECTION**
  Inadequate pedestrian crossing of Franklin Blvd.
- **CORRIDOR GATEWAY**
  Major campus gateway lacking demarcation and dedicated facilities for each user.

CORRIDOR-WIDE

- Bicyclists and drivers share the roadway.
- Personal vehicles circulating to key campus destinations, conflict with pedestrians and cyclists.
- Lack of dedicated freight loading zones.

14TH ALLEY–GERLINGER WAY–15TH AVENUE

ABOUT THE CORRIDOR

Facilities along this corridor vary greatly as one travels across campus. Some portions of the corridor are accessible only to people walking and biking. At the west end, a marked and lighted crosswalk spans Kincaid Street, providing a connection between 14th Alley and the pathway network along the north side of Knight Library and Gerlinger. This pathway network is a dismount zone for people biking and is not designated by UO as a bike route. A designated bike route runs along the south side of Knight Library, providing an east-west connection between Kincaid Street and University Street via shared-use paths and shared roadway.

East of University Street, 15th Avenue, along Straub Hall Green, functions as a multimodal street: it has (in front of Esslinger Hall) sidewalks on both sides, some on-street parking, motor vehicle lanes, but no dedicated bicycle facilities. From Onyx Street to Agate Street, the corridor is known as Powell Plaza and has high-quality facilities for people walking, biking, and using micromobility devices and prohibits private motor vehicle use. Between Agate Street and Villard Street, 15th Avenue is a city-owned facility that functions as a local street with sidewalks and on-street parking on both sides, motor vehicle lanes, but no dedicated bicycle facilities.

CORRIDOR CHALLENGES

The corridor (**Figure 3-12**) does not function as a single, continuous route. Instead, it is experienced as three separate segments, each with a different character, level of comfort, and facility type for people walking and biking. The lack of continuity between these segments makes the corridor difficult to navigate and undermines its role as a clear, intuitive connection for people walking and biking.

Abrupt transitions in design, width, and function interrupt the travel experience. Changes from pathways to streets, from shared spaces to vehicle-oriented environments, and from campus-controlled to city-controlled right-of-way create uncertainty and limit accessibility, safety, and legibility for users.

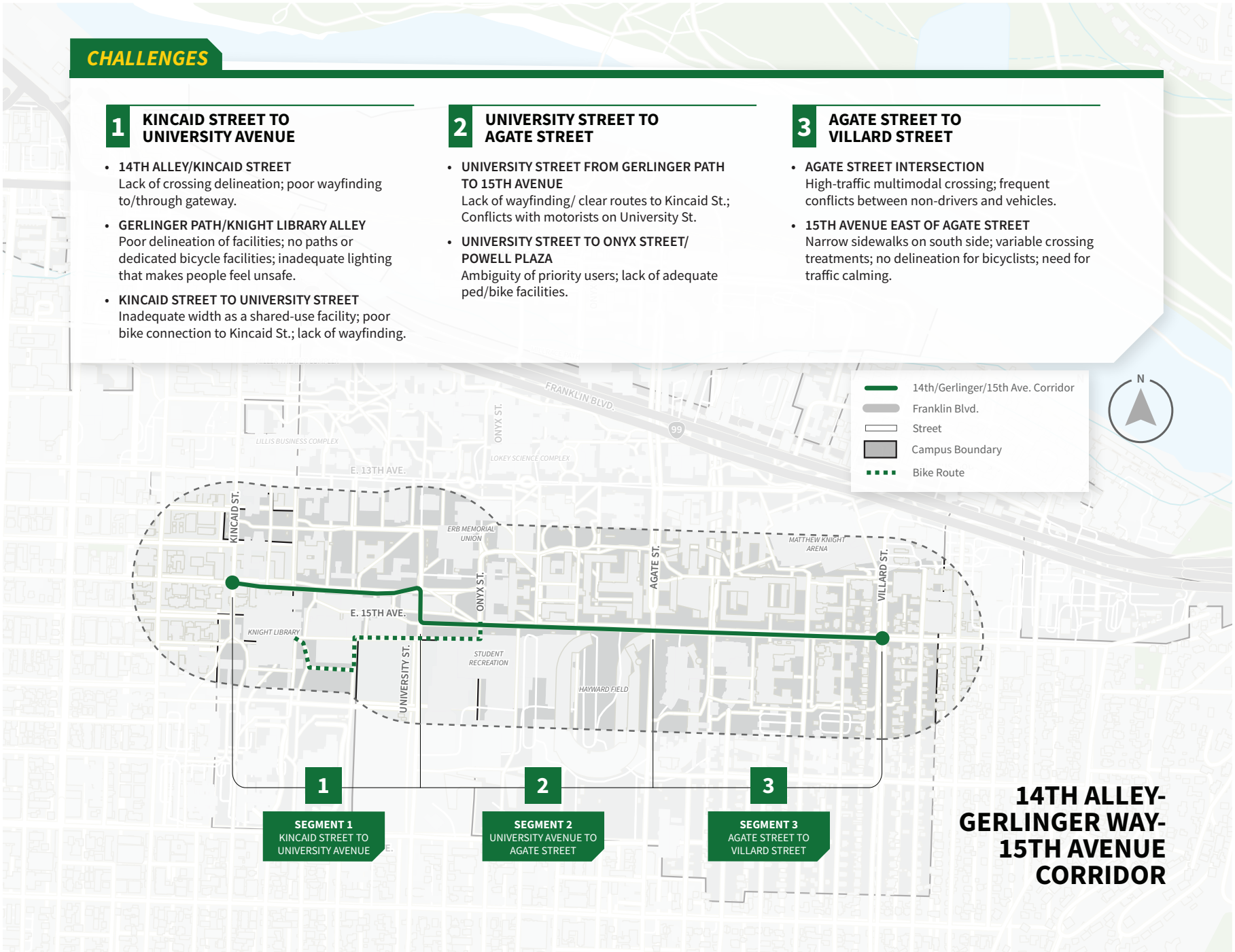
Because facilities along this corridor are especially inconsistent, it is helpful to understand the different functions of the segments and particular challenges:

Segment 1: Kincaid Street to University Street—The campus portal at Kincaid Street, slightly offset from 14th Alley, begins as a pathway for walking only. There is no signage or pavement marking to clarify whether people biking should ride or dismount, or to direct them to the bike route on the south side of the Knight Library. The fire lane between Gerlinger Annex and the cemetery serves as a key route for bicycles, service vehicles, and emergency access. Staircases, slopes, and divisions of the side path from Kincaid Street to University Street impact accessibility and reduce widths.

Segment 2: University Street to Agate Street—A raised midblock crossing at University Street connects side paths from north of Gerlinger Hall, east through Straub Hall Green to Onyx Street. Crossings of University Street at 15th Avenue are striped but not raised or otherwise protected. This segment of 15th Avenue is owned by the university. From University Street to Onyx Street, this segment looks and operates like a typical multimodal city street: it has private motor vehicle activity, on-street parking, and a narrow sidewalk buffered from the street on the north side (along Straub Hall Green). No designated bicycle facilities are provided in this area. Powell Plaza, between Onyx Street and Agate Street, provides ample space and amenities to support and promote walking and biking. No private vehicles are allowed on Powell Plaza.

Segment 3: Agate Street to Villard Street—This segment is owned and operated by the city. It looks like a typical multimodal street: it has private motor vehicle activity, on-street parking, and sidewalks that are buffered from the street by a planter strip. People biking must share the lane with motorists, and crossing treatments differ in design—both of which limit the street's effectiveness in supporting walking and biking.

Figure 3-12. 14th Alley–Gerlinger Way–15th Avenue Corridor Challenges



17TH AVENUE & MOSS STREET CORRIDORS

ABOUT THE CORRIDOR

17th Avenue and Moss Street serve less activity compared to other major corridors on campus. 17th Avenue functions like a typical multimodal city street, providing motor vehicle access to parking lots along Moss Street and serving as an extension of the 18th Avenue corridor to the east of Agate Street. These corridors are also important for service and delivery functions of the central kitchen. 17th Avenue has sidewalks of varying width, on-street parking on both sides, but no dedicated bicycle facilities. People riding must share the lane with people driving.

North of 17th Avenue, Moss Street is owned and maintained by the university. Its primary purpose is to provide motor vehicle access to surface lots and to support north-south bicycle travel in shared lanes and pedestrian travel with sidewalks on both sides of the street.

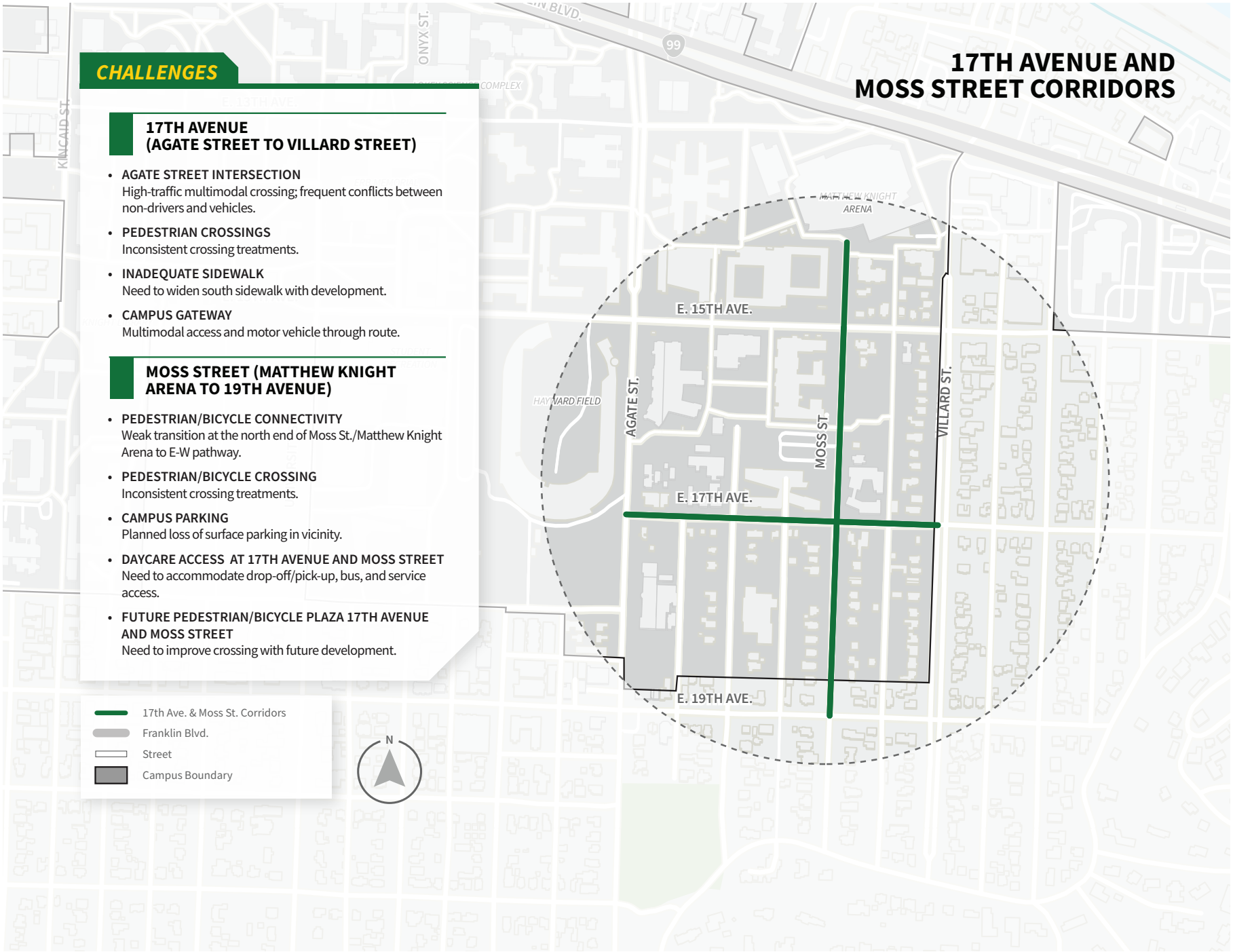
CORRIDOR CHALLENGES

17th Avenue (**Figure 3-13**), like Agate Street, serves dual purposes: it connects adjacent neighborhoods and provides campus access and circulation for all modes. The primary challenge on 17th Avenue is the lack of pedestrian and bicycle facilities that work to promote and support these modes.

Because the function and character of Moss Street varies, it works like a parking lot drive aisle at the north end of the corridor and a multimodal street with parking lot driveways elsewhere. It also provides access to the campus day care center (Moss Street Children's Center). Motor vehicle speeds are managed with a sequence of speed humps between 17th Avenue and 15th Avenue.

The Next Generation Housing Development Plan (2024) anticipates significant residential development in the area served by 17th Avenue, Moss Street, and 15th Avenue (between Agate Street and Villard Street). **The Next Generation Housing Development Plan** envisions most surface parking in the area to be redeveloped into housing and open space. Moss Street is reimagined as a campus open-space supporting student life associated with the adjacent residence halls. 17th Avenue will continue to support local and through motor vehicle trips and serve as a vital link in the pedestrian and bicycle network.

Figure 3-13. 17th Avenue & Moss Street Corridors Challenges



SOLUTION STRATEGIES

The majority of challenges identified campus-wide and on the corridors can be overcome through five solution strategies. These strategies form the basis for the solutions and recommendations provided in Chapter 4.

- **Reduce Modal Conflicts**—Observations, particularly during class change periods, revealed many locations where facilities (such as sidewalks and shared use facilities) could not adequately accommodate demand, obstructions interfered with safe and efficient movements, or both.
- **Separate & Prioritize Modes**—Sharing space can be efficient and effective, but when excessive multimodal demand occurs in the same space and time—such as people walking, biking, or driving service vehicles—it becomes necessary to prioritize modes, separate them, or both.
- **Enhance Corridor Crossings**—Transportation facilities, such as Franklin Boulevard and Agate Street, have become barriers to safe, comfortable, and convenient travel. Lowering or overcoming these barriers frequently requires some form of infrastructure investment through the addition of crossing enhancements.
- **Enhance Travel Options**—The combined efforts of making the campus more sustainable and less reliant on single-occupancy vehicles have become the nexus for investments in mobility hubs, bike stations, campus shuttle services, and the aggregation of motor vehicle parking away from the campus core to the periphery.
- **Strengthen Wayfinding**—The many travelers drawn to the UO campus rely on gateways, campus maps, signage, branding, pavement markings, and technology to find and negotiate the campus. Wayfinding provides relief to the complexities of navigating multiple travel modes and routes and variations in facilities that have developed over decades of time.

04 RECOMMENDATIONS

Corridor solutions, infrastructure improvements, a campus shuttle program, new parking garages, and sustainable policies and programs could help the UO campus continue to grow in the right direction.

The University of Oregon campus already supports a range of multimodal transportation options. Building on this foundation, the recommendations covered in this chapter aim to further prioritize walking, biking, ADA mobility, and micromobility device use; reduce vehicle traffic in the campus core; and expand sustainable mobility choices. Recommendations include:

- **Campus corridor solutions** for the key corridors introduced in Chapter 3.
- **Campus-wide infrastructure recommendations** and a toolkit for walking and biking.
- **Campus shuttle program options** and considerations.
- **Parking garage siting options** and considerations.
- **Policies and programs** to support a sustainable campus transportation system.

These recommendations are visionary, pragmatic solutions and align with other UO plans, such as the Campus Plan. The recommendations also consider relevant projects and plans, such as the 13th Avenue Re-Design Project, the UO Next Generation Housing Development Plan, and the Franklin Boulevard Transformation Project. Offered solutions are initial ideas that will be further evaluated as part of a future implementation project and follow Campus Plan requirements, including review by the Campus Planning Committee.

Technical analysis, community and partner input, and the plan's six guiding principles—safety, universal access, continuity and clarity, being visionary, sustainability, and serving all users (defined in the following section)—were integral to shaping these recommendations. These recommendations reflect new mobility options and maintain a strong emphasis on people walking, biking, using micromobility, and taking transit.

RECOMMENDED INFRASTRUCTURE CHANGES

The primary infrastructure needs on campus are related to walking, biking comfort, and overcoming transportation barriers. Targeted infrastructure investments, combined with the policy and programming solutions outlined in the next section of this chapter, will create a comprehensive and coordinated approach to enhancing the safety, efficiency, and comfort of multimodal travel on campus.

CAMPUS-WIDE IMPROVEMENTS

All of campus would benefit from connectivity improvements, new or enhanced amenities, and more support for people walking (including people who use accessible mobility devices), people biking (and using micromobility), transit users, and service vehicles. These infrastructure updates will help campus grow sustainably and encourage travel choices that reduce reliance on driving.

Campus-wide solutions include specific locations for multimodal enhancements that either serve as standalone improvements or help connect the key travel corridors defined in Chapter 3. These locations, which lie outside corridor extents but remain critical for overall connectivity, are labeled A–F on the Campus-Wide Solutions map.

CAMPUS-WIDE SOLUTIONS

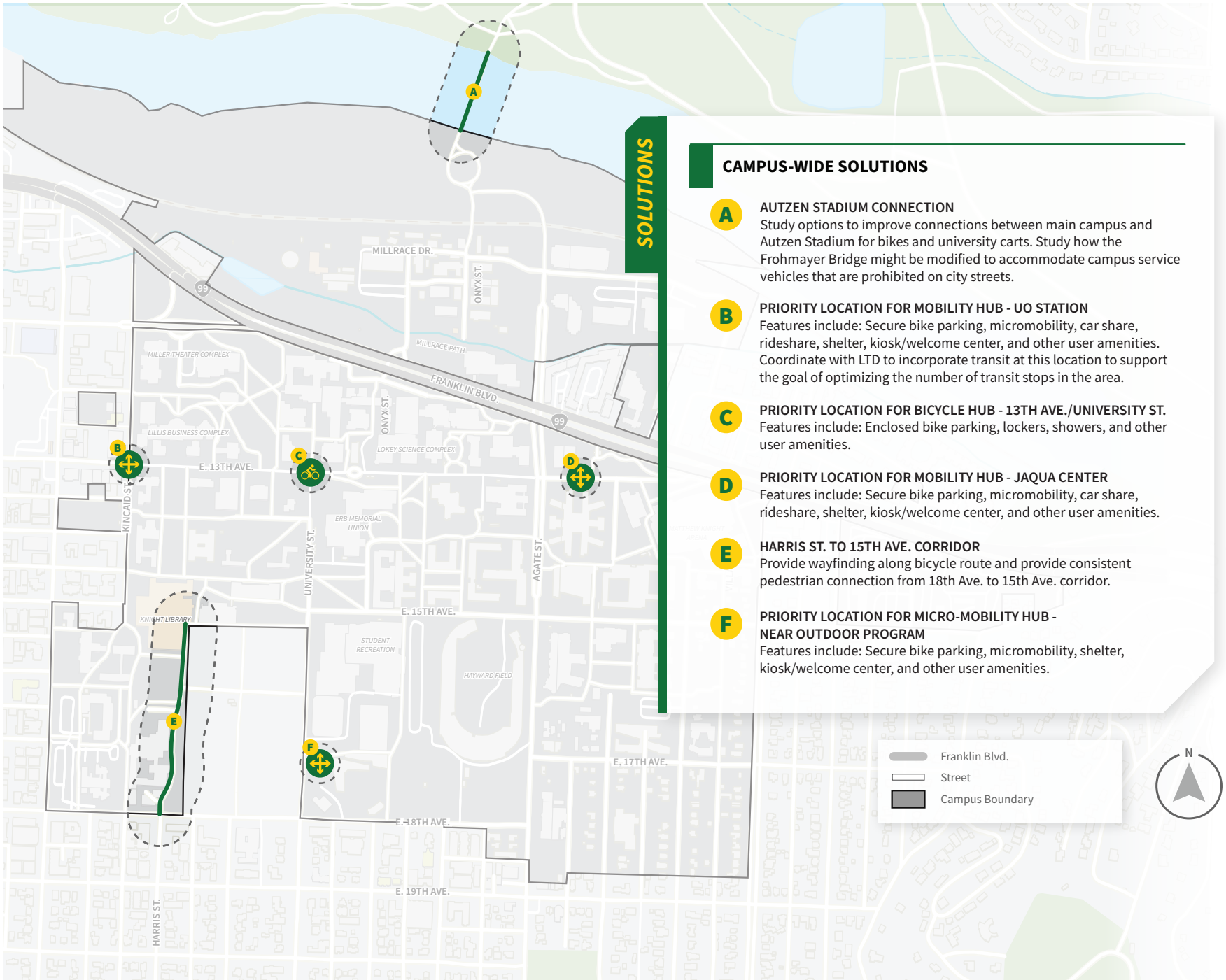
- **Reduce Modal Conflicts**—Monitor crash reports and other safety concerns to determine what facility modifications are needed and consider how those modifications will be funded and implemented. Monitor pedestrian, bicycle, and transit facilities during typical peak times to ensure adequate space is available to comfortably serve demand. Identify facilities that will need widening or improvement due to planned campus expansions on campus and determine how those improvements will be funded and implemented.
- **Separate & Prioritize Modes**—Closely monitor demand on shared-use facilities to ensure that their needs are identified and addressed.
- **Enhance Corridor Crossings**—Study opportunities to better connect the main campus with the Autzen Stadium area, particularly for service vehicles, via the Frohnmayer Bridge or other facilities.
- **Enhance Travel Options**—Increase support for walking, biking, and transit use by determining where and when to site amenities like mobility hubs, bike hubs and stations, micromobility hubs, and transit shelters. Complement efforts to relocate vehicle parking to the periphery with a fixed-route campus shuttle service to support efficient cross-campus travel for all users.
- **Strengthen Wayfinding**—Examine campus gateways, portals, and the corridors they connect to ensure wayfinding and route clarity are effective for each mode, especially for infrequent users.

In addition to these specific locations, programmatic solutions are recommended as ongoing strategies to incrementally build a fully connected, multi-modal network. A summary of the recommended programmatic solutions is provided in **Table 4-1.**

Table 4-1. General Infrastructure Solutions

PROJECT TYPE	MODE	SOLUTION
Programmatic wayfinding improvements	All	• Install improved wayfinding; consider UO branding (such as murals) at intersections. • Complete an inventory of bicycle wayfinding and identify needed upgrades.
Programmatic sidewalk and crossing improvements	Pedestrian	Make ADA upgrades and install high-visibility crossing treatments at priority locations. Priority locations, not already included in the Corridors, include Alder Ave./18th Ave., Kincaid St./18th Ave., Onyx St./18th Ave.
Programmatic lighting improvements	Pedestrian; Bicycle	High priority solutions/locations include: • Path from Franklin Blvd. to Allen Hall along Lawrence Hall – Install additional lighting along the walkway on the west side of Lawrence Hall. • Patterson St. (13th Ave. to E Broadway) and 13th Ave. (Kincaid St. to Patterson St.) – Coordinate with the city to increase lighting assemblies along these streets.
Programmatic bicycle amenity improvements	Bicycle	Improve or install new dedicated covered bicycle storage with improved lighting, surveillance, or both, as well as bike repair equipment or bike charging equipment; consider the following potential locations: Knight Campus II, Jacqua, Carson, EMU, Friendly, Knight Law Center, and HEDCO.
Programmatic bicycle parking improvements	Bicycle	Upgrade bike parking to current standards; monitor bike parking demand and security issues; install additional covered and/or enclosed parking.
Programmatic transit improvements – Duck Rides	Transit	Monitor ridership and survey users to confirm adequate service.
Programmatic transit improvements – Access Shuttle	Transit	Explore methods to enhance the Access Shuttle service. Methods could include performance and demand surveys, real-time travel updates, disability awareness training for drivers, and public awareness campaigns.
Programmatic transit improvements - LTD	Transit	Consider partnering with ASUO to monitor student demand for increased transit service; consider partnering with LTD to provide real-time transit updates around campus, develop a mobility strategy that improves connections between Zone 2 and campus, and expand a communications campaign to encourage transit ridership to and from campus.
Programmatic freight and utility improvements	Freight and Service	Develop a freight and utility vehicle circulation plan; identify locations for designated drop-off/loading zones for campus vehicles and external entities.
Programmatic EV and micromobility improvements	EV	Develop a strategy for prioritizing and implementing EV and micromobility charging infrastructure on campus.

Campus-Wide Solutions Map



CAMPUS CORRIDOR PROPOSED SOLUTIONS

The greatest opportunities for working toward the plan vision are improvements to the key campus corridors: Onyx Street–University Street, Riverfront Parkway–Agate Street, 13th Avenue, 14th Alley–Gerlinger Way–15th Avenue, 17th Avenue, and Moss Street. This section presents solution strategies organized by corridor segment.

ONYX STREET–UNIVERSITY STREET

This university-owned corridor would benefit from wayfinding improvements and additional studies to reimagine University Street from 13th Avenue to 18th Avenue. The corridor lacks dedicated bicycle facilities, and its pedestrian facilities cannot adequately function as shared use facilities. Because the southern segment of University Street plays a vital role in accessing the campus core, it should be better equipped to support multimodal safety and comfort.

Improvements to Onyx Street–University Street have been organized into three segments:

- Riverfront Pathway to Franklin Boulevard
- Franklin Boulevard to University Street
- 13th Avenue to 18th Avenue

SEGMENT 1 SOLUTIONS: RIVERFRONT PATHWAY TO FRANKLIN BOULEVARD

- **Improved Wayfinding & Delineation**—Near term, provide gateway treatments and wayfinding that identify the facility as a shared use pathway to campus. Implement consistent signage, pavement markings, and pedestrian-scale lighting to promote walking, biking, and micromobility on the corridor.
- **Route Continuity**—Mid to long term, provide more consistent facility treatments by reconstructing the corridor as a continuous shared use path, delineating pedestrian, and bicycle separation, and providing signage and pavement markings at pathway intersections.
- **Enhanced Crossings**—Upgrade the Millrace Path crossing of Onyx Street to emphasize pedestrian and bicycle priority. The specific design is dependent on the planned changes at the Onyx Street/Franklin Boulevard intersection as part of the Franklin Boulevard Transformation Project, and should facilitate a seamless connection between the intersection and the Millrace Path.
- **Separate & Prioritize Modes**—Provide separated facilities on Onyx Street for people walking and biking at least from the Millrace Path to Franklin Boulevard. This will likely require reallocating space on or widening the bridge over the Mill Race.

Table 4-2. Onyx Street-University Street: Riverfront Pathway to Franklin Boulevard

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
1-A	**Riverfront Pkwy. / Millrace Dr. intersection**	Riverfront Pkwy. / Millrace Dr. intersection	Provide wayfinding and bike route signage at the Millrace Dr. intersection.
1-B	**Riverwalk Axis/Fire lane**	Millrace Dr. to Millrace Path	Delineate ped/bike space through pavement markings and signage.
1-C	**Millrace Path**	Fire lane to Onyx Street	Widen Millrace shared use path to a minimum of 12′.
1-D	**Bike Route**	Fire Lane to Onyx Street	Future plans to promote the bike route on the south side of ZIRC.
1-E	**Onyx St. / Millrace Path crossing**	Onyx St. / Millrace Path crossing	Provide raised crossing at Millrace Path /Onyx St.
1-F	**Onyx St.**	Millrace Bridge to Franklin Blvd.	Widen bridge to include a 12′ shared use path on the west side. Connect to shared use paths north and south of Franklin Blvd. and pedestrian and bicycle crossings that are part of the Franklin Boulevard Transformation project.
1-G	**Onyx St. / Franklin Blvd. intersection**	Onyx St. / Franklin Blvd. intersection	Enhance pedestrian and bicycle crossings. Tie into Franklin Boulevard Transformation project.

Segment 1: Onyx Street-University Street from Riverfront Pathway to Franklin Boulevard

SOLUTIONS

1 RIVERFRONT PATH TO FRANKLIN BOULEVARD

A **NORTH CAMPUS PEDESTRIAN/BICYCLE GATEWAY TREATMENT**
Denote/Celebrate campus ped/bike entrance.

B **RIVERWALK AXIS/FIRE LANE**
Delineate ped/bike space through pavement markings and signage.

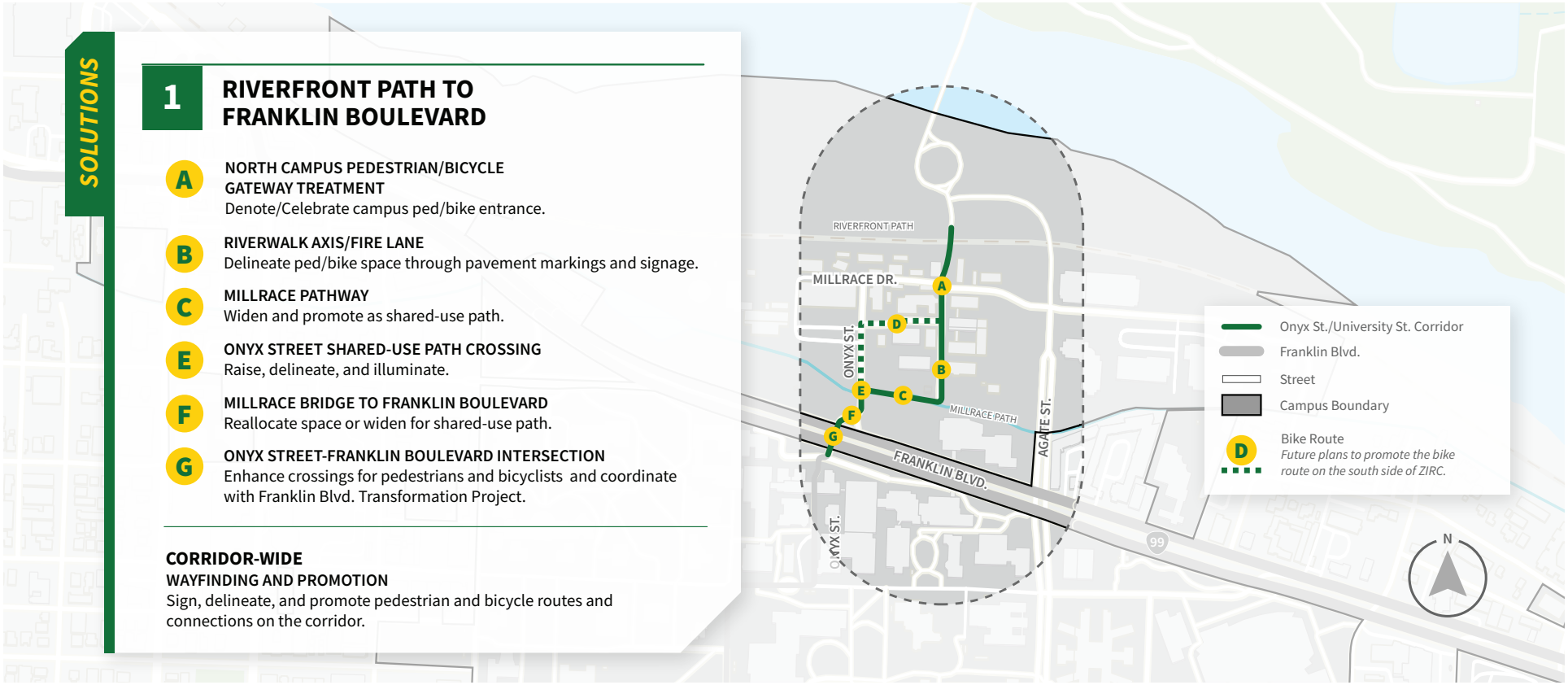
C **MILLRACE PATHWAY**
Widen and promote as shared-use path.

E **ONYX STREET SHARED-USE PATH CROSSING**
Raise, delineate, and illuminate.

F **MILLRACE BRIDGE TO FRANKLIN BOULEVARD**
Reallocate space or widen for shared-use path.

G **ONYX STREET-FRANKLIN BOULEVARD INTERSECTION**
Enhance crossings for pedestrians and bicyclists and coordinate with Franklin Blvd. Transformation Project.

CORRIDOR-WIDE
WAYFINDING AND PROMOTION
Sign, delineate, and promote pedestrian and bicycle routes and connections on the corridor.



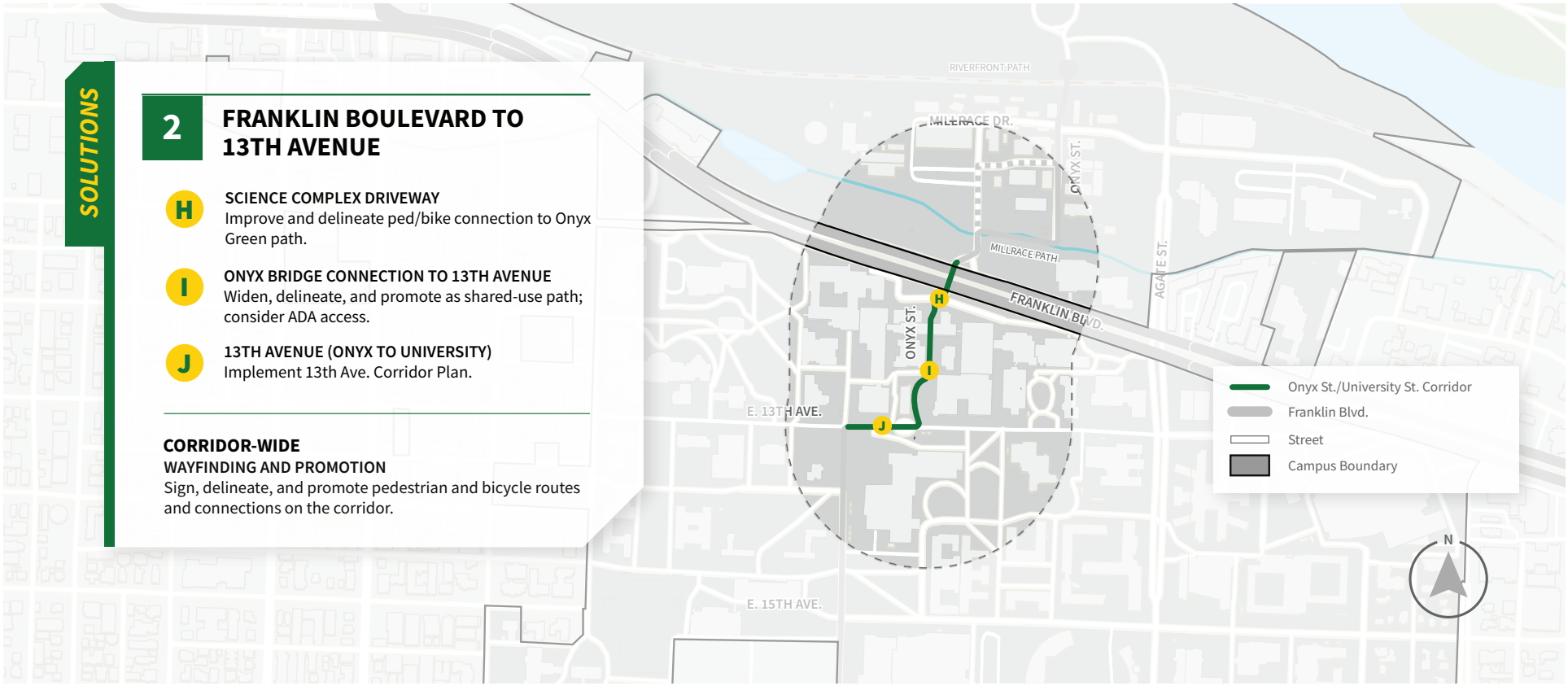
SEGMENT 2 SOLUTIONS: FRANKLIN BOULEVARD TO UNIVERSITY STREET

- **Enhance Corridor Crossings**—Near term, mark pavement to define pedestrian and bicycle routes through the Science Complex Driveway from Franklin Boulevard to the Onyx Green. Long term (potentially with the Franklin Boulevard Transformation Project), consider installing raised pedestrian and bicycle connections through the driveway area; using signage, pavement markings, and pedestrian-scale lighting to enhance the crossing area; and widening facilities to comfortably serve people walking and biking.
- **Improved Wayfinding & Delineation**—Near term, provide wayfinding that identifies the facility as a shared use pathway to campus. Implement consistent signage, pavement markings, and pedestrian-scale lighting to promote walking and biking on the corridor.
- **Route Continuity**—Near term, delineate pedestrian and bicycle separation and provide signage and pavement markings at pathway intersections.
- **Separate & Prioritize Modes**—Near term, demarcate pedestrian and bicycle facilities on the connection from Onyx Green to 13th Avenue through pavement markings and signage. Long-term, reduce slopes and widen facilities to improve accessibility for people walking and relieve congestion during peak times. Explore alternative routes for service vehicles to reduce conflicts and prioritize the route for people walking and biking. Finalize and implement the 13th Avenue Re-Design Project to complete this segment of the Onyx Street–University Street corridor.

Table 4-3. Onyx Street-University Street: Franklin Boulevard to University Street

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
2-H	**Science Complex driveway**	Franklin Blvd. to Onyx Green	Continue 12′ shared use path on the south side of Franklin Blvd. to connect to the Onyx Green. Raise the crossing to pedestrian grade and install pavement markings in the driveway area to delineate crossings.
2-I	**Onyx Green**	Onyx Green connection to 13th Ave.	Relocate wayfinding signage for better visibility, provide a minimum 14′ shared use path, delineate bicycle facilities through pavement markings and signage, and address ADA challenges.
2-J	**13th Ave.**	Onyx St. to University St.	Implement the 13th Ave. Corridor Plan

Segment 2: Onyx Street-University Street from Franklin Boulevard to University Street



SEGMENT 3 SOLUTIONS: 13TH AVENUE TO 18TH AVENUE

- **Separate & Prioritize Modes—**Near term, prepare a University Street Corridor Plan to determine the long-term vision for this corridor segment. The plan should determine how modes will be prioritized, equipped, and separated as well as how right-of-way space should be allocated. The plan should define and site what amenities (such as benches, bike parking or stations, shuttle and transit shelters, and intersection crossing treatments) should be provided to support each mode.
- **Route Continuity—**Mid-to long term, implement the University Street Corridor Plan to provide more consistent pedestrian and bicycle treatments of adequate separation and width and supported with appropriate amenities (e.g., benches, parking, lighting).
- **Enhance Corridor Crossings—**Near and mid-term, efforts should be made to better light and demarcate pedestrian and bicycle crossings of University Street at each intersection and midblock location between 13th Avenue and 18th Avenue. Long term, use a University Street Corridor Plan to determine appropriate locations and treatments at midblock crossings and intersections. Give preference to raised pedestrian crossings, protected or raised intersections, delineated bicycle facilities, and high-visibility signage, and pavement markings.
- **Reduce Modal Conflicts—**Near term, monitor the part of University Street that has head-in parking on both sides of the street for conflicts between people driving (particularly those pulling in and out of spaces) and people biking. Change striping or implement other low-cost methods to make people biking more visible and to separate them from drivers.
- **Enhance Travel Options—**Because this segment will likely be part of an intracampus shuttle system, consider installing a mobility hub or bike station on the southern end of the corridor near McArthur Court and relocating vehicle parking on University Street and at adjacent sites. Evaluate each of these elements when developing a University Street Corridor Plan.

