



Agenda Linn-Benton Loop TAC Meeting Hybrid Meeting

Date: Tuesday, August 11, 2026

Time: 2:30 pm – 4:30 pm

Location: **HYBRID MEETING: IN-PERSON**

OCWCOG, Albany Upstairs Conference Room
1400 Queen Avenue SE, Albany, Oregon 97322

Or Virtual **Via Microsoft Teams** by clicking [HERE](#)

Meeting ID: 273 422 565 010 3

Passcode: Xv2QB7NL

Mobile 1-Click Number

[+1 872-242-8088](#)

Phone Conference ID: 528 316 390#

Contact: Justin Peterson, jpeterson@ocwcog.org, 541-924-8420

- | | | | |
|---|------|---|-----------------|
| 1. | 2:30 | Call to Order, Introductions, Agenda Review | Chair |
| 2. | 2:35 | Public Comments | Chair |
| 3. | 2:45 | Minutes of the Technical Advisory Committee meeting on May 12, 2026 (Attachment A pg. 04) | Chair |
| <i>Action Requested: Approval of meeting minutes.</i> | | | |
| 4. | 2:50 | Budget Reports FY26 Q2 (Attachment B pg. 11) <ul style="list-style-type: none">• Quarterly/YTD budget• Drawdown Reports (5307/STIF) | Jeff Babbitt |
| <i>Action: Information only</i> | | | |
| 5. | 3:10 | Ridership Dashboard Update (Attachment C pg. 17)
Viewable at this link: LB Loop Ridership . Loop Ridership numbers can also be found attached as Attachment C. | Staff |
| <i>Action: Discussion</i> | | | |
| 6. | 3:25 | Saturday Shopper Extension Survey Results (Attachment D pg. 28)
Follow-up from the May approval of the survey.
Presentation of Saturday Shopper Extension survey results. | Madeline Powell |
| <i>Action: Information only</i> | | | |
| 7. | 3:40 | Transit Hub Wayfinding & Multimodal Connection Study Results (Attachment E pg. 44) | Madeline Powell |

The meeting location is accessible to persons with disabilities. Sign language, interpreter services or other accommodations can also be provided by contacting Travis Overvig at least 48 hours prior to the meeting. Travis can be reached at 541-924-8448 (TTY/TTD 711) or tovervig@ocwcog.org

Presentation of Transit Hub Wayfinding & Multimodal Connection Study. Study examines four key locations in Albany, OR.

Action: *Information only*

- | | | | |
|--|------|--|------------------------|
| 8. | 4:00 | Transit Stop Inventory – Linn County (Attachment F pg. 92)
High level report of results. | Madeline Powell |
| Action: <i>Information only</i> | | | |
| 9. | 4:15 | Jurisdictional and Agency Updates <ul style="list-style-type: none">• Staff• Albany• Corvallis• LBCC | All |
| 10. | 4:25 | Other Business <ul style="list-style-type: none">• TAC At-Large Membership Applicants – Updates?• Target Distribution Center – Evaluate Service Opportunities• LBL Meeting Information on ORCW.org -- Complete• Other Business | All |
| 11. | 4:30 | Adjournment
<i>Next meeting is Tuesday, November 17th, 2026.
(Joint Meeting with Loop Board)</i> | Chair |

ATTENDANCE (FOR QUORUM PURPOSES)

TAC Members	Jurisdiction	Attendance
Sheldon Flom	Linn Benton Community College	
Sarah Bronstein	Oregon State University	
Candy Bliss	City of Albany	
Peggy Cogswell	City of Corvallis	
Reagan Maudlin	Linn County	
Gary Stockhoff	Benton County	
Billy McGregor	Albany Area Metropolitan Planning Organization	
Corum Ketchum	Corvallis Area Metropolitan Planning Organization	
Cody Franz	Oregon Department of Transportation	
Andrew Koll	At Large Member	
Ken Bronson	At Large Member	

Quorum: Official action may be taken by the Linn-Benton Loop TAC when a quorum is present. A quorum shall exist when the majority of appointed voting members are present. A majority is half plus one of the members appointed. If a member is unable to participate in a meeting, that member may designate an alternate to participate in his/her place. The alternate should declare their status at the start of the meeting.

- Loop Technical Advisory Committee Bylaws, Section 6: Meetings, Subsection f: Quorum

LINN-BENTON LOOP POLICY BOARD**Tuesday, May 12, 2026****2:30 – 4:30****Via Zoom****DRAFT MEETING MINUTES**

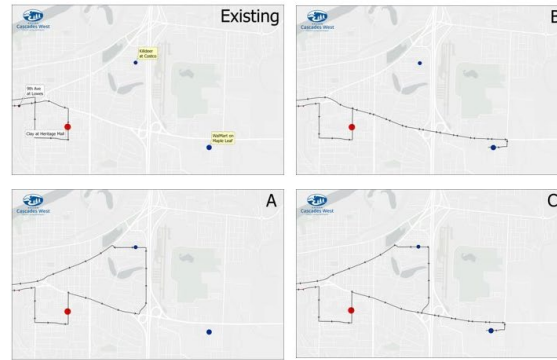
TAC Members	Jurisdiction	Attendance
Sheldon Flom	Linn Benton Community College	Yes
Sarah Bronstein	Oregon State University	Yes
Candy Bliss	City of Albany	Yes
Peggy Cogswell	City of Corvallis	No
Reagan Maudlin	Linn County	No
Paul Trombino III	City of Albany	Yes
Maya Oneal	Benton County	Yes
Billy McGregor	Albany Area Metropolitan Planning Organization	Yes
Corum Ketchum	Corvallis Area Metropolitan Planning Organization	Yes
Billy McGregor	Albany Area Metropolitan Planning Organization	Yes
Cody Franz	Oregon Department of Transportation	No
Andrew Koll	At Large Member	Yes
Ken Bronson	At Large Member	No

Staff: Planning Supervisor Justin Peterson, GIS Planner Mary Bach-Jackson, Assistant Planner Madeline Powell

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	The May Linn-Benton Loop Technical Advisory Committee (TAC) meeting was called to order by the 2025 chair, Billy McGregor, at 2:32pm. There were no changes provided by the TAC members present.	The Loop TAC meeting was called to order by the 2025 chair, Billy McGregor, at 2:32pm. There were no changes.
2. Public Comments	There were no comments provided by the members of the public present.	There were no public comments.
3. Minutes of the TAC meeting on February 10, 2026. Action: Approval of Minutes	The minutes from the February 10, 2026 meeting were moved, seconded, and approved by consensus.	For the TAC meeting on February 10, 2026, the meeting minutes were moved, seconded, and approved by consensus.
4. Budget Reports FY26 Q1 Action: Information only	Quarterly / YTD Budget: - Expenditures are tracking normally for this point in the fiscal year. Drawdown Reports (5307 / STIF) - Last updated 4/8/26 - Remaining project funds: \$1,049,782 - FTA Match Required: \$50,001 - Local Match Required: \$499,601 Candy Bliss and Paul Trombino referenced an email during this discussion; the sender was not identified.	Candy Bliss and Paul Trombino III referenced an email from ?
5. Ridership Dashboard Update Action: Discussion	Viewable at this link: LB Loop Ridership . Loop Ridership numbers can also be found attached as Attachment C. - Updated dashboard figures show no major changes. - Ridership is steadily increasing and may be influenced by rising gas prices.	Mary Bach-Jackson Candy Bliss talked about current and future data collected, stop

	• Drivers have raised questions about student ridership levels. • Data is up to date through April 2026. Action: • Staff (Mary Bach-Jackson) will continue reviewing stop-level ridership data and share with the group. • TAC to revisit questions at the next meeting once new data is available.	level data to share with Sarah Bronstein and possibly the group. Next meeting: Should revisit these questions because we will have more new data.
6. Saturday Shopper Extension Preliminary Evaluation Presentation Action: Discussion, recommendation for further study, survey public, or referral to the Policy Board	At the direction of the TAC, staff at OCWCOG evaluated how adding stops at Walmart and WinCo in Albany would affect the route's overall timing. Background: • February meeting requested review of Saturday Shopper service. • ODOT has extended staff access to Remix through September; Remix allows annual cost estimation for route scenarios. Discussion for future funding • Recommendation for further study: • Routes explored and evaluated for Saturday Shopper: ○ A: Add WinCo ○ B: Add Walmart ○ C: Add both WinCo and Walmart	The Saturday Shopper Presentation and related information was covered by Billy McGregor, Justin Peterson, and Mary Bach-Jackson. Mary Bach-Jackson presented Saturday Shopper route extension ideas. Next Steps: • Consult with Linn Shuttle (Dawn Mitchel) about LBCC transit on Saturday. • Contact Walmart about bus stop (Candy Bliss).

What changes would the extensions bring to the route?



Details			
Option	A	B	C
Length (miles)	+2.7	+3.89	+4.7
Stops	+1	+1	+2
Runtime (minutes)	+11	+16	+19
Within .25 mile of stops* (5 min walk)			
Population reach	+1,300	+1,000	+1,300
SNAP retailers	+6	+4	+6
Nursing Homes	+0	+0	+0
Jobs (work)	+1,300	+800	+1,300

*Based on 2024 ACS 5-year data except for SNAP (2023)

- Reduction North: reduction of approx. 12 minutes on existing route.
- Reduction South: increase of approx. 15 minutes on existing route.
- Sixteen route variations were reviewed using ATS and federal data.
- Cost implications still need to be evaluated (mileage, service hours).
- Saturday Shopper may be used as a connector route for other services by users.

Actions to follow up on:

- Get more recent data to see accurate increases in ridership.
- TAC input: move forward with asking riders through a survey, then get input from a Linn Shuttle representative.
 - Get feedback/comments on survey between now and August, then bring them back to TAC getting

- Develop survey for public comment.
- Deploy survey to get feedback from users before next TAC meeting.
- Circulate survey draft to TAC for feedback (bcc).
- Bring survey results and recommendations to TAC, then Policy Board.
- Obtain more recent ridership data.

	any recommendations and then bring to Policy Board. ○ Could send survey information to entire group to provide general feedback to incorporate (bcc'd).	
7. 99 Vine Updates & Ridership Info Action: Information only	Information • Route overlaps with Benton Loop at OSU. • Currently in pilot phase, funded by STIF grant. • Ridership increased from 500 in Nov 2025 to over 1000 by March 2026. • Transitioning from free to paid service. • Saturday service to be added while grand funds allow. • A survey will be conducted in June to understand ridership behavior and trip purposes. • Coordination with Pacific Crest has been difficult; staff will continue outreach. • STIF funds expected to support 99 Vine through 2027. Next working group on 99 Vine: Afternoon of June 1st, 2026.	Corum Ketchum shared 99 Vine updates and ridership information to the TAC members. Next working group on 99 Vine: Afternoon of June 1st, 2026.
8. TAC At-Large Membership Applicants Action: Information only	• Current bylaws allow 4 at-large members; staff suggested updating to “up to four”. • Recruitment continues; promotions occurring online. • Possibility of using survey tools to encourage participation from actual system users. • Historically, TAC has had a maximum of two at-large members at one time. • Considering QR codes for ride information and application links. • TAC will review potential bylaw changes before they go to the Policy Board.	Group Discussed suggestion of changing wording of number of at-large member requirements in bylaws.
9. Bylaws Updates	• Proposed change: update membership language to “up to four at-large members”.	Corum Ketchum

Action: Recommendation to Policy Board	- Continued emphasis on promoting positions and encouraging community representation. - TAC will review updates before forwarding recommendations to Policy Board.	
10. Updates and Other Business	LBCC Mobility Hub Ribbon Cutting Highlights - About 20 members of public, staff of agencies, and elected officials. - Comments focused on: - Need for clearer signage and app-based wayfinding. - Rider confusion due to shifting bus stop locations from maneuvering constraints. - COG proposing a mini wayfinding study for both Amtrak and LBCC, including: - Observing bus flow. - Staff interviews. - Recommendations and funding strategies. Shelter Layout Improvements Target Distribution Center – Service Considerations/Opportunities: - Community interest in adding a stop. - Challenges: - Location along connector route may impact express service. - ODOT approval needed. - Possible solution: pull-in area rather than on street stop for bus. Hosting LBL Meeting Information on ORCW.org - Historically hosted on the City of Albany’s website. - Discussion on transitioning meeting materials to OCWCOG’s webpage.	Corum and Justin covered Ribbon Cutting Justin Peterson covered Target Distribution Center service considerations and opportunities. Next Steps: Schedule meeting offline with Candy Bliss about Wayfinding study and target distribution center service opportunities.

	• COG to coordinate with Albany city staff. Member Agency Updates: • LBCC (Sheldon): Summer classes mostly online; unclear ridership impacts. • OSU (Sarah): No updates. • City of Albany (Candy): No updates. • Benton County (Maya): No updates; contact for ridership data. • At-Large (Andrew): No updates. • Missing: City of Corvallis, Linn County. Other Business • ODOT webpage: no updates • CAMPO: no updates	
11. Adjournment	Next meeting is August 11 th from 2:30 to 4:30 PM	Meeting adjourned at 3:44 PM

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FROM 2026 10 TO 2026 13

ACCOUNTS FOR:			ORIGINAL	TRANFRS/	REVISED			AVAILABLE	PCT
213 PUBLIC TRANSIT			APPROP	ADJSTMTS	BUDGET	ACTUALS	ENCUMBRANCES	BUDGET	USED
21340105 213 LINN-BENTON LOOP									
21340105	420100	FEDERAL GRANTS & ASSISTANC	-1,173,600	0	-1,173,600	-126,604.00	.00	-1,046,996.00	10.8%
21340105	428205	INTERGOVERNMENTAL AGREEMEN	-602,800	0	-602,800	.00	.00	-602,800.00	.0%
21340105	430000	CHARGES FOR SERVICES	-1,642,000	0	-1,642,000	-465,122.00	.00	-1,176,878.00	28.3%
21340105	480100	INVESTMENT EARNINGS	0	0	0	-1,847.40	.00	1,847.40	.0%
21340105	499050	BEGINNING BALANCE	-128,200	0	-128,200	.00	.00	-128,200.00	.0%
21340105	510010	WAGES & SALARIES	1,044,800	0	1,044,800	160,124.82	.00	884,675.18	15.3%
21340105	520010	TEMPORARY EMPLOYEES	21,800	0	21,800	14,973.03	.00	6,826.97	68.7%
21340105	530010	OVERTIME	43,700	0	43,700	4,703.97	.00	38,996.03	10.8%
21340105	540050	UNEMPLOYMENT CLAIMS	13,100	0	13,100	.00	.00	13,100.00	.0%
21340105	560010	EMPLOYER PAID BENEFITS	822,000	0	822,000	83,404.57	.00	738,595.43	10.1%
21340105	560016	EMPLOYER PAID WORKER'S COM	69,400	0	69,400	5,446.77	.00	63,953.23	7.8%
21340105	560020	PERS	0	0	0	42,629.69	.00	-42,629.69	.0%
21340105	600115	INSURANCE & BONDS	32,100	0	32,100	.00	.00	32,100.00	.0%
21340105	600400	CONTRACTUAL SERVICES	56,400	0	56,400	7,152.50	-3,394.55	52,642.05	6.7%
21340105	602300	SOFTWARE	3,000	0	3,000	.00	.00	3,000.00	.0%
21340105	610130	PROFESSIONAL DEVELOPMENT	12,200	0	12,200	514.00	-64.00	11,750.00	3.7%
21340105	610405	OPERATING EXPENSE	23,900	0	23,900	10,284.73	.00	13,615.27	43.0%
21340105	610430	EQUIP/MAINT UNDER 10K	1,200	0	1,200	1,712.36	-1,062.44	550.08	54.2%
21340105	610555	COMMUNICATIONS	4,000	0	4,000	550.23	41.51	3,408.26	14.8%
21340105	610750	UNIFORMS & CLOTHING	2,600	0	2,600	593.07	.00	2,006.93	22.8%
21340105	610800	FUEL	231,300	0	231,300	46,460.61	-8,830.17	193,669.56	16.3%
21340105	630000	ELECTRICITY	10,500	0	10,500	1,787.51	-1,787.51	10,500.00	.0%
21340105	630005	NATURAL GAS	2,600	0	2,600	461.83	.00	2,138.17	17.8%
21340105	630010	TELECOMMUNICATIONS	6,000	0	6,000	44.72	.00	5,955.28	.7%
21340105	630400	WATER SERVICE	9,400	0	9,400	71.29	.00	9,328.71	.8%
21340105	630405	SEWER SERVICE CHARGES	1,100	0	1,100	447.12	.00	652.88	40.6%
21340105	630410	STORMWATER SERVICE CHARGES	700	0	700	69.96	.00	630.04	10.0%
21340105	653600	VEHICLE MAINTENANCE	555,000	0	555,000	111,606.28	-93,158.50	536,552.22	3.3%
21340105	660200	CENTRAL SERVICE ALLOCATION	286,900	0	286,900	35,862.51	.00	251,037.49	12.5%
21340105	660400	EQUIPMENT REPLACEMENT	100,000	0	100,000	12,500.01	.00	87,499.99	12.5%
21340105	662500	PW SERVICE ALLOCATION	192,900	0	192,900	24,112.50	.00	168,787.50	12.5%
TOTAL 213 LINN-BENTON LOOP			0	0	0	-28,059.32	-108,255.66	136,314.98	.0%
21340106 213 LINN-BENTON LOOP STIF									
21340106	428010	COUNTY	-1,642,000	0	-1,642,000	-210,086.00	.00	-1,431,914.00	12.8%

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FROM 2026 10 TO 2026 13

ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340106 670000 MISCELLANEOUS EXPENDITURES	1,642,000	0	1,642,000	465,122.00	.00	1,176,878.00	28.3%
TOTAL 213 LINN-BENTON LOOP STIF	0	0	0	255,036.00	.00	-255,036.00	.0%
TOTAL PUBLIC TRANSIT	0	0	0	226,976.68	-108,255.66	-118,721.02	.0%
TOTAL REVENUES	-5,188,600	0	-5,188,600	-803,659.40	.00	-4,384,940.60	
TOTAL EXPENSES	5,188,600	0	5,188,600	1,030,636.08	-108,255.66	4,266,219.58	

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ACCOUNTS FOR:	ORIGINAL	TRANFRS/	REVISED	ACTUALS	ENCUMBRANCES	AVAILABLE	PCT
213 PUBLIC TRANSIT	APPROP	ADJSTMTS	BUDGET			BUDGET	USED
21340105 213 LINN-BENTON LOOP							
21340105 420100 FEDERAL GRANTS & ASSISTANC	-1,173,600	0	-1,173,600	-400,760.00	.00	-772,840.00	34.1%
21340105 428205 INTERGOVERNMENTAL AGREEMEN	-602,800	0	-602,800	-294,000.00	.00	-308,800.00	48.8%
21340105 430000 CHARGES FOR SERVICES	-1,642,000	0	-1,642,000	-924,814.00	.00	-717,186.00	56.3%
21340105 469015 MISCELLANEOUS REVENUE	0	0	0	-1,557.49	.00	1,557.49	.0%
21340105 480100 INVESTMENT EARNINGS	0	0	0	-19,214.03	.00	19,214.03	.0%
21340105 499050 BEGINNING BALANCE	-128,200	0	-128,200	.00	.00	-128,200.00	.0%
21340105 510010 WAGES & SALARIES	1,044,800	28,923	1,073,723	497,907.49	.00	575,815.51	46.4%
21340105 520010 TEMPORARY EMPLOYEES	21,800	0	21,800	43,852.82	.00	-22,052.82	201.2%
21340105 530010 OVERTIME	43,700	0	43,700	15,300.10	.00	28,399.90	35.0%
21340105 540050 UNEMPLOYMENT CLAIMS	13,100	0	13,100	.00	.00	13,100.00	.0%
21340105 560010 EMPLOYER PAID BENEFITS	822,000	-318,172	503,828	293,001.43	.00	210,826.57	58.2%
21340105 560016 EMPLOYER PAID WORKER'S COM	69,400	0	69,400	17,625.19	.00	51,774.81	25.4%
21340105 560020 PERS	0	344,784	344,784	144,280.77	.00	200,503.23	41.8%
21340105 600115 INSURANCE & BONDS	32,100	0	32,100	7,106.02	.00	24,993.98	22.1%
21340105 600400 CONTRACTUAL SERVICES	56,400	0	56,400	27,487.78	2,663.75	26,248.47	53.5%
21340105 602300 SOFTWARE	3,000	0	3,000	.00	2,376.00	624.00	79.2%
21340105 610130 PROFESSIONAL DEVELOPMENT	12,200	0	12,200	6,702.86	52.00	5,445.14	55.4%
21340105 610405 OPERATING EXPENSE	23,900	0	23,900	13,425.61	.00	10,474.39	56.2%
21340105 610430 EQUIP/MAINT UNDER 10K	1,200	0	1,200	4,699.54	361.46	-3,861.00	421.8%
21340105 610555 COMMUNICATIONS	4,000	0	4,000	2,400.28	735.95	863.77	78.4%
21340105 610750 UNIFORMS & CLOTHING	2,600	0	2,600	2,882.38	206.44	-488.82	118.8%
21340105 610800 FUEL	231,300	0	231,300	113,570.94	57,399.09	60,329.97	73.9%
21340105 630000 ELECTRICITY	10,500	0	10,500	6,099.30	4,698.80	-298.10	102.8%
21340105 630005 NATURAL GAS	2,600	0	2,600	1,755.03	.00	844.97	67.5%
21340105 630010 TELECOMMUNICATIONS	6,000	0	6,000	246.63	.00	5,753.37	4.1%
21340105 630400 WATER SERVICE	9,400	0	9,400	967.80	.00	8,432.20	10.3%
21340105 630405 SEWER SERVICE CHARGES	1,100	0	1,100	1,682.64	.00	-582.64	153.0%
21340105 630410 STORMWATER SERVICE CHARGES	700	0	700	271.74	.00	428.26	38.8%
21340105 652800 SAFETY IMPROVEMENTS	0	0	0	.00	445.00	-445.00	.0%
21340105 653600 VEHICLE MAINTENANCE	555,000	0	555,000	266,638.98	90,333.94	198,027.08	64.3%
21340105 660200 CENTRAL SERVICE ALLOCATION	286,900	0	286,900	143,450.04	.00	143,449.96	50.0%
21340105 660400 EQUIPMENT REPLACEMENT	100,000	0	100,000	50,000.04	.00	49,999.96	50.0%
21340105 662500 PW SERVICE ALLOCATION	192,900	0	192,900	96,450.00	.00	96,450.00	50.0%
TOTAL 213 LINN-BENTON LOOP	0	55,535	55,535	117,459.89	159,272.43	-221,197.32	498.3%
21340106 213 LINN-BENTON LOOP STIF							
21340106 428010 COUNTY	-1,642,000	0	-1,642,000	-669,778.00	.00	-972,222.00	40.8%

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FROM 2026 01 TO 2026 13

ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340106 670000 MISCELLANEOUS EXPENDITURES	1,642,000	0	1,642,000	924,814.00	.00	717,186.00	56.3%
TOTAL 213 LINN-BENTON LOOP STIF	0	0	0	255,036.00	.00	-255,036.00	.0%
TOTAL PUBLIC TRANSIT	0	55,535	55,535	372,495.89	159,272.43	-476,233.32	957.5%
TOTAL REVENUES	-5,188,600	0	-5,188,600	-2,310,123.52	.00	-2,878,476.48	
TOTAL EXPENSES	5,188,600	55,535	5,244,135	2,682,619.41	159,272.43	2,402,243.16	

**Linn-Benton Loop STIF Funds Remaining
(Last Updated 8/3/26)**

<u>Fiscal Year</u>	<u>Project</u>	<u>Remaining Project Funds</u>
25-26/26-27	STIF - Benton County	\$860,000
	Drawdown 10/29/25	(\$97,076)
	Drawdown 1/26/26	(\$132,770)
	Drawdown 4/24/26	(\$105,043)
	Drawdown 7/20/26	(\$105,111)
	SUBTOTAL	\$420,000
25-26/26-27	STIF - Linn County	\$782,000
	Drawdown 10/29/25	(\$97,076)
	Drawdown 1/26/26	(\$132,770)
	Drawdown 4/24/26	(\$105,043)
	Drawdown 7/20/26	(\$149,925)
	SUBTOTAL	\$297,186
GRAND TOTAL		\$717,186

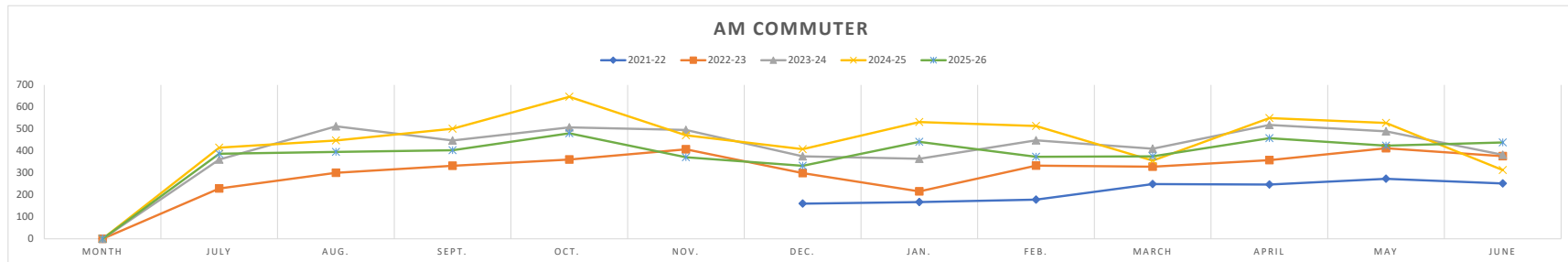
Linn-Benton Loop FTA Section 5307 Grant Funds Remaining
(Last Updated 4/28/26)

