Agenda
Linn-Benton Loop Joint Meeting
Hybrid Meeting

Date: Tuesday, November 17, 2026

Time: 3:00 pm – 5:00 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: 227 798 461 101
Passcode: uW99ef7v
Mobile 1-Click Number
+1 872-242-8088
Phone Conference ID: 725 076 453#
Contact: Justin Peterson, **jpeterson@ocwcog.org**, 541-924-8420

1.	**3:00**	**Call to Order, Introductions, Agenda Review**	**Chair**
2.	**3:05**	**Public Comments**	**Chair**
3.	**3:10**	**Loop TAC Membership** Review At-Large Membership Applications • Daniel Koenig (**Attachment A1 pg. 06**) • Stephanie Rice (**Attachment A2 pg. 08**)	**Chair**
4.	**3:15**	**Minutes of the Technical Advisory Committee meeting on August 11, 2026 (Attachment B1 pg. 10) and minutes of the Loop Governing Board meeting on May 26, 2026 (Attachment B2 pg. 28)** ***Action Requested:*** *Approval of meeting minutes.*	**Chair**
5.	**3:20**	**Budget Reports FY26 Q2 (Attachment C pg. 41)** • Quarterly/YTD budget • Drawdown Reports (5307/STIF) • "Vehicle Maintenance" section (21340105) of the Flexible Period Report – Updates? ***Action:*** *Information only*	**Jeff Babbitt**
6.	**3:30**	**Ridership Dashboard Update (Attachment D pg. 46)** Viewable at this link: **LB Loop Ridership**. Loop Ridership numbers can also be found attached as Attachment C. ***Action:*** *Discussion*	**Staff**

7.	**3:35**	**Linn, Benton, Lincoln Coordinated Plans and Rural Transit Study – 5304 Grant** Request letters of support for projects • Linn, Benton, Lincoln Coordinated Plans (**Attachment E1 pg. 57**) • Rural Transit Study (**Attachment E2 pg. 58**) ***Action**: Decision*	**Justin Peterson**
8.	**3:40**	**Get There and Emergency Ride Home Program** Presentation on the Emergency Ride Home Program and how to qualify. • Discussion on how to get the word out about the program. • Here is the **link** to the Get There Oregon website. ***Action**: Information only*	**Ana Duffy**
9.	**3:55**	**Saturday Shopper Extension Survey Results (Attachment F pg. 60)** Follow-up from the May approval of the survey. Presentation of Saturday Shopper Extension survey results. ***Action**: Information only*	**Madeline Powell**
10.	**4:10**	**Transit Hub Wayfinding & Multimodal Connection Study Results (Attachment G pg. 78)** Presentation of Transit Hub Wayfinding & Multimodal Connection Study. Study examines four key transit locations in Albany, OR. • LBCC Transit Hub Updates – Signage Improvements ***Action**: Information only*	**Madeline Powell**
11.	**4:25**	**Jurisdictional and Agency Updates** • Staff • Albany • Corvallis • LBCC	**All**
12.	**4:45**	**Other Business** • Linn County Transit Stop Inventory (**Attachment H pg. 111**) • Lincoln County Transit Stop Inventory (**Attachment I pg. 227**) • Target Distribution Center – Evaluate Service Opportunities • Other Business	**All**
13.	**5:00**	**Adjournment** Loop TAC 2027 Meeting Dates (**Attachment J pg. 348**) Loop Board 2027 Meeting Dates (**Attachment K pg. 349**)	**Chair**

The next scheduled Loop TAC meeting will be on Tuesday, February 09, 2027. The next scheduled Loop Board meeting will be on Tuesday, February 23, 2027.

ATTENDENCE (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

ATTENDENCE (FOR QUORUM PURPOSES)

Board Member	Jurisdiction	Membership
Sheldon Flom (Chair)	Linn Benton Community College	Voting Member
Rich Saalsaa	Corvallis Area Metropolitan Planning Organization	Voting Member
Ramycia McGhee	Albany City Councilor	Voting Member
Pat Malone	Corvallis and Albany Area Metropolitan Planning Organizations	Alternate
Roger Nyquist	At-Large Member	Non-voting

Quorum: *Board business may be conducted provided a quorum of members, or their Alternates, are in attendance. A quorum consists of a majority (2) of the Board. Board members may participate telephonically or by other means of electronic communication, provided the*

meeting is called to order at a public noticed meeting place where the public can attend, hear, understand and/or read the comments of the members participating by telephonic or electronic means and the members so participating can fully hear, understand, and/or read the comments of the other members participating in the meeting.

- Loop Board Bylaws, Section 6: Meetings, Subsection c: Quorum

Attachment A1

View results

Respondent

2 Anonymous

05:36
Time to complete

1. Name *

Daniel Koenig

2. Email *

[redacted]

3. Phone Number *

[redacted]

4. City/Community of Residence *

Benton

5. Which of the following best described your connection to the Linn-Benton Loop? *

- ○ Rider of the Linn-Benton Loop
- ○ Student
- ○ Individual with a disability
- ○ Bus driver
- ◉ Interested citizen
- ○ Funder/supporter of the Linn-Benton Loop
- ○ Other

6. Why are you interested in serving as an At-Large member of the Linn-Benton Loop Technical Advisory Committee (TAC)? *

I am passionate about transportation, especially public transit, and want to see us expand and develop the options that are provided to citizens to get around. My interest in transit stems from a number of areas--including the power that transit has to provide mobility to the poorest among us, as well as its power to pull cars off the road and reduce all of the problems that traffic brings. Namely, noise, pollution, road maintenance costs, and of course, the dreaded act of sitting in traffic itself.

7. What experience, perspective, or knowledge would you bring to the TAC? *

I have served on the Albany Transportation Advisory Committee for a year, and I have learned a lot about the governmental and budgetary roadblocks that often stand in the way of making changes in our transit system. I am also an avid researcher who has done a large amount of reading and studying on public transit. As someone who wants to see these systems expanded and broadened, I think I bring a perspective that will help the Linn-Benton Loop system not only continue to serve its constituents, but to serve them more deeply.

8. What transportation or Linn-Benton Loop issues are you most interested in helping the TAC address? *

I am most interested in expanding the program in the hopes of making it a more appealing form of transit to get between the two cities. In my ideal world, the Linn-Benton Loop would be something that wasn't just chosen if there were no other options. I'd like for it to be a first-class mode of transit, one that people actively want to use over taking a car to get to their destinations.

9. Are you able to attend four TAC meetings per year during regular business hours? *

- (●) Yes
- ( ) No
- ( ) Unsure (Depends on meeting schedule)

10. What questions, if any, do you have about serving on the Linn-Benton Loop Technical Advisory Committee?

I don't have any major questions at the moment, but am excited to potentially be a part of helping the committee.

View results

Respondent

1 Anonymous

12:02
Time to complete

1. Name *

Stephanie Rice

2. Email *

[redacted]

3. Phone Number *

[redacted]

4. City/Community of Residence *

Albany/Hackleman District

5. Which of the following best described your connection to the Linn-Benton Loop? *

- ○ Rider of the Linn-Benton Loop
- ○ Student
- ○ Individual with a disability
- ○ Bus driver
- ◉ Interested citizen
- ○ Funder/supporter of the Linn-Benton Loop
- ○ Other

6. Why are you interested in serving as an At-Large member of the Linn-Benton Loop Technical Advisory Committee (TAC)? *

I am interested in providing a community perspective and to help shape our transit in the area.

7. What experience, perspective, or knowledge would you bring to the TAC? *

I am an involved member of the community raising a family in Albany. I currently commute to work and have lived in several areas of the country observing different public transit systems. I have experience in government as I am currently in a supervisory role in a federal government job (District Conservationist covering Linn and Benton Counties for the Natural Resources Conservation Service-USDA).

8. What transportation or Linn-Benton Loop issues are you most interested in helping the TAC address? *

I am most interested in making the rout more accessible to all members of the community at times and locations that will increase ridership.

9. Are you able to attend four TAC meetings per year during regular business hours? *

- (●) Yes
- ( ) No
- ( ) Unsure (Depends on meeting schedule)

10. What questions, if any, do you have about serving on the Linn-Benton Loop Technical Advisory Committee?

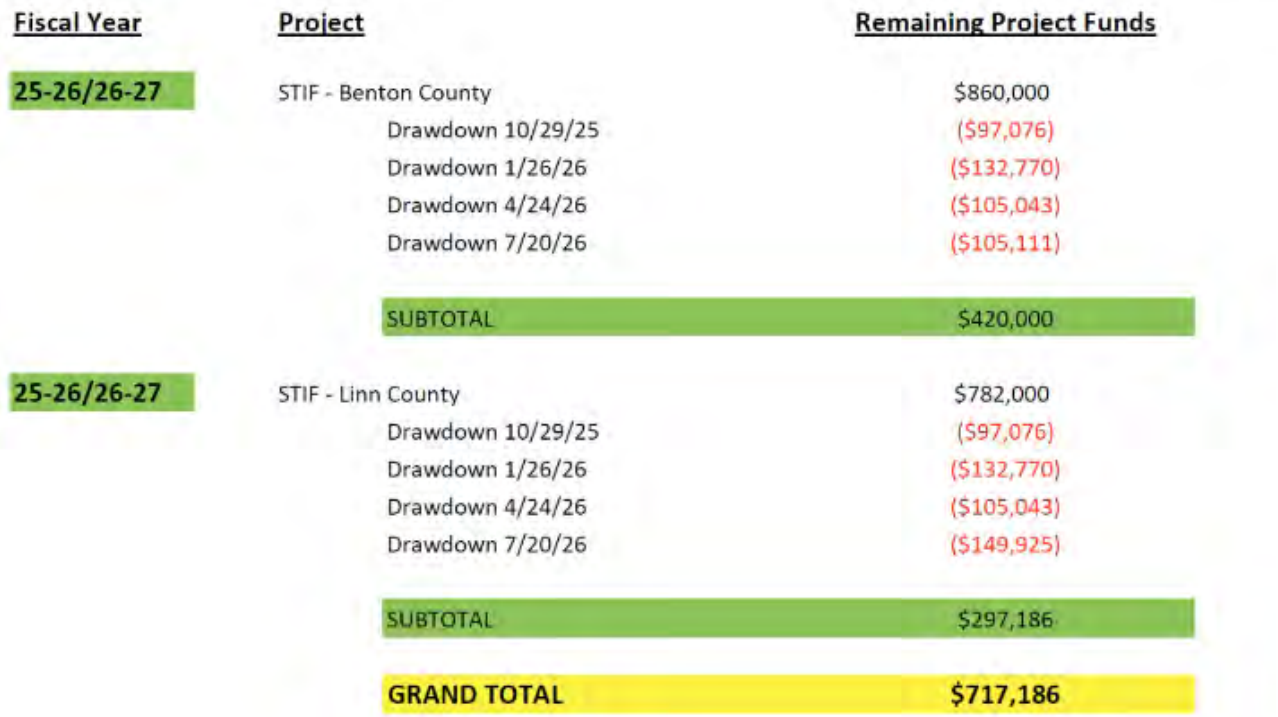
LINN-BENTON Loop TAC Meeting
Teleconference
Tuesday, August 11, 2026
2:30 pm – 4:30 pm

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	Yes
Reagan Maudlin	Linn County	Yes
Gary Stockhoff	Benton County	No
Billy McGregor	Albany Area Metropolitan Planning Organization	Yes
Corum Ketchum	Corvallis Area Metropolitan Planning Organization	Yes
Cody Franz	Oregon Department of Transportation	Yes
Andrew Koll	At Large Member	Yes
Ken Bronson	At Large Member	Yes

Guests: Kristin Preston, Jeff Babbitt
Staff: Planning Supervisor Justin Peterson, Senior Planner Corum Ketchum, AAMPO Planner Billy McGregor, Assistant Planner Madeline Powell, Administrative Assistant Travis Overvig

TOPIC	DISCUSSION	**DECISION / CONCLUSION**

1. Call to Order, Introductions	The August Linn-Benton Loop Technical Advisory Committee (TAC) meeting was called to order by the 2026 chair, Billy McGregor, at 2:30pm. Members and guests took turns providing introductions for all of those in attendance.	**The Loop TAC meeting was called to order by the 2025 chair, Billy McGregor, at 2:30pm**
2. Public Comment	There were no comments provided by the members of the public present.	**There were no public comments.**
3. Minutes of the Joint Loop TAC and Board Meeting on December 09, 2025 **Action:** *Approval of Minutes*	The Loop TAC members in attendance approved of the Joint Loop TAC and Board Meeting Minutes from May 12, 2026. Sheldon Flom motioned to approve. Sarah Bronstein seconded. The motion carried by unanimous consensus. Sheldon Flom with LBCC voted in favor. Sarah Bronstein with OSU voted in favor. Candy Bliss with the City of Albany voted in favor. Peggy Cogswell with the City of Corvallis voted in favor. Regan Maudlin with Linn County voted in favor. Billy McGregor with AAMPO voted in favor. Corum Ketchum with CAMPO voted in favor. Cody Franz with ODOT voted in favor. There were no votes against.	**The Joint Loop Minutes of the May 12, 2026 meeting were approved.**
4. Budget Reports FY26 Q2 (Attachment B) **Action:** *Information Only*	Jeff Babbitt with the City of Albany shared Attachment B, Budget Reports FY26 Q2. The quarterly report detailed the operating costs and STIF funds for the LB Loop, with nothing out of the ordinary. Staff McGregor asked if there are any identified issues coming up? Babbitt shared that he has not foreseen any upcoming issues at this time, with operating costs running right on track. Kristin Preston with City of Albany, shared that last year Albany had executed a contract with a bus maintenance vendor and that they had good costs going into the budget cycle. Adding that they have not had as many bus maintenance issues as they have had previously and that they are on target for their budget.	**Guest Babbitt shared details of Attachment B, Budget Report FY26 Q2 with TAC.**

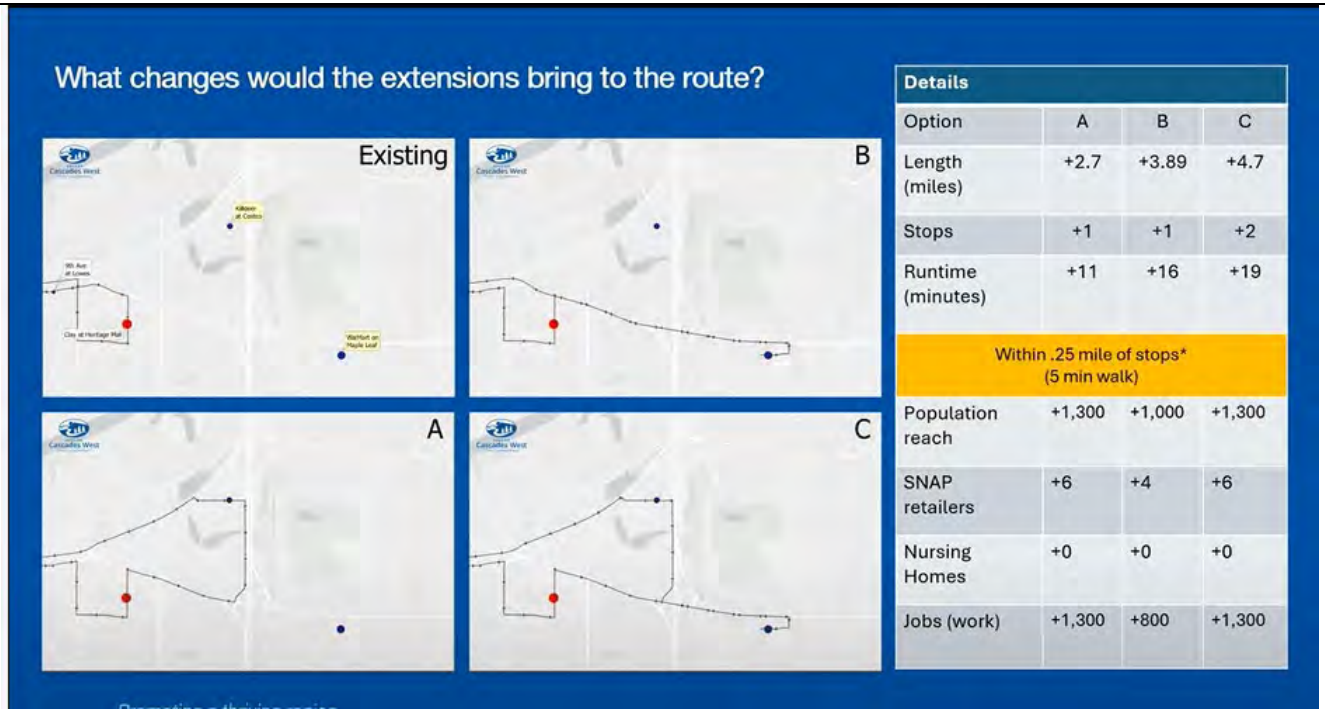
	Babbitt shared that both Linn and Benton County had their last drawdown for quarter-four on July 20, 2026 and that with a shortage of STIF funds from the last biennium they anticipate using up these funds by the 7th quarter. McGregor asked if we're still drawing down from 2025-26. Babbitt explained that yes, the 4th quarter was 25-26 so the next drawdown will be for 26-27 in October. 	
5. Ridership Dashboard Update (Attachment C) **Action:** *Discussion*	Supervisor Peterson shared an update for Attachment C, Ridership Dashboard. The dashboard has up-to-date data through the end of June for the Loop ridership. There is nothing specific to report for trends as they all seem rather consistent to what is to be expected. The Linn-Benton Loop dashboard can be found at the following link: **https://public.tableau.com/views/Linn-BentonLoop/CurrentRoutes?:language=en-US&:sid=&:redirect=auth&:display_count=n&:origin=viz_share_link**	**Supervisor Peterson provided an update on the Loop Ridership Dashboard data.**

6. Saturday Shopper Extension Survey Results (Attachment D) **Action:** *Information Only*	Staff Powell shared Attachment D, the Loop Saturday Shopper Project & Survey. Powell explained that this project started with the Loop TAC request to review the Saturday Shopper service in how it can better serve the community for weekend mobility. The current Loop route includes 18 stops, has a run time of 85 minutes and reaches a population of 9,300. Proposed extensions include three options: • Option A - Add Winco: This option increases the runtime by 11 minutes; population/job reach by 1,300 and 6 SNAP retailers. • Option B - Add Walmart: This option increases the runtime by 16 minutes; population/job reach by 1,000/800 respectively and 4 SNAP retailers. • Option C - Add Winco + Walmart: This option increases the runtime by 19 minutes; population/job reach by 1,300 and 6 SNAP retailers. Possible reductions include: • Northern reduction that would shorten the route improving the runtime while still maintaining good coverage but would no longer go down Hwy 34 and Hwy 99. • Southern reduction would slightly increase runtime by 5 minutes and would serve the same amount of stops and population as the existing route though it would remove Hwy 20 completely from the shopper route. • Southern reduction/Add N. Albany scenario would still remove Hwy 20 but would add the N. Albany section of Hwy 20 that crosses the Willamette River.	**Staff Powell shared Attachment D, the Loop Saturday Shopper Project & Survey, providing updated survey results to the TAC. Survey will remain open until end of October.**

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

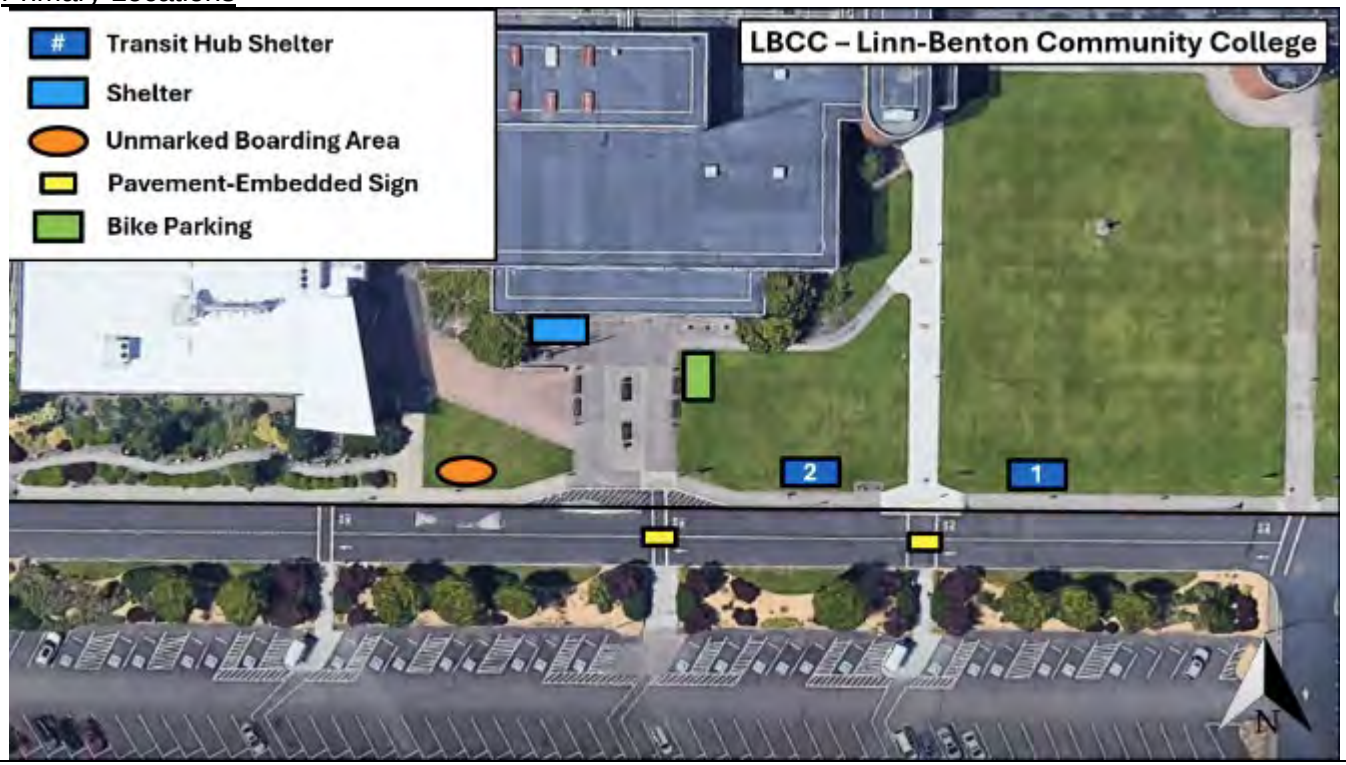


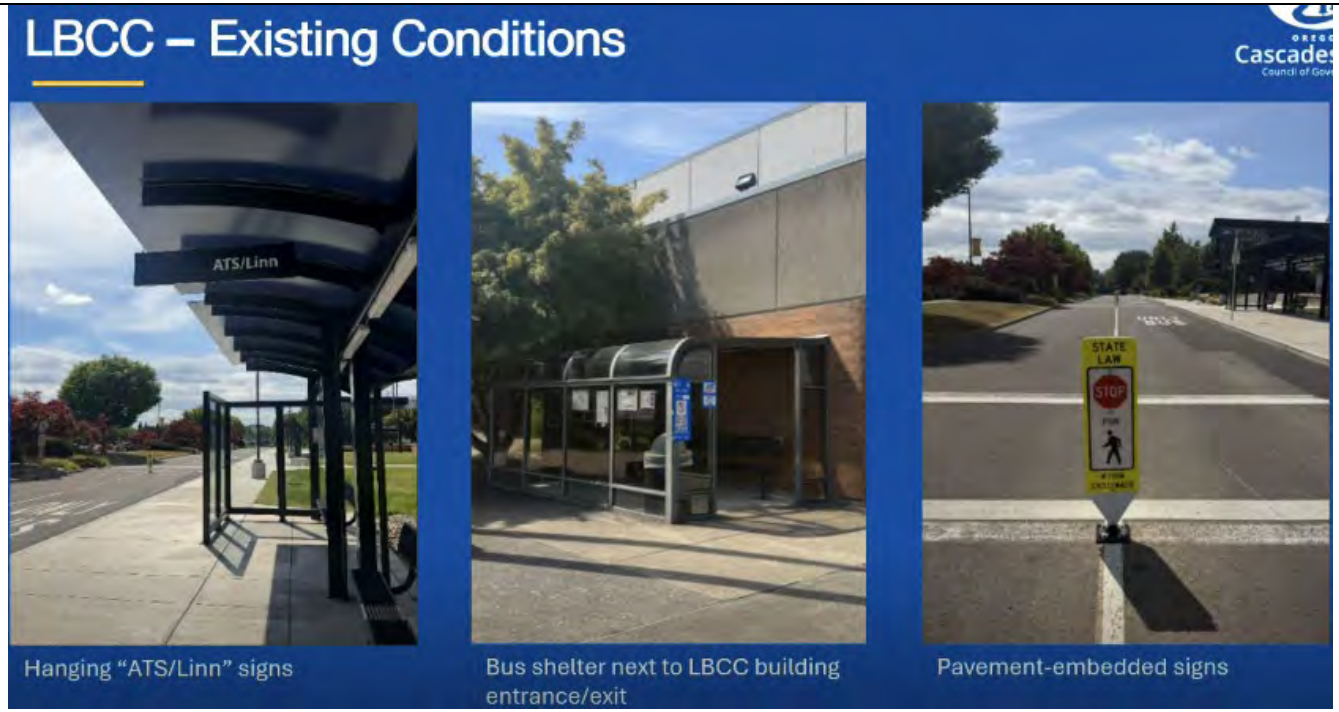
The Saturday Shopper Survey was opened in mid-June and originally planned to close at the end of July but has been left open for additional feedback. At this time, there have been 27 responses, mostly from riders living in Albany. The COG has shared this survey via social media, emailed local partners, and tabled at the Corvallis Open Streets event.

Results from the survey

- Bus Stop Amenities: Weather Shelter (22%), Route Information (21%), Seating (20%) were the top chosen amenities, with Trash Can and Lighting closely behind.
- Ride Frequency: 78% rarely or never take the Saturday Shopper, while 22% use the service weekly or 1-2 times per month.
- Service Destinations: Grocery Stores/Retail/Shopping (31%), Recreation/Entertainment (31%), and Connecting to other routes (20%).
- Shopping: Fred Meyer (22%), WinCo Foods (19%), and Safeway (17%) were the top destinations, with Costco, Walmart, and Grocery Outlet rounding out the top choices.

	• Route Preference: Option A: +WinCo (71%) and Option C: +WinCo & Walmart (60%) were the top two chosen routes. Much fewer respondents selected Option B as their preferred route and even less chose to keep the existing route. • LBCC Access: 74% do not use the Saturday Shopper to access LBCC, while 22% do. • Dedicated Albany Route: Most respondents would like a dedicated Saturday bus route for Albany. None are against the addition. • Additional Runtime: Majority of respondents found an additional 10-20 minutes of route runtime acceptable. • Additional Comments: Respondents added additional stop ideas, including Albany Carousel, apartment complexes, OSU campus, and Heritage Mall. Bronstein (OSU) had a question about the dedicated Albany service in the survey, asking if this would replace the Saturday Shopper or be an additional bus service. Powell explained this would be a hypothetical additional service that would solely run through Albany and not travel to Corvallis. Maudlin (Linn County) asked about an estimate for what percentage of riders have completed the survey for the Saturday Shopper service. Staff Powell shared that most respondents answered that they do not currently use the service, so the survey results may be skewed towards a small group's preference. Data shows that 277 riders were provided by the Saturday Shopper, but these are total rides, not unique riders. Cogswell (Corvallis) asked when the survey will end. Peterson shared that we will keep the survey open until the end of October, with joint Loop Board/TAC meeting set for November 17. This will help to capture additional survey results from students and other who use the service in the fall. Flom (LBCC) asked if there is an estimated cost for these additional route options. Peterson shared that the survey was just to collect feedback and that they do not have cost estimates at this time, asking Bliss (Albany) if she would be able to provide cost estimates for the different options. Bliss (Albany) asked to post the survey on our social media. Powell will message communications to get the survey posted. Preston (Albany) asked if the Saturday Shopper drivers are pushing riders to complete the survey. Bliss shared that she is not sure at this time but will push for drivers to encourage riders to fill out the survey.	