Table 4-4. Onyx Street-University Street: University Street from 13th Avenue to 18th Avenue

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
3-K	**University St.**	13th Ave. to 18th Ave.	Study the feasibility of providing an advisory bike lane; study opportunities to reorganize street to provide continuous bicycle facilities, wider sidewalks, and reduced conflicts with vehicle parking and circulation.
3-L	**University St.**	13th Ave. to 15th Ave.	Widen sidewalks and provide separated bicycle facilities.
3-M	**University St. /15th Ave. intersection**	15th Ave. intersection	Enhance pedestrian and bicycle crossing facilities and wayfinding.
3-N	**University St.**	15th Ave. to 18th Ave.	Develop corridor plan to improve comfort of walking and biking and to reduce conflicts with motor vehicles.
3-O	**University St. /18th Ave. intersection**	University St. /18th Ave. intersection	Provide high-visibility crossing and gateway treatments, such as a protected intersection

Segment 3: Onyx Street-University Street from 13th Avenue to 18th Avenue

SOLUTIONS

3 13TH AVENUE TO 18TH AVENUE

K **UNIVERSITY STREET CORRIDOR PLAN**
Design and improve ped/bike facilities from 13th Ave. to 18th Ave.

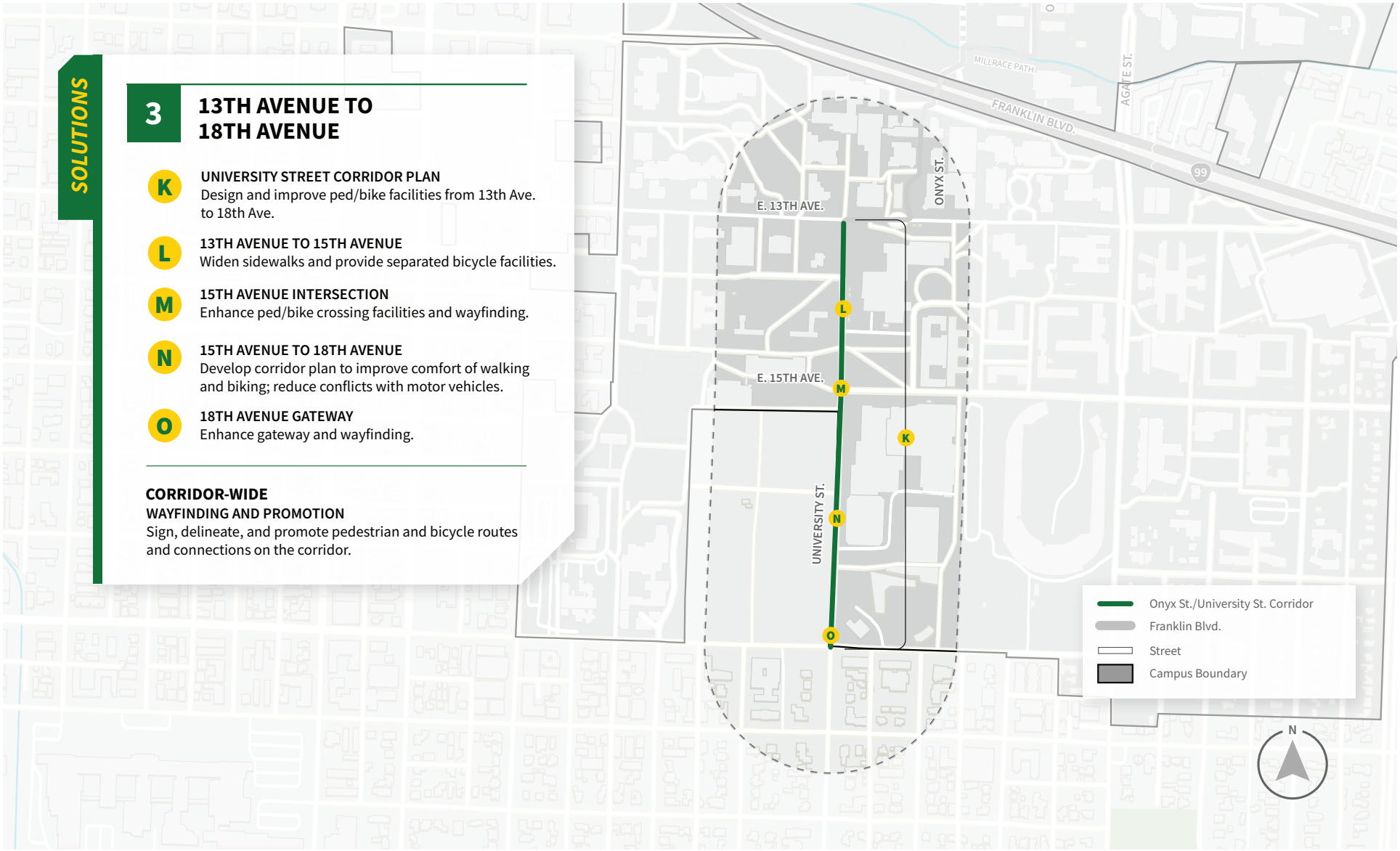
L **13TH AVENUE TO 15TH AVENUE**
Widen sidewalks and provide separated bicycle facilities.

M **15TH AVENUE INTERSECTION**
Enhance ped/bike crossing facilities and wayfinding.

N **15TH AVENUE TO 18TH AVENUE**
Develop corridor plan to improve comfort of walking and biking; reduce conflicts with motor vehicles.

O **18TH AVENUE GATEWAY**
Enhance gateway and wayfinding.

CORRIDOR-WIDE
WAYFINDING AND PROMOTION
Sign, delineate, and promote pedestrian and bicycle routes and connections on the corridor.



RIVERFRONT PARKWAY–AGATE STREET

Because this City-owned corridor connects to the Ruth Bascom Pathway and the Millrace Garage, the street needs to provide motor vehicle access to the north campus area while also supporting safe and comfortable travel for people walking, biking, or taking a future shuttle service. South of Franklin Boulevard, the city has designated Agate Street as a minor arterial. Agate Street carries a high volume of both campus- and noncampus-related travel, both as a through corridor and as a crossing. In fact, walking and biking activity levels here are second only to those on the 13th Avenue corridor near the EMU. This corridor would benefit from treatments to protect and enhance street crossings. A plan should be developed to improve pedestrian and bicycle facilities, to explore intersection control improvements, to better manage motor vehicle speeds, and to better support fire station access, adjacent neighborhood access, and campus operations.

Improvements to Riverfront Parkway–Agate Street have been organized into three segments:

- Ruth Bascom Pathway to Franklin Boulevard
- Franklin Boulevard to 15th Avenue
- 15th Avenue to 19th Avenue

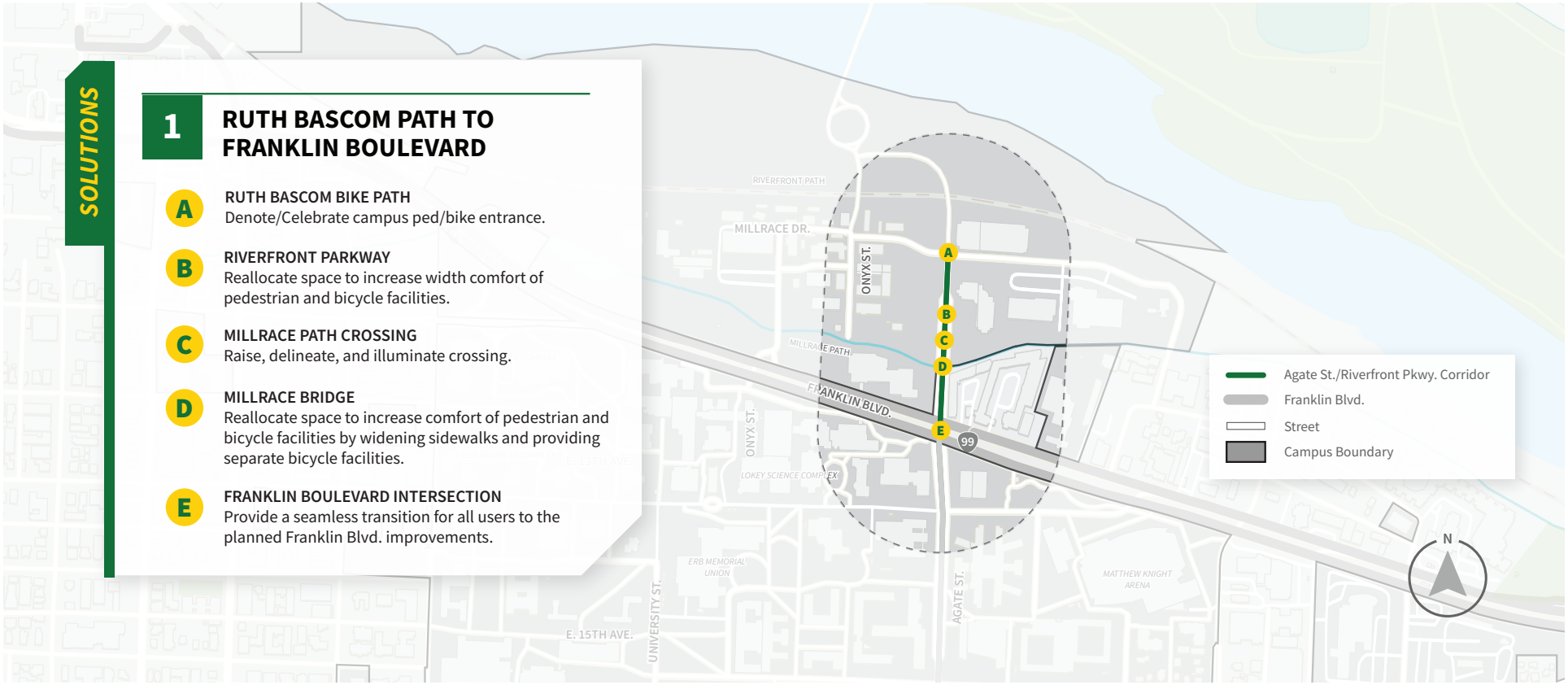
SEGMENT 1 SOLUTIONS: RUTH BASCOM PATHWAY TO FRANKLIN BOULEVARD

- **Strengthen Wayfinding**—Add campus gateway, branding, and wayfinding treatments to where Ruth Bascom Pathway and Riverfront Parkway connect.
- **Enhance Travel Options**—Provide better wayfinding for Millrace Garage (an intermodal hub) to orient and direct travelers. Implement additional first- and last-mile services, including a campus shuttle service.
- **Reduce Modal Conflicts**—Widen sidewalks on the east side of Riverfront Parkway to support pedestrian movements to and from the garage and other nearby campus destinations.
- **Separate & Prioritize Modes**—Reallocate space and provide separated or protected bicycle facilities on Riverfront Parkway to better support and encourage biking.
- **Enhance Corridor Crossings**—Upgrade the Millrace Path crossing of Riverfront Parkway to emphasize who has the right-of-way and priority. Enhance lighting and widen, mark, sign, and raise the crossing above the adjacent roadway elevation (and consistent with the recommendation at the Onyx Street crossing). Continue to support city efforts to develop and implement the Franklin Boulevard Transformation Project for enhanced pedestrian and bicycle facilities along and across the corridor.

Table 4-5. Riverfront Parkway-Agate Street: Ruth Bascom Pathway to Franklin Boulevard

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
1-A	**Ruth Bascom Bike Path**	Where path intersects Millrace Dr.	Improve the transition area from path to on-street facilities; provide wayfinding to campus core and other destinations.
1-B	**Riverfront Pkwy.**	Millrace Dr. to Franklin Blvd.	Provide a minimum of 10′ sidewalks on both sides between Millrace Dr. and Franklin Blvd.; reallocate roadway to widen bike lanes; consider two-way cycle track or buffered bike lanes on west side of Riverfront.
1-C	**Millrace Path crossing**	Between Knight Campus Buildings 1 and 2	Maintain and enhance crossing treatment.
1-D	**Millrace and Riverfront Pkwy. Bridge**	Between Knight Campus Buildings 1 and 2	Consider widening sidewalks with two-way cycle track or buffered bike lane treatment on the west side.
1-E	**Franklin Blvd. intersection**	Intersection of Riverfront Pkwy. /Agate St. / Franklin Blvd.	Tie in improvements with Franklin Boulevard Transformation project.

Segment 1: Riverfront Parkway-Agate Street from Ruth Bascom Pathway to Franklin Boulevard



SEGMENT 2 SOLUTIONS: FRANKLIN BOULEVARD TO 15TH AVENUE

- **Separate & Prioritize Modes**—Near term, prepare an Agate Street Corridor Study to determine the long-term vision from Franklin Boulevard to 19th Avenue. The plan should determine how modes will be prioritized, equipped, and separated. The plan should also determine how right-of-way space will be allocated, how motor vehicle speeds should be managed, and what amenities will be provided to promote the priority modes on and across the corridor.
- **Strengthen Wayfinding**—Install wayfinding that directs campus visitors who arrive by car via Franklin Boulevard and Agate Street onto eastbound 13th Avenue, as well as wayfinding to appropriate parking facilities.
- **Enhance Corridor Crossings**—Near term, enhance lighting, signage, and pavement markings at intersections and midblock crossings of Agate Street from Franklin Boulevard to 15th Avenue to better protect and delineate pedestrian and bicycle facilities. Long term at these locations, install raised, protected, or both raised and protected crossings; add tabletop or protected intersection treatments; and change intersection or crossing controls.
- **Reduce Modal Conflicts**—Make pedestrian facility width consistent on both sides of Agate Street.
- **Enhance Travel Options**—Equip Agate Street with stops, shelters, and other first/last facilities to promote modes other than driving and to support a future campus shuttle system.

Table 4-6. Riverfront Parkway-Agate Street: Franklin Boulevard to 15th Avenue

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
2-F	**Agate St.**	Franklin Blvd. to 19th Ave.	Prepare an Agate Street Corridor Study; consider roadway reallocation to widen bicycle facilities, including a two-way cycle track or buffered bike lanes.
2-G	**13th Ave. intersection**	Intersection of 13th Ave. and Agate St.	Add enhanced signage, striping, illumination, raised crossings, curb extensions, or a tabletop intersection; consider signalization.
2-H	**Midblock crossing**	Between 13th Ave. and 15th Ave.	Consider crossing improvements such as grade separation and illumination; channelize Agate St. to discourage jaywalking; widen sidewalk on west side to an effective width of 10'.
2-I	**15th Ave. intersection**	Intersection of 15th Ave. and Agate St.	Add enhanced signing, striping, and illumination; consider raised crossing, curb extensions, or tabletop intersection; consider signalization.

Segment 2: Riverfront Parkway-Agate Street from Franklin Boulevard to 15th Avenue

SOLUTIONS

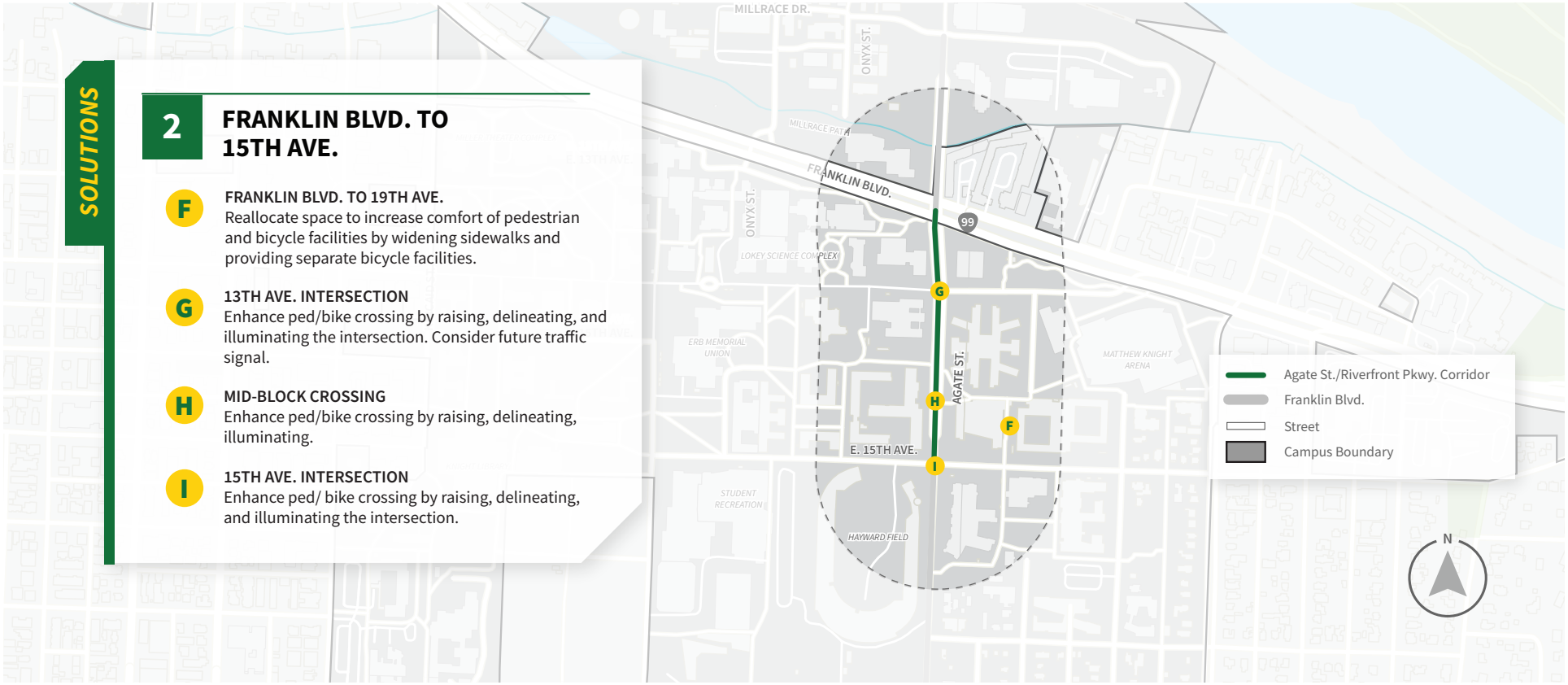
2 FRANKLIN BLVD. TO 15TH AVE.

F **FRANKLIN BLVD. TO 19TH AVE.**
Reallocate space to increase comfort of pedestrian and bicycle facilities by widening sidewalks and providing separate bicycle facilities.

G **13TH AVE. INTERSECTION**
Enhance ped/bike crossing by raising, delineating, and illuminating the intersection. Consider future traffic signal.

H **MID-BLOCK CROSSING**
Enhance ped/bike crossing by raising, delineating, illuminating.

I **15TH AVE. INTERSECTION**
Enhance ped/ bike crossing by raising, delineating, and illuminating the intersection.



SEGMENT 3 SOLUTIONS: 15TH AVENUE TO 19TH AVENUE

- **Separate & Prioritize Modes**—Prepare an Agate Street Corridor Study to determine the long-term vision for this segment. The study should determine how modes will be prioritized, equipped, and separated. It should also determine how right-of-way space will be allocated, intersections will be controlled, and motorist speeds will be managed. The study should anticipate the implementation of the UO Next Generation Housing Development Plan and the long-term UO vision of reimagining 15th Avenue between Agate Street and Villard Street to be similar to the 13th Avenue Re-Design Project and/or Powell Plaza (no private vehicle access).
- **Enhance Corridor Crossings**—Provide consistent crossing enhancements to help people driving recognize modal priorities and better manage their speeds to prepare for increasing pedestrian and bicycle crossing demands as the UO Next Generation Housing Development Plan is implemented. During the corridor planning process, evaluate the trade-offs of a midblock pedestrian crossing between 15th Avenue and 17th Avenue and a potential revision to traffic control at 17th Avenue and 18th Avenue.
- **Reduce Modal Conflicts**—Widen sidewalk on the east side of Agate Street south of 15th Avenue to accommodate existing and anticipated pedestrian flows as the UO Next Generation Housing Development Plan is implemented. If pedestrian demand continues to grow in the area, widen sidewalk on the west side of Agate Street south of Hayward Field.
- **Enhance Travel Options**—Equip Agate Street with stops, shelters, and other first/last facilities to promote modes other than driving and to support a future campus shuttle system.
- **Strengthen Wayfinding**—Evaluate and implement monuments, branding, signage, and pavement markings for Agate Street at 18th Avenue and 19th Avenue, which serves as a campus gateway.

Table 4-7. Riverfront Parkway-Agate Street: 15th Avenue to 19th Avenue

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
3-J	**Agate St.**	15th Ave. to 18th Ave.	Widen sidewalks to 10′–12′ on both sides; consider roadway reallocation to provide a two-way cycle track or buffered bike lanes; and consider raised midblock crossings, curb extensions, protected intersection treatments, and traffic control changes at all intersections.
3-K	**17th Ave. intersection**	Intersection of 17th Ave. and Agate St.	Provide enhanced signage, striping, and illumination, and consider raised crossings, curb extensions, tabletop intersection treatments, and/or all-way stop.
3-L	**18th Ave. intersection**	Intersection of 18th Ave. and Agate St.	Provide enhanced signage, striping, illumination, gateway, and wayfinding treatments and consider raised crossings, curb extensions, tabletop intersection treatments, and/or all-way stop.
3-M	**19th Ave. intersection**	Intersection of 19th Ave. and Agate St.	Provide enhanced signing, striping, illumination, gateway, and wayfinding treatments and consider raised crossings, curb extensions, tabletop intersection treatments. If the intersection at 19th St. Remains signalized, consider a pedestrian scramble. (The City is currently evaluating whether to remove the signal and convert the intersection to an all-way stop.)

Segment 3: Riverfront Parkway-Agate Street from 15th Avenue to 19th Avenue

SOLUTIONS

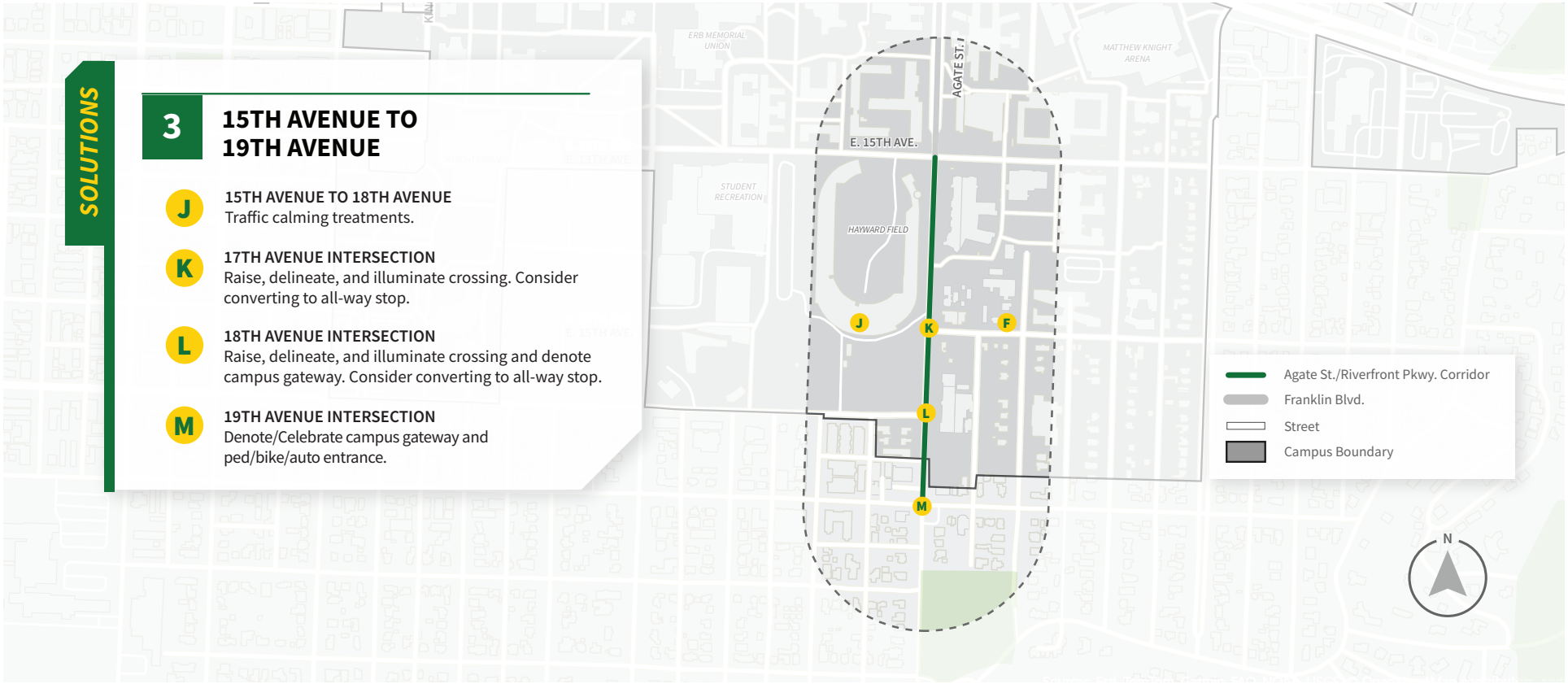
3 15TH AVENUE TO 19TH AVENUE

J **15TH AVENUE TO 18TH AVENUE**
Traffic calming treatments.

K **17TH AVENUE INTERSECTION**
Raise, delineate, and illuminate crossing. Consider converting to all-way stop.

L **18TH AVENUE INTERSECTION**
Raise, delineate, and illuminate crossing and denote campus gateway. Consider converting to all-way stop.

M **19TH AVENUE INTERSECTION**
Denote/Celebrate campus gateway and ped/bike/auto entrance.



13TH AVENUE

Although the upcoming 13th Avenue Re-Design Project will promote walking and biking as primary travel modes, the segment of 13th Avenue east of Agate Street will still need to provide vehicle access to large parking areas, adjacent public-facing venues, and an expanding mobility hub. This corridor will need to separate people walking from the street and people biking from vehicle travel lanes.

This corridor has been organized into one segment.

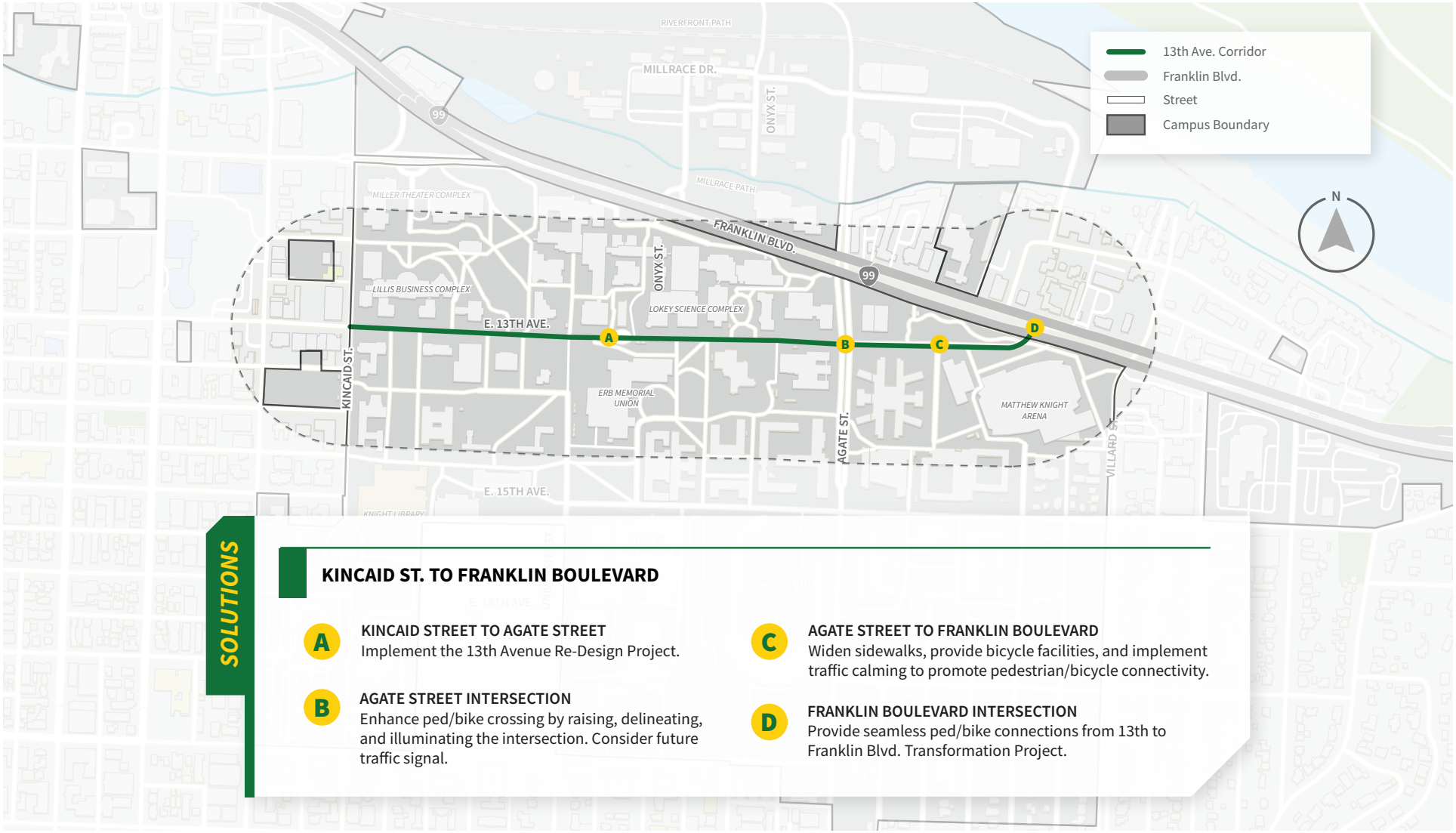
CORRIDOR SOLUTIONS: KINCAID STREET TO FRANKLIN BOULEVARD

- **Separate & Prioritize Modes**—Advance the 13th Avenue Re-Design Project so that people walking and biking have separated facilities that are sized to comfortably accommodate peak demands. Equip the corridor to efficiently support future shuttle services, Matthew Knight Arena events, and provide access for emergency, service, and ADA vehicles.
- **Enhance Corridor Crossings**—Advance the Agate Street Corridor Study to identify multimodal improvements that improve the safety and comfort of all users, particularly people walking and biking. Support city efforts to advance the Franklin Boulevard Transformation Project and its planned enhancements at the 13th Avenue intersection.
- **Reduce Modal Conflicts**—East of Agate Street, construct a buffer to separate sidewalks from the curb and provide enough width to accommodate peak pedestrian demands. Consider reallocating curb-to-curb width to provide a separated or protected bicycle facility at least in the eastbound direction.
- **Enhance Travel Options**—Continue efforts to plan and develop a complete mobility hub near the Jaqua Center to provide intermodal as well as first/last mile services and amenities. Jaqua Center would be an appropriate location for drop-off/pick-up services and may include Level 3 charging station facilities to support inter-city buses. Consider providing a raised midblock crossing to the mobility hub in anticipation of pedestrian demand and to help with vehicle speed management.
- **Strengthen Wayfinding**—Provide specialized wayfinding on 13th Avenue east of Agate Street for people driving to campus for the first time. Consider providing pullouts in both directions with visual access to campus maps and clear directions to parking facilities.

Table 4-8. 13th Avenue Solutions: Kincaid Street to Franklin Boulevard

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
A	**13th Ave.**	Kincaid St. to Agate St.	Implement the 13th Avenue Redesign Project.
B	**Agate St. intersection**	Intersection of 13th Ave. and Agate St.	Enhance pedestrian and bicycle crossing by raising, delineating, and illuminating the intersection. Consider a future traffic signal.
C	**13th Ave.**	Agate St. to Franklin Blvd.	Plan for improved pedestrian and bicycle facilities that connect the future 13th Avenue Re-Design Project with the future Franklin Boulevard Transformation Project; study options for accommodating bikes; consider sharrows, buffered bike lanes, or a combination of the two (e.g., sharrow westbound and buffered bike lane eastbound); provide a minimum 10′ sidewalk on the south side from Franklin to beyond Agate; monitor vehicle speeds to determine what, if any, traffic calming is needed.
D	**Franklin Blvd. Intersection**	Intersection of 13th Ave. and Franklin Blvd.	Provide seamless pedestrian and bicycle connections to the future Franklin Boulevard Transformation Project.

13th Avenue from Kincaid Street to Franklin Boulevard



SOLUTIONS

KINCAID ST. TO FRANKLIN BOULEVARD

A **KINCAID STREET TO AGATE STREET**
Implement the 13th Avenue Re-Design Project.

B **AGATE STREET INTERSECTION**
Enhance ped/bike crossing by raising, delineating, and illuminating the intersection. Consider future traffic signal.

C **AGATE STREET TO FRANKLIN BOULEVARD**
Widen sidewalks, provide bicycle facilities, and implement traffic calming to promote pedestrian/bicycle connectivity.

D **FRANKLIN BOULEVARD INTERSECTION**
Provide seamless ped/bike connections from 13th to Franklin Blvd. Transformation Project.

14TH ALLEY–GERLINGER WAY–15TH AVENUE

The 14th Alley–Gerlinger Way–15th Avenue corridor faces several challenges. Some segments are owned by the university while others belong to the city. Similar to the Onyx Street-University Street corridor, some segments do not serve private motor vehicles, but others do. Such inconsistent facilities and abrupt changes can negatively affect route clarity and user comfort, particularly for people walking and biking. This is especially the case near Knight Library where the bike route jogs around the building making wayfinding difficult for bikes.

On the other hand, Powell Plaza, a portion of this corridor between Onyx Street and Agate Street, provides an excellent example of a facility designed to prioritize walking and biking, support emergency and service access, and prohibit private motor vehicles. Building on lessons from Powell Plaza, this segment of the 14th Alley–Gerlinger Way–15th Avenue corridor has the potential to become a primary east-west corridor that supports intracampus and cross campus travel for people walking and biking. East of Agate Street, future improvements could include a plaza-like treatment that enhances safety and comfort for people walking and biking while accommodating higher traffic volumes associated with events at the Matthew Knight Arena.

This corridor has been organized into three segments, and because facilities along this corridor are especially inconsistent, it is helpful to understand each segment's function and particular challenges.

- • Kincaid Street to University Street
- • University Street to Agate Street
- • Agate Street to Villard Street

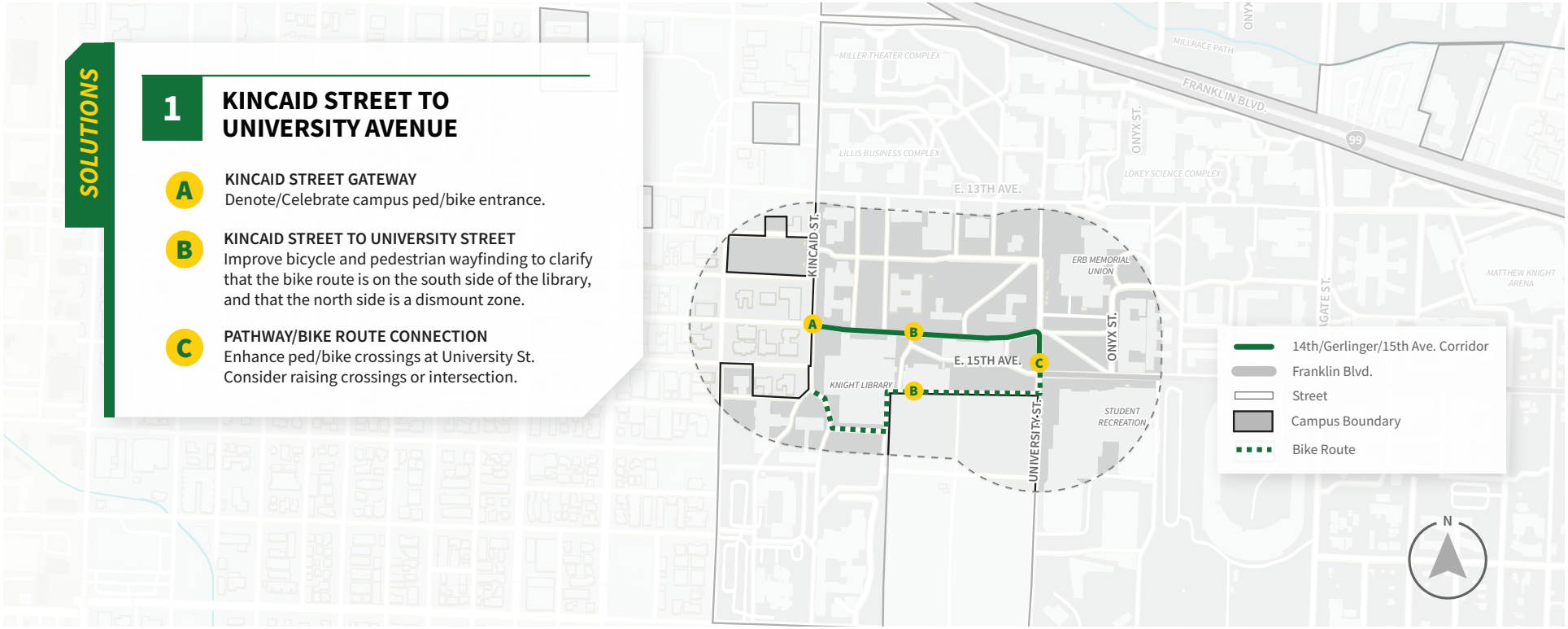
SEGMENT 1 SOLUTIONS: KINCAID STREET TO UNIVERSITY STREET

- **Separate & Prioritize Modes**—Advance the 13th Avenue Re-Design Project so that people walking and biking have separated facilities that are sized to comfortably accommodate peak demands. Equip the corridor to efficiently support future shuttle services, Matthew Knight Arena events, and provide access for emergency, service, and ADA vehicles.
- **Strengthen Wayfinding**—Strengthen wayfinding with campus maps and pavement markings to help people walking and biking navigate to key destinations efficiently and effectively.
- **Separate & Prioritize Modes**—Designate and improve bicycle facilities to support and promote biking in and through this part of campus.
- **Reduce Modal Conflicts**—Establish dedicated bicycle facilities to reduce modal conflicts and benefit people walking and biking along the corridor.
- **Enhance Corridor Crossings**—The University Street Corridor Plan should determine the mid- and long-term improvements to the University Street/15th Avenue intersection that may include protected intersection treatments. Near term, install additional lighting and high-visibility signage and pavement markings.