<u>Grant Year</u>	<u>Project</u>	<u>Match Ratio</u>	<u>Remaining Project Funds</u>	<u>FTA Match Required</u>	<u>Local Match Required</u>
20-21 & 21-22	FTA 5307 - Operations	80:20	1,228,000	614,000	614,000 as of 6/16/25
	6/26/25 Disbursement			(15,049)	(15,049)
	7/29/25 Disbursement			(134,430)	(134,430)
	9/24/25 Disbursement			(36,884)	(36,884)
	11/14/25 Disbursement			(53,598)	(53,598)
	1/28/26 Disbursement			(136,267)	(136,267)
	4/21/26 Disbursement			(124,481)	(124,481)
	8/3/26 Disbursement			(113,291)	(113,291)
	FTA 5307 - Preventive Maintenance	80:20	153,238	122,590	30,648 as of 6/16/25
	6/26/25 Disbursement			(24,715)	(6,179)
	7/29/25 Disbursement			(48,345)	(12,086)
	9/24/25 Disbursement			(10,811)	(2,703)
	11/14/25 Disbursement			(5,765)	(1,441)
	1/28/26 Disbursement			(30,831)	(7,708)
	4/21/26 Disbursement			(2,123)	(531)
	SUBTOTAL		-	-	-
24-25	FTA 5307 - Operations	50:50	739,200	369,600	369,600 as of 7/29/25
	8/3/26 Disbursement			(77,729)	(77,729)
	FTA 5307 - Preventive Maintenance	80:20	84,000	67,200	16,800 as of 7/29/25
	SUBTOTAL		667,742	359,071	308,671
GRAND TOTAL			667,742	359,071	308,671

**AM US 20 COMMUTER
WEEKDAY RIDERSHIP
2022 -2023**

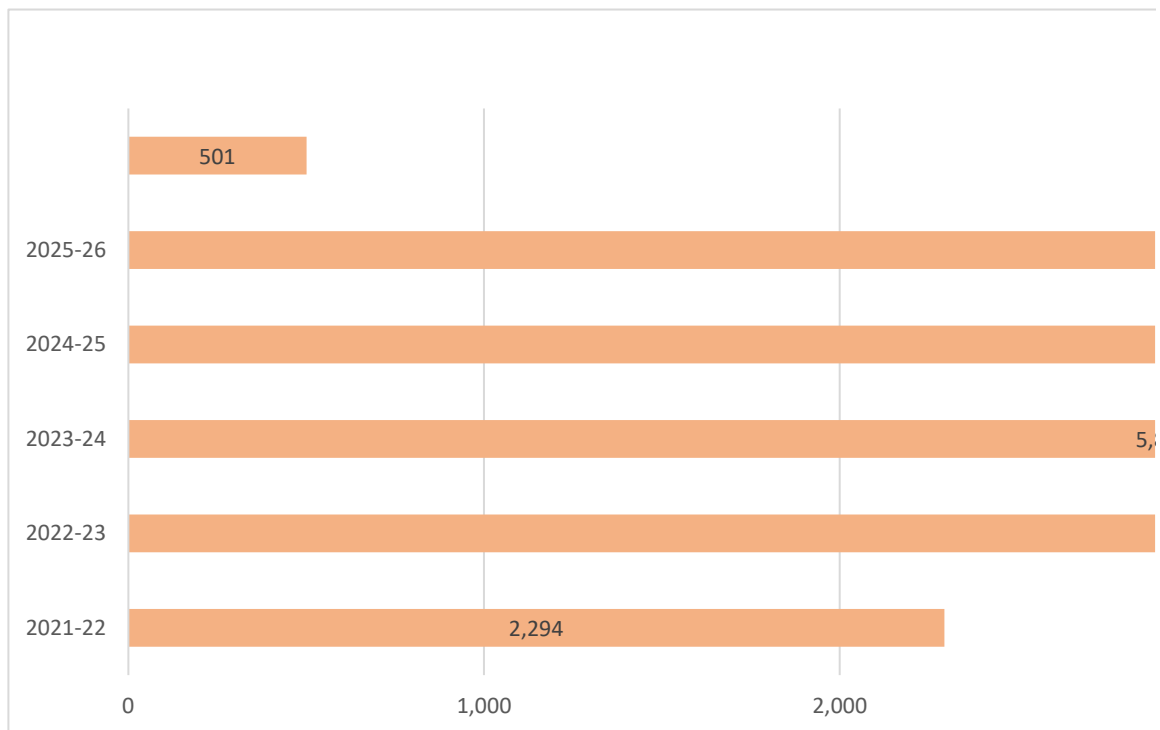
AM US 20 Commuter

MONTH	2021-22	2022-23	2023-24	2024-25	2025-26																+/-	Ratio
July		229	361	415	387	397															54	13.0%
Aug.		300	512	447	395																-65	-14.5%
Sept.		332	447	501	403																54	10.8%
Oct.		361	507	646	480																139	21.5%
Nov.		407	495	471	371																-24	-5.1%
Dec.	160	299	375	408	332																33	8.1%
Jan.	167	216	364	531	441																167	31.5%
Feb.	178	333	448	513	373																65	12.7%
March	249	328	410	356	375																-54	-15.2%
April	247	358	518	549	458																160	30.9%
May	273	412	489	527	424																139	33.7%
June	252	376	382	313	438																124	33.0%
Sub Total*	1,526	3,951	5,308	5,677	4,877	397	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
																					0	#DIV/0!
Grand Total	1,526	3,951	5,308	5,677	4,877																0	#DIV/0!



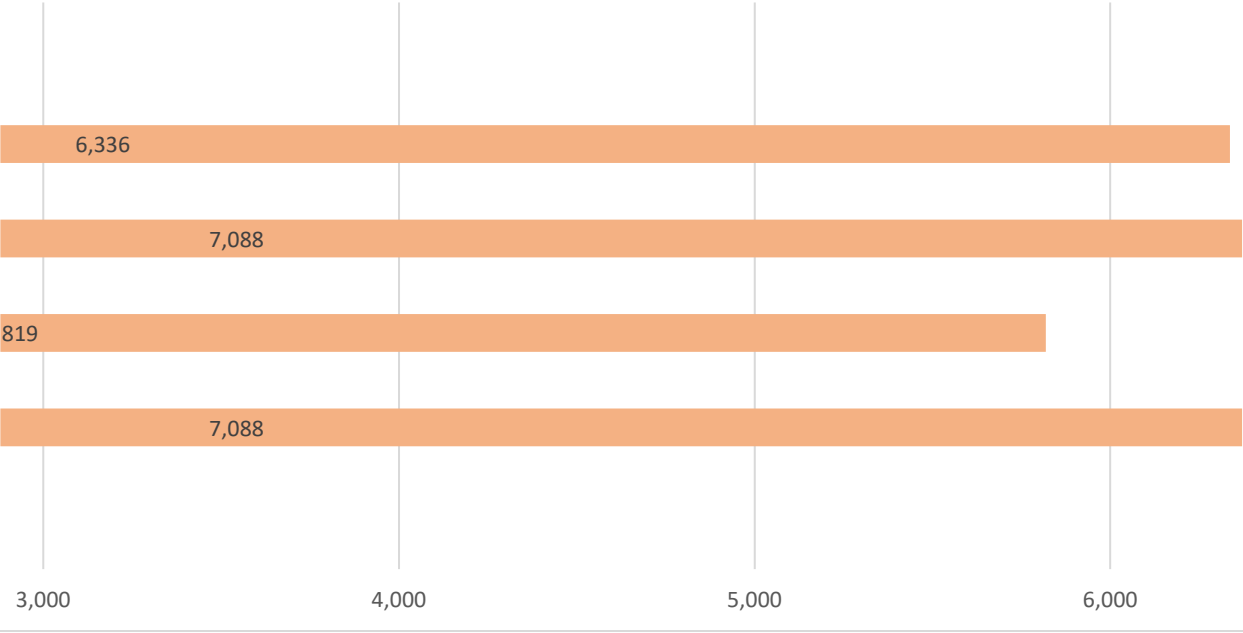
PM US 20 Commuter

MONTH	2021-22	2022-23	2023-24	2024-25	2025-26			
July		410	571	600	698	501		
Aug.		504	571	537	640			
Sept.		538	421	578	510			
Oct.		528	509	741	662			
Nov.		611	402	534	402			
Dec.	182	597	388	442	395			
Jan.	213	429	394	667	530			
Feb.	308	660	473	545	456			
March	358	651	511	532	488			
April	371	554	583	688	507			
May	428	982	568	644	556			
June	434	624	428	580	492			
Sub Total	2,294	7,088	5,819	7,088	6,336	501	0	0
Grand Total	2,294	7,088	5,819	7,088	6,336	501		

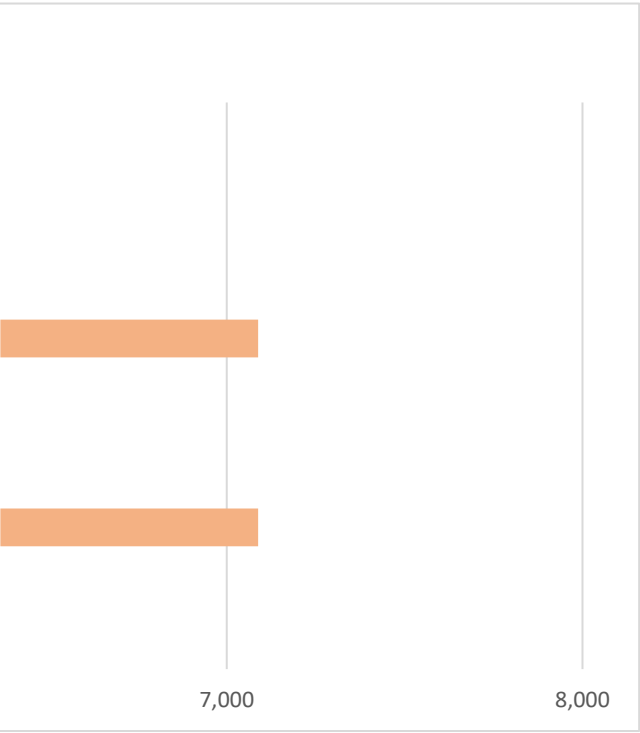


0	0	0	0	0	0	0	0	0

5 year ridership trend



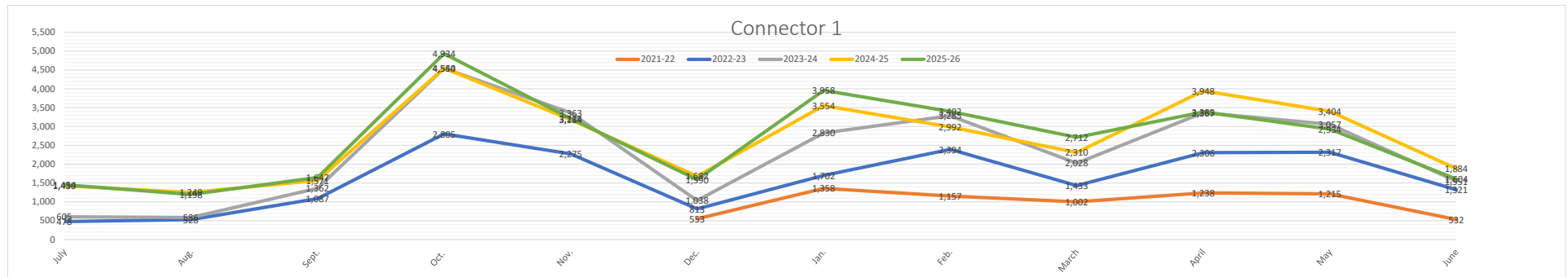
			+/-	Ratio
			29	4.8%
			-34	-6.3%
			157	27.2%
			232	31.3%
			132	24.7%
			54	12.2%
			273	40.9%
			72	13.2%
			21	3.9%
			29	5.0%
			-414	56.4%
			-196	30.4%
0	0		0	#DIV/0!
			0	#DIV/0!
			0	#DIV/0!



CONNECTOR 1
WEEKDAY RIDERSHIP
2022 -2023

Connector 1

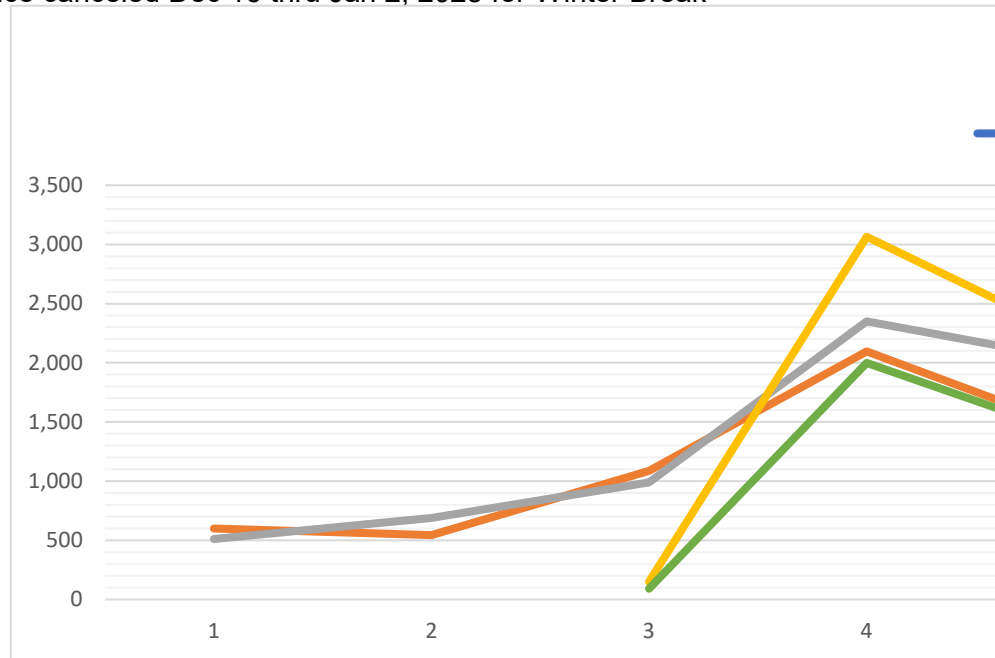
MONTH	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2022-32	2022-33	2022-34	2022-35	2022-36	2022-37	2022-38	2022-39	2022-40	2022-41	+/-	Ratio
July		478	605	1,430	1,454	1,457															825	57.7%
Aug.		528	586	1,249	1,198																663	53.1%
Sept.		1,087	1,362	1,571	1,647																209	13.3%
Oct.		2,805	4,544	4,550	4,934																6	0.1%
Nov.		2,275	3,363	3,184	3,214																-179	-5.6%
Dec.	553	813	1,038	1,682	1,590																644	38.3%
Jan.	1,358	1,702	2,830	3,554	3,958																724	20.4%
Feb.	1,157	2,394	3,285	2,992	3,402																-293	-9.8%
March	1,002	1,433	2,028	2,310	2,712																282	12.2%
April	1,238	2,306	3,367	3,948	3,385																1,061	46.3%
May	1,215	2,317	3,057	3,404	2,934																1,102	47.6%
June	532	1,321	1,551	1,884	1,604																789	59.7%
Sub Total*	7,055	19,459	27,616	31,758	32,032	1,457	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
				0																	0	#DIV/0!
Grand Total	7,055	19,459	27,616	31,758																	0	#DIV/0!



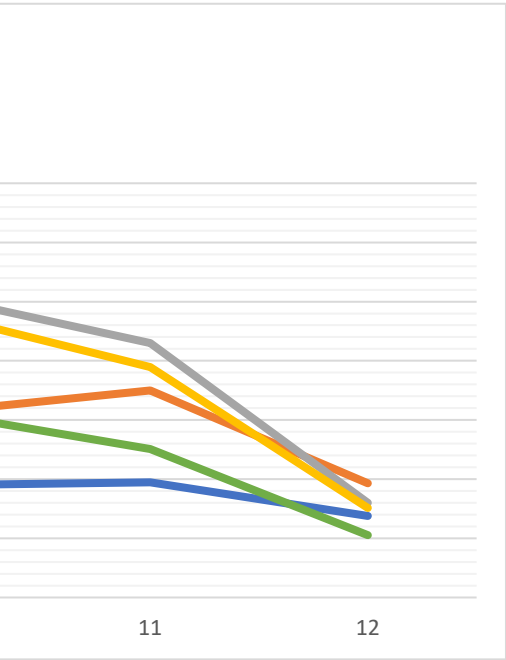
Connector 2

	2021-22	2022-23	2023-24	2024-25	2025-26			
July		601	511	Not in service	Not in service	Not in service		
Aug.		544	690					
Sept.		1,086	990					
Oct.		2,096	2,350	3,065	1,999			
Nov.		1,414	2,011	2,178	1,359			
Dec.	439	690	649	954	580			
Jan.	823	1,118	1,748	2,146	1,456			
Feb.	865	1,584	2,159	2,041	1,422			
March	819	1,090	1,497	1,397	1,110			
April	949	1,563	2,550	2,403	1,566			
May	973	1,750	2,149	1,947	1,254			
June	690	965	799	757	527			
Sub Total	5,558	14,501	18,103	17,038	11,364	0	0	0
Grand Total	5,558	14,501	18,103	17,038				

Connector 2 Service canceled Dec 16 thru Jan 2, 2025 for Winter Break



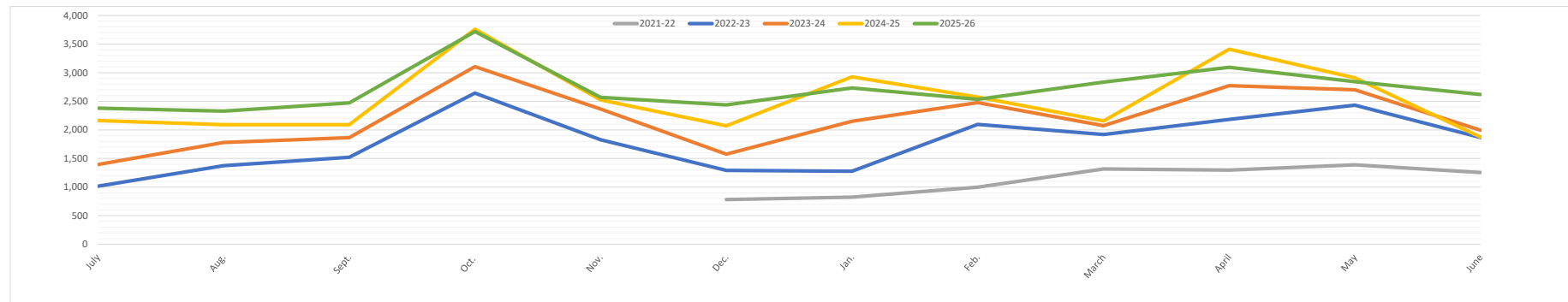
			+/-	Ratio
			#VALUE!	#VALUE!
			-690	#DIV/0!
			-840	-6
			715	0
			167	0
			305	0
			398	0
			-118	0
			-100	FALSE
			987	38.7%
			777	44.4%
			275	28.5%
0	0		0	#DIV/0!
			0	#DIV/0!
			0	#DIV/0!



HEART TO HUB UNITER
WEEKDAY RIDERSHIP
2022 -2023

Heart to Hub Uniter

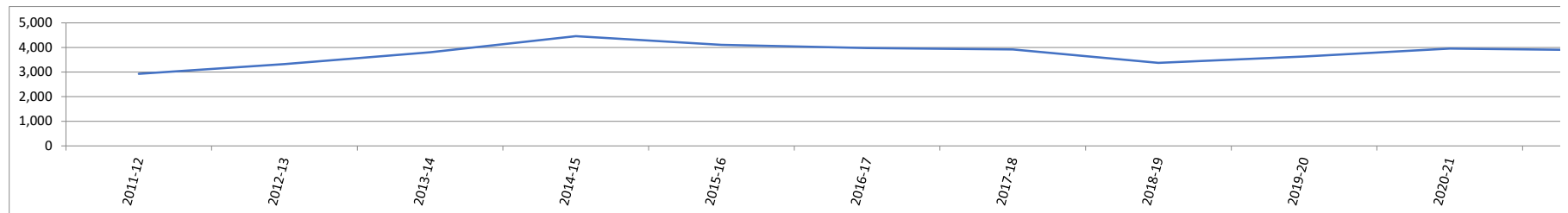
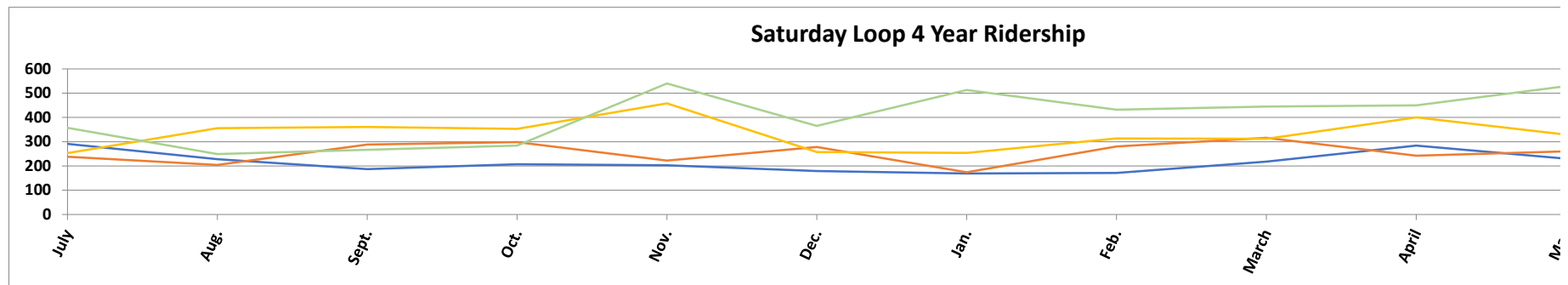
MONTH	2021-22	2022-23	2023-24	2024-25	2025-26															+/-	Ratio
July		1,015	1,394	2,164	2,380	2,638														770	35.6%
Aug.		1,374	1,781	2,090	2,328															309	14.8%
Sept.		1,520	1,864	2,092	2,472															228	10.9%
Oct.		2,643	3,106	3,760	3,719															654	17.4%
Nov.		1,828	2,366	2,523	2,568															157	6.2%
Dec.	782	1,293	1,576	2,071	2,438															495	23.9%
Jan.	824	1,277	2,151	2,927	2,734															776	26.5%
Feb.	999	2,097	2,477	2,573	2,533															96	3.7%
March	1,317	1,920	2,074	2,155	2,835															81	3.8%
April	1,296	2,184	2,772	3,411	3,094															588	18.7%
May	1,389	2,432	2,702	2,911	2,843															1,043	42.9%
June	1,255	1,866	1,994	1,875	2,619															611	32.7%
Sub Total*	7,862	21,449	26,257	30,552	32,563	2,638	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
Saturday	0	0	0	0																0	#DIV/0!
Grand Total	7,862	21,449	26,257	30,552	32,563	2,638														0	#DIV/0!



LINN-BENTON LOOP SATURDAY SERVICE 2023-2024

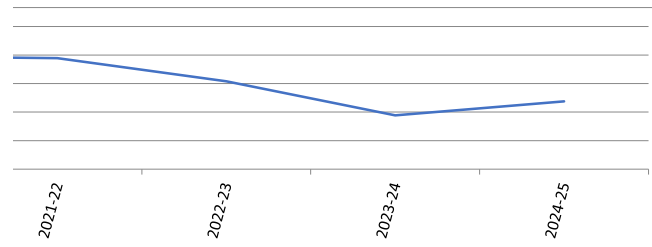
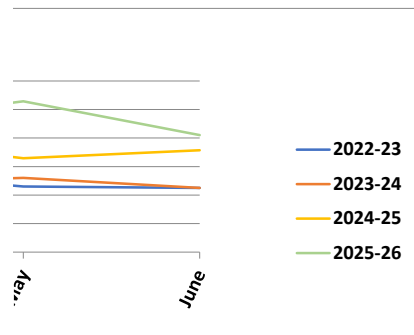
Attachment C6

MONTH	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
July		93	147	160	250	356	252	262	274	195	315	291	405	296	121	182	291	238
Aug.	90	245	241	227	235	339	267	400	353	325	219	262	309	349	208	178	228	204
Sept.	185	229	227	209	294	323	494	324	317	247	259	388	259	333	179	191	187	288
Oct.	212	171	239	303	349	497	321	307	436	375	407	310	332	363	200	266	207	298
Nov.	165	217	334	388	350	366	318	444	346	282	334	308	320	466	168	203	203	222
Dec.	199	226	184	161	180	353	407	232	244	239	333	328	239	273	147	142	179	278
Jan.	160	175	358	356	331	354	265	309	344	314	206	289	308	269	173	186	169	174
Feb.	177	235	235	264	345	369	377	227	298	251	258	343	310	298	131	201	171	280
March	206	257	232	334	349	399	385	421	342	271	276	406	424	175	162	222	218	316
April	176	253	242	320	472	337	294	323	295	333	362	296	335	55	120	219	284	242
May	147	275	251	357	340	367	319	400	403	246	339	332	325	85	175	184	230	260
June	221	267	241	246	309	399	409	328	271	298	321	405	328	116	102	203	225	225
Totals	1,938	2,643	2,931	3,325	3,804	4,459	4,108	3,977	3,923	3,376	3,629	3,958	3,894	3,078	1,886	2,377	2,592	3,025



LINN-BENTON LOOP SATURDAY SERVICE 2023-2024

2024-25	2025-26	2026-27	+/-	Ratio
253	357	277	15	5.9%
356	249		152	42.7%
361	267		73	20.2%
353	284		55	15.6%
458	540		236	51.5%
257	365		-21	-8.2%
254	513		80	31.5%
313	432		33	10.5%
312	445		-4	-1.3%
400	450		65	22.9%
329	529		46	20.0%
357	410		22	9.8%
4,003	4,841	277	215	8.3%





OREGON
Cascades West
Council of Governments

Saturday Shopper Extension Survey Results

Madeline Powell (she/her)
Assistant Planner
mpowell@ocwcog.org

Agenda

1. Existing Route
2. Proposed Extensions Review
3. Outreach Summary
4. Survey Questions & Results

Saturday Shopper Bus Route Options Survey

Help us shape Saturday Shopper bus service in Albany!