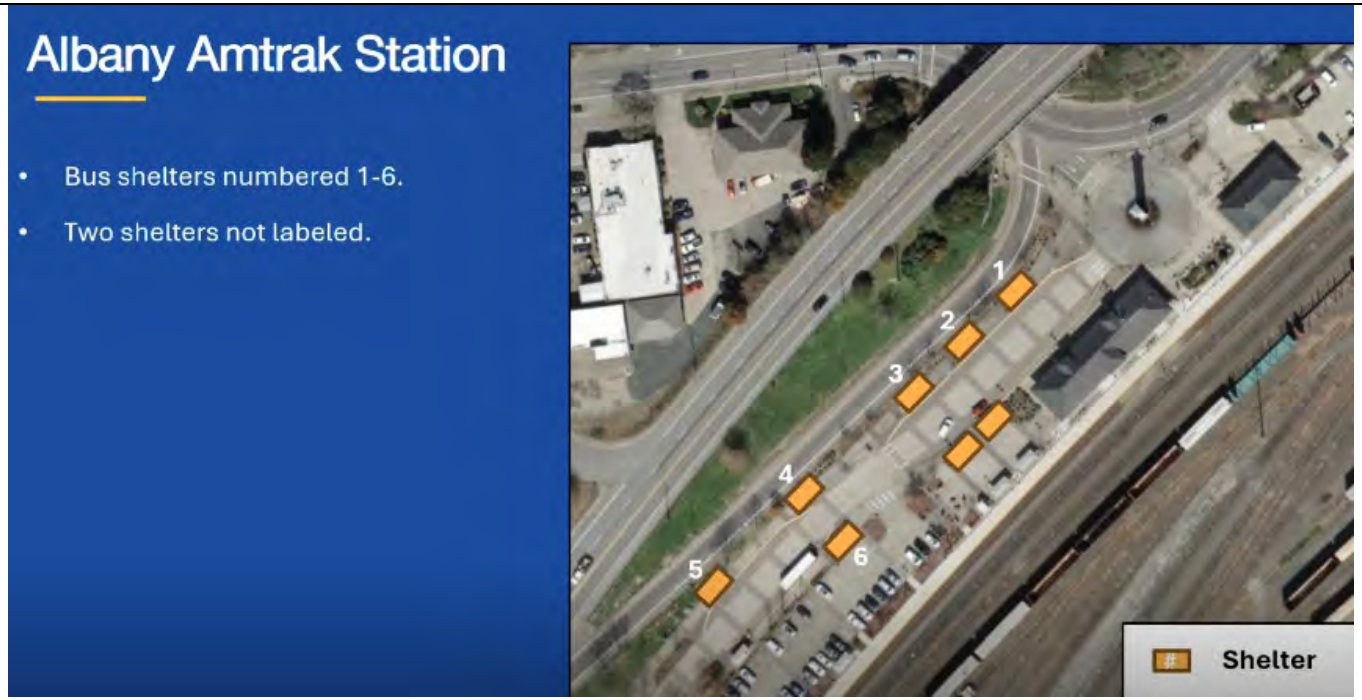
7. Transit Hub Wayfinding & Multimodal Connection Study Results **Action:** *Information Only*	Powell shared Attachment E, Transit Hub Wayfinding & Multimodal Connection Study Results. This is an evaluation of how riders use multimodal hubs in our region and helped to identify physical and informational barriers that affect rider clarity, accessibility, and independence during the study. There were three research methods used for this study: Transit Wayfinding Best Practices, Site Observations & Analysis, and Transit Stakeholder Interviews. System-wide findings documented a list of issues that could affect rider clarity, accessibility, and independence, including limited missing signage, inconsistent branding, missing or unclear directional cues, accessibility gaps, operational issues, lack of predictable, unified wayfinding system, and dependence on bus operators for navigation. <u>Primary Locations</u>  	**Staff Powell shared Attachment E, Transit Hub Wayfinding & Multimodal Connection Study Results.** **TAC approved via unanimous consensus updates to the LBCC Transit Hub: removal of pavement embedded signs, and updates to shelter 2 to be designated for LB Loop with shelter 1 remaining ATS/Linn.**



LBCC Transit Hub

Near-term recommendations include marked LB Loop waiting area, shelter-specific identification signage, and painted safety treatments in place of embedded signs.

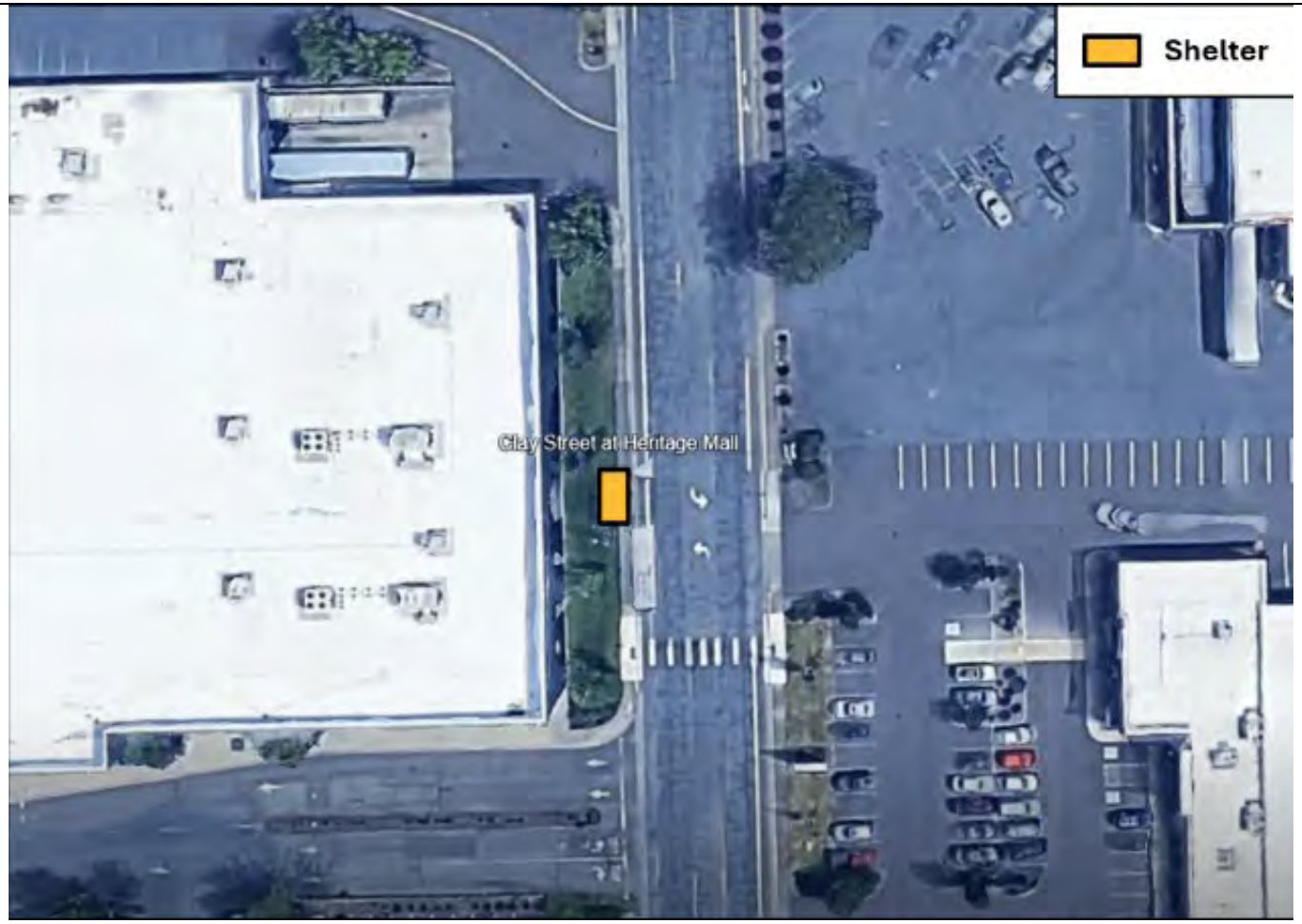
Long-term recommendations include replacing dual-agency shelter signage, permanent LB Loop boarding area (or third bus shelter), unified regional agency branding, coordinate campus signage with transit wayfinding, redesign/removal of payment-embedded signage.



Albany Amtrak Station

Near-term recommendations include adding agency signage to shelters, mark primary boarding zones, update/remove outdated signage, repair/replace bulletin boards.

Long-term recommendations include unified regional wayfinding system, directory-style kiosk, accessible wayfinding features (tactile, braille, audio), and re-evaluation of station layout.



Heritage Mall on Clay Street

Near-term recommendations include full agency signage, informational panel inside shelter, and arrival-pattern coordination to assist with limiting the issue of bus stacking that happens at the location.

Long-term recommendations include stop layout reconfiguration, expanded boarding area, and creating long-term transit center to serve the location.

	 North Albany Park & Ride This stop has the potential to serve more people in the region and connect riders from Albany to Benton County. Near-term recommendations include adding an information panel. Long-term recommendations include conducting outreach with the public to increase the locations visibility and improve ridership numbers.	

Mapping & Wayfinding Examples



Facility Identity





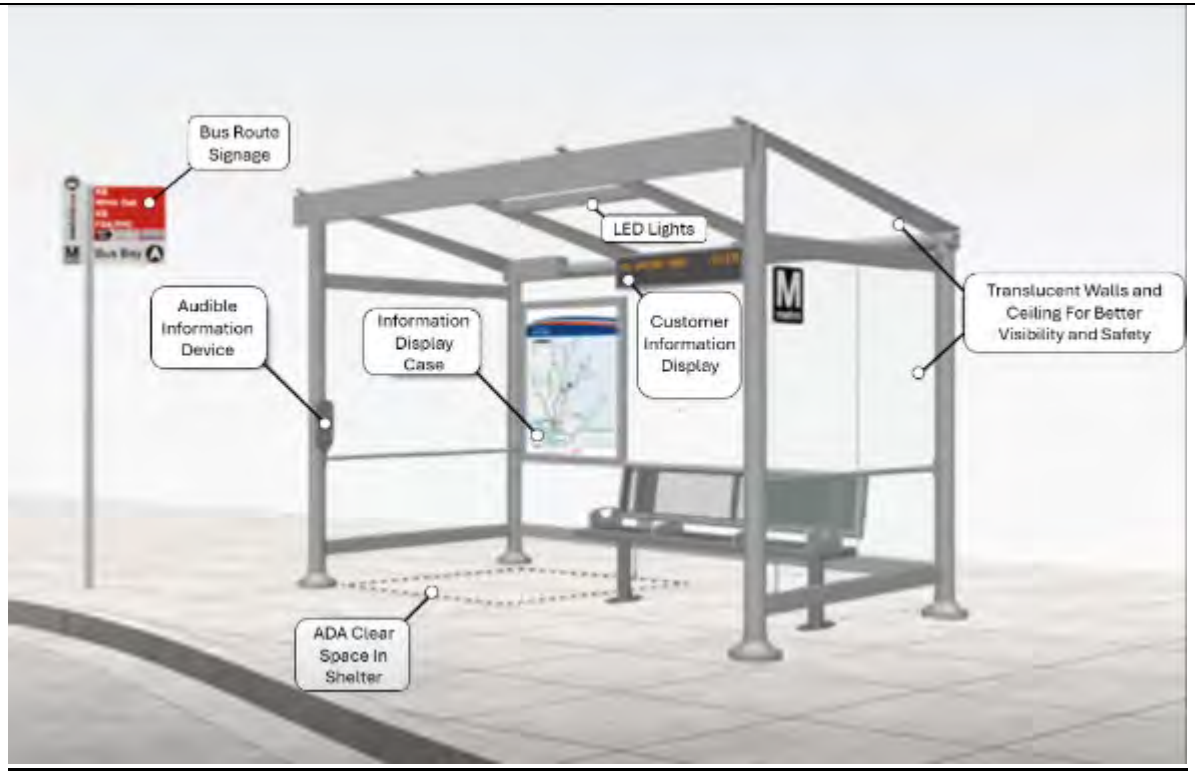




Photos Source: Metropolitan Transportation Commission



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



System-Wide Mapping & Wayfinding

System-wide near-term recommendations include updating shelter labels, signage panels, boarding identifiers, updated directory-style displays, and QR-code based information resources.

System-wide long-term recommendations include creating a unified regional signage system to improve rider knowledge of routes and services provided and ADA/universal design features.

Next Steps

The purpose of the study was to provide analysis on the primary transit hub locations and identify near-term and long-term recommendations to improve the locations and provide a better rider experience. After circulating the analysis results, next steps include convening a meeting with partner agencies to identify low-cost improvements, developing a prioritized implementation roadmap, exploring funding opportunities, and continue gathering input from riders and frontline.

	Questions from the TAC Bronstein (OSU) asked about the intended shelter use at the LBCC location. Flom (LBCC) explained that the original intention was that drivers would pull up to the designated shelter for onboarding, but he is unsure why the current operations include drivers pulling up to the farthest spot rather than specific boarding areas. Bliss (Albany) shared that due to rider confusion drivers chose to revert back to the previous system to assist riders to identify the correct bus. TAC discussion focused on the shelters and pavement embedded signs that have caused operational issues with bus drivers. Bronstein asked if there was an MOU developed for the transit hub that outlined who would be responsible for maintenance responsibilities. Flom shared that there is not an MOU that he is aware of, and that technically the shelters belong to Linn-Benton as they are on their property and they are covered by insurance, but he does not believe anything in regard to maintenance was ever laid out. TAC discussed removing the pavement embedded stop signs. Flom shared that the stop signs are very effective at avoiding pedestrian near-misses, so LBCC can take them down, but they should be reinstalled somewhere else so that pedestrians remain safe. Another option is to make it a very high-visible crosswalk. Bronstein brought up whether a left-side application of the signs would be consistent with their intended design. Preston (Albany) shared that the issues with the Heritage Mall have been a reoccurring problem and due to Target owning the land around the shelter they have limited options available. Evaluations include ways to eliminate safety issues, including developing a transit center to best serve the location. Peterson shared that the COG has discussed moving unused shelters to the Heritage Mall location but that is the extent to conversations we have had. Peterson discussed having a meeting with Sheldon Flom and Candy Bliss next week to discuss the signage at the LBCC location. Preston shared having Paul Trombino involved with discussions for the Heritage Mall. McGregor moved to approve the decision, part one will be to remove the pavement embedded signs and stow them away, and then part two shelter 1 will remain designated for ATS/Linn Shuttle and shelter 2 will be updated and designated for the Loop. Sheldon Flom with LBCC voted in favor. Sarah Bronstein with OSU voted in favor. Candy Bliss with the City of Albany voted in favor.	

	Peggy Cogswell with the City of Corvallis voted in favor. Regan Maudlin with Linn County voted in favor. Billy McGregor with AAMPO voted in favor. Corum Ketchum with CAMPO voted in favor. Cody Franz with ODOT voted in favor. There were no votes against.	
8. Transit Stop Inventory – Linn County **Action:** *Information Only*	Powell shared Attachment F, Transit Stop Inventory – Linn County. The purpose of this Transit Stop Inventory is to establish a complete standardized understanding the transit stop conditions across Linn County and the Benton County extension. It documents existing infrastructure, accessibility, signage completeness, safety conditions, and alignment with national best practices. For this project, we incorporated information from GTFS stop and route feeds, agency spreadsheets, historical GIS layers, Google Street View, and aerial imagery, as well as conducted field surveys and site photos in-person. This inventory is currently being maintained in a database for accuracy and real-time updates. Overall system-wide findings include there being 157 transit stops in the region, 142 are in Linn County, 15 in Benton County and they represent 12 agencies and 27 route combinations serving the area. Most stops are located in Albany with 102. 92% of stops have a paved landing pad, 76% have route signage, 49% have a crosswalk in sight, 31% have a bench, and 24% have a bus shelter. There are six stop types with roughly 62% having complete signage with all routes and agencies included. 25% have no route signage and 13% have incomplete signage. Some locations have small fixes identified, such as removing an old sign pole. Bronstein asked who these recommendations are meant for and how they will be delivered. Bronstein shared that these transits stop improvements likely fall on the service agencies. Peterson said the report will be delivered to each of the transit agencies. This presentation was just to provide details on areas for improvement, but each agency will have to act on these improvements.	**Staff Powell shared Attachment F, Transit Stop Inventory – Linn County, providing details for the TAC on transit stops and the identified areas of improvement.**
9. Updates and Other Business:	**<u>Member Updates:</u>** Supervisor Peterson shared that staff updates include the three presentations that Madeline Powell presented on and that we will cancel the August 25 Loop Board meeting due to lack of attendance, and will next have the Joint Loop Board/TAC meeting on November 17.	**COG Staff and TAC Members provided Jurisdictional Updates and**

• Member Agency Updates • Staff Updates • Other Business	***LBCC*** Flom shared that it is too early in the registration process to understand the numbers for Fall term. ***OSU*** Bronstein shared that there are no updates for OSU. ***Albany*** Bliss shared that they will be moving from the train station to the new bus barn facility by the end of the week. ***Corvallis*** Cogswell shared no updates. ***Linn County*** No updates from Linn County. ***Benton County*** No updates from Benton County. ***AAMPO*** McGregor shared that they are still working through the regional transportation plan (RTP) and that they are doing this jointly with CAMPO. Also working with Albany and Millersburg on their transportation plans. ***CAMPO*** Corum shared that they are beginning on the transportation block grants, the Highway Fund grant cycle with both of the MPOs and will be putting out a call for projects later this week. ***ODOT*** Franz shared that they are gearing up for the next round of STIF plans and should be out by August 27. No other updates. Ken Bronson shared that he bicycled from Washington DC back to Sweet Home and that it was an amazing journey. McGregor asked if Bronson could share a presentation on his photos from the trip. Bronson said he will work on creating a presentation from his trip and will share once ready.	**Other Business.**

	Other Business Peterson shared that the TAC at-large membership allows up to 4 and we currently have 2: Ken Bronson and Andrew Koll. Peterson said if anyone has someone to recommend to please share with us and share flyers around their locations. The COG had a brief conversation with the City of Albany discussing plans to add a bus stop at the Target Distribution Center for the Loop on the way from LBCC. The COG has also updated the Cascade West website to include the Loop meetings and agenda.	
10. Adjournment	*Next meeting is Tuesday, November 17, 2026, from 2:30pm to 4:30pm (Joint Meeting with Loop Board).*	**The meeting was adjourned at 4:20 pm by the Chair Billy McGregor.**

Linn-Benton Loop Governing Board
Virtual Meeting Via Microsoft Teams
Tuesday, May 26, 2026
3:00 pm – 5:00 pm

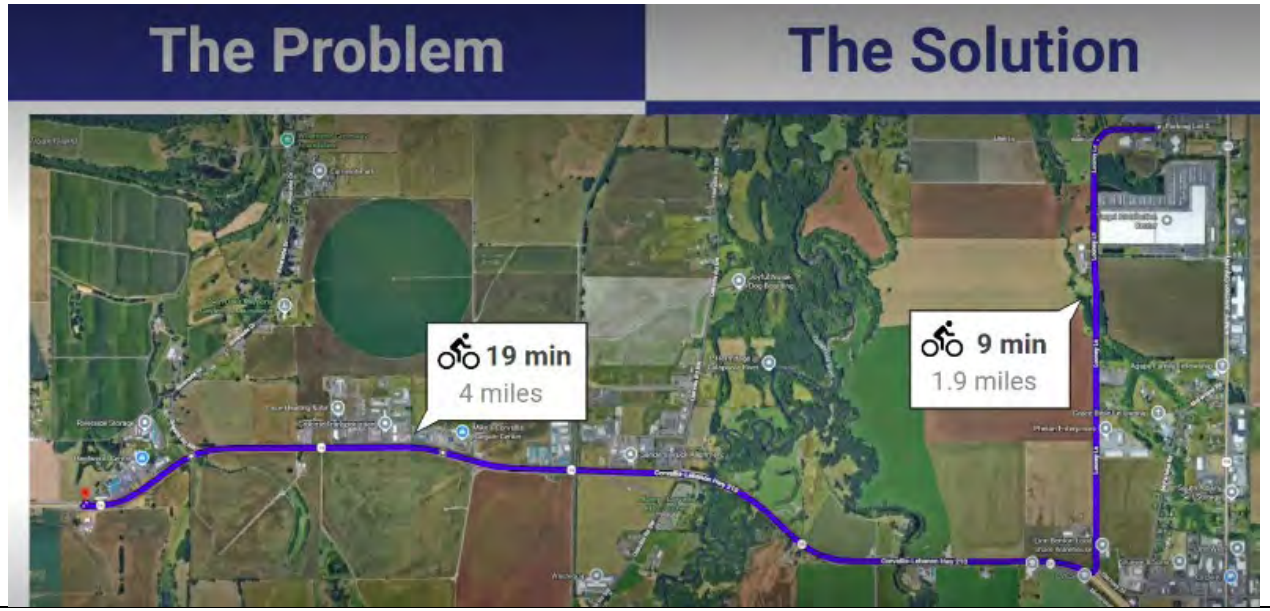
DRAFT MINUTES

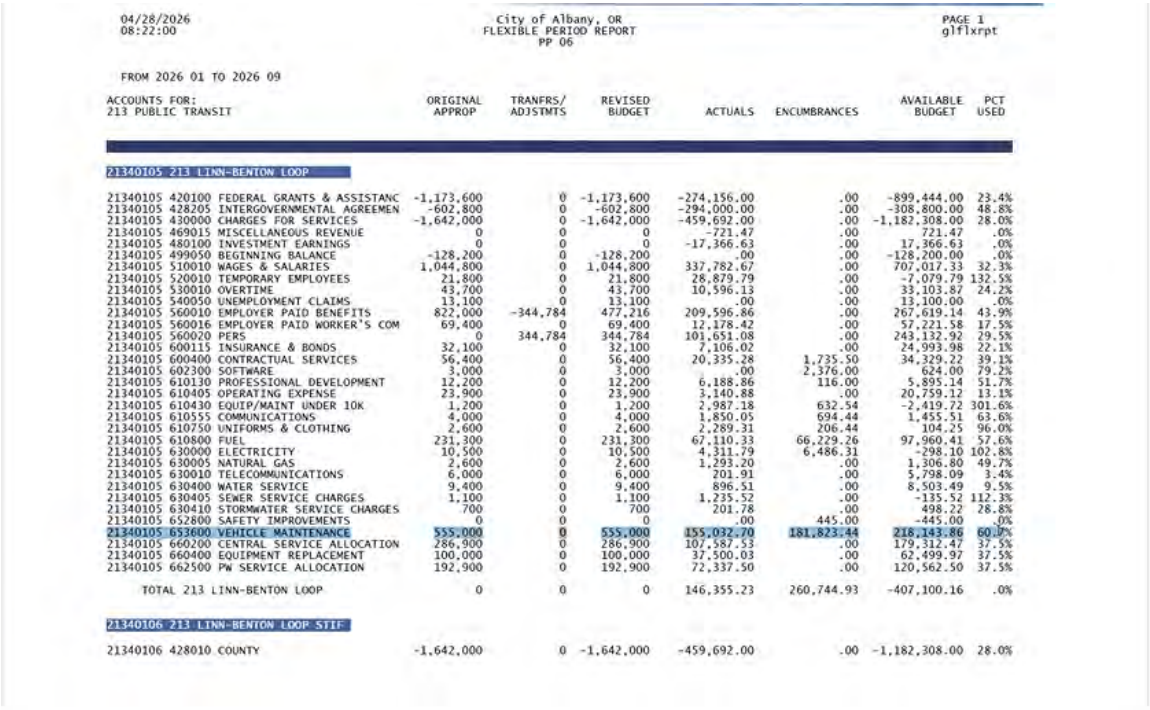
Board Member	Attendance	Jurisdiction
Sheldon Flom (Chair)	Yes	Linn Benton Community College
Rich Saalsaa	Yes	Corvallis Area Metropolitan Planning Organization
Carolyn McLeod	Yes	Albany Area Metropolitan Planning Organization

Quorum: Official action may be taken by the Linn-Benton Loop Board 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 Governing Bylaws, Section 6: Meetings, Subsection f: Quorum*

Guests: Patrick Wingard, Paul Trombino III, Candy Bliss, Volodymyr Kulish, Greg Mulder, Jonah Tappan
Staff: Planning Supervisor Justin Peterson, CAMPO Planner Corum Ketchum, Reporting Coordinator Ashlyn Muzechenko, Administrative Assistant Travis Overvig, Administrative Planner Madeline Powell

TOPIC	DISCUSSION	DECISION / CONCLUSION
1. Call to Order and Agenda Review	2026 Chair, Sheldon Flom, called the meeting to order at 3:01pm, and the group determined there were no changes needed on the agenda. Introductions were made for new faces in today's meeting: • Travis Overvig (COG) • Carolyn McLeod (AAMPO) • Rich Saalsaa (CAMPO) • Patrick Wingard (DLCD) • Greg Mulder (LBCC) • Jonah Tappan (LBCC) • Madeline Powell (COG)	**The 2026 Chair, Sheldon Flom called the meeting to order at 3:01 pm.**
2. Public Comment (Attachment A1) **Action:** Information Only	LBCC Student Jonah Tappen shared their presentation on the Path to Prosperity bike path proposal. • LBCC students do not have access from LBCC main campus to new Looney Lane Livestock Education building. • A previous bike path was started (3 miles completed) but never finished. • The proposed bike path would include 2 miles along Looney Lane and 4 miles along Highway 34, with a focus on rider safety and financial savings. • Proposal estimates $14.00 in personal savings per ride for LBCC students from reduced gas use and vehicle maintenance ($250,000/annual savings) and tax savings of $2.00 per taxpayer from reduced road maintenance needs ($30,000/annually). • Material and Cost Estimates are $323,000 per mile of path and $176,400 to cross all waterways. Total cost is estimated at $975,094.08. • Proposed bike path looks to improve community health and engagement, as well as reduce carbon emissions.	**LBCC student presented Path to Prosperity bike path proposal to the Linn Benton Loop Governing Board.**

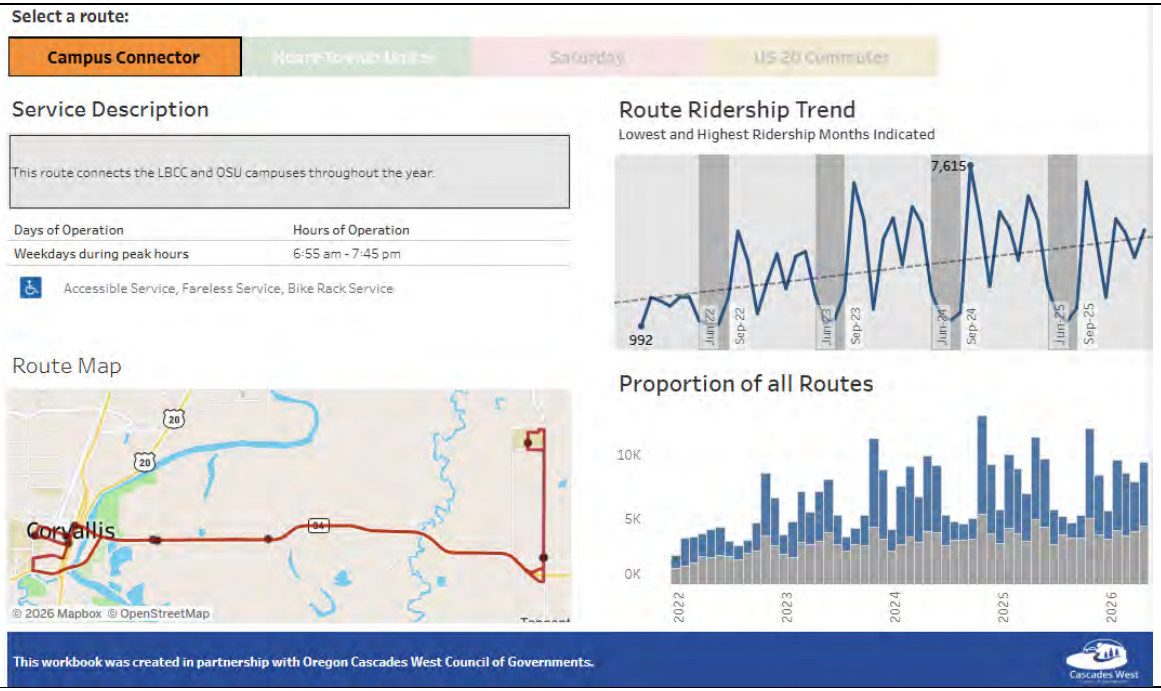
	• Sheldon asked if this proposal was being sponsored. Jonah explained that a private donor is willing to provide $400,000 towards the Path to Prosperity proposal.  	
3. Approval of Prior Meeting Minutes (Attachment A2) **Action Requested:** Approval of meeting minutes	Rich Saalsaa moved to approve the prior meeting minutes. Carolyn McLeod seconded. Prior meeting minutes (Attachment A2) were approved unanimously by the board.	**Prior Meeting Minutes Approved**
4. Budget Reports FY25 Q1	Candy Bliss shared Attachment B and presented information on the Quarterly/YTD budget and Drawdown Reports (5307/STIF)	**Budget Report Information**