Table 4-9. 14th Alley-Gerlinger Way-15th Avenue: Kincaid Street to University Street

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
1-A	**Kincaid connection**	Gateway at Kincaid St.	Enhance gateway by improving connection for people walking and biking from 13th Alley and 14th Alley connections through pavement markings, lighting, enhanced pedestrian and bicycle delineation, and wayfinding.
1-B	**Kincaid St. to University St.**	Kincaid St. to University St.	Improve bicycle and pedestrian wayfinding to clarify that the bike route is on the south side of the library, and that the north side is a dismount zone. Prepare a concept study to evaluate current bike routes and determine how a bicycle connection can best be accommodated between Kincaid and University; options include shared use path (at least 12' wide), separated facilities, or a combination of the two.
1-C	**University St.**	Pathway/ Bike Route Connection	Prepare a concept study that connects the Knight Library Axis to Powell Plaza; determine the feasibility of extending the plaza to University Street; add wayfinding; consider a raised and delineated crossing of University Street at 15th; and consider widening sidewalk on the north side of 15th Avenue between University Street and Onyx Street.

Segment 1: 14th Alley-Gerlinger Way-15th Avenue from Ruth Bascom Pathway to Franklin Boulevard



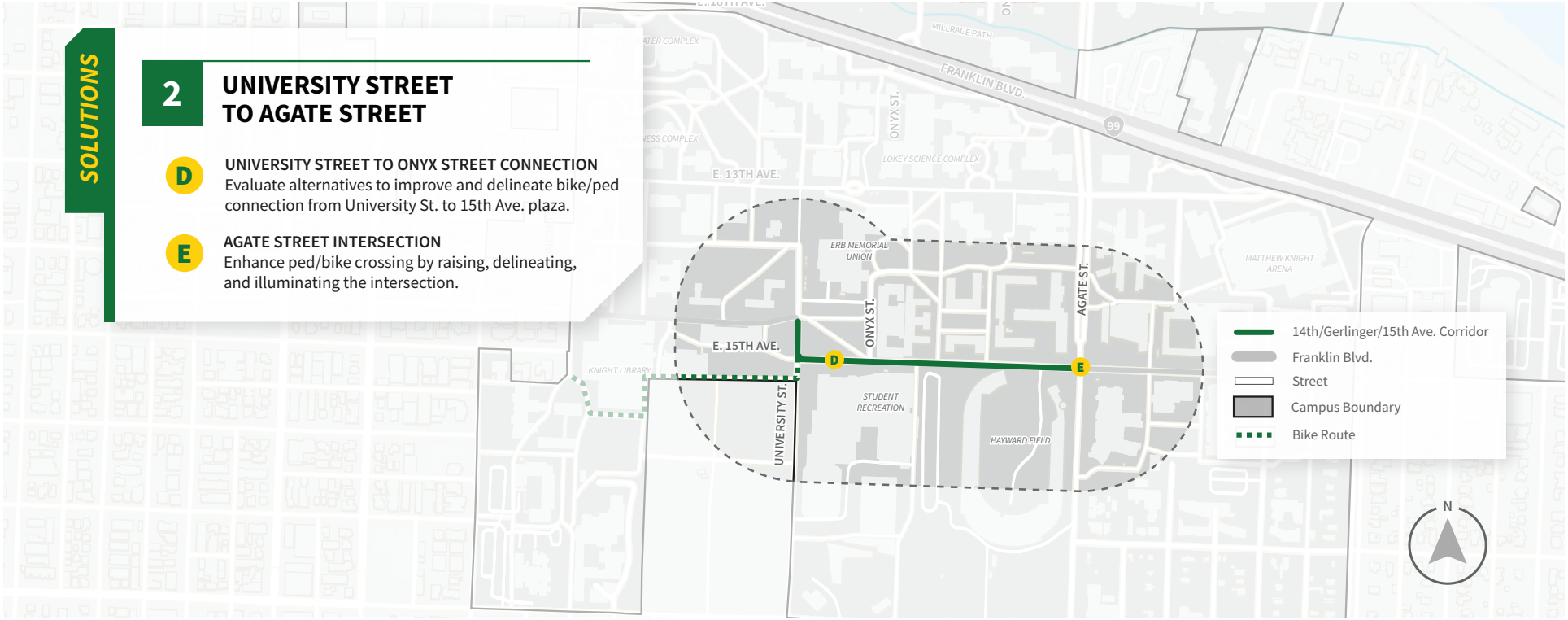
SEGMENT 2 SOLUTIONS: UNIVERSITY STREET TO AGATE STREET

- **Separate & Prioritize Modes**—Advance the 13th Avenue Re-Design Project so that people walking and biking have separated and separated facilities that are sized to comfortably accommodate peak demands. Equip the corridor to efficiently support future shuttle services, Matthew Knight Arena events, and provide access for emergency, service, and ADA vehicles.
- **Separate & Prioritize Modes**—Near term, evaluate the opportunity to reallocate space on 15th Avenue between University Street and Onyx Street to provide a dedicated bicycle facility. Long term, complete a concept study to determine the feasibility of extending Powell Plaza to University Street or providing protected bicycle facilities.
- **Enhance Corridor Crossings**—Evaluate options to retrofit existing midblock crossings with raised crossing features for greater consistency throughout campus.

Table 4-10. 14th Alley-Gerlinger Way-15th Avenue: University Street to Agate Street

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
2-D	**15th Ave.**	University St. to Onyx St. connection	**Option 1:** Raise and delineate University Street crossing; enhance bike delineation on University Street to connect to 15th Plaza **Option 2:** Extend 15th Plaza to University St. (choose if restricting private vehicle access); extend plaza or woonerf treatment; raise and delineate University St. crossing; provide direct (and bike-friendly) connection to Gerlinger Bike Path.
2-E	**Agate St. Intersection**	Intersection of 15th Ave. and Agate St.	See Agate St. corridor solutions.

Segment 2: 14th Alley-Gerlinger Way-15th Avenue from University Street to Agate Street



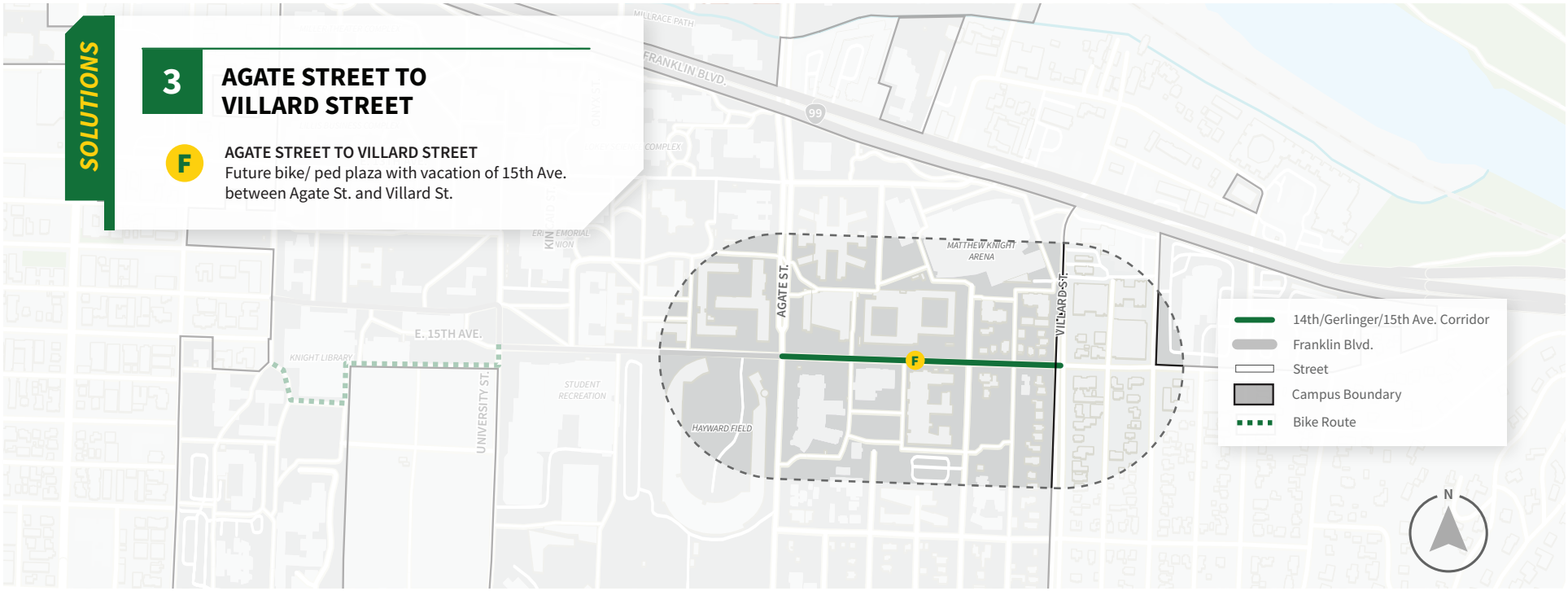
SEGMENT 3 SOLUTIONS: AGATE STREET TO VILLARD STREET

- **Separate & Prioritize Modes**—Near term, evaluate signing, pavement markings, and lighting to better serve people biking. Mid term, consider reallocating curb-to-curb width to provide on-street bike lanes. Long term, develop a vision for 15th Avenue that vacates and reimagines this segment with priorities for people walking and biking and no private vehicle access (similar to Powell Plaza or the 13th Avenue Re-Design Project). Note that this is a city owned street and a vacation will require extensive public outreach and city council approval.
- **Reduce Modal Conflicts**—As the UO Next Generation Housing Development Plan is developed, ensure sidewalks and pathways are improved to accommodate peak pedestrian and bicycle demands.
- **Enhance Corridor Crossings**—Near term, improve lighting, signage, and pavement markings at intersections and midblock crossings to enhance walking and biking activity. Mid term, consider raised midblock crossings, curb extensions, and protected intersection treatments to further prioritize walking and biking on the corridor.
- **Strengthen Wayfinding**—Demarcate 15th Avenue as a portal or gateway to campus.

Table 4-11. 14th Alley-Gerlinger Way-15th Avenue: Agate Street to Villard Street

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
3-F	**15th Ave.**	Agate St. to Villard St.	*(Near term)* install crossing treatments (e.g., bulb-outs, raised crossings, or continental striping); enhance lighting, signage, and sharrows; widen sidewalks. *(Long-term)* extend plaza or woonerf treatment from Agate St. to Villard St.

Segment 3: 14th Alley-Gerlinger Way-15th Avenue from Agate Street to Villard Street



17TH AVENUE AND MOSS STREET

17th Avenue and Moss Street have been reimagined by the UO Next Generation Housing Development Plan. Eventually, most surface parking in the area will be removed, eliminating the need for Moss Street to look or function as a street for motor vehicles. Changes will transform the street into a pedestrian and bicycle plaza, similar in appearance and function to Powell Plaza.

Even as housing density increases along the corridor,17th Avenue will need to support motor vehicle access. This City-owned street will need wider sidewalks and should be evaluated for a low-stress bicycle facility (either within or outside the curbs). Enhancements for crossings (both midblock and at intersections) should be at their highest, such as raised crossings, curb extensions, and protected intersections. Lighting, signage, and pavement markings should reinforce that people walking and biking are the corridor's priority users.

Each corridor is addressed separately:

- 17th Avenue from Agate Street to Villard Street
- Moss Street from Matthew Knight Arena to 19th Avenue

17TH AVENUE SOLUTIONS: AGATE STREET TO VILLARD STREET

- **Enhance Corridor Crossings**—Improve lighting, signage, and pavement markings along 17th Avenue and upgrade crossings to a higher and consistent standard that raises and protects each location.
- **Reduce Modal Conflicts**—Sidewalks on both sides of 17th Avenue from Agate Street to Moss Street and ultimately Villard Street will need to be widened (likely to between 8 and 10 feet) to match those that are being developed in the UO Next Generation Housing Development Plan.
- **Separate & Prioritize Modes**—If Moss Street and 15th are reconfigured as a pedestrian and bicycle plazas, consider leaving 17th Avenue as a shared street for people biking and driving.
- **Enhance Travel Options**—Evaluate the need for and siting of mobility hubs, bike stations, and/or campus shuttle services, as the UO Next Generation Housing Development Plan is implemented.
- **Strengthen Wayfinding**—Demarcate 17th Avenue as a portal or gateway to campus.

Table 4-12. 17th Avenue Solutions: Agate Street to Villard Street

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
A	**Agate St.**	Intersection of 17th Ave. and Agate St.	See Agate St. corridor solutions.
B	**17th Ave.**	Agate St. to Moss St.	Provide consistent signing, striping, and lighting; consider raised crossings; widen south sidewalk to at least 10′ with development.
C	**Moss St. intersection**	Intersection of 17th Ave. and Moss St.	Enhance visibility and convenience of crossing with future development; consider tabletop intersection.
D	**Villard St. intersection**	Intersection of 17th Ave. and Villard St.	Assess specific locations for enhancements and wayfinding.

17th Avenue from Agate Street to Villard Street

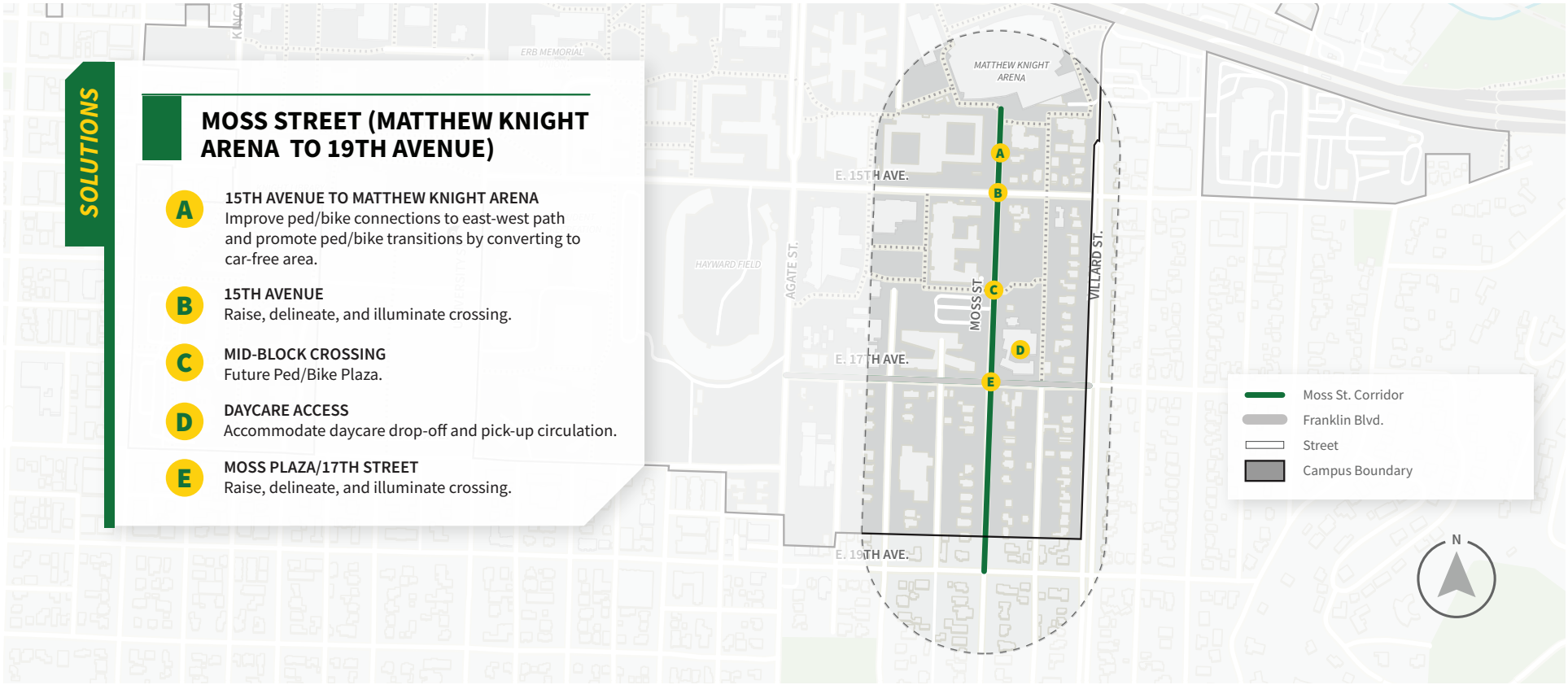
MOSS STREET SOLUTIONS: MATTHEW KNIGHT ARENA TO 19TH AVENUE

- **Separate & Prioritize Modes**—As the UO Next Generation Housing Development Plan is being implemented and surface parking is being replaced, convert Moss Street to a pedestrian and bicycle plaza, prohibit private vehicle use, and equip it to support emergency and service vehicle access.
- **Enhance Corridor Crossings**—Provide comfortable, low-stress pedestrian and bicycle facilities that extend along Moss Street from south of 17th Avenue and seamlessly connect with the east-west pedestrian and bicycle corridor north of Justice Bean Hall.

Table 4-13. Moss Street Solutions: Matthew Knight Arena to 19th Avenue

ID	LOCATION	EXTENTS	DETAILED PROJECT DESCRIPTION
A	**Moss St.**	15th Ave. to Matthew Knight Arena	Improve transition for people walking and biking; provide wayfinding; convert to car-free area.
B	**15th Ave. intersection**	Intersection of Moss St. and 15th Ave.	Provide consistent, high-quality pedestrian and bicycle crossing treatments.
C	**Midblock crossing**	North of UO Northwest Indian Language Institute and Parking Lot 34E	Study possibility of removing parking and prohibiting motor vehicle access; create a more comfortable north-south pedestrian and bicycle corridor.
D	**Daycare access**	Adjacent to Moss Street Children's Center	Continue to provide drop-off/pick-up, bus, and service vehicle access.
E	**Moss Plaza and 17th St. intersection**	Intersection of Moss St. and 17th Ave.	Improve crossing; consider tabletop treatment with development.
F	**Moss St.**	15th Ave. to 19th Ave.	Advance future plans to advance Moss Street south of 17th Avenue within the UO boundary and convert to a plaza treatment. Consider advisory bike lane treatment from 15th Ave. to 19th Ave.

Moss Street from Matthew Knight Arena to 19th Avenue



PARKING GARAGE ALTERNATIVES

To address growing parking demand, displacement of parking due to building projects, and facilitate moving parking to the periphery, Transportation Services initiated a parking garage feasibility study in 2025 to evaluate potential sites for new garages. Seven candidate locations were identified through conversations with Transportation Services staff, the Transportation Planning Committee, and the Leadership Briefing Group (**Figure 4-1**). Relocating parking to these peripheral sites supports broader campus objectives to reduce single-occupancy vehicle traffic in the campus core and improve overall campus mobility.

Several factors went into these potential locations, including ease of implementation, feasibility, traffic circulation patterns on both campus and adjacent city streets, and project readiness (such as whether the site is vacant or would require a retrofit of existing buildings). Proximity to major campus destinations was also considered so that new garages could provide convenient access while minimizing vehicle circulation within the campus core. The resulting list of garage alternatives reflect a balance between operational practicality, alignment with campus transportation goals, and potential to support shuttle, transit, and first/last mile connections.

Figure 4-1. Garage Alternatives

GARAGE ALTERNATIVES

1 NORTHWEST GARAGE

BENEFITS

- Proximity to Franklin Blvd. reduces the need for vehicular circulation within campus.
- Favorable proximity to Dads Gate, campus core, and transit station.
- Easily served by future shuttle.

CONSIDERATIONS

- Added traffic anticipated at 11th/Patterson, 11th/Hilyard, and Franklin/Hilyard.
- Site size and access locations will be important elements for feasibility.
- Shuttle service likely needed to connect with all areas of campus.

2 MACARTHUR COURT GARAGE

BENEFITS

- Great location near the campus core.
- Ease of access from E 18th Ave Corridor.
- Opportunity to address bike/vehicle parking conflicts on University St.
- Supports athletic venues & HEDCO.

CONSIDERATIONS

- Added traffic anticipated at E 18th Ave., Patterson St., Hilyard St., and Alder St.
- May be perceived to have impacts on adjacen neighborhood.
- Macarthur Court Garage also supports EMU and removal of parking in the center of camp

3 MILLRACE GARAGE EXPANSION

Site is deemed infeasible due to size constraints dictated by railroad right-of-way.

4 EAST CAMPUS GARAGE

BENEFITS

- Proximity to Franklin Blvd.
- Replaces nearby parking anticipated to be displaced by future housing developments.
- Supports athletic and alumni venues.

CONSIDERATIONS

- Added traffic anticipated on Villard St..
- May be perceived to have impacts on adjac neighborhood.
- Shuttle service likely needed to connect wi all areas of campus.

A LOT 16A OPTION

BENEFITS

- Proximity to campus academic core.
- Strong ped-bike connections.

CONSIDERATIONS

- Limited site size
- Added traffic anticipated on Alder, Kincaid, and adjacent streets.
- Shuttle service likely needed to connect with all areas of campus.

B 17TH AVE./AGATE ST. OPTION

BENEFITS

- Proximity to academic, cultural, and athlet uses and current/future student housing.
- Internal location limits perceived impacts surrounding neighborhoods.

CONSIDERATIONS

- Added traffic anticipated on Agate, 17th, 18th, and Villard.
- Conflicts with high-activity pedestrian area

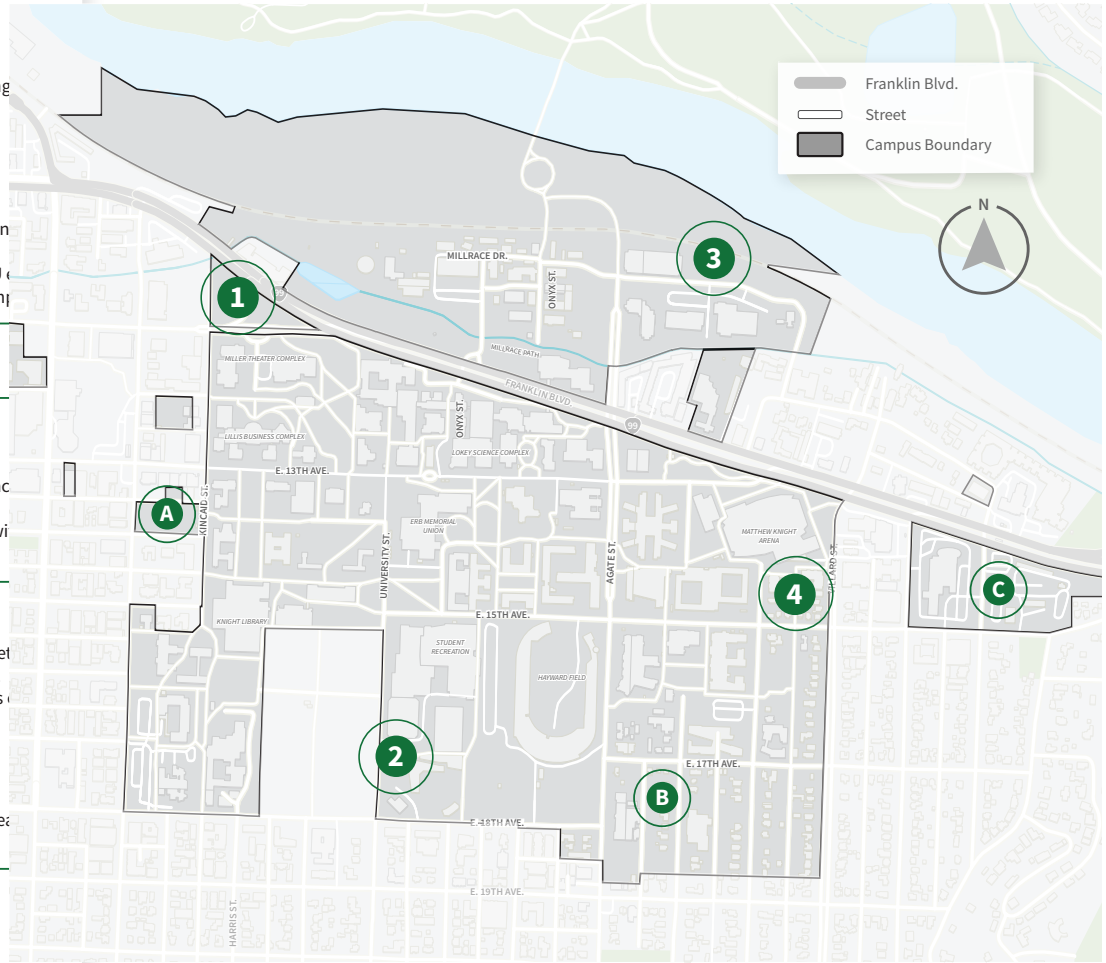
C WALNUT ST. OPTION

BENEFITS

- Proximity to Franklin Blvd.
- Currently serves parking function.

CONSIDERATIONS

- Shuttle service likelty needed to connect with all areas of campus.
- Existing uses would likely be incorporated into the new parking structure.



THE CASE FOR A CAMPUS SHUTTLE

> *As campus grows and parking moves to the periphery, the distances between facilities may exceed comfortable walking and biking distances. A fixed-route weekday campus shuttle would help improve current—and future—transit access*

Many universities of similar size and enrollment already operate campus shuttles. These kinds of shuttles could help reduce parking demand, support campus sustainability goals, and enhance first/last mile connections between LTD services and campus destinations. By providing reliable, convenient transit options, a campus shuttle would continue to support the entire campus community, including those with mobility challenges, while strengthening overall campus connectivity.

The fixed-route campus shuttle would not duplicate or replace LTD service. Instead, it would provide supplementary transit service with shorter rides around campus. A campus shuttle would also provide an additional effective ADA option and a convenient option during inclement weather.

Several potential shuttle route concepts were considered: a near-term option that could operate using the existing roadway network today and two long-term options that incorporate new parking garage locations. The route concepts that follow are preliminary and intended for further exploration. Additional technical analysis, such as route frequency, travel times, and stop locations, as well as coordination with the City of Eugene and LTD, will be needed to advance any of these concepts.

NEAR-TERM SHUTTLE

The near-term concept include two bidirectional routes: the Green Route and the Yellow Route (**Figure 4-2**).

The **Green Route** would operate primarily on the west and central areas of campus, serving a shorter loop that connects key central destinations, including Knight Library, HEDCO, Lillis Business Complex, the EMU, the Rec Center, the Phil and Penny Knight Campus, McArthur Court, and Millrace Garage. This route would also provide an opportunity for users to transfer to LTD at Dad's Gate and UO Station.

The **Yellow Route** would operate on a longer loop that covers east, west, and central campus. It would travel along the campus periphery (where parking will be concentrated) through the campus core and up to the Millrace Garage. In addition to central campus destinations, the route would connect to Hayward Field, destinations along 17th Avenue and Moss Street, Matthew Knight Arena, and the Romania Lot area east of campus.

These routes are designed to improve campus mobility by providing a short, central loop for quick trips between key destinations and a longer loop connecting outlying areas and parking. They also enhance connections to LTD transit and make it easy to transfer between shuttles.

Figure 4-2. Near-Term Shuttle Route Concepts

LONG-TERM SHUTTLE

Long-term shuttle routes were developed to support and complement future parking garage locations.

NORTH & WEST GARAGES

The first long-term concept includes three shuttle loops that connect central campus with new parking garages in the northwest part of campus (**Figure 4-3**).

The **Green Loop** would operate primarily on the west side of campus and travel along the campus periphery and through central campus via University Street and 13th Avenue, linking major westside destinations and parking areas.

The **Yellow Loop** would serve the east side of campus and travel through the campus core, connecting eastern parking facilities and destinations with central destinations.

The **Central Campus Loop** would operate around the campus core on University Street, 18th Street, 13th Avenue, and Agate Street, providing key connections to central destinations and the Millrace Garage.

Figure 4-3. Long-Term Shuttle Route Concepts (North & West Garage Options)

SOUTH & EAST GARAGES

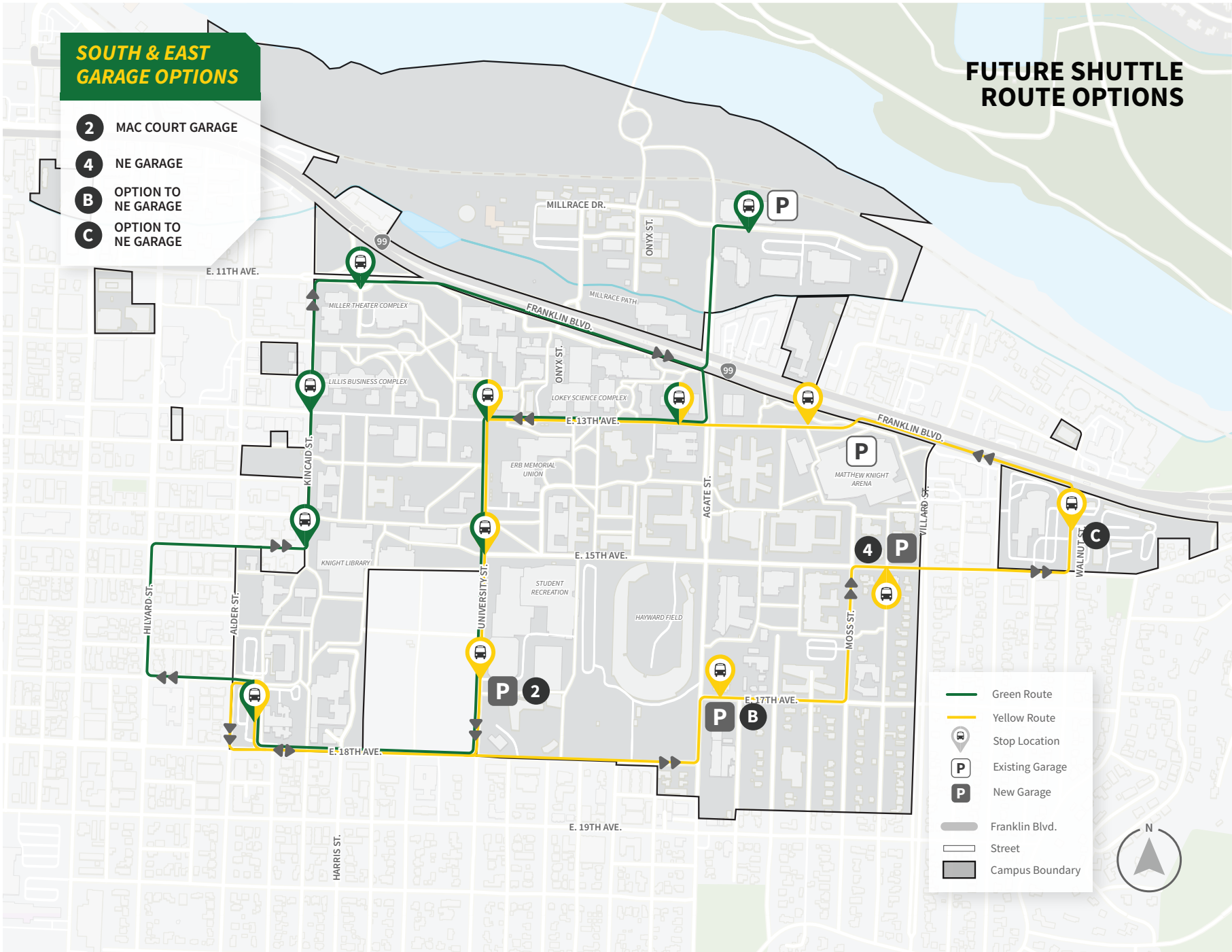
The second long-term shuttle option maintains the Green Loop and Yellow Loop route structure, with each loop serving distinct areas of campus and complementing future south and east parking garage locations (**Figure 4-4**).

The **Green Loop** would serve west campus destinations and travel through central campus north to the Millrace Garage, linking key westside facilities and parking areas.

The **Yellow Loop** would cover east campus destinations and potentially connect to a new parking garage on the east side of campus. Potential sites for a northeast garage include near East Campus Graduate Village, near 17th Avenue and Agate Street, and near the existing Romania lot.

With this option, both the Green and Yellow loops would provide direct connections to major parking areas—Millrace Garage for the Green Loop and potential new south and east campus garage locations for the Yellow Loop—so that users have convenient access to parking and campus destinations.

Figure 4-4. Long-Term Shuttle Route Concepts (South and East Garage Options)



RECOMMENDED POLICIES AND PROGRAMS

Policies and programming solutions play a critical role in supporting UO's transportation goals to enhance safety, sustainability, and accessibility across campus. These strategies complement infrastructure improvements by addressing travel behavior, operations, and coordination within the campus community and with external partners. Recommended policies and programs have been organized into six categories:

Education/Encouragement—Promote awareness and incentivize walking, biking, and choosing options other than driving alone.

Enforcement—Support safe and efficient campus travel by monitoring and managing compliance with parking and traffic policies.

Organization & Coordination—Support effective planning, implementation, and oversight of campus transportation by coordinating across departments, with external partners, and with ongoing programs.

Engineering—Support safe, accessible, and consistent campus infrastructure by applying context-sensitive design standards and best practices, including compliance with ADA accessibility requirements and universal design principles.

Transportation Options—Expand and coordinate a variety of travel choices—including active transportation, shuttles, transit, micromobility, and shared-ride programs—to improve convenience, accessibility, and connectivity across campus.

Monitoring & Evaluation—Collect data, track performance, and assess outcomes to inform decision-making and continuously improve campus transportation programs.

To support the specific projects identified in the following sections, an Infrastructure Toolkit is provided in Appendix E to support understanding and decision-making related to walking and biking infrastructure treatments.

EDUCATION/ENCOURAGEMENT STRATEGIES

	STRATEGY	ENTITY	SOURCE OF STRATEGY
1	Establish incentives for students who do not apply for a parking permit. (See also Monitoring and Evaluation 1.)	Transportation Services	N/A
2	Explore partnerships with Uber and Lyft to provide deals for students or during major events.	Transportation Services, Uber, and Lyft	N/A
3	Continue offering UO Bike Program educational courses, services, and rentals. Explore expanding educational offerings—such as Learn-to-Ride and Safe Cycling curricula—and consider integrating them in credit-bearing courses such as physical education classes.	UO Outdoor Program	Current programs
4	Encourage carpooling and vanpooling (for commutes over 20 miles) with priority parking. (See Transportation Options 12.)	Transportation Services, LTD	N/A
5	Work with student organizations to expand events and programming to encourage active transportation (e.g., Transportation Day, Duck Days, IntroDUCKtion, Bike Month, and Walktober).	Transportation Services, student organizations	N/A
6	Develop an "Access Scholarship Program" to subsidize or otherwise support transportation-related costs for students with financial need.	Transportation Services, UO Basic Needs Program	University of Washington (UW), Oregon State University (OSU), University of California–Davis (UC Davis), and Portland Community College (PCC)
7	Identify opportunities to shift class schedules to off-peak travel times.	Transportation Services, Administration	UW, OSU, UC Davis, and PCC
8	Share trip planning information and resources with potential students during the admissions process.	Transportation Services, Admissions	UW, OSU, UC Davis, and PCC
9	Coordinate with Campus Planning and Facilities Management (CPFM) to include or retrofit select academic buildings with showers and locker rooms for students and faculty who bike or use micromobility.	Transportation Services, CPFM	UW, OSU, UC Davis, and PCC
10	Continue to expand branding and marketing opportunities with consistent messaging and appearance for all campus transportation-related information and services.	Transportation Services	UO TS Strategic Plan 2020–2025
11	Work with local businesses to provide daily services on or near campus to encourage shorter, non-driving trips by students.	Transportation Services, City, and business community	UW, OSU, UC Davis, and PCC
12	Offer commute counseling and advising for commuting UO staff and students.	Transportation Services	N/A

ENFORCEMENT STRATEGIES

	STRATEGY	ENTITY	SOURCE OF STRATEGY
1	Regularly monitor, evaluate, and adjust citations and appeals process as needed.	Transportation Services	UO TS Strategic Plan 2020–2025
2	Regularly monitor, evaluate, and adjust contractor and service vehicle parking as needed.	Transportation Services	UO TS Strategic Plan 2020–2025
3	Regularly monitor service vehicle activity and parking relative to class change period policies.	Transportation Services, UO PD	N/A
4	Continue metered parking program with revenues supporting Transportation Services programs.	Transportation Services	Current Program

ORGANIZATION & COORDINATION STRATEGIES

	STRATEGY	ENTITY	SOURCE OF STRATEGY
1	Coordinate with city to assess purpose and function of campus transportation facilities and assign roads based on desired long-term context and use.	Transportation Services, City of Eugene	Existing Conditions Report
2	Establish clear and on-going funding and responsibilities for the implementation, maintenance, and programming of future public street vacations. Engage with campus groups to solicit programming ideas, art installations, or both.	Transportation Services, CPFM	Existing Conditions Report
3	Continue Active Transportation Coordinator role.	Transportation Services	UO TS Strategic Plan 2020–2025
4	Establish Transportation Options budget for effectiveness.	Transportation Services	UO TS Strategic Plan 2020–2025
5	Establish regular coordination meetings or a dedicated coordination team to ensure continued funding, oversight, and consistency for planning, design, construction, and maintenance of transportation and urban design-related projects.	Transportation Services, CPFM	N/A

ENGINEERING STRATEGIES

	STRATEGY	ENTITY	SOURCE OF STRATEGY
1	Develop a set of context sensitive UO transportation and urban design standards that are in line with city and national best practices to support design consistency, safety and accessibility, and active transportation. Potential design topics include sidewalk, paths, lighting, intersection design, pedestrianization/street vacations, one- and two-way protected bikeways, bike parking, signage, and EV and micromobility charging stations.	Transportation Services, CPFM	Existing Conditions Report

TRANSPORTATION OPTIONS STRATEGIES

	STRATEGY	ENTITY	SOURCE OF STRATEGY
1	Review and refine policies for times when service and other vehicles can enter areas with high active transportation use.	Transportation Services, CPFM	Existing Conditions Report
2	Develop a Campus Bicycle Wayfinding Plan.	Transportation Services, CPFM	Existing Conditions Report
3	Monitor the effectiveness of the UO Policy for Bikes and Other Personal Transportation Devices to ensure it meets the needs of campus users and aligns with current technologies and capabilities of micromobility devices.	Transportation Services	N/A
4	Partner with campus organizations or develop an ongoing program to ensure consistent availability of bike repair tools and stations throughout campus.	Transportation Services	Existing Conditions Report
5	Continue partnership with LTD to provide LTD Student Pass and Staff Pass.	ASUO, Transportation Services	Current programs
6	Continue to provide Access Shuttle with ADA-compliant, daytime, pre-scheduled services.	Transportation Services	Current programs
7	Continue to support Duck Rides Shuttle with on-demand nighttime service for students.	UO PD	Current programs
8	Continue to provide the Bike Share and Bike Share Ambassadors program with partners. Coordinate with the City of Eugene to explore the potential reintroduction of a scooter share program.	Transportation Services, CPFM, UO Bike Program, Cascadia Mobility, PeaceHealth, City of Eugene	Current programs
9	Establish a daytime, fixed route shuttle service. Coordinate with the City to identify opportunities for off-campus parking with shuttle access.	Transportation Services	UO TS Strategic Plan 2020–2025
10	Research the benefits and challenges of implementing a connected and automated vehicle (CAV) pilot project to supplement existing ride services or create a fixed route shuttle.	Transportation Services	Emerging Technology Examples
11	Develop a single campus app where faculty, students, staff, and visitors can access information and book transportation services, including externally operated services like LTD bus and PeaceHealth bikeshare.	Transportation Services, LTD, PeaceHealth	Emerging Technology Examples (e.g., mobility as a service)
12	Continue to promote the Get There Oregon carpool matching program, including transportation options rewards and incentives that exist through the program, to help connect students and staff for shared rides.	Transportation Services, Get There Oregon	N/A
13	Coordinate with campus departments and employers to establish a flexible, hybrid, or work-from-home policy.	Transportation Services, campus employers, university departments	UO suggestion
14	Establish mobility hubs that encourage easy transfers between and provide information about transportation options (e.g., combine key shuttle stops, vehicle and bike parking, and charging stations).	Transportation Services, CPFM	UO suggestion

MONITORING & EVALUATION STRATEGIES

	STRATEGY	ENTITY	SOURCE OF STRATEGY
1	Conduct reporting on Zonal Parking System. Adjust pricing iteratively to match market rates and help fund future transportation needs. Consider implementing smart traffic management systems to monitor parking management.	Transportation Services	N/A
2	Conduct student outreach to evaluate impacts of a No-Car policy for first-time freshmen. Consider an expanded incentive program to encourage students from all years who choose not to bring a car to campus.	Transportation Services	UO suggestion
3	Continue Bike Parking annual count program. Consider expanding program to include periodic multimodal traffic counts, or partnering with the Department of Planning, Public Policy, and Management to collect this data.	Transportation Services, CPFM, UO Housing, Department of Planning, Public Policy, and Management	Current programs
4	Establish and track performance measure targets, such as mode share, for students, faculty, staff, and visitors.	Transportation Services	UW, OSU, UC Davis, and PCC
5	Partner with researchers and peer practitioners to explore more sustainable transportation methods.	Transportation Services	UO TS Strategic Plan 2020-2025
6	Continue regular reporting of progress toward established Strategic Plan goals.	Transportation Services	N/A
7	Establish a data sharing platform. Partner with departments or student groups to support ongoing updates by, for example, collecting counts or updating GIS data.	Transportation Services	N/A
8	Monitor vehicle speeds and origin-destination data through campus. Identify opportunities for traffic calming, wayfinding, or gateway treatments to discourage cut-through traffic.	Transportation Services	Existing Conditions Report
9	Establish parking ratios aligned with UO's student, staff, and faculty population levels.	Transportation Services	Existing Conditions Report

05

FUNDING PLAN

Numerous funding sources and agency partnerships could help UO implement capital transportation projects.