Albany Transit System (ATS) is exploring potential updates to the Saturday Shopper route as part of an early planning effort. This survey includes several route options that add stops at major grocery store locations. Your feedback will help ATS identify which options should move forward for further study and possible inclusion in route.

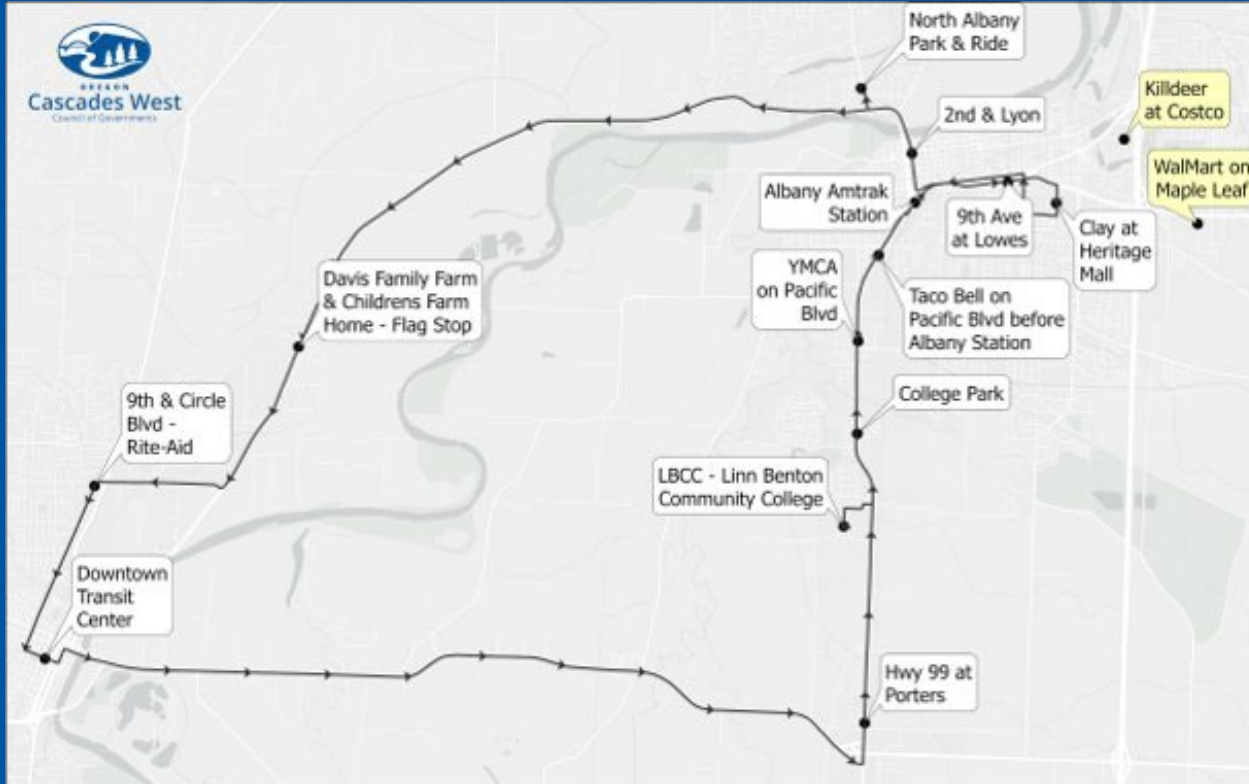
All responses are anonymous and will be used only for planning purposes.

When you submit this form, it will not automatically collect your details like name and email address unless you provide it yourself.

* Required

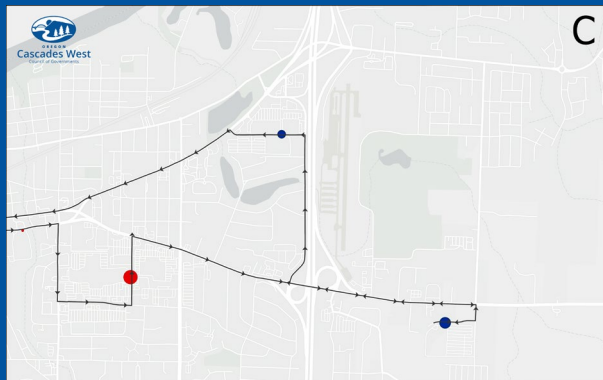
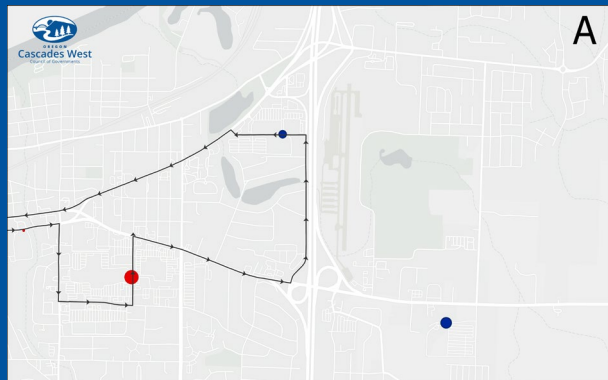
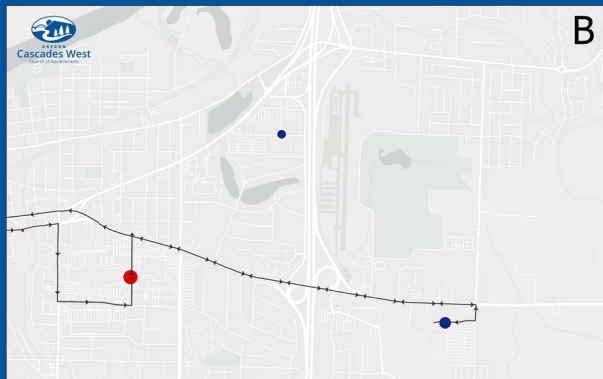
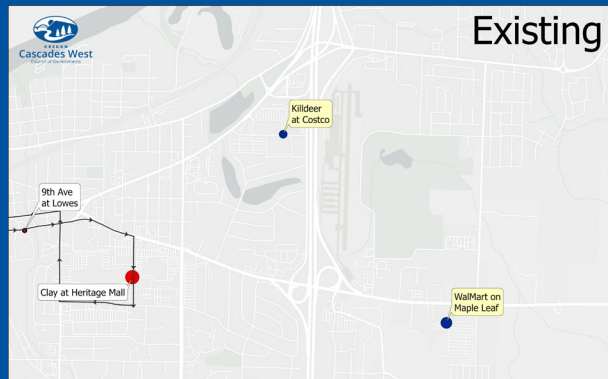
About Your Travel

Existing Saturday Route



Details	Existing
Name	Saturday
Length	30.31 miles
Stops	18 stops
Runtime	85 minutes
Population reach (<.25mi)	9300
SNAP retailers (<.25mi)	35

Proposed Route Extensions



- A. +Winco
- B. +Walmart
- C. +Winco +Walmart

Details			
Option	A	B	C
Length (miles)	+2.7	+3.89	+4.7
Stops	+1	+1	+2
Runtime (minutes)	+11	+16	+19
Within .25 mile of stops* (5 min walk)			
Population reach	+1,300	+1,000	+1,300
SNAP retailers	+6	+4	+6
Nursing Homes	+0	+0	+0
Jobs (work)	+1,300	+800	+1,300
			31

Promoting a thriving region.

Outreach Summary

Survey Responses = 23

- Majority from Albany (17)

Outreach Methods:

- Email partner lists
- Social media posts
- Bus operators
- Community events

SATURDAY SHOPPER BUS ROUTE OPTIONS SURVEY

GUIDE THE ROUTE. SHAPE YOUR WEEKEND.

YOUR INPUT MATTERS!



<https://forms.office.com/g/hEzMSdAkne>

Help shape the future of Saturday transit service in our community!

We are exploring potential bus route additions for Saturday Service and want to hear from you.

Share your thoughts in our brief survey!



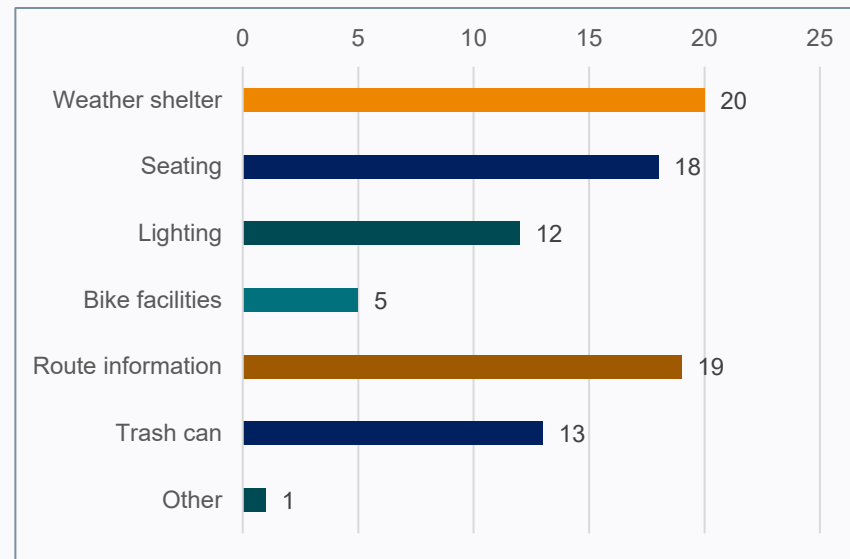
ATS
ALBANY TRANSIT SYSTEM

ORCLON
Cascades West
Council of Governments

Bus Stops Amenities

Question: When using public transportation, what amenities do you like to have at bus stops?

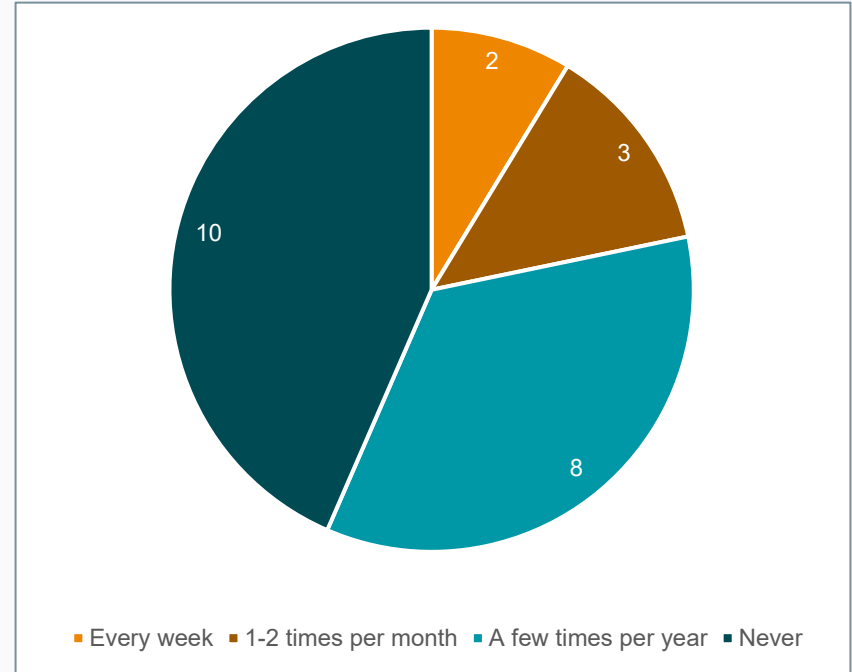
- Weather shelter **(23%)**
- Route information **(22%)**
- Seating **(21%)**



Ride Frequency

Question: How often do you ride the Saturday Shopper bus?

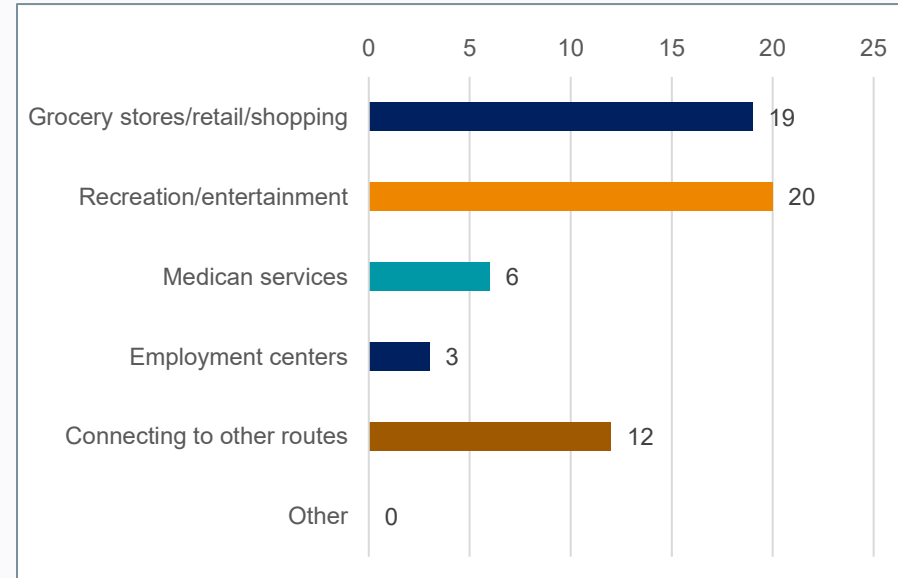
- **78%** rarely or never take the Saturday bus
- **22%** weekly or 1-2 times per month take the Saturday bus



Service Destinations

Question: What type of places do you use or want to use the Saturday service to reach? (Check all that apply)

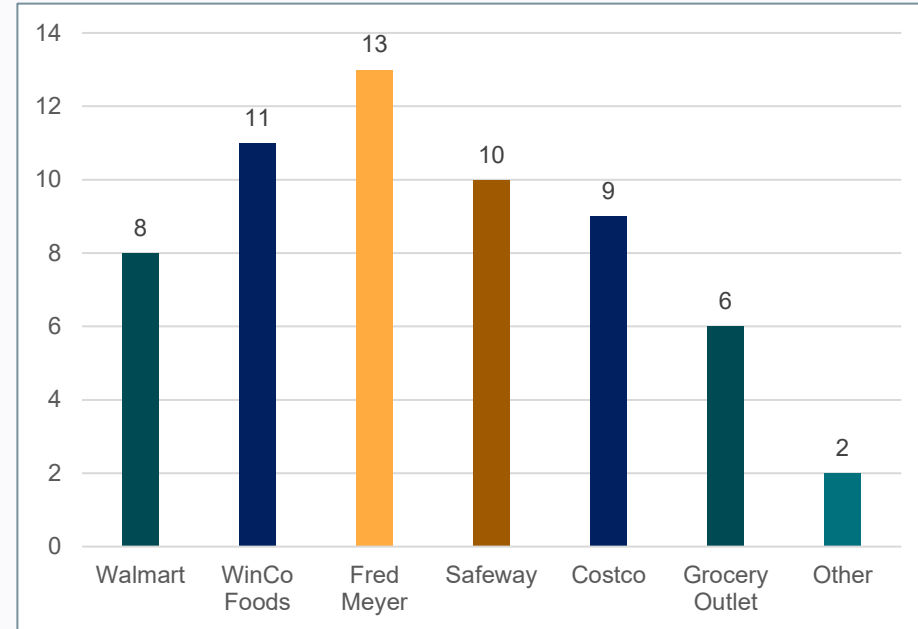
- Recreation/entertainment **(33%)**
- Grocery stores/retail/shopping **(32%)**



Shopping

Question: Which stores do you shop at most often?

- Fred Meyer (**22%**)
- WinCo Foods (**19%**)
- Safeway (**17%**)



Route Preference

Option C: +WinCo +Walmart (57%)

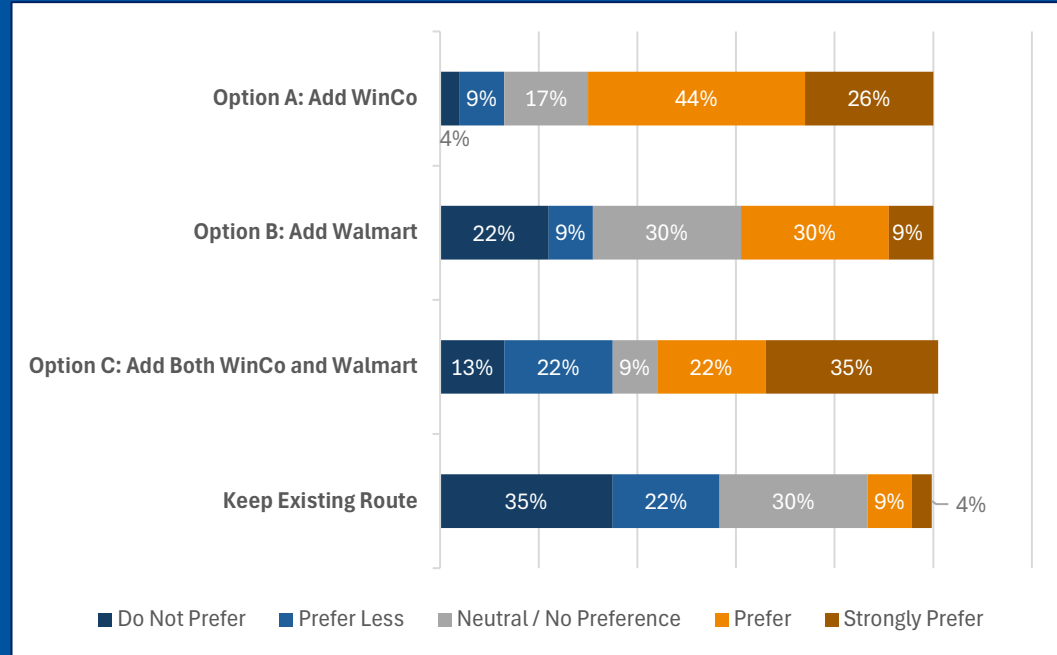
→ 35% Strongly Prefer

→ 22% Prefer

Option A: +WinCo (70%)

→ 26% Strongly Prefer

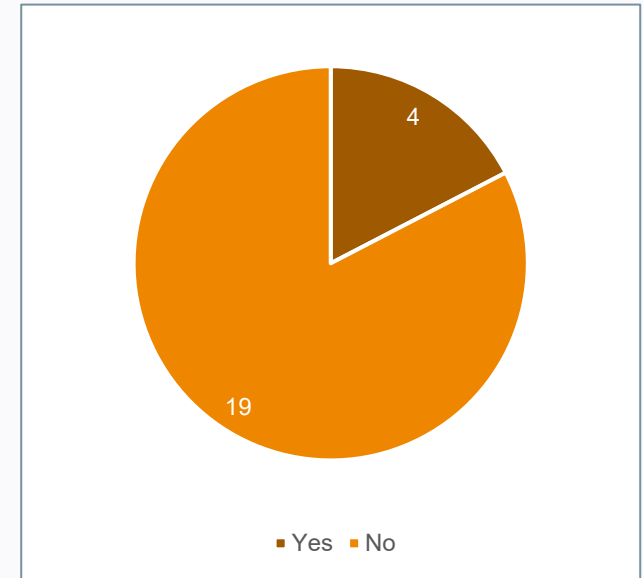
→ 44% Prefer



LBCC Access

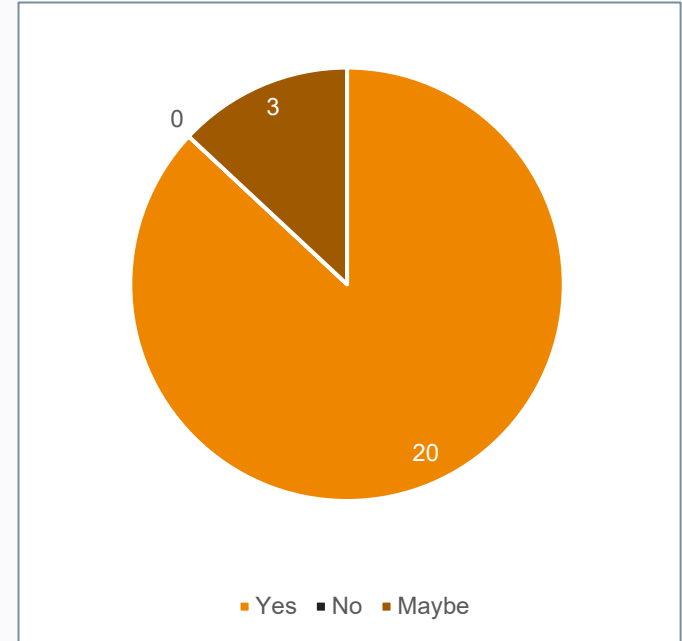
Question: Do you use the Saturday Shopper to access LBCC campus?

→ Majority do not use SS bus to access LBCC campus (**83%**).



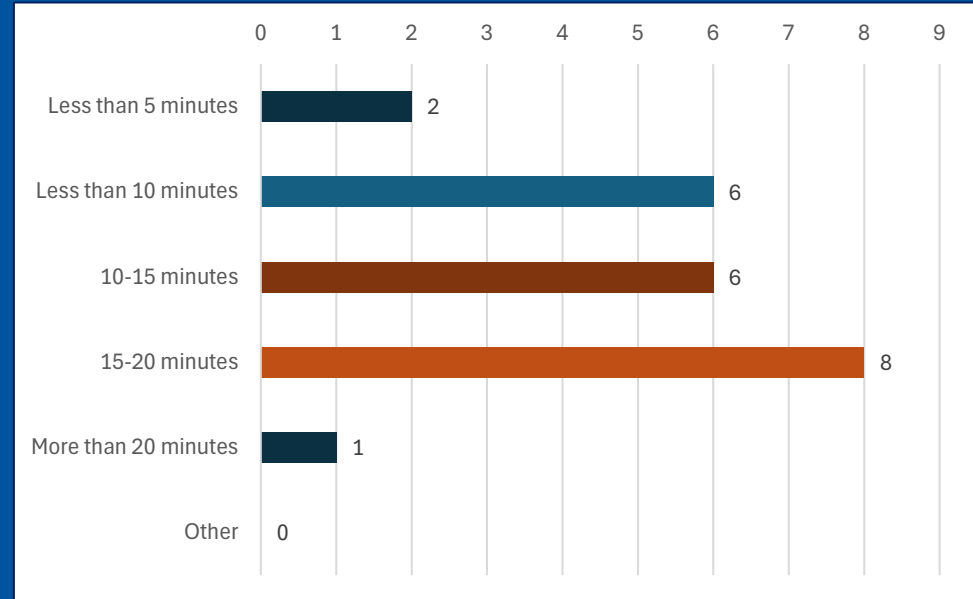
Dedicated Albany Route

- Most respondents would like a dedicated Saturday bus route for Albany.
- None are against the addition of route.



Additional Runtime

→ Majority found between 10-20 minutes of additional runtime acceptable.



Stop Ideas & Comments

Stop Ideas:

- Albany Carousel (1st and Washington).
- Apartment complexes.
- Broadway.
- OSU Campus.
- Heritage Mall.
- 34th Ave SE and Oak St SE.

Comments:

- Later bus from Corvallis to Albany (6:00pm – 7:00pm).
- Similar service from Lebanon to Albany.
- More buses on route for the Saturday Shopper.

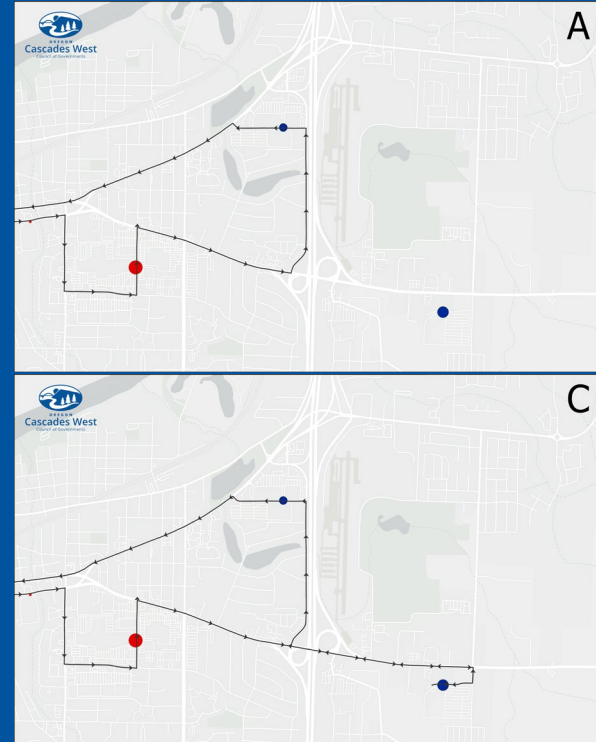
Survey Results

Route Preference Results:

1. Option C: +WinCo +Walmart
2. Option A: +WinCo

Acceptable + runtime: < 20 minutes

- Option A: +11 minutes runtime
- Option C: +19 minutes runtime



Saturday Shopper Bus Route
Options Survey



Survey Link:

<https://forms.office.com/g/hEzMSdAkne>

Thank You

Questions?



Transit Hub Wayfinding & Multimodal Connection Study

Madeline Powell (she/her)
Assistant Planner
mpowell@ocwcog.org

Agenda

1. Purpose of the Study
2. Research Methods
3. Wayfinding Best Practices
4. Systemwide Findings
5. Study Locations
6. Site-Specific Findings & Recommendations
7. Systemwide Recommendations
8. Examples
9. Next Steps



Purpose of the Study

This study was initiated to:

- Evaluate how riders navigate multimodal transit hubs.
- Identify physical and informational barriers.
- Build shared understanding among partner agencies.
- Provide foundation for near-term improvements and future regional wayfinding standards.