(Attachment B) **Action:** Information Only	• Sheldon Flom questioned Candy Bliss on the Vehicle Maintenance section (21340105) of the Flexible Period Report, asking what the cost pertains to. Discussion led to this possibly being a preventative maintenance contract with a contractor. 	**provided to Board.**
5. Ridership Dashboard Update (Attachment C) **Action:** Discussion	Justin Peterson (COG) shared updates on the Loop Ridership Dashboard • No questions from the board. • Discussion amongst board members touched on looking forward to future data considering increased gas prices might increase ridership numbers.	**Ridership Dashboard Updates presented to the Board.**

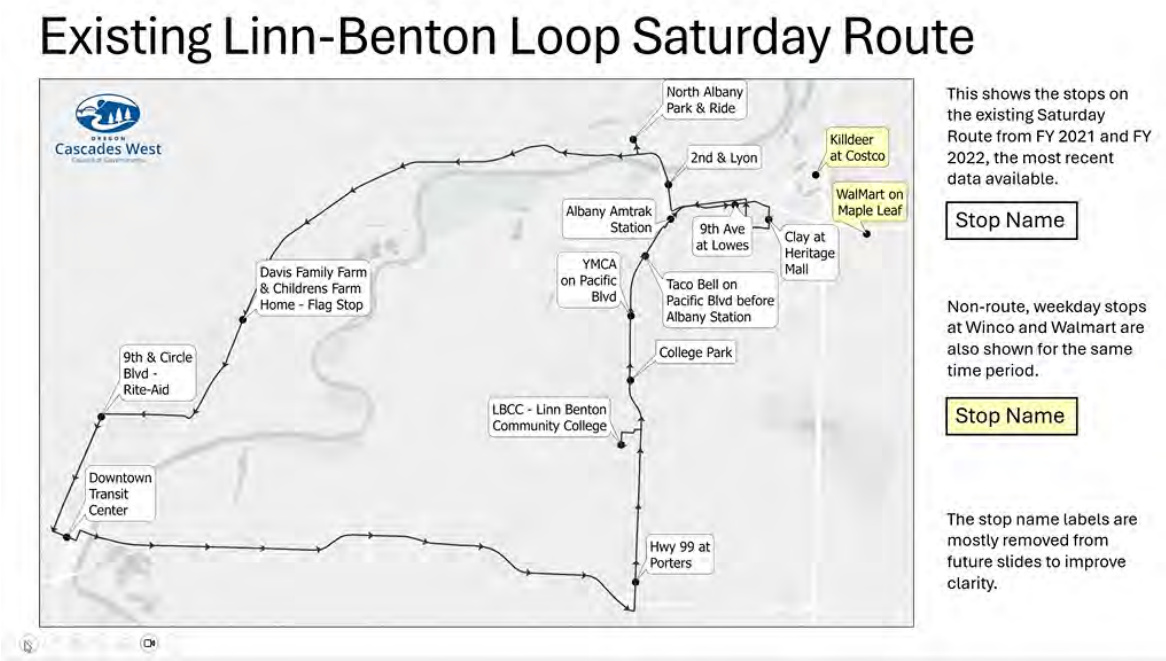
04/28/2026 08:22:00 — City of Albany, OR — FLEXIBLE PERIOD REPORT — PP 06 — PAGE 1 — glflxrpt

FROM 2026 01 TO 2026 09

ACCOUNTS FOR: 213 PUBLIC TRANSIT	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340105 213 LINN-BENTON LOOP							
21340105 420100 FEDERAL GRANTS & ASSISTANC	-1,173,600	0	-1,173,600	-274,156.00	.00	-899,444.00	23.4%
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	-459,692.00	.00	-1,182,308.00	28.0%
21340105 469015 MISCELLANEOUS REVENUE	0	0	0	-721.47	.00	721.47	.0%
21340105 480100 INVESTMENT EARNINGS	0	0	0	-17,366.63	.00	17,366.63	.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	337,782.67	.00	707,017.33	32.3%
21340105 520010 TEMPORARY EMPLOYEES	21,800	0	21,800	28,879.79	.00	-7,079.79	132.5%
21340105 530010 OVERTIME	43,700	0	43,700	10,596.13	.00	33,103.87	24.2%
21340105 540050 UNEMPLOYMENT CLAIMS	13,100	0	13,100	.00	.00	13,100.00	.0%
21340105 560010 EMPLOYER PAID BENEFITS	822,000	-344,784	477,216	209,596.86	.00	267,619.14	43.9%
21340105 560016 EMPLOYER PAID WORKER'S COM	69,400	0	69,400	12,178.42	.00	57,221.58	17.5%
21340105 560020 PERS	0	344,784	344,784	101,651.08	.00	243,132.92	29.5%
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	20,335.28	1,735.50	34,329.22	39.1%
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	6,188.86	116.00	5,895.14	51.7%
21340105 610405 OPERATING EXPENSE	23,900	0	23,900	3,140.88	.00	20,759.12	13.1%
21340105 610430 EQUIP/MAINT UNDER 10K	1,200	0	1,200	2,987.18	632.54	-2,419.72	301.6%
21340105 610555 COMMUNICATIONS	4,000	0	4,000	1,850.05	694.44	1,455.51	63.6%
21340105 610750 UNIFORMS & CLOTHING	2,600	0	2,600	2,289.31	206.44	104.25	96.0%
21340105 610800 FUEL	231,300	0	231,300	67,110.33	66,229.26	97,960.41	57.6%
21340105 630000 ELECTRICITY	10,500	0	10,500	4,311.79	6,486.31	-298.10	102.8%
21340105 630005 NATURAL GAS	2,600	0	2,600	1,293.20	.00	1,306.80	49.7%
21340105 630010 TELECOMMUNICATIONS	6,000	0	6,000	201.91	.00	5,798.09	3.4%
21340105 630400 WATER SERVICE	9,400	0	9,400	896.51	.00	8,503.49	9.5%
21340105 630405 SEWER SERVICE CHARGES	1,100	0	1,100	1,235.52	.00	-135.52	112.3%
21340105 630410 STORMWATER SERVICE CHARGES	700	0	700	201.78	.00	498.22	28.8%
21340105 652800 SAFETY IMPROVEMENTS	0	0	0	.00	445.00	-445.00	.0%
21340105 653600 VEHICLE MAINTENANCE	555,000	0	555,000	155,032.70	181,823.44	218,143.86	60.7%
21340105 660200 CENTRAL SERVICE ALLOCATION	286,900	0	286,900	107,587.53	.00	179,312.47	37.5%
21340105 660400 EQUIPMENT REPLACEMENT	100,000	0	100,000	37,500.03	.00	62,499.97	37.5%
21340105 662500 PW SERVICE ALLOCATION	192,900	0	192,900	72,337.50	.00	120,562.50	37.5%
TOTAL 213 LINN-BENTON LOOP	0	0	0	146,355.23	260,744.93	-407,100.16	.0%
21340106 213 LINN-BENTON LOOP STIF							
21340106 428010 COUNTY	-1,642,000	0	-1,642,000	-459,692.00	.00	-1,182,308.00	28.0%

			
6. Saturday Shopper Extension Preliminary Evaluation (Attachment D) **Action:** Discussion and recommendation for further study	Justin Peterson (COG) presented the Linn-Benton Loop: Saturday Route Exploration. • This proposal explores extending the Saturday Shopper to include the popular WinCo and Walmart shopping locations. • Discussion focused on how different route changes would increase bus run time and potential ridership coverage, focusing on SNAP retailers, nursing homes, and jobs (work) that would be reached with additional stops added. • Sheldon Flom (Chair) questioned the importance of the LBCC stop on Saturday, considering the college is closed. Data shows riders could be using Linn Shuttle which stops at LBCC. • Board discussed importance of survey data for understanding public needs for additional stops/route changes. • Board discussed what additional costs (gas/maintenance) would be associated with these proposed additional stops.	

- Justin Peterson (COG) shared that the potential route changes are in the exploratory phase and that they are looking to finalize survey over the coming weeks and begin gathering data from public feedback and share preliminary results at the August meeting.
- Survey cost is within existing scope of AAMPO and CAMPO work. Cost should be minimal as it will be done internally (printing).
- Justin Peterson (COG) requested that the Board approve the public survey to gather community feedback.
- Board Members unanimously approved of Board request for public survey
  - Carolyn McLeod voted in favor.
  - Rich Saalsaa voted in favor.
  - Sheldon Flom voted in favor.



Existing Linn-Benton Loop Saturday Route



This shows the average yearly passenger counts for stops on the existing Saturday Route from FY 2021 and FY 2022.

Average Yearly Ridership — Proportional representation of stop ridership

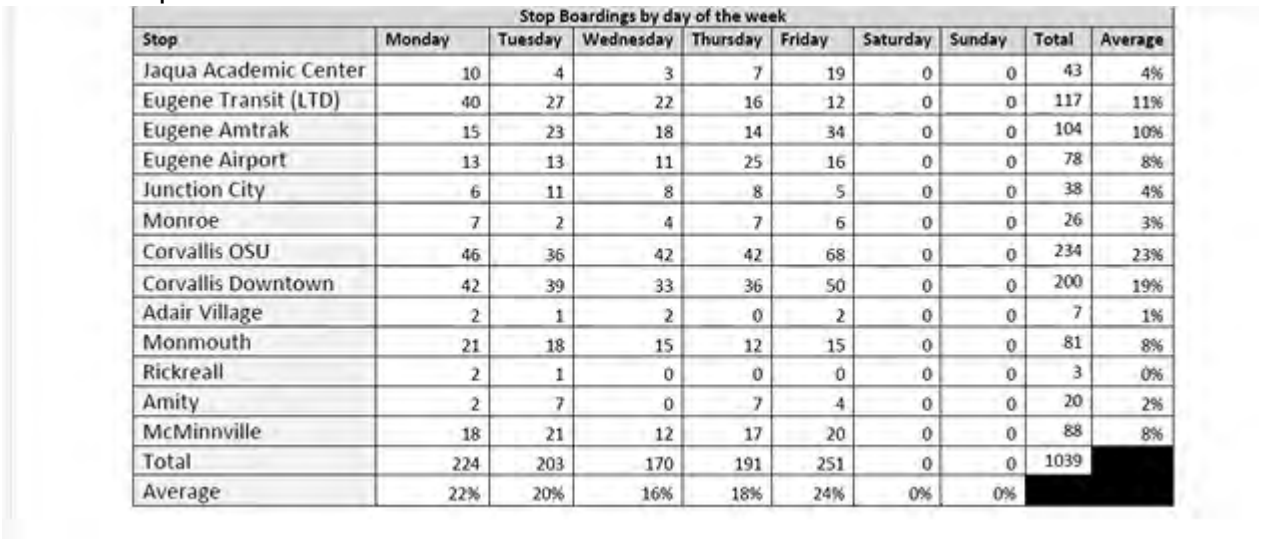
Non-route, weekday stops at Winco and Walmart are also shown for the same time period.

Average Yearly Ridership ÷ 5 (to simulate 1 day of ridership) — Proportional representation of stop ridership

The ridership number labels are removed from future slides to improve clarity.

		
7. 99 Vine Updates & Ridership Info (Attachment E) **Action:** Discussion	Corum presented to the Board updates on the 99 Vine Pilot project: • The 99 Vine is a 4-times daily bus service that connects downtown Eugene to McMinnville, passing through Corvallis, Monroe, Adair Village, Western University, and more. • In the 6 months (November 2025) since this bus service has been available there has been a great increase in ridership: 500 → 1,000 riders a month/average. • Corum Ketchum (COG) shared that plans are to send a survey to Pacific Crest Bus Lines who operates the 99 Vine bus service to gather feedback from the public. • Lane and Benton County plan to continue this service into the next grant fund cycle, starting July 1 2027. In the meantime, between July 1 2026 – June 30 2027, Pacific Crest Bus Lines stated they will continue this pilot service though it will no longer be free. Instead opting for a once-ticketed daily rate.	

- Based on Lane and Benton Counties 2027 grant application to the STIF fund, this will determine the future of this bus service.
- No questions from the Board.



Stop Boardings by day of the week

Stop	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
Jaqua Academic Center	10	4	3	7	19	0	0	43	4%
Eugene Transit (LTD)	40	27	22	16	12	0	0	117	11%
Eugene Amtrak	15	23	18	14	34	0	0	104	10%
Eugene Airport	13	13	11	25	16	0	0	78	8%
Junction City	6	11	8	8	5	0	0	38	4%
Monroe	7	2	4	7	6	0	0	26	3%
Corvallis OSU	46	36	42	42	68	0	0	234	23%
Corvallis Downtown	42	39	33	36	50	0	0	200	19%
Adair Village	2	1	2	0	2	0	0	7	1%
Monmouth	21	18	15	12	15	0	0	81	8%
Rickreall	2	1	0	0	0	0	0	3	0%
Amity	2	7	0	7	4	0	0	20	2%
McMinnville	18	21	12	17	20	0	0	88	8%
Total	224	203	170	191	251	0	0	1039	
Average	22%	20%	16%	18%	24%	0%	0%		

	Table 2 – 99 Vine Alights, March 2026 Stop Alights by day of the week 	Stop	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Average
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Jaqua Academic Center	11	10	6	17	27	0	0	71	7%
Eugene Transit (LTD)	38	34	44	35	38	0	0	189	18%
Eugene Amtrak	3	11	9	4	9	0	0	36	3%
Eugene Airport	22	18	30	25	37	0	0	132	13%
Junction City	3	7	1	8	3	0	0	22	2%
Monroe	9	3	5	8	9	0	0	34	3%
Corvallis OSU	40	32	26	42	38	0	0	178	17%
Corvallis Downtown	27	24	21	19	29	0	0	120	12%
Adair Village	7	0	3	4	3	0	0	17	2%
Monmouth	21	26	9	20	15	0	0	91	9%
Rickreall	3	1	1	2	0	0	0	7	1%
Amity	1	5	3	5	4	0	0	18	2%
McMinnville	20	24	14	17	25	0	0	100	10%
Total	205	195	172	206	237	0	0	1015	
Average	20%	19%	17%	20%	23%	0%	0%				
8. Bylaws Updates **Action Requested:** Approval of Bylaw Updates	Corum Ketchum (COG) shared reviews of the Linn-Benton Loop Bylaws: • Reviews highlighted the reoccurring issue regarding the four at-large members section of the Bylaws, which has never happened for a TAC meeting. • Request for the Board is to approve changes to the text to read: “Up-to four at-large members” so that four at-large members is not a requirement for quorum. • Rich Saalsaa moved to approve the Bylaws as amended. Carolyn McLeod seconded. Motion passed unanimously. - Rich Saalsaa (CAMPO) voted in favor. - Carolyn McLeod (AAMPO) voted in favor. - Sheldon Flom (LBCC) voted in favor.	**Bylaw Updates were approved unanimously by the Board.**

	• Oregon State University • Up to four at-large members, which may represent riders of the Linn-Benton Loop service, students, individuals with disabilities, bus drivers, interested citizens, or other funders of the Linn-Benton Loop service. At-large members should not represent entities already represented, except in the case of a bus driver.	
9. Updates and Other Business (Attachment G) **Action:** Information Only	1. **<u>LBCC Mobility Hub</u>** (Corum) • *Ribbon Cutting Highlights*: Corum Ketchum (COG) shared that the ribbon cutting celebration at LBCC led to comments that Matt Lehman (COG) received regarding the Hub operation. - *Signage and Transit app Access*: COG is looking to provide QR codes at bus shelters within the City of Albany and at LBCC, so that riders can have bus updates for arrival/departure. - *Bus Stopping Locations*: Crossing sign at LBCC Mobility Hub inhibits the ability of buses to maneuver around each other. Plans are currently looking at feasibility of moving the crossing sign. • *Shelter Layout Improvements*: Discussions currently ongoing on how to improve Shelter Layout. Madeline Powell (COG) has been conducting research amongst riders on gather data on potential improvements.	**Updates and Information Provided to the Board on local services and potential opportunities**

Hi All,

Thanks again for your participation in the ribbon cutting. After it died down a bit, I did get some comments regarding the Hub operation that I wanted to pass along:

1. Signage and Transit App access – We have received comments previously regarding the signage at the hub, but it still seems a bit confusing on site. I think we should also see about posting some links to the Transit App in the shelters.
2. Bus stopping locations – commentary was provided that the sign in-between lanes in the middle of the hub area is causing one of the busses to have to move well beyond the shelter to drop-off or pick-up. The feedback indicated that the location of the crossing sign inhibits the ability of the busses to maneuver around each other; thus the need to move the bus to the end of the service are to allow the other busses freedom of movement.

Regards,

Matt Lehman
Director, Community and Economic Development
Oregon Cascades West Council of Governments.
541-758-1911
mlehman@ocwcog.org
OCWCOG.org

OREGON Cascades West Council of Governments

2. **Target Distribution Center – Evaluate Service Opportunities?**
   - Justin Peterson (COG) shared that discussions have touched on possibly adding a bus stop at the Target Distribution Center, which is a major employment center.
3. **Hosting LBL Meeting Information on ORCW.org?**
   - Justin Peterson (COG) shared that all LBL information is hosted on Albany's website and that LBL meeting information must be coordinated with COG + Albany's communications team to provide proper meeting notice within the 7 required days for public meetings.
   - This change is to add a page to the COG website that will have LBL information and other information from the Albany website, such as public meetings agendas.
4. **TAC At Large Applications**
   - No At-Large Applications at this time.
5. **Member Agency Updates**

	• Sheldon Flom (LBCC) shared that LBCC is getting close to the end of the Spring Term, with commencement on June 11th. • Summer classes will have an increased enrollment (mostly online). Just opened up enrollment for Fall term and too early to know what enrollment will look like. • Carolyn McLeod (AAMPO) has no updates. • Paul Trombino III (Public Works Director - City of Albany) shared that Albany will be focusing on the ATS plan update. Goal is to review transit services and determine the future of how ATS serves the community and how to improve mobility with the end-goal of creating Mobility Hubs to make it easier to travel around Albany. Additionally, there have been discussions on a Safety Action Plan, which will give a clear indication of safety issues on all roadways in the community. • Rich Saalsaa (CAMPO) shared that Benton County just finished their Transportation Safety Action Plan and the City of Philomath will be starting on their own. Goal is that a bus rider in Philomath can reach Walmart in Albany. 6. **Other Business** • No other business.	
10. Adjournment	Chair Sheldon Flom adjourned the meeting at 4:01pm. Next meeting is Tuesday, August 25th, 2026.	**Meeting Adjourned at 4:01pm.**

FROM 2026 11 TO 2027 03

ACCOUNTS FOR: 213 PUBLIC TRANSIT		ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
21340105 213 LINN-BENTON LOOP								
21340105 420100	FEDERAL GRANTS & ASSISTANC	-1,173,600	0	-1,173,600	-191,020.00	.00	-982,580.00	16.3%
21340105 428205	INTERGOVERNMENTAL AGREEMEN	-602,800	0	-602,800	-308,800.00	.00	-294,000.00	51.2%
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	-5,026.40	.00	5,026.40	.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	241,438.56	-2,145.00	805,506.44	22.9%
21340105 520010	TEMPORARY EMPLOYEES	21,800	0	21,800	18,135.78	.00	3,664.22	83.2%
21340105 530010	OVERTIME	43,700	0	43,700	7,825.21	.00	35,874.79	17.9%
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	127,207.66	.00	694,792.34	15.5%
21340105 560016	EMPLOYER PAID WORKER'S COM	69,400	0	69,400	2,970.81	.00	66,429.19	4.3%
21340105 560020	PERS	0	0	0	72,357.64	.00	-72,357.64	.0%
21340105 600115	INSURANCE & BONDS	32,100	0	32,100	457.56	.00	31,642.44	1.4%
21340105 600400	CONTRACTUAL SERVICES	56,400	0	56,400	8,933.48	10,273.98	37,192.54	34.1%
21340105 602300	SOFTWARE	3,000	0	3,000	.00	.00	3,000.00	.0%
21340105 610130	PROFESSIONAL DEVELOPMENT	12,200	0	12,200	450.00	-66.00	11,816.00	3.1%
21340105 610405	OPERATING EXPENSE	23,900	0	23,900	14,993.75	-7,464.65	16,370.90	31.5%
21340105 610430	EQUIP/MAINT UNDER 10K	1,200	0	1,200	3,278.57	2,490.10	-4,568.67	480.7%
21340105 610555	COMMUNICATIONS	4,000	0	4,000	912.63	-320.89	3,408.26	14.8%
21340105 610750	UNIFORMS & CLOTHING	2,600	0	2,600	.00	.00	2,600.00	.0%
21340105 610800	FUEL	231,300	0	231,300	62,796.18	52,792.55	115,711.27	50.0%
21340105 630000	ELECTRICITY	10,500	0	10,500	1,465.73	-389.53	9,423.80	10.2%
21340105 630005	NATURAL GAS	2,600	0	2,600	323.01	.00	2,276.99	12.4%
21340105 630010	TELECOMMUNICATIONS	6,000	0	6,000	101.38	.00	5,898.62	1.7%
21340105 630400	WATER SERVICE	9,400	0	9,400	507.07	.00	8,892.93	5.4%
21340105 630405	SEWER SERVICE CHARGES	1,100	0	1,100	331.26	.00	768.74	30.1%
21340105 630410	STORMWATER SERVICE CHARGES	700	0	700	116.60	.00	583.40	16.7%
21340105 653600	VEHICLE MAINTENANCE	555,000	0	555,000	152,886.11	74,131.32	327,982.57	40.9%
21340105 660200	CENTRAL SERVICE ALLOCATION	286,900	0	286,900	59,770.85	.00	227,129.15	20.8%
21340105 660400	EQUIPMENT REPLACEMENT	100,000	0	100,000	20,833.35	.00	79,166.65	20.8%
21340105 662500	PW SERVICE ALLOCATION	192,900	0	192,900	9,450.00	.00	183,450.00	4.9%
TOTAL 213 LINN-BENTON LOOP		0	0	0	-162,425.21	129,301.88	33,123.33	.0%
TOTAL PUBLIC TRANSIT		0	0	0	-162,425.21	129,301.88	33,123.33	.0%
	TOTAL REVENUES	-3,546,600	0	-3,546,600	-969,968.40	.00	-2,576,631.60	
	TOTAL EXPENSES	3,546,600	0	3,546,600	807,543.19	129,301.88	2,609,754.93	

FROM 2026 11 TO 2027 03

	ORIGINAL APPROP	TRANFRS/ ADJSTMTS	REVISED BUDGET	ACTUALS	ENCUMBRANCES	AVAILABLE BUDGET	PCT USED
GRAND TOTAL	0	0	0	-162,425.21	129,301.88	33,123.33	.0%

REPORT OPTIONS

	Field #	Total	Page Break
Sequence 1	1	Y	Y
Sequence 2	9	Y	N
Sequence 3	0	N	N
Sequence 4	0	N	N

Report title:

FLEXIBLE PERIOD REPORT

Includes accounts exceeding 0% of budget.
Print Full or Short description: F
Print full GL account: N
Sort by full GL account: N
Print Revenues-Version headings: N
Print revenue as credit: Y
Print revenue budgets as zero: N

From Yr/Per: 2026/11
To Yr/Per: 2027/ 3
Budget Year: 2026
Print totals only: N
Format type: 1
Double space: N
Suppress zero bal accts: Y
Amounts/totals exceed 999 million dollars: N
Roll projects to object: N
Print journal detail: N
From Yr/Per: 2026/10
To Yr/Per: 2026/13
Include budget entries: N
Incl encumb/liq entries: Y
Sort by JE # or PO #: J
Detail format option: 1
Multiyear view: D

Linn-Benton Loop FTA Section 5307 Grant Funds Remaining
(Last Updated 11/3/2026

Grant Year	Project	Match Ratio	Remaining Project Funds	FTA Match Required	Local Match Required	
20-21 & 21-22 & 22-23	FTA 5307 - Operations	80:20	1,228,000	614,000	614,000	
	6/26/25 Disbursement			(15,049)	(15,049)	
	7/29/25 Disbursement			(134,430)	(134,430)	
	9/24/25 Disbursement			(36,884)	(36,884)	
	11/14/2025			(53,598)		
	1/27/2026			(136,267)		
	4/20/2026			(124,481)		
	8/3/2026			(113,291)		
	FTA 5307 - Preventive Maintenance	80:20	153,238	122,590	30,648	
	6/26/25 Disbursement			(24,715)	(6,179)	
	7/29/25 Disbursement			(48,345)	(12,086)	
	9/24/25 Disbursement			(10,811)	(2,703)	
	11/14/2025			(5,765)		
	1/27/2026			(30,831)		
	4/20/2026			(2,123)		
	8/3/2026			-		
	SUBTOTAL		437,317	-	437,317	
24-25	FTA 5307 - Operations	50:50	739,200	369,600	369,600	as of 7/29/25
	8/3/2026			(77,729)		
	FTA 5307 - Preventive Maintenance	80:20	84,000	67,200	16,800	as of 7/29/25
	SUBTOTAL		745,471	359,071	386,400	
	GRAND TOTAL		**1,182,788**	**359,071**	**823,717**	

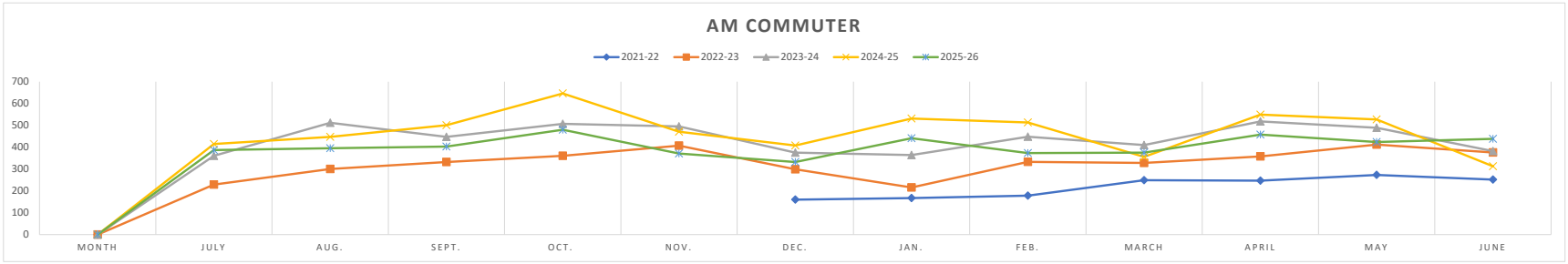
Linn-Benton Loop STIF Funds Remaining
(Last Updated 11/3/2026)

Fiscal Year	Project	Remaining Project Funds
25-26/26-27	STIF - Benton County	$860,000
	Drawdowns 1-4	($440,000)
	Drawdown 5 - 10/29/26	($45,000)
	SUBTOTAL	$375,000
25-26/26-27	STIF - Linn County	$782,000
	Drawdowns 1-4	($484,814)
	Drawdown 5 - 10/29/26	($45,000)
	SUBTOTAL	$252,186
	GRAND TOTAL	**$627,186**

AM US 20 COMMUTER
WEEKDAY RIDERSHIP
2022 -2023

AM US 20 Commuter

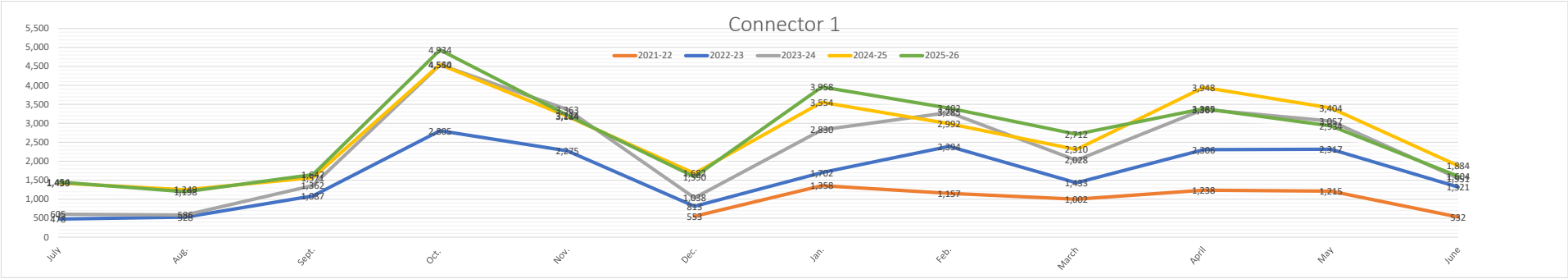
MONTH	2021-22	2022-23	2023-24	2024-25	2025-26																+/-	Ratio
July		229	361	415	387	397															54	13.0%
Aug.		300	512	447	395	408															-65	-14.5%
Sept.		332	447	501	403	421															54	10.8%
Oct.		361	507	646	480																139	21.5%
Nov.		407	495	471	371																-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**	**1,226**	**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!