This chapter provides conceptual capital improvements and potential funding sources to support their implementation. Some of these funding sources are already commonly used, others are available or possible but will require UO action to enact.

Capital improvements are categorized as either corridor improvements or spot treatments. Corridor improvements are intended to produce a multimodal network of campus transportation infrastructure that connects all areas of the campus with facilities that are well-suited to travel modes, activity volumes, and adjacent land uses. Spot treatments either improve the safety, function, and comfort of a conflict area like an intersection or midblock crossing or increase the capacity for intermodal exchanges at places like mobility hubs, bike parking stations, and parking garages.

What Is a Capital Project?

Capital projects, sometimes referred to as modernization projects, are long-term investments in acquiring, constructing, or improving infrastructure, vehicles, and facilities. Funding for capital projects is separate from operating budgets. The scope of a capital project typically includes new construction and expansion or major rehabilitation of existing facilities.

CAPITAL IMPROVEMENT PROJECTS

A capital project's purpose and need can influence what funding sources are available. For example, certain federal and state grants are only for safety improvements. Because most recommended investments serve more than one purpose, such as safety and connectivity, multiple funding sources may be possible.

Five project categories have been established for this plan to help organize the purposes of a recommended capital project:

1 SAFETY

Virtually every institution and public agency has established safety as a major priority for transportation funding. Federal, state, and local agencies have established specific grants (such as Safe Streets for All grants) and other funding programs to ensure safety projects are planned and implemented.

Many of this plan's recommended improvements seek to improve the safety of campus travel. Intersections, midblock crossings, and other conflict zones are focal points for these investments. Spot treatments and corridor improvements seek to improve safety with solutions that provide better separation (in space, time, or both), delineation, speed management, signing, striping, lighting, or a combination of all of the above.

2 CONNECTIVITY & CONTINUITY

Many corridor improvements seek to deliver better connectivity and route continuity throughout campus by creating a consistent facility treatment that guides traveler route choice and behavior. Route continuity ensures that consistent, complete facilities are in place to serve a trip from end to end. When an improvement creates dedicated space for each mode by separation or delineation, it may qualify for safety funding. Development projects (such as those for academics, athletics, housing, or student life) can provide funding to implement corridor improvements but tend to limit those improvements to the site's frontage. Grants that focus on complete streets can be pursued, but local agency funding for corridors in the public right-of-way and state funding for university facilities would be the most common sources to consider.

3 OPERATIONAL CAPACITY

Most often, operational capacity on the UO campus comes down to user comfort. Does a person walking feel crowded? Can someone biking ride comfortably? Do drivers experience excessive delay? Intersection and other spot treatments that address these challenges have several potential funding sources. Corridors with constrained segments of pedestrian facilities or inadequate bicycle facilities can draw from a wide array of funding sources. While segments of walkways can be incrementally built or widened through site frontage improvements by the adjacent property owner, bicycle facility improvements will almost always need to be part of a corridor improvement. As such, public agencies tend to lead these improvements using state funds, local capital improvement plans, and grants for bicycle improvements.

4 INTERMODAL FACILITIES

Mobility hubs, transit centers, and bike garages are examples of intermodal facilities whose primary purpose is to support non-auto mode choice for some or all campus commutes and intracampus trips. These facilities tend to attract funding that aligns with larger sustainability, carbon reduction, and healthy community values. Several grants, sponsorships, partnerships, and donors are well-suited to these types of investments.

5 MOTOR VEHICLE PARKING CAPACITY

Motor vehicle parking, in lots and garages, is a unique transportation asset due to its revenue-generating potential. State funds, sponsorships, developments, and net parking revenues have all been used to help fund these investments.

AVAILABLE FUNDING

Funding for capital transportation projects on the UO campus is complex. Funding sources vary based on who owns the infrastructure, how it is classified, what type of facility it is, and what type of solution or improvement is being implemented. The purpose, need, and benefit of an investment are all factors in determining funding eligibility.

At least four entities own or operate infrastructure on and/or around campus: UO, the City of Eugene, LTD, and PeaceHealth bikeshare. UO owns pathways, plazas, parking lots and garages, and bike parking. The city owns shared use paths, sidewalks, on-street bike lanes, roadways, and traffic signals. LTD owns bus rapid transit facilities and the UO Station. PeaceHealth owns 23 bikeshare stations within campus or along the periphery.

Table 5-1 provides an overview of funding sources by their reliability, frequency of use, predictability, and potential uses.

Table 5-1. Funding Overview

SOURCE	RELIABILITY	FREQUENCY OF USE FOR TRANSPORTATION PROJECTS	PREDICTABILITY OF FUNDING	ELIGIBLE FOR CAPITAL PROJECTS
State Funding	Reliable	Not typically used	Moderate-Low	Yes
Internal Bank Loans	Reliable	Not typically used	Unknown	Yes
Parking Revenue	Reliable	Commonly used	High	Yes
Student Fees	Uncertain	Services only (not capital projects)	Low	No
University Housing Funds	Reliable (Only as part of housing projects)	Commonly used (site frontage improvements only)	Moderate	Yes
Gift Funds	Reliable	Sometimes	Low	Yes
Grants	Variable	Commonly used	Moderate	Yes
Fundraising & Sponsorships	Reliable	Commonly used	Moderate-Low	Yes
LCOG	Reliable	Commonly used for projects on campus periphery	High	Yes
City of Eugene	Reliable	Commonly used for projects on campus periphery	High	Yes

CURRENT UO SOURCES

STATE FUNDING

Legislatively approved bonds, also known as state appropriations, are commonly used to fund public university capital projects in Oregon. Bonds include revenue and general obligation bonds that cover capital, deferred maintenance, and capital renewal projects. The Higher Education Coordinating Committee reviews and prioritizes funding requests from all of Oregon's public universities and then recommends them for legislative approval and bonding authorization on a biennial basis. Universities are required to provide a percentage of the project cost as a match to bond funding. The state legislature also has authority to fund projects directly from the general fund or from lottery proceeds, neither of which incur long-term bond debt.

Reliability: Reliable

Frequency: Not typically used; likely could fund small transportation improvements tied to building projects

Predictability: Moderate–low

Eligible for Capital Projects: Yes

INTERNAL BANK LOANS

The university, through its Business Affairs–Treasury Operations, manages the Internal Bank. One purpose of the bank is to issue loans for capital projects. The term of the loan is determined by the anticipated life of the asset, the interest rate is set for the term of the loan by the university, and payments are due semiannually.

Reliability: Reliable

Frequency: Commonly used for large capital transportation projects not typically used for transportation projects

Predictability: Unknown

Eligible for Capital Projects: Yes

PARKING REVENUE

Annual net revenues from parking operations are available to the UO Transportation Services, which can be used to fund capital projects.

Reliability: Reliable

Frequency: Commonly used

Predictability: High

Eligible for Capital Projects: Yes

STUDENT FEES

ASUO has provided funding for transportation services, but not for capital projects.

Reliability: Uncertain

Frequency: Never for capital projects

Predictability: Low

Eligible for Capital Projects: No

UNIVERSITY HOUSING FUNDS

When housing is constructed on the UO campus, funding for capital projects can include improvements to transportation facilities. This is separate from State-issued bonding.

Reliability: Reliable, but only as a part of a housing project (e.g., site frontage improvements)

Frequency: Typically for site frontage improvements only

Predictability: Moderate

Eligible for Capital Projects: Yes

GIFT FUNDS

The UO often attracts gift funds for capital projects. Occasionally, these projects include transportation-related improvements, such as sidewalks, side paths, or bike racks. Powell Plaza is an example of a capital transportation asset project funded by gifts.

Reliability: Reliable

Frequency: Only when a need is promoted (typically with a planned improvement)

Predictability: Low

Eligible for Capital Projects: Yes

GRANTS

The UO is eligible to directly apply for grants that fund capital projects. Current examples include the Connect Oregon and Innovative Mobility Programs, as well as the Transportation Safety Office grants that are all managed by the Oregon Department of Transportation (ODOT). As a partner with public agencies such as the City of Eugene, LTD, the Lane Council of Governments (LCOG), and ODOT, the university has access to a wide range of federal, state, and regional grant programs that fund capital projects. Most of these grants require a local match. Current examples include State Funded Local Projects, Safe Streets and Roads for All, Oregon Community Paths Program, Multimodal Project Discretionary Grants, Strengthening Mobility and Revolutionizing Transportation Grants, Surface Transportation Block Grants—Urban, Transportation Alternatives (a set-aside), Congestion Mitigation and Air Quality Grants, and Public Transportation Grants.

Reliability: Variable, as grant programs are affected by legislative funding bills

Frequency: Commonly used

Predictability: Moderate, but project must be competitive

Eligible for Capital Projects: Yes

FUNDRAISING & SPONSORSHIPS

The university often uses fundraising and sponsorships to fund capital projects. Most often, the transportation improvements are a part of a larger site development/redevelopment effort.

Reliability: Reliable

Frequency of Use: Typically, in partnership with capital projects for other departments

Predictability of Funding: Moderate- Low

Eligible for Capital Projects: Yes

FUNDING PARTNER SOURCES

Public agencies, private enterprises, and not-for-profit entities offer additional funding opportunities. Public agencies with right-of-way or assets adjacent to campus are responsible for funding and maintaining facilities. Private enterprises that have development interest on or near campus create opportunities for building or improving campus transportation infrastructure. Not-for-profit partners, such as PeaceHealth, are often willing to help fund projects and services that align with their mission and benefit the campus community.

LANE COUNCIL OF GOVERNMENTS

As the metropolitan planning organization for the region, LCOG receives and administers federal funds for planning and improving transportation facilities and services. Funding sources include the Surface Transportation Block Grants—Urban, Transportation Alternatives (a set-aside), and Congestion Mitigation and Air Quality program, among others. The UO would need to partner with an eligible public agency to pursue these opportunities.

Source: Reliable

Frequency: Commonly used

Predictability: High, but projects must be competitive

Eligible for Capital Projects: Yes

CITY OF EUGENE

Because the City of Eugene has jurisdiction over many public rights-of-way in and around the UO campus, it has authority and responsibility for funding the provision, operation, maintenance, and repair of these facilities. City funding for capital projects comes from a variety of sources, including the General Fund, Transportation System Development Charges, General Obligation Bonds, Local Improvement Districts, its portion of the State Highway Fund, Statewide Transportation Improvement Funds, grants administered by ODOT, Federal Highway Administration taxes, Federal Transit Administration Capital Funds, and Better Utilizing Investments to Leverage Development Grants.

Source: Reliable

Frequency: Commonly used

Predictability: High, but projects must be competitive

Eligible for Capital Projects: Yes

POTENTIAL NEW FUNDING SOURCES

Several new funding sources may exist within the UO system.

UO TRANSPORTATION SYSTEM DEVELOPMENT CHARGE

Although system development funds exist for certain campus utilities, none are currently available for transportation. Such a fund would allow Transportation Services to better:

- **Plan** a complete system of facilities that serve the campus, as it grows and evolves, and reasonably estimate the contribution each future campus development should make to fund transportation improvements.
- **Budget** and allocate the cost to develop the campus transportation system in alignment with the strategic plan and the master plan.
- **Program** project timing, phasing, and funding to minimize the need for segmentation, leverage available resources, and minimize construction impacts.
- **Implement** projects in a timely and cost-effective manner.

UO STUDENT TRANSPORTATION FEE

Some colleges and universities use a student transportation fee to provide facilities and services aimed at student retention and success. Service examples include guaranteed ride home programs, on-demand ride services, micromobility services, campus shuttles, and transit passes. Implementing this kind of funding program could increase the amount of revenue that could be set aside for capital projects.

06 LOOKING FORWARD

This plan will provide a values-based foundation that UO can use to work toward its vision of a safe, sustainable, and connected campus.

This Campus Transportation Plan will guide strategic transportation investments, policy decisions, and infrastructure improvements over the next 20 years and beyond. It will help Transportation Services work toward the shared vision of a safer, accessible, more sustainable, and better-connected campus. This chapter provides implementation considerations for the recommendations identified in this plan.

NEXT STEPS

CONDUCT ADDITIONAL STUDIES

For each identified corridor, the campus shuttle, and the parking garage alternatives, a detailed study should be undertaken to identify:

- Specific solutions
- Opportunities for phased implementation
- Funding opportunities
- Project partnerships

For corridors owned by the City of Eugene, city involvement in the planning process will be critical to successful implementation.

START WITH LOW-COST SOLUTIONS

For project locations under UO authority, early implementation of low-cost solutions that do not preclude longer-term projects will help build momentum, demonstrate progress, and improve safety and accessibility.

CONNECT POLICIES AND PROGRAMS WITH RESPONSIBLE GROUPS

Each policy and program recommendation in this plan includes an identified responsible entity. Each recommendation should be evaluated by that recommended entity to determine what operational support, staffing, and administrative coordination is needed to move forward. These efforts may require cross-departmental and in some cases, outside organization collaboration to move forward.

LIVING DOCUMENT

This plan will be a living document, adaptable to changing needs, emerging technologies, and evolving campus priorities. Regular updates, performance monitoring, and continued engagement with students, staff, faculty, and agency and community partners will help the plan remain relevant and effective. By staying grounded in its guiding principles of safety, universal access, continuity and clarity, visionary thinking, sustainability, and serving all users, UO can create a transportation system that supports its academic mission and enhances the quality of life for everyone who interacts with campus.

APPENDIX

A

PLAN REVIEW SUMMARY

B

PUBLIC ENGAGEMENT MATERIALS

C

EXISTING CONDITIONS MEMORANDUM PHASE I

D

EXISTING CONDITIONS MEMORANDUM PHASE II

E

INFRASTRUCTURE TOOLKIT

UNIVERSITY OF OREGON

KITTELSON & ASSOCIATES

June 2026

UNIVERSITY OF OREGON

CAMPUS TRANSPORTATION PLAN

PROJECT OVERVIEW

The University of Oregon Transportation Plan is a comprehensive long-term strategy aimed at enhancing accessibility, fostering campus vibrancy, and promoting sustainable travel options including walking, biking, and transit use.

Goals

1. Enhance safe and efficient travel needs.
2. Coordinate development efforts with the surrounding community.
3. Support campus sustainability goals.

Outcomes

- Long-range transportation capital list and plan that supports:
    - Pedestrian safety
    - Multimodal connectivity
    - Bike-friendly campus
    - Transit enhancements
    - Parking management
    - Campus green initiatives

GUIDING PRINCIPLES

STUDENTS

EMPLOYEES

ALUMNI

VISITORS

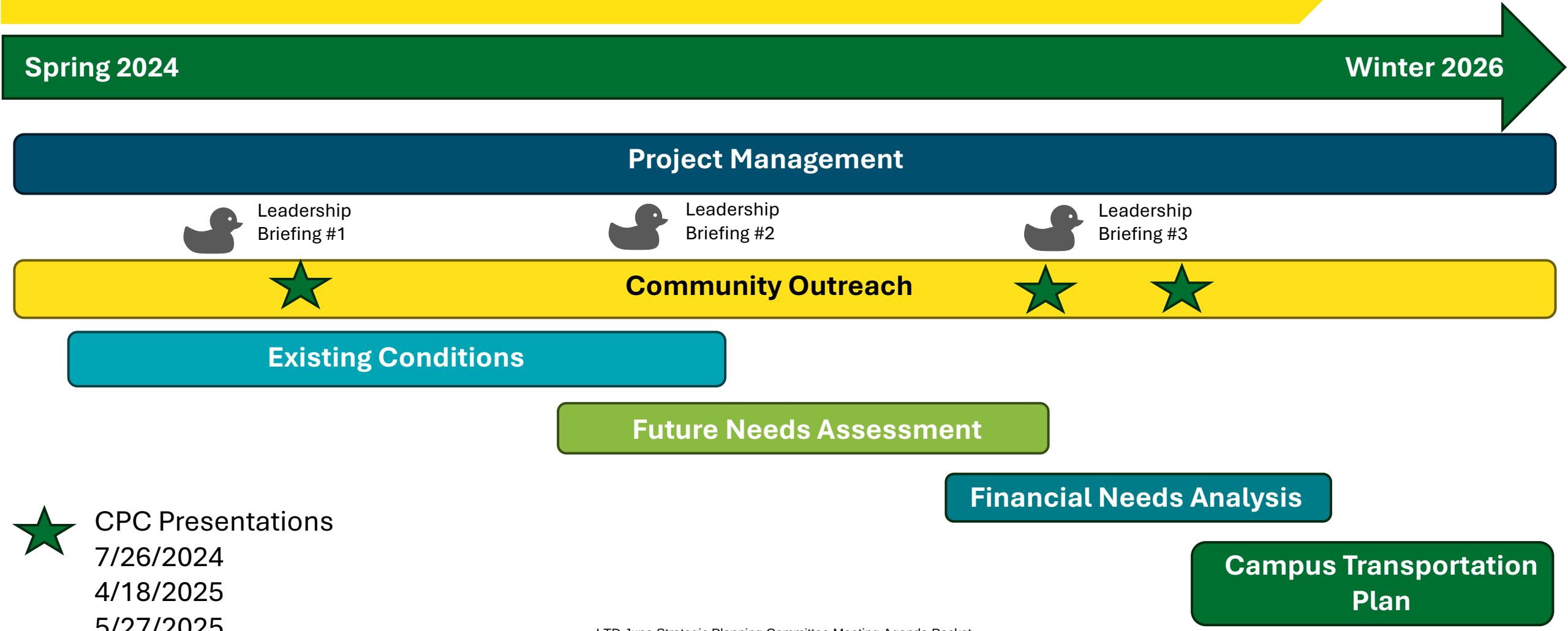
NEIGHBORS

UNIVERSITY OF OREGON TRANSPORTATION

- Safety
- Universal Access
- Continuity & Clarity
- Visionary
- Sustainable
- All Users

- PEDESTRIAN
- BICYCLE
- MICRO-MOBILITY
- TRANSIT
- SERVICE
- PRIVATE VEHICLE

PROJECT SCHEDULE



CPC Presentations
7/26/2024
4/18/2025
5/27/2025

COMMUNITY ENGAGEMENT

Including:

- 3 transportation plan committee meetings
- 3 leadership briefings
- Multiple tabling events
- Presentations to Neighborhood Associations
- Presentation to Eugene Active Transportation Committee
- Scenario planning workshop
- Online survey

KEY FEATURES

- Multimodal Connectivity
- Bike Friendly Campus
- Pedestrian Safety
- Parking Management
- Transit Enhancements
- Campus Green Initiatives

STRATEGIES TOOLBOX

Separating and Delineating Modes

- **Bicycle Facilities**
  - Cycle tracks or advisory bike lanes
  - Separated or buffered bike lanes
- **Enhanced Crossings**
  - Raise, delineate, illuminate
  - Signalize

Reducing Conflicts Between Modes

- **Shared Use Paths**
- **Wider Sidewalks**

Enhancing Travel Options

- **Transit & Shuttles**

Campus Wayfinding & Meaningful Gateways

IMPLEMENTATION

Solutions

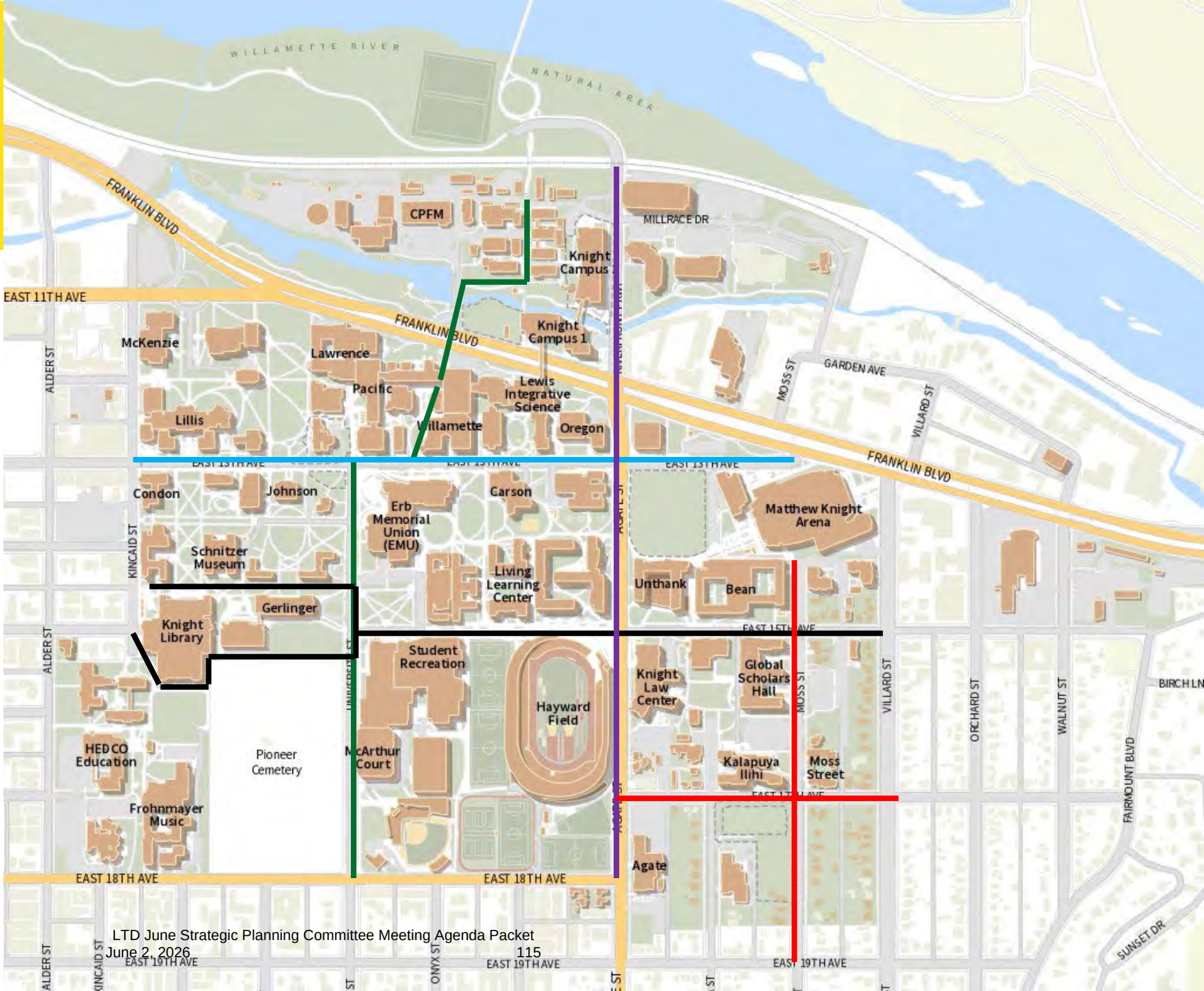
- Reduce Modal Conflicts
- Separate and Prioritize Modes
- Enhance Corridor Crossings
- Enhance Travel Options
- Strengthen Wayfinding

In the Transportation Plan

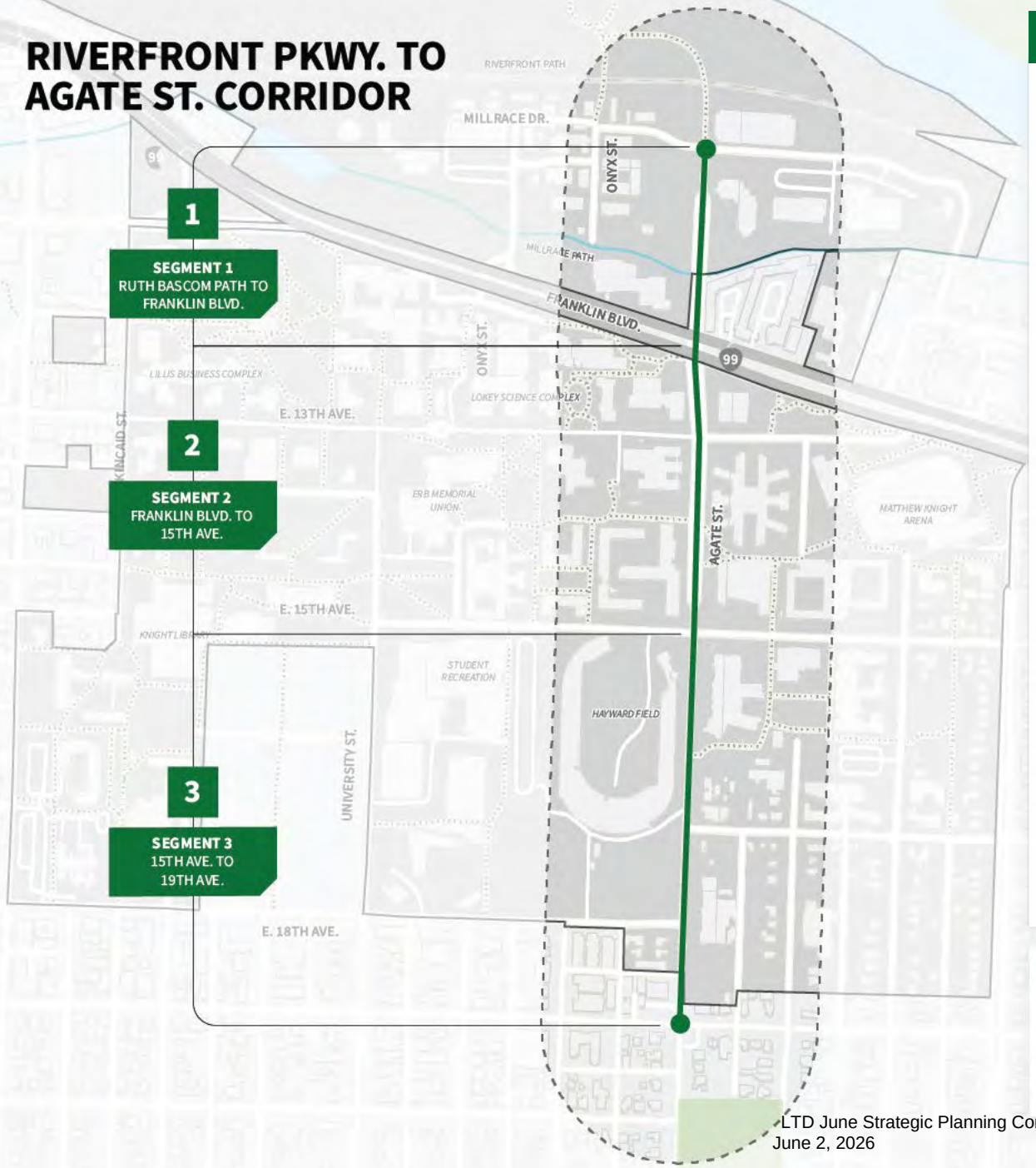
- Future capital projects lists
- Identification of potential funding sources
- Corridor specific treatments
- Recommended policies and programs

CORRIDORS

- Onyx – University
- Gerlinger Alley – 15th
- 13th Ave
- 17th and Moss
- Agate Street



RIVERFRONT PKWY. TO AGATE ST. CORRIDOR



CHALLENGES

1 RUTH BASCOM PATH TO FRANKLIN BLVD.

- **MILLRACE/RIVERFRONT INTERSECTION**
  Increased demand and conflicts with garage expansion; lack of wayfinding for trail users to campus destinations.
- **RIVERFRONT PARKWAY**
  Inadequate sidewalks and unprotected bike lanes.
- **MILLRACE PATH CROSSING**
  Need for consistent treatment of path at street crossings.
- **MILLRACE PATH**
  Inadequate and inconsistent width to serve as shared-use path.
- **FRANKLIN BLVD.**
  Planned intersection with the **Franklin Blvd. Transformation** project.

2 FRANKLIN BLVD. TO 15TH AVE.

- **AGATE ST. (FRANKLIN BLVD. TO 13TH AVE.)**
  Inadequate sidewalks on west side of Agate St. at the Franklin Blvd. intersection; unprotected bike lanes; wide crossings at key nodes (13th and 15th intersections).
- **AGATE ST. (13TH AVE. TO 15TH AVE.)**
  Wide driving lanes that enable increased vehicle speeds; unprotected bike lanes; fencing at mid-block crossing reduces effective width of walkway on east side of Agate St.

3 15TH AVE. TO 19TH AVE.

- **AGATE ST. (15TH AVE. TO 18TH AVE.)**
  Wide driving lanes that enable increased vehicle speeds; Unprotected bike lanes directly adjacent to parking; Inadequate sidewalks on both sides of Agate Street.
- **18TH AND 19TH AVE INTERSECTIONS**
  Lack of gateway treatments and wayfinding that indicates users are entering a campus environment.

Agate St./Riverfront Pkwy. Corridor
Franklin Blvd.
Shared-Use Path
Street
Campus Boundary

N

RIVERFRONT PKWY. TO AGATE ST. CORRIDOR

SOLUTIONS

1 RUTH BASCOM PATH TO FRANKLIN BLVD.

A **RUTH BASCOM BIKE PATH**
Denote/Celebrate campus ped/bike entrance.

B **RIVERFRONT PARKWAY**
Reallocate space to increase width comfort of pedestrian and bicycle facilities.

C **MILLRACE PATH CROSSING**
Raise, delineate, and illuminate crossing.

D **MILLRACE BRIDGE**
Reallocate space to increase comfort of pedestrian and bicycle facilities by widening sidewalks and providing separate bicycle facilities.

E **FRANKLIN BOULEVARD INTERSECTION**
Provide a seamless transition for all users to the planned Franklin Blvd. improvements.

SOLUTIONS

2 FRANKLIN BLVD. TO 15TH AVE.

F **FRANKLIN BLVD. TO 19TH AVE.**
Reallocate space to increase comfort of pedestrian and bicycle facilities by widening sidewalks and providing separate bicycle facilities.

G **13TH AVE. INTERSECTION**
Enhance ped/ bike crossing by raising, delineating, and illuminating the intersection. Consider future traffic signal.

H **MID-BLOCK CROSSING**
Enhance ped/ bike crossing by raising, delineating, illuminating. Consider providing a pedestrian signal.

I **15TH AVE. INTERSECTION**
Enhance ped/ bike crossing by raising, delineating, and illuminating the intersection.

RIVERFRONT PKWY. TO AGATE ST. CORRIDOR

- Agate St./Riverfront Pkwy Corridor
- Franklin Blvd.
- Shared-Use Path
- Street
- Campus Boundary

N

SOLUTIONS

RIVERFRONT PKWY. TO AGATE ST. CORRIDOR

3 15TH AVE. TO 19TH AVE.

J **15TH AVE. TO 18TH AVE.**
Traffic calming treatments.

K **17TH AVE. INTERSECTION**
Raise, delineate, and illuminate crossing. Consider converting to all-way stop.

L **18TH AVE. INTERSECTION**
Raise, delineate, and illuminate crossing and denote campus gateway. Consider converting to all-way stop.

M **19TH AVE. INTERSECTION**
Denote/ Celebrate campus gateway and ped/bike/auto entrance.

EXAMPLE SOLUTION STRATEGIES

Directional Cycle Track with Shuttle Platform

(Credit: Georgia Tech)

Raised Crossing with Rectangular Rapid Flashing Beacon (RRFB)

Credit: Kittelson & Associates, Inc.

EXAMPLE SOLUTION STRATEGIES

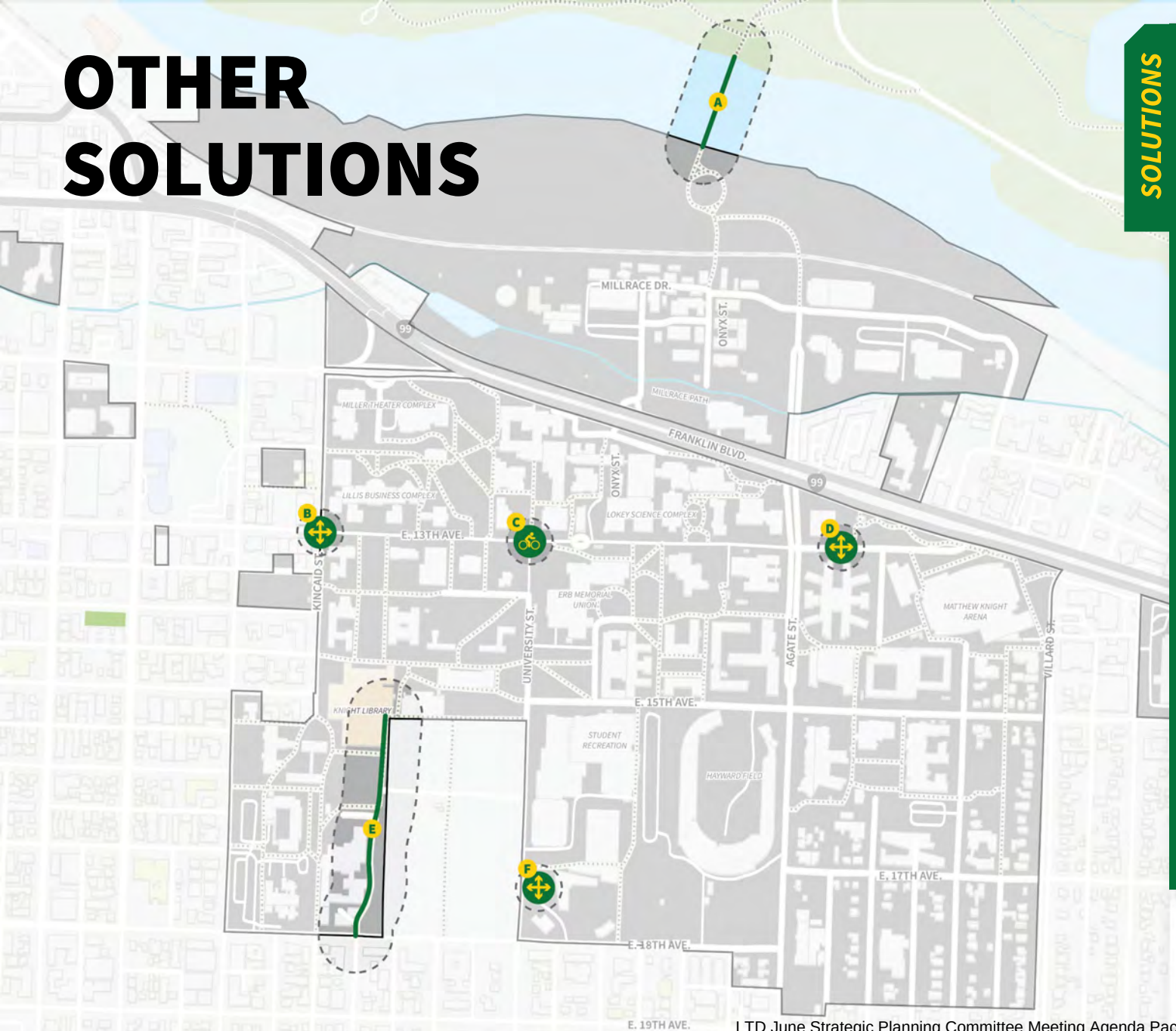
Curb Extensions

Credit: Kittelson & Associates, Inc.

Campus Gateway Features and Wayfinding

Credit: Selbert Perkins Design

OTHER SOLUTIONS



SOLUTIONS

CAMPUS-WIDE SOLUTIONS

A **AUTZEN STADIUM CONNECTION**
Study options to improve connections between main campus and Autzen Stadium for bikes and University carts.

B **PRIORITY LOCATION FOR MOBILITY HUB - UO STATION**
Features include: Secure bike parking, micromobility, car share, rideshare, shelter, kiosk/ welcome center, and other user amenities.

C **13TH AVE./UNIVERSITY ST. BIKE HUB**
Plan and construct a Campus Bicycle Hub with secure bike parking, lockers, showers, and other user amenities.