Research Methods



**Transit
Wayfinding Best
Practices**



**Site Observations
& Analysis**



**Transit
Stakeholder
Interviews**

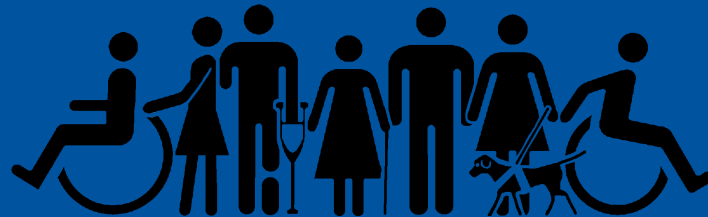
Wayfinding Best Practices

National Guidance:

- Federal Highway Administration (FHWA)
- Americans with Disabilities (ADA)/Public Rights-of-Way Accessibility Guidance (PROWAG)
- American Public Transportation Association (APTA)
- Transit Cooperative Research Program (TCRP)
- Massachusetts (MBTA)
- Suburban Mobility Authority for Regional Transportation (SMART)

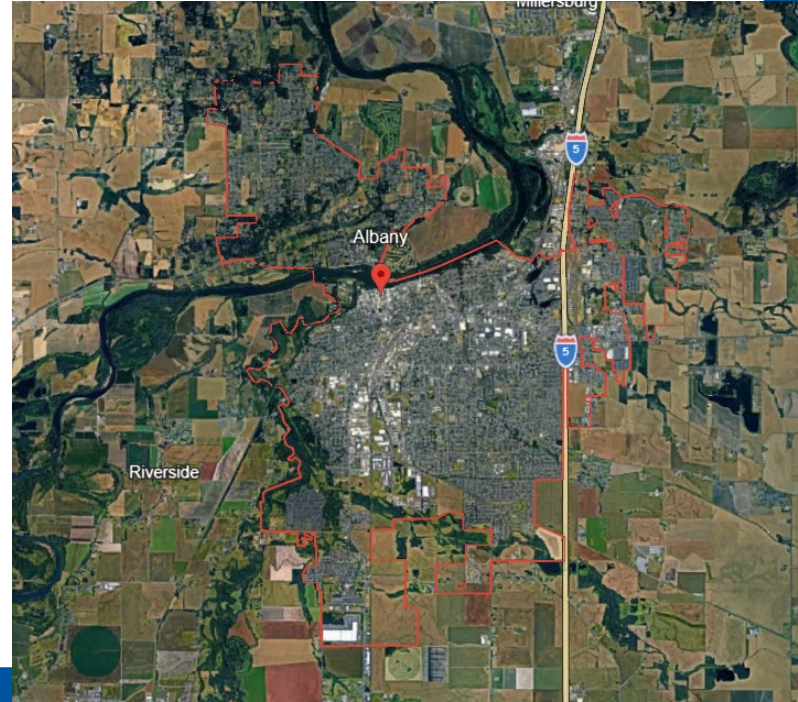
Key Principles:

- Consistency in visual design.
- Strategic placement at decision points.
- High contrast, legibility, and non-glare materials.
- Universal design and accessibility.
- Information layers.
- Systemwide predictability.



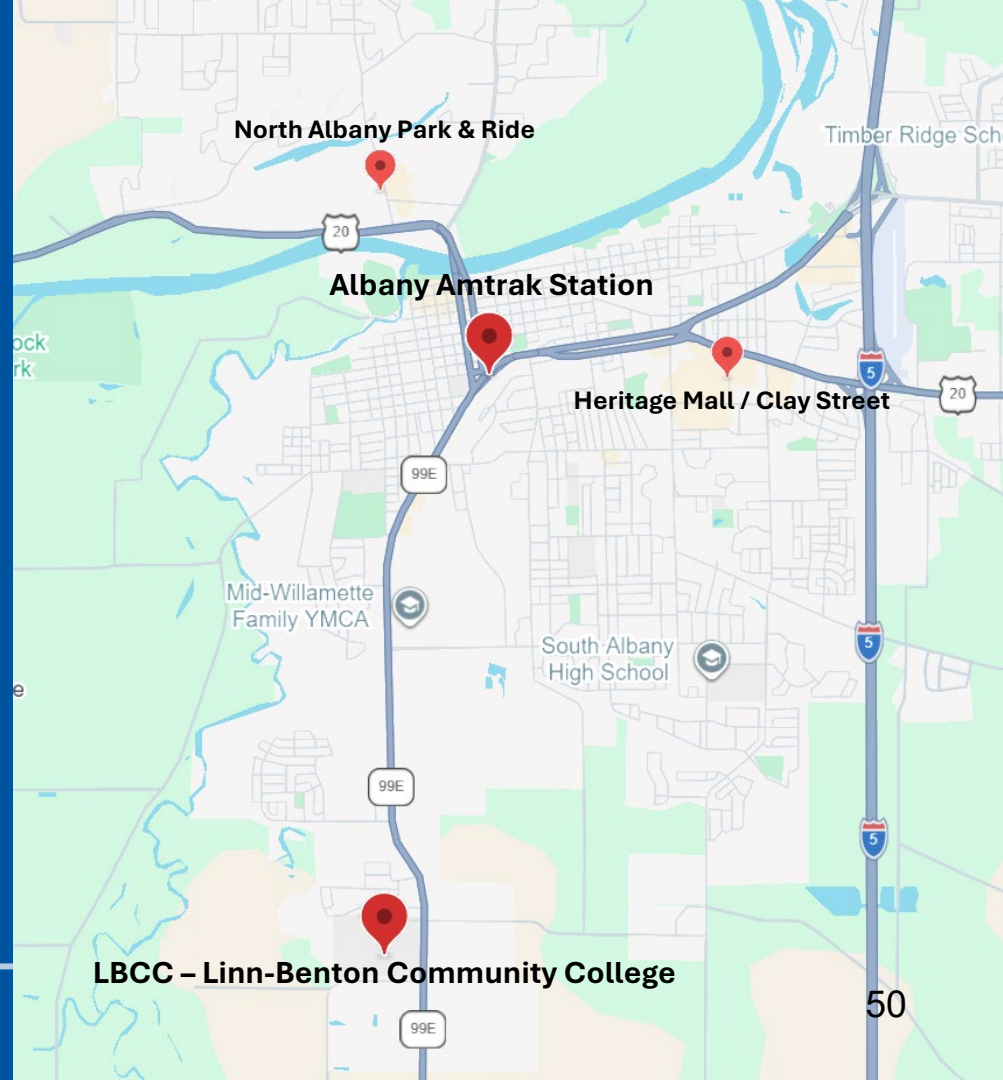
Systemwide Findings

- Limited or missing **signage**.
- Inconsistent **branding** across agencies.
- Missing or unclear directional cues.
- Dependence on bus operators for navigation.
- **Accessibility** gaps.
- **Operational** issues.
- Lack of predictable, **unified** wayfinding system.



Study Locations

- LBCC – Linn-Benton Community College
- Albany Amtrak Station
- Heritage Mall / Clay Street
- North Albany Park & Ride



LBCC – Linn-Benton Community College

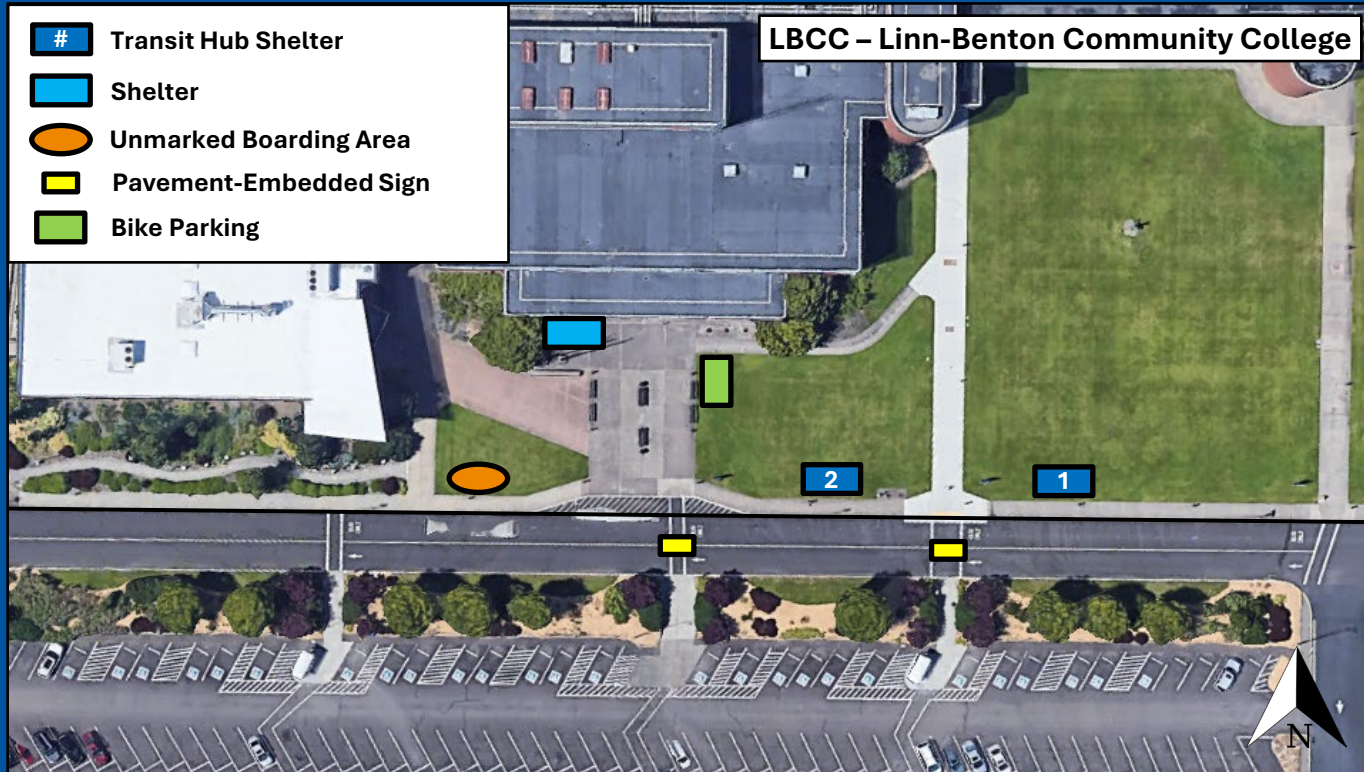
- Address → 6500 Pacific Boulevard SW, Albany, OR.
- Serves as a major connection point in the region.
- High student & transfer activity.



Promoting a thriving region.



LBCC – Linn-Benton Community College



LBCC – Existing Conditions



Pavement-embedded signs



Hanging “ATS/Linn” signs



Bus shelter next to LBCC building
entrance/exit

Promoting a thriving region.

Recommendations

Near-Term Recommendations:

1. Marked Linn-Benton Loop waiting area.
2. Shelter-specific identification signage.
3. Painted safety treatments around embedded signs.



Long-Term Recommendations:

1. Replace dual-agency shelter signage.
2. Permanent Linn-Benton Loop boarding area.
3. Third bus shelter.
4. Unified regional branding across agencies.
5. Coordinate campus signage with transit wayfinding.
6. Redesign or removal of pavement-embedded signage.

Albany Amtrak Station

- Address → 110 SW 10th Ave, Albany, OR.
- One of the regions busiest multimodal hubs.
- High-transfer volume.
- Six bus shelters.
- Agencies: ATS, Linn-Benton Loop, Linn Shuttle, Coast to Valley Express, and Amtrak trains.



Albany Amtrak Station



Albany Amtrak Station – Existing Conditions



Shelter #3: BAT Signage



Shelter #4: Loop Signage



Shelter #6: No Visible Signage

Albany Amtrak Station – Existing Conditions Cont.



Large Outdated Sign with “Valley Retriever”



Information Billboards

Damaged Side

Recommendations

Near-Term Recommendations:

1. Add agency signage to shelters.
2. Mark primary boarding zones.
3. Update/remove outdated signage.
4. Repair/replace bulletin boards.

Long-Term Recommendations:

1. Unified regional wayfinding system.
2. Directory-style kiosk.
3. Accessible wayfinding features (e.g., tactile, braille, audio).
4. Re-evaluate station layout.

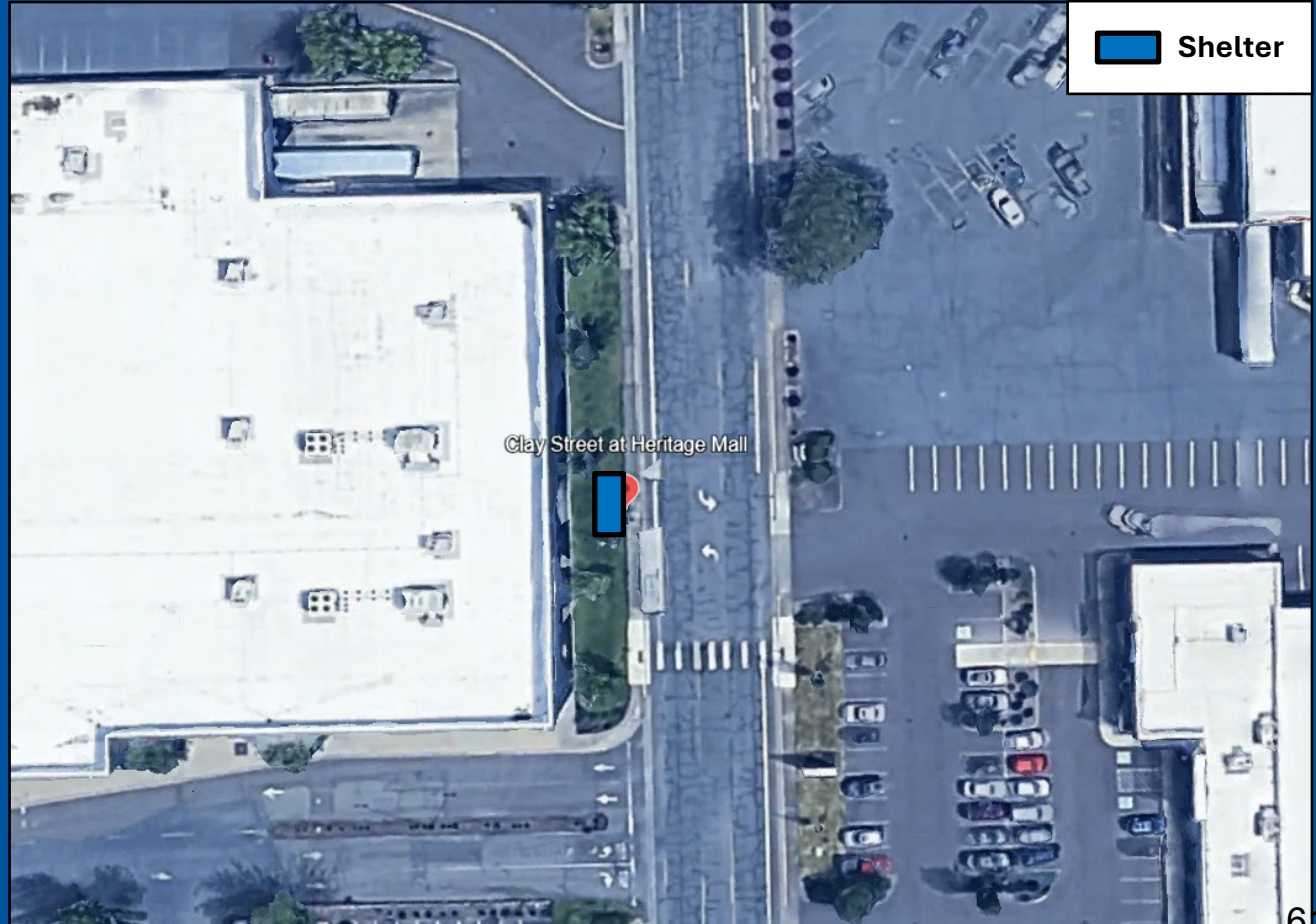


Heritage Mall

- Address → SE Clay Street at Heritage Mall, Albany, OR.
- One of Albany's busiest commercial areas.
- High pedestrian activity.



Heritage Mall



Promoting a thriving region.

Recommendations

Near-Term Recommendations

1. Full agency signage.
2. Informational panel inside shelter.
3. Arrival-pattern coordination.

Long-Term Recommendations

1. Stop layout reconfiguration.
2. Expanded boarding area.
3. Long-term transit center concept.



North Albany Park & Ride

Address → 633 NW Hickory St, Albany OR.

Near-Term Recommendation:

- Information panel.

Long-Term Recommendation:

- Conduct outreach to increase locations visibility.



Systemwide Recommendations

Near-Term Recommendations

1. Updated shelter labels.
2. Signage panels.
3. Boarding identifiers.
4. Updated directory-style displays.
5. QR-code based information resources.

Long-Term Recommendations

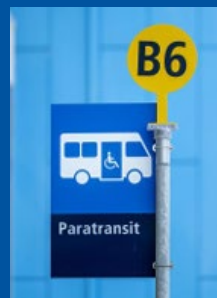
1. Create unified regional signage system.
2. ADA & universal design features.



Mapping & Wayfinding Examples



Facility Identity

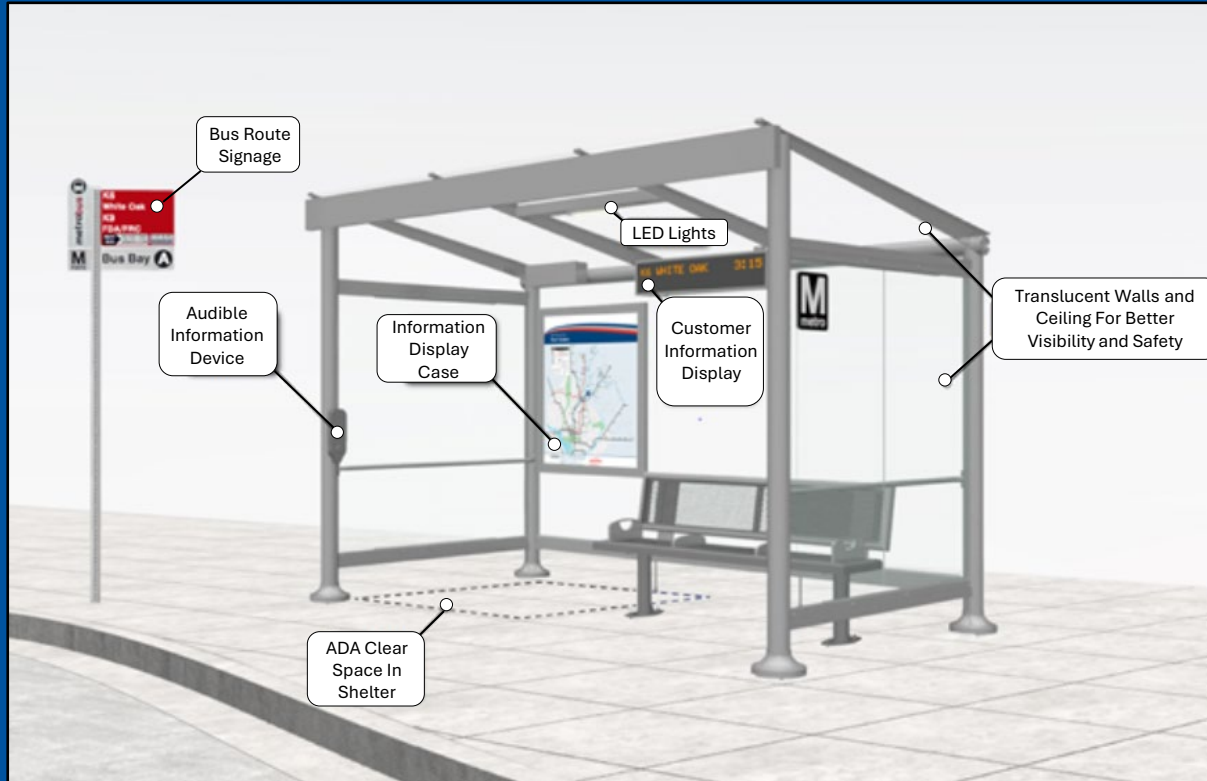


Photos Source: Metropolitan Transportation Commission



Prominent bus identification and tactile info at stops; digital should not replace print.

Example



Next Steps

1. Circulate to partners to refine proposed recommendations.
2. Convene a meeting with partner agencies to identify low-cost improvements.
3. Develop a prioritized implementation roadmap categorizing improvements into quick wins, coordinated interagency actions, and long-term capital needs.
4. Explore funding opportunities for infrastructure changes.
5. Continue gathering input from riders and frontline.

Thank You

Questions?

Transit Hub Wayfinding & Multimodal Connection Study Report



Photos courtesy of Madeline Powell (OCWCOG) and Oregon Department of Transportation

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1400 Queen Avenue SE, Suite 201
Albany, OR 97322

Lead Author
Madeline Powell, Assistant Planner



Executive Summary

Introduction

Oregon Cascades West Council of Governments (OCWCOG) launched the Transit Hub Wayfinding and Multimodal Connection Study to assess how riders navigate key regional transit hubs and to determine whether physical improvements could support clearer, more accessible connections between Albany Transit System (ATS), the Linn Shuttle, the Linn Benton Loop, Benton Area Transit (BAT), and other regional services.

This study was initiated in response to several recurring issues:

- Rider confusion at major transit hubs.
- Safety and circulation challenges observed during site visits.
- Coordination gaps between regional transit providers.
- Growing needs for Americans with Disabilities Act (ADA)-compliant and universally accessible wayfinding features.

The evaluation focused primarily on two major hubs in Albany: Linn-Benton Community College (LBCC) and the Albany Amtrak Station. Both locations serve as major regional connection points with high passenger activity, multiple transit providers, and frequent navigation challenges reported by riders and agency staff. To identify systemwide needs, the study also examined conditions at the Heritage Mall stop on Clay Street and the North Albany Park & Ride, where similar issues with signage, circulation, and multimodal connections were documented. Findings across all four locations informed recommendations for both near-term, low-cost improvements and longer-term infrastructure enhancements aimed at improving clarity, accessibility, and interagency coordination.

Across the sites, consistent themes emerged through field observations, stakeholder interviews, and real-time monitoring of rider transfers. These included limited or missing signage, inconsistent agency branding, a lack of directional cues, and accessibility gaps affecting riders with visual or auditory impairments, limited literacy, or limited English proficiency. As a result, riders often rely heavily on bus operators for guidance, and ATS and Linn Shuttle staff noted that navigation confusion at these hubs generates a significant portion of rider inquiries.

The recommendations presented in this study focus on improving signage visibility and consistency, strengthening shelter and stop identification, incorporating universal wayfinding elements, addressing safety and circulation challenges, and enhancing multi-agency coordination. Collectively, these improvements are intended to support clearer navigation, reduce rider uncertainty, and strengthen multimodal connectivity across the regional transit network.

Research Methods

- Wayfinding Best Practices
- Site Observations and Analysis
- Transit Stakeholder Interviews

Wayfinding Signage Overview

Effective wayfinding is essential for creating transit facilities that are intuitive, accessible, and comfortable for all riders. Clear and consistent signage reduces confusion, improves safety, and supports independent navigation, particularly in multimodal environments where several transit providers converge. Site visits and stakeholder interviews showed that riders at Linn-Benton Community College (LBCC) and the Albany Amtrak Station often face uncertainty about where to board, how to transfer, and which shelters correspond to which services. These challenges mirror national findings and highlight the need for predictable, unified design standards across the system.

National best-practice guidance from the Federal Highway Administration (FHWA), the Americans with Disabilities Act (ADA)/Public Rights-of-Way Accessibility Guidance (PROWAG), the American Public Transportation Association (APTA), the Transit Cooperative Research Program (TCRP), and major agency design standards such as the Massachusetts Bay Transportation Authority (MBTA) and Suburban Mobility Authority for Regional Transportation (SMART) emphasizes that transit wayfinding must be consistent, accessible, and placed at key decision points. These principles align closely with gaps identified throughout the Albany regional transit system. Integrating standardized visual language, clearer boarding identifiers, and multi-sensory cues can greatly strengthen rider confidence and reduce reliance on drivers for real-time assistance.

Key national wayfinding principles include:

- **Consistency in Visual Design:** APTA and SMART recommend shared colors, fonts, logos, and icon systems across agencies that share facilities to help riders quickly identify services.
- **Strategic Placement at Decision Points:** FHWA and MBTA emphasize installing signs at locations where riders make navigation choices, such as building entrances, pathway intersections, shelter approaches, and transfer points.
- **High Contrast, Legibility, and Non-Glare Materials:** ADAAG requires readable text, sufficient contrast, and durable finishes to support riders with visual impairments.
- **Universal Design and Accessibility:** ADA/PROWAG standards call for tactile arrows, braille labels, detectable warning surfaces and consistent mounting heights at major transit hubs.
- **Redundant Information Layers:** APTA, TCRP, and MBTA all emphasize that effective wayfinding systems should reinforce information using static signage, pavement markings, digital displays, QR codes, and maps, ensuring riders can access information in multiple formats.
- **Systemwide Predictability:** TCRP research demonstrates that repeated symbols, color coding, and consistent placement reduce confusion and support riders with limited literacy or English proficiency.

These national standards informed the recommendations to support strengthening Albany's wayfinding system by expanding shelter labeling, improving directional cues, incorporating tactile and braille

elements, and formalizing shared signage standards to support clearer navigation across the region, improve accessibility compliance, and empower riders to travel independently with greater confidence.