CONNECTOR 1
WEEKDAY RIDERSHIP
2022 -2023

Connector 1

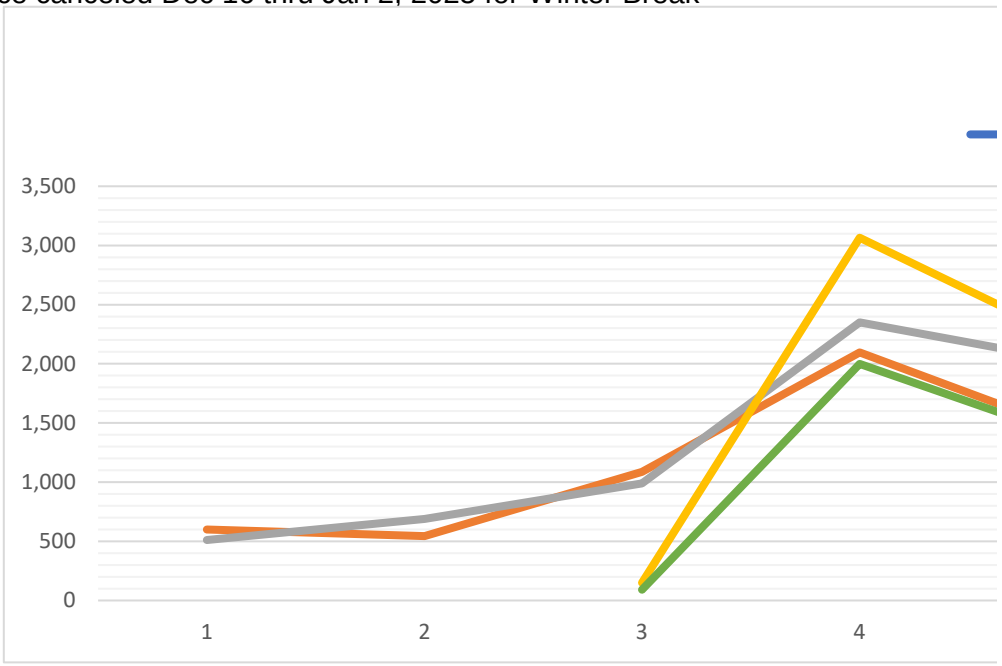
MONTH	2021-22	2022-23	2023-24	2024-25	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	2022-32	2022-33	2022-34	2022-35	2022-36	2022-37	2022-38	2022-39	2022-40	2022-41	+/-	Ratio
July		478	605	1,430	1,454	1,457															825	57.7%
Aug.		528	586	1,249	1,198	1,119															663	53.1%
Sept.		1,087	1,362	1,571	1,647	1,947															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**	**4,523**	**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	150	91	588		
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 Tota	**5,558**	**14,501**	**18,103**	**17,038**	**11,364**	**588**	**0**	**0**
Grand To	**5,558**	**14,501**	**18,103**	**17,038**				

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



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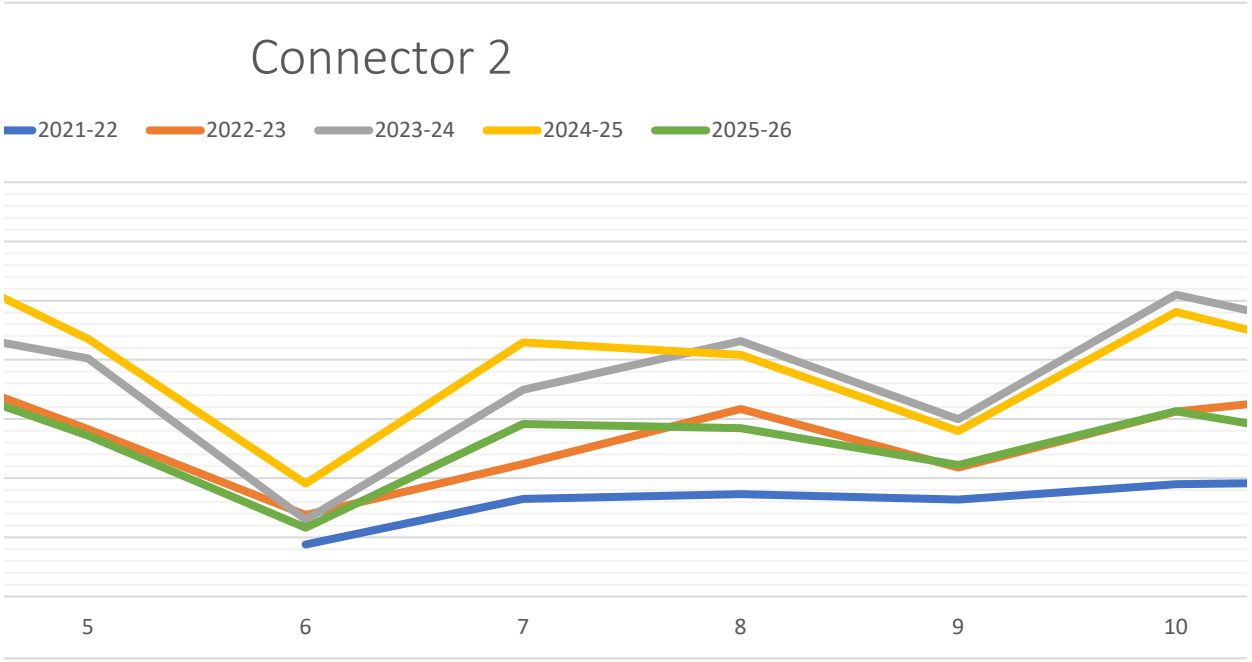

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			167	0
			305	0
			398	0
			-118	0
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			777	44.4%
			275	28.5%
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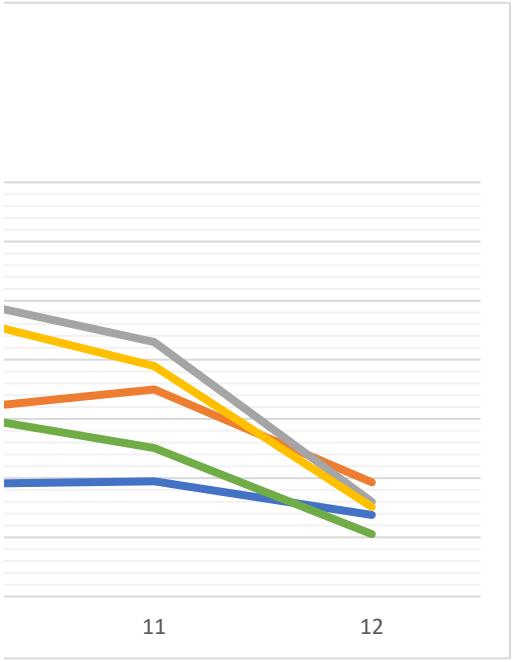
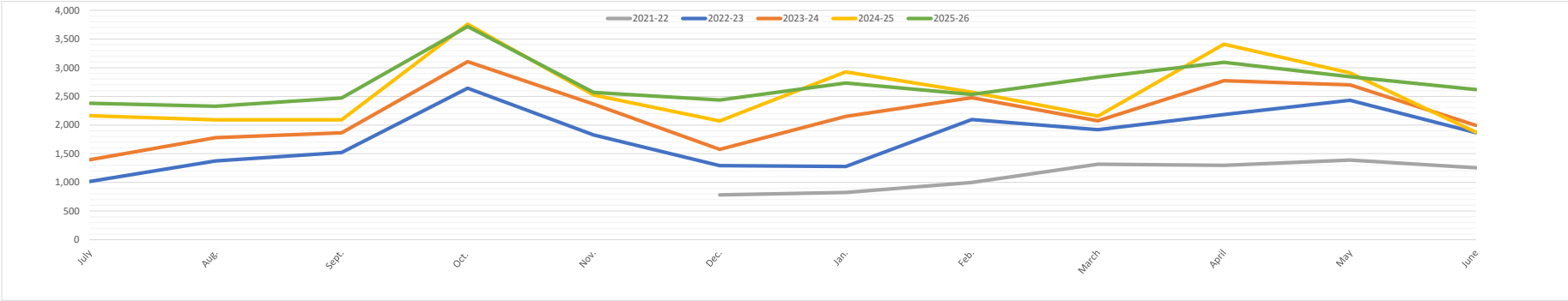


HEART TO HUB UNITER
WEEKDAY RIDERSHIP
2022 -2023

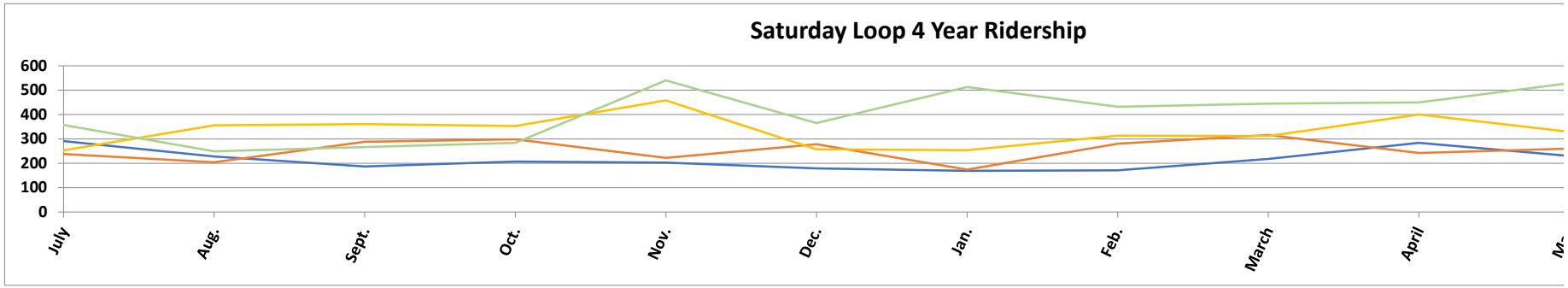
Heart to Hub Uniter

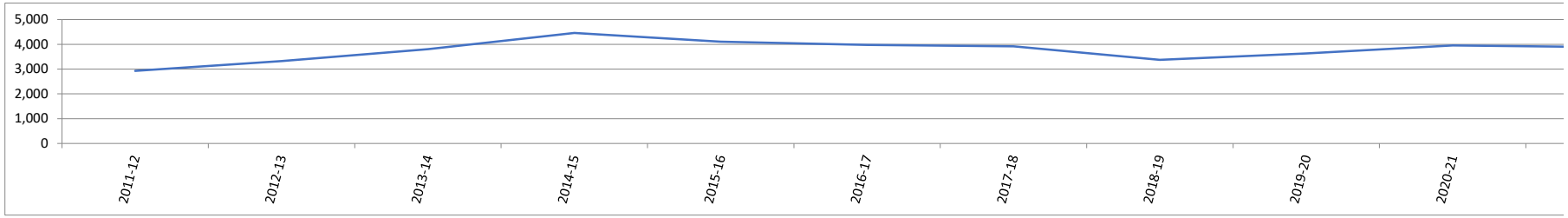
MONTH	2021-22	2022-23	2023-24	2024-25	2025-26																+/-	Ratio
July		1,015	1,394	2,164	2,380	2,638															770	35.6%
Aug.		1,374	1,781	2,090	2,328	2,560															309	14.8%
Sept.		1,520	1,864	2,092	2,472	2,847															228	10.9%
Oct.		2,643	3,106	3,760	3,719																654	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**	**8,045**	**0**	**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**	**8,045**															0	#DIV/0!



LINN-BENTON LOOP
SATURDAY SERVICE
2023-2024

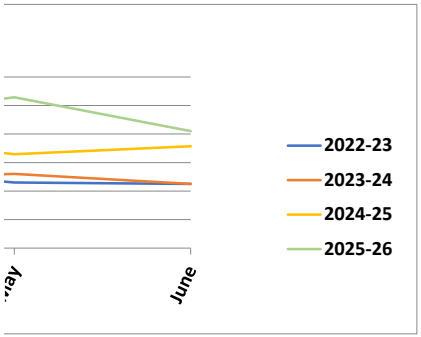
MONTH	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24
July		93	147	160	250	356	252	262	274	195	315	291	405	296	121	182	291	238
Aug.	90	245	241	227	235	339	267	400	353	325	219	262	309	349	208	178	228	204
Sept.	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**

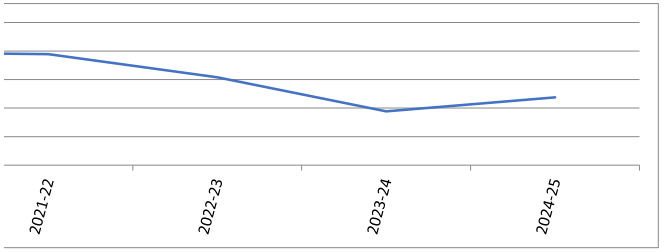




LINN-BENTON LOOP
SATURDAY SERVICE
2023-2024

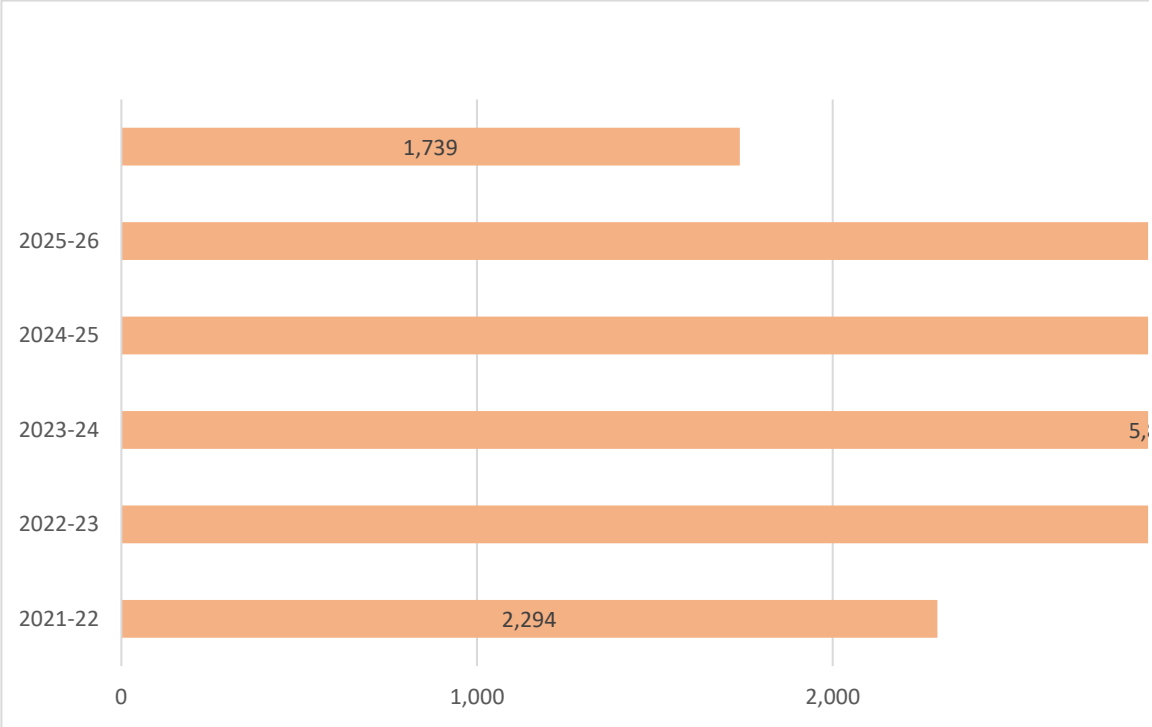
2024-25	2025-26	2026-27	+/-	Ratio
253	357	277	15	5.9%
356	249	481	152	42.7%
361	267	424	73	20.2%
353	284		55	15.6%
458	540		236	51.5%
257	365		-21	-8.2%
254	513		80	31.5%
313	432		33	10.5%
312	445		-4	-1.3%
400	450		65	22.9%
329	529		46	20.0%
357	410		22	9.8%
4,003	**4,841**	**1,182**	215	8.3%





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	555		
Sept.		538	421	578	510	683		
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 Tota	**2,294**	**7,088**	**5,819**	**7,088**	**6,336**	**1,739**	**0**	**0**
Grand To	**2,294**	**7,088**	**5,819**	**7,088**	**6,336**	**1,739**		



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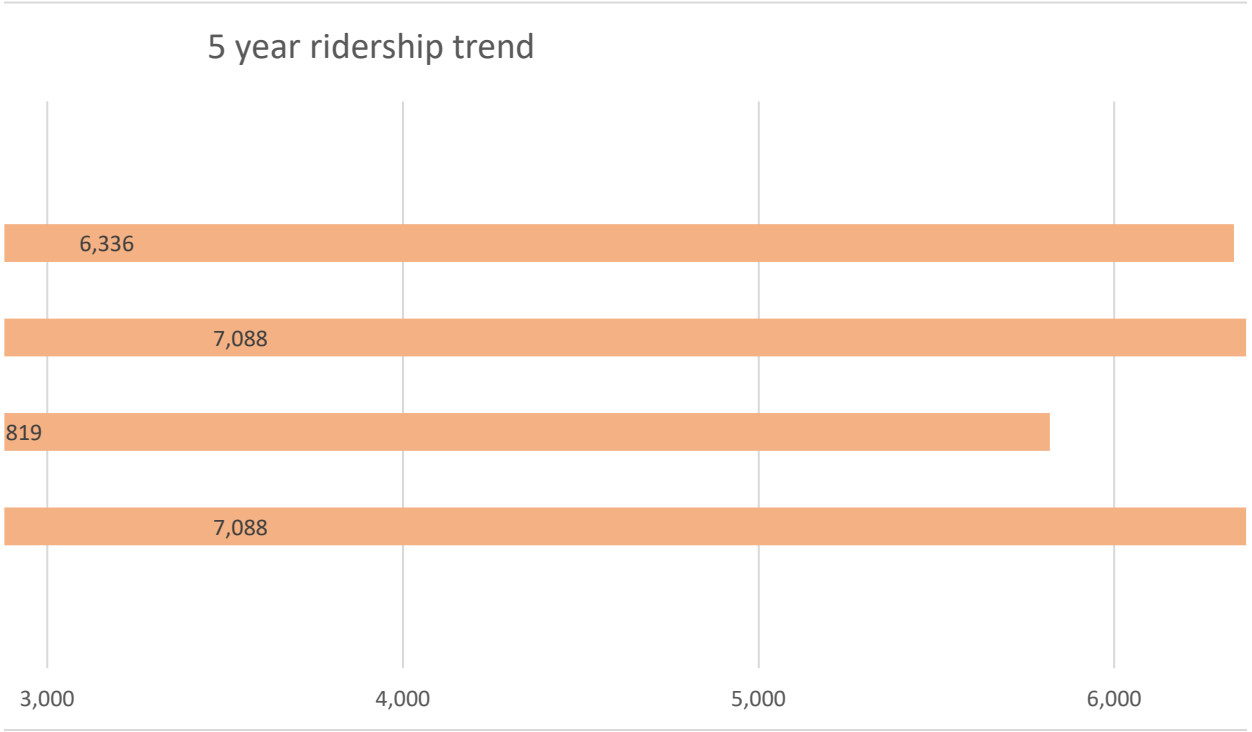
5 year ridership trend
6,336
7,088
819
7,088
3,000
4,000
5,000
6,000

			+/-	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%
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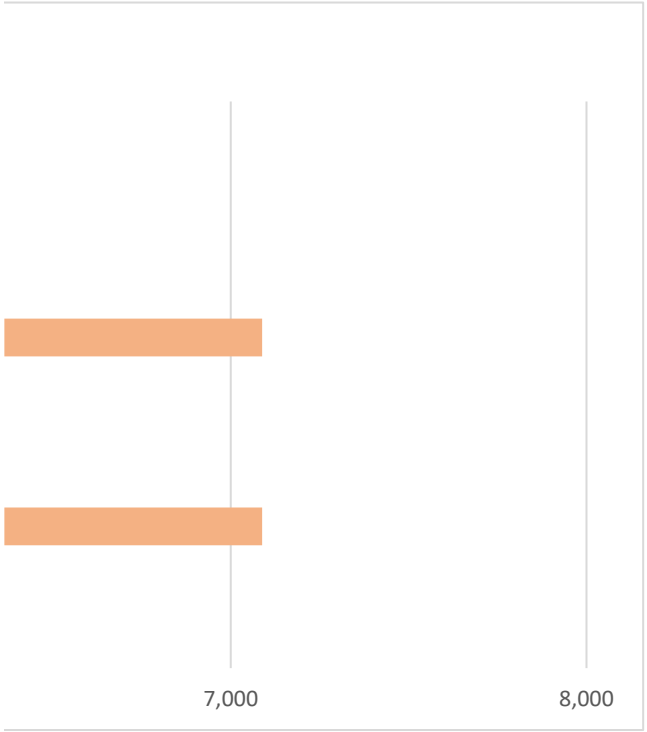


OREGON
Cascades West
Council of Governments

COMMUNITY & ECONOMIC DEVELOPMENT

COMMUNITY PLANNING I ECONOMIC DEVELOPMENT I LENDING I TRANSPORTATION

Dear 5304 Grant Review Team,

We strongly support the coordinated transit plans update for Benton, Lincoln and Linn counties (the Project) led by Oregon Cascades West. As a key regional transit service and connection hub, the Linn Benton Loop supports integrating transit plans so that our riders may be better served, no matter where their ultimate destination is. This regional approach will help ensure transportation investments and service improvements are aligned across county boundaries for the benefit of all riders.

The Linn Benton Loop provides daily service between Albany and Corvallis, where riders are able to easily access Linn Benton Community College, Oregon State University, and other key destinations, like bus stations, mobility hubs, and retailers. We know that from talking to riders and drivers, people use this service for more than to just getting to class; it is a critical linkage that makes daily life possible.

By being part of the three-county Project, the Loop will better understand the needs of its passengers, and be able to anticipate future demands on service, such as park and ride options, opportunities for service expansion, and the opportunity to synchronize schedules across regional service providers with the Loop and the higher education institutions we serve, so that riders can make connections without the frustrations of a nearly missing a boarding or the start of class.

Staff at Oregon Cascades West maintain strong connections with the Linn Benton Loop and our other transit providers through tools like CWRide.org, and the staffing of institutions like the Albany Area Metropolitan Planning Organization, the Corvallis Area Metropolitan Planning Organization, RideLine non-emergency medical transport, the Loop itself, and by participating in the Cascades West Area Commission on Transportation. Their depth of expertise in transit and transportation planning makes them a clear choice to lead this effort, as shown by the strong endorsement by the transit agencies of the three counties whose plans were led by Cascades West last cycle.

Please don't hesitate to reach out if you have any questions about our strong support of this project.

Sincerely,

Sheldon Flom,
LBL Policy Board Chair
Linn Benton Community College

Albany Office & Administration
1400 Queen Avenue, Suite 205
Albany, OR 97322

Phone 541.967.8630

Corvallis Office
1121 NW 9th Street
Corvallis, OR 97330

Fax 541.967.6123

Toledo Office
203 North Main Street
Toledo, OR 97391

www.ocwcog.org

To whom it may concern,

The Linn Benton Loop Policy Board strongly supports the Rural Transit Feasibility Study being proposed by the Albany Area Metropolitan Planning Organization (AAMPO). As the governing body of the LBL, the Policy Board represents stakeholders from around the region who recognize the need for enhanced transit access for our rural communities.

Transit access is uneven throughout the region, where larger communities are able to self-provide transit, but those smaller towns have historically been unable to provide transit services for their residents. Jefferson, in Marion County, has repeatedly pursued partnerships with neighboring governments to the north and the south, and has so far been unable to find a feasible solution. Similarly, Tangent, just south of Albany, is close to urban services, but has a small population, making the provision of municipal transit difficult. Similarly, Millersburg is growing to provide more jobs but has a small baseline population and its single-family development pattern has made the provision of transit difficult, even as the demand for workers is expected to grow.

Our intention of the study is to not prescribe a service or solution but rather to examine a variety of transit service models to determine what would be most suitable for each of the rural communities in Linn and Benton Counties. In the study staff will examine possible service models, implementation strategies, and potential funding streams. Program sustainability will be emphasized, as solutions will need to be matched to existing need and potential revenue sources.

We see in our region successful models of low-cost and limited service transit options to learn from. Commuters from nearby Lebanon are able to ride the LINX shuttle to transit hubs in Albany in order to make connections to their destinations. Services like the 99 Vine that connects communities from Eugene to Portland along HWY 99 shows that rural intercommunity travel is possible even across county lines. Our friends at Independence-Monmouth have had great success with their Trolley Pilot where transit is both highly useful to residents, commuters and students, but also provides local character while fostering a feeling of pride.

The transit solutions that will be proposed by the study will improve regional mobility at a critical time where the costs of living have only been increasing year over year. Transit access will support our economy and employers, students seeking to connect with our educational institutions, healthcare access for our aging and lower income populations, and provide critical transportation choice in this moment where the costs of car ownership keep creeping higher. By connecting to transit hubs at downtown Albany, the Heritage Mall, the Albany train station, and the mobility hub at Linn Benton Community College, riders

from the rural communities within Linn and Benton Counties will be able to make critical connections to local services and the rest of the state.

This study will provide the foundation necessary for us to better serve our constituent's transit needs, while supporting growth in our regional economy. We strongly support the AAMPO's application to this program.

Sincerely,

Sheldon Flom

LBL Policy Board Chair

Linn Benton Community College

OREGON
Cascades West
Council of Governments

Saturday Shopper Survey Results

Madeline Powell
Assistant Planner
mpowell@ocwcog.org

Making Lives and communities better.