D **PRIORITY LOCATION FOR MOBILITY HUB - JAQUA CENTER**
Features include: Secure bike parking, micromobility, car share, rideshare, shelter, kiosk/ welcome center, and other user amenities.

E **HARRIS ST. TO 15TH AVE. CORRIDOR**
Designate bicycle facilities and provide consistent pedestrian connection from 18th Ave. to 15th Ave. corridor.

F **MICRO-MOBILITY HUB AT OUTDOOR PROGRAM**
Features include: Secure bike parking, micromobility, shelter, kiosk/welcome center, and other user amenities.

PRIORITY LOCATION FOR MOBILITY HUB
Situated where people need or want to change modes and continue traveling.

MOBILITY HUB EXAMPLES

“Full Service” Hub

Credit: Parametrix, Prepared for Bend MPO, Bend Mobility Hubs Feasibility Study & Pilot Project Development

Micromobility Hub

Credit: Cyclehoop

BICYCLE HUB & STORAGE EXAMPLES

“Full Service” Bicycle Hub

Credit: Cyclepods, Bournmouth University Bicycle Hub

Secure Bicycle Storage

Credit: UC Davis

GARAGE ALTERNATIVES

1 NORTHWEST GARAGE

BENEFITS

- Proximity to Franklin Blvd. reduces the need for vehicular circulation within campus.
- Favorable proximity to Dads Gate, campus core, and transit station.
- Easily served by future shuttle.

CONSIDERATIONS

- Added traffic anticipated at 11th/Patterson, 11th/Hilyard, and Franklin/Hilyard.
- Site size and access locations will be important elements for feasibility.
- Shuttle service likely needed to connect with all areas of campus.

2 MACARTHUR COURT GARAGE

BENEFITS

- Great location near the campus core.
- Ease of access from E 18th Ave Corridor.
- Opportunity to address bike/vehicle parking conflicts on University St.
- Supports athletic venues & HEDCO.

CONSIDERATIONS

- Added traffic anticipated at E 18th Ave., Patterson St., Hilyard St., and Alder St.
- May be perceived to have impacts on adjacent neighborhood.
- Macarthur Court Garage also supports EMU events and removal of parking in the center of campus.

3 MILLRACE GARAGE EXPANSION

Site is deemed infeasible due to size constraints dictated by railroad right-of-way.

4 EAST CAMPUS GARAGE

BENEFITS

- Proximity to Franklin Blvd.
- eplaces nearby parking anticipated to be displaced by futurehousing developments.
- Supports athletic and alumni venues.

CONSIDERATIONS

- Added traffic anticipated on Villard St..
- May be perceived to have impacts on adjacent neighborhood.
- Shuttle service likely needed to connect with all areas of campus.

A LOT 16A OPTION

BENEFITS

- Proximity to campus academic core.
- Strong ped-bike connections.

CONSIDERATIONS

- Limited site size
- Added traffic anticipated on Alder, Kincaid, and adjacent streets.
- Shuttle service likely needed to connect with all areas of campus

B 17TH AVE./AGATE ST. OPTION

BENEFITS

- Proximity to academic, cultural, and athletic uses and current/future student housing.
- Internal location limits perceived impacts on surrounding neighborhoods.

CONSIDERATIONS

- Added traffic anticipated on Agate, 17th, 18th, and Villard.
- Conflicts with high-activity pedestrian area.

C WALNUT ST. OPTION

BENEFITS

- Proximity to Franklin Blvd.
- Currently serves parking function.

CONSIDERATIONS

- Shuttle service likelty needed to connect with all areas of campus.
- Existing uses would likely be incorporated into the new parking structure.

Alternatives

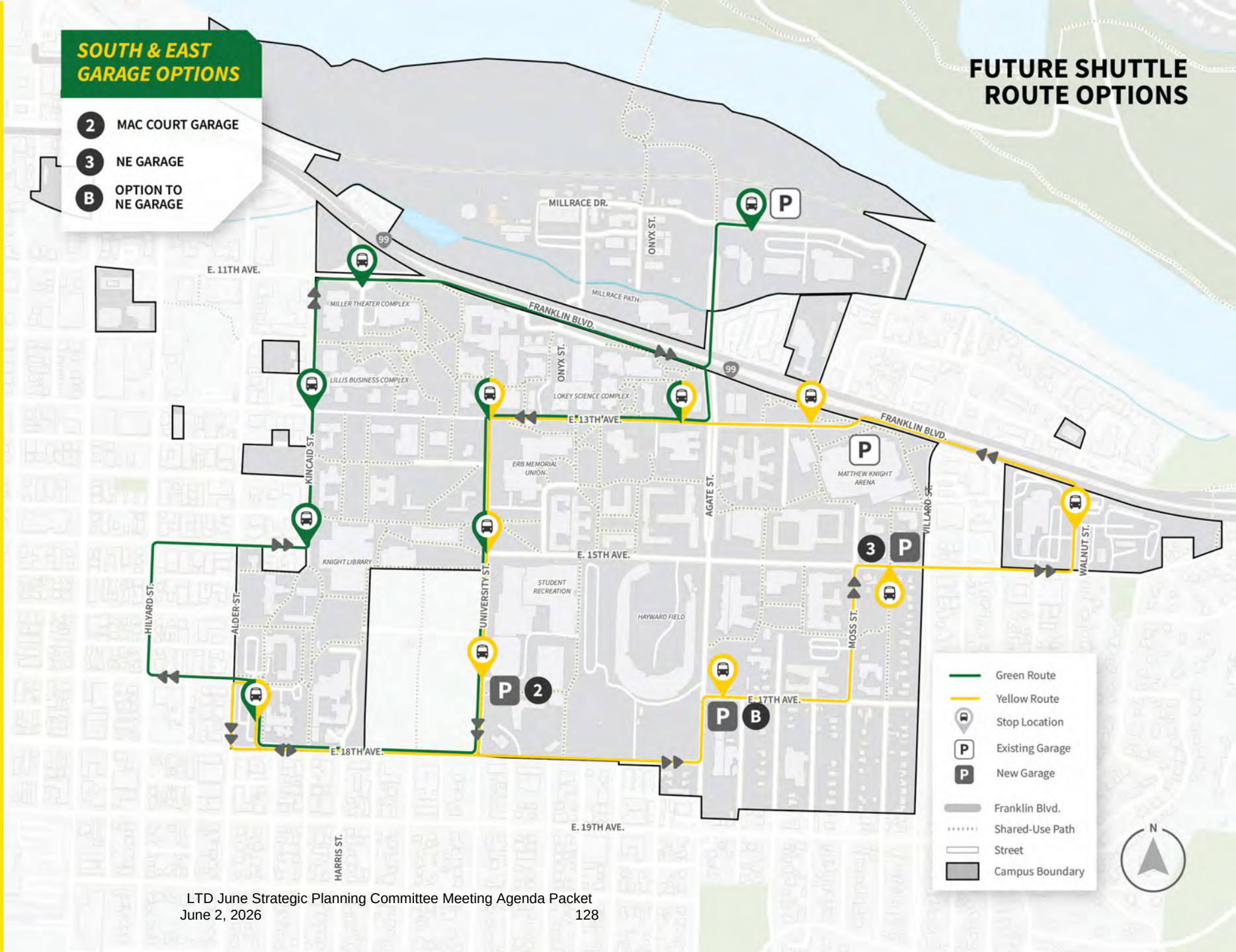
SHUTTLE ROUTES

Alternatives

SHUTTLE ROUTES

Alternatives

SHUTTLE ROUTES



SHUTTLE VEHICLE EXAMPLES

Autonomous Shuttle

Credit: University of Utah Autonomous Shuttle Pilot, University of Utah

Traditional Shuttle

Credit: Inside Cal Poly

Lane Transit District
Agenda Item Summary (AIS)

Presented By: Kerry Aszklar, Associate Planner, LTD and Daniel Callister, Senior Planner, LCOG

AIS Title: Lane County Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan)

Prepared By: Kerry Aszklar, Associate Planner

Action: Discussion and Feedback

Agenda Item Summary: Lane Transit District (LTD) and Lane Council of Governments (LCOG) are presenting the final draft Lane Coordinated Public Transit-Human Services Transportation Plan (2026) (Coordinated Plan). Since staff presented to the Strategic Planning Committee (SPC) in March, the project team has concluded the public and stakeholder engagement phase, completed the needs assessment, and updated the project list, resulting in the draft final plan document. This presentation will include an overview of the final draft plan and the project list.

In this year-long planning process to update the Coordinated Plan, staff focused on strengthening the plan by conducting a detailed analysis of demographic changes across Lane County and engaging with community members and key stakeholders. As part of that engagement process, staff presented to the SPC at its September 2025 and March 2026 meetings to provide project updates at key milestones. These updates included introducing the Coordinated Plan, laying out the project timeline and public involvement plan, consulting on stakeholder engagement and outreach strategies, and presenting needs identified from engagement and other data sources.

Staff presented to the Statewide Transportation Improvement Fund (STIF) Advisory Committee in May, resulting in their recommendation for Board of Directors to adopt the plan.

Background:
LTD is required by the Federal Transit Administration to have a coordinated plan in place prior to receiving 5310 funding dedicated to “Enhanced Mobility for Seniors and People with Disabilities”. As a recipient of that funding, and to request future funding, staff are required to update LTD’s Coordinated Plan every five years. This Coordinated Plan is the result of a robust update of the 2019, 2013, and 2009 Coordinated Plans.

The Coordinated Plan focuses on identifying and filling gaps and service needs primarily for older adults and individuals with disabilities, while also addressing the needs of veterans, households living in poverty, zero-vehicle households, limited English proficiency, and people of color. By focusing on these populations, LTD can better serve community members with unique travel needs. This plan supports LTD’s four outcome areas of housing, healthcare, education, and workforce by helping older adults and people with disabilities maintain their travel independence and to access resources to improve their quality of life.

Lane Transit District
Agenda Item Summary (AIS)

Attachments:

(1) Final draft: Lane Coordinated Public Transit-Human Services Transportation Plan

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

Lane Transit District

Lane Coordinated Public Transit-Human Services Transportation Plan

2026

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Mission. Vision. Values.

The Foundation for LTD's Culture

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

Acknowledgements

Thank you to the many community members, organizations, partners, and LCOG and LTD staff who contributed to this plan.

Executive Summary

The Lane Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) is a tool for improving mobility of older adults and individuals with disabilities in Lane County. It identifies services, coordination opportunities, stakeholder needs, and priorities for implementing projects.

History and Requirements

The Coordinated Plan was first prepared by Lane Transit District (LTD) and adopted by the LTD Board of Directors in January 2007, and has been updated regularly since that time. This version of the plan builds on the earlier versions and provides up-to-date needs, practices, projects, and priorities informed by the latest data and input collected through community engagement and other recent data sources.

The Coordinated Plan satisfies requirements[1] established by the Federal Transit Administration (FTA) for recipients (including LTD) of federal funding authorized by U.S. Code, Title 49 §5310. These funds - referred to in this plan as 5310 funds - are specifically for operations, programs, and projects that aim to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options. LTD utilizes this plan to improve the coordination of transportation and other services and to guide resource allocation, project development, and implementation.

To distribute 5310 funds for non-LTD projects, FTA requires LTD to have management and administrative processes in place. These processes are contained in a document separate from the Coordinated Plan, called the Project Management Plan (PMP), to guide LTD staff and prospective applicants.

The 2026 update to the plan was developed by LTD staff consulted by Lane Council of Governments (LCOG) under the guidance of the Lane Statewide Transportation Improvement Fund (STIF) Advisory Committee, which served as steering committee for the plan update.

Overview

The Coordinated Plan update is the result of months of data review, community engagement, and outreach to stakeholders to identify needs, opportunities, and challenges related to mobility in Lane County. The plan focuses on meeting the mobility needs of older adults and people with disabilities. The plan offers a review of existing services provided by LTD and others throughout Lane County. It also includes the most up-to-date inventory of needs and coordination practices. These needs and practices have informed a list of projects to be implemented through strategic investments guided by the plan's established prioritization criteria.

[1] FTA Circular 9070.1H November 1, 2024.

Existing Conditions

Lane County has a population of 382,628 according to the 2023 American Community Survey, 5-Year estimates. More than two-thirds of this population (71%) live within the Urban Growth Boundaries of Eugene and Springfield in central Lane County. Another 13% of the population lives in the smaller incorporated cities in the county, with the remaining 16% living in unincorporated rural Lane County[2].

Lane County is in western Oregon, anchored by the Pacific Ocean on the west and the crest of the Cascade Mountain range on the east. The Coast Range and the Cascades are both mountainous, forested regions with a large percentage of federally managed lands. The population in these regions is comparatively small and mostly located in communities along the few state highways that traverse the mountains. There is a more significant population on the Oregon coast, where historically fishing and related industries generated more economic activity, and tourism and retirement communities now attract new residents. The remaining land in these regions is predominantly owned by private timber interests and is only sporadically populated. Figure 1 shows the general geographic layout of Lane County.

Figure 1. Map of Lane County

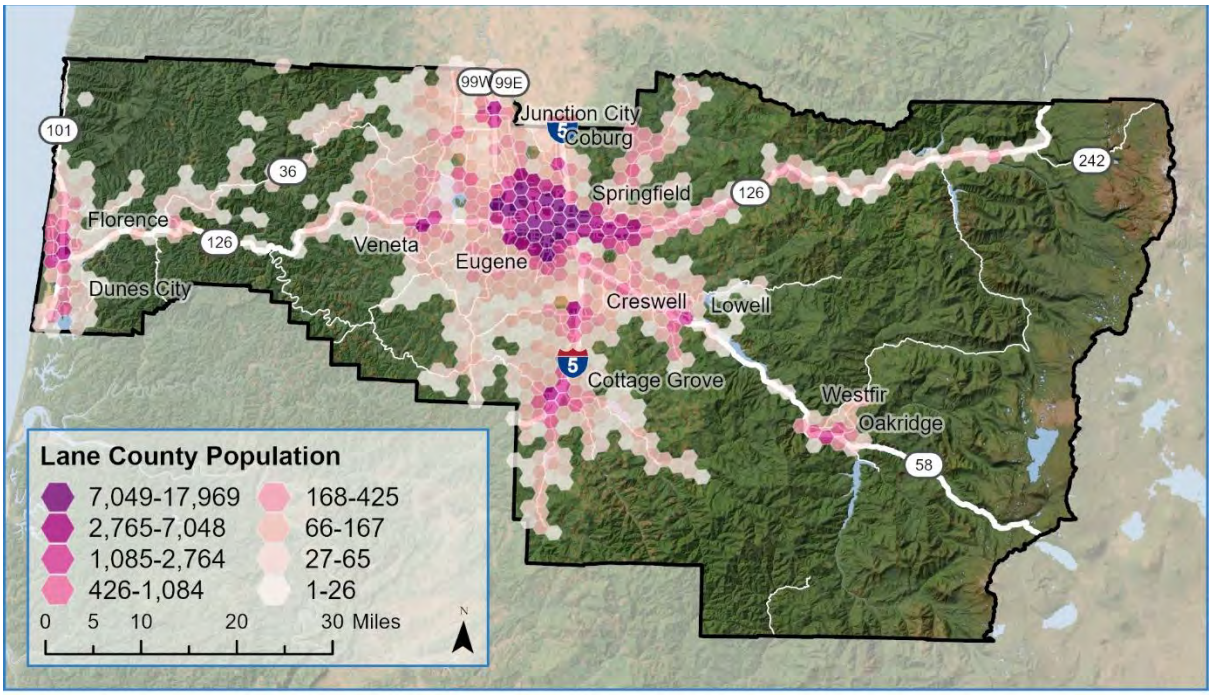
The Willamette Valley, in central Lane County, is home to most of the county's population, including the cities of Eugene and Springfield, where most of the county's economic activity is centralized. Outside of incorporated cities, much of central Lane County consists of rural, low-density development and agriculture, taking advantage of the richly fertile soil and mostly level geography of the valley.

The total land area of Lane County is more than 4,600 square miles and the distance from the coast to Cascade Mountain crest is 117 miles. The mountainous geography and long travel times between west

[2] Portland State University, Population Research Center, 2025 estimates

and east present a challenge for providing transportation services outside of the urban core. The limited road network in both the Coast Range and Cascade mountains provides few options for transportation routes. Figure 2 shows the distribution of Lane County's population within this geography.

Figure 2. Lane County Population Distribution



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

Population Profiles

This section provides more detail about certain populations within Lane County. Older adults and people with disabilities are most relevant to the Coordinated Plan. Summary demographic data are provided for these and other groups as well as a look at certain considerations related to transportation. Table 1 provides an overall summary of these populations.

Table 1. Summary of Lane County Populations

Lane County Population	Count	Percent Of County
Total Population	382,628	100%
Older Adults	78,250	20%
People Living with a Disability	65,245	17%
People Living in Poverty	122,308	32%
Zero Vehicle Households	29,202	7.6%
Limited English Proficiency Population	4,839	1.3%
Non-White Population	74,268	19.4%
Veterans	24,552	7.8%

Older Adults in Lane County

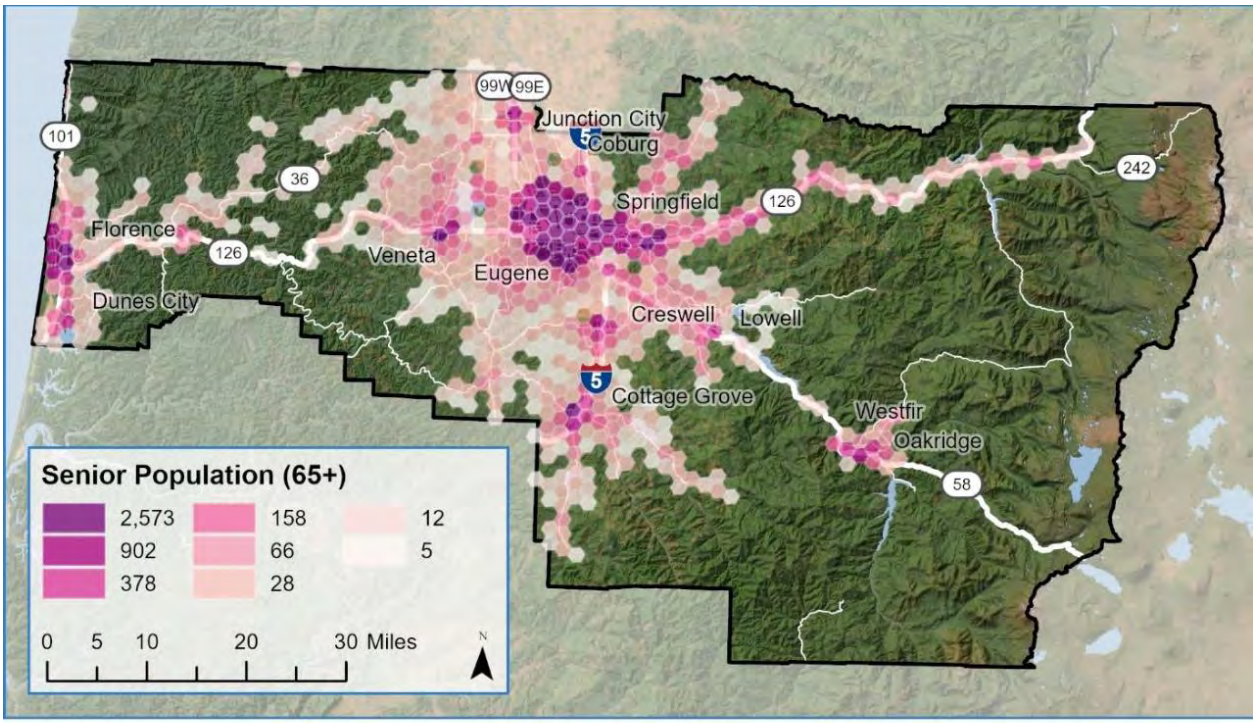
In Lane County 78,250 people are aged 65 or older[3], representing 20% of the total population. A disproportionately low percentage of the county's older adult population (61%) live in the Eugene-Springfield area, which comprises about 70% of the overall population. Conversely, the City of Florence (3% of the overall population) includes a disproportionately high concentration of the county's older adults (6%). In Florence, older adults comprise more than 40% of the population.

Outside of the incorporated cities, older adults also make up a disproportionate percentage of the rural population (27%) compared to the county as a whole (20%). In rural areas, older adults are found in higher numbers in the areas that have generally higher population, including:

- Coastal areas outside of Florence and Dunes City limits
- Areas around Fern Ridge Lake, including the communities of Elmira and Alvadore
- The communities of Mohawk and Marcola
- The lower McKenzie River Valley between Cedar Flat and Vida
- Highway 58 between Goshen and Dexter Lake, including Pleasant Hill
- South Lane County outside Creswell and Cottage Grove

Of these, the coastal and lower McKenzie regions have the most disproportionate concentration of older adults. Figure 3 shows the distribution of older adults in Lane County.

Figure 3. Senior Population Distribution



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

[3] U.S. Census Bureau, U.S. Department of Commerce. "ACS Demographic and Housing Estimates." *American Community Survey, 2023 ACS 5-Year Estimates Data Profiles, Table DP05*

Transportation Considerations for Older Adults

Older adults in Lane County may experience a range of transportation barriers related to changes in mobility, health, and income as they age. Many older adults reduce or stop driving over time, increasing reliance on fixed-route transit, demand-response services, and assistance from family or caregivers. Physical limitations, chronic health conditions, and the need for mobility devices can make first- and last-mile connections, stop accessibility, and vehicle boarding significant considerations.

Service availability and reliability are particularly important for older adults traveling to medical appointments, grocery stores, and social services, which often occur during daytime hours but may require longer trip durations or assistance beyond curb-to-curb service. In rural and small-community areas of Lane County, travel distances, limited service frequency, and the need for advance reservations can further limit independence and increase isolation. Addressing the transportation needs of older adults will require accessible vehicles and infrastructure, affordable fares, clear and simple rider information, and coordinated services that support aging in place.

People in Lane County Living with a Disability

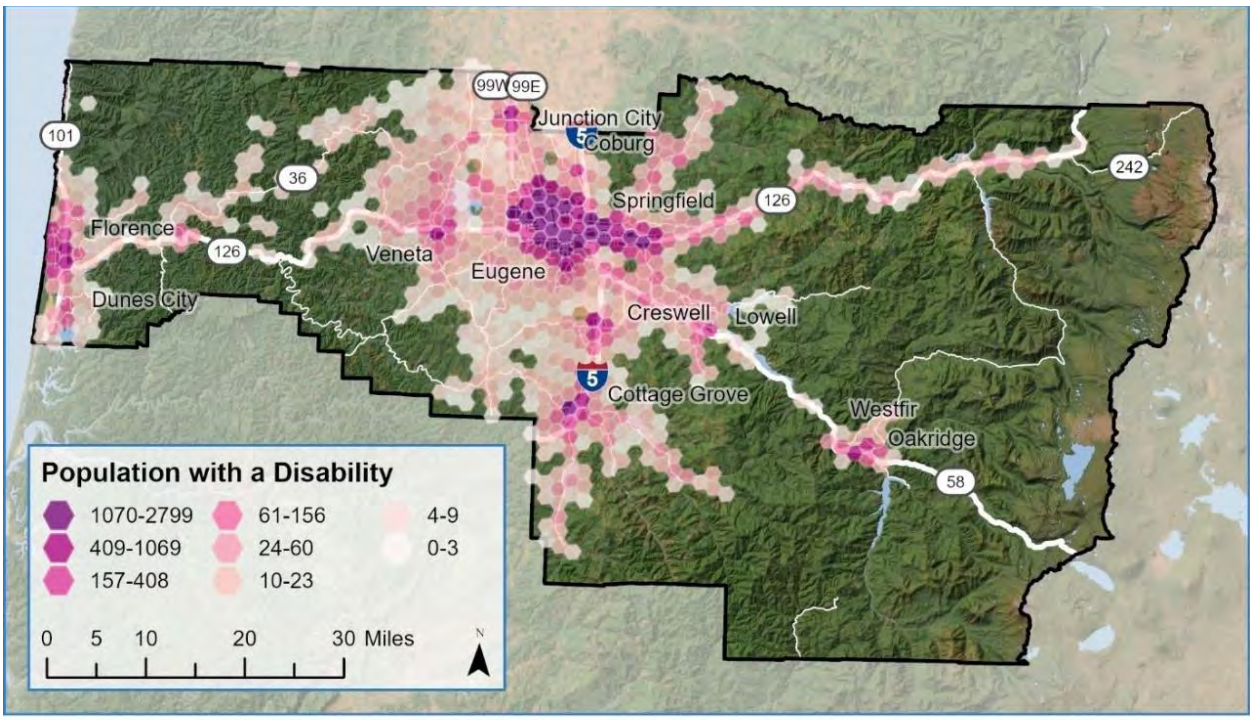
The US Census American Community Survey asks about disability in six areas:

- **Hearing difficulty**: deaf or having serious difficulty hearing
- **Vision difficulty**: blind or having serious difficulty seeing, even when wearing glasses
- **Cognitive difficulty**: Because of a physical, mental, or emotional problem, having difficulty remembering, concentrating, or making decisions
- **Ambulatory difficulty**: Having serious difficulty walking or climbing stairs
- **Self-care difficulty**: Having difficulty bathing or dressing
- **Independent living difficulty**: Because of a physical, mental, or emotional problem, having difficulty doing errands alone such as visiting a doctor's office or shopping

According to census data[4], there are 65,245 residents living with a disability in Lane County, which is 17% of the total county population. This is a higher percentage than the state of Oregon (15%) and the nation as a whole (13%). At a county-wide scale, the distribution of those living with a disability is similar to the overall population, with 66% living in the Eugene-Springfield area. Within this urban area, there is some disparity as Eugene has only 46% of the county's population living with a disability, while hosting more than half (52%) of the overall population. Springfield, Cottage Grove, Oakridge, and Florence all have a slightly higher share of those living with a disability than their share of the total population. Outside of incorporated areas, there is only a slightly higher percentage of people living with a disability than the countywide average and no obvious spatial distribution. Figure 4 shows the geographic distribution of people living with a disability in Lane County.

[4] U.S. Census Bureau, U.S. Department of Commerce. "Disability Characteristics." American Community Survey, 2023 ACS 5-Year Estimates Subject Tables, Table S1810

Figure 4. Distribution of Population with a Disability



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

Transportation Considerations for People Living with a Disability

People living with a disability in Lane County may face transportation barriers related to physical accessibility, service availability, and the ability to independently navigate transportation systems. While all fixed-route transit vehicles operated in the county are wheelchair accessible, challenges can still arise related to stop accessibility, pedestrian connections, boarding conditions, and the reliability of accessible infrastructure. Individuals with ambulatory, vision, hearing, or cognitive disabilities may require additional accommodation, such as accessible pathways, audible and visual information, and clear wayfinding to successfully use fixed-route services.

For individuals who are unable to use fixed-route transit, demand-response and ADA paratransit services provide essential mobility; however, these services often require scheduling in advance, may have limited same-day availability, and can involve longer travel times. In rural and small-community areas, longer distances, limited service coverage, and fewer transportation options can further restrict mobility and access to healthcare, employment, and social services. Addressing transportation needs for people living with disabilities will require a coordinated approach that includes accessible vehicles and facilities, flexible service models, travel training and rider support, and ongoing attention to system usability and reliability.

Transportation Considerations for Other Populations

In addition to older adults and people with disabilities, there are other populations of heightened vulnerability that may be historically underserved and/or underrepresented in decisions related to transportation services and the Coordinated Plan is enriched through consideration of these groups. Many of these populations intersect and overlap with the Section 5310 populations already described.

Residents Living in Poverty: Transportation costs represent a significant financial burden for many Lane County households, particularly for residents living in poverty, people with disabilities, and older adults on fixed incomes.

In Lane County, this burden is amplified in rural and semi-rural areas where fewer fixed-route options are available, trip distances are longer, and demand-response or private transportation services may require advanced scheduling or higher out-of-pocket costs. Reducing transportation burdens through fare affordability, service coverage, and access to no- or low-cost mobility options is a key consideration for improving access to essential services such as healthcare, employment, education, and food.

Zero-vehicle households: Households without access to a personal vehicle are highly dependent on the availability, reliability, and affordability of alternative transportation options. For zero-vehicle households in Lane County, access to fixed-route transit, demand-response services, and safe walking and bicycling connections are essential for reaching employment, healthcare, education, and basic needs. In the Eugene–Springfield area, more robust fixed-route service provides greater mobility options; however, service frequency, span, and first- and last-mile connections can still pose barriers, particularly for shift workers and individuals with mobility limitations.

Outside of the Eugene–Springfield urban area, zero-vehicle households face additional challenges due to longer travel distances, limited service frequency, and fewer same-day or spontaneous travel options. In these areas, reliance on demand-response services, volunteer transportation, or informal ridesharing may be necessary, which can require advance scheduling and may not accommodate all trip purposes.

Limited English Proficiency (LEP): Those who's proficiency with the English language is limited may face additional barriers to accessing transportation services due to challenges in obtaining, understanding, or navigating transit information. These barriers can include limited availability of translated materials, difficulty using mobile applications or online trip-planning tools, and challenges communicating with drivers, dispatchers, or customer service staff. LEP populations may also experience reduced awareness of available services, fare programs, and eligibility-based transportation options, particularly for demand-response and medical transportation services that require advance booking.

Non-white: Non-white residents in Lane County may face transportation barriers that are not fully captured through quantitative data. These barriers can include limited access to culturally appropriate outreach and information, language barriers, and reduced awareness of available transportation services or fare programs. In some cases, non-white populations are more likely to rely on shared housing arrangements, shift-based or non-traditional work hours, and trip purposes beyond standard commute travel, which may not align with existing service hours or routing.

Additionally, non-white populations may experience overlapping vulnerabilities, including lower household incomes, limited vehicle access, and higher rates of disability, which can increase reliance on public and demand-response transportation.

Veterans: While qualified veterans in Lane County have access to healthcare services through the U.S. Department of Veterans Affairs, most VA medical services are centralized in Eugene. Nearly half of Lane County veterans live outside the Eugene–Springfield area, requiring longer-distance travel to access routine and specialty care. Existing fixed-route and demand-response services do not consistently align

with appointment times, travel distances, or the frequency of medical trips required by some veterans, particularly those living in rural areas or experiencing disabilities.

Assessment of Available Services

An area as geographically large as Lane County relies on a variety of transportation services and providers, many of which work in collaboration to provide a more robust system that offers mobility options to people living, working, or passing through Lane County. This section provides an inventory of the services available in Lane County through current transportation providers, including public, private, and nonprofit providers.

Lane County is primarily served by Lane Transit District, which offers a variety of transportation services in the Eugene-Springfield area and throughout Lane County, including fixed route bus service (such as the bus rapid transit EmX and LTD's numbered bus routes), demand-response services including paratransit, and other services such as the one-call center which helps people find solutions to their mobility needs. Lane Transit District also provides the Diamond Express and Rhody Express fixed route services, the Cottage Grove Connector, rural shuttle services, and others.

In this inventory, the services are grouped into four different categories: fixed route, demand response, other services within Lane County, and services connecting into and out of Lane County. A list and brief description of these services are provided below.

Fixed Route Service

Table 2. Fixed Route Service

Service	Provider	Geographic Area	Hours
LTD Fixed Route Service	LTD	Eugene-Springfield with rural service to Junction City, Coburg, the Mckenzie River valley, Lowell, Creswell, and Cottage Grove	Monday - Friday 5:30 am - 12:30 am Saturday 6:30 am - 11:30 pm Sunday 7:30 am - 9:00 pm
Link Lane	LCOG	Eugene-Florence and Florence-Yachats	Monday - Sunday 7:25 am - 7:32 pm
Rhody Express	LTD	Florence	Monday - Friday 10:00 am – 6:00 pm
Diamond Express	LTD	Eugene-Oakridge	Monday - Friday 6:00 am - 7:00 pm Saturday 7:00 am – 7:00 pm

Demand Response Service

Table 3. Demand Response Service

Service	Provider	Geographic Area	Hours
RideSource Paratransit	LTD	Eugene-Springfield, Florence	Monday - Friday 5:30 am - 12:30 am Saturday 6:30 am - 11:30 pm Sunday 7:30 am - 9:00 pm
LTD Connector	LTD	Cottage Grove	Monday - Friday 7:00 am - 6:00 pm
South Lane Rural Shuttle	LTD	South Lane County, Cottage Grove	Mondays and Wednesdays 6:00 am - 4:00 pm
OR-36 Rural Shuttle	LTD	OR-36 from Deadwood to Florence	Thursdays 8:00 am – 3:00 pm
Mohawk Valley Rural Shuttle	LTD	Mohawk River Valley from Springfield to Marcola	Tuesdays 8:00 am – 4:00 pm

Other Services in Lane County

Table 4. Other Transportation Services in Lane County

Service	Provider	Geographic Area	Notes
Non-Emergent Medical Transportation (NEMT)	Brokered through RideSource (LTD)	County-wide	Available 24/7
PeaceHealth Rides	Cascadia Mobility	Parts of Eugene and Springfield	Micromobility (Bike Share)
Taxi/Transit Network Companies	Various	County-wide	Examples include Oregon Taxi, Cascade Cab, Eugene Elite Taxi, Uber, Lyft
South Lane Wheels	South Lane Wheels	South Lane County and North Douglas County	Privately-operated demand response service

Service	Provider	Geographic Area	Notes
Private Shuttles	Various	Limited, Determined by Providers	Retirement communities, for example, provide private transportation.

Services Connecting to Lane County

Table 5. Services Connecting to Lane County

Service	Provider	Geographic Area	Notes
Airport	Horizon, Allegiant, SkyWest, United, Southwest	California, Washington, Nevada, Arizona, Utah, Colorado	
Amtrak Rail	Amtrak	Connecting Vancouver, BC down to Los Angeles	Additional frequency on the Vancouver to Eugene portion
Cascades POINT	ODOT	Eugene to Portland	Supplemental bus service for Amtrak Cascades
Flixbus/Greyhound	Flixbus	Eugene to other cities in US	Privately operated
Pacific Crest Bus Lines Eugene-Bend	Pacific Crest Bus Lines	Eugene to Bend	Privately operated
Pacific Crest Bus Lines Eugene-Medford	Pacific Crest Bus Lines	Eugene to Medford	Privately operated
99 Vine	Benton County, Yamhill County, Pacific Crest Bus Lines	Eugene to McMinnville	Started November 2025 with four round trips; funding set to expire in June 2027. Serves Eugene Airport Beginning July 2026, service will operate between Forest Grove and Eugene with one round trip.

Service	Provider	Geographic Area	Notes
South County Bus (Lincoln County)	Lincoln County	Newport to Yachats	Connects Lane County to the north coast via Link Lane.
Florence Express	Coos County Area Transit	Florence to Coos Bay	Two trips per day, Monday through Saturday

Service Profiles

While each of these services are important, a few of them are worth describing in more detail due to their relevance to the objectives of the Coordinated Plan. Below are more detailed profiles of LTD's fixed route service, Ride Source, Link Lane, Diamond Express, Rhody Express, and demand response services.

LTD Fixed Route Service

Table 6. LTD Fixed Route Service Profile

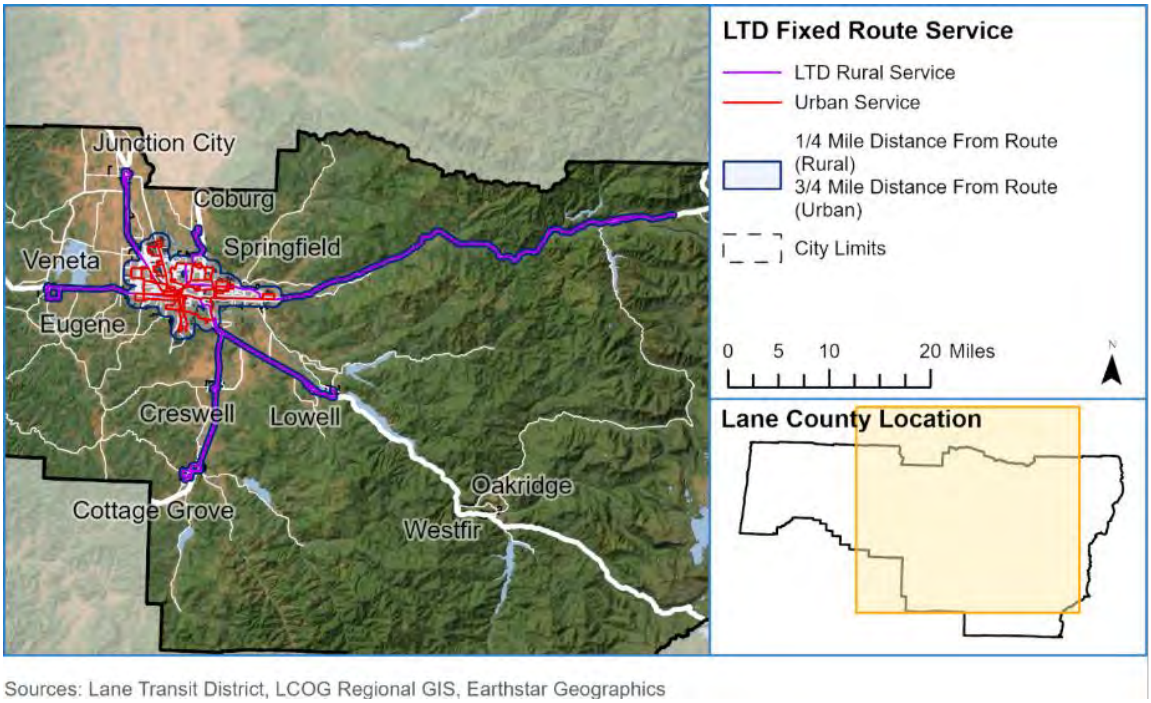
Provider	Geographic Area	Population Served*	People With Disabilities	Older Adults
Lane Transit District	Central Lane County with rural service to Veneta, Junction City, Coburg, Lowell, the Mckenzie River Valley, and Cottage Grove/Creswell.	300,724 (79% of county population)	49,561 (76% of population with disabilities)	54,991 (70% of older adult population)

**Population within ¼ mile of rural service and ¾ mile of urban service*

Operating Hours: Monday – Friday, 5:30 am - 12:30 am; Saturday, 6:30 am - 11:30 pm; Sunday 7:30 am - 9:00 pm

Lane Transit District operates fixed route service in central Lane County, including a robust urban network and a less frequent, commuter-oriented rural network. Fares are $1.75 for one trip and $3.50 for an all-day pass. Most fares are purchased through Umo, which is an electronic fare management platform that allows for automatic fare capping once riders reach the maximum fare for a day or month. LTD's fixed-route service operates a mix of 40-foot buses and 60-foot articulated buses, including the bus rapid transit system branded, "EmX." All vehicles in the fleet are wheelchair accessible.