Table 1 Practical Wayfinding Elements in Transit Facilities

Element	Role and Inclusive Features
Entry Signage	Provides clear identification of stops, hubs, or stations from a distance. Use high contrast text, agency logos, and simple icons. Place signs where riders first approach the site to support intuitive navigation.
Directional Signage	Guides riders to shelters, boarding areas, building entrances, and transfer points. Prioritize consistent symbols, color-coding, and placement at decision points such as intersections or path junctions.
System Maps	Shows route connections, destinations, and transfer options. Include simplified, easy to read schematic maps and place them inside shelters or near entrances. Maps should support riders unfamiliar with the area or system.
Real-time Information Displays	Displays up-to-date information on arrivals, delays, and service changes. Use
Paved Markings	Reinforces direction and defines safe walking routes, especially in shared zones. Install high-visibility, nonslip ground arrows and tactile directional tiles leading to platforms and exits. Ensure that markings extend into shared zones with consistent color standards.

Source: Transit Facilities Guide, Asian Development Bank, June 2026.

Transit Stakeholder Interviews

Existing transit providers were interviewed to understand existing transit hub wayfinding conditions at regional hubs and identify opportunities for improvement. Phone and video interviews were conducted using a standardized interview guide, and responses were synthesized to determine key themes related to signage consistency, boarding clarity, and accessibility needs. *4 interviews were conducted with representatives from the following agencies: City of Albany, Albany Transit System (ATS), Linn Shuttle, Benton Area Transit (BAT).*

Site Visits

OCWCOG staff conducted structured field observations at four locations to document real-world navigation challenges, boarding patterns, and circulation issues:

Linn-Benton Community College

- Date: 05/21/26
- Time: 3:00pm-4:00pm

Albany Amtrak Station

- Date: 06/03/26
- Time: 3:00pm-4:00pm

Heritage Mall (Clay Street)

- Date: 06/03/26
- Time: 2:30pm-4:00pm

North Albany Park & Ride

- Date: 06/03/26
- Time: 4:00pm-5:00pm

Near-Term Improvements

In this study, near-term recommendations are improvements that can typically be completed **within one year** and often require minimal capital investment. These actions may be implemented in phases and can become permanent solutions when they are effective, cost-efficient, and meet long-term needs. Near-term improvements focus on delivering clear, noticeable benefits to riders quickly without waiting for major funding or construction.

Long-Term Improvements

In this study, long-term recommendations are improvements that require extended planning, funding, and interagency coordination and often involve capital improvements that **can take multiple years** but deliver lasting benefits. Some near-term recommendations address the same needs as long-term ones, just different levels of implementation and.

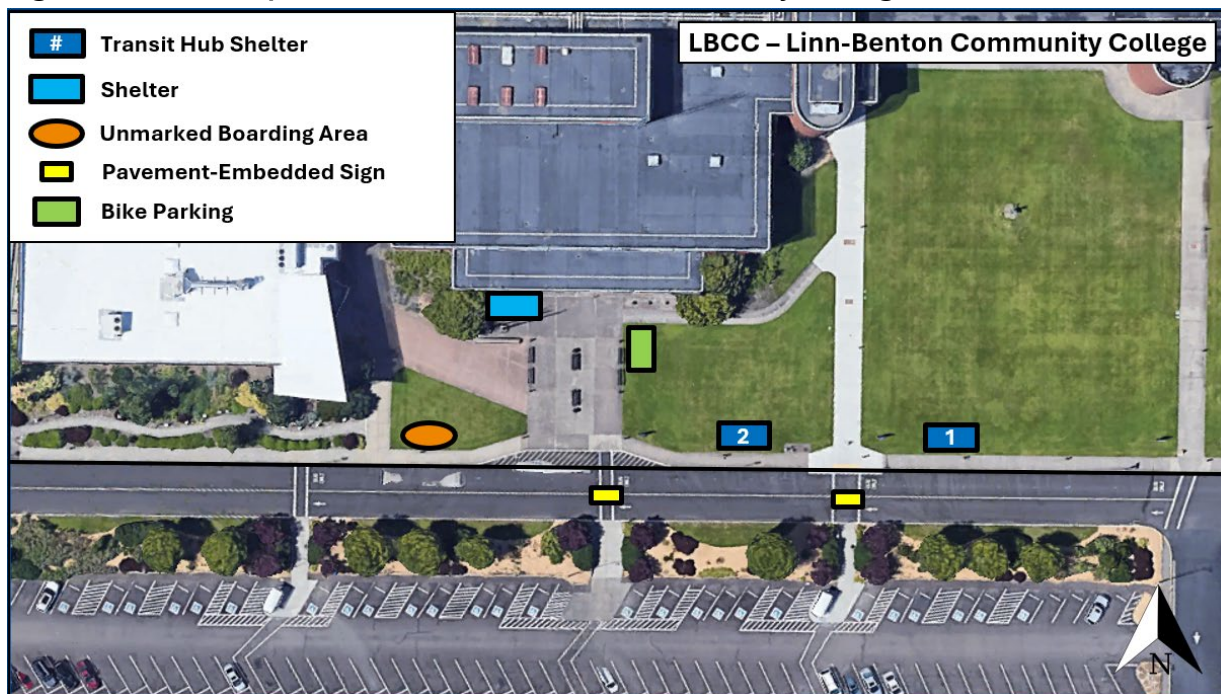
LBCC – Linn-Benton Community College

The Linn-Benton Community College transit hub located at 6500 Pacific Boulevard SW in Albany serves multiple regional providers and functions as a major multimodal node linking the campus to nearby communities. Despite recent transit hub installations, the site continues to present navigational challenges caused by inconsistent signage, unclear boarding locations, and pavement-embedded signs that disrupt bus circulation. Riders unfamiliar with the transit hub layout often rely on bus operator guidance, highlighting opportunities to improve shelter labeling, designating waiting areas, and evaluating long-term shelter expansion.

Existing Conditions

The transit hub at Linn-Benton Community College serves multiple regional transit providers, including ATS, Linn Shuttle, and the Linn-Benton Loop, and functions as a central mobility point connecting the campus to surrounding communities. While the site benefited from the installation of two new bus shelters as part of the LBCC – Oregon State University Mobility Hubs project, the current configuration still presents several navigational and operational challenges. Figure 1 provides an aerial view of the LBCC transit hub, highlighting the current infrastructure, including the two bus shelters, shelter attached to building, bike parking, pavement-embedded signage, and the unmarked Linn-Benton Loop boarding area.

Figure 1 Aerial Map of LBCC - Linn-Benton Community College Transit Hub



Source: Google Earth

Figures 2-1 and 2-2 show an Albany Transit Service bus boarding at the second bus shelter. The two-shelter layout has the potential to work effectively if multiple agencies consistently coordinate their use and clearly designate shared boarding points. However, because ATS, the Linn Shuttle, and the Loop each use different boarding locations under current operating practices, the layout is less intuitive for riders. In this context, the addition of a third shelter would more closely align with how services function today and provide a clearer, more predictable structure for users. This observation aligns with comments from both the Linn Shuttle operations lead and the ATS Transit Manager, who noted that earlier discussions envisioned three shelters.

In practice, the Linn Shuttle consistently uses the first shelter, ATS uses the second, and the Linn-Benton Loop boards past the shelters at an unmarked area. As documented during site visits, the absence of Loop signage leaves riders without clear direction on where to wait, leading riders to rely on driver guidance or prior experience rather than clear visual cues.

Figure 2-1 & 2-2 ATS Boarding at Second Bus Shelter



Source: Oregon Cascades West Council of Governments

Overall, signage at the LBCC transit hub is inconsistent, and in some cases, misleading. Figure 3 shows one of the two hanging signs labeled ‘ATS/Linn’ in the bus shelters. This signage suggests that both services use both shelters, contradicting the actual operating patterns. Riders entering/exiting LBCC buildings also lack directional cues guiding them to the appropriate shelter, making first-time navigation difficult. Figures 4-1 and 4-2 show the shelter directly next to the building, with route signage for ATS and Loop, along with some information printed and placed on the interior windows. This shelter would be a great location to add more wayfinding signage, route information, and other important details students and other riders may need.

Figure 3 ATS/Linn Hanging Sign on Bus Shelter at LBCC



Source: Oregon Cascades West Council of Governments

Figure 1-1 & 4-2 Bus Shelter Attached to LBCC Building



Source: Oregon Cascades West Council of Governments

Figures 5-1 and 5-2 show two pavement-embedded pedestrian crossing signs located on the center median line that add further complications to the LBCC transit hub. The Linn-Shuttle operations lead shared that buses have repeatedly struck the sign because of its placement, and ATS confirmed they have paid to repair or replace them several times. The signs disrupt bus circulation and create maneuverability challenges during peak travel times.

Figure 5-1 & 5-2 Pavement-Embedded Signage at LBCC



Source: Oregon Cascades West Council of Governments

Operational constraints add to these difficulties and produce a fragmented visual environment. The circulation challenges caused by the pavement-embedded signs, along with inconsistent signage practices across ATS, Linn-Benton Loop, and Linn Shuttle, produce a fragmented visual environment. As stakeholders emphasized, consistent placement and timing of signs are essential for predictable navigation, yet these standards are not currently met.

Near-Term Recommendations

The following are recommendations that can typically be completed within a year:

- **Marked Linn-Benton Loop Boarding Area:** Create a clearly designated boarding area for Loop riders to separate the three services. This can be implemented with low-cost temporary tools such as painted ground markings or a moveable A-frame sign placed at the current Loop boarding point.
- **Shelter-Specific Identification Panels:** Add decals, arrows, or on-shelter panels indicating which agency boards at each shelter (e.g., Linn Shuttle at the first shelter, ATS at the second shelter, and Loop at the designated waiting area past the two shelters).
- **Route Maps:** Simplified for legibility (schematic, not geographic).
- **Circulation Safety Adjustments:** Add painted warning markings or reflective indicators around pavement-embedded signs to address bus maneuverability issues while long-term solutions are evaluated.

Long-Term Recommendations

The following are recommendations require extended planning, funding, and interagency coordination, and may take multiple years to complete:

- **Permanent Shelter-Specific Sign Replacement:** Replace dual-agency hanging signs in shelters with clear shelter-specific labels using consistent logos, symbols, and/or colors. If boarding practices remain the same, Linn Shuttle should be signed at the first shelter and ATS signed at the second shelter.
- **Third Shelter or Permanent Loop Boarding Area:** Construct a third shelter to formalize a dedicated Loop boarding area to align physical infrastructure with the current three-agency service pattern.
- **Redesign or Removal of Pavement-Embedded Signage:** Relocate, redesign, or remove the two center-road pavement-embedded signs. If removed, crosswalk visibility can be maintained through enhanced painted markings, textured crosswalk, or alternative safety treatments.
- **Unified Regional Branding Across Agencies:** Develop long-term, consistent regional signage standards (colors, symbols, logos) to ensure riders experience cohesive wayfinding across all Albany hubs.
- **Integrated Campus Wayfinding Improvements:** Coordinate LBCC campus pedestrian signage, tactile cues, and color-coding with transit wayfinding features to improve navigation from buildings to shelters.

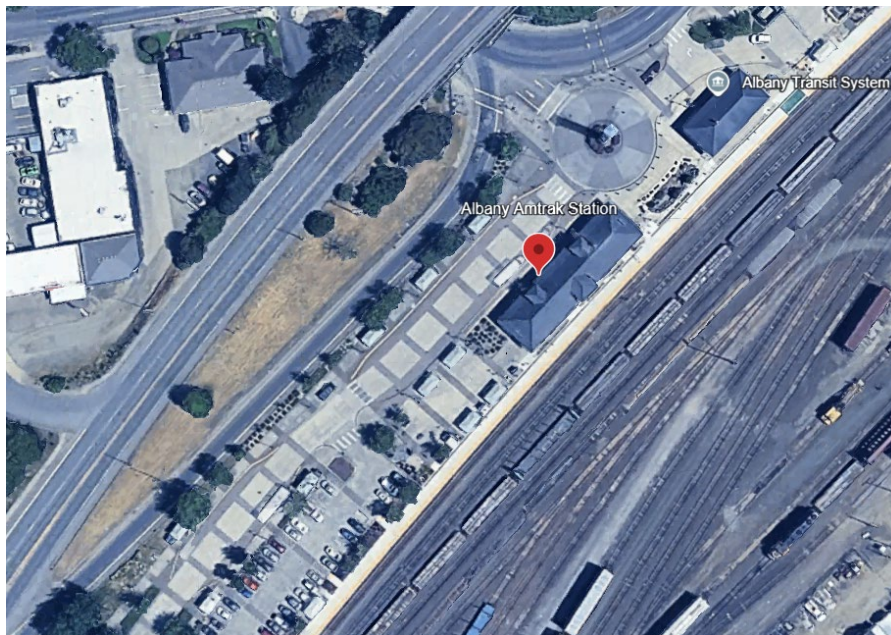
Albany Amtrak Station

The Albany Amtrak Station located at 110 SW 10th Avenue in Albany is one of the region's busiest multimodal hubs, serving ATS, the Linn-Benton Loop, Linn Shuttle, Amtrak trains, and the Coast to Valley Express. Its high transfer volume and large number of shelters make clear, cohesive wayfinding, essential for both daily riders and visitors arriving by bus or rail. Site observations and stakeholder interviews identified inconsistent branding across agencies, shelter numbers that do not indicate where routes board, outdated signage, and materials that need replacing. Missing tactile features, deteriorated signage, and outdated branding contribute to rider confusion. Strengthening shelter-specific labels, improving boarding zone markings, updating old signage, and implementing unified multi-agency wayfinding standards will greatly enhance clarity for all riders.

Existing Conditions

The Albany Amtrak Station is one of the region's most prominent multimodal hubs, serving ATS, Linn-Benton Loop, Linn Shuttle, Amtrak, and the Coast to Valley Express. Both the Transit Manager for the City and the Linn Shuttle operations lead identified it as one of the most confusing locations for riders, largely due to unclear shelter labeling and a lack of cohesive signage. The station's six shelters are numbered but do not indicate which routes or agencies board at each one. As a result, riders often walk up to buses to ask if they are boarding the correct route or call ATS to get help. According to stakeholders, this ambiguity leads many riders, particularly new or infrequent users, to hesitate between shelters or rely on drivers for real-time guidance. Figure 6 shows the aerial view of the Albany Amtrak Station with the shelters distributed through the transit hub.

Figure 6 Aerial View of Albany Amtrak Station



Source: Google Earth

Signage across the station is inconsistent between agencies, with some routes having little to no visible branding. This makes it harder for riders who rely on symbols or logos, including children, limited-English speakers, and low-literacy users, to identify services. As seen in figures 7-1, 7-2 and 7-3, shelters at the Albany Amtrak Station are each labeled with numbers but have inconsistent route signage. For example, shelter 3 has signage for Benton Area Transit on the light pole next to the shelter, shelter 4 has signage for the Linn-Benton Loop and some maps on the shelter itself, and shelter 6 has no signage at all.

Figure 7-1, 7-2 & 7-3 Albany Amtrak Station Numbered Shelters



Source: Oregon Cascades West Council of Governments



Additionally, two signage assets are outdated or deteriorating:

1. A large grass-area sign still displays obsolete “Valley Retriever” branding. *Shown in figures 8-1 and 8-2.*
2. The station’s informational billboard is physically unstable, requiring staff support when posting materials. *Shown in figures 9-1, 9-2 and 9-3.*

Figure 8-1 & 8-2 Large Outdated Sign at Albany Amtrak Station



Source: Oregon Cascades West Council of Governments

Figure 9-1, 9-2 & 9-3 Billboards at Albany Amtrak Station



Source: Oregon Cascades West Council of Governments

The wayfinding environment at the Albany Amtrak Station poses significant barriers for riders with visual impairments or other accessibility needs. The ATS Transit Manager highlighted that Albany serves several visually impaired and deaf riders, but the station offers no braille, tactile markers, or audio tools to assist navigation. Inconsistent shelter assignments and agency branding further increase

uncertainty, making the boarding process more difficult for riders who rely on predictable patterns. The Linn Shuttle operations lead also noted that riders frequently call their office to ask for directions because the signage at Amtrak does not provide enough clarity for those who depend on physical cues.

Near-Term Recommendations

The following are recommendations that can typically be completed within a year:

- **Shelter Labels, Agency Logos, and Route Labels:** Add clear shelter-specific agency logos, route identifiers, and/or different colored poles so riders know which services board at each numbered shelter. These permanent decals or sign panels greatly reduce confusion.
- **Primary Board Zone Markings:** Identify the primary boarding locations with paint, bollards, or posts, improving intuitive navigation between shelters without needing structural changes.
- **Replace Outdated “Valley Retriever” Sign:** Update or remove outdated signage in the grass area to reflect current transit services. A new decal on the sign can be installed quickly and inexpensively if no replacement is made.
- **Repair or Replace the Billboard Cases:** Install a stable bulletin board case to ensure posted materials remain secure, visible and up to date. This is a permanent improvement with modest cost.

Long-Term Recommendations

The following are recommendations require extended planning, funding, and interagency coordination, and may take multiple years to complete:

- **Coordinated Multi-Agency Wayfinding System:** Implement unified standards for branding, symbols, and route identifiers across all agencies serving Amtrak.
- **Directory Kiosk:** Install a durable directory-style kiosk showing a comprehensive system map, boarding zones, and key bus/rail information.
- **Accessible Wayfinding Features:** Add tactile markers, braille signage, and audio-assisted wayfinding tools to support riders with visual or auditory disabilities.
- **Long-Term Layout Evaluation:** Assess shelter spacing, circulation patterns, and boarding configurations to reduce confusion and support future demand.

Heritage Mall

The Heritage Mall transit stop is located on SE Clay Street at Heritage Mall, Albany, Oregon 97322. As one of Albany's busiest commercial areas, the Heritage Mall Stop on Clay Street experiences steady foot traffic from shoppers and nearby residents accessing retail destinations and transferring between transit services. Multiple agencies serve this stop including ATS, Linn-Shuttle, and Linn-Benton Loop, creating a high-volume, high-turnover environment where buses, pedestrians, and vehicle traffic interact closely. This location experiences several challenges, including inconsistent signage, limited agency identification, heavy bus congestion during peak times, and visibility issues created by the close interface between the bus stop and the adjacent pedestrian crossing.

Existing Conditions

The Heritage Mall transit stop located on Clay Street between Target and Fred Meyer serves as a high-activity location with frequent pedestrian movement, heavy bus turnover, and multiple transit agencies operating in the area. Figure 8 shows the shelter with signage for two agencies (e.g., ATS, Linn-Benton Loop), a designated ATS bus pole, and a pedestrian crossing. Although this site has some signage issues, there are also placement and timing related concerns that could be addressed. Site visits documented that buses regularly pull slightly past the shelter and stop directly in front of the pedestrian crossing used by people moving between businesses on either side of Clay Street. Because the crossing sees steady foot traffic throughout the day, buses idling in front of it significantly reduce visibility and create blind spots for both drivers and pedestrians. Figure 10 shows the aerial view of the stop location, including its orientation to the pedestrian crossing and where the buses pull up for boarding.

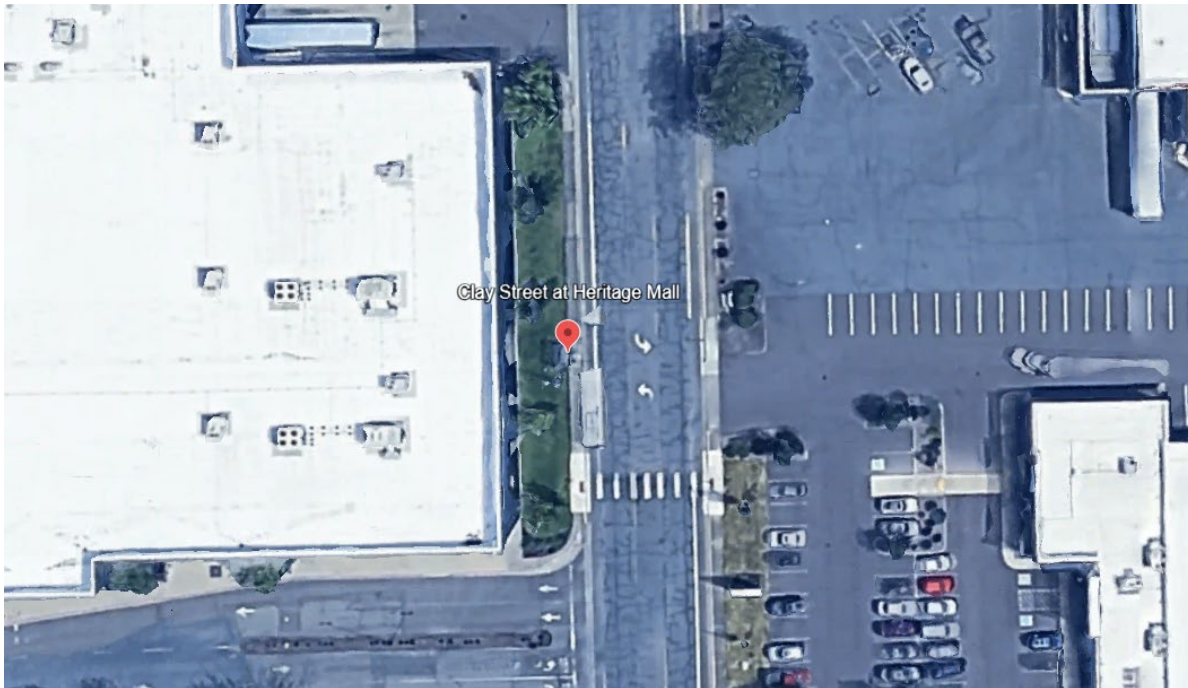
Stakeholder interviews highlight the Heritage Mall (Clay Street) stop as one of the most problematic locations for wayfinding and bus operations. According to the Linn Shuttle operations lead, the stop often experiences "bus stacking", with as many as four or five buses queued at once during busier periods, especially when multiple agencies converge without coordinated arrival patterns. This congestion, combined with the lack of all agency signage identifying which services use the stop, creates confusion for riders. The Transit Manager for the City of Albany also identified Clay Street as a high-priority location needing improved signage, noting that the stop is served by multiple regional providers, but only shows two on the shelter and signage. The addition of a Linn Shuttle sign and making sure all signage is clear and visible with agency logos, would support a broader range of riders. Figure 11 provides an aerial view of the Heritage Mall stop on Clay Street, showing the placement of the bus shelter relative to the pedestrian crossing and illustrating how the space where the bus idles beyond the shelter can obstruct crosswalk visibility.

Figure 2 Shelter and Pedestrian Cross at Heritage Mall Clay Street Stop



Source: Oregon Cascades West Council of Governments

Figure 3 Aerial View of Heritage Mall stop on Clay Street



Source: Google Earth

Near-Term Recommendations

The following are recommendations that can typically be completed within a year:

- **Full Agency Signage:** Add Linn Shuttle signage to the shelter and ensure ATS, Linn Shuttle, and Loop all have consistent labeling. These permanent decals or sign panels create immediate clarity.
- **Informational Panel Inside Shelter:** Install laminated or mounted route boards identifying routes at the stop. These can remain as a long-term solution if effective.
- **Arrival-Pattern Coordination:** Work with agencies to coordinate arrival times to reduce bus stacking during peak periods, improving sight lines and pedestrian safety.

Long-Term Recommendations

The following are recommendations require extended planning, funding, and interagency coordination, and may take multiple years to complete:

- **Stop Layout Reconfiguration:** Adjust the shelter or boarding area location to provide better pedestrian visibility and reduce blind-spot conflicts caused by buses stopping near the crosswalk. Note: The City of Albany is considering moving additional shelters to Clay Street.
- **Expanded Boarding Area:** Add a second boarding zone or expand curb space to accommodate multiple agencies during busy periods and reduce stacking.
- **Long Term Transit Center Concept:** Evaluate opportunities to create a future small transit center supporting regional services in this high-activity retail corridor.

North Albany Park & Ride

The North Albany Park & Ride located at 633 NW Hickory Street serves as a regional commuter access point linking Albany, Benton County, and nearby communities. The location features strong physical infrastructure and clear agency signage but remains underutilized primarily due to low visibility and limited public awareness. Although the site is strategically located, riders who are unfamiliar with the area may not realize the facility offers regional connections. Improvements should focus on increasing visibility through informational signage and targeted outreach rather than physical changes.

Existing Conditions

The North Albany Park & Ride serves as a regional access point for commuters traveling between Albany, Benton County, and surrounding areas. Figure 9 shows the well-maintained shelter with clear signage for multiple services (e.g., ATS, Linn-Benton Loop, and BAT) that stop at the location. Despite these physical assets and its strategic placement, the stop remains underutilized, suggesting that the core challenge is not signage quality but overall public awareness of the facility. Below, Figure 12 shows the aerial view of the North Albany Park & Ride.

Figure 12 Aerial View of North Albany Park & Ride



Source: Google Earth

Site observations and stakeholder interviews described the shelter as visually appealing and structurally sound. However, the stop's location on a side street limits its visibility to people who are not already familiar with the transit system. Riders traveling between Albany and Benton County may not realize that the Park & Ride provides regional connections, even if they pass by it regularly. One ATS stakeholder noted that although they had lived in North Albany for several years and drove past the site frequently, they did not know it existed until beginning to work with ATS. This highlights a broader issue of low community awareness rather than inadequate physical infrastructure.

Stakeholders also shared that the site previously included bike storage, but the equipment was removed due to security concerns. Without amenities that signal multimodal use, the stop blends into its surroundings and does not communicate its role as a regional hub to pedestrians and cyclists. This challenge mirrors broader systemwide issues where stops are functional but not widely recognized by potential riders. Figure 13 shows the current condition and amenities at the North Albany Park & Ride, with a focus on the bus shelter and route signage.