Agenda

- Project Overview
- Existing Route
- Proposed Extensions
- Final Survey Results

[A version of this slide should be included for every external presentation.]

OUR MISSION

Promote a thriving region through service, connectivity, and innovation.

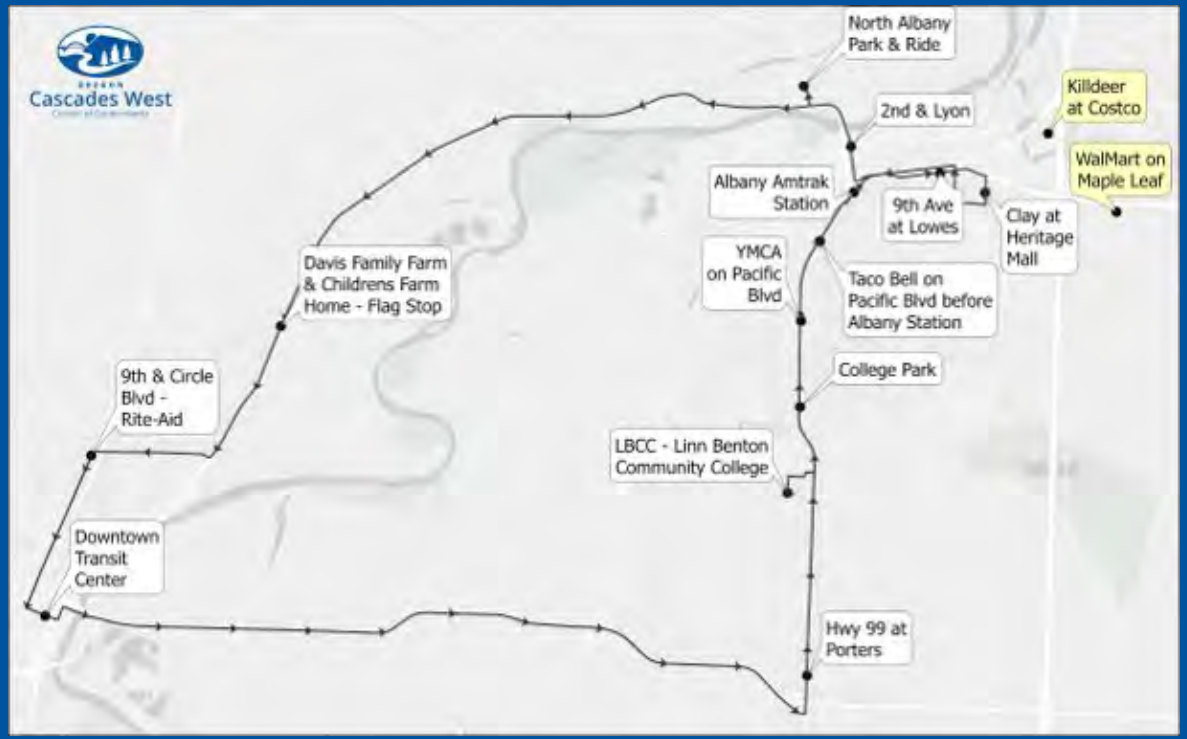
VISION

Make lives and communities better.

VALUES

Belonging
Collaboration
Compassion
Integrity
Respect

Existing Saturday Shopper Route

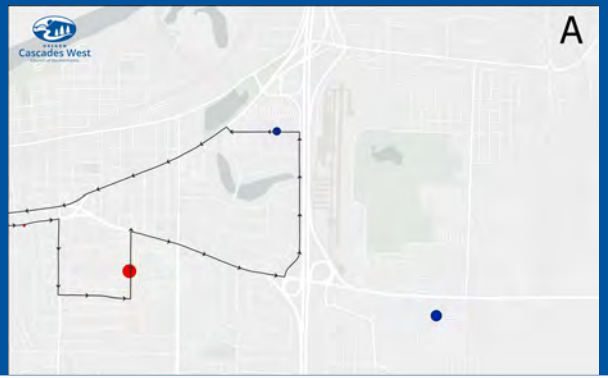


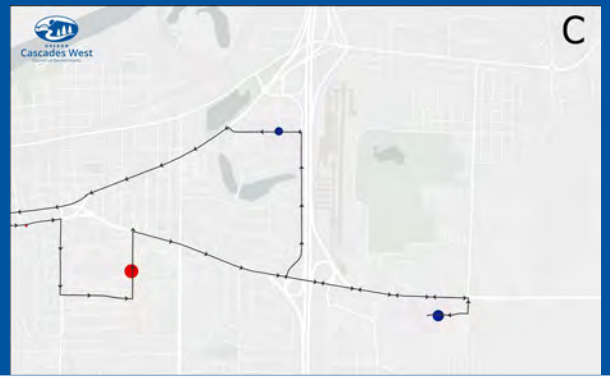
Details	Existing
Name	Saturday
Length	30.31 miles
Stops	18 stops
Runtime	85 minutes
Population reach (<.25mi)	9300
SNAP retailers (<.25mi)	35

Proposed Extensions









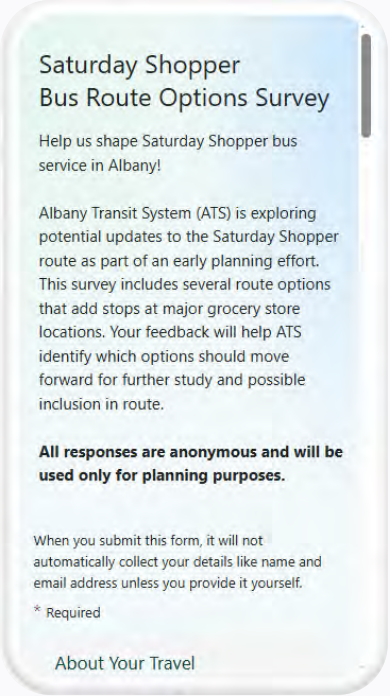
Details			
Option	A	B	C
Length (miles)	+2.7	+3.89	+4.7
Stops	+1	+1	+2
Runtime (minutes)	+11	+16	+19
Within .25 mile of stops* (5 min walk)			
Population reach	+1,300	+1,000	+1,300
SNAP retailers	+6	+4	+6
Nursing Homes	+0	+0	+0
Jobs (work)	+1,300	+800	+1,300

Outreach Timeframe

Survey Opened: Mid June 2026
Survey Closed: October 31st

Distribution:

- Email partner lists
- Social media post
- ATS buses and stop locations
- Community Events (e.g., Open Streets Corvallis 2026)



Survey Results Overview

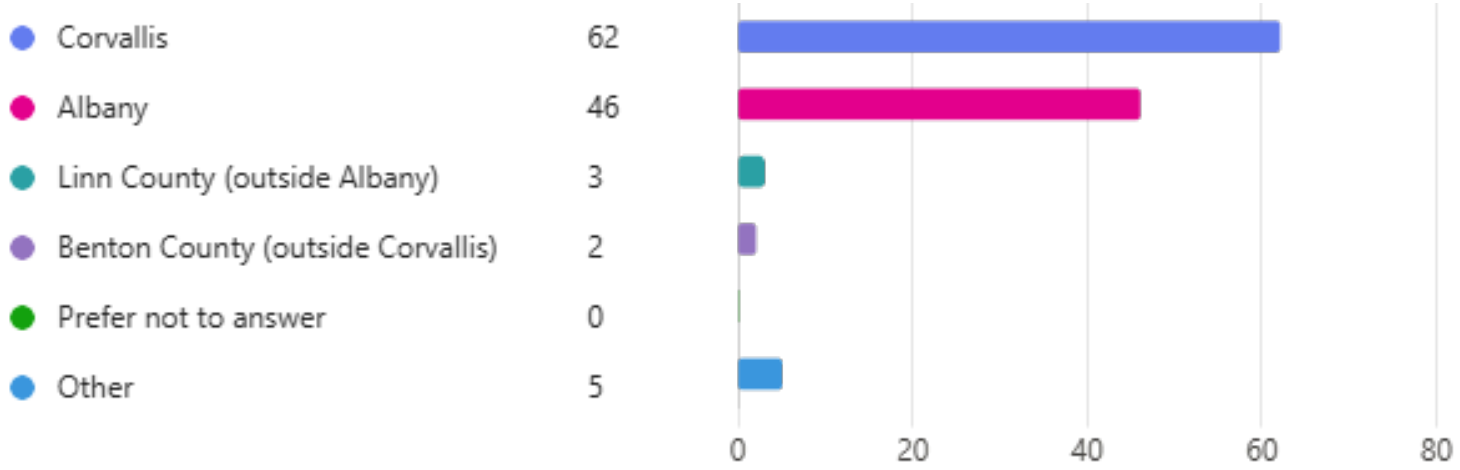
118 Survey Responses

Key Takeaways:



Regional Breakdown

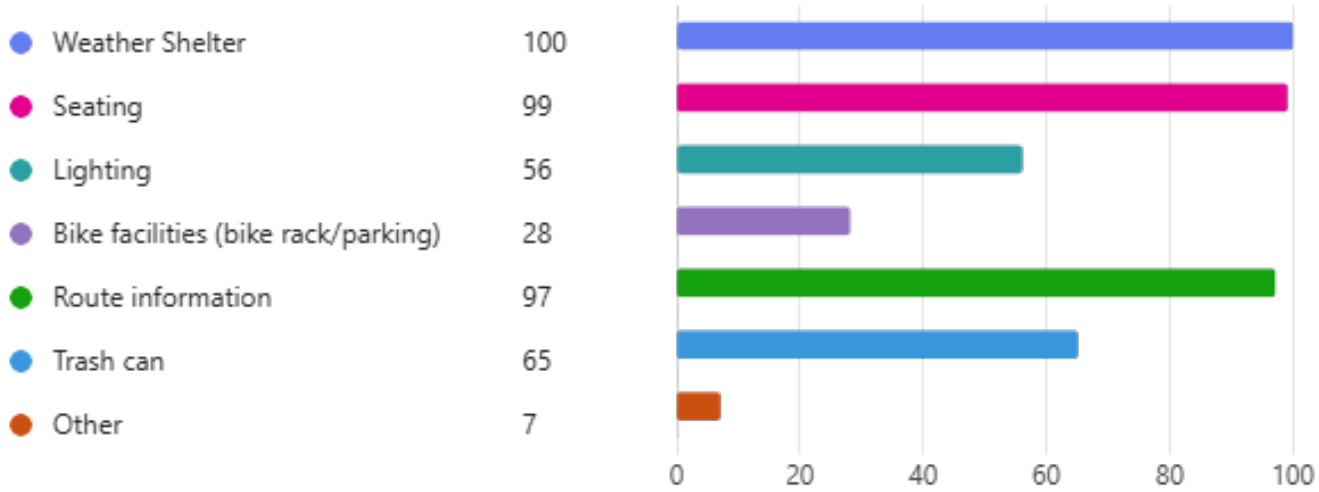
Majority of responses are from Corvallis and Albany residents.



Bus Stop Amenities

Respondents selected up to three amenities they like to have when using public transit.

Top 3: Weather Shelter, Seating, Route Information

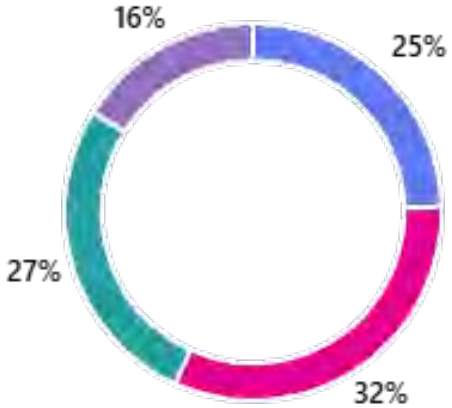


Ridership Frequency

Quarter of respondents ride the SaturdayShopper bus every week

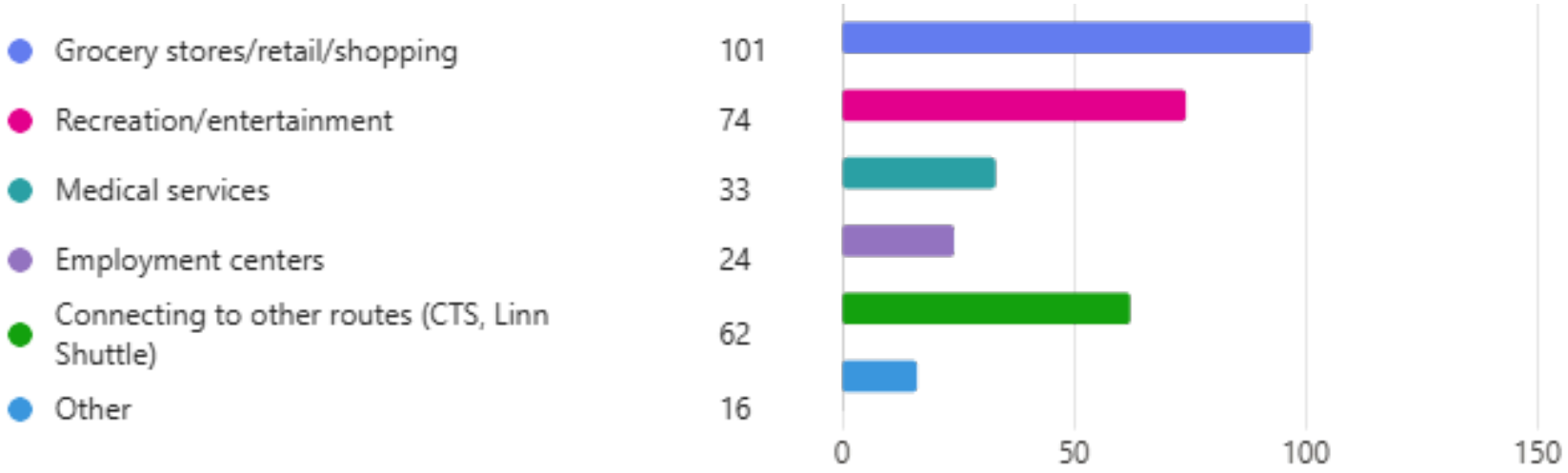
Over 40% of respondents ride the Saturday Shopper bus a few times a year or never.

Every week	29
1-2 times per month	38
A few times per year	32
Never	19



Destinations (Current and/or Desired)

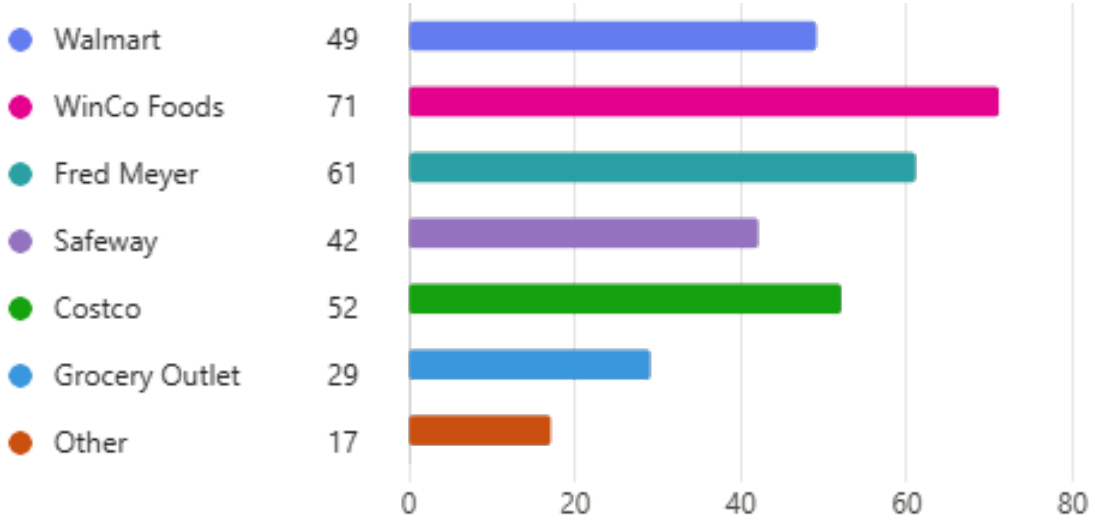
Majority of respondents use or want to use the service to reach grocery stores/retail/shopping, recreation/entertainment, or connect to other routes



Top Shopping Locations

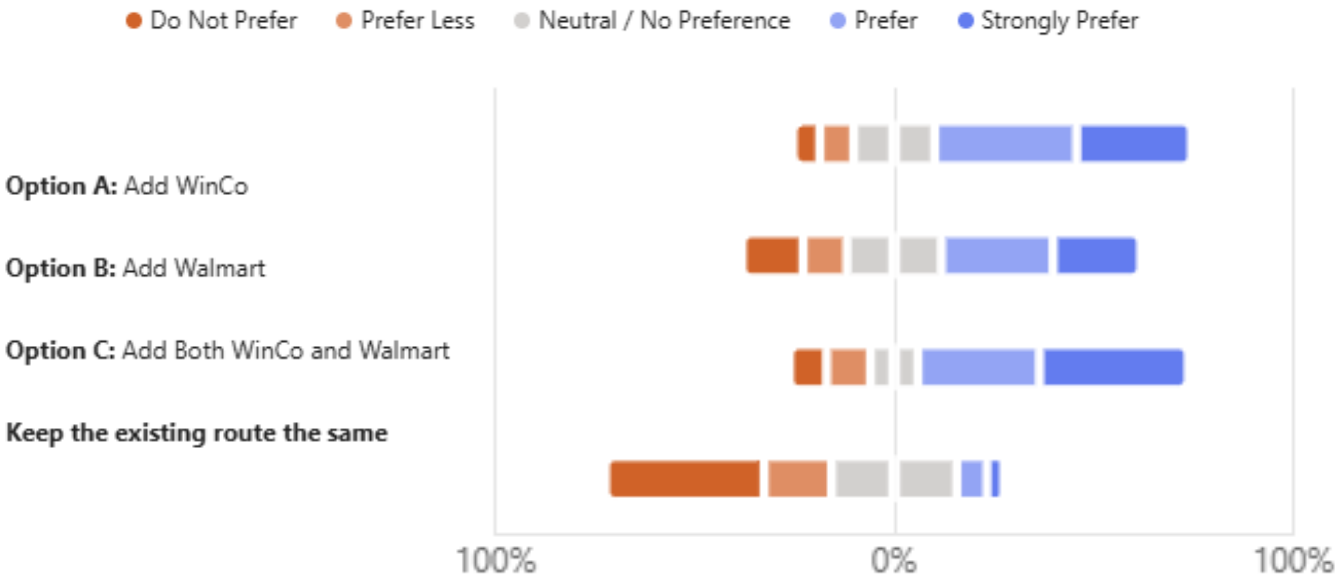
Top Three Stores:

1. **WinCo Foods**
2. **Fred Meyer**
3. **Costco**



Route Preference

1. **67.8% Prefer or Strongly Prefer Option C: Add Both WinCo and Walmart**
2. **64.4% Prefer or Strongly Prefer Option A: Add Winco**
3. **11.8% Prefer or Strongly Prefer to Keep Existing Route**

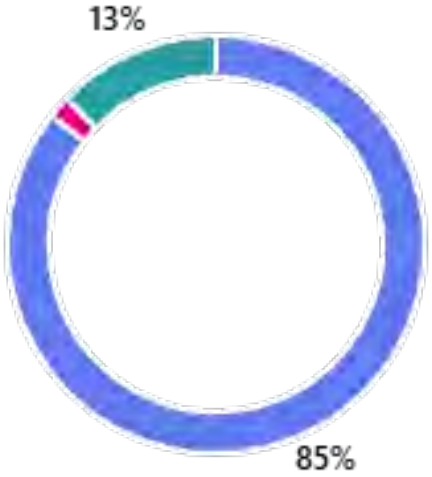


Dedicated Saturday Shopper bus route for Albany

Over 85% would like a dedicated Saturday Shopper bus route for Albany.

Over 98% responded Yes or Maybe combined

Yes	101
No	2
Maybe	15

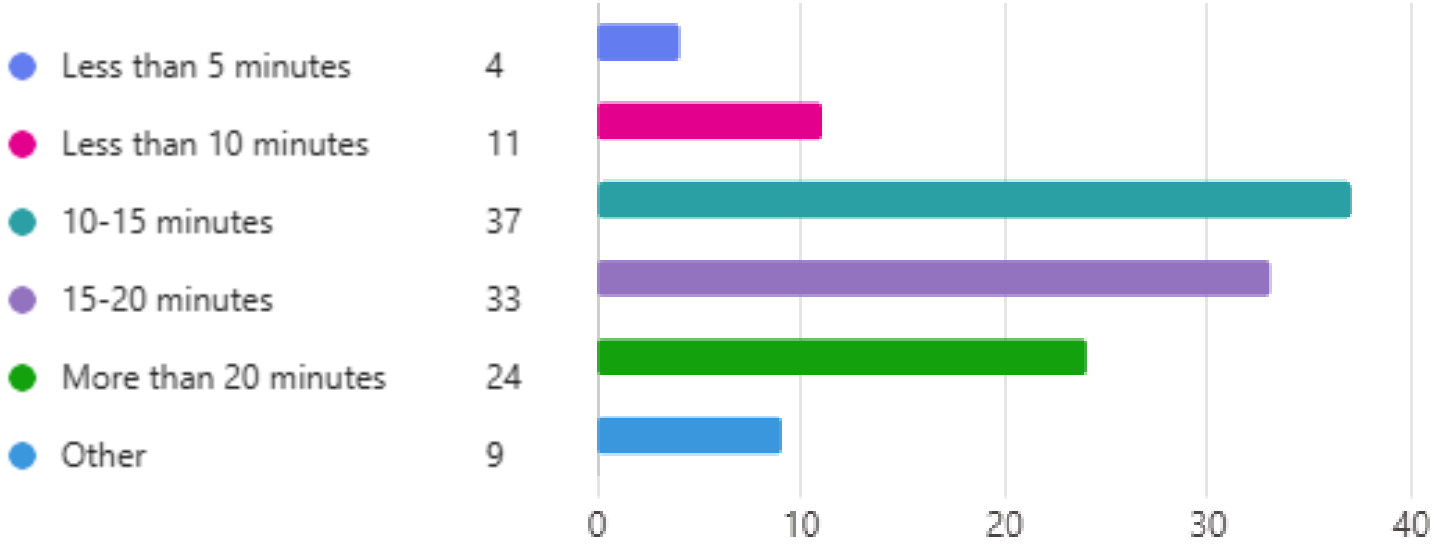


Dedicated Saturday Shopper bus route for Albany

Existing runtime = 85 minutes

Approximately 60% of respondents are okay with an additional 10-20 minutes of runtime.

Approximately 20% are okay with more than 20 minutes of additional runtime.



Key Demographics

- **Majority of respondents are between 25-44 and 45-64 years old**
- **64% Not Hispanic, Latino, or Spanish origin**

Recommended Routes Based on Survey Results

1. **Option C: Add Both WinCo Foods and Walmart**
2. **Option A: Add WinCo Foods**





Thank You

Questions?

OREGON
Cascades West
Council of Governments

Transit Hub Wayfinding & Multimodal Connection Study



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

Prepared by
Oregon Cascades West Council of Governments
1400 Queen Avenue SE, Suite 201
Albany, OR 97322

Lead Author
Madeline Powell, Assistant Planner

OREGON
Cascades West
Council of Governments

Prepared by
Oregon Cascades West Council of Governments
1400 Queen Avenue SE, Suite 201
Albany, OR 97322

Contents

Transit Hub Wayfinding & Multimodal Connection Study Report 1
Executive Summary 4
Introduction 4
Research Methods 5
Transit Standards and Best Practices 5
Transit Stakeholder Interviews 8
Site Visits 8
Near-Term Improvements 8
Long-Term Improvements 8
Transit Hub Evaluation Framework and Applicable Guidance 9
Signage and Passenger Information 9
Accessible Boarding and Pedestrian Connections 9
Pedestrian Crossings and Operational Safety 10
Amenities, Maintenance, and Multimodal Connections 10
Improvement Prioritization and Implementation Feasibility 10
Application of Requirements 10
Linn-Benton Community College 12
Original Conditions (May 2026) 12
Improvements Implemented Since the Initial Assessment 15
Interagency Coordination and Implementation Responsibilities 15
Near-Term Recommendations 16
Long-Term Recommendations 17
Albany Amtrak Station 19
Existing Conditions 19
Near-Term Recommendations 22
Long-Term Recommendations 23
Heritage Mall 24
Existing Conditions 24
Near-Term Recommendations 26
Long-Term Recommendations 26
North Albany Park & Ride 27
Existing Conditions 27
Near-Term Recommendations 28
Long-Term Recommendations 29
Federal, State, and National Design References 30
Conclusions 31
Next Steps 33

Revision Note: November 2026

This revised November 2026 edition retains the original May–June 2026 site assessments and photographs and documents subsequent improvements at the Linn-Benton Community College (LBCC) transit hub. The evaluation and recommendations have also been strengthened using primary federal accessibility requirements, Oregon Department of Transportation (ODOT) guidance, and nationally recognized transit stop design practices. Original conditions are distinguished from completed improvements. Standards are presented according to their applicability; the field observations are not a technical ADA compliance audit.

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.

LBCC provides an early example of implementation following the study. OCWCOG convened participating agencies and helped fund new vinyl shelter signs; LBCC led the pedestrian-sign relocation; the City of Albany/ATS led sign ordering; and Linn Shuttle was included in reviewing the revised boarding arrangement and notifying operators. These improvements respond directly to the initial findings while preserving the original assessment as a baseline for evaluating progress.

The updated recommendations distinguish completed work from remaining needs and apply a consistent screening framework: legible agency and route identification, accessible boarding and pedestrian connections, crossing safety and bus circulation, passenger amenities, and interagency implementation feasibility. Improvements should be prioritized in relation to barriers, transfer activity, pedestrian risk, and cost/complexity. At LBCC, the recent low-cost signage and circulation changes demonstrate how partners can translate a study finding into an implemented improvement.

Research Methods

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

Transit Standards and Best Practices

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 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)[1], the American Public Transportation Association (APTA)[2], the Transit Cooperative Research Program (TCRP)[3], and major agency design standards such as the Massachusetts Bay Transportation Authority (MBTA)[4] and Suburban Mobility Authority for Regional Transportation (SMART)[5] 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.

[1] https://www.access-board.gov/prowag/#about-the-ada-and-aba-accessibility-guidelines-for-the-public-right-of-way
[2] APTA-SUDS-UD-GL-010-20.pdf
[3] ADA Resources | TCRP
[4] Design Standards and Guidelines | Engineering | MBTA
[5] SMART Bus Stop Design Standards Manual

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 test, 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: 1 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.

Transit Hub Evaluation Framework and Applicable Guidance

The four transit hubs were assessed using a planning-level framework informed by federal accessibility requirements, Oregon Department of Transportation (ODOT) design guidance, and nationally recognized transit facility practices. The 2010 ADA Standards establish applicable technical criteria for bus boarding and alighting areas, shelters, and certain route-identification signs. The U.S. Department of Transportation adopted Public Right-of-Way Accessibility Guidelines (PROWAG) requirements for covered new construction and alterations of transit stops in public rights-of-way, effective January 17, 2025. ODOT's 2025 Highway Design Manual and Transit Engineering guidance address transit facility design, pedestrian access, and passenger amenities. TCRP Report 19 and APTA's *Design of On-street Transit Stops and Access from Surrounding Areas* provide supplemental, nonbinding design practices.

The framework identifies potential improvement needs; it does not constitute a technical accessibility audit or compliance determination (U.S. Access Board, 2010; U.S. DOT, 2024; ODOT, 2025; APTA, 2012; TRB, 1996).

Signage and Passenger Information

Assess whether transit agency and route identification is accurate, legible, and consistently placed at boarding locations and principal pedestrian decision points. Review the availability of route maps, schedules, destinations, and transfer directions, particularly at shared-use shelters. ADA Standards § 810.4 includes technical provisions for certain bus route identification signs, while APTA guidance supports clear stop identification and service information.