Figure 5. LTD Fixed Route Service Area



Sources: Lane Transit District, LCOG Regional GIS, Earthstar Geographics

RideSource

Table 7. RideSource Service Profile

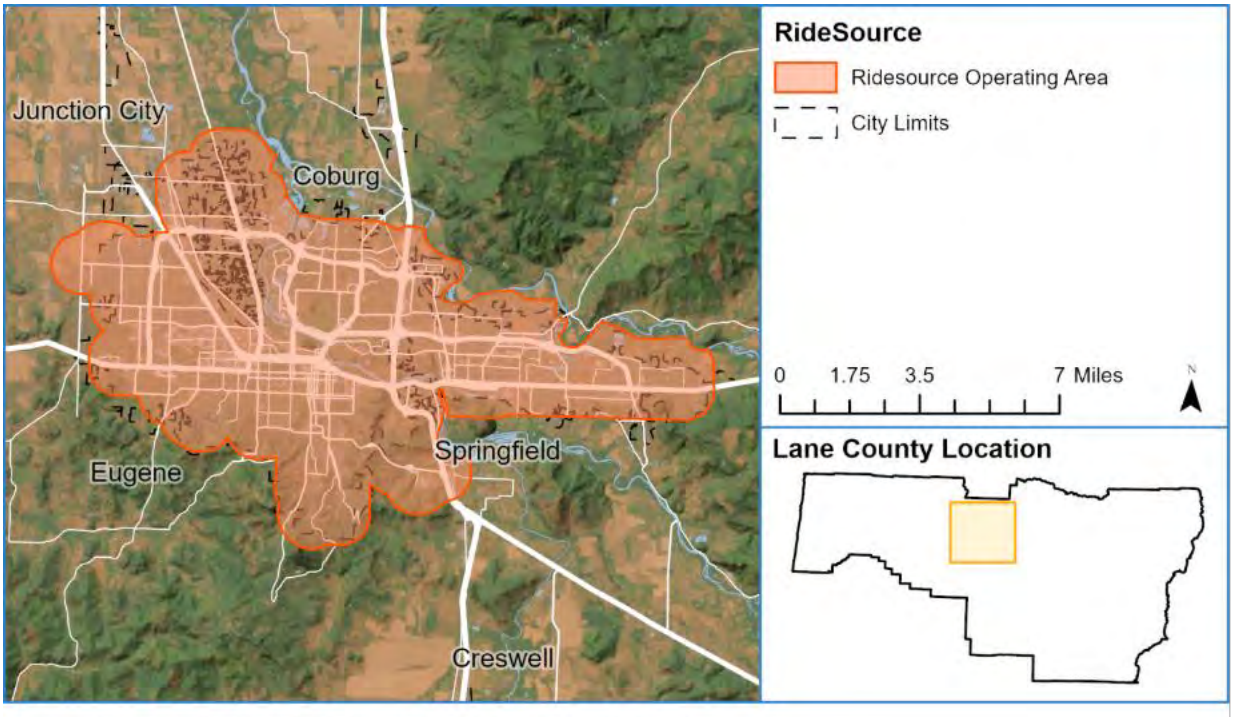
Provider	Geographic Area	Population Served	People With Disabilities	Older Adults
Lane Transit District	Eugene-Springfield	267,044 (70%)	43,032 (66%)	47,513 (61%)

Operating Hours: Monday – Friday, 5:30 am - 12:30 am; Saturday, 6:30 am - 11:30 pm; Sunday 7:30 am - 9:00 pm

RideSource includes LTD's ADA paratransit service that operates as a scheduled origin-destination service. The operating hours are the same as LTD's urban fixed-route service, and the boundary is roughly equivalent to a ¾ mile distance from LTD's urban routes. There are a few areas where the RideSource paratransit boundary extends beyond the ¾ mile distance, where LTD maintained RideSource access even though adjustments to service routing no longer requires those areas to be served.

RideSource fares are $3.50 for a one-way trip. Fares can be paid with cash, pre-purchased ticket books, or with the Umo fare management system also used by LTD's fixed-route service. RideSource paratransit eligibility is established by ADA regulations and riders must have an eligibility assessment before being able to ride. Currently, these assessments are provided through contracts with Lane Council of Government's Senior and Disability Services and Alternative Work Concepts.

Figure 6. RideSource ADA Service Area



Sources: Lane Transit District, LCOG Regional GIS, Earthstar Geographics

Link Lane

Table 8. Link Lane Service Profile

Provider	Geographic Area	Population Served*	People With Disabilities	Older Adults
Lane Council of Governments	Eugene – Florence Florence - Yachats	33,517 (8.8%)	6,051 (9.3%)	6,253 (8.0%)

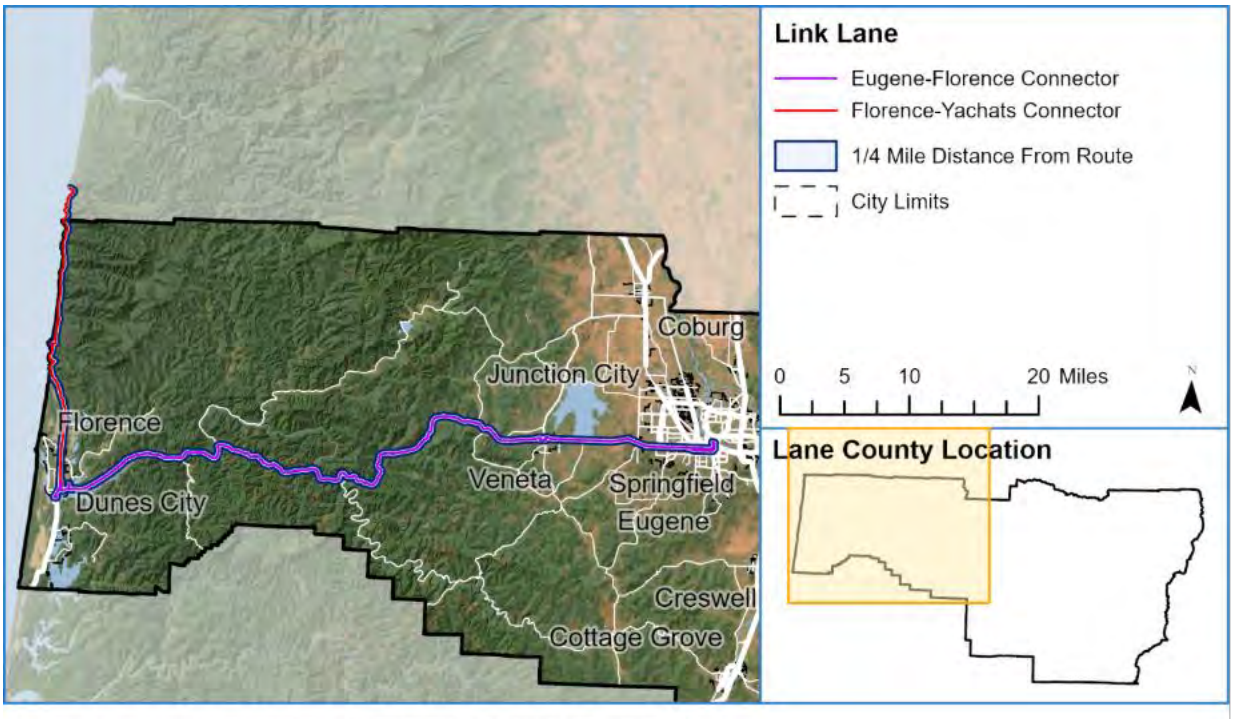
**Population within ¼ mile of service*

Operating Hours: Monday – Sunday, 7:30 am – 7:30 pm.

Lane Council of Governments (LCOG) contracts to provide Link Lane service on two routes: Eugene to Florence (3 trips daily) and Florence to Yachats (4 trips daily). The fare between Eugene and Florence is $5. For the Florence to Yachats route, tickets cost $2.50 for a one-way trip or $5 for an all-day pass.

Link Lane vehicles have capacity for between 14 and 33 people, depending on the vehicle used, and all vehicles are equipped with bicycle racks and are wheelchair accessible.

Figure 7. Link Lane Service Area



Sources: Lane Transit District, LCOG Regional GIS, Earthstar Geographics

Diamond Express

Table 9. Diamond Express Service Profile

Provider	Geographic Area	Population Served*	People with Disabilities	Older Adults
Lane Transit District	Eugene - Oakridge	29,051 (7.6%)	4,845 (7.4%)	3,509 (4.5%)

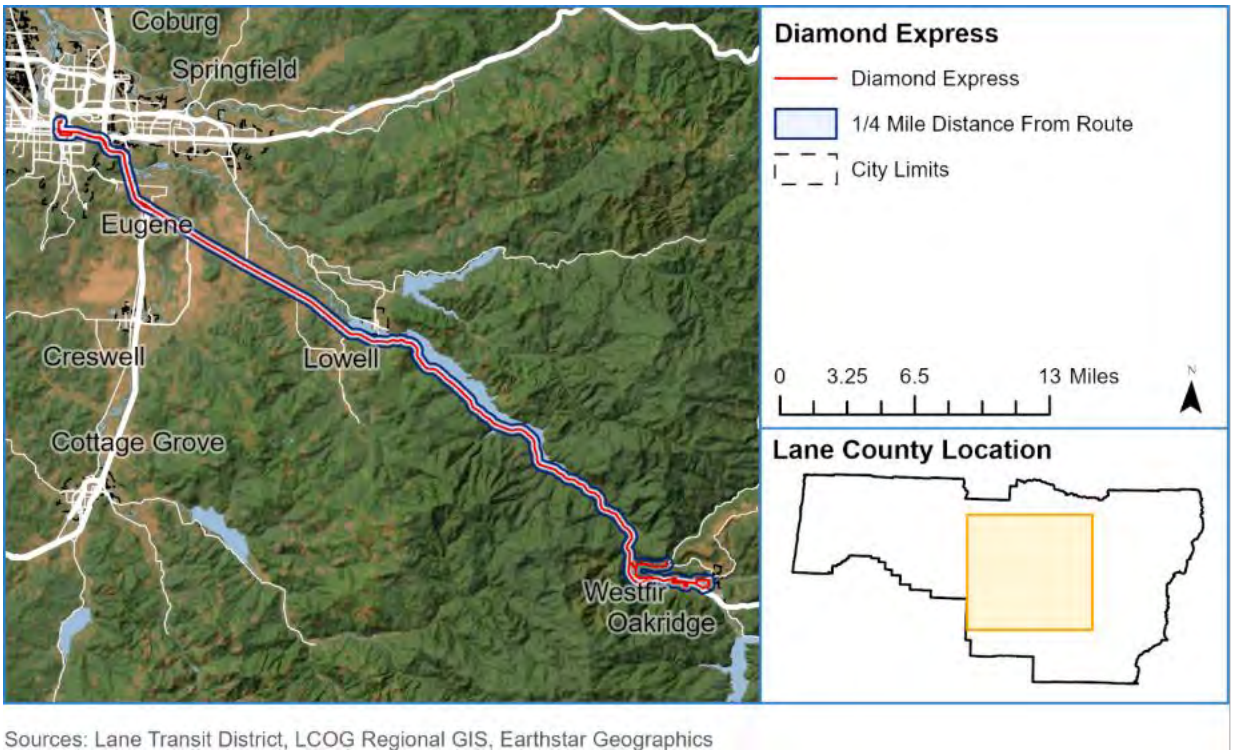
**Population within ¼ mile of service*

Operating Hours: Monday – Friday, 6:00 am – 7:00 pm; Saturday, 7:00 am – 7:00 pm

Lane Transit District contracts to provide the Diamond Express service between Eugene and Oakridge. Tickets cost $2.50 for a one-way trip or $5 for a round-trip ticket. The round-trip ticket also serves as a one-day pass for LTD's fixed route service. Diamond Express operates four trips during the week and two trips on Saturday. Within Oakridge, the bus provides "flag stops," allowing passengers to board or alight anywhere along the designated route.

The Diamond Express bus has capacity for up to 35 passengers and is equipped with a bicycle rack, as well as spaces for people who use a mobility device.

Figure 8. Diamond Express Service Area



Rhody Express & Rhody Express ADA

Table 10. Rhody Express Service Profile

Provider	Geographic Area	Population Served*	People With Disabilities	Older Adults
Lane Transit District	Florence	9,731 (2.5%)	2,423 (3.7%)	3,939 (5.0%)

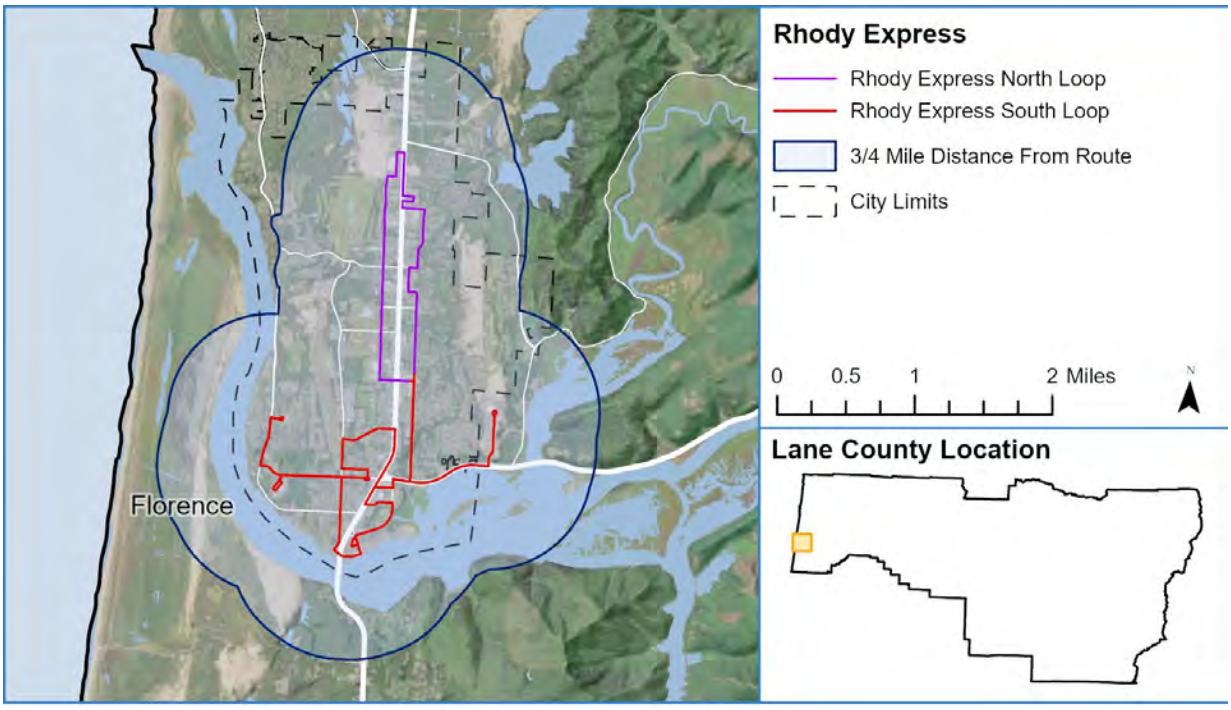
**Population within ¾ mile of service*

Operating Hours: Monday – Friday, 10:00 am – 6:00 pm.

Lane Transit District contracts to provide the Rhody Express in Florence. Tickets cost $1 for a one-way trip or $2 for an all-day pass. Service is divided into two routes: the North Loop and the South Loop, which meet next to a Grocery Outlet store. Frequency is every 30 minutes. Rhody Express vehicles have capacity for up to 16 people and all Rhody Express vehicles are equipped with bicycle racks, accessible lifts, and mobility device securement stations.

In addition to the Rhody Express fixed-route service, Lane Transit District provides an ADA paratransit service within ¾ mile of the route. This service operates during the same hours as the Rhody Express.

Figure 9. Rhody Express Service Area



Sources: Lane Transit District, LCOG Regional GIS, Earthstar Geographics

Other Demand Response Service

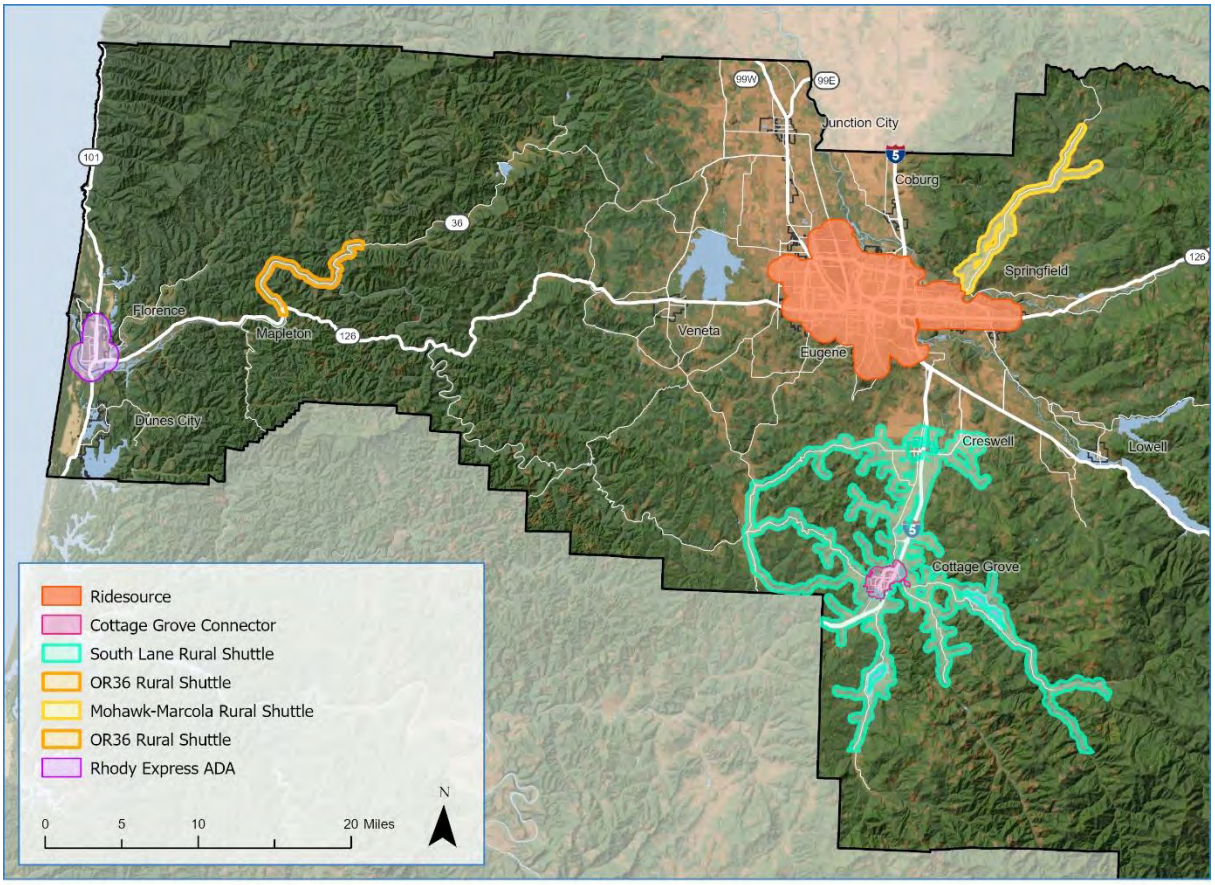
Demand Response services in Lane County in 2026 are at a point of transition. RideSource Paratransit is not seeing major changes, but other demand response services listed in this plan are:

LTD Connector: The LTD Connector is a shuttle service operating only within Cottage Grove City limits. Trips can be booked using a mobile app or phone service and cost $1 per ride. The shuttle will pick up and drop off anywhere within city limits. The service has seen an expansion in service hours in 2026. The geographic limits of the service remain the same.

Rural Shuttle Pilot

- **South Lane Rural Shuttle**: Surrounding communities near Cottage Grove are served. This shuttle covers the same geographic area as the prior Metro Shuttle, but with different hours and no direct service to Eugene/Springfield.
- **OR-36 Rural Shuttle**: This shuttle provides rides from the area along OR-36 running from Mapleton to Deadwood into the city of Florence.
- **Mohawk Valley Rural Shuttle**: This shuttle provides rides from the Mohawk Valley into Springfield.

Figure 10. Demand Response Service Areas



Sources: LTD LCOG Regional GIS, Earthstar Geographics

Needs Assessment

A needs assessment is an important component of a coordinated plan, as it provides vital information on what needs are going unaddressed. This assessment presents the gaps, issues, and needs identified through analysis of various sources. Input from community members and stakeholders regarding mobility and transportation in Lane County is vital in understanding their unmet needs. Outreach and engagement efforts during this plan process are described here as well as how the input received from various sources serves to inform the plan.

The communities of priority in the needs assessment are older adults and people with disabilities. Other important vulnerable populations include low-income households, those with limited English proficiency, veterans, and others. The input received from various sources is condensed and summarized in this section.

Input from Community and Stakeholders

From December 2025 through April 2026, outreach and engagement with stakeholders and community members revealed transportation needs and help inform the Coordinated Plan development. This outreach took several forms, including a broadly distributed survey (224 respondents, including 43 older adults and 106 people with a disability), personal interviews with key stakeholders, engagement with groups that work closely with older adults and people with disabilities including public agencies, non-profits and private service providers; and presentations to targeted local and regional committees.

Table 11. Community Engagement

Engagement Form	Groups
Survey	General, with consideration to older adults and people with disabilities
Tabling	St. Vincent de Paul - Eugene Service Station Cottage Grove Food Pantry - Food for Lane County Plaza de Nuestra Comunidad Homes for Good/Parkview Terrace Ducks Living Fair Willamette Oaks Retirement Community
Presentation	Lane Area Commission on Transportation Central Lane MPO Transportation Planning Committee LTD Strategic Planning Committee City of Eugene Active Transportation Committee Lane County Transportation Advisory Committee

Engagement Form	Groups
Listening session	Seniors and Disability Services Joint Committee Arc of Lane Co. Familias en Conexión Parent Support Group Meeting Lane Youth Transportation Advisory Committee Lane County Transportation Equity Assessment Lane Independent Living Alliance

In general, the most common identified needs relate to providing bus service to areas not currently served and increasing the frequency of existing bus service. Also very common are needs relating to affordability and to feeling safe and comfortable as passengers and at stops and stations. Many respondents mentioned a need for providing better information and simplifying the rider's experience while planning, routing, and paying.

Geographic areas most commonly mentioned as destinations are downtown Eugene, the Eugene/Springfield neighborhoods outside of downtown Eugene, and Cottage Grove. Specific destinations most frequently identified were those relating to healthcare (e.g. hospital, pharmacy, clinic, doctor's office), shopping (mostly groceries), outdoor recreation (parks, trails, the ocean), and the Eugene Airport.

These needs are supplemented and enriched by additional data from a variety of sources, including previously conducted surveys and other outreach and engagement by local governments, transit agencies, service providers, and others. See Appendix B for a more thorough description of the datasets that informed this section.

Assessment of Needs

Existing datasets and outreach and engagement efforts in this planning process revealed a suite of transportation needs. Due to the quantity and variety of the needs expressed, they have been grouped within six general categories, and then into subcategories. Among the many needs are several that have been identified in LTD's earlier Coordination Plans, which remain relevant today and continue to be a focus for current and future services.

While Appendix D presents more complete data, including a more comprehensive list of needs identified through the development of this plan, below are listed some of the more prominent needs relating most directly to older adults and people with disabilities. These needs are used to inform projects identified in the Coordination Practices and Projects section.

Unserved or Underserved Areas

Description: Service is not available where it is needed. Improved service coverage is important to survey respondents, particularly in rural areas. This category also includes needs for service to specific destinations such as the airport, specialty clinics or Mt. Pisgah. Examples include:

- Better service coverage in rural areas
- Increase frequency of rural service
- More weekend and evening service, especially in rural areas
- Better connections beyond Lane County

Lack of Availability

Description: Service is not available when it is needed. This category includes increased span of service (availability earlier or later in the day), as well as sufficient service during peak demand times. Improve dependability of on-time performance. Examples include:

- Improve access to essential services
- Wheelchair accessible TNCs and taxis, especially at EUG airport
- Shorten distance between stops where large gaps exist
- More weekend and evening service, especially in rural areas

Non-Traditional Services

Description: The services needed are different than what is typically offered. This category covers a wide range of mobility needs that cannot be met by traditional fixed route or ADA services. Examples include:

- Better system for scheduling paratransit
- More flexibility for cancelling a scheduled paratransit ride
- More options and flexibility for rural on-demand service
- Support for continuing S&DS's mobile outreach service

Affordability

Description: The cost of service is prohibitive. Needs in this category reflect the limited or fixed incomes that many older adults, people living with a disability, and many others experience. Examples include:

- Reducing transportation cost burden through affordable fares
- Access to low- or no-cost mobility options
- Lane County's senior population is disproportionately cost-burdened

Training & Education

Description: Potential users are not aware of an existing service, misunderstand the service, or don't know how to use the service. Examples include:

- Travel training and rider support for older adults and people with a disability
- Veterans and others need to be better informed about the services
- Better communication to riders when routes or stops are changing
- Some riders aren't aware of how LTD accommodates Medicaid
- Improve communication between customers, schedulers, and drivers
- Some rural providers only accept exact change
- LTD's trip routing/scheduling app isn't always easy to use

Safety & Accommodation

Description: A service is not utilized due to perceptions of personal safety or processes that are burdensome. Examples include:

- Safety and comfort at stations and stops, especially rural stops
- Safety and comfort on the bus/EmX
- Provide better information that's easy to access and understand
- Simplify the experience of planning, navigating, and paying
- Improve the timing of transfers between services
- Secure bicycle storage near stops, especially rural

Agency-Identified Needs

In addition to the needs identified through outreach and engagement with the community and stakeholders, there are certain agency-identified needs, some more administrative in nature, that are also important considerations when identifying projects. Examples include:

- Maintain and improve transportation services throughout Lane County
- Manage Costs
- Meet demand for Americans with Disabilities Act (ADA) complementary paratransit service
- Unique needs and circumstances associated with mental health issues and disabilities

How This Input Informs the Plan

Some input has been helpful in identifying needs, either specific or general; other input has been valuable in identifying services or uses of the system. Feedback about what aspects of the system are working well or that are appreciated is also valuable information that helped guide the development of projects and inform future investments in the system.

In summary, outreach and engagement resulted in input and feedback, from which needs were identified and synthesized into six general categories. These categories of needs, together with agency-level needs, are then paired with strategies to create specific projects and coordination practices. Projects and practices identified can then be prioritized for implementation using the established criteria as funding becomes available. The next section presents the projects resulting from this process.

Coordination Practices and Projects

This section presents a review of coordination practices and builds upon the needs identified in the previous section to develop projects that respond to those needs. This section also includes a list of priorities to guide LTD resources.

Practices

Coordinated services aim to match a person's needs and capabilities with the most appropriate and lowest cost services available, to reduce service duplication, to reach beyond the metropolitan area, and to offer a range of options through a single contact. This in turn generates cost savings through grouped purchasing, cost sharing, ride sharing, and creating economies of scale. These coordinated efforts include:

RideSource Call Center offering multiple transportation providers and services: LTD maintains a call center where community members call a single number for all programs and operators can match the community member with the program that works best for them. This results in an efficient use of available resources and can connect community members with programs of which they may not have been aware.

Consolidated vehicle and equipment purchasing: LTD may purchase vehicles and lease them to other regional transportation providers, resulting in lower costs from group purchase agreements.

Consolidated fleet management and maintenance: LTD may enter into an agreement to provide maintenance for vehicles owned or operated by other regional transportation providers.

Ride sharing: Multiple riders sharing the same demand-response or scheduled vehicle can reduce costs and provide more trips with a limited fleet size.

Supporting an external transportation provider network: Contracted, third-party vendors can provide Non-Emergency Medical Transportation, brokered by LTD. This allows for flexible service levels based on demand.

Personalized evaluation of transportation needs and capabilities: By evaluating each community member's needs individually, that community member can be matched with the lowest cost, most effective program or programs.

Multiple service options for older adults, people with disabilities, and low-income residents: A range of service options allow for resiliency as resources or community needs change.

Interagency partnerships and cost sharing agreements: Human service agencies can leverage LTD's transportation expertise and avoid duplication of service, allowing for more efficient use of resources.

Services outside the metropolitan area: Rural communities often require different or innovative approaches to service delivery due to geography and lower population densities. These services can provide a key lifeline for residents.

Fare management coordination: Adopting a common fare management platform and aligning fares to support transfers between services lowers the barrier to access for community members.

Resource and capacity management: Right-sizing the vehicle types and quantities to provide the most resource-efficient and appropriate service.

Priorities

A system for prioritization of projects is a required component of a Coordinated Plan. The priorities established in the Coordinated Plan give primary consideration to keeping service functional at current levels, with growth, expansion, and new service considered as additional funding permits. The following priorities are based on the priorities of earlier Coordinated Plans and were confirmed through public engagement and in consultation with the Coordinated Plan Steering Committee:

First Priority: 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.

Second Priority: Respond to growth within existing services – Allow for measured increases where demand points to an unmet need within the available resources.

Third Priority: Respond to emerging community needs – Take action on opportunities to develop new services, establish new partnerships, and to accommodate newly identified transportation needs and gaps.

It remains a priority for LTD to ensure consistent and reliable service, and plan for economic challenges that might result in reduced funding from some sources. In addition to the projects listed below, LTD will continue to maintain the Sustainable Services Reserve Fund to help safeguard the first priority of the Coordinated Plan. In the event funding is insufficient to support even first priority programs, LTD staff will provide funding recommendations for consideration.

In recognition of the second and third priorities, LTD will consider opportunities to respond to growth and emerging needs within current projects and remain flexible in responding to emerging needs within the community, which may not have been specifically identified in this plan.

Project List

Table 12 on the following pages presents the list of projects and reflects the connection of system goals and service needs identified through outreach and engagement with coordination practices or strategies. These projects are to be prioritized according to the established criteria and implemented as funding becomes available. The next section of the Coordinated Plan provides information about funding resources and opportunities to implement the projects identified here.

Table 12. Coordinated Plan Project List

Project Description	Need	Practice (Strategy)
Replacement/Expansion Vehicles LTD purchases and leases accessible vehicles to support services that benefit older adults and people with disabilities in Lane County. LTD supplies vehicles to contractors operating these services: • RideSource paratransit in Eugene, Springfield, and Florence • Oakridge Diamond Express • Cottage Grove Connector • Rural Shuttle Pilot (South Lane, OR36, Mohawk/Marcola) • Florence Rhody Express • Willamalane Adult Activity Center • City of Eugene – Hilyard Community Center Adaptive Recreation Program	• Maintain and improve transportation services • Manage costs	• Consolidated vehicle purchasing • Cost-sharing agreements • Ride sharing • Interagency partnerships • Resource & capacity management
Vehicle Preventive Maintenance This provides preventive maintenance for LTD's fleet of accessible vehicles that serve older adults and people with disabilities in Lane County. These services include: • RideSource paratransit in Eugene, Springfield, and Florence • Oakridge Diamond Express • Cottage Grove Connector • Rural Shuttle Pilot (South Lane, OR36, Mohawk/Marcola) • Florence Rhody Express	• Maintain and improve transportation services • Manage costs	• Consolidated fleet management and maintenance • Cost-sharing agreements • Interagency partnerships
Behavioral Health Transportation LTD's behavioral health transportation program offers crisis intervention, mental health counseling, and an information and referral center. The counseling program serves adults on the Oregon Health Plan (Medicaid). Grants fund low-income and unhoused individuals. This program arranges transportation primarily to behavioral health treatment and other essential activities.	• Non-traditional services • Unique needs and circumstances associated with mental health issues and disabilities	• Interagency partnerships

Project Description	Need	Practice (Strategy)
Transit Training & Hosts LTD's travel training program provides one-on-one training on how to effectively use our fixed route service and EmX Bus Rapid Transit system. LTD's program employs transit hosts who assist with prescheduled transfers, support training activities, and provide ride and schedule information at the downtown Eugene Station each weekday. LTD's program also conducts in-person visits to evaluate transportation needs and capabilities to train and promote independent transportation options for people with disabilities.	• Training & education • Manage costs • Safety & accommodation	• Call Center with multiple transportation providers and services • Personalized evaluation of needs and capabilities • Interagency partnerships
RideSource Paratransit This is an origin-to-destination service in a defined paratransit service zone within the Eugene-Springfield metropolitan area and Florence for people unable to use regular bus service some or all of the time due to a disability. Paratransit service is an ADA requirement. Transportation coordinators perform in-person evaluations to determine RideSource eligibility.	• Meet demand for Americans with Disabilities Act (ADA) complementary paratransit service • Non-traditional services • Training & education	• Call Center with multiple transportation providers and services • Ride sharing • Personalized evaluation of transportation needs and capabilities • Interagency partnerships
RideSource Shopper The Shopper is a low cost, neighborhood shopping shuttle operating within the metropolitan area. It also creates a social outing for likeminded older adults, while maintaining their independence. The operator assists riders with their groceries and packages.	• Non-traditional services • Affordability • Manage costs	• Ride sharing • Call Center with multiple transportation providers and services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships

Project Description	Need	Practice (Strategy)
Volunteer Escort This is a door-through-door service for people who need a high level of assistance and do not have other transportation options, typically in rural areas not served by transit. Volunteer drivers using their own vehicles receive mileage reimbursement. The program serves older adults and people with disabilities throughout Lane County. Transportation coordinators from Senior & Disability Services make in-person evaluations to determine eligibility.	• Unserved or underserved areas • Lack of availability • Non-traditional services • Safety & accommodation	• Call Center with multiple transportation providers and services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships • Services outside the metropolitan area
Link Lane Eugene-Florence Connector Connecting the Eugene-Springfield metro area to Florence with stops in Mapleton and Veneta, the Eugene-Florence connector provides a vital connection to services for rural and coastal communities. Service operates seven days per week with three round trips per day. Operated by Lane Council of Governments (LCOG).	• Maintain and improve transportation services • Unserved or underserved areas • Lack of availability	• Services outside the metropolitan area • Resource and capacity management • Cost-sharing agreements • Ride sharing • Interagency partnerships
Link Lane Florence-Yachats Connector Connecting Florence to the Lincoln County community of Yachats, the Florence-Yachats connector provides a vital connection to services for coastal communities. Service operates seven days per week with four round trips per day. Operated by Lane Council of Governments (LCOG).	• Maintain and improve transportation services • Unserved or underserved areas • Lack of availability	• Services outside the metropolitan area • Resource and capacity management • Cost-sharing agreements • Ride sharing • Interagency partnerships
Transportation to Work for Persons with Developmental Disabilities Transportation for eligible individuals who receive benefits through Lane County Developmental Disabilities Services. This shared-cost service is offered through the RideSource Call Center.	• Non-traditional services • Manage costs • Unique needs and circumstances associated with mental health issues and disabilities	• Cost-sharing agreements • Ride sharing • Call Center with multiple transportation providers and services • Interagency partnerships

Project Description	Need	Practice (Strategy)
South Lane County The LTD Connector provides mobility on demand service anywhere within the Cottage Grove city limits and also connects to LTD's fixed route service. This is supplemented by a rural shuttle pilot program which transports rural south Lane County residents into Cottage Grove and Creswell.	• Unserved or underserved areas • Lack of availability	• Consolidated vehicle purchasing • Consolidated fleet management and maintenance • Ride sharing • Interagency partnerships • Services outside the metropolitan area
West Lane County Multiple services work in coordination to provide service in West Lane County. The Rhody Express is a fixed route bus within the city of Florence. Link Lane services such as the Florence-Eugene and Florence-Yachats routes also serve west Lane. Coos County Area Transit (CCAT) service connects west lane Residents to North Bend and Coos Bay. A rural shuttle pilot adds transportation service for residents between Mapleton and Deadwood.	• Unserved or underserved areas • Lack of availability	• Consolidated vehicle purchasing • Consolidated fleet management and maintenance • Ride sharing • Interagency partnerships • Services outside the metropolitan area
East Lane County The Diamond Express serves Oakridge and Westfir, connecting residents to the metropolitan area. LTD's route 92 connects residents in Pleasant Hill, Dexter, and Lowell. A rural shuttle pilot connects residents in the Mohawk/Marcola communities to locations in Springfield, including grocery, general shopping, and LTD's bus and EmX system.	• Unserved or underserved areas • Lack of availability	• Consolidated vehicle purchasing • Consolidated fleet management and maintenance • Ride sharing • Interagency partnerships • Services outside the metropolitan area

Project Description	Need	Practice (Strategy)
Crucial Connections Transportation to relieve an immediate (non-emergency) or evolving situation when no other transportation option can be identified; offers quick relief to allow time to formulate a long-term resolution. Crucial Connections pays for a limited number of trips that are situation specific. Service involves cooperation with human service workers and creative problem-solving.	• Non-traditional services • Safety & accommodation • Lack of availability	• Call Center with multiple transportation providers and services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships • Services outside the metropolitan area
Veterans Services Transportation Transportation for veterans to get to VA medical and local Veteran's Services appointments at no cost. Non-veteran family members needing to get to service appointments can also use the service.	• Training & education • Affordability • Safety & accommodation	• Call Center with multiple transportation providers and services • Personalized evaluation of transportation needs and capabilities • Interagency partnerships
Mobility Management and Service Coordination In-person (most often in the home) transportation assessments to determine the transportation needs and capabilities of older adults, people with disabilities, veterans and their families, and people with low incomes. Transportation coordinators from Alternative Work Concepts and Senior & Disability Services make these evaluations. Results are recorded in a centralized database (TAMS).	• Unserved or undeserved areas • Non-traditional services • Training & education • Safety & accommodation	• Cost-sharing agreements • Call Center with multiple transportation providers and services • Personalized evaluation of needs and capabilities • Interagency partnerships

Project Description	Need	Practice (Strategy)
Transportation for Oregon Health Plan Members The RideSource Call Center administers three Medicaid transportation programs: • Non-Emergency Medical Transportation (NEMT) for the Oregon Health Authority • NEMT for local members of the Trillium Community Health Plan • Waivered non-medical transportation for eligible community members. NEMT is available at no cost for Oregon Health Plan members. Waivered non-medical trips are arranged for Medicaid recipients who have a qualifying care plan.	• Non-traditional services • Manage costs • Affordability	• Call Center with multiple transportation providers and services • Cost-sharing agreements • Interagency partnerships
Bike Share The region's successful bike share program currently operates in a small area of Eugene and Springfield. Access to shared bikes can provide full-trip and first/last mile support, complementing existing transit service. Future electrification of the fleet and diversifying the bicycle types within the fleet (i.e., tricycles) can expand access to a wider range of riders who would not otherwise be able to access this mode.	• Non-traditional services • Manage costs • Lack of availability	• Cost-sharing agreements • Interagency partnerships • Multiple service options
Pass Programs Lane Transit District offers free or reduced-cost fares on regular fixed-route transit within the Eugene-Springfield metro area. • Half-Fare Program – Eligibility includes Medicare recipients, qualifying people with disabilities, qualifying veterans' disability benefits recipients, and SSI/SSD recipients. • Non-profit Pass – LTD offers a discount to 501(c)3 non-profits who purchase fares and provide to their clients for no cost. • Honored Rider – Individuals who are 65 and older qualify for a free bus pass. • K12 Pass – Partnership with area schools to provide free passes to students enrolled in K12 programs.	• Non-traditional services • Affordability • Manage costs	• Cost-sharing agreements • Interagency partnerships • Fare management coordination

Project Description	Need	Practice (Strategy)
Rural Shuttle Pilot Programs Launched March 2026, these pilot programs provide prescheduled origin-to-destination transportation one to two days a week in three areas: • Mohawk Valley – Operating in the Mohawk Valley between Marcola and the Springfield Urban Growth Boundary, this shuttle also drops off at shopping and medical destinations within Springfield. • Oregon Highway 36 – Operating on OR 36 between Deadwood and Mapleton, this shuttle also drops off at specific locations within the city of Florence. • South Lane County – Operating in Lane County south of Creswell, this shuttle will drop off at the Cottage Grove Walmart or the Creswell Park & Ride for connections to other LTD services.	• Unserved or undeserved areas • Non-traditional services • Lack of availability	• Services outside the metropolitan area
ADA Airport Access Currently, there is no accessible public transportation service to the Eugene Airport. This project would involve developing service scenarios that may include fixed route, on-demand, or other mobility services to provide accessible airport access.	• Unserved or underserved areas • Lack of availability • Safety & accommodation	• Multiple service options • Interagency partnerships
Microtransit Pilot To expand the reach of LTD's fixed route service, a microtransit pilot would provide short, shared, on-demand trips for seniors, persons with disabilities, and other community members. This pilot would include wheelchair accessible vehicles (WAV) to ensure ADA access. Project details will be determined as part of Connect 2045.	• Unserved or underserved areas • Non-traditional services • Lack of availability • Safety & accommodation	• Multiple service options
Grocery Delivery Pilot Transportation costs are often the second largest cost for households. This pilot program would fund memberships for a food delivery service for eligible paratransit participants to order groceries. By offering a convenient alternative to grocery-related trips, the pilot seeks to lower operational demand on paratransit vehicles while improving quality of life for riders who face mobility or transportation barriers.	• Non-traditional services • Safety & accommodation	• Cost-sharing agreements • Resource and capacity management

Project Description	Need	Practice (Strategy)
Fare Management System Currently, LTD provides free fare on fixed routes for persons 65 years or older. However, riders who qualify for half-fare on LTD's fixed route system do not receive the same discounted fare on other transit systems that LTD connects to. This project would support LTD to work with other agencies to link discounted fare across transit systems.	• Affordability • Safety & accommodation	• Interagency partnerships • Cost-sharing agreements • Fare management coordination • Supporting an external transportation provider network
Alternative Mobility Solutions In 2024, a handful of fixed routes were cut due to low ridership. However, community transportation needs remain, including those of seniors and persons with disabilities. This project would explore alternative mobility solutions for areas impacted by service cuts. These solutions would include wheelchair accessible vehicles (WAV) to ensure ADA access.	• Unserved or underserved areas • Lack of availability	• Multiple service options
Interagency Transit Network Increasingly, seniors and persons with disabilities have expressed the need to travel outside of Lane County for non-medical trips. Services connecting to LTD exist; however, additional coordination is needed to remove friction between services. This project is for LTD to coordinate with other transit services outside of Lane County that connect to LTD service.	• Affordability • Training & education	• Interagency partnerships • Supporting an external transportation provider network
Route 1 Downtown Loop LTD's Route 1 Downtown Loop is structured as a route connecting many senior homes and homes for people with disabilities near the Willamette River to daily services in Downtown Eugene, such as multiple grocery stores, shops, parks, and other critical transit connections. Prior to service starting in fall 2025, there was no direct connection. Since then, Route 1 has seen significant ridership. Service for this route is currently based on discretionary state funding. This project would allow LTD to continue providing the Route 1 service.	• Lack of availability	• Multiple service options

Funding Resources and Opportunities

Federal, state, and local funds play a part in implementing transportation projects to help meet mobility needs of older adults and people with disabilities. Some of these sources are managed through LTD's Accessible Services Fund.