Figure 13 Bus Shelter and Signage at North Albany Park & Ride



Source: Oregon Cascades West Council of Governments

Near-Term Recommendations

The following are recommendations that can typically be completed within a year:

- Add a small weather-resistant information panel displaying simple route diagrams, frequency notes, and transfer opportunities to improve awareness for new or infrequent riders.

Long-Term Recommendations

The following are recommendations require extended planning, funding, and interagency coordination, and may take multiple years to complete:

- Conduct targeted outreach to increase the Park & Ride's visibility (e.g., community facing transit events at the Park & Ride, coordinated publicity campaigns, informational postings, etc.).

Conclusions

Across the four study locations; LBCC, Albany Amtrak Station, Heritage Mall (Clay Street), and North Albany Park & Ride, recurring gaps were identified in signage consistency, shelter labeling, accessibility features, and interagency coordination. Although each site presents its own operational constraints and user challenges, several themes emerged systemwide:

- Riders rely on bus operators for navigational guidance when signage is unclear.
- Inconsistent visual cues contribute to confusion, especially for riders with limited English proficiency, low literacy, or visual impairments.
- Several locations lack clear transfer pathways, predictable boarding areas, or tools that support independent navigation, such as tactile elements, or QR-based information sources.
- Operational factors such as bus stacking, mismatched arrival patterns, and pedestrian visibility challenges further complicate navigation at high-activity sites.

The recommendations in this report reflect both the immediate opportunities for improvement and the longer-term enhancements that will require coordinated planning and capital investment.

Near-term recommendations include updated shelter labels, interim signage panels, clear boarding identifiers, and updated directory-style displays, can be implemented in the near term with relatively little infrastructure changes. These wayfinding improvements would significantly reduce confusion and provide more equitable access for new riders, seniors, visitors, and individuals with disabilities.

Longer-term improvements, include a unified regional signage system, potential addition of a third shelter at LBCC, a reconfigured layout at the Heritage Mall stop on Clay Street to reduce bus stacking and distance the crosswalk from the boarding area, and more comprehensive multisensory (visual, tactile, and audio) wayfinding features at all major hubs, will require continued collaboration between agencies and alignment with future capital projects. Implementing universal design elements, consistent regional branding, and shared informational tools would support not only clearer navigation but a more seamless multimodal experience across the system for all users

Overall, expanding shelter signage to include consistent, easy-to-read route information (including maps, timing and interagency connections), would significantly reduce rider uncertainty and help standardize the experience across the system. These improvements further support ADA and universal-design goals, benefiting all riders including those who rely on predictable and visible cues.

Next Steps

To move these recommendations toward implementation, OCWCOG will:

1. Circulate this report to partner agencies (e.g., ATS, City of Albany, Linn Shuttle, LBCC, Linn-Benton Loop) for review and refinement of recommendations.
2. Convene a near-term coordination meeting to identify immediate improvements and establish shared design language including an approach to signage standards, color coding routes or services, agency branding, and information updates.
3. Develop a prioritized implementation roadmap outlining quick wins, coordinated regional actions, and long-term capital needs.
4. Work with partner agencies to explore funding opportunities for infrastructure changes at LBCC, Albany Amtrak Station, and Heritage Mall on Clay Street.
5. Continue gathering feedback from riders and frontline staff to ensure improvements address real-world navigation challenges and accessibility needs.

The findings and recommendations presented here highlight clear opportunities to enhance the rider experience, improve safety, and support more seamless multimodal travel. With coordinated action, these improvements can strengthen regional transit connectivity and ensure that riders, regardless of familiarity, ability, or frequency of travel, can navigate Albany-area transit hubs confidently and independently.

Resources

[The science of wayfinding—a formula to increase transit ridership](#)

[Design Standards and Guidelines | Engineering | MBTA](#)

[Bus Stop and Shelter Improvements | WMATA](#)

Transit Stop Inventory, Assessment, and Recommendations



Photos courtesy of Madeline Powell, OCWCOG

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Introduction and Background

In June 2026, Oregon Cascades West Council of Governments (OCWCOG) launched the Transit Stop Inventory to accomplish five primary tasks:

- Conduct a physical inventory of every transit stop in the Linn County region.
- Evaluate the condition of existing transit stops.
- Identify gaps in stop-level infrastructure.
- Establish regional bus stop standards and guidelines.
- Develop improvement recommendations grounded in best practices and real-world site conditions.

There are currently twelve transit agencies operating in the Linn County region, including Albany Transit System (ATS), Linn Shuttle, Linn-Benton Loop, LINX Transit, Corvallis Transit System (CTS), Lincoln County Transit (LCT), Benton Area Transit (BAT), and others. The agencies provide both fixed route and shared-ride demand response transportation to thousands of residents in the region. This is accomplished through 27 agency-route combinations that service over 150 transit stops.

The inventory was completed using GIS mapping tools, aerial and street-view imagery, and a standardized digital database hosted through Baserow. This database enabled real-time data entry, amenity tracking, verification status updates, and documentation of potential upgrades. The resulting dataset also provides a baseline for future shelter installations and potential AAMPO-funded improvements.

This document presents the complete physical inventory and summarizes the results with recommended stop improvements in comparison to national standards and guidelines.

Inventory Methodology

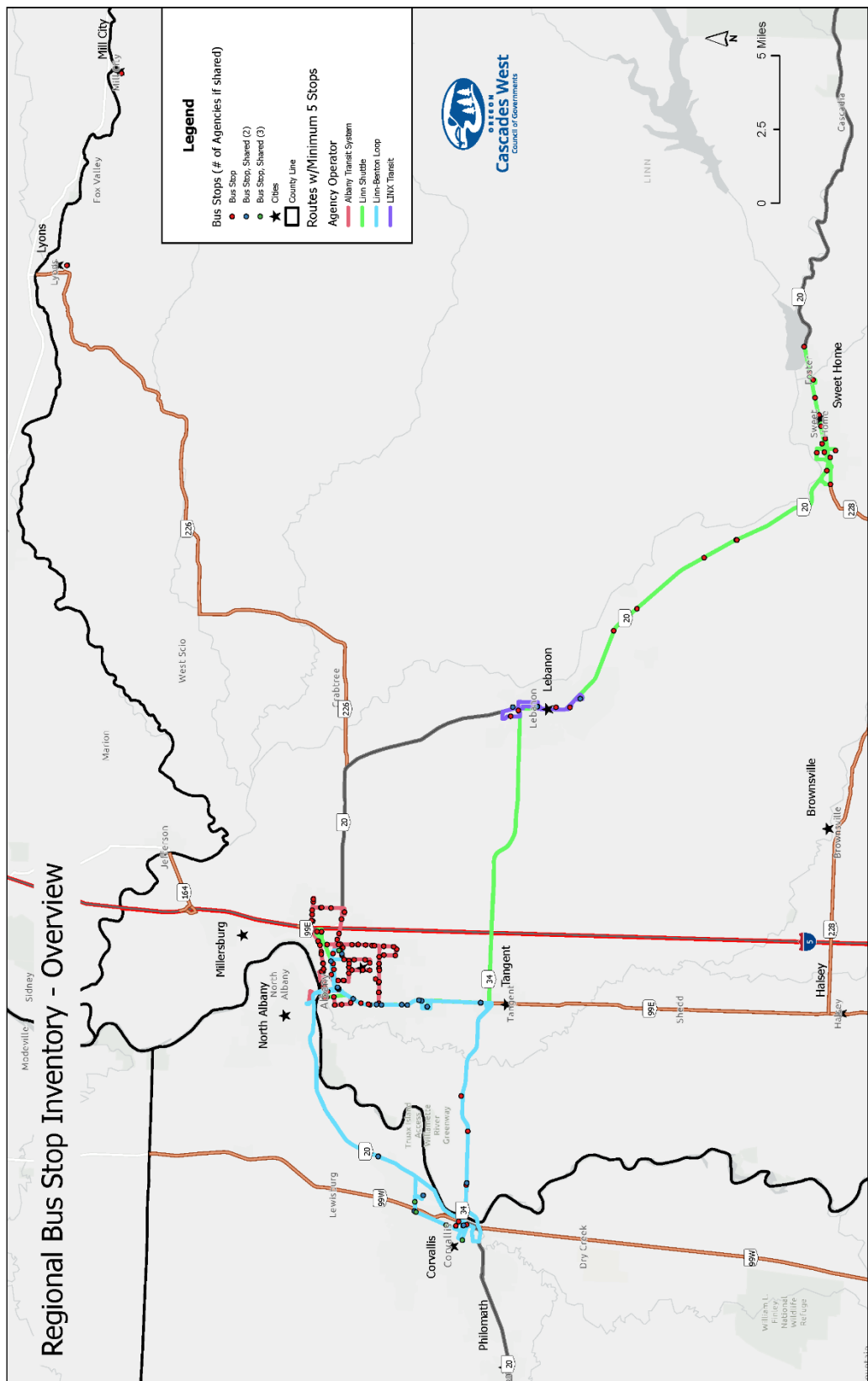
A team of field surveyors completed a physical inventory of 157 transit stops in Linn County and Benton County extensions associated with Albany Transit System, Linn-Benton Loop. This inventory incorporates information from the following:

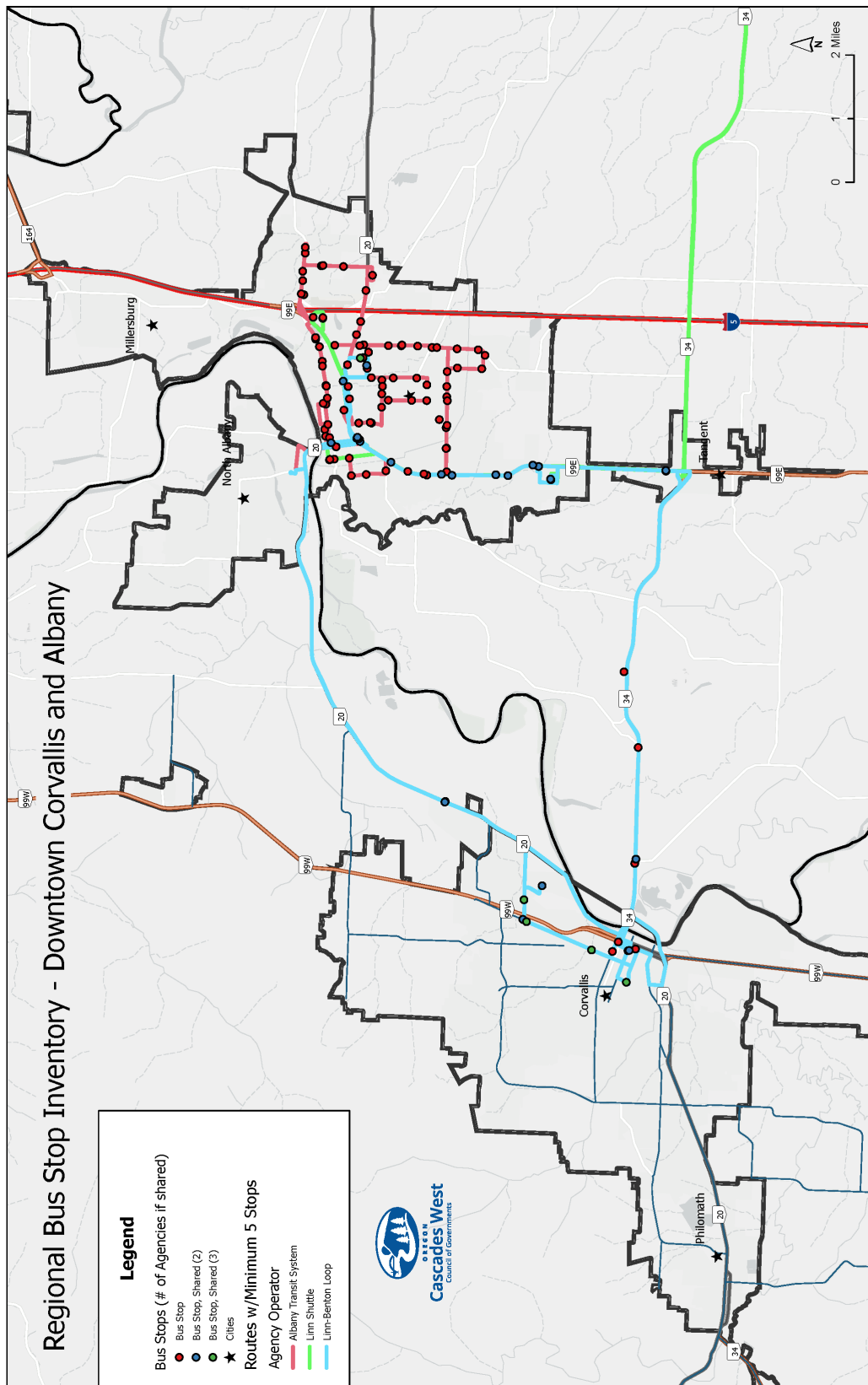
- Previously maintained agency spreadsheets.
- Historical GIS layers.
- GTFS stop and route feeds.
- Good Street View and aerial imagery.
- Photographs from field surveys.
- Best practices and design standards.

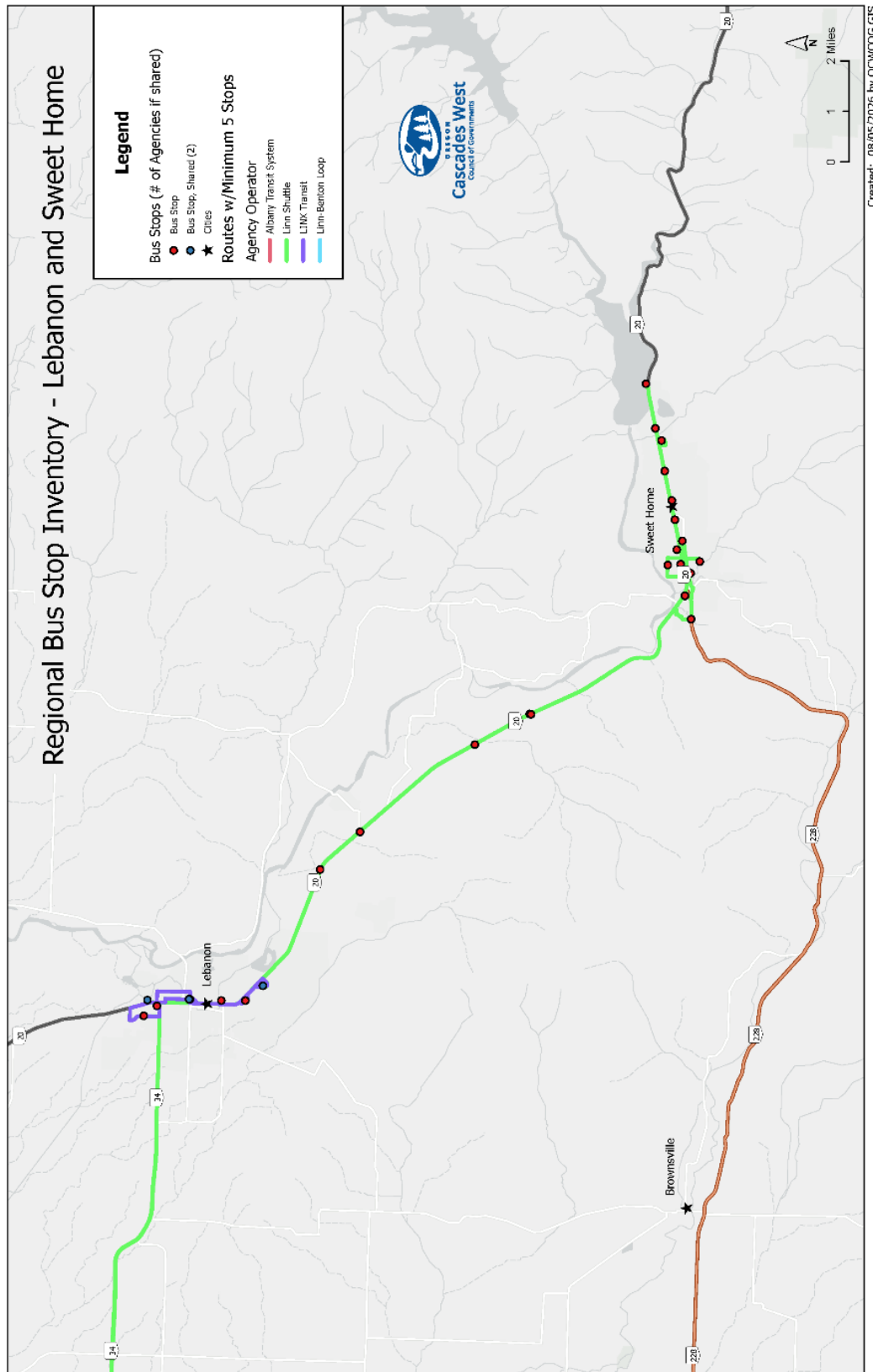
The complete inventory is detailed in Appendix A of this report and as a companion excel file. The inventory includes the following fields:

Field	Description
Regional Stop ID	A unique identifier for the regional inventory. Source ID(s) each individual stop unrelated to internal agency records.
Stop Name	Name or location used to identify the stop.
Agency Operator(s)	Transit provider(s) that use the stop.
Routes	Route names associated with the stop.
GTFS Service Status	Whether the stop is active in source GTFS data.
Stop Function	Role the stop serves in the transit network (boarding, transfer, hub, intermodal).
Stop Style	The physical stop type and facility level.
Condition	Observed overall condition of the stop (good, poor, bad).
Boarding Level	Boarding surface or level at the stop (sidewalk, road
Street Configuration	Stop placement relative to the roadway.
Infrastructure	Amenities and improvements at the stop (paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign, trash can, lighting, bike rack, etc.).
Route Signage	Completeness of route information on site.

Following the inventory, each stop was mapped and overlaid on corresponding routes. The maps are presented on the following pages and are made available to Oregon Cascades West Council of Government partners in both ArcGIS format and Google maps files.







Systemwide Findings

Working stops	Linn County	Benton extension
157	142	15

Below is a systemwide summary of infrastructure, signage, and condition indicators across the 157 total stops across Linn County and the Benton County extension. All findings directly reflect the extracted dataset for this inventory.

Core Infrastructure Coverage

Paved Landing Pads

- 145 stops have paved landing pads (92.4%).
 - 12 stops lack paved pads (7.6%).
- This indicates strong ADA-related baseline infrastructure overall.

Bus Shelters

- 38 stops include a bus shelter (24.2%).
 - 119 stops lack shelter (75.8%).
- Shelter coverage is limited, especially in rural areas and at shared stops.

Signed Crosswalks

- 77 stops have a signed crosswalk in sight (49.0%).
 - 80 stops lack visible marked crossings (51.0%).
- Half of stops lack pedestrian crossing reinforcement, impacting safety.

Signage & Customer Information

Route Signage Availability

- 117 stops have route signage (74.5%).
- 40 stops have no route signage (25.5%).

Signage Completeness

- 19 stops have incomplete signage (12.1%).
- 39 stops show “no signage applicable,” often meaning the stop is unmarked or intended as a flag stop (24.8%).

Overall, **over one-third of the network** has signage gaps (missing or incomplete), which affects wayfinding and accessibility for unfamiliar riders.

Stop Condition

Poor Condition

- **13 stops** are rated “poor” (**8.3%**).
These typically involve aging shelters, grime/damage, or unclear stop placement.

Unimproved Stops

- **6 stops** are classified as “Unimproved Stop” (**3.8%**).
These generally lack paved pads and/or formal curbside infrastructure.

Systemwide Takeaways

- Most ATS urban stops have strong foundational infrastructure; rural and partner-agency stops are significantly less formalized.
- Multi-agency locations frequently struggle with signage completeness and standardized presentation.
- Shelter distribution is low relative to regional need, especially at high-ridership corridors.
- Many highway or rural stops present pedestrian safety concerns due to missing crosswalks and lack of paved boarding areas.

Stop Style Framework

Style	Working definition	Key rule	Working inventory
Unmarked Stop	Active/recognized boarding point with no visible stop sign.	Overrides other physical infrastructure.	33
Unimproved Stop	Visible stop identification, but the basic passenger platform/signage package is incomplete.	Typically lacks a paved landing pad.	4
Basic Standard Stop	Route signs and paved landing pads provide a recognizable, stable boarding point.	Baseline regional target.	87
Standard Sheltered Stop	Basic standard plus shelter and bench.	Adds weather protection and seating.	30
Premium Sheltered Stop	Standard sheltered stop with higher-order information, lighting, weather, or comfort features.	Aspirational; no current records.	0

Style	Working definition	Key rule	Working inventory
Station Stop	Near-level boarding with extended canopy coverage and a station-like physical platform.	Physical class, not network function; no current records.	0
Unclassified / Needs Review	Evidence is not yet sufficient to assign a defensible style.	Temporary quality-control state.	0

The absence of current Premium Sheltered Stops and Station Stops does not make those categories unnecessary. They represent the intended future hierarchy and allow improved stops to be classified consistently later.

Improvement Recommendations

The MBTA *Bus Stop Design Guide*, the NACTO *Transit Street Design Guide*, and ADA standards referenced in *PROWAG (Public Rights-of-Way Accessibility Guidelines)* establish consistent, widely recognized design requirements for safe, accessible, and comfortable bus stops. These national guides outline the essential elements that support ADA compliance, including firm and stable paved landing pads, proper sidewalk connections, and clear, readable signage. Key public transit infrastructure guidelines were outlined through these guides as well.

As part of this regional bus stop inventory, surveyors documented existing conditions at each stop, including landing area type and dimensions, cross slope, sidewalk connectivity, signage completeness, and presence of shelters or paved pads. These measurements were used to identify stops with missing elements or infrastructure in need of improvement. Once deficiencies were identified, stops were analyzed individually to classify potential improvement needs and to determine whether upgrades are feasible within the existing right-of-way.

Based on this analysis, several stops were found to require substantial improvement to meet ADA standards or regional design expectations. Others may need to be considered for relocation or removal if required improvements (sidewalks, pads, landing zones, or grading) would be infeasible or cost-prohibitive. The following subsections categorize these improvement needs and outline recommended strategies consistent with ADA and national bus stop design guidelines.

A complete table of stops identified for improvement is included in the Recommendations Table section of this report.

Landing Area & Curb-Side Accessibility Improvements

National design guides consistently identify the **landing area** as a foundational ADA element for all bus stops. According to MBTA, NACTO, and PROWAG-aligned standards, a compliant landing area must:

- Be a firm, stable, slip-resistant surface,
- Measure at least 5 feet wide parallel to the curb and 8 feet deep perpendicular to the curb,
- Have a cross slope not exceeding 2%, and
- Be directly connected to a sidewalk or nearest public right-of-way.

Survey results show that while **92.4% of stops in the region have paved landing pads**, approximately **7.6% (12 stops)** lack this essential feature and rely on grass, gravel, or soft shoulder areas instead. These stops do not meet ADA boarding requirements and are recommended for immediate upgrade.

A frequent issue documented in this inventory consistent with national guidance is the disconnect between landing areas and sidewalks. Even when a paved pad was present, several stops had no accessible route connecting the pad to a sidewalk or pathway, requiring riders to traverse gravel or grass. This poses a challenge for wheelchair users, individuals with mobility devices, and riders boarding in wet or icy conditions. National guidance is clear: accessible boarding must include a continuous route from sidewalk to landing pad to bus boarding area.

The recommended improvement process for stops lacking proper landing areas includes:

1. Clearing obstacles such as grass, debris, uneven soil, or ad-hoc material between the landing pad and roadway.
2. Constructing a compliant landing pad meeting the 5-foot by 8-foot minimum footprint.
3. Ensuring the cross-slope does not exceed 2%, consistent with ADA requirements.
4. Integrating the pad with existing sidewalks or constructing a short walkway connection to ensure continuous accessibility.

Where feasible, landing areas should be built using durable concrete to withstand freeze–thaw cycles and ensure long-term stability. Stops where sidewalk extensions or landing pad construction appear infeasible due to terrain or right-of-way limitations should be evaluated for relocation to a more suitable, accessible location.

Signage & Wayfinding Improvements

Survey results revealed that **40 stops (25.5%) lack route signage**, and an additional **19 stops (12.1%) have incomplete signage**, meaning the stop is present but essential route information is missing.

National design guides emphasize that clear signage is a low-cost, high-impact improvement that directly affects usability, rider confidence, and visibility for both riders and bus operators.

MBTA guidance recommends:

- Uniform stop identification signage at all fixed stops,
- Clear presentation of route numbers, directions, and agency branding,
- Placement at a height and orientation visible from the approaching bus, and
- Integration with lighting or reflective materials where rural or low-light conditions exist.

Stops with no signage should be prioritized for installation, especially shared-agency locations where unmarked stops create confusion for new riders and visitors.

Shelter & Passenger Comfort Considerations

Survey data show that only **24.2% of stops** in the network include shelters. National guidance recommends prioritizing shelters at stops with:

- High boarding volumes,
- Long wait times or timed-transfer activity,
- Exposure to weather without shade or nearby buildings,
- Vulnerability such as highway or rural locations, where riders lack safe waiting alternatives.

While not all stops require shelters, many within the inventory meet these criteria and may benefit from phased shelter installation where feasible.

Pedestrian Safety & Crosswalk Improvements

According to the inventory, **only 49% of stops** have a signed crosswalk visible from the stop. National design guidelines stress that safe pedestrian access is essential, particularly where riders must cross the street to access stops or where vehicle speeds exceed 25–30 mph.

Recommended improvements include:

- Installation of marked crosswalks.
- ADA-compliant curb ramps aligned with the landing area.
- Refuge islands or enhanced crossings in multi-lane contexts.
- Relocating stops to safer crossing points when feasible.