At LBCC, the installed agency-logo signage clarifies shelter assignments; supplementary route-level information remains an appropriate future enhancement (U.S. Access Board, 2010; APTA, 2012).

Accessible Boarding and Pedestrian Connections

Evaluate the condition and continuity of boarding and alighting areas, pedestrian access routes, shelter connections, and unobstructed circulation space. ADA Standards § 810.2 specifies technical criteria for bus boarding and alighting areas, including minimum dimensions of 96 inches perpendicular to the roadway and 60 inches parallel to it; § 810.3 addresses bus shelter accessibility. ODOT Highway Design Manual § 704.2 provides additional guidance for bus landing areas and associated pedestrian access.

These provisions inform the planning-level screening; the field assessment did not include measurements sufficient to establish technical compliance. Applicable requirements must be determined in relation to site ownership, facility context, and the scope of any proposed construction or alteration (U.S. Access Board, 2010; U.S. DOT, 2024; ODOT, 2025).

Pedestrian Crossings and Operational Safety

Review pedestrian crossing visibility and alignment, bus turning and stopping movements, operator sightlines, and points of potential conflict between vehicles and passengers. ODOT Highway Design Manual Parts 700 and 800 and TCRP Report 19 provide relevant planning and design considerations.

At LBCC, relocation of the pedestrian crossing signs and repainting of the crosswalk respond to identified circulation and visibility concerns; follow-up observation is warranted to assess operational performance and determine whether additional measures are appropriate (ODOT, 2025; TRB, 1996).

Amenities, Maintenance, and Multimodal Connections

Evaluate shelter condition, accessible waiting space, seating, lighting, weather protection, bicycle connections, passenger information, and transfers between transit services. Where applicable, ADA Standards § 810.3 governs technical features of bus shelters, and ODOT Highway Design Manual § 704.3 informs the provision and design of passenger amenities.

Recommended improvements should identify responsible facility owners, transit operators, and roadway authorities to support coordinated maintenance, information updates, and capital delivery (U.S. Access Board, 2010; ODOT, 2025).

Improvement Prioritization and Implementation Feasibility

Use preliminary High, Medium, and Low priority categories to distinguish projects according to potential safety or accessibility consequences, transfer activity, passenger information deficiencies, anticipated benefits, and implementation feasibility. Corresponding Low, Medium, and High cost/complexity categories provide an initial distinction between signage or maintenance actions and projects requiring engineering, construction, or multiagency agreements.

These categories are study-specific screening tools rather than prescribed federal or state classifications. Priorities and complexity assumptions should be validated with implementing agencies before project scoping, budgeting, or funding decisions.

Application of Requirements

The applicability of federal accessibility requirements depends on facility type, location, and whether proposed work constitutes new construction, alteration, or routine maintenance. U.S. DOT adoption of PROWAG establishes requirements for covered construction and alterations at transit stops within public rights-of-way. ODOT Transit Engineering guidance similarly distinguishes maintenance activities from potential alterations, including some changes to signage and stop configurations.

Before advancing an improvement, project sponsors should confirm relevant obligations and design responsibilities with the appropriate facility owner or roadway authority (U.S. DOT, 2024; ODOT, Transit Engineering guidance).

Linn-Benton Community College

The Linn-Benton Community College (LBCC) transit hub, located at 6500 Pacific Boulevard SW in Albany, serves Albany Transit System (ATS), Linn Shuttle, and the Linn-Benton Loop. As a regional transfer point and access location for LBCC students, staff, and visitors, the facility plays an important role in supporting connections between transit services and the surrounding community.

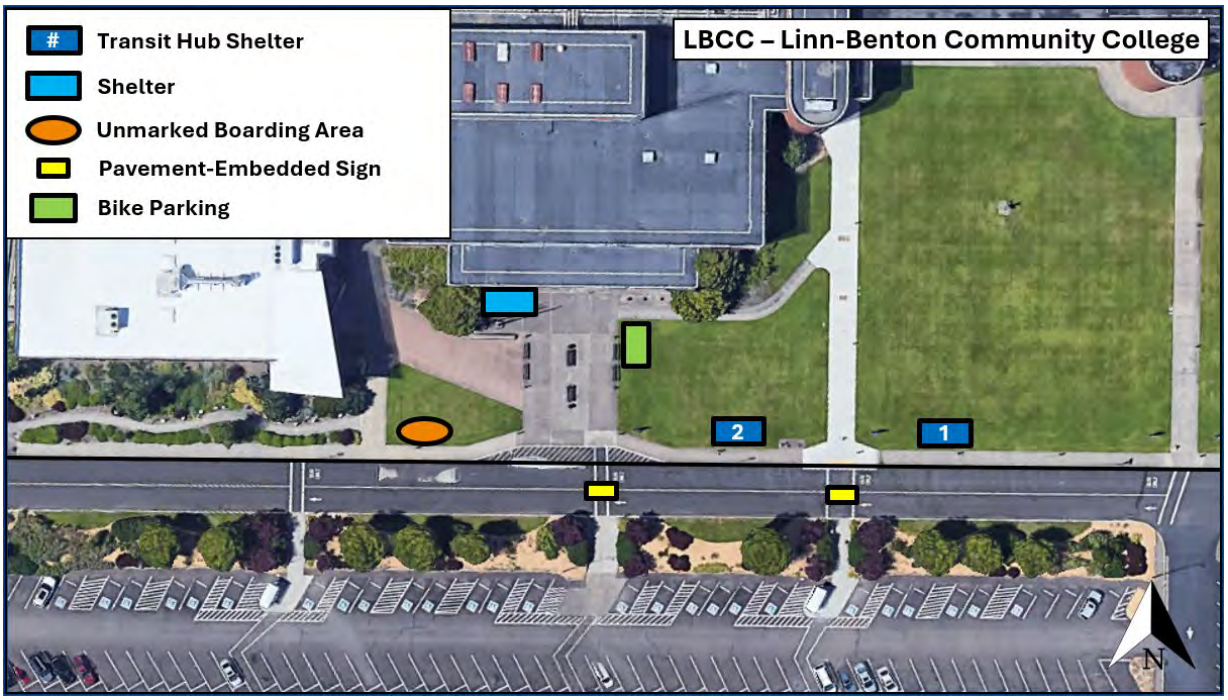
The May 2026 assessment identified opportunities to improve shelter identification, boarding arrangements, pedestrian visibility, and bus circulation. Several of these issues were subsequently addressed through coordinated improvements implemented by LBCC, participating transit providers, and Oregon Cascades West Council of Governments (OCWCOG). This section documents the original conditions, completed improvements, and remaining opportunities for enhanced wayfinding and multimodal access.

Original Conditions (May 2026)

The LBCC transit hub includes two freestanding bus shelters installed through the LBCC–Oregon State University Mobility Hubs project, along with an additional shelter adjacent to the college building. During the May 21, 2026 site visit, the existing arrangement presented challenges for riders unfamiliar with the facility, particularly in identifying the appropriate boarding location for each transit service.

At the time of the assessment, Linn Shuttle utilized the first freestanding shelter, ATS utilized the second, and the Linn-Benton Loop boarded beyond the shelters at a location without clear agency identification. The existing hanging sign labeled “ATS/Linn” did not accurately distinguish the boarding areas, contributing to uncertainty for passengers transferring between services. Additional directional information between campus buildings and transit boarding locations was also limited. Figures 1–5 document the original shelter configuration, boarding arrangements, and signage conditions observed during the assessment.

Figure 1 Aerial Map of Linn-Benton Community College Transit Hub (Original Condition)



Source: 2 Google Earth

Figure 2 ATS Bus at Second Shelter



Source: 3 Cascades West Council of Governments

Figure 3 ATS Bus at Second Shelter



Source: 4 Cascades West Council of Government

Figure 4 ATS/Linn Hanging Signage



Source: 5 Oregon Cascades West Council of Governments

Figure 5 Shelter by Building Entrance



Source: 6 Oregon Cascades West Council of Governments

Pedestrian crossing signage also presented an operational concern. Two pavement-embedded pedestrian crossing signs were positioned near the center of the transit roadway, where they interfered with bus turning movements. The Linn Shuttle operations lead reported repeated contact between buses and the signs, while ATS identified associated repair and replacement costs. These conditions indicated a need to improve the placement of pedestrian safety treatments while maintaining adequate clearance for transit operations. Figure 6 documents the original placement of the pedestrian crossing signs before their relocation.

Figure 6 Original Pavement-Embedded Signage (Before Relocation)



Source: 7 Oregon Cascades West Council of Governments

Improvements Implemented Since the Initial Assessment

Following the initial assessment, several targeted improvements were completed to address the identified wayfinding and circulation concerns.

Boarding Area Reconfiguration and Shelter Identification

The boarding configuration was revised to establish more clearly designated locations for the three transit providers. Under the updated arrangement, the Linn-Benton Loop utilizes the first freestanding shelter, while ATS and Linn Shuttle share the second shelter.

New vinyl signs featuring the respective transit agency logos were installed on both shelters to provide clearer identification of boarding locations. These improvements establish a more consistent relationship between physical infrastructure and transit operations, supporting easier navigation for passengers.

Pedestrian Crossing and Circulation Improvements

The two pedestrian crossing signs previously located within the transit roadway were removed and relocated to the side, outside the primary bus travel path. The crosswalk was also repainted to improve its visibility.

These changes addressed the previously documented sign-placement conflicts and improved the visibility of the pedestrian crossing. Continued observation will help determine whether the revised configuration adequately supports bus circulation and pedestrian movement over time.

Interagency Coordination and Implementation Responsibilities

Implementation of the LBCC improvements was supported through coordination among OCWCOG, LBCC, ATS, the City of Albany, and Linn Shuttle. Each partner contributed to advancing the recommended changes through project coordination, facility improvements, signage procurement, or operational communication.

- OCWCOG facilitated discussions among the participating agencies, coordinated implementation activities, and contributed funding toward the new vinyl shelter signage.
- Sheldon Flom of LBCC led the removal and relocation of the pedestrian crossing signs, addressing the physical conflicts between existing signage and bus movements.
- Candy Bliss, representing ATS and the City of Albany, coordinated the ordering of vinyl signs for the bus shelters, supporting clearer identification of the revised boarding locations.
- Dawn Mitchell of Linn Shuttle participated in project discussions, reviewed and approved the proposed changes, and ensured that Linn Shuttle bus operators were informed of the updated boarding arrangements.

Together, these efforts demonstrate how interagency coordination and relatively low-cost improvements can address site-specific transit facility challenges. The completed work also

provides an example of translating planning-level recommendations into operational and infrastructure improvements through shared implementation responsibilities.

Post-Implementation Photo Documentation

Figures 7–9 document the improvements completed following the original site assessment, including the updated shelter identification and pedestrian crossing treatments.

Figure 7 ATS and Linn Shuttle Vinyl Signage (Post-Implementation)



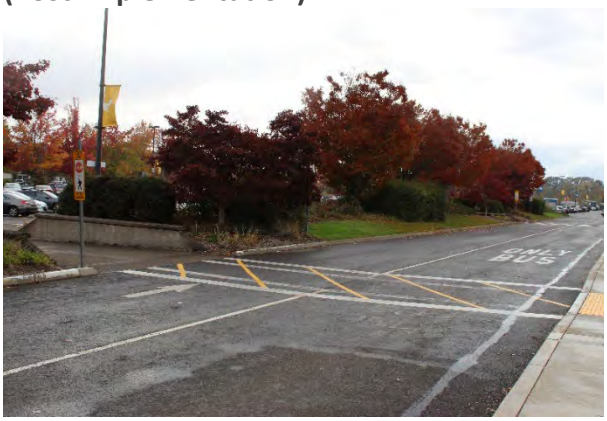
Source: 8 Oregon Cascades West Council of Governments

Figure 8 Linn-Benton Loop Vinyl Signage (Post-Implementation)



Source: 9 Oregon Cascades West Council of Governments

Figure 9 Pedestrian Crossing and Signage (Post-Implementation)



Source: 10 Oregon Cascades West Council of Governments

Near-Term Recommendations

With the initial shelter identification, boarding reconfiguration, pedestrian sign relocation, and crosswalk repainting completed, the following near-term actions are recommended to support continued functionality and improve passenger information.

1. **Enhance Route and Transfer Information (Medium Priority; Low Complexity):** Supplement the installed agency-logo signage with clearly identified routes, destinations, and transfer information. Provide simplified maps or passenger information displays at the boarding shelters to assist riders unfamiliar with the regional transit network. Signage should incorporate consistent terminology, readable text, and accessible information formats.
2. **Improve Campus-to-Transit Wayfinding (Medium Priority; Low Complexity):** Coordinate with LBCC to install directional signage between campus buildings, primary pedestrian pathways, and designated boarding locations. Signs should be positioned at key decision points to improve navigation for students, visitors, and transferring passengers.
3. **Monitor Pedestrian Safety and Bus Circulation (Medium Priority; Low Complexity):** Conduct follow-up observations to evaluate the effectiveness of the relocated crossing signs, repainted crosswalk, and revised boarding configuration. Monitoring should consider pedestrian crossing activity, bus turning movements, and potential conflicts between vehicles and passengers. Identify any additional improvements needed to maintain safe and unobstructed circulation.
4. **Maintain Accurate Shelter Identification and Boarding Information (High Priority; Low Complexity):** Establish regular coordination among LBCC and participating transit providers to maintain shelter signage, confirm boarding assignments, and communicate operational changes. Public-facing information and operator instructions should remain consistent with actual boarding practices.

Long-Term Recommendations

Although the completed improvements address several immediate concerns, longer-term planning should consider opportunities to enhance facility accessibility, passenger amenities, and regional wayfinding consistency.

1. **Establish Consistent Multi-Agency Wayfinding Standards (Medium Priority; Low–Medium Complexity):** Build on the completed LBCC signage improvements by developing coordinated standards for transit hub identification, agency and route information, signage placement, and ongoing maintenance. These practices could be extended to other regional transfer locations to provide a more consistent passenger experience while preserving individual transit agency identities.
2. **Evaluate Future Shelter and Boarding Capacity (Low Priority at Present; High Complexity if Constructed):** Monitor ridership, passenger crowding, shelter utilization, and bus queuing to determine whether additional boarding infrastructure may be warranted. Although a third shelter was previously discussed, the revised boarding arrangement should be evaluated before pursuing further capital investment. Any

future expansion should consider accessible waiting areas, pedestrian connections, and bus operational requirements.

3. **Assess Long-Term Accessibility and Multimodal Connections (Medium Priority; Complexity to be Determined):** As future campus or transit facility projects are developed, evaluate opportunities to improve accessible pedestrian routes, connections between campus destinations and boarding areas, and bicycle access. Coordinate proposed improvements with LBCC facility planning and participating transit agencies to ensure that investments support broader mobility and accessibility objectives.

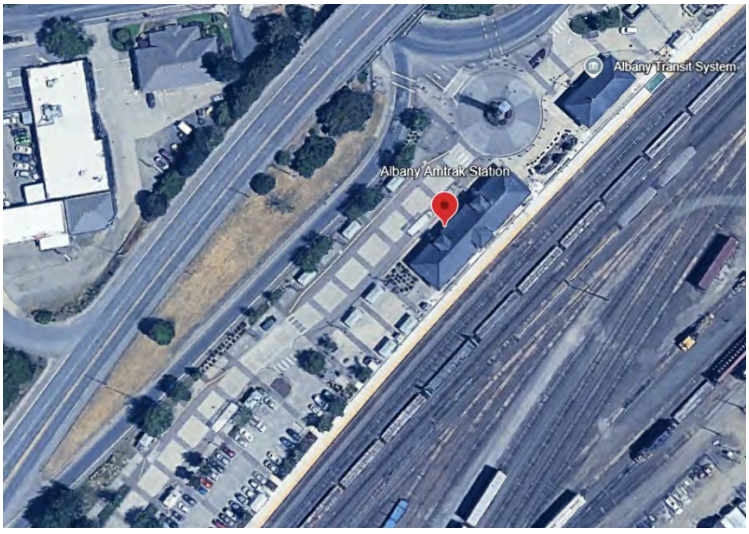
Albany Amtrak Station

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 7 shows the aerial view of the Albany Amtrak Station with the shelters distributed through the transit hub.

Figure 10 Aerial View of Albany Amtrak Station



Source: 11 Google Earth

Signage across the station is inconsistent between agencies, with some routes having little to no visible branding. This makes it difficult for riders who rely on symbols or logos, including children, limited-English speakers, and low-literacy users, to identify services. As seen in figures 8, Shelters at the Albany Amtrak Station are each labeled with numbers 1 through 6, but have inconsistent signage availability. For example, Shelter #4 has signage for the Linn-Benton Loop and some maps on the shelter itself, and Shelters #5 and #6 have no information at the shelters but have a shared pole between with agency/route signage.

Figure 11 Shelter #4, Albany Amtrak Station



Source: 12 Oregon Cascades West Council of Governments

Figure 12 Bus Stop Pole Between Shelters #5 and #6



Source: 13 Oregon Cascades West Council of Governments

Figure 13 Shelter #5, Albany Amtrak Station



Source: 14 Oregon Cascades West Council of Governments

Figure 14 Shelter #6, Albany Amtrak Station



Source: 15 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 12 and 13.*
2. The station’s informational billboard is physically unstable, requiring staff support when posting materials. *Shown in figures 14 and 1.*

Figure 15 Large Outdated Signage



Source: 16 Oregon Cascades West Council of Governments

Figure 16 Large Outdated Signage



Source: 17 Oregon Cascades West Council of Governments

Figure 17 Billboards, Albany Amtrak Station



Source: 18 Oregon Cascades West Council of Governments

Figure 18 Billboards, Albany Amtrak Station



Source: 19 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 (Medium Priority; Low Complexity):** Clearly identify each numbered shelter with current agency and route names and consistent visual conventions. Ensure information is visible at primary approach points; supplement logos with readable text and accessible formats.
- **Primary Board Zone and Accessible Path Review (High Priority for Safety/Access Screening; Low-Medium Complexity):** Confirm where buses actually stop, identify passenger boarding zones without obstructing accessible routes, and assess links to pedestrian crossings and curb ramps before installing paint, posts, or other devices.

- **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 (Medium Priority; Medium Complexity):** Establish a shared sign hierarchy, route identification, update responsibilities, and consistent transfer information across bus and rail boarding areas.
- **Directory Kiosk:** Install a durable directory-style kiosk showing a comprehensive system map, boarding zones, and key bus/rail information.
- **Accessible Wayfinding Features (High Priority for Evaluation; Medium-High Complexity):** Conduct a site-specific accessibility review of paths, boarding clearances, signage, and crossing connections. Use its findings to select appropriate tactile, high-contrast, and other accessible information treatments, rather than assuming that a particular feature is universally required at each shelter.
- **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 18 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 16 shows the view of the stop location, including its orientation to the pedestrian crossing and where the buses pull up for boarding.

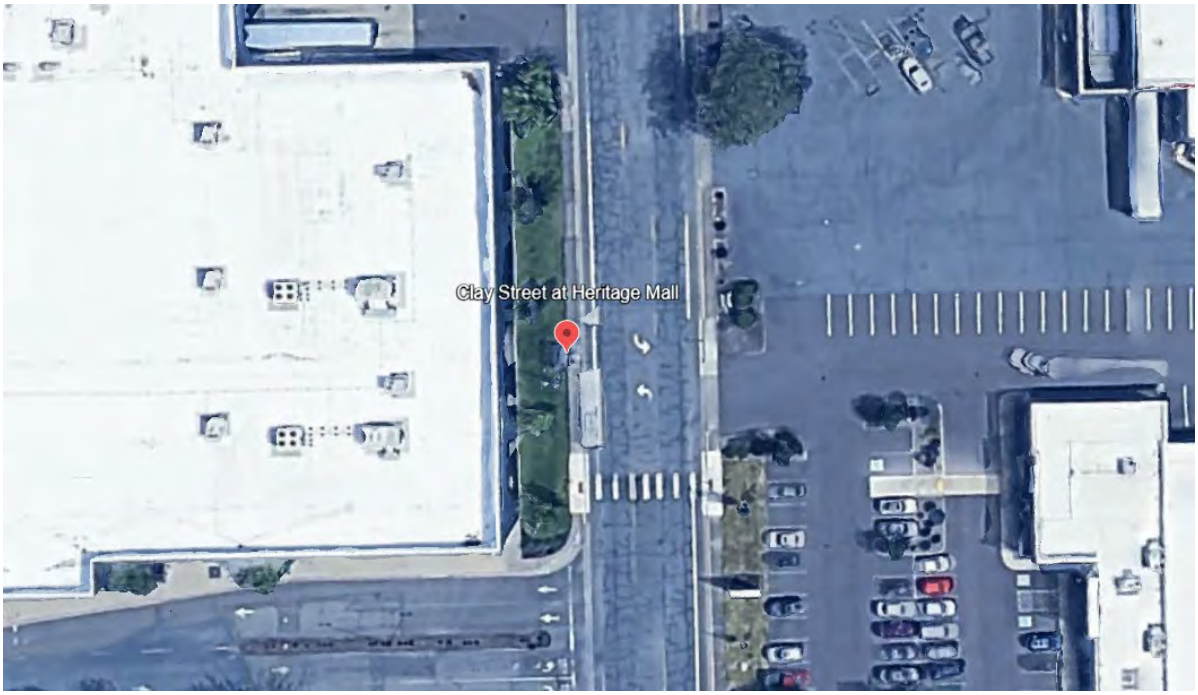
Stakeholder interviews highlight the Heritage Mall (Clay Street) stop as one of the most problematic locations for wayfinding and bus operations. According to the Linn Shuttle operations lead, the stop often experiences "bus stacking", with as many as four or five buses queued at once during busier periods, 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 19 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 19 Shelter and Pedestrian Cross at Heritage Mall Clay Street Stop



Source: Oregon Cascades West Council of Governments

Figure 20 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 (Medium priority; Low complexity):** Identify ATS, Linn Shuttle, and Linn-Benton Loop consistently at the shelter and indicate applicable routes and boarding positions. Use maintainable, readable sign formats.
- **Informational Panel Inside Shelter (Medium priority; Low complexity):** Install an accessible, weather-resistant route and transfer information panel with legible text, clear maps, and an established update process.
- **Arrival-Pattern Coordination and Crossing Observation (High priority for pedestrian-safety screening; Low complexity initially):** Coordinate arrival and stopping practices among operators and observe bus stacking and sightlines at the nearby pedestrian crossing. Use observations to inform engineering assessment before major geometry changes.

Long-Term Recommendations

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

- **Stop Layout Reconfiguration (High priority if documented pedestrian conflicts persist; High complexity):** Assess stop placement, crosswalk visibility, bus stopping position, accessible pedestrian routes, and curb ramps before determining whether the shelter or boarding location should be moved. The City of Albany has considered additional shelters on Clay Street.
- **Expanded Boarding Area (Medium priority; High complexity):** Evaluate a second boarding zone or additional curb capacity in response to observed queuing, while protecting crossing visibility and accessible waiting/boarding space.
- **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 21 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 20 shows the aerial view of the North Albany Park & Ride.

Figure 21 Aerial View of North Albany Park & Ride



Source: 20 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 21 shows the current condition and amenities at the North Albany Park & Ride, with a focus on the bus shelter and route signage.

Figure 22 North Albany Park & Ride



Source: 21 Oregon Cascades West Council of Governments

Near-Term Recommendations

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

- **Install a Weather-Resistant Passenger Information Panel (Medium Priority; Low Complexity):** Provide current route identifiers, simple service/transfer diagrams, and

legible schedule or QR-linked information; ensure the display is reachable and does not obstruct the pedestrian route.

Long-Term Recommendations

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

- **Conduct Targeted Awareness and Access Outreach (Low–Medium Priority; Low Complexity):** Use coordinated publicity and on-site information to make the Park & Ride more recognizable, and consider reviewing walking and cycling connections as future multimodal access projects are developed.

Federal, State, and National Design References

The references below identify the primary federal accessibility requirements, Oregon design guidance, and nationally recognized recommended practices used in the evaluation. The discussion distinguishes enforceable requirements from advisory guidance. This planning-level study does not establish site-specific ADA compliance.

U.S. Access Board. 2010 ADA Standards for Accessible Design, §§ 305, 402, 703 and 810 (bus boarding and alighting areas, shelters, and bus signs). https://www.access-board.gov/ada/chapter/ch08/

U.S. Department of Transportation / U.S. Access Board. Adoption of Public Right-of-Way Accessibility Guidelines (PROWAG) as enforceable DOT standards for new construction and alterations of transit stops in the public right-of-way, effective January 17, 2025. https://www.access-board.gov/news/2024/12/18/dot-adopts-access-board-s-public-right-of-way-accessibility-guidelines-into-enforceable-standards/

U.S. Access Board. Public Right-of-Way Accessibility Guidelines (2023 final guidelines); accessible pedestrian routes, crossings, and transit facilities. https://www.access-board.gov/prowag/

Oregon Department of Transportation. Transit Engineering: Accessibility; definition of transit-stop alterations, treatment of maintenance, and applicability of DOT PROWAG. https://www.oregon.gov/odot/ADA/Pages/transit-engineering.aspx

Oregon Department of Transportation. 2025 Highway Design Manual, Part 700 (Public Transportation and Guidelines, particularly §§ 703–704) and Part 800 (Pedestrian Design). https://www.oregon.gov/odot/Engineering/Documents_RoadwayEng/HDM-0700.pdf

American Public Transportation Association. APTA SUDS-UD-RP-005-12, Design of On-street Transit Stops and Access from Surrounding Areas (Rev. 1, April 18, 2025); Transportation Research Board, TCRP Report 19, Guidelines for the Location and Design of Bus Stops (1996). https://www.apta.com/standard/apta-suds-ud-rp-005-12/ ; https://onlinepubs.trb.org/onlinepubs/tcrp/tcrp_rpt_19-a.pdf

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 now use consistent planning-level screening of agency/route identification, accessible boarding and pedestrian connections, crossing and vehicle operations, passenger amenities, and interagency implementation feasibility. Priority and complexity labels help compare next steps across hubs but should be validated through agency coordination and detailed site review before project design or funding commitments.

At LBCC, partner agencies have already implemented several near-term changes: pedestrian signs were relocated away from the primary bus maneuvering area, the crosswalk was repainted for improved visibility, boarding assignments were revised, and vinyl shelter signage was installed to identify each service. These actions provide a practical example of coordinated wayfinding and circulation improvements without major capital construction. At other study locations, near-term priorities continue to include clearer boarding identifiers, updated route information, and improved wayfinding displays.

Longer-term opportunities include coordinated regional signage and maintenance practices, targeted accessible-route and boarding-area evaluations, and site-layout changes where documented operational or pedestrian-safety needs justify investment. Recommendations involving pavement, shelter relocation, or altered boarding geometry should be evaluated against applicable federal accessibility requirements and ODOT/local roadway guidance during design.

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.

The LBCC work also highlights the importance of assigning clear implementation roles. OCWCOG provided overall coordination and partial sign funding, LBCC led sign relocation, ATS and the City of Albany managed the vinyl sign order, and Linn Shuttle participated in approval and operator communication. This model of practical collaboration may inform future work at the other study locations.

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. Build on the LBCC implementation partnership to develop shared signage practices, including an approach to route or service labeling, agency logos, updates when boarding assignments change, and communication with frontline operators.
3. Develop a prioritized implementation roadmap using the High / Medium / Low need and Low / Medium / High complexity screening framework introduced in this report; identify the lead agency, funding source, design/ADA review needs, and operation/maintenance responsibility for each action, and distinguish completed LBCC improvements from remaining work.
4. Work with partner agencies to explore funding opportunities for remaining infrastructure and accessibility changes at LBCC, Albany Amtrak Station, and Heritage Mall on Clay Street.
5. Continue gathering feedback from riders, bus operators, and frontline staff, and document periodic field checks of signage accuracy, pedestrian access, crossing visibility, and the usability of the revised LBCC boarding configuration.

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.