This section provides a review of federal, state, and local funding sources available or that may become available to implement or otherwise support the projects identified in the Coordinated Plan. While these funding sources may vary in their dependability, careful management of opportunities, and a portfolio of projects representing a variety of applications and eligibility criteria will help LTD be successful in securing funding to implement prioritized projects from this plan.

Funding Sources

Federal Transit Administration §5310

The §5310 - Enhanced Mobility of Seniors and Individuals with Disabilities - program is central to the Coordinated Plan, as it exists to enhance mobility for older adults and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services. LTD has used §5310 funding for mobility management services, ADA bus replacements, employing emerging technologies to eliminate barriers to transportation, and other projects improving mobility for older adults and people with disabilities.

Senior & Disability Services (S&DS) is the local Area Agency on Aging and is authorized by the Older Americans Act to receive funds to develop, coordinate, and arrange for services. S&DS contracts with LTD to provide transportation eligibility assessments, and there is an annual allocation that supports Volunteer Transportation. Older Americans Act programs serve older adults age 60 and over. Transportation and Accessibility of Services continue to be funding priorities in the Area Plan.

Federal Transit Administration §5311

§5311 Formula Grants for Rural Areas funding goes to States for the purpose of supporting public transportation in rural areas with population of less than 50,000 and to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. In addition to supporting rural public transportation needs, these funds have been used by LTD for transportation assessments, transit training, and other services.

Non-Emergency Medical Transportation

Medicaid Non-Emergency Medical Transportation (NEMT), Community Transportation, and Vocational Transportation for Persons with Developmental Disabilities is a benefit for some people who are eligible for Medicaid to make sure that they can get to covered medical appointments and treatment. In Oregon, people who qualify for Oregon Health Plan (OHP) medical coverage are provided options for the least cost, most appropriate transportation available. Oregon is known for having developed community-based residential options under Medicaid using waivered services as an alternative to nursing home placements. Transportation for trips other than to medical services is provided as an important support service for community-based housing choices. Under a different type of waiver program for eligible individuals with developmental disabilities, transportation to and from work

is provided. These latter two programs are under cost-sharing agreements with local matching resources covering approximately 32 percent of the full cost of these trips.

Formula Statewide Transportation Improvement Fund

The State of Oregon provides resources to support public transportation through the Statewide Transportation Improvement Fund (STIF). House Bill 2017 provided new ongoing funding for transit across Oregon through STIF. Ninety percent of the funds are distributed across the state by formula. Lane Transit District receives around $10 million annually through formula funds and applies for those funds every two years. LTD has utilized STIF funding for a wide variety of projects including increased service and increased assistance with low income and student fare programs, for replacement of ADA buses, for implementation of emerging technologies, and other uses.

Discretionary Statewide Transportation Improvement Fund

STIF funding is also available to LTD through ODOT's annual competitive discretionary project selection process. These competitive STIF funds can be used for many types of public transportation projects including the purchase of buses and capital projects. The funds require a 0 to 50 percent local match, which can come from the STIF Formula Funds. A combination of STIF Formula Funds and STIF Discretionary Funds can serve as a strong match for federal dollars, and LTD often utilizes STIF funds as match for federally funded projects.

The earlier Special Transportation Fund (STF) was rolled into the STIF program. STF provided LTD with an annual formula-based allocation from cigarette tax and other state resources.

Federal Highway Administration Funding

Federal Highway Administration (FHWA) funding is available for transportation projects in Lane County through ODOT's competitive project solicitations, and for transportation projects within the Eugene/Springfield metropolitan area through competitive project solicitations of the Central Lane Metropolitan Planning Organization (MPO). In the ten years prior to this plan update LTD was awarded over $11M of FHWA funding through the MPO. These funds support a variety of projects and programs at LTD including bus purchases, infrastructure projects, safety improvements, and others. Among these funding programs are:

Surface Transportation Block Grant

Surface Transportation Block Grant (STBG) funds may be used for a variety of programs and projects within the MPO. STBG funds are among the most flexible of FHWA's funding programs and may be used for nearly any transportation-related project, purchase, program, or improvement, and is often used (among many other things) for ADA improvements, expanding transportation services and accessibility to better serve older adults and people with disabilities, and many other uses of particular relevance to this plan. LTD has utilized STBG funds for a variety of project types including bus purchases, infrastructure projects, bus stop improvements, and others.

Transportation Alternatives

The Transportation Alternatives (TA) program is a set-aside of the STBG program, these funds have different eligibility requirements than general STBG funds and are more limited in the types of projects and programs that are allowed. TA funds may be used for programs and

projects defined as transportation alternatives including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, recreational trail program projects, pedestrian safety project and many others. LTD has used TA funding for outreach activities to promote transportation options as well as for bicycle parking, and other projects.

Congestion Mitigation & Air Quality Improvement

The Congestion Mitigation & Air Quality Improvement (CMAQ) program provides a flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce traffic congestion and improve air quality. As such, nearly all transit-related projects in the Eugene/Springfield area are eligible for this funding. LTD has utilized CMAQ funding for the purchase of new electric buses, for a traffic signal project to serve the Santa Clara Community Transit Center, for general improvements to stops and infrastructure, and for other eligible uses.

Carbon Reduction Program

The Infrastructure Investment and Jobs Act in 2022 authorized the Carbon Reduction Program (CRP) for projects designed to reduce transportation emissions. As with CMAQ, nearly all transit-related projects are eligible for CRP funding including projects specifically to enhance the mobility of older adults and people with disabilities. LTD has utilized CRP funds to upgrade safety features and passenger amenities along LTD's frequent transit network.

Other Funding

Local funding may be available to support accessible transportation for people with disabilities through Transportation Network Companies (TNC) fee collections. Recognizing that TNCs like Uber and Lyft are typically not equipped to serve riders with a disability (for example, riders using a wheelchair), some cities collect a fee from every ambulatory TNC trip, which is used to fund an accessible service for those who aren't able to use TNCs due to a disability, or to extend services further into outlying areas. City of Eugene, which regulates taxis and TNCs throughout the metropolitan area collects this fee already. However, wheelchair accessible private transportation such as taxi and TNC service remains an unmet challenge in the metropolitan area.

Other resources include fares collected from passengers, local contributions from small cities and agencies to support specific projects of interest, and a significant contribution from the LTD General Fund. These local revenues help pay for ADA complementary paratransit and associated services and meet local match requirements for federal and state grants, as needed and play an important role in LTD's ability to provide safe, affordable, and reliable services.

Appendix A: Community Profiles

Presented here are community profiles not included in the Coordinated Plan, but that served to inform the plan by helping to identify service needs and gaps important in the plan's outreach and engagement efforts and the development of the project lists.

Residents Living in Poverty

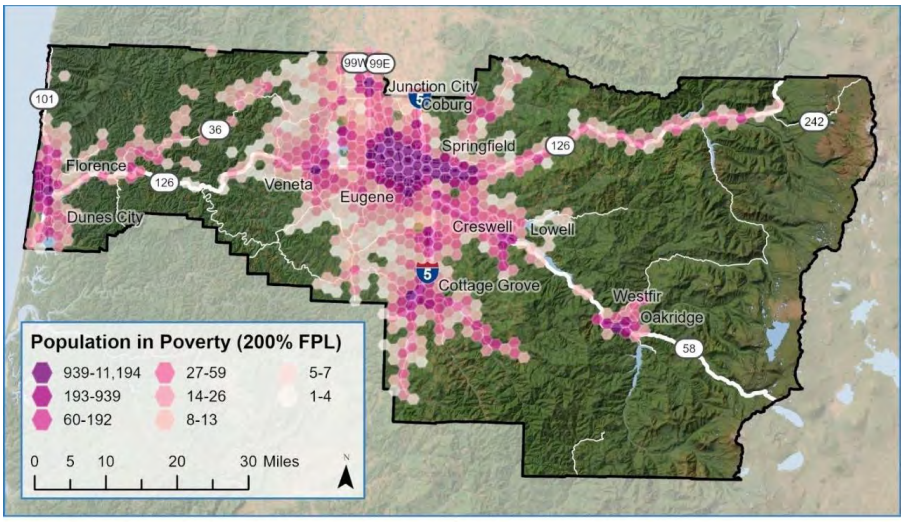
Table A-1. Profile Summary of Lane County Population Living in Poverty

Population Total	Percent of County
122,308	32%

The Federal Poverty Level (FPL) is not a single number, but varies based on the size of a household. Additionally, different programs offer services at different percentages of the FPL. For example, the Oregon Health Plan (the state of Oregon's Medicaid implementation) typically offers plans to households up to 138% of FPL. However, the Oregon Health Plan Bridge program provides access to services, including transportation to medical appointments, to households making up to 200% FPL. The geographic analysis in this section uses 200% FPL to define poverty.

There are 122,308 residents living in poverty in Lane County[6]. are more geographically dispersed than other factors in this memo and they represent a significantly larger portion of the population. In particular, rural areas along Hwy 126 in the Mckenzie River valley, in South Lane County around Cottage Grove, and areas of the Willamette Valley outside of urban growth boundaries have higher concentrations of residents living in poverty.

Figure A-1. Distribution of Population in Poverty



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

[6] U.S. Census Bureau, U.S. Department of Commerce. "Ratio of Income to Poverty Level in the Past 12 Months." *American Community Survey, 2023 ACS 5-Year Estimates Detailed Tables, Table C17002*

Zero-Vehicle Households

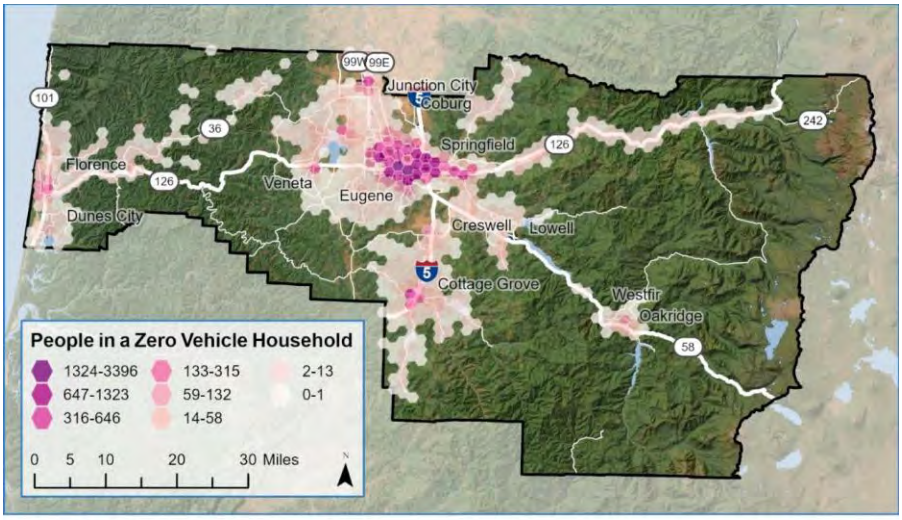
Table A-2. Profile Summary of Lane County Population Living in a Zero-Vehicle Household

Population Total	Percent of County
29,202	7.6%

The Census[7] defines a Zero-Vehicle Household as one where there are no automobiles, vans, or small trucks kept at home for the use of the household. Fewer than 8% of Lane County residents live in a household without a vehicle, and 81% of these residents live in the Eugene-Springfield urban area where there are more robust transportation options. Outside of Eugene-Springfield, Cottage Grove is notable for having a much higher rate of people in zero-vehicle households (11.6%) and Junction City is also slightly above the county average (8.8%).

Only a small population outside of the metro area lives in a zero-vehicle household. The widely dispersed nature of these households makes it challenging to design services to reach them.

Figure A-2. Distribution of People in a Zero Vehicle Household



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

[7] U.S. Census Bureau, U.S. Department of Commerce. "Household Size by Vehicles Available." *American Community Survey, 2023 ACS 5-Year Estimates Detailed Tables, Table B08201*

Limited English Proficiency

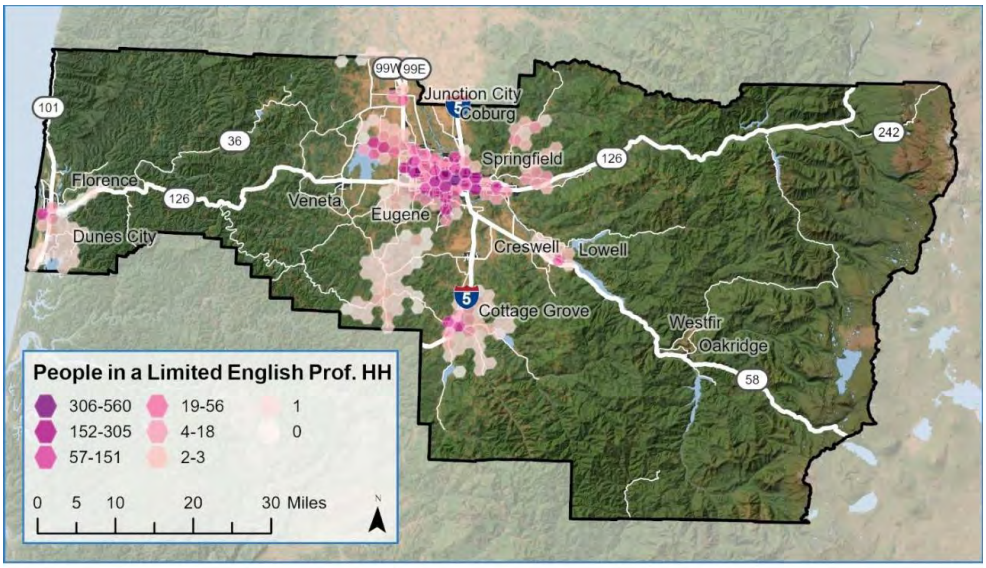
Table A-3. Profile Summary of Lane County Population Living in a Household with Limited English Proficiency

Population Total	Percent of County
4,839	1.3%

Only a small percentage of Lane County lives in a Limited English Proficiency Household, according to the American Community Survey[8]. However, given the barriers to accessing the survey are higher for this population, it is likely that the ACS is underreporting. The spatial analysis in this section should be used as a broad guideline for population locations as an opportunity for additional engagement or research.

According to this analysis, most of this population lives within the Eugene-Springfield area (82%). Two places with disproportionate concentrations are Lowell (4% of the city population) and Cottage Grove (2% of the city population).

Figure A-3. Distribution of People in a Limited English Proficiency Household



Sources: DLCD, US Census, LCOG Regional GIS, Earthstar Geographics

[8] U.S. Census Bureau, U.S. Department of Commerce. "Household Language by Household Limited English Speaking Status." *American Community Survey, 2023 ACS 5-Year Estimates Detailed Tables, Table C16002*

Non-White Population

Table A-4. Profile Summary of Lane County's Non-white Population

Population Total	Percent of County
74,268	19.4%

The non-white population[9] is mostly concentrated in the Eugene-Springfield area, with 79% of this group living within Eugene or Springfield. Only 11% of the population lives in rural areas outside incorporated cities. Mapping of these populations outside the urban area is challenging with the data available due to large reporting geographies and margins of error. Understanding how well these populations are served by existing services will best be gathered through public engagement, including surveys, stakeholder interviews, and focus groups.

Population	Count
White Alone	313,849
Black or African American alone	4,472
American Indian and Alaska Native alone	3,646
Asian alone	9,951
Native Hawaiian and Other Pacific Islander alone	8421
Some Other Race alone	13,643
Two or More Races	36,225

Veterans

Table A-5. Profile Summary of Lane County's Veteran Population

Population Total	Percent of County
24,552	7.8%

There are 24,552 veterans in Lane County. There is notable overlap between this population and the Section 5310 populations that are the subject of this plan, with over half (56%) of the veterans in Lane County over the age of 65. Qualified veterans receive healthcare through the US Department of Veterans Affairs (VA). The VA operates two clinics in Lane County, both located in the city of Eugene. Only 37% of Lane County veterans live in Eugene, with another 16% in Springfield. The remaining 47% of veterans living outside the Eugene-Springfield area will need to travel to Eugene to receive VA medical services.

[9] As defined by American Community Survey, 2023 5-Year Estimates

Appendix B: Data Sources

Input from community members and stakeholders regarding mobility and transportation in Lane County is vital in understanding what needs are not currently being met. The input that informed the development of this Coordinated Plan comes from various sources and is condensed and summarized here.

Coordinated Plan Outreach 2025-2026

Outreach and engagement were conducted December 2025 through April 2026 to identify needs and help inform the Coordinated Plan development. This outreach took several forms, including a broadly distributed survey (224 respondents, including 43 older adults and 106 people with a disability), personal interviews with key stakeholders, engagement with groups that work closely with older adults and people with disabilities including public agencies, non-profits and private service providers, and presentations to targeted local and regional committees.

Key Findings

The most common needs identified through the plan development outreach relate to providing bus service to areas not currently served and increasing the frequency of existing bus service. Also very common are needs relating to affordability and feeling safe and comfortable as passengers and at stops and stations. Many respondents mentioned a need for providing better information and simplifying the rider's experience planning, routing, and paying.

Geographic areas most mentioned as destinations are downtown Eugene, the Eugene/Springfield neighborhoods outside of downtown Eugene, and Cottage Grove. Specific destinations most frequently identified were those relating to healthcare (e.g. hospital, pharmacy, clinic, doctor's office), shopping (mostly groceries), outdoor recreation (parks, trails, the ocean), and the Eugene Airport.

These needs are supplemented and enriched by additional data from a variety of sources, including previously conducted surveys and other outreach and engagement by local governments, transit agencies, service providers, and others. Following are descriptions of each of those supplementary datasets and some findings of most relevance to the Coordinated Plan. A summary of the key needs that have been identified through the data review and data collection efforts of this plan development is provided toward the end of this section. These key needs serve to inform projects identified in the Coordination Practices and Projects section.

United Way ALICE Report

The United Way ALICE report uses a standardized set of measurements to quantify the cost of a basic household budget in each county in each state, and to show how many households are struggling to afford it. ALICE is an acronym for Asset Limited, Income Constrained, Employed, and represents the growing number of families who are unable to afford the basics of housing, childcare, food, transportation, health care, and technology. This report strives to provide a more nuanced view of household costs than the Federal Poverty Level (FPL), which lacks cost of living differences across different counties in the US.

Key Findings

The ALICE Report for Lane County finds that 43% of households were below the ALICE Threshold, which includes both households below the 100% FPL and the ALICE level. This is only slightly higher than Oregon as a whole (42%). In contrast to the FPL which shows a decline in the percentage of Lane County Households in poverty between 2010 (18%) and 2023 (15%), the number of ALICE Households is increasing from 26.5 to 28%. This means that an increasing number of Lane County households are cost-burdened but may be unable to access resources that are limited to those below the FPL. Lane County coastal communities and Oakridge/Westfir have a percentage of households below the ALICE Threshold exceeding 50%, with Oakridge above 65%. Senior (65+) populations across the county are also disproportionately cost-burdened, with 50% of Lane County seniors living in a household below the ALICE Threshold.

Reducing transportation cost burden through fare affordability, service coverage, and access to no- or low-cost mobility options is a key consideration for improving access to essential services such as healthcare, employment, education, and food.

Lane Transit District 2023 Origin-Destination Survey

In 2023, LTD conducted a large on-board survey of riders on fixed-route and EmX vehicles. LTD collected 2,401 surveys through their surveying period, with 326 weekday runs, 192 Saturday runs, and 187 Sunday runs being ridden by surveyors to collect data.

Key Findings

More frequent service was the most common interest among respondents, particularly on Sundays (34% of respondents), but also on Saturdays (29%) and weekdays (25%). Similarly, respondents expressed considerable interest in extending service later into the evening on weekdays (14% of respondents), on Sundays (13%) and on Saturdays (12%). However, later evening service is a need that was not nearly as important among older adult respondents or respondents with a household income below the poverty threshold.

Other common needs among respondents include better information at bus stops (9%), better safety and comfort at stops, stations, or on the bus (9%), restoring routes not currently in service (8%), and faster and more reliable service (7%).

While 72% of respondents with a disability and 86 percent of older adult respondents need no assistance using the bus, the most common assistance needs by far are use of the lift or ramp and announcing approaching stops.

RideSource 2024 Outreach Survey

In 2024, RideSource Service Review project staff conducted qualitative research throughout Lane County on RideSource and other specialized transit services. Surveys were conducted in English and Spanish, with online and hard copies available at various organizations that support older adults, veterans, and people with disabilities. Individual and group interviews were also conducted. The purpose of conducting this survey and interviews was to identify the challenges and opportunities to improve specialized transportation in Lane County for older adults, veterans, and people with disabilities.

Key Findings

A total of 108 survey responses were collected from people in communities including Eugene, Springfield, Cottage Grove, Creswell, Florence, Elmira, Junction City, and Veneta. The primary finding was to improve communication between drivers, customers, medical appointment schedulers, and to inform veterans and others who are unaware of the service. Following this was improving dependability of on-time performance. Other common themes included a lack of transportation service, timeliness of pick-up and drop-off services of customers, improvements needed for scheduling and flexibility of cancellation policies, better training and communication with third party drivers, and lastly, ongoing communication opportunities.

Of the group and individual interviews conducted, several key themes arose. One common concern is related to the economic impacts resulting when RideSource is not on time, such as being stranded or being late for appointments. The survey also suggests that inconsistency in the timing of pick-up and drop-off causes stress for riders, agencies, and medical facilities. Other noted issues included the current phone scheduling system being too long to wait through, and that drivers should enter facilities to see if a rider is waiting inside.

Link Lane 2023 Transit Development Plan

The Link Lane Transit Development Plan was created to evaluate the needs and opportunities for improvement in transit service for rural communities in Lane County. Outreach efforts included bilingual online surveys with 113 responses, as well as three online English and three online Spanish public workshop discussions over the course of 2023.

Key Findings

The primary issues identified included needs related to connectivity and frequency of rural routes, underserved areas and populations, and improved technology, fare payment and rider comfort.

Surveys and open house participants identified the need for rural services to begin operating on Sundays – as the Link Lane Florence-Yachats connector, Routes 92 and 96 of LTD, Diamond Express, and connecting services operated by Lincoln County Transportation Service District, and Coos County Area Transit did not operate on Sundays. Participants also expressed a need for improved evening service, and increased frequency of services. Improving the timing of transfers between services was also a need identified through this effort.

Needs related to underserved areas and populations included adding additional routes within Oakridge, Florence, and Mapleton, as well as providing connections beyond Lane County, making transit services available in the Marcola/Mohawk areas, and improving flexibility of rural transit options such as on-demand services for rural populations not covered by Lane Transit District RideSource parameters. Migrant farm workers were mentioned as in high need of transit service in Creswell, Monroe, Harrisburg, and Springfield which have significant migrant populations, as well as the need for these towns to focus on first- and last-mile and micromobility options for these communities to access field work which often begins at sunrise. Lastly, a need for regional connections between Lane County and nearby population centers such as Corvallis, Roseburg, and Harrisburg were highlighted.

Needs regarding improving technology, fare payment and rider comfort were also of strong interest in survey participants. Safety and comfort at rural bus stops were listed, as well as bicycle capacity on vehicles and secure bicycle storage near rural stops. Outreach participants shared a desire for rural transit providers to form additional partnerships with local organizations such as colleges and recreational groups to expand use of services to wider ridership. The lack of fare reciprocity options between rural and urban services was mentioned, as several rural transit providers currently only accept exact change.

Lane County 2024 Community Needs Assessment

A County-wide Community Needs Survey was conducted in 2024 including several focus groups, both in rural areas and urban areas of Lane County. The survey received a total of 670 respondents, with 215 living in rural areas and 455 living in urban areas.

Key Findings

Of the data collected through this effort, that of most relevance to the Coordinated Plan is information about the types of activities or errands people need transportation for, how they get around when their usual transportation isn't available, and unmet needs or barriers related to transportation.

The data shows that lack of service is a real issue for rural communities. Over a third of respondents do not drive and more than 25 percent of respondents receive assistance with transportation. These percentages were nearly the same for both urban and rural respondents, although slightly fewer urban respondents drove. Ten percent of urban respondents and only five percent of rural respondents rely solely on public transportation. Missing appointments due to unmet transportation needs was a more prevalent issue among rural respondents.

Senior & Disability Services 2025-2029 Area Plan

Senior & Disability Services (S&DS), a division of Lane Council of Governments (LCOG), serves as the designated Area Agency on Aging (AAA) in Lane County. S&DS meets quarterly with Lane Transit District to discuss identified needs and gaps, procedures, and current contracted services. Although the S&DS 2025-2029 Area Plan relies heavily on the data collected as part of the Lane County Community Needs Assessment, it highlights additional insights of value and relevance to the Coordinated Plan.

Key Findings

Transportation can be a significant challenge for individuals trying to connect to community services. In rural communities, 53% of respondents to the survey frequently or sometimes miss activities and appointments due to lack of transportation, compared to 51% in the Eugene metro area. Lack of transportation in rural communities is a serious problem.

In 2024 S&DS launched a mobile outreach services program to remove barriers faced by older adults and people with disabilities living in rural Lane County, or who otherwise have difficulty traveling to S&DS's full-service offices in Eugene, Cottage Grove, or Florence. The mobile outreach service vehicle serves as a fully operational mobile S&DS office that can come to host sites in rural communities. The vehicle was purchased with a grant from Trillium Community Health Plan. A plan for expanding the program and continued maintenance and eventual

replacement (as needed) of the vehicle(s) may be a need appropriate for inclusion on the Coordinated Plan

2023 American Community Survey Five-Year Population/Demographic Estimates

The American Community Survey (ACS) is an ongoing survey conducted by the U.S. Census Bureau. Since 2005, the ACS collects detailed social, economic, housing, and demographic information from a sample of households across the 50 states, the District of Columbia, and Puerto Rico. Covering more than 40 topics—including education, employment, income, housing, and transportation—the ACS provides crucial insights into the changing needs and conditions of communities.

Key Findings

Older adults in Lane County may experience a range of transportation barriers related to changes in mobility, health, and income as they age. Many older adults reduce or stop driving over time, increasing reliance on fixed-route transit, demand-response services, and assistance from family or caregivers. Physical limitations, chronic health conditions, and the need for mobility devices can make first- and last-mile connections, stop accessibility, and vehicle boarding significant considerations.

People living with disabilities in Lane County may face transportation barriers related to physical accessibility, service availability, and the ability to independently navigate transportation systems. While all fixed-route transit vehicles operated in the county are wheelchair accessible, challenges can still arise related to stop accessibility, pedestrian connections, boarding conditions, and the reliability of accessible infrastructure. Individuals with ambulatory, vision, hearing, or cognitive disabilities may require additional accommodation, such as accessible pathways, audible and visual information, and clear wayfinding to successfully use fixed-route services.

For individuals who are unable to use fixed-route transit, demand-response and ADA paratransit services provide essential mobility; however, these services often require scheduling in advance, may have limited same-day availability, and can involve longer travel times. In rural and small-community areas, longer distances, limited service coverage, and fewer transportation options can further restrict mobility and access to healthcare, employment, and social services. Addressing transportation needs for people living with disabilities will require a coordinated approach that includes accessible vehicles and facilities, flexible service models, travel training and rider support, and ongoing attention to system usability and reliability.

Appendix C: Committee Involvement & Adoption Timeline

LTD's Statewide Transportation Improvement Fund (STIF) Advisory Committee served as the project steering committee for the development of the Coordinated Plan. The STIF Advisory Committee is a standing committee that guides how LTD distributes funding through the STIF Formula Fund Plan. The project team provided updates to the committee throughout the project and sought their feedback during key phases.

Month	**Advisory Committee Involvement**
September 2025	Project team introduced the Coordinated Plan
December 2025	Provided feedback on upcoming community outreach efforts
February 2026	Provided feedback and guidance on projects and priorities
May 2026	Approved draft plan for SPC review

LTD's Strategic Planning Committee (SPC) were consulted during the plan development and staff provided periodic presentations to the committee with updates on the progress. The SPC are ultimately responsible for providing the LTD Board with a recommendation to adopt the Coordinated Plan.

Month	**Strategic Planning Committee Involvement**
March 2026	Project team introduced the plan and reported initial outreach results
June 2026	Review of draft plan & recommend LTD Board adoption

The LTD Board, as LTD's executive decision-making body, is responsible for final action to approve and adopt plans, programs, and policies through LTD's established public processes. The project team met with the LTD Board twice during the Plan development process including the adoption of the Coordinated Plan September 2026.

Month	**LTD Board Involvement**
June 2025	Project team introduced the Coordinated Plan
September 2026	Public Hearing and Plan adoption

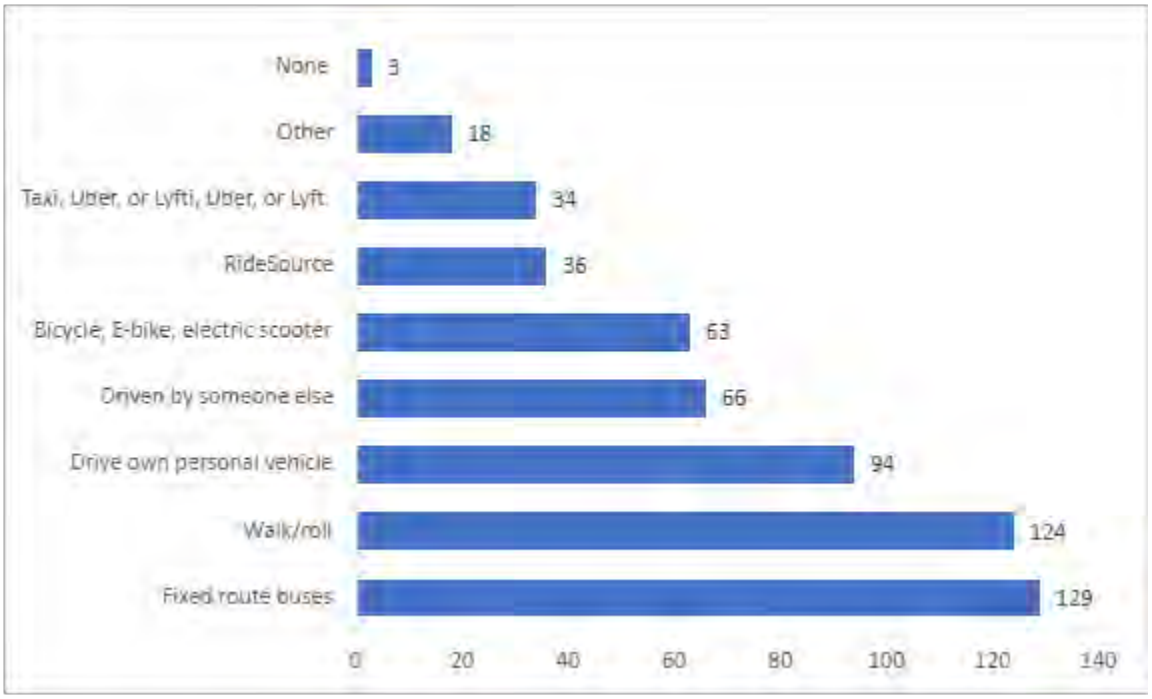
Appendix D: Survey Results

Although several datasets are referenced in the plan and each helped to provide a more complete picture of needs and gaps in Lane County, one dataset is the result of a survey instrument developed and distributed by the project team specifically for the Coordinated Plan. The results of that survey, described summarily in the plan, are presented here in detail. The survey includes eight questions and was distributed in both paper and digital formats. The project team promoted the survey at presentations, tabling events and forums. The survey was distributed with the help of local community partners to a variety of groups with consideration given to older adults and people with disabilities. The survey was available in both English and Spanish and incentivized with a gift card.

This effort resulted in a total of 224 completed surveys (123 paper and 101 online) including five in Spanish.

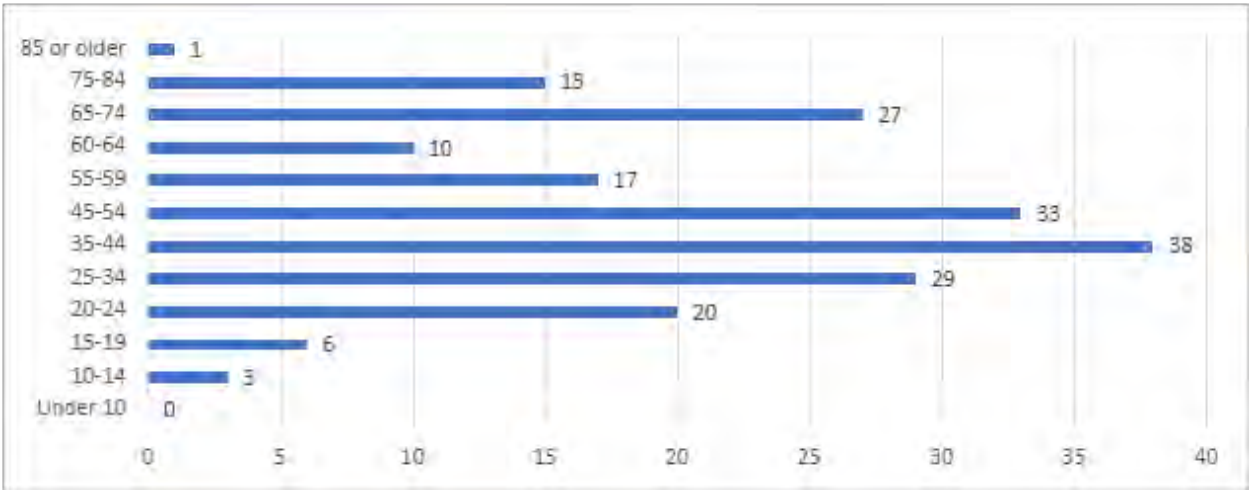
Question: How do you currently meet your transportation needs?

223 respondents



Question: What is your age?