Located in Appendix A is a list of stops identified as needing improvements (e.g., poor condition, unimproved stop type, missing signage, etc.). Each stop includes a photo of the current conditions and brief descriptions of what kind of improvements they need.

Appendix A: Stop Recommendations

The inventory includes a total of 157 stops, but there are stops that have physical stop issues that could use review and consideration for improvements:

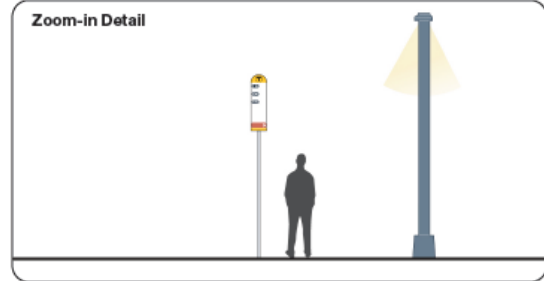
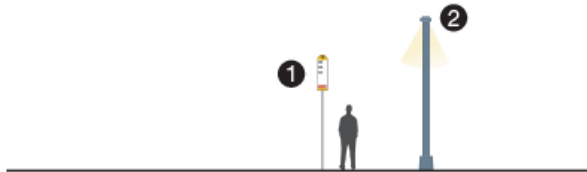
Transit Stops	Issues	Improvements
Sweet Home Public Library – 13 th Ave & Kalmia St	Poor condition; no agency/route signage on bus stop pole or bus shelter; existing bus stop pole is damaged (bent).	Add agency/route signage to shelter or pole; remove, fix, or replace bus stop pole.
Tamarack Ridge Estates	Unmarked stop; no agency/route signage; unpaved.	Add agency/route signage, create paved landing pad.
Albany Amtrak Station	Incomplete and/or missing agency/route signage on all bus shelters. Shelters are numbered 1-6 but numbers do not signify anything.	Review and/or redesign signage for consistency on all shelters; make informational panels, maps, and directories.
Highland Dr & Spruce Ave	Poor shelter condition; incomplete signage (missing CTS).	Update signage to include CTS;
Corvallis OSU	Poor shelter condition; incomplete signage for multi-agency service.	Clean, repair or replace bus shelter; add all route signage for multi-agency service.
Goldfish Farm Rd & Christopher Ave	Unimproved stop; poor condition; unpaved boarding area.	Add a paved landing pad for boarding.
Corvallis Clinic	Unmarked stop; no agency/route signage.	Add agency/route signage to shelter.
Downtown Transit Center	Incomplete agency/route signage; no ATS signage visible.	Review all agency/route signage on bus shelters and poles; add missing signage for agencies that serve location.
NW 9th St & NW Reiman St	Incomplete agency/route signage; missing ATS signage.	Add ATS signage to stop.
28th Ave & Hill St	Bus stop pole seems to have moved from one location in 2023, to the current location. Old location still has a pole that should be removed if not in use.	Remove old bus stop pole.
Hwy 99 at Porters	Unmarked; no agency/route signage visible.	Add agency/route signage.

Killdeer at Costco	Small paved landing area; agency/route signage is not highly visible.	Review placement of agency/route signage.
Lebanon Medical College	Only bench at this stop currently, in 2022 there was a bus shelter as well; no visible signage.	Add route signage; address missing infrastructure elements (shelter).
Lebanon Park & E Oak St	Missing agency/route signage.	Add agency/route signage for all that serve stop.
Linn-Benton Community College - Lebanon Center	Has "Bus Stop" sign, but no agency/route signage.	Add agency/route signage.
Peoria Market & Wolcott	Missing agency/route signage for ATS.	Add ATS signage to pole with existing LB Loop signage.
Waverly Dr & 14th Ave	Graffiti on curb by bus stop sign.	Clean/cover graffiti.
Jackson & 32nd	Inactive GTFS stop retained because transfers. Currently has bus shelter and bench but are not in use.	Move bus shelter and bench to other stops where they could be better used.

[additional recommendations will be included in final report]

Appendix B: Bus Stop Styles

Basic Standard Stops



Standard Elements	Optional Elements
1. Route Sign 2. Adequate street-level lighting (area lighting)	• Sidewalk-level boarding • Paved landing area • Benches • Bike racks • Real-time info

Examples in the Inventory:

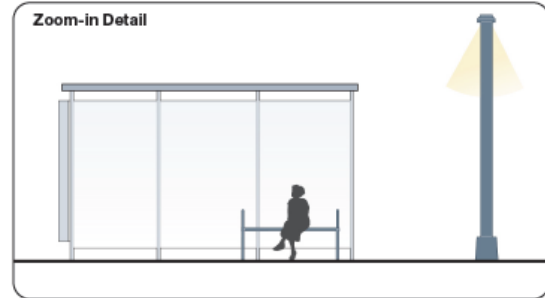
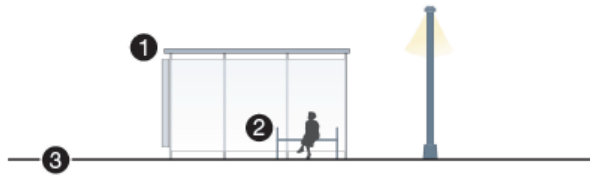


Example: 2nd & Lyon, Regional Stop ID RBS0458



Example: Knox Butte & Opal, Regional Stop ID RBS0519

Standard Sheltered Stops



Standard Elements	Optional Elements
1. Shelter 2. Bench (or other seating) 3. Sidewalk-level boarding	• Trash receptacle • In-shelter lighting • Fare vending machines • Bike racks • Maps and customer information • Real-time info

Examples in the Inventory:



Example: Regional Stop ID RBS0470



Example: Regional Stop ID RBS0200

Premium Sheltered Stops



Standard Elements	Optional Elements
1. Shelter(s) with canopy coverage 2. Benches (or other seating) 3. In-shelter lighting 4. Real-time info 5. Maps and customer information	• Trash receptacle • Emergency call box and cameras • Fare vending machines • Bike racks • Heating

Examples in the Inventory:

There are presently no examples of this style of stop in the Inventory for Linn County and Benton County extension.

Station Stops



Standard Elements	Optional Elements
1. Shelter(s) with extended canopy coverage 2. Benches (or other seating) 3. In-shelter lighting 4. Real-time info 5. Trash receptacles 6. Near-level boarding 7. Emergency call box and cameras 8. Bike racks 9. Maps and customer information	• Full weather protection/ coverages • Artwork • Landscaping • Heating • Mobile phone charging • Fare vending machines • Wi-fi

Examples in the Inventory:

There are presently no examples of this style of stop in the Inventory for Linn County and Benton County extension.

Phase 1 Inventory Dashboard Snapshot

These counts describe the agreed working inventory, not the entire 590-record regional table. The companion workbook includes formula-backed charts and all 155 underlying records for filtering and audit.

Feature	Count	Share of 155
Regular stops	147	95%
Flag stops	8	5%
Active in supplied GTFS	154	99%
Multi-route stops	46	30%
Shared-agency stops	29	19%
Paved landing pad	141	91%
Route sign element	105	68%
Photo available	134	86%

Physical styles and network functions

Stop style	Count	Stop function	Count
Basic Standard Stop	87	General Boarding Stop	144
Unmarked Stop	33	Intermodal Station	6
Standard Sheltered Stop	29	Transit Hub	4
Unimproved Stop	6	Transfer Stop	1

Immediate data-quality picture

The current working inventory is substantially classified: 157 stops have a boarding level assigned and 110 have a route-signage available. The remaining work is targeted: 6 stops are unimproved stop style, 33 stops are unmarked stops, and 5 stops have an unpaved boarding area.

Appendix C: Transit Stop Inventory Cards

157 working-inventory stops

Sorted by Stop Name

Source: export - Bus Stops - All Stops_20260804.csv

August 4, 2026

Each bus stop in this appendix is presented in this format.

Stop Name: Name or location used to identify the stop

Regional Stop ID: Unique ID for the regional inventory • Source ID(s): Stop ID(s) from agency or source data

Agency Operator(s): Transit provider(s) that use the stop

Routes: Route names associated with the stop

GTFS Service Status: Whether the stop is active in source GTFS data

Stop Function: Role the stop serves in the transit network

Stop Style: Physical stop type and facility level

Condition: Observed overall condition

Boarding Level: Boarding surface or level at the stop

Street Configuration: Stop placement relative to the roadway

Infrastructure: Amenities and improvements at the stop

Route Signage: Completeness of route information on site

Verified Date: Most recent verification date

Notes: Additional observations or follow-up information

STOP PHOTO

Stop photograph or inventory imagery

Photo / imagery date: Date associated with the displayed image

1st & Washington

RBS0451 • Source ID(s): 2440150

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

1st Ave & Jackson St

RBS0452 • Source ID(s): 4212205

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

Verified Date: 05/21/2026



Photo / imagery date: Jun 2012

1st Ave & Montgomery St

RBS0453 • Source ID(s): 4212206

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

Verified Date: 05/21/2026



Photo / imagery date: Jun 2012

2nd & Baker

RBS0456 • Source ID(s): 801525

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

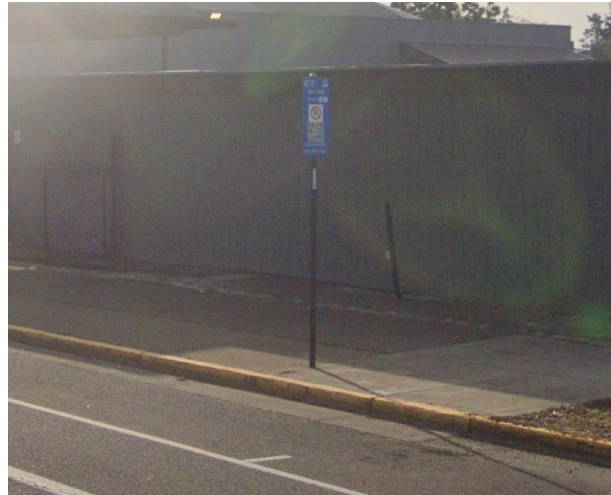


Photo / imagery date: Apr 2025

2nd & Jefferson St

RBS0457 • Source ID(s): 801964

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, route sign

Route Signage: complete

Verified Date: 07/09/2026



Photo / imagery date: Apr 2025

2nd & Lyon

RBS0458 • Source ID(s): 2501898

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, US 20 Commuter, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: trash can, paved landing pad, signed crosswalk in sight, area lighting, route sign

Route Signage: complete

Verified Date: 07/09/2026

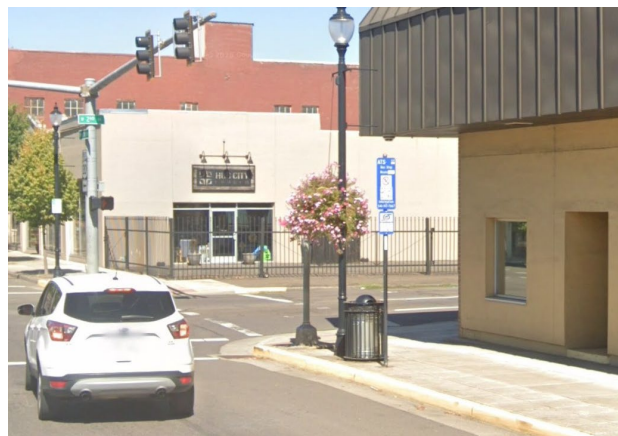


Photo / imagery date: Sep 2025

2nd Ave & Main St

RBS0459 • Source ID(s): 4212209

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

Verified Date: 05/21/2026



Photo / imagery date: Apr 2025

4th & Ellsworth

RBS0472 • Source ID(s): 2501899

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

4th & Harrison

RBS0002 • Source ID(s): 802032

Agency Operator(s): Linn-Benton Loop

Routes: Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, area lighting

Route Signage: complete

Notes: No ATS signage. Lighting continues down the street, bus stop is nearby one light.



Photo / imagery date: Sep 2025

4th St - btwn Madison & Jefferson

RBS0003 • Source ID(s): 802005

Agency Operator(s): Linn-Benton Loop

Routes: Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: complete

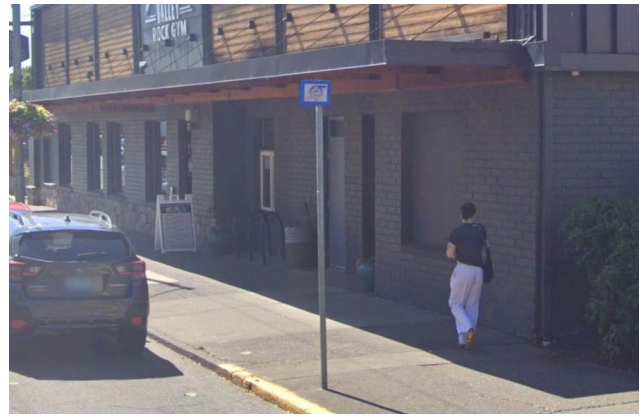


Photo / imagery date: Sep 2025

7th & Elm at Albany General Hospital

RBS0473 • Source ID(s): 801604

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

7th & Madison

RBS0474 • Source ID(s): 805274

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

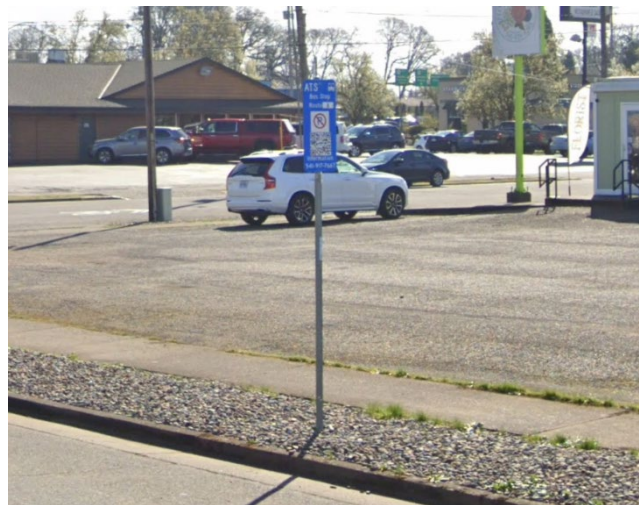


Photo / imagery date: Mar 2025

7th & Washington

RBS0475 • Source ID(s): 801605

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

9th & Circle

RBS0005 • Source ID(s): 801609, 247

Agency Operator(s): Linn-Benton Loop, Corvallis Transit System

Routes: US 20 Commuter, 9th st/hospital

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can, route sign

Route Signage: incomplete

Notes: not normal ATS signage on a shared pole

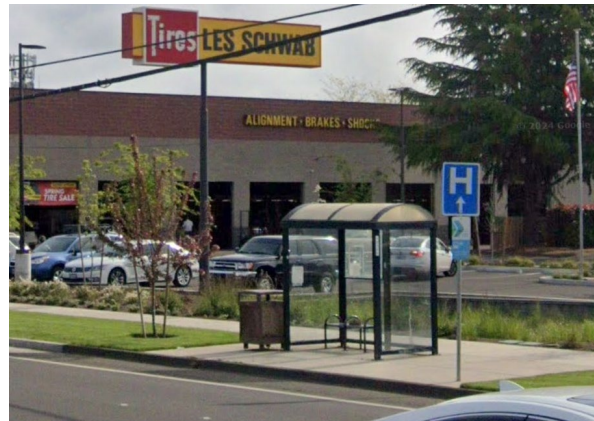


Photo / imagery date: May 2024

9th & Main

RBS0476 • Source ID(s): 801622

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

9th Ave at Lowes

RBS0477 • Source ID(s): 2729451

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unimproved Stop

Condition: poor

Boarding Level: unpaved

Street Configuration: curbside

Infrastructure: area lighting, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

14th & Heritage Mall

RBS0449 • Source ID(s): 4212197

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

14th at Heritage Mall

RBS0450 • Source ID(s): 801494

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, Route A, Route B, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

28th Ave & Hill St

RBS0454 • Source ID(s): 4212220

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight

Route Signage: complete

Verified Date: 05/21/2026

Notes: Bus stop pole seems to have moved from one location in 2023, to the current location. Old location still has a pole that should be removed if not in use



Photo / imagery date: Mar 2025

28th Ave & Oak St

RBS0455 • Source ID(s): 4212221

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

34th & Calapooia

RBS0460 • Source ID(s): 801549

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

34th & Calapooia

RBS0461 • Source ID(s): 4212222

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

34th & Chicago St

RBS0462 • Source ID(s): 801545

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

Verified Date: 07/09/2026



Photo / imagery date: Apr 2025

34th & Marion

RBS0463 • Source ID(s): 801547

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

34th & Oak

RBS0464 • Source ID(s): 801548

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

34th & Pacific Blvd

RBS0465 • Source ID(s): 801544, 801550

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: poor

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete

Verified Date: 05/21/2026

Notes: Google Street view is from Sep 2023, might want to do a physical follow-up of site to see if anything changed.



Photo / imagery date: Sep 2023

34th & Tudor

RBS0467 • Source ID(s): 805275

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

34th Ave & Hill St

RBS0468 • Source ID(s): 4212215

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

34th Ave & Marion St

RBS0469 • Source ID(s): 4212214

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

35th & Pacific

RBS0470 • Source ID(s): 801833

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Heart-to-Hub Uniter, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: incomplete



Photo / imagery date: Apr 2025

44th Ave & Hwy 20

RBS0471 • Source ID(s): 815403

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026



Photo / imagery date: Mar 2025

Albany Amtrak Station

RBS0480 • Source ID(s): 13633

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: Intermodal Station

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: bus station

Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight, bike rack

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

Albany Amtrak Station

RBS0482 • Source ID(s): 9710, 551, ALY

Agency Operator(s): Oregon POINT, Amtrak

Routes: Portland-Eugene, Amtrak Cascades, Coast Starlight

GTFS Service Status: active

Stop Function: Intermodal Station

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: bus station

Infrastructure: paved landing pad, bike rack, bench, trash can, bus shelter, area lighting, signed crosswalk in sight

Route Signage: not applicable - no route signage

Verified Date: 07/02/2026

Notes: Both shelters have signs next to them saying "passenger loading zone", but no route or agency signage visible.



Photo / imagery date: May 2018

Albany Amtrak Station Shelter #1

RBS0486 • Source ID(s): 2483500

Agency Operator(s): Lincoln County Transit

Routes: Coast to Valley Express

GTFS Service Status: active

Stop Function: Intermodal Station

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: bus station

Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight

Route Signage: incomplete

Verified Date: 07/02/2026



Photo from inventory export

Albany Amtrak Station Shelter #3

RBS0481 • Source ID(s): 26316, 801640

Agency Operator(s): Benton Area Transit, Albany Transit System

Routes: Coast to Valley Express, Saturday Shopper

GTFS Service Status: active

Stop Function: Intermodal Station

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: bus station

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, signed crosswalk in sight, route sign

Route Signage: incomplete

Verified Date: 07/02/2026



Photo / imagery date: May 2018

Albany Amtrak Station Shelter #4

RBS0478 • Source ID(s): 2555781

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, US 20 Commuter, Heart-to-Hub Uniter, Route B

GTFS Service Status: active

Stop Function: Intermodal Station

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: bus station

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, signed crosswalk in sight, route sign

Route Signage: incomplete

Verified Date: 07/02/2026

Notes: Photo is older, there are no longer any bike storage boxes, but everything else is the same.

*No photo attached
in the current export
Photo / imagery date: May 2018*

Albany Amtrak Station Shelter #5

RBS0479 • Source ID(s): 2555782, 2555784

Agency Operator(s): Albany Transit System

Routes: Route A, Route C

GTFS Service Status: active

Stop Function: Intermodal Station

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: bus station

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, signed crosswalk in sight, route sign

Route Signage: not applicable - no route signage

Verified Date: 07/02/2026



Photo / imagery date: May 2018

Albany Public Library

RBS0483 • Source ID(s): 4212211

Agency Operator(s): Albany Transit System

Routes: Route D, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

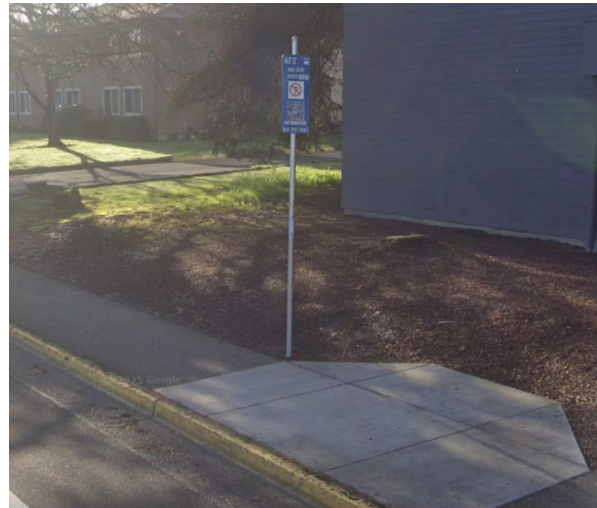


Photo / imagery date: Apr 2025

Albany: Comfort Suites (100 Opal Ct NE)

RBS0484 • Source ID(s): 2740150

Agency Operator(s): Groome Transportation

Routes: Portland International Airport

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad, trash can, bench

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026

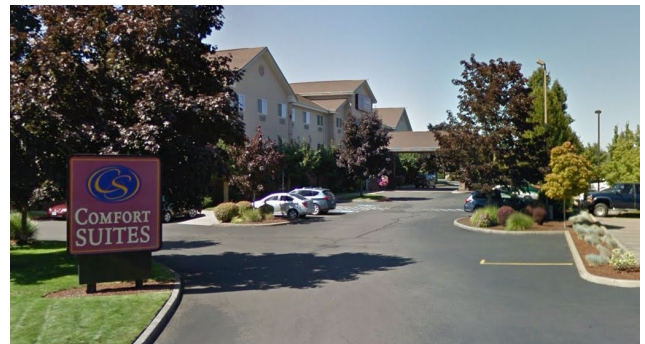


Photo / imagery date: Apr 2025

Albany: Groome Transportation Main Office (34030 Excor Rd SW)

RBS0485 • Source ID(s): 2740149
Agency Operator(s): Groome Transportation
Routes: Portland International Airport
GTFS Service Status: active
Stop Function: General Boarding Stop
Stop Style: Unmarked Stop
Condition: good
Boarding Level: road-level
Street Configuration: off-street boarding area
Infrastructure: paved landing pad
Route Signage: not applicable - no route signage
Verified Date: 07/06/2026



Photo / imagery date: May 2025

Bi-Mart (1980 Main St)

RBS0487 • Source ID(s): 771421
Agency Operator(s): Linn Shuttle
Routes: In-Town Transit
GTFS Service Status: active
Stop Function: General Boarding Stop
Stop Style: Unmarked Stop
Condition: good
Boarding Level: sidewalk-level
Street Configuration: curbside
Infrastructure: paved landing pad, trash can
Route Signage: not applicable - no route signage
Verified Date: 07/08/2026



Photo / imagery date: Oct 2022

Circle & Belvue

RBS0014 • Source ID(s): 802254, 71
Agency Operator(s): Linn-Benton Loop, Albany Transit System, Corvallis Transit System
Routes: Saturday, Saturday Shopper, US 20 Commuter, osu/29th/circle/hp
GTFS Service Status: active
Stop Function: General Boarding Stop
Stop Style: Basic Standard Stop
Condition: good
Boarding Level: sidewalk-level
Street Configuration: curbside
Infrastructure: paved landing pad, route sign
Route Signage: incomplete

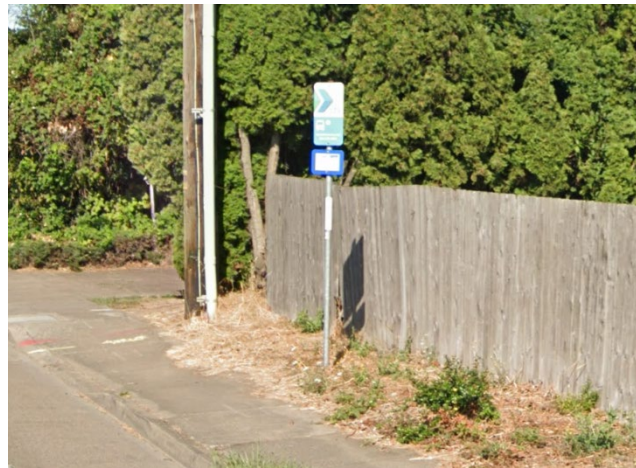


Photo / imagery date: mar 2025

Clay at Heritage Mall

RBS0488 • Source ID(s): 801677, 13634

Agency Operator(s): Linn-Benton Loop, Albany Transit System, Linn Shuttle

Routes: Saturday, Saturday Shopper, Route A, Route B, Route D, Route C, Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight, route sign

Route Signage: incomplete



Photo / imagery date: Apr 2025

Clay at Medicap Pharmacy

RBS0489 • Source ID(s): 4226616

Agency Operator(s): Albany Transit System

Routes: Route A, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

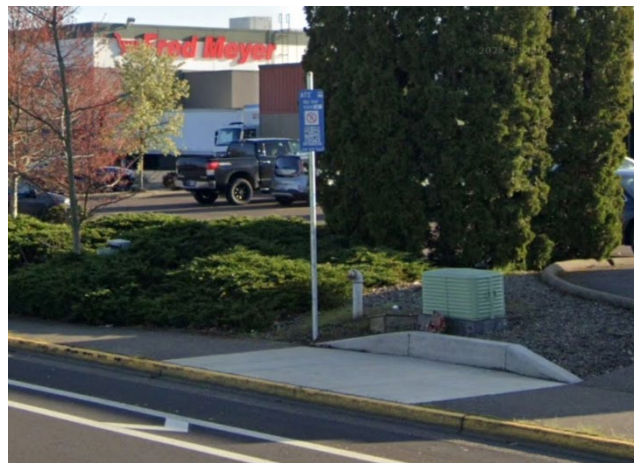


Photo / imagery date: Apr 2025

College Park

RBS0490 • Source ID(s): 801827

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, route sign

Route Signage: incomplete



Photo / imagery date: Apr 2025

Columbus & Columbus PI (South Albany High School)

RBS0491 • Source ID(s): 801678

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Corvallis OSU

RBS0018 • Source ID(s): c25f00c4-0942-4b0b-8460-fdc56ec94f9a, 9, 802475, 1081, 2876

Agency Operator(s): FlixBus-us, Pacific Crest Bus Lines, Linn-Benton Loop

Routes: Seattle - Portland - Eugene, Seattle - Portland - Sacramento, 99 Vine, US 20 Commuter, Heart-to-Hub Uniter, Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: poor

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, bike rack, route sign

Route Signage: incomplete

Notes: Shelter looks a little rough (marks, smears, residual from things being stuck onto it).