Transit Stop Inventory
Lincoln County, Oregon





Photos courtesy of Madeline Powell, OCWCOG

Prepared by
Oregon Cascades West Council of Governments
1400 Queen Avenue SE, Suite 201
Albany, OR 97322

Lead Author
Madeline Powell, Assistant Planner

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Council of Governments

Table of Contents

Chapter 1. Executive Summary 4
Chapter 2. Purpose and Planning Context 5
Chapter 3. Methodology and Evaluation Framework 6
3.1 Data Collection 6
Field Surveys 6
Agency Data 6
GIS & Remote Imagery 6
Regional Baserow Database 6
3.2 Inventory Fields 6
3.3 Stop Style Classification Framework 7
3.4 Evaluation Criteria and Standards Used 8
3.5 How the Evaluation Support Future Planning 8
Chapter 4. Federal, State, and Best Practice Standards 9
4.1 Standards Overview 9
4.2 Application of Standards to Systemwide Conditions 10
Landing Areas & Accessibility 10
Pedestrian Connectivity 10
Stop Placement & Roadway Safety 10
Signage & Visibility 10
Amenities & Passenger Comfort 11
Feasibility & Prioritization 11
Chapter 5. Systemwide Conditions Overview & Recommendations 12
5.1 Transit Network Overview 12
5.2 Stop Style Distribution and Infrastructure Levels 13
5.3 Accessibility Elements 14
5.4 Infrastructure Coverage 14
5.5 Signage and Customer Information 15
5.6 Pedestrian Access, Crossings, and Safety Conditions 15
5.7 Overall Condition Ratings 16
5.8 Systemwide Takeaways 16
Chapter 6. Stop Improvements 17
6.1 Priority Level Definitions 17
High Priority 17
Medium Priority 17
Low Priority 17
6.2 Cost/Complexity Categories 17
6.3 Top Five Stop Improvement Locations 18
6.4 Stop Improvement Locations by City 20
Appendix A: Federal, State, and Best Practice Standards for Transit Stops 27
Applicability of ADA and PROWAG Standards to Transit Stops 27
Landing Area & Curbside Accessibility Requirements 27
Pedestrian Access Routes & Connectivity Requirements 28
Stop Placement & Roadway Integration Requirements 28

Signage & Stop Identification Requirements 28
Amenity Provision Requirements 28
Safety, Visibility & Intersection Considerations 29
Feasibility, Constraints & Improvement Prioritization Requirements 29
Appendix B: Stop Style Framework 30
Stop Style Framework Overview 30
Unmarked Stops 31
Unimproved Stops 32
Basic Standard Stops 33
Standard Sheltered Stops 34
Premium Sheltered Stops 35
Station Stops 36
Appendix C: Transit Stop Inventory Cards 37

Chapter 1. Executive Summary

The Lincoln County Transit Stop Inventory establishes the first countywide, standardized record of transit stop conditions, accessibility features, and passenger amenities across **144 stops**. This report serves as a core resource for **multi-agency coordination**, supporting consistent design expectations, program-access planning under ADA Title II, and prioritization of future capital investments.

The inventory identifies **significant variation in stop quality**, ranging from fully developed sheltered stops at key hubs to rural or roadside locations with minimal passenger infrastructure. Most stops functioning as unmarked or minimally improved roadside locations. Many stops lack route signage, paved landing pads, or continuous pedestrian connections; features that are essential to safe and accessible transit access. These conditions highlight shared challenges across jurisdictions and agencies, especially along Highway 101 and other constrained corridors where right-of-way, topography, and pedestrian safety issues limit improvement feasibility.

Key systemwide findings include:

- **Paved Landing Pads:** 90 out of 144 stops (62.5% have a recorded paved landing pad; 54 (37.5%) do not.
- **Shelter Coverage:** 33 stops (22.9%) have shelters; 111 (77.1%) do not.
- **Pedestrian Crossings**: 60 stops (41.7%) have a signed crosswalk in sight; 84 (58.3%) do not have this feature recorded.
- **Signage Completeness:** Three stops (2.1%) display a specific route name on signage; 33 (22.9%) have specific agency identification; 12 (8.3%) list a bus stop sign as an infrastructure element. These are separate inventory measures.
- **Condition Ratings:** 11 stops (7.6%) are rated poor, and 133 (92.4%) are rated good.

These findings underscore the need for coordinated regional strategies that address safety, accessibility, and consistency across jurisdictions. Statistics in this update are drawn from the OCWCOG Bus Stop Inventory Dashboard exported November 5, 2026.

This inventory is designed as a **planning tool** for Lincoln County Transit, partner cities, ODOT, and regional transportation organizations. It supports:

- Prioritizing stops for upgrades or relocation,
- Identifying opportunities for joint improvement projects,
- Developing consistent stop design standards,
- Informing funding applications for accessibility and safety projects, and
- Integrating stop improvements with broader pedestrian and roadway planning.

Chapter 2. Purpose and Planning Context

In 2026, Oregon Cascades West Council of Governments (OCWCOG) completed a comprehensive Transit Stop Inventory to establish a shared regional understanding of transit stop conditions in Lincoln County. Prior to this effort, no unified data set existed to describe stop infrastructure, accessibility, or amenity levels across agencies and jurisdictions.

The purpose of this inventory is to:

- Create a consistent, countywide baseline for stop quality, accessibility elements, and infrastructure conditions;
- Identify systemwide deficiencies in ADA-related accessibility, pedestrian access, and stop amenities;
- Support coordinated planning among jurisdictions and transit operators, including Lincoln County Transit, Benton Area Transit, Tillamook County Transportation District, Pacific Crest Bus Lines, and other intercity carriers;
- Guide future decisions regarding transit stop upgrades, relocations, and multimodal corridor improvements;
- Inform grant applications and capital planning efforts with a unified regional dataset; and
- Advance greater consistency in stop design, signage, and passenger experience across a multi-agency network.

The Lincoln County transit network contains **144 active stops**, with **six transit operators** and **11 routes**, spanning urban centers, smaller communities, rural areas, and highway corridors. Lincoln County Transit serves 132 stops, while other operators provide regional, intercity, and airport connectivity. Stops have recorded city assignments in seven incorporated communities; 18 records have no city name or are unincorporated.

This document is intended to be a **living resource**, updates as conditions change, new infrastructure is installed, stops are consolidated or relocated, or standards evolve. OCWCOG and partner agencies can use the findings to coordinate planning decisions, prioritize improvements, and support multimodal access throughout Lincoln County.

Chapter 3. Methodology and Evaluation Framework

The Lincoln County Transit Stop Inventory was developed using a consistent, multi-agency methodology designed to support accurate documentation, long-term maintenance, and coordinated future planning. The methods used in this inventory ensure that transit providers, cities, ODOT, and regional partners can rely on a standardized dataset for investment decisions, ADA compliance planning, and grant development.

3.1 Data Collection

The inventory integrates multiple data sources to provide a comprehensive understanding of stop conditions, accessibility, and surrounding infrastructure. Key data sources include:

Field Surveys

- On-site assessments documented stop condition, visible amenities, signage, accessibility features, and pedestrian environment.
- Photographic documentation was collected for nearly all stops to support design and planning conversations.

Agency Data

- Lincoln County Transit (LCT), Benton Area Transit (BAT), Tillamook County Transportation District (TCTD), and Pacific Crest Bus Lines supplied stop lists, route assignments, and GTFS datasets.
- Legacy stop identifiers were preserved to support internal cross-reference and continuity.

GIS & Remote Imagery

- Aerial imagery, mapping tools, and street-level imagery supplemented field verification where access or timing made field visits challenging.
- GIS analysis supports future planning by allowing agencies to examine stop proximity, land use, roadway ownership, pedestrian access, and potential improvement barriers.

Regional Baserow Database

- The shared OCWCOG transit stop database ensures consistent data entry and comparable fields across counties and agencies.
- Standardized dropdowns and controlled vocabulary reduce variability and improve long-term data governance.

3.2 Inventory Fields

Each stop was documented using a standardized set of fields that support both present-day evaluation and future planning. Table 1 lists key fields in the dataset:

Table 1 Inventory Fields and Descriptions

Field	Description
id	Recorded export value; retained without reinterpretation.
regional_stop_id	Regional ID: Unique ID for the regional inventory.
source_stop_id	Original stop identifiers supplied by agencies or GTFS feeds.
stop_name	Stop name, as identified in the source GTFS feeds. Agencies that share a stop may use different stop names for the same stop in their GTFS feeds.
agency_operators	Transit agencies serving this stop, as identified in the source GTFS feeds.
route_names	Routes or named services serving this stop, as identified in the source GTFS feeds.
gtfs_service_status	Whether the stop appears in scheduled service in the supplied GTFS feeds.
stop_function	The stop role, as identified in the source GTFS feeds.
city_name	City where the stop is located.
stop_style	Physical stop type and facility level
condition	Observed overall condition.
boarding_level	Boarding surface level for the rider (Entry Step Height).
street_location	Recorded value from the export.
street_configuration	Stop placement relative to the roadway.
infrastructure_elements	Physical features recorded at the stop.
routes_displayed_on_signage	Routes names or numbers recorded as visible on signage at the stop; None means explicitly recorded absent; Unknown means unresolved.
agencies_displayed_on_signage	Agency names recorded as visible on signs, shelters or poles; None means explicitly recorded absent; Unknown means unresolved.

This structure ensures that partners can efficiently analyze stop conditions, identify gaps, and prioritize improvements based on consistent criteria.

3.3 Stop Style Classification Framework

All stops were assigned to one of the regional stop style categories, which define the level of visible infrastructure at each location. These include:

- Unmarked Stop
- Unimproved Stop
- Basic Standard Stop
- Standard Sheltered Stop
- Premium Sheltered Stop
- Station Stop

This classification system, applied regionally across multiple counties, supports alignment with ADA expectations, national design practices, and future investment strategies. While higher-amenity categories may not yet exist in Lincoln County, the framework sets a clear path for system modernization.

3.4 Evaluation Criteria and Standards Used

To ensure consistent planning guidance, the inventory applies Federal, State, and best-practice standards related to:

- ADA Accessibility Requirements (ADA 2010 Standards; DOT ADA)
- Public Rights-of-Way Accessibility Guidelines (PROWAG, 2023 Final Rule)
- ODOT Highway Design Manual and Transit Engineering Guidance
- National Transit Design References (MBTA Bus Stop Design Guide; APTA; TCRP)

These standards were used as *evaluation criteria*, not as retroactive compliance requirements. They guide how agencies should: assess accessibility gaps, determine whether improvements or relocations are feasible, ensure program access across the network, and plan for consistent stop design during future alterations.

3.5 How the Evaluation Support Future Planning

This framework allows partner agencies to:

- Identify where paved landing pads, crossings, or pedestrian connections are most needed.
- Understand when site constraints may require relocation rather than upgrades.
- Prioritize safety along high-speed corridors.
- Coordinate shared responsibilities between local jurisdictions and ODOT.
- Prepare projects that meet ADA requirements when stops are altered.
- Develop consistent stop standards across the region.

Together, the methods and evaluation criteria in this inventory ensure that future improvements can be planned collaboratively, defensibly, and with a clear understanding of both constraints and opportunities.

Chapter 4. Federal, State, and Best Practice Standards

The Lincoln County Transit Stop Inventory applies federal accessibility requirements, Oregon Department of Transportation (ODOT) design guidance, and nationally recognized transit planning practices to evaluate existing stop conditions and identify opportunities for improvement. Together, these standards provide a consistent framework for assessing transit stop infrastructure, pedestrian accessibility, roadway safety, passenger information, and amenities across the regional network.

4.1 Standards Overview

The Americans with Disabilities Act (ADA) establishes accessibility requirements for public transportation facilities and services, including applicable requirements for newly constructed and altered transit stops. The Public Right-of-Way Accessibility Guidelines (PROWAG) provide additional technical guidance for accessible pedestrian facilities within public rights-of-way. ODOT design standards and national transit planning resources further inform stop placement, pedestrian connections, and infrastructure improvements. Existing facilities are also subject to applicable program-access obligations, although an inventory finding alone does not establish a regulatory violation.

The inventory uses these requirements and guidance documents as planning-level evaluation criteria rather than as a formal determination of ADA compliance. Core considerations include:

- **Landing Areas and Accessibility:** Transit stops should provide firm, stable, slip-resistant boarding surfaces with adequate dimensions, slopes, and clear space for accessible boarding and alighting. Boarding areas should connect to an accessible pedestrian route where provided (U.S. DOT ADA Standards, §810.2; PROWAG).
- **Pedestrian Connectivity:** Sidewalks, curb ramps, and pedestrian access routes should provide continuous, accessible connections between transit stops and surrounding destinations. Improvements should consider the broader pedestrian network rather than the boarding location alone (PROWAG; ODOT Highway Design Manual).
- **Stop Placement and Roadway Safety:** Stop locations should account for roadway speeds, pedestrian crossing opportunities, sight distance, traffic operations, and safe passenger boarding and alighting. Particular consideration should be given to stops along higher-speed roadways and state highways (ODOT Highway Design Manual; TCRP Report 19).
- **Signage and Passenger Information:** Clear, consistent stop identification and agency and route information support passenger wayfinding, system legibility, and transfers between transit providers. Signage should be visible, understandable, and coordinated across the network (ADA Standards, §810.4; MBTA Bus Stop Design Guide).
- **Passenger Amenities:** Shelters, benches, lighting, and other amenities should support passenger comfort and safety while maintaining accessible boarding areas and pedestrian circulation. Amenity investments should reflect ridership, transfer activity, waiting conditions, and surrounding land uses (ADA Standards, §810.3; MBTA Bus Stop Design Guide).

- **Improvement Feasibility and Prioritization:** Infrastructure improvements should consider existing site constraints, accessibility needs, right-of-way availability, roadway ownership, and opportunities to coordinate with planned transportation investments. Stop relocation or alternative designs may be appropriate where existing locations cannot reasonably accommodate needed improvements (ADA Title II; ODOT Highway Design Manual; TCRP Report 19).

These standards establish a common basis for evaluating stop conditions and prioritizing future improvements. Their application also supports coordination among transit providers, local jurisdictions, Lincoln County, and ODOT, particularly where transit infrastructure and pedestrian facilities fall under different ownership or maintenance responsibilities.

4.2 Application of Standards to Systemwide Conditions

Applying these standards to Lincoln County's transit network highlights several considerations for improving accessibility, safety, and passenger experience across urban, small-community, and rural environments.

Landing Areas & Accessibility

Accessible boarding areas are a fundamental component of transit stop infrastructure. Many stops in the county lack continuous or accessible pedestrian connections, even where a paved landing pad is present. Terrain and limited right-of-way, especially along Highway 101, often constrain the feasibility of retrofitting landing pads or sidewalks. Future improvements should consider boarding-area dimensions, slopes, clearances, and connectivity to the surrounding pedestrian network (U.S. DOT ADA Standards, §810.2; PROWAG).

Pedestrian Connectivity

Pedestrian infrastructure varies throughout the region, with large portions of the county lacking sidewalks. Transit stop evaluations should consider access to nearby destinations, sidewalk continuity, curb ramps, and crossing opportunities. Coordinating improvements with pedestrian and roadway projects can help address accessibility barriers beyond the immediate boarding area (PROWAG; ODOT Highway Design Manual).

Stop Placement & Roadway Safety

Transit stops located along state highways, higher-speed roads, and roadside shoulders require additional consideration of vehicle operations and pedestrian safety. Stop placement should account for roadway geometry, sight distance, crossing availability, and the ability of transit vehicles to safely serve the location. Where existing conditions limit accessibility or operational safety, alternative stop locations or roadway improvements may be appropriate (ODOT Highway Design Manual; TCRP Report 19).

Signage & Visibility

A large portion of stops in the County lack consistent agency and route signage. Stop identification is especially important within a network served by multiple providers and with multiple routes. Standardized signage improves stop recognition, supports passenger navigation, and facilitates transfers between services. Signage improvements also offer

opportunities for relatively low-cost, coordinated investment across jurisdictions (ADA Standards, §810.4; MBTA Bus Stop Design Guide).

Amenities & Passenger Comfort

Passenger amenities contribute to the overall usability and quality of transit service. Shelter, seating, and lighting improvements should be considered at high-use locations, transfer points, and areas where longer wait times or exposure to weather affect passenger comfort. Amenity placement should maintain accessible clearances and avoid obstructing pedestrian travel (ADA Standards, §810.3; MBTA Bus Stop Design Guide).

Feasibility & Prioritization

Implementation will vary depending on site conditions, right-of-way availability, utilities, drainage, and roadway ownership. Improvements should prioritize significant accessibility barriers, pedestrian safety concerns, and locations serving important community destinations. Coordinating stop improvements with scheduled roadway and pedestrian projects can reduce costs and improve implementation efficiency. Where necessary, relocation should be evaluated as an alternative to substantial reconstruction (ADA Title II; ODOT Highway Design Manual).

Chapter 5. Systemwide Conditions Overview & Recommendations

The inventory documents 144 active stops across Lincoln County. Lincoln County Transit serves 132 stops; additional recorded operators include Benton Area Transit, Caravan Airport Transportation, Link Lane, Pacific Crest Bus Lines, and Tillamook County Transportation District. A total of 56 stops serve more than one route and eight are shared across agencies. The greatest recorded concentration are in Newport (55) and Lincoln City (37), with 18 stops unincorporated.

Overall, the systemwide assessment indicates that Lincoln County's stop network is functional but largely **minimally improved**, with major gaps in accessibility, pedestrian connections, safety features, and passenger information. These conditions reflect both the rural coastal context and long-standing challenges such as limited right-of-way, steep grades, and constrained pedestrian infrastructure. The findings summarized below provide a foundation for coordinated improvement strategies across jurisdictions.

The following sections summarize systemwide conditions and recommended improvement strategies. Stop-specific recommendations, organized by city, are presented later in this report.

5.1 Transit Network Overview

Lincoln County Transit provides the principal local service network. The inventory lists six operators across 11 named routes or services; the agency totals overlap because shared stops are counted for each serving operator. Regional connections include Coast to Valley Express and Tillamook–Lincoln City services, among others. The inventoried transit stops are in the following cities:

Table 2 Stop Breakdown by City

Stop Breakdown by City	Count
Newport	**55**
Lincoln City	**37**
Waldport	**10**
Toledo	**9**
Depoe Bay	**6**
Yachats	**4**
Siletz	**5**
Unincorporated	**18**

City totals are drawn from the inventory's city_name field. This distribution reinforces the need for interjurisdictional coordination, especially in areas where highway design, land use, and pedestrian access are controlled by multiple partners (cities and ODOT).

5.2 Stop Style Distribution and Infrastructure Levels

Stop style classifications describe recorded physical infrastructure, independent of passenger demand or the stop's network role. In the inventory, 117 stops (81.3%) are Unimproved and 24 (16.7%) are Unmarked. One stop (0.7%) is classified Basic Standard and two (1.4%) are Standard Sheltered; no Premium Sheltered or Station stops are recorded. In total, 141 of 144 stops (97.9%) are below the Basic Standard classification.

Table 3 Stop Style Framework

Style	Working definition	Key rule	Count
Unmarked Stop	Active/recognized boarding point with no visible stop sign.	Overrides other physical infrastructure.	**25**
Unimproved Stop	Visible stop identification, but the basic passenger platform/signage package (route signage and paved landing pad) is incomplete.	Typically lacks route signage or a paved landing pad.	**116**
Basic Standard Stop	Route signs and paved landing pads provide a recognizable, stable boarding point.	Baseline regional target.	**0**
Standard Sheltered Stop	Basic standard infrastructure (route signage and paved landing pad) plus shelter and bench.	Adds weather protection and seating.	**3**
Premium Sheltered Stop	Standard sheltered stop with higher-order information, lighting, weather, or comfort features.	Aspirational; no current records.	**0**
Station Stop	Near-level boarding with extended canopy coverage and a station-like physical platform.	Physical class, not network function; no current records.	**0**

Unimproved Stops represent the largest share of the network, indicating that many locations are lacking basic stop infrastructure. There are 24 stops classified as Unmarked and 117 as Unimproved, reflecting large gaps in baseline infrastructure such as stop identification, route signage, or paved boarding areas.

The distribution highlights opportunities for transit partners to establish more consistent baseline infrastructure expectations for stop quality, signage, and accessibility.

Recommendations:

1. Prioritize Unmarked and Unimproved Stops for basic infrastructure upgrades, particularly stop identification, route signage, and paved boarding areas.
2. Establish consistent regional expectations for minimum stop infrastructure and signage.
3. Prioritize major transfer points to advance into Standard or higher shelter categories.

5.3 Accessibility Elements

A paved landing pad is an important indicator of a stable boarding surface, but its presence alone does not establish ADA compliance: dimensions, slope, clear space and connection to an accessible route must be assessed separately. The updated inventory records:

- **90 stops (62.5%)** with a paved landing pad.
- **54 stops (37.5%)** without a paved landing pad recorded; 11 stops (7.6%) have an unpaved boarding level.

Stops without paved landing pads present significant challenges for wheelchair users, older adults, and anyone boarding in wet or uneven conditions, making this a key consideration for prioritizing future improvements.

Recommendations:

1. Install landing pads at priority locations, especially near essential services.
2. Identify stops where ADA improvements are feasible vs. where relocation is required.
3. Improve sidewalk and pedestrian connections where possible.
4. Coordinate early with cities and ODOT so roadway projects incorporate access upgrades.

5.4 Infrastructure Coverage

Passenger comfort amenities are limited countywide. Given coastal weather, long headways, and rural exposure, increased shelter coverage would yield significant rider benefits.

- **33 stops (22.9%)** have a bus shelter.
- **111 stops (77.1%)** do not have a shelter; 40 stops (27.8%) have benches and 57 (39.6%) have area lighting.

Shelter presence does not necessarily indicate a complete baseline stop package. Despite 33 shelters, only three stops are recorded as Basic Standard or Standard Sheltered, underscoring the need to consider signage and paved boarding infrastructure together. Regional coordination on shelter design, materials, accessibility, and procurement could reduce costs and streamline deployment.

Recommendations:

1. Prioritize shelters at high-use, high-wait, or high-exposure stops.
2. Standardize shelter and bench designs across the county.
3. Add lighting and seating at key locations.
4. Pair amenity upgrades with sidewalk or roadway improvements to reduce cost.

5.5 Signage and Customer Information

The is a distinction between different forms of passenger identification. Route-specific signage is the largest recorded gap: 141 of 144 stops (97.9%) explicitly have no specific route name recorded on their signage. The inventory separately records agency identification and a bus stop sign infrastructure element; these measures should not be combined or treated as interchangeable.

- Specific route identification is recorded at **3 stops (2.1%); 141 stops (97.9%)** are recorded as having none.
- Specific agency identification is recorded at **33 stops (22.9%); 111 stops (77.1%)** are recorded as having none.
- The "bus stop sign" infrastructure element is recorded at **12 stops (8.3%)**. This is a separate field and should not be interpreted as the total number of locations with any visible transit-related signage.

Clear, reflective, and consistent signage is essential for systemwide legibility, especially for infrequent riders and visitors. Improving signage offers a **high-impact, low-cost** early action suitable for cross-agency coordination.

Recommendations:

1. Install standardized, reflective stop ID signs at all active stops.
2. Add route-specific signage systemwide to improve legibility and classification.
3. Provide maps or QR-based schedule information at major stops and transfer points.
4. Use shared procurement to maintain uniformity and reduce costs.

5.6 Pedestrian Access, Crossings, and Safety Conditions

Given the highway-oriented nature of Lincoln County's network, pedestrian crossing and boarding environments require site-specific review. The inventory records:

- **60 stops (41.7%)** with a signed crosswalk in sight.
- **84 stops (58.3%)** without a signed crosswalk in sight recorded; 40 stops (27.8%) use roadside shoulder configurations.

Many stops along US-101 are located near high-speed traffic and lack pedestrian protections. When improvements trigger ADA alterations, these locations may require relocation, curb ramp additions, or enhanced crossings to meet PROWAG expectations and local safety standards.

This is a major area for partnership between cities, the county, ODOT, and transit operators, as roadway ownership determines improvement feasibility and funding pathways.

Recommendations:

1. Coordinate with ODOT to evaluate crossing needs along high-speed corridors.
2. Relocate stops closer to intersections or safer crossing points when mid-block access is hazardous.
3. Integrate safety considerations into highway corridor studies and future resurfacing or realignment projects.

5.7 Overall Condition Ratings

Condition ratings document observed maintenance status, rather than a technical ADA compliance determination:

- **11 stops (7.6%)** are rated "poor"; **133 (92.4%)** are rated "good."
- Even at stops rated good, missing route identification, accessible pedestrian connections, or other functional elements may justify investment. Condition and accessibility should therefore be evaluated as distinct considerations.

Recommendations:

1. Implement a recurring stop condition audit to identify and address small-scale repairs.
2. Prioritize poor-condition stops for near-term upgrades, especially where safety or accessibility is affected.
3. Coordinate maintenance responsibilities across jurisdictions to ensure consistent upkeep.

5.8 Systemwide Takeaways

The dataset indicates the following priorities across the 144-stop inventory:

- Route-specific information is absent at **141 stops (97.9%)**, making uniform stop identification and passenger wayfinding a near-term systemwide priority.
- Paved landing pads are not recorded at **54 stops (37.5%)**; accessible boarding geometry and pedestrian connections require site-specific confirmation.
- A signed crosswalk in sight is not recorded at **84 stops (58.3%)**; this is a screening measure, not proof that each location is unsafe.
- Only **33 stops (22.9%)** have shelters, despite coastal weather exposure; prioritize high-use and long-wait locations after assessing feasibility.
- **Forty stops (27.8%)** use roadside shoulders and **11 (7.6%)** have unpaved boarding levels, highlighting the need for detailed accessibility and roadway-safety evaluation.

Recommendations:

- Pursue low-cost, high-impact improvements first (agency/route signage and paved landing pads).
- Prioritize safety and ADA upgrades at stops with the greatest risk or need.
- Work toward regional standardization of stop design, placement, and amenity levels.
- Coordinate with ODOT and cities early in project development to align roadway and stop improvements.

Chapter 6. Stop Improvements

This section provides priority-based recommendations for transit stops in Lincoln County. Recommendations reflect an evaluation framework that emphasizes **ADA accessibility, pedestrian safety, basic system functionality, and feasibility**, consistent with the standards and guidance described in earlier sections of this report.

6.1 Priority Level Definitions

High Priority

Stops with major ADA barriers, unsafe roadside or high-speed highway placement, lack of a paved landing pad, or essential-service locations requiring improved accessibility. Improvements may include landing pads, crosswalk enhancements, signage, or relocation.

Medium Priority

Stops with a paved landing pad but lacking essential features such as agency or route identification, or stops where ADA improvements are feasible without extensive reconstruction.

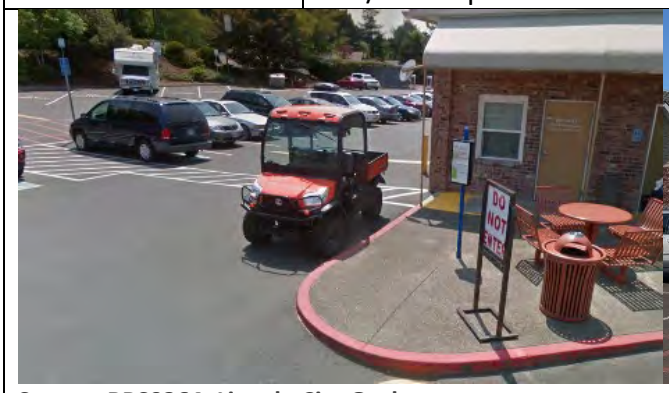
Low Priority

Stops that are safe and functional but would benefit from amenity improvements such as shelters, benches, or area lighting.

6.2 Cost/Complexity Categories

- **Low**: Minimal labor/materials (e.g., signage, decals)
- **Medium**: Landing pads, small-scale access fixes, shelter installation
- **High**: Relocation, major ADA improvements, roadway coordination

6.3 Top Five Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
PCH Hospital SW 9th St (NE Shelter, SW Basic)	Install route signage at both PCH Hospital SW 9th St stops.	High	Low
  **Source: RBS0593: PCH Hospital SW 9th St - SW Basic** **Source: RBS0394: PCH Hospital SW 9th St - NE Shelter**			
Lincoln City Outlets	Install agency and route signage; potentially relocate signage and/or bus pull off area.	High	Low – Medium
  **Source: RBS0364: Lincoln City Outlets**			
Bijou Theatre	Install agency and route signage; replace damaged information sheet on pole.	High	Low



Source: RBS0319: Bijou Theatre

SW 62nd & Hwy 101	Install paved landing pad and route signage.	High	Medium



Source: RBS0413: SW 62nd & Hwy 101

Siletz Fire Station	Install agency and route signage.	High	Medium



Source: RBS0424: Siletz Fire Station

6.4 Stop Improvement Locations by City

Below are Stop Improvement Locations organized by City in Lincoln County. Each table includes the Stop Name, Improvement Type, Priority, and Cost/Complexity of each stop improvement location.

Table 4 Newport – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Beverly Beach/Eastside 101	Install paved landing pad and agency/route signage.	High	Medium
2nd & Coast	Install agency/route signage.	Medium	Low
9th & Alder	Install agency/route signage.	Medium	Low
Aquarium	Install route signage.	Medium	Low
Aquarium Village	Install agency/route signage.	Medium	Low
Bay Blvd	Install agency/route signage.	Medium	Low
Beverly Beach Pk/Westside Hwy 101	Install agency/route signage.	Medium	Low
Beverly Beach/Eastside 101	Install paved landing pad and agency/route signage.	Medium	Low
Bloch Wayside	Install paved landing pad and route signage.	High	Medium
Clearwater	Install agency/route signage.	Medium	Low
Courthouse	Install agency/route signage.	Medium	Low
Elizabeth St Inn & Shilo	Install agency/route signage.	Medium	Low
Ferry Slip & 35th	Install agency/route signage.	Medium	Low
Fred Meyer	Install agency/route signage.	Medium	Low
Hallmark Resort	Install agency/route signage.	Medium	Low
Hospital SPCH SW 9th St	Install paved landing pad and agency/route signage.	High	Medium
Human Bean at 6th & 101	Install agency/route signage.	Medium	Low
Hwy 101 & 32nd St	Install agency/route signage.	Medium	Low
Hwy 101 & 8th Street – Grocery Outlet	Install agency/route signage.	Medium	Low
Hwy 101 & NE 17th Street	Install agency/route signage.	Medium	Low
Hwy 101 & NE 3rd (Lee's Wok)	Install agency/route signage.	Medium	Low
Little Creek Apts	Install paved landing pad and agency/route signage.	High	Medium
NE 36th & Hwy 101	Install paved landing pad and agency/route signage.	High	Medium

NE 3rd & Fogarty St (NHS)	Install paved landing pad and agency/route signage.	High	Medium
NE 52nd St & Hwy 101	Install paved landing pad and agency/route signage.	High	Medium
NE 73rd & Avery St	Install paved landing pad and agency/route signage.	High	Medium
NOAA	Install agency/route signage.	Medium	Low
NW 10th & Spring	Install paved landing pad and agency/stop signage.	High	Medium
Pacific Shores RV Park	Install paved landing pad and agency/route signage.	High	Medium
NW 20th St & Hwy 101	Install agency/route signage.	Medium	Low
NW 25th – Walmart	Install route signage.	Medium	Low
NW Nye St & 5th	Install paved landing pad and agency/route signage.	High	Medium
Newport (Best Western Plus Agate Beach Inn)	Install agency/route signage.	Medium	Low
Newport Business Plaza	Install paved landing pad and agency/route signage.	High	Medium
Newport City Hall	Install route signage.	Medium	Low
Newport Elks	Install agency/route signage.	Medium	Low
OCCC	Install agency/route signage.	Medium	Low
Olive & Nye St	Install agency/route signage.	Medium	Low
Oscars at 12th & 101	Install agency/route signage.	Medium	Low
PCH Hospital SW 9th St – NE Shelter	Install route signage.	Medium	Low
PCH Hospital SW 9th St – SW Standard	Install route signage.	Medium	Low
Pacific Shores RV Park	Install paved landing pad and route signage.	High	Low
Port RV Park	Install paved landing pad and agency/route signage.	Medium	Medium
Post Office	Install agency/route signage.	Medium	Low
Rogue	Install agency/route signage.	Medium	Low
SW 8th & Bayley St	Install paved landing pad and agency/route signage.	High	Medium
SW Bay Blvd & SW Fall St	Install agency/route signage.	Medium	Low
Safeway – West End	Install agency/route signage.	Medium	Low

Salmon Run & Oceanview	Install agency/route signage and designated bus stop location.	Medium	Low
South Beach (Fish Market)	Install agency/route signage.	Medium	Low
South Beach Market – Mailboxes	Install paved landing pad and agency/route signage.	High	Medium
Surf View Village	Install paved landing pad and agency/route signage.	High	Medium
Walmart – Loop Route Only	Install route signage.	Medium	Low
Waves Motel – 8th & Coast	Install agency/route signage.	Medium	Low
Whaler	Install agency/route signage.	Medium	Low
Yacht Club	Install agency/route signage.	Medium	Low

Table 5 Lincoln City – Stop Improvement Locations

Stop Name	Recommended Improvements	Priority	Cost/Complexity
22nd Street at Beach Club	Install paved landing pad and agency/route signage.	High	Medium
Ace Hardware – Taft	Install route signage.	Medium	Low
Bi-Mart Lincoln City	Install route signage.	Medium	Low
Bijou Theatre	Install agency/route signage.	Medium	Low
Chinook Winds Casino Resort	Install route signage.	Medium	Low
City Hall – McKays	Install route signage.	Medium	Low
DMV	Install route signage.	Medium	Low
Dorchester House	Install agency/route signage.	Medium	Low
Gleneden Beach (Salishan Coastal Lodge)	Install paved landing pad and agency/route signage.	High	Medium
Hwy 101 & SE 31st St	Install paved landing pad and agency/route signage.	High	Medium
IGA North	Install agency/route signage.	Medium	Low
LC Community Center	Install route signage.	Medium	Low
Lighthouse Square	Install agency/route signage.	Medium	Low
Lincoln City (Game On Adventure Park)	Install route signage.	Medium	Low
Lincoln City (The Inn at Spanish Head)	Install paved landing pad and agency/route signage.	High	Medium

Lincoln City Outlets	Install paved landing pad and agency/route signage.	High	Medium
NE 25th St @ Hwy 101	Install agency/route signage and repair/reconstruct paved landing pad.	Medium	Medium
NE 28th & Yacht Ave	Install agency/route signage.	Medium	Low
NE 29th St @ Hwy 101	Install agency/route signage.	medium	Low
NW 17th St & Hwy 101	Install route signage.	Medium	Low
OCC College & Taft Schools	Install agency/route signage.	Medium	Low
Orsborn Saw	Install route signage.	Medium	Low
Rainbow Villas	Install agency/route signage.	Medium	Low
SE 1st St & Hwy 101	Install route signage.	Medium	Low
SE 9th & Hwy 101	Install agency/route signage.	Medium	Low
SE Fleet & 32nd St	Install paved landing pad and route signage.	High	Medium
SW 32nd St @ SW Coast Hwy	Install paved landing pad and route signage.	High	Medium
SW 62nd & Hwy 101	Expand paved landing pad and install route signage.	Medium	Medium
Safeway	Install route signage.	Medium	Low
Salishan & Hwy 101	Install paved landing pad and route signage.	High	Medium
Starbucks & Hwy 101	Install route signage.	Medium	Low
Street Car Village	Install paved landing pad and agency/route signage.	High	Medium
Surfwood Manor	Install paved landing pad and agency/route signage.	High	Medium
Taco Bell @ Hwy 101	Install agency/route signage.	Medium	Low
Taft IGA on Hwy 101	Install route signage.	Medium	Low
The Palace	Install agency/route signage.	Medium	Low
US Market	Install route signage.	Medium	Low

Table 6 Toledo – Stops Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Food Fair	Install route signage.	Medium	Low
Hwy 20 at East Exit	Install paved landing pad and agency/route signage.	High	Medium
NE 1st & Main St	Install route signage.	Medium	Low
SE 10th & Sturdevant (Olalla Store)	Install route signage.	Medium	Low
SE 2nd & Main St	Install route signage.	Medium	Low
Toledo JC Thriftway	Install route signage.	Medium	Low
Toledo Park & Ride	Install route signage.	Medium	Low
Olalla Apartments – Toledo	Construct a transit stop at new development location. Install paved landing pad, agency/route signage, and potential additional amenities.	High	Medium

Table 7 Waldport – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Bayshore Dr & Hwy 101	Install paved landing pad and route signage.	High	Medium
Dollar General	Install agency/route signage.	Medium	Low
Espresso 101	Install agency/route signage.	Medium	Low
Hi-School Pharmacy	Install agency/route signage.	Medium	Low
Lakeside Market	Install agency/route signage.	Medium	Low
Rays Market	Install agency/route signage.	Medium	Low
Waldport (Flounder Inn Tavern)	Install agency/route signage.	Medium	Low
Waldport Clinic	Install agency/route signage.	Medium	Low
Waldport Post Office	Install agency/route signage.	Medium	Low
Waukeetum St & 101	Install paved landing pad and agency/route signage.	High	Medium

Table 8 Depoe Bay – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Depoe Bay Fire Department	Install paved landing pad and route signage.	High	Medium
Depoe Bay Mall 101	Install agency/route signage.	Medium	Low
Depoe Bay Shell	Install paved landing pad and route signage.	High	Medium
Depoe Bay Union 76	Install agency/route signage.	Medium	Low
Lincoln Beach Thriftway	Install agency/route signage.	Medium	Low
Willow & Hwy 101	Install paved landing pad and route signage.	High	Medium

Table 9 Yachats – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
3rd Street & Pontiac Street – Yachats Log Church	Install route signage.	Medium	Low
California St	Install paved landing pad and agency/route signage.	High	Medium
Holiday Motel	Install paved landing pad and agency/route signage.	High	Medium

Table 10 Siletz – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Gwee Shut & Judd Rd	Install paved landing pad and agency/route signage.	High	Medium
Logsden & Gwee-Shut	Install agency/route signage.	Medium	Low
Rec. Center	Install agency/route signage.	Medium	Low
Siletz Community Clinic	Install agency/route signage.	Medium	Low
Siletz Fire Station	Install agency/route signage.	Medium	Low

Table 11 Unincorporated – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Across from Neotsu PO	Install paved landing pad and route signage.	High	Medium
Cascade Head Trail (FLAG STOP)	Install paved landing pad and agency/route signage.	High	Medium
Driftwood Mobile Park & Hwy 101	Install paved landing pad and agency/route signage.	High	Medium
Eddyville Junction – Flag Stop	Install paved landing pad and agency/route signage.	High	Medium
Ellmaker State Park	Install paved landing pad and agency/route signage.	High	Medium
Gleneden Beach PO	Install agency/route signage.	Medium	Low
Gleneden Beach Post Office	Install paved landing pad and agency/route signage.	High	Medium
Neotsu PO	Install agency/route signage.	Medium	Low
Otis Fuel & Market	Install paved landing pad and agency/route signage.	High	Medium
Otis PO	Install paved landing pad and agency/route signage.	High	Medium
Otter Rock Fire Department	Install paved landing pad and agency/route signage.	High	Medium
Panther Creek & Hillside	Install agency/route signage.	Medium	Low
Rose Lodge	Install route signage.	Medium	Low
Rose Lodge 2	Install route signage.	Medium	Low
SE 123rd & Hwy 101	Install paved landing pad and agency/route signage.	High	Medium
Seal Rock (Chubby Lil Mermaid Bakery)	Install paved landing pad and agency/route signage.	High	Medium
Seal Rock Park & Hwy 101 – Across from Luna Sea of Seal Rock	Install paved landing pad and agency/route signage.	High	Medium
Seal Rock Store	Install paved landing pad and agency/route signage.	High	Medium

Appendix A: Federal, State, and Best Practice Standards for Transit Stops

Applicability of ADA and PROWAG Standards to Transit Stops

The standards in this appendix summarize the federal ADA requirements, the 2010 ADA Standards for Accessible Design, U.S. DOT ADA Standards, and the 2023 Public Rights-of-Way Accessibility Guidelines (PROWAG) that inform how transit stops must be designed, constructed, or altered. These standards apply to all new construction and to any alteration of existing stops, including reconstruction of landing pads, installation of shelters or curb ramps, sidewalk extensions, or other physical modifications. They do not apply retroactively to stops that remain unaltered.

Under ADA Title II program access requirements and Section 504 of the Rehabilitation Act, transit agencies and roadway authorities must ensure that their transportation programs, when viewed in their entirety, are accessible to individuals with disabilities. This includes ensuring that accessible boarding points exist within each community, even if some individual stops cannot feasibly be fully improved.

This appendix draws from:

- **2010 ADA Standards for Accessible Design** (Sections §402, §403, §405, and §810)
- **PROWAG (2023 Final Rule, effective January 17, 2025)**
- **ODOT Highway Design Manual Part 700** and **ODOT Transit Engineering Guidance** (definition of alterations; boarding and alighting requirements)
- **TCRP Report 19: Guidelines for the Location and Design of Bus Stops** (placement, spacing, safety considerations)
- **APTA SS-SIS-RP-007-10** (crime prevention and safe site design)
- **MBTA Bus Stop Design Guide** (best practices for amenities, signage, and stop layout)

Landing Area & Curbside Accessibility Requirements

A compliant landing area provides the accessible interface between the transit vehicle and the pedestrian network. Under **ADA §810.2**, all boarding/alighting areas must:

- Provide a **firm, stable, slip-resistant surface** (ADA §810.2.1)
- Measure at least **96 in (8 ft) deep** × **60 in (5 ft) wide** (ADA §810.2.2)
- Maintain a **cross slope ≤ 2% (1:48)** (ADA §810.2.2; ADA §405)
- Connect to a compliant pedestrian route (ADA §810.2.3; PROWAG R302)
- Match the roadway running slope to the maximum extent feasible (ADA §810.2.4)

Under ODOT guidance, durable materials such as concrete are recommended for climate resilience along coastal corridors. When a stop is **altered** and site constraints (grade, ROW, drainage, utilities) prevent installation of a compliant pad, the stop **must be evaluated for relocation** to meet ADA requirements. ODOT formally defines “alteration” to include installation of shelters, benches, new signage, prepared boarding surfaces, or any reconfiguration that affects pedestrian usability, and requires compliance “to the maximum extent feasible”.

Pedestrian Access Routes & Connectivity Requirements

Federal standards require that passengers be able to safely and continuously travel between the pedestrian network and the boarding point. **PROWAG R302** establishes:

- **Minimum clear width:** 48 in; 60 in across medians/refuge islands.
- **Running slope:** ≤ 5% (1:20), except where following roadway grade (PROWAG R302.4; ADA §403.3).
- **Cross slope:** ≤ 2.1% (1:48) on pedestrian access routes (PROWAG R302.5).
- Surfaces must be continuous and free of gravel, grass, soft shoulders, or uneven terrain.

If a compliant accessible route cannot be constructed during improvements, relocation is required under PROWAG's "maximum extent feasible" rule (R202.3) and ADA Title II program access.

Stop Placement & Roadway Integration Requirements

Stop siting should prioritize safe pedestrian access, clear operator sightlines, and compliance with ADA/PROWAG geometry. Requirements include:

- Alignment with ADA-compliant curb ramps and pedestrian desire lines (PROWAG; ODOT HDM 701.1).
- For speeds greater than 25–30 mph, enhanced pedestrian protections such as marked crosswalks, refuge islands, or intersection placement are required to reduce exposure risk (PROWAG; TCRP 19).
- Adequate space for unobstructed lift/ramp deployment; if deployment cannot be achieved, the stop must be relocated.

TCRP Report 19 emphasizes avoiding midblock placement on high-speed roads unless visibility and crossing conditions are sufficient, and stresses considering stop siting in relation to future amenities and roadway changes.

Signage & Stop Identification Requirements

Clear stop identification improves usability, safety, and ADA accessibility. Requirements and best practices include:

- Uniform route identification signage (ADA §810.4).
- Placement at heights and locations visible to approaching transit vehicles (MBTA standards).
- Use of reflective materials or lighting in rural and low-light environments (APTA CPTED & MBTA).
- Correcting missing, damaged, or inaccurate signage during maintenance or improvements.

Amenity Provision Requirements

When amenities are installed or replaced, ADA technical criteria apply:

- Shelters must provide **30 inch by 48 inch** of clear floor space entirely inside (ADA §810.3; ADA §305).

- Amenities must not obstruct accessible routes
- Seating, lighting, and information elements must meet ADA reach and clearance requirements (ADA §305; APTA SS-SIS-RP-007-10)

National guidance (FTA/APTA/TCRP 19) recommends shelters where ridership, wait times, transfer activity, or weather justify investment.

Safety, Visibility & Intersection Considerations

Pedestrian safety is central to ADA and PROWAG. Requirements include:

- Marked crosswalks and aligned curb ramps where passengers must cross (PROWAG; ADA)
- On multilane or high-speed roads, installing refuge islands or enhanced crossings (PROWAG; TCRP 19)
- Curb ramps must meet slope, landing, and cross-slope standards (ADA §405) and, in Oregon, ODOT's revised allowable running slope ≤ 7.69%
- If safety features cannot be added during an alteration, relocation is required (PROWAG; ODOT)

APTA CPTED guidance also recommends lighting, clear sightlines, and layout designs that improve visibility and reduce risk at stops.

Feasibility, Constraints & Improvement Prioritization Requirements

Under ADA Title II, agencies must ensure program access even when site constraints limit construction feasibility.
Key principles include:

- **Altered stops must meet current standards** regardless of constraints, except where technically infeasible (PROWAG R1; 49 CFR §37.9)
- Existing, unaltered stops are not retroactively required to comply, but program access requirements may still necessitate improvements at priority locations
- Improvement priorities based on FTA and TCRP guidance include:
    - Severe accessibility barriers
    - High-speed or high-risk environments
    - High ridership or transfer activity
    - Locations where compliant construction is feasible (TCRP 19)

When compliance cannot be achieved during an alteration, **relocation becomes the required corrective action** (PROWAG; ODOT).

Appendix B: Stop Style Framework

Stop Style Framework Overview

Appendix B presents the standardized stop style framework used across the **entire regional transit stop inventory**, including this Lincoln County inventory. These classifications create a consistent hierarchy of stop types based on passenger amenities, accessibility features, and visible physical infrastructure. This framework supports uniform evaluation of stop conditions across agencies and jurisdictions while guiding coordinated planning and investment throughout the region.

The stop style definitions are grounded in **Oregon transit design standards** and the **Massachusetts Bay Transportation Authority (MBTA) Bus Stop Design Guide**, which together establish widely recognized best practices for designing safe, accessible, and comfortable bus stops. Required and optional features within each style correspond directly to these standards, ensuring alignment with national guidance.

Six styles form the regional hierarchy: Unmarked Stops, Unimproved Stops, Basic Standard Stops, Standard Sheltered Stops, Premium Sheltered Stops, and Station Stops. While not all styles are currently represented within Linn County, retaining the full structure provides a forward-looking framework to accommodate future improvements as transit infrastructure evolves.

The definitions used in this appendix follow the exported *stop_style* values exactly as reported in the regional dataset. **Flag Stop** remains a *service designation* rather than a physical stop style, and is therefore treated separately. The infrastructure category **“paved landing pad”** represents the paved landing area required for several classifications, while **area lighting** is noted as an infrastructure feature but **is not required** for Basic Standard or Standard Sheltered designations.

Below, each stop style includes **graphics, standard elements, and examples from the regional inventory (when applicable)**. Collectively, these classifications support consistent expectations for accessibility, comfort, and wayfinding at transit stops across the region and provide a clear foundation for evaluating and upgrading stops using shared, equitable standards.

Unmarked Stops

Unmarked Stops are recognized boarding locations with **no visible route signage**. These stops provide the lowest level of formal passenger infrastructure and rely heavily on rider and operator familiarity.

Examples in the Inventory:



Figure 1 RBS0309, 9th & Alder



Figure 2 RBS0427, South Beach Market - Mailboxes



Figure 3 RBS0422, Seal Rock Store

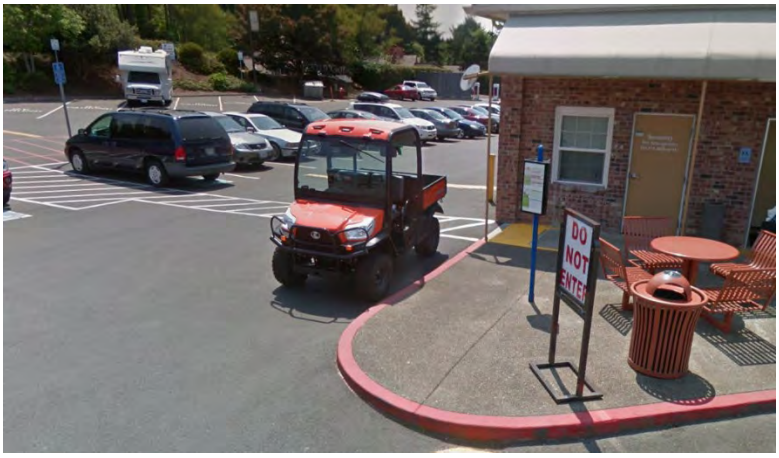
Unimproved Stops

Unimproved Stops tend to have **minimal visible stop identification and lack basic elements such as a paved landing pad and/or complete route signage**. Amenities like shelters or benches may be present, but overall infrastructure does not meet baseline accessibility standards.

Examples in the Inventory:

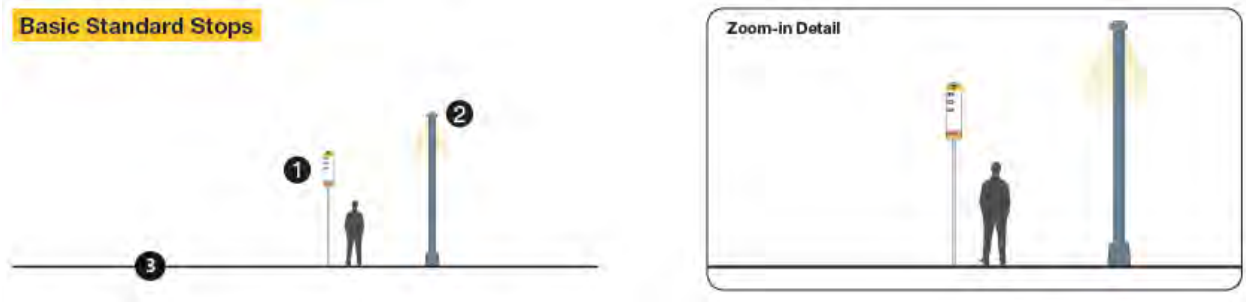


Source: 1 RBS0396, Panther Creek & Hillside



Source: 2 RBS0364, Lincoln City Outlets

Basic Standard Stops



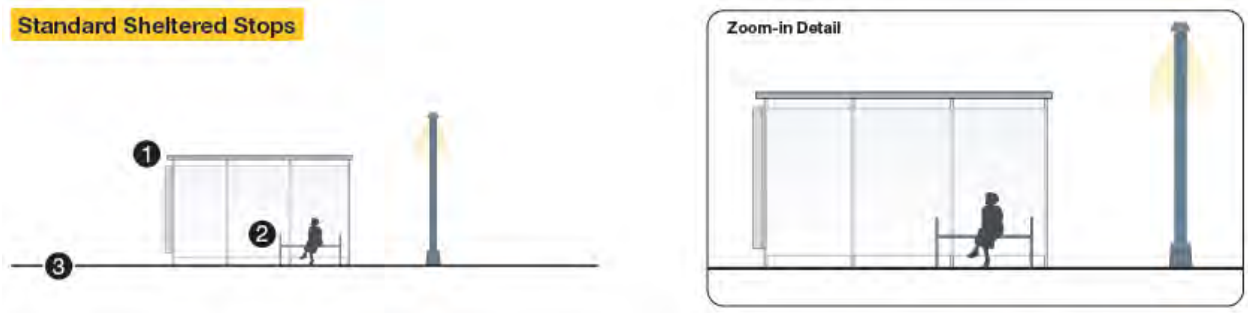
Source: 3 MTBA, Bus Stop Design Guide

Standard Elements	Optional Elements
1. Route signage 2. Paved landing pad	• Adequate street-level lighting (area lighting) • Sidewalk-level boarding • Bench (or other seating) • Bike racks • Real-time info

Examples in the Inventory:

There are presently no examples of this style of stop in the Inventory for Lincoln County.

Standard Sheltered Stops



Source: 4 MBTA, Bus Stop Design Guide

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

Examples in the Inventory:



Source: 5 RBS0426, South Beach Hatfield MSC

Premium Sheltered Stops

Premium Sheltered Stops include advanced passenger amenities such as in-shelter lighting, real-time information, and detailed customer information. These stops support higher-demand areas and provide elevated passenger comfort.



Source: 6 MBTA, Bus Stop Design Guide

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	• Adequate street-level lighting (area lighting) • Trash receptacles • 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 Lincoln County.

Station Stops

Station Stops represent the highest-level transit stop classification, providing extended canopy coverage, near-level boarding, comprehensive customer information, and multiple enhanced amenities. These stops create a station-like environment suited for major transit hubs.



Source: 7 MBTA, Bus Stop Design Guide

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 Lincoln County.

Appendix C: Transit Stop Inventory Cards

County: Lincoln | 144 stops | Sorted by Stop Name
Source: export - Bus Stops - All Stops_20261105_0947.csv | November 05, 2026
This appendix provides an overview of the selected bus stops, including their location, transit service, configuration and recorded infrastructure. The example card explains the fields used on the stop cards. Information reflects the inventory at the time of export.

Stop name, as identified in the source GTFS feeds. Agencies that share a stop may use different stop names for the same stop in their GTFS feeds. Regional ID: Unique ID for the regional inventor • Source ID(s): Stop identifiers, as identified in the source GTFS feeds **Location:** City, county, (latitude, longitude) **Agencies:** Transit agencies serving this stop, as identified in the source GTFS feeds **Routes:** Routes or named services serving this stop, as identified in the source GTFS feeds **Stop function (GTFS):** The stop role, as identified in the source GTFS feeds **Stop style:** Physical stop type and facility level **Condition:** Observed overall condition **Boarding level:** Boarding surface level for the rider (Entry Step Height) **Street configuration:** Stop placement relative to the roadway **Infrastructure:** Physical features recorded at the stop **Route signs:** Route names or numbers recorded as visible on signage at the stop; None means explicitly recorded absent; Unknown means unresolved. **Agency signs:** Agency names recorded as visible on signs, shelters or poles; None means explicitly recorded absent; Unknown means unresolved. **Verified date:** Survey / verification date **Notes:** Additional observations	*Stop photo* *Photo / imagery date: Image date*

2nd & Coast
RBS0307 • Source ID(s): 16040
Location: Newport, Lincoln County, (44.6348051, -124.0605539)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jun 2024

3rd Street & Pontiac Street - Yachats Log Church
RBS0308 • Source ID(s): 2456756
Location: Yachats, Lincoln County, (44.3116263, -124.1054230)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench
Route signs: None
Agency signs: Lincoln County Transit; OXO (Lincoln County Transportation Service District)
Verified date: 08/18/2026
Notes: "OXO" signage doesn't signify route



Photo / imagery date: Jul 2024

9th & Alder
RBS0309 • Source ID(s): 16055
Location: Newport, Lincoln County, (44.6313218, -124.0582953)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jul 2024

22nd Street at Beach Club
RBS0306 • Source ID(s): 2456766
Location: Lincoln City, Lincoln County, (44.9813700, -124