199 respondents

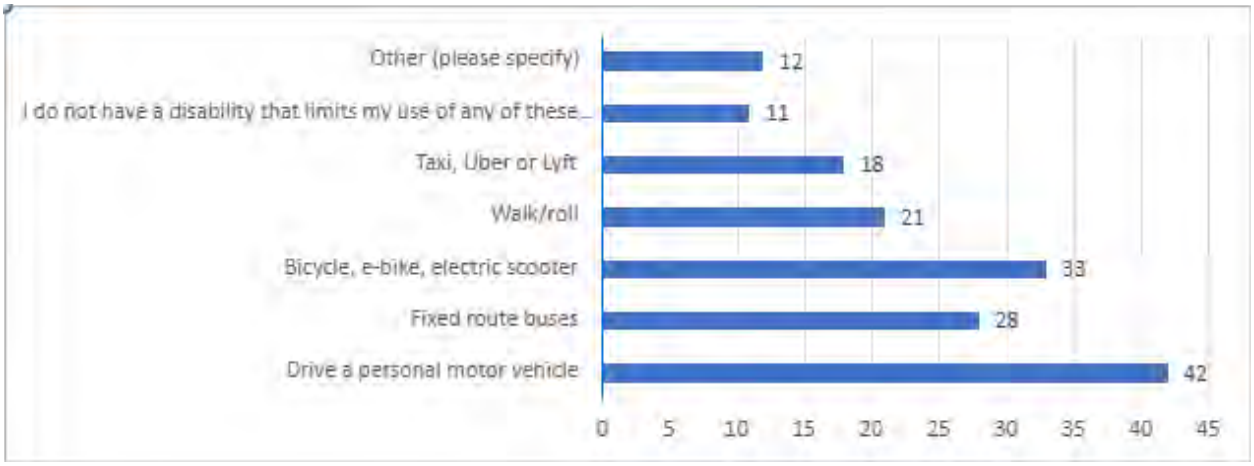


Question: Do you now or in the past, have a disability that substantially limits one or more major life activity?

221 respondents

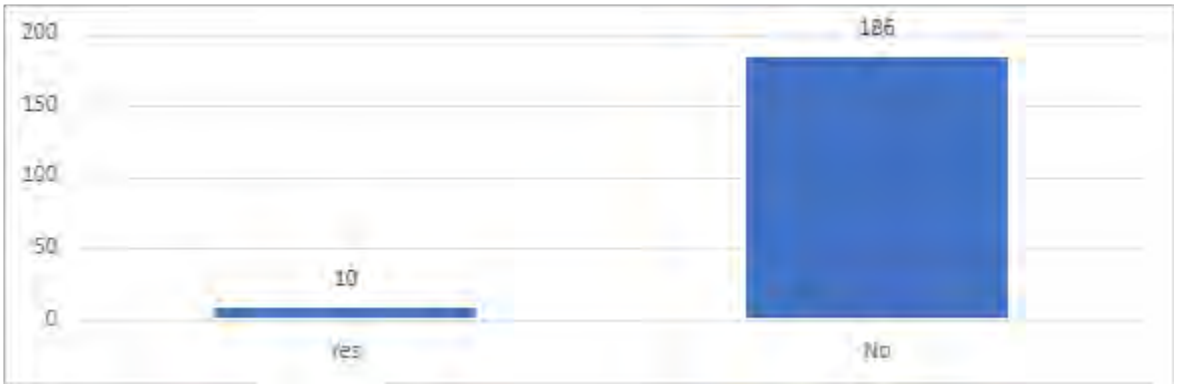
Question: Are there types of transportation that you are unable to use because of a disability?

106 respondents



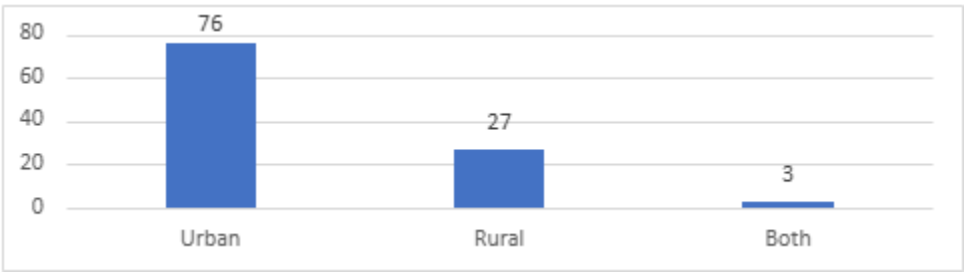
Question: Are you a Veteran?

196 respondents



Question: Do you currently live in a rural or urban setting?

106 respondents



Question: What destinations would you like better transportation access to?

202 respondents

Throughout Cottage Grove and Creswell communities
Areas of commerce
Safe bike routes east to west as in along 6th and 7th or an alternate route Coburg Road safer bike lanes and Oakmont safer bike lane or reduced speed
Bus routes with limited trips per day such as connections to North Springfield, Coburg, Lowell, Veneta
Bike access from the W11 area into River road is currently super inconvenient requiring going into the city center and then back out along the river to River road.
Winco, MWMC, more frequent 24 & 28
The airport
I would like a bus route out Cal Young road
More frequent stop times to downtown
South Hills
Golf courses
Doctors, stores, community groups, and more
To medical appointments, pharmacy and home
Direct line or something that goes Between West Eugene and Santa Clara /Division /River Rd instead of buying all the way Downtown to transfer to 41/ 40/ or EMX to Barger, 11th, and that area.
Direct route from uo to valley river center
South Eugene, Valley River Center, Santa Clara
Valley River Center, North Eugene/Santa Clara, Willamette, Gateway
My work
Airport
12 Gateway
Too many to list but for starters, Mt. Pisgah
More frequent busses to/from the u of o campus could be nice
To/through the from South Eugene.
I don't know
The LCC Campus on 30th. Ridgeline Trail System trailheads.
More access around Coburg Rd neighborhood.
Neighborhood services that are located in the north /south sections of town not necessarily off Main St, Gateway or Harlow/Hayden Bridge.
More access to neighborhoods adjacent to River Road since the 55 has so few times when the route is followed; I'd love to see the times for this route expanded and possibly have more bus access away from a road that can be as precarious as the NW Expressway and River Road itself.
Danebo Street

Since the creation of the 1 going to safeway, and on the weekends, my life is complete:)
It would be nice to have access to some more of the secluded river sports around down. Clearwater Park and such.
Eugene Airport, River Road (EmX service), south hills (Crest Dr/Blanton Ridge)
Everything
Hunsaker Ln
Emerald Park, Winco on Barger, Eugene Airport
More frequency across town
Southwest Eugene, Spencer Butte, and Crow
Thrift stores, and local farms.
South Eugene and Friendly
Sunday service for Dexter, and Lowell, and have the 92 run like the 91 7 days a week. Designated stop in dexter so there is a set time.
A stop closer to Roosevelt and Bertelsen
Eugene Airport. (KEUG)
I would like service from Santa Clara to the airport, without having to go so far south as Eugene Station. Maybe a loop around the metro area? A lot of cities are starting to implement similar bus and train lines (Washington Purple Line, MTA's IBX, ect).
My own home
Cottage Grove. Specifically, the town in the middle of the day.
I'd like to see the EmX come up Coburg Rd
Junction City/ North Eugene
Eugene Airport
I feel like bringing some old bus routes that of course didn't benefit a lot but benefit some would be very convenient.
University of Oregon
Hiking
I definitely think a bus at least a couple times a day that goes from Churchill to West 11th (EmX stops) so close gaps for those who have to walk to catch that bus.
Airport, grocery store, school, medical appointments, outdoor recreation activities
5th street. Oakway.
Emerald Park & Rec Center on Lake St
The Airport
Eugene Airport!!! Parts of the South Hills.
Transportation "access" needs to include the ability to shop (and bring home groceries). Being able to go from one place to another is not the issue.
My home in Jefferson Westside. I have to walk all the way to 6th or 7th or to downtown to get a bus-- it's as if the buses heading west entirely avoid my neighborhood for some reason even though I'd really like to get to shopping locations out on W 11th.
Eugene Airport
Regional trail networks, natural areas, federal public land. Access from Willamette Valley to the coast via OR126 on LTD network (Not via LCOG). LCOG currently provides this, but it should be provided by the district as it would remain in the county. We have no public transit connecting train station to bus station to Eugene airport for regional, domestic, and international travel options. LTD should consider seasonal shuttles marketed to those wanting to float the Willamette River in the summer, without having to worry about car shuttling/etc. Similar with the Deschutes River float shuttles in Bend, Oregon for people floating the river to shuttle back to park and float locations. This allows for further multi-modal transportation to include watercraft as part of the region's transportation plan. There is no public transit to Spencer Butte Trailhead on a regional National Recreation Trail (Ridgeline Trail). There is no public transit to Buford Park (MT. Pisgah), the county's most popular park that hosts many events. Diamond Express should be part of LTD network as a numbered route and managed by LTD. Provide seasonal service to Willamette Pass ski area and area campgrounds for increased recreation/tourism/visitation.
Marcola Meadows apartments and Thurston
Trailheads and Lane County Parks for recreation. Occasionally the EUG airport.
THE AIRPORT PLEASE PLEASE PLEASE. Every other destination I use I can at least get too with a combination but there is no other way for us to get there. Yes, there is Uber but it's expensive, and often discriminates those with disabilities (wheelchairs, service animals), ask me how I know :(
Me gustaría que hubiera una parada de autobús mas cerca de mi casa porque la mas serca esta como unos 20 o 25 minutos
Alos super mercados parques
A la escuela de mis hijos, a clinicas

Al medico
Downtown
Medical Appointments
Shopping Centers
Good question, I can't think of one right now :)
More stops in the rural areas
North and south travel
Everything is fine and I'm satisfied with what is available (I wouldn't mind a green tortoise option) (?)
To library - bus passes but doesn't stop there or closer.
Downtown Eugene
Downtown
In-laws house
Ease and breaks of the bus (drivers brake too hard)
Travel to the ocean, other destinations
Florence, Cougar hot springs
Maybe to Harrisburg to Albany and Monroe ORE
310 Garfield
Along 41 there's a large gap to make bus times
310 Garfield
Coburg bus running more often
Bus #41 to Downtown on time.
Parks + campgrounds
Back home from medical issues
Youth services, Homeless services
Homeless services, youth services
Florida, Washington D.C, the family plot, the #1 rated plastic surgeon in Los Angeles, Chilies
93 more often
Eugene
Fairgrounds
Dr. Appointments
Eugene, Springfield, Oakridge
West 18th in Springfield, and closer to public access buildings
Cottage Grove
Dr. Appts
Eugene, Springfield, and maybe Roseburg too
Curtin to Cottage Grove, OR
Eugene/Springfield
Cottage Grove city, Dorena
Need a bus going upriver past Dorena by disster (???)
Eugene Airport
Eugene station, more afternoon and night
Cottage Grove City
Eugene and Albany
More buses to Eugene
Food pantries in rural cities
Whitaker and 99
A los citas de doctor y al ser mis compras de comide
A los sita de dotor
A tugine
Centros comeriales, centros de Salud
Cottage Grove a Eugene
Cottage Grove a Eugene y Springfield - hospital
Citas medicas en Eugene
Hospital, stienda
None
From suburbs of Eugene, need to be able to easily walk to stops in 97404 to access downtown and Springfield
Santa Clara area and Goshen
Creswell more frequent

Perhaps a grocery store van?
More access/times on Sundays, as someone who lives near downtown Eugene and commutes to Gateway for work more times would help my commute time, especially on sundays :)
Spencers Butte would be awesome!
A la clinica 1650 Chambers St Eugene OR 97402
Springfield and willamette areas
LTD EMX
A las clincias y tiendas
Al medico
Es ver si pasa el Camien por donde vivo 52, 51, 40, Centennial, 11
Citas medicas, compros de mercado icomida
Pues mas que nada si hubiera mas autobuses para las calles mas principales por que los que hay estan lines (???) todas
Ala escuela nort
Yo trabayo en jhonson city, y one gustana viagar en camien peso al turno que yo, estoy no hay camion en las noches a las 11:00 PM
A los lugares que uno va donde todavia nos queda un poquito retirado de la parada del bus como fueras del centro de Eugene OR.
Coast - outer areas like Junction City, Coburg
Here at apartment building
Lowells, more bus routes besides 2 morning and 1 evening
EMX to the coast
Downtown
Coast
The commute to western Eugene feels particularly brutal without a car.
Nothing comes to mind
Wheelchair access is so greatly diminished aboard the 25 thousands. There needs to be more room to bypass the fare box.
Stores for food, doctor
It is pretty good wish Lowell had more trips, but hardly anyone rides the two trips. Used to be a third trip from Eugene at 2:30 PM. It is really good that there is a 7:30 PM bus to Cottage Grove.
Please keep existing route #1 the same, it has changed
More bus run on Sunday routes
Extend RideSource to further areas
Oakway Center, Winco, Willamette and 29th, maybe different buses could come at different times instead of all at once, love the view 1 route
12 Gateway
Out of town
Made a plan and or route and stay with it.
The coast, a ride to see the countryside
The coast :)
North+ West Eugene
Peer Support Group, Dr Appointments
Closer to More Stores
Pearl Buck Center
From Riverwood back to Eugene more routes back. It would be less confusing for riders
Springfield-->South Eugene; Playgrounds, Government Offices, Markets
I am not using LTD right now due to a lack of simple and fast access to understanding the bus system
Home to Shops
From Santa Clara to Newgate Mall. It's so slow

Question: How can transportation in Lane County change to better help you meet your needs?

166 respondents

Expand to Cottage Grove and Creswell communities
Area 1 – Accessible Boarding Types Solution Provide better signage and audio cues on the exterior of buses identifying which accessible boarding type the bus is equipped with. Rationale Passengers who used the accessibility ramp were either elderly or had accessibility needs. The passengers I noticed just on my trip needed walkers, were visually impaired, or were simply worried about the step off the bus. (ref. Figure 1, Extra Notes) Accessible boarding options provide these groups access to transit and thus mobility. That said, options operate differently on different bus models. Some buses simply 'kneel' while others have a ramp that extends from or folds out from the bus. Different ramp/accessible boarding types need to have clearer signage posted on the exterior of the bus to identify which type the bus is equipped with. As well, audible warning cues indicating what accessible option the bus has should be considered. This would help alleviate passenger confusion or the need to back up when a ramp unfolds in front of someone. Area 2 – Back Door Solution Provide better signage on back doors to identify the opening mechanism. Additionally, intuitive opening methods should be considered (such as a proximity sensor). Rationale Passengers who use the back door are frequently confused by its mechanism. Some LTD models are motion activated while others require passengers to push on the handle slightly. These differences in models as well as a lack of signage creates a friction point for riders and leads to confusion. More visible/noticeable signage would likely reduce this friction point. Alternatively, a proximity sensor could be considered. This device would trip when: A) the bus is stopped and the front door is open B) When someone walks up to the back door. This alternative would completely remove the need for passenger input. Area 3 – Pull Signal Solution Play a short announcement simply saying, "The stop has already been requested." in the event someone pulls the signal after it has already been activated. Rationale The anxiety of missing a stop on a bus is very real. That said, some passengers are unaware how the pull signal works in its entirety. After the signal has already been activated, there is no message, chime, or notification if the cord is pulled again. A short message notifying passengers that the stop has already been requested would lessen anxiety.
Safer bike routes
More frequent transportation would mean I could live my entire life more efficiently
Perception of safety on buses and on bike trails and better ability to secure bikes. Many businesses on W11 do not even have bike staples and downtown it feels like bikes are at threat.
More frequent buses, better routs to Winco from downtown, better service to MWMC
I'd love to see more frequent buses like EmX on the busiest routes. I know this has been a political challenge in the past, but I think there's a lot of support in the community too. It's hard to use buses when they come infrequently. Thank you.
If buses could accept Visa card payment as fare that would be very convenient.
Expand bus routes out to farther communities.
Increase routs and times
I have to walk up and down a steep hill to get to a fixed route system. It will help exponentially.
I need the automobile to be large enough for me and my walker. I worry that my good walker is getting ruined because there isn't enough room for it and it is being crammed in. I feel that they have no respect for me and my walker. I ask for larger vehicles because of my larger walker, and they don't respect my request. Sometimes the brake line is hanging out; or the basket is lopsided. I keep my walker nice because I have to have it. They are shortening the quality of my special bariatric walker. I ask every time for a larger vehicle. It would help meet my needs.
It would help if ride source didn't over book rides; excuse given when drivers don't show or extremely 2 hours late and if medical necessary accommodations for particular vehicle size to fit mobility devices was honored. It would be great if LTD had cabs and didn't partner with Oregon Taxi. Also, it is unsafe to stick unsecure mobility device alongside passenger.
Better traffic enforcement regarding pedestrians. I walk daily and safety is a real concern - from drivers on their cell phones to drivers who do not give right of way to pedestrians (even in crosswalks).
It's going well, but shorter route or shuttle buses with limited hours and days to cover "dead zones" might help. Reference the "Silver Star" (it may be still name ed) shuttle routes in So Nev /Clark Cnty that run fixed shopping and travel minibuses on one or two days a week in a loop for paid riders (seniors and mobility impaired). Just a suggestion. Thanks for asking:)
More frequency
Have buses come more often, and more bus stops near schools
Integration with Google Wallet or another provider that isn't Umo. The app is slow, unintuitive, and drains both battery and cell data. Additionally, expanding EmX into a free bus line would seriously aid efficiency and ease of ridership.
Closer bus stops to work
Sell monthly and annual bus pass options.
N/a
Run more frequently (i. e. #66, including Sundays). Have routes that connect east and west Eugene. I will think more about this too and offer more feedback. Thank you!
more frequent service

I know the hub and spoke model is best from an engineering standpoint, but the transfer time wait at Eugene Central station is a significant time commitment to accomplish daily tasks. I can reach where I need to go by bus, but the time to transfer makes it not a desirable form of transportation. Traveling with children, groceries, and a bag for work also present a challenge that is unique to families but not alleviated by using the bus.
I'd use the bus more often if there were more frequent trips. It's easy for me to get downtown...harder to commit to the bus when I know that if I miss my goal departure time I'll be waiting N minutes. :|
I think that bus service through LTD is great! I do wish that there were options for routes to run later than they do in general and/or for later times to run at half hour intervals still, instead of hour-long ones. It can feel precarious to wait for the bus for longer than what might be necessary once it hits 8 or 9 o clock, especially along streets that have heavier or faster traffic.
don't change! you're awesome. although i wish the 36 served the stop in front of target still. i hate crossing the street right there on w 11
More frequent service on weekends
light rail and expanding into the suburbs more
More frequent bus service. I live and do most of my shopping and other errands near downtown. The new downtown route could be really great if it ran often enough to be more of a hop-on hop-off type service rather than having to plan to use it
Having more bus stops near Neighborhoods
Overall the bus has not been a bad experience but there has been some bus drivers that have been rude but it gets me where I need to
Children living on Maxwell road have limited access.
safer bus stations and buses
Become for frequent for higher traffic areas
It would save me money from having to uber to get across town if there routes were quicker or more frequent.
Run later in the evening
Shoulder harness seat belts for all seats, and arm rests on both sides of your seat for standing assistance.
Have more bus frequency on most lines. And perhaps have express 66/67 bus that skips valley river as that adds 10 min to every commute to work.
More frequent buses in the mornings
Routes to more rural areas in the county (I.E Marcola, Dexter, Eugene Airport, Florence)
greater frequency
Get less one way streets
Nicer drivers
Reliability and frequency.
Connections to more places in the community.
Electric scooters during the summer time would be nice.
Increase number of routes and reach
More frequent bus service, even if that means cutting lines
Not necessarily for myself, but for others; I think there should be more school priorities. There should be more frequency during school bell times. Communicate with schools and figure out when students get in and out of school. Add an addition bus during a school bell so buses aren't so crowded. For example, Willamette High Schoolers get out at around 3:20-3:30 and they have to wait 20-25 minutes because the bus just came because it's not aligned with the school bell. That's not convenient nor efficient for those standing out in the rain. A bus stop cover can only keep so many people dry at a time.
Have buses run more frequently, make them free, and add more routes.
Better transit timing, more EmX, better bike infrastructure. more protected bike lanes. more regular bus service like the EmX.
Slow down all vehicle traffic, reduce travel lanes on major thoroughfares, prioritize livability and walkability over speed of people passing through
Provide service to the airport
More protected bike lanes/bike signals. More secure bike parking especially in places like downtown (I'd love locked bike cages.) Busses that come more frequently and go more places.
Use smaller buses and vehicles that are appropriate for low ridership.
On-time, regular (every 15 minutes) bus service. Protected bike lanes. When I first moved here, I tried to take the bus to work but it was late 1/3 of the time. About once a week or so it would be so significantly off schedule that I'd walk back home and then have to drive into work. I gave up. And it was a major/primary bus route (Willamette). Since then, I'll opt for the EmX but avoid taking the regular bus if I can because it is so unreliable.
more bus routes

It would be great to be able to visit popular recreation sites via public transit. There is no public transit to our region's airport, EUG, what a shame.
More safety. Too much bullying by high school students. They bully on bus and at bus stops. There used to be LTD riders who helped and they need to do that again
I occasionally use LTD bus and would use it more if safety concerns were addressed. I have observed other passengers bullying others. It's not always safe to speak up because you have to eventually get off the bus and then subject to more than bullying. I don't fault the LTD drivers. They need to focus on driving, they cannot split their attention to address issues created by passengers. An LTD rider should be one EVERY bus in addition to the driver for safety. I know other people who would use LTD more if they felt safe. You are losing passengers and creating an unsafe environment for those who MUST use public transportation.
less steep steps
More frequent service on LTD bus routes like the 28, 11, 51/52
Create an airport line, even if it only runs 2x to 3x a day, I'd rather wait at the airport, then be stuck with no ride
En
micasa pienso que si tuvieran asientos como los del autobús escolar que tienen en la parte de enfrente unos como sillas para niños pequeños porque mi hijo es autista y no se va a quedar sentado en el asiento el solo
y el necesita los cinturones de la sillita
Por ahora bien
Ampliar las rutas que salen de la estación de Santa Clara hacia otros lugares
Que tengan salidas mas seguidas
Costs
Cottage Grove gap in time schedule after 20+ years!
By helping get to places they need cheaper option or more ways to do it without cutting into taxes
More bus routes
Nothing much other than medical transport
Easier access to route information
It seems to be ok from Cottage Grove to Eugene, however Curtain is annexed to Cottage Grove but is in Douglas County :(
Better short term visits to Eugene and Springfield, medical/or otherwise
It would be helpful to have more buses in Cottage Grove and also Dorena
More buses on weekends
Offer lower prices
I think its good
It is doing great
More frequent buses going to Eugene and Cog (???)
Discounted rates for people w/ limited mobility and those who aren't consider perm. disabled
Easier and closer bus transportation by the Whitaker and hwy 99 area. I live on 6th st. and can't walk very well so the closer to that area would be great that way I'm not having to walk to Walmart.
More stops in Cottage Grove
Los horarios que fueran mas accesibles
Los horarios del transporte y las locacienes
Soy hispana, me gustaria mas atencion en espanol
Viajes diferentes, mas a Eugene
Tener viajes de Cottage Grove a mas lugares
Diferente/mas horas de servicio
Use smaller busses at times when reidership is slow
Being on time, being more helpful and respectful. Hand Sanitizer dispenser, none slip flooring a place to put canes and walkers
A simpler way to understand the bus routes, bus shcedule, and how the bus works. Help determining what you need and what LTD can do for people that need further assistance or information
Stop changing bus lines without letting people know
A bike path that goes out from Roosevelt that goes along side the beltloop to west 11th....Why don't you do the getting there kick off parties anymore
Drivers pause longer at stops
BMX bike is too big and don’t fit. Sometimes I ride with my bike but some drivers make me get off the bus
Get closer to the stops not break so much
Having the buses like the EMX get closer to the stop so I wont fall through the door curb with my bike. Also not being able to use my shopping cart with a back basket makes it where I can't stop on the bus.
Limit EMX access for persons without bus passes

Some homeless people without bus passes are rudely kicked-off and treated less than. Transit officers not need to be underpaid, this treatment needs to be fixed
Cane storage on city buses, being on time consistently, people trained for de-escalation as well as disability needs, courteous respectful drivers who aren't stressed, hand sanitizer dispensers
I am very satisfied with your service it meets all my transportation needs
Bus routes need to be more far reaching into outskirt suburbs of Eugene. More stops, shorter routes that connect suburbs to main routes.
More stops in suburban areas and a greater (???)
Closer bus stops? More frequent bus on the routes
I actually think this is a great service! After a car collision, I considered all my options for transport to appointments and social events. Thank you!
As I mentioned before just more times and routes on sundays.
For me personally, I am in need of transportation for free. I do work and it doesn't always involve money. Maybe bus passes for volunteering?
Que tubieran mas rutas
Ensure it's a SafePlace
More smaller buses or vans to less travled routes
Walks 2 miles to EMX since 78 route was cancelled
Que (???) mas rutas y en ocasiones el chafer no espera a las personas cucndo esta cena.
Mejorar el Horario de fin de Semana
Paradas mas serconas (???)
Pues como lanota anterios que huviera mas transporte en la calles principales por que hoy en dia estan muy inlimitadas donde transitad autobus
Picanso que no hay cambio por que para mi funcion, muy bien, muy amable
Yo uso el bus para ir a las clases de ingles pk (???) es mas comoda para mi.
A que pase mas constante el bus porque ha veces llega tarde a sus consultas uno.
A mi me gustaria que haya mas horario en las mananas oh en las tardes.
Ya que tambien hay jovenes que viajan en autobuses para llegar a les escuelas.
Having the buses run earlier and later 5 AM - 12 AM
More times from downtown to 255 High st. at late nights on weekdays
More routes to Lowell
Mental health and understanding of autism
Better drivers who are understanding of low income folks
Free on certain days for homeless.
I think a lot of people would take advantage of public transit if there was better public information about how to use it.
Ads/visual aids at bus stations
Expanded route areas
You are doing a great job
I think LTD does a fabulous job of questions/addressing disability issues at every level!
More routes on busy buses
Lowell, Cottage Grove great. How about those with substance abuse, mental health issues, criminal behavior one way trip to Eugene or one trip at starting destination. So many people at main hub kicked off bus.
The bathrooms at the transit center open on weekends
Go to more places in town. Open the bathrooms on Saturday and Sunday.
Having support people on bus to help me feel safe and mobile. Closer bus stops to important places, DHS, LCDDS, etc.
More grace time on arrival for para-transit
Allow emotional support dog
No change route
It is great in that I am 79 and can ride for free - provide special buses to help us shop at Winco or other stores
Provide buses to take us to grocery stores
Less expensive bus fare, more options/qualifiers for free bus fare (weekly, monthly)
More buses going to rural areas
Free, $3.50 is a lot of money to me, I can't even afford to feed myself
Everything is gravy, however if I may be a dreamer then let me have a hot air balloon option or some other inexpensive group air travel option for short distances please (gemini rising)
Lower cost or free pass
Bus, walking, ride taxi
24 hr formatted schedules

More routes available
No
Fix the change times
We are getting old ha ha
Pay attention to when people need off the bus and pull the cord; stop slamming on the breaks.
Midnight routes, there are people who work nights or get out of hospitals in the early morning 12-6. At least from hospital to main routes, to bus station or to Hwy 99 or to Frankling Blvd. Where did all the seating go at bus stops.
Miss stop at Bertlesen on EMX to Walmart.
More bus stops along your longer routes
Make times more seeable
More routes to rural areas/more often
Go further out to rural areas.
Have free ride areas.
After hours on call Ridesource to bill my OHP
Be more affordable and accessible
No complaints, no requests
More access to rural routes
More buses going to different places

Lane Transit District

Coordinated Plan

Presented to the Strategic Planning Committee

June 2, 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?

Last updated 2019

Improve Transportation Services for

- Older Adults (65+)
- Individuals with Disabilities

Identify Needs of Stakeholders

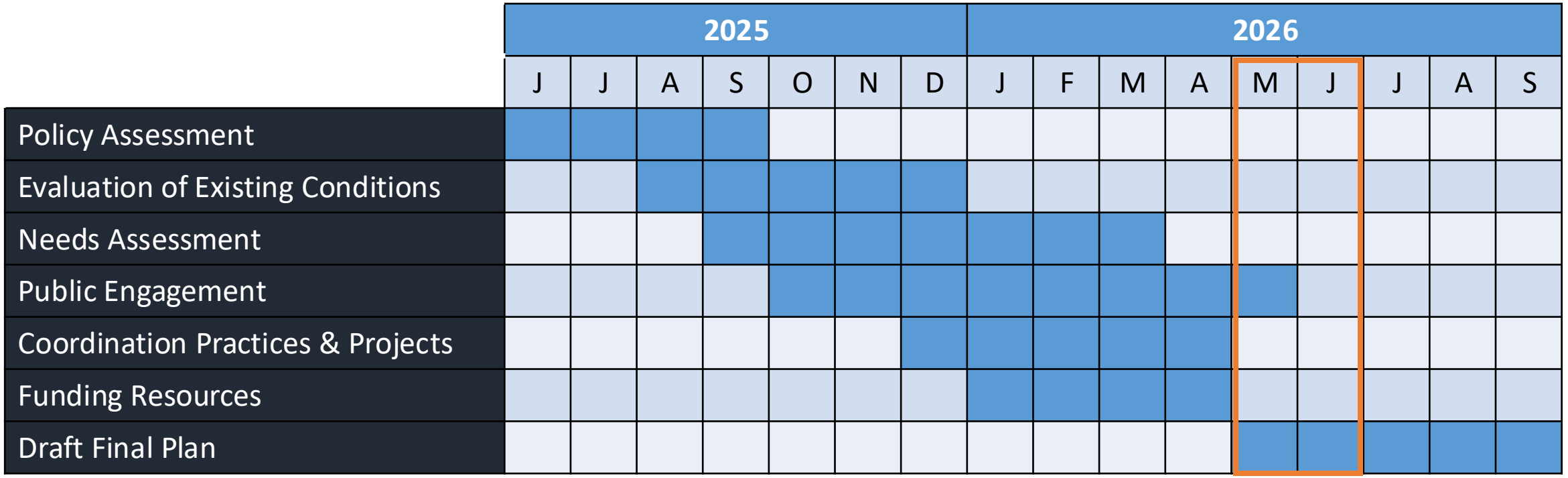
Inventory Services

Identify Gaps and Overlaps in Coverage

Develop Priorities & Strategies to Guide Investments

Required by Federal Transit Administration

Plan Development Timeline



Projects
(n=27)

Projects continuing from 2019 list
Pre-existing projects added to the 2026 project list
New project on list

Replacement/ Expansion Vehicles	**Vehicle Preventive Maintenance**	Behavioral Health **Transportation**	**Transit Training & Hosts**	**RideSource** Paratransit	**RideSource Shopper**	**Volunteer Escort**
Link Lane Eugene-Florence Connector	Link Lane Florence-Yachats Connector	**Transportation to Work for Persons with Developmental Disabilities**	**South Lane** County	**West Lane** County	**East Lane** County	**Crucial Connections**
Veterans Services Transportation	**Mobility Management and Service Coordination**	**Transportation** for OHP Members	Bike Share	Pass Programs	Rural Shuttle Pilot Programs	ADA Airport Access
Microtransit Pilot	Grocery Delivery Pilot	Fare Management System	Alternative Mobility Solutions	Interagency Transit Network	Route 1 Downtown Loop	

Projects Added to the 2026 Plan

(n=13)

Link Lane Eugene-Florence Connector	Link Lane Florence-Yachats Connector	**Transportation** for OHP Members	Bike Share	Pass Programs
Rural Shuttle Pilot Programs	ADA Airport Access	Microtransit Pilot	Grocery Delivery Pilot	Fare Management System
	Alternative Mobility Solutions	Interagency Transit Network	Route 1 Downtown Loop	

Existing projects added to the 2026 project list

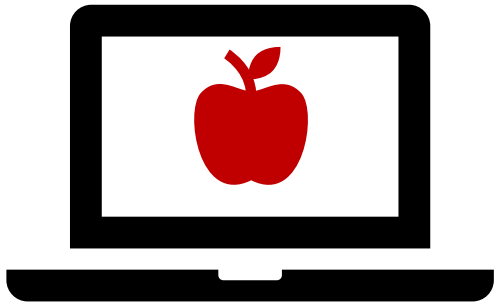
New project on list

Project Highlight 1 of 4

Project Description	Need	Practice (Strategy)
Rural Shuttle Pilot Programs Launched March 2026, these pilot programs provide prescheduled origin-to-destination transportation one to two days a week in three areas: • Mohawk Valley – Operating in the Mohawk Valley between Marcola and the Springfield Urban Growth Boundary, this shuttle also drops off at shopping and medical destinations within Springfield. • Oregon Highway 36 – Operating on OR 36 between Deadwood and Mapleton, this shuttle also drops off at specific locations within the city of Florence. • South Lane County – Operating in Lane County south of Creswell, this shuttle will drop off at the Cottage Grove Walmart or the Creswell Park & Ride for connections to other LTD services.	•Unserved or undeserved areas •Non-traditional services •Lack of availability	•Services outside the metropolitan area

Project Highlight 2 of 4

Project Description	Need	Practice (Strategy)
Grocery Delivery Pilot Transportation costs are often the second largest cost for households. This pilot program would fund memberships for a food delivery service for eligible paratransit participants to order groceries. By offering a convenient alternative to grocery-related trips, the pilot seeks to lower operational demand on paratransit vehicles while improving quality of life for riders who face mobility or transportation barriers.	•Non-traditional services •Safety & accommodation	•Cost-sharing agreements •Resource and capacity management



Project Highlight 3 of 4

Project Description	Need	Practice (Strategy)
Fare Management System Currently, LTD provides free fare on fixed routes for persons 65 years or older. However, riders who qualify for half-fare on LTD's fixed route system do not receive the same discounted fare on other transit systems that LTD connects to. This project would support LTD to work with other agencies to link discounted fare across transit systems.	•Affordability •Safety & accommodation	•Interagency partnerships •Cost-sharing agreements •Fare management coordination •Supporting an external transportation provider network

Project Highlight 4 of 4

Project Description	Need	Practice (Strategy)
ADA Airport Access Currently, there is no accessible public transportation service to the Eugene Airport. This project would involve developing service scenarios that may include fixed route, on-demand, or other mobility services to provide accessible airport access.	•Unserved or underserved areas •Lack of availability •Safety & accommodation	•Multiple service options •Interagency partnerships

Thank You!
Questions?

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Project Description	Need	Practice (Strategy)
Link Lane Eugene-Florence Connector Connecting the Eugene-Springfield metro area to Florence with stops in Mapleton and Veneta, the Eugene-Florence connector provides a vital connection to services for rural and coastal communities. Service operates seven days per week with three round trips per day. Operated by Lane Council of Governments (LCOG).	• Maintain and improve transportation services • Unserved or underserved areas • Lack of availability	• Services outside the metropolitan area • Resource and capacity management • Cost-sharing agreements • Ride sharing • Interagency partnerships

Project Description	Need	Practice (Strategy)
Link Lane Florence-Yachats Connector Connecting Florence to the Lincoln County community of Yachats, the Florence-Yachats connector provides a vital connection to services for coastal communities. Service operates seven days per week with four round trips per day. Operated by Lane Council of Governments (LCOG).	• Maintain and improve transportation services • Unserved or underserved areas • Lack of availability	• Services outside the metropolitan area • Resource and capacity management • Cost-sharing agreements • Ride sharing • Interagency partnerships

Project Description	Need	Practice (Strategy)
Transportation for Oregon Health Plan Members The RideSource Call Center administers three Medicaid transportation programs: • Non-Emergency Medical Transportation (NEMT) for the Oregon Health Authority • NEMT for local members of the Trillium Community Health Plan • Waivered non-medical transportation for eligible community members. NEMT is available at no cost for Oregon Health Plan members. Waivered non-medical trips are arranged for Medicaid recipients who have a qualifying care plan.	•Non-traditional services •Manage costs •Affordability	•Call Center with multiple transportation providers and services •Cost-sharing agreements •Interagency partnerships

Project Description	Need	Practice (Strategy)
Bike Share The region's successful bike share program currently operates in a small area of Eugene and Springfield. Access to shared bikes can provide full-trip and first/last mile support, complementing existing transit service. Future electrification of the fleet and diversifying the bicycle types within the fleet (i.e., tricycles) can expand access to a wider range of riders who would not otherwise be able to access this mode.	•Non-traditional services •Manage costs •Lack of availability	•Cost-sharing agreements •Interagency partnerships •Multiple service options

Project Description	Need	Practice (Strategy)
Pass Programs Lane Transit District offers free or reduced-cost fares on regular fixed-route transit within the Eugene-Springfield metro area. • Half-Fare Program – Eligibility includes Medicare recipients, qualifying people with disabilities, qualifying veterans' disability benefits recipients, and SSI/SSD recipients. • Non-profit Pass – LTD offers a discount to 501(c)3 non-profits who purchase fares and provide to their clients for no cost. • Honored Rider – Individuals who are 65 and older qualify for a free bus pass. • K12 Pass – Partnership with area schools to provide free passes to students enrolled in K12 programs.	•Non-traditional services •Affordability •Manage costs	•Cost-sharing agreements •Interagency partnerships •Fare management coordination

Project Description	Need	Practice (Strategy)
Microtransit Pilot To expand the reach of LTD's fixed route service, a microtransit pilot would provide short, shared, on-demand trips for seniors, persons with disabilities, and other community members. This pilot would include wheelchair accessible vehicles (WAV) to ensure ADA access. Project details will be determined as part of Connect 2045.	•Unserved or underserved areas •Non-traditional services •Lack of availability •Safety & accommodation	•Multiple service options

Project Description	Need	Practice (Strategy)
Alternative Mobility Solutions In 2024, a handful of fixed routes were cut due to low ridership. However, community transportation needs remain, including those of seniors and persons with disabilities. This project would explore alternative mobility solutions for areas impacted by service cuts. These solutions would include wheelchair accessible vehicles (WAV) to ensure ADA access.	•Unserved or underserved areas •Lack of availability	•Multiple service options

Project Description	Need	Practice (Strategy)
Interagency Transit Network Increasingly, seniors and persons with disabilities have expressed the need to travel outside of Lane County for non-medical trips. Services connecting to LTD exist; however, additional coordination is needed to remove friction between services. This project is for LTD to coordinate with other transit services outside of Lane County that connect to LTD service.	•Affordability •Training & education	•Interagency partnerships •Supporting an external transportation provider network

Project Description	Need	Practice (Strategy)
Route 1 Downtown Loop LTD's Route 1 Downtown Loop is structured as a route connecting many senior homes and homes for people with disabilities near the Willamette River to daily services in Downtown Eugene, such as multiple grocery stores, shops, parks, and other critical transit connections. Prior to service starting in fall 2025, there was no direct connection. Since then, Route 1 has seen significant ridership. Service for this route is currently based on discretionary state funding. This project would allow LTD to continue providing the Route 1 service.	•Lack of availability	•Multiple service options