Photo / imagery date: Apr 2024

Davis Family Farm & Childrens Farm Home - Flag Stop

RBS0025 • Source ID(s): 802549

Agency Operator(s): Linn-Benton Loop

Routes: US 20 Commuter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: curbside

Route Signage: not applicable - no route signage



Photo / imagery date: Sep 2025

Davis Family Farm & Childrens Farm Home - Flag Stop

RBS0026 • Source ID(s): 802038

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, US 20 Commuter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: roadside shoulder

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Notes: No bus stop visible in desktop



Photo / imagery date: Sep 2025

Del Rio & Columbus

RBS0492 • Source ID(s): 801700

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Del Rio Ave & Waverly

RBS0493 • Source ID(s): 801701

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Dollar Tree/Bi-Mart (Lebanon Plaza)

RBS0494 • Source ID(s): 2559238

Agency Operator(s): LINX Transit

Routes: LINX Loop

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: trash can, paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026

Notes: Cannot see stop from street view.

*No photo attached
in the current export*

Photo / imagery date: Mar 2025

Downtown Transit Center

RBS0027 • Source ID(s): 801812, 418, 419, 450

Agency Operator(s): Albany Transit System, Corvallis Transit System

Routes: Saturday Shopper, osu/kings/timberhill shop ctr, philo blvd/49th st/osu, 9th st/hospital, south corvallis/western/osu, witham hill/osu

GTFS Service Status: active

Stop Function: Transit Hub

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, route sign

Route Signage: incomplete



Photo / imagery date: May 2024

Downtown Transit Center

RBS0030 • Source ID(s): 802054

Agency Operator(s): Linn-Benton Loop

Routes: Saturday, US 20 Commuter, Heart-to-Hub Uniter, Campus Connector

GTFS Service Status: active

Stop Function: Transit Hub

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: unknown / needs review

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, bike rack

Route Signage: complete

Notes: No route signage can be seen for ATS on the shelter or the pole in front.



Photo / imagery date: Apr 2024

E Oak St & S Park St (Southbound)

RBS0495 • Source ID(s): 2559311

Agency Operator(s): LINX Transit

Routes: LINX Loop

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: incomplete

Verified Date: 07/07/2026



Photo / imagery date: Jun 2025

Elm & 11th

RBS0496 • Source ID(s): 801709

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Foster Mall

RBS0497 • Source ID(s): 13635

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle, In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo / imagery date: Mar 2025

Geary & 15th

RBS0498 • Source ID(s): 801716

Agency Operator(s): Albany Transit System

Routes: Route A, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Geary St & 21 st Ave

RBS0499 • Source ID(s): 4212218

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, area lighting, route sign

Route Signage: complete

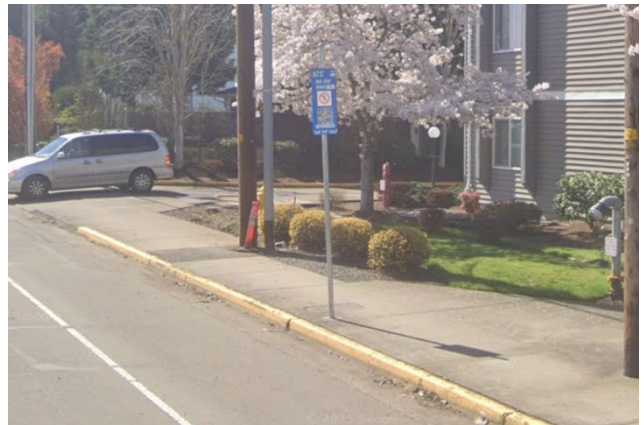


Photo / imagery date: Mar 2025

Geary St & Grand Prairie Rd

RBS0500 • Source ID(s): 4212219

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Goldfish Farm Rd & Azalea St

RBS0501 • Source ID(s): 801718

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Goldfish Farm Rd & Christopher Ave

RBS0502 • Source ID(s): 801967

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unimproved Stop

Condition: poor

Boarding Level: unpaved

Street Configuration: roadside shoulder

Infrastructure: route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Goldfish Farm Rd & Dogwood Ave

RBS0503 • Source ID(s): 4212192

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

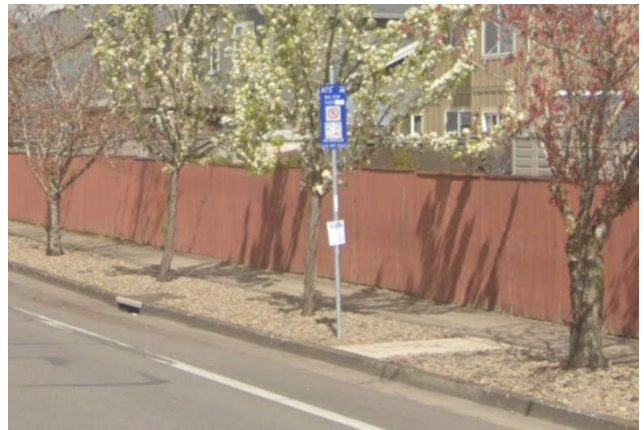


Photo / imagery date: Apr 2025

Goodwill on Pacific Blvd & Cleveland - Flag Stop

RBS0504 • Source ID(s): 802058

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Notes: Cannot see bus stop on desktop

*No photo attached
in the current export*

Photo / imagery date: Sept 2025

Harrison & 7th

RBS0031 • Source ID(s): 802033

Agency Operator(s): Linn-Benton Loop

Routes: Heart-to-Hub Uniter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: May 2025

Hewlett Packard

RBS0032 • Source ID(s): 802034, 105

Agency Operator(s): Linn-Benton Loop, Corvallis Transit System

Routes: US 20 Commuter, osu/29th/circle/hp

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: May 2018

Hickory and Peacock Ln.

RBS0035 • Source ID(s): 2736337

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Hill & 19th

RBS0505 • Source ID(s): 801763

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Hill & 24th

RBS0506 • Source ID(s): 801764

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Hoy's Ace Hardware

RBS0507 • Source ID(s): 13636

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle, In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo / imagery date: Mar 2025

Hwy 20 & Fairview Rd (Westbound)

RBS0508 • Source ID(s): 2559171

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: poor

Boarding Level: road-level

Street Configuration: roadside shoulder

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo / imagery date: Mar 2025

Hwy 20 & Liberty Rd (Eastbound)

RBS0509 • Source ID(s): 2559172

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: poor

Boarding Level: road-level

Street Configuration: roadside shoulder

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo / imagery date: Mar 2025

Hwy 20 & Santiam Terrace Rd

RBS0510 • Source ID(s): 2559173

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: poor

Boarding Level: road-level

Street Configuration: roadside shoulder

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

Hwy 20 & Sodaville Waterloo Rd

RBS0511 • Source ID(s): 2559174

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: poor

Boarding Level: road-level

Street Configuration: roadside shoulder

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

Hwy 20 at Green Thumb Garden Supply

RBS0512 • Source ID(s): 2559175

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: poor

Boarding Level: road-level

Street Configuration: roadside shoulder

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

Hwy 34 & Riverside - Westbound - Flag Stop

RBS0514 • Source ID(s): 802040

Agency Operator(s): Linn-Benton Loop

Routes: Heart-to-Hub Uniter, Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: roadside shoulder

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026

Notes: No bus stop visible on Google Earth.



Photo / imagery date: May 2025

Hwy 34 & Wolcott St & Peoria St - Flag Stop

RBS0515 • Source ID(s): 802551

Agency Operator(s): Linn-Benton Loop

Routes: Heart-to-Hub Uniter, Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

Notes: only LB Loop route sign



Photo / imagery date: Jun 2025

Hwy 99 at Porters

RBS0516 • Source ID(s): 802052

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter, Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026

Notes: Cannot see bus stop on desktop



Photo / imagery date: May 2024

Hwy 228 & Evergreen Ln

RBS0513 • Source ID(s): 771415

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026



Photo from inventory export

Jackson & 11th

RBS0517 • Source ID(s): 801769

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

No photo attached

in the current export

Photo / imagery date: Mar 2025

Jackson & 32nd

RBS0591 • Source ID(s): 801770

GTFS Service Status: inactive

Stop Function: Transfer Stop

Stop Style: Unimproved Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: bus shelter, bench, paved landing pad

Route Signage: not applicable - no route signage

Notes: Inactive GTFS stop retained because transfers.txt identifies a timed self-transfer. Physical conditions and agency assignment need review.



Photo from inventory export

Killdeer at Costco

RBS0518 • Source ID(s): 801777

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, route sign

Route Signage: complete

Notes: very small paved landing area



Photo / imagery date: Apr 2025

Knox Butte & Opal

RBS0519 • Source ID(s): 801796

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, area lighting, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Knox Butte & Timber

RBS0520 • Source ID(s): 801797

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Knox Butte Rd & Bride Springs St

RBS0521 • Source ID(s): 4212190

Agency Operator(s): Albany Transit System

Routes: Route A, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Knox Butte Rd & Clover Ridge Rd

RBS0522 • Source ID(s): 4212213

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo from inventory export

Lake St & Salem Ave

RBS0524 • Source ID(s): 4212201

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, area lighting, route sign

Route Signage: complete

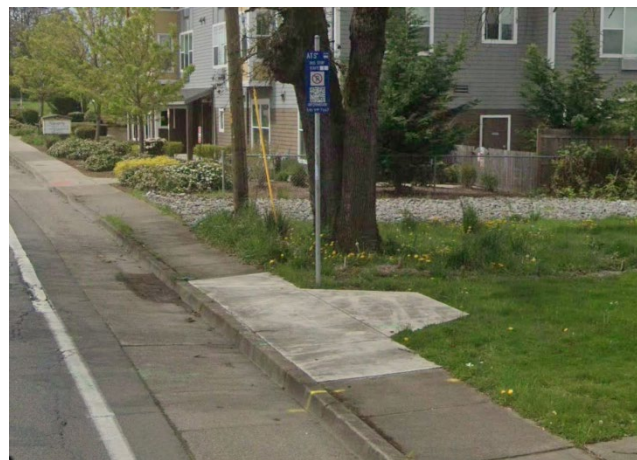


Photo / imagery date: Apr 2025

LBCC - Linn Benton Community College

RBS0523 • Source ID(s): 801798

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter, Route D, Campus Connector

GTFS Service Status: active

Stop Function: Transit Hub

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, signed crosswalk in sight, route sign

Route Signage: incomplete

Verified Date: 07/06/2026

Notes: Google Earth does not have photos of this specific bus stop site. The car didn't go down this street.



Photo / imagery date: Aug 2023

Lebanon Medical College

RBS0525 • Source ID(s): 848057

Agency Operator(s): Linn Shuttle

Routes: LBCC Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: bench, paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026

Notes: Only bench at this stop currently, in 2022 there was a bus shelter as well, but no visible signage between either date.



Photo / imagery date: Mar 2025

Lebanon Park & E Oak St

RBS0526 • Source ID(s): 2559243, 13629

Agency Operator(s): LINX Transit, Linn Shuttle

Routes: LINX Loop, Linn Shuttle, LBCC Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight

Route Signage: incomplete

Notes: The sign is for the Linn Shuttle only. There is no ATS signage.



Photo / imagery date: Jun 2025

Lebanon Senior Center

RBS0527 • Source ID(s): 2559244

Agency Operator(s): LINX Transit

Routes: LINX Loop

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight

Route Signage: not applicable - no route signage

Notes: Has two "Dial-A-Bus Parking Only" signs, no route signs though.



Photo / imagery date: Mar 2025

Linn Haven Apartments

RBS0528 • Source ID(s): 815402

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

Linn-Benton Community College - Albany Main Campus

RBS0529 • Source ID(s): 13631

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle, LBCC Express

GTFS Service Status: active

Stop Function: Transit Hub

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, area lighting, trash can, bike rack, signed crosswalk in sight, route sign

Route Signage: complete

Verified Date: 07/06/2026



Photo / imagery date: Mar 2025

Linn-Benton Community College - Lebanon Center

RBS0530 • Source ID(s): 2751345, 13630

Agency Operator(s): LINX Transit, Linn Shuttle

Routes: LINX Loop, Linn Shuttle, LBCC Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter

Route Signage: not applicable - no route signage

Notes: Has signs saying "Bus Stop", but no route signs.



Photo / imagery date: Mar 2025

Lyons - Main @ 10th

RBS0531 • Source ID(s): 1487

Agency Operator(s): Cherriots

Routes: Santiam / Salem Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: complete

Verified Date: 07/06/2026



Photo / imagery date: Jun 2019

Lyons - Main @ 10th

RBS0532 • Source ID(s): 1495

Agency Operator(s): Cherriots

Routes: Santiam / Salem Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: complete

Verified Date: 07/06/2026



Photo / imagery date: May 2025

Main St & 1st Ave

RBS0533 • Source ID(s): 4212204

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Marian St & 14th Ave (SB)

RBS0534 • Source ID(s): 4212194

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Mar 2025*

Marion St & 14th Ave (NB)

RBS0535 • Source ID(s): 801851

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Mar 2025*

Mill City - Ivy @ 1st

RBS0536 • Source ID(s): 1489

Agency Operator(s): Cherriots

Routes: Santiam / Salem Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

Mill City - Ivy @ 1st

RBS0537 • Source ID(s): 1763

Agency Operator(s): Cherriots

Routes: Santiam / Salem Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

North Albany Park & Ride

RBS0200 • Source ID(s): 4245229, 2615536, 805272

Agency Operator(s): Lincoln County Transit, Benton Area Transit, Linn-Benton Loop, Albany Transit System

Routes: Coast to Valley Express, Saturday, Saturday Shopper, US 20 Commuter, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, bike rack, route sign

Route Signage: unknown / needs review



Photo / imagery date: Apr 2025

NW 9th St & NW Reiman St

RBS0080 • Source ID(s): 802010, 266

Agency Operator(s): Linn-Benton Loop, Albany Transit System, Corvallis Transit System

Routes: Saturday, Saturday Shopper, US 20 Commuter, 9th st/hospital

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: incomplete

Notes: It looks like there are signs for two transit agencies, but no route information.

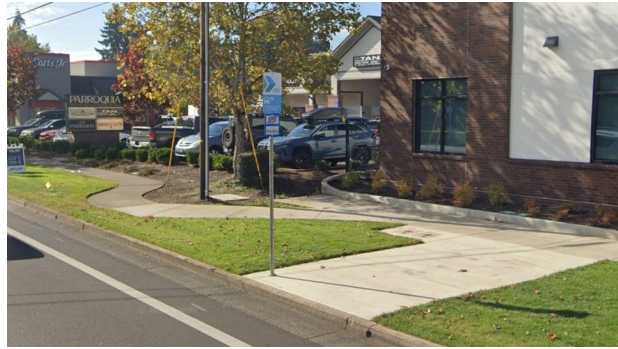


Photo / imagery date: May 2025

NW 9th St and Circle Blvd

RBS0087 • Source ID(s): 802221, 7

Agency Operator(s): Linn-Benton Loop, Albany Transit System, Corvallis Transit System

Routes: Saturday, Saturday Shopper, US 20 Commuter, 9th st/hospital

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can

Route Signage: not applicable - no route signage

*No photo attached
in the current export*

Photo / imagery date: Mar 2025

Pacific & 24th

RBS0538 • Source ID(s): 801829

Agency Operator(s): Linn-Benton Loop

Routes: Heart-to-Hub Uniter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Pacific & 29th

RBS0539 • Source ID(s): 802065

Agency Operator(s): Linn-Benton Loop

Routes: Heart-to-Hub Uniter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Pacific & 53rd

RBS0540 • Source ID(s): 801834

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Heart-to-Hub Uniter, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, route sign

Route Signage: incomplete

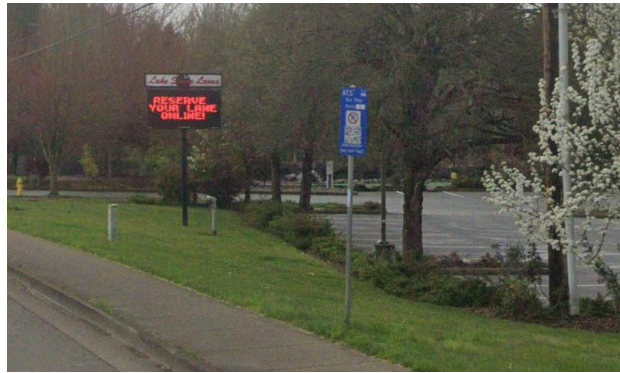


Photo / imagery date: Mar 2025

Pacific & Ellingson

RBS0541 • Source ID(s): 801835

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Heart-to-Hub Uniter, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: incomplete



Photo / imagery date: Mar 2025

Pacific & Ellingson

RBS0542 • Source ID(s): 801828

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Heart-to-Hub Uniter, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: incomplete



Photo / imagery date: Mar 2025

Pacific Blvd & 29th

RBS0543 • Source ID(s): 801825

Agency Operator(s): Linn-Benton Loop

Routes: Heart-to-Hub Uniter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Pacific Blvd & Airport Rd

RBS0544 • Source ID(s): 801966

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export*

Photo / imagery date: Apr 2025

Peoria Market & Wolcott

RBS0545 • Source ID(s): 802039

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: incomplete

Notes: Sign is for LB Loop



Photo / imagery date: Jun 2025

Queen & Geary

RBS0546 • Source ID(s): 801849

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export*

Photo / imagery date: Mar 2025

Queen & Main

RBS0547 • Source ID(s): 801850

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Queen & Powell

RBS0548 • Source ID(s): 801852

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Queen & Walnut

RBS0549 • Source ID(s): 4212207

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Queen Ave & Oak St

RBS0550 • Source ID(s): 4212195

Agency Operator(s): Albany Transit System

Routes: Route A, Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Mar 2025

Roland Dr & 99E - Flag Stop

RBS0551 • Source ID(s): 802550

Agency Operator(s): Linn-Benton Loop

Routes: Heart-to-Hub Uniter, Campus Connector

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo / imagery date: May 2024

Safeway (1540 Main St)

RBS0552 • Source ID(s): 771422

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, trash can

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026

*No photo attached
in the current export*

Photo not available

Safeway (1983 S Main St)

RBS0553 • Source ID(s): 2559240

Agency Operator(s): LINX Transit

Routes: LINX Loop

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026

Notes: No visible stop

*No photo attached
in the current export*

Photo / imagery date: Sep 2022

Salem & Columbus

RBS0554 • Source ID(s): 801863

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

Verified Date: 05/21/2026

Notes: Google Street view is from Nov 2020, might want to go to the site to verify the current conditions.



Photo / imagery date: Nov 2020

Salem & Mason

RBS0555 • Source ID(s): 801864

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Aug 2024

Salem & Sherman

RBS0556 • Source ID(s): 801865

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Salem & Waverly

RBS0557 • Source ID(s): 801866

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Mar 2025*

Salem at Waverly Lake

RBS0559 • Source ID(s): 801965

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Salem Ave & Burkhart St

RBS0558 • Source ID(s): 4212202

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

Verified Date: 05/21/2026



Photo / imagery date: Aug 2024

Santiam Hwy & Airport Rd

RBS0560 • Source ID(s): 801970

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Santiam Hwy & Bain

RBS0561 • Source ID(s): 801871

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Santiam Hwy & Columbus

RBS0562 • Source ID(s): 801873

Agency Operator(s): Albany Transit System

Routes: Route D, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export*

Photo / imagery date: Apr 2025

Santiam Hwy & Commercial Way

RBS0563 • Source ID(s): 801969

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Jun 2025*

Shea Viewpoint

RBS0564 • Source ID(s): 15904

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage



Photo from inventory export

South Salem Ave & Mason St

RBS0565 • Source ID(s): 4212203

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, route sign

Route Signage: complete

Verified Date: 05/21/2026

Notes: Used Oct 2022 images because the Apr 2025 had a person in the frame. Bus stop is in same condition between those dates.

*No photo attached
in the current export
Photo / imagery date: Oct 2022*

Sweet Home City Hall

RBS0566 • Source ID(s): 2559159

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad, bench, bus shelter, trash can, signed crosswalk in sight

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo from inventory export

Sweet Home Public Library - 13th Ave & Kalmia St

RBS0567 • Source ID(s): 13627

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle, LBCC Express, In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unimproved Stop

Condition: poor

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, trash can

Route Signage: not applicable - no route signage

Verified Date: 07/17/2026

Notes: Bus stop pole does not have any signage on it and is damaged (bent)



Photo / imagery date: Mar 2025

Sweet Home Senior Center

RBS0568 • Source ID(s): 13626

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle, LBCC Express, In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad

Route Signage: not applicable - no route signage

*No photo attached
in the current export*

Photo not available

Taco Bell on Pacific Blvd before Albany Station

RBS0569 • Source ID(s): 801824

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Tamarack Ridge Estates

RBS0570 • Source ID(s): 771419

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: poor

Boarding Level: unpaved

Street Configuration: roadside shoulder

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo / imagery date: Mar 2025

Thriftway & Clinic

RBS0571 • Source ID(s): 771417

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: road-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad, trash can

Route Signage: not applicable - no route signage

Verified Date: 07/08/2026



Photo from inventory export

Timber Ridge

RBS0572 • Source ID(s): 4212191

Agency Operator(s): Albany Transit System

Routes: Route A, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

Photo / imagery date: Apr 2025

Walmart (3290 S Santiam Hwy)

RBS0574 • Source ID(s): 2559237, 13628

Agency Operator(s): LINX Transit, Linn Shuttle

Routes: LINX Loop, Linn Shuttle, LBCC Express

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, signed crosswalk in sight, route sign

Route Signage: incomplete



Photo / imagery date: Mar 2025

WalMart on Maple Leaf

RBS0573 • Source ID(s): 801968

Agency Operator(s): Albany Transit System

Routes: Route A

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, signed crosswalk in sight, route sign

Route Signage: complete

Photo / imagery date: Apr 2025

Washington & 3rd

RBS0575 • Source ID(s): 801915

Agency Operator(s): Albany Transit System

Routes: Route B

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Washington St SW & 1st Ave W

RBS0576 • Source ID(s): 2559170

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bus shelter, bench, trash can, signed crosswalk in sight, route sign, area lighting

Route Signage: complete

Verified Date: 07/06/2026



Photo / imagery date: April 2025

Waverly & 7th Street

RBS0579 • Source ID(s): 801922

Agency Operator(s): Albany Transit System

Routes: Route B, Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unimproved Stop

Condition: poor

Boarding Level: unpaved

Street Configuration: curbside

Infrastructure: signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Oct 2022*

Waverly & 21st

RBS0577 • Source ID(s): 801918

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Waverly & 25th

RBS0578 • Source ID(s): 801919

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, area lighting, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Sep 2023*

Waverly & Grand Prairie

RBS0580 • Source ID(s): 801920

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

Waverly & Moraga

RBS0581 • Source ID(s): 801921

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Waverly at Fred Meyer

RBS0587 • Source ID(s): 801924

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Waverly Dr & 14th Ave

RBS0582 • Source ID(s): 4212212

Agency Operator(s): Albany Transit System

Routes: Route C

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, route sign

Route Signage: complete

Notes: graffiti on curb by bus stop sign

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Waverly Dr & 18th

RBS0583 • Source ID(s): 801971

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Waverly Dr & 21st Ave

RBS0584 • Source ID(s): 4212217

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Waverly Dr & 36th (South Albany High School)

RBS0585 • Source ID(s): 801963

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unimproved Stop

Condition: poor

Boarding Level: unpaved

Street Configuration: curbside

Infrastructure: signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Aug 2023*

Waverly Dr & Grand Prairie Rd

RBS0586 • Source ID(s): 4212216

Agency Operator(s): Albany Transit System

Routes: Route D

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, signed crosswalk in sight, route sign

Route Signage: complete

*No photo attached
in the current export
Photo / imagery date: Apr 2025*

Wiley Creek Lodge

RBS0588 • Source ID(s): 771426

Agency Operator(s): Linn Shuttle

Routes: In-Town Transit

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Unmarked Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: off-street boarding area

Infrastructure: paved landing pad, trash can, bench

Route Signage: not applicable - no route signage

Verified Date: 07/06/2026



Photo / imagery date: Mar 2025

WinCo & Kohl's (Kildeer Ave Se)

RBS0589 • Source ID(s): 2559176

Agency Operator(s): Linn Shuttle

Routes: Linn Shuttle

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Basic Standard Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, route sign

Route Signage: complete

Verified Date: 07/06/2026



Photo / imagery date: Apr 2025

YMCA on Pacific Blvd

RBS0590 • Source ID(s): 801826

Agency Operator(s): Linn-Benton Loop, Albany Transit System

Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter

GTFS Service Status: active

Stop Function: General Boarding Stop

Stop Style: Standard Sheltered Stop

Condition: good

Boarding Level: sidewalk-level

Street Configuration: curbside

Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight, route sign

Route Signage: complete



Photo / imagery date: Apr 2025

[missing photos will be included in final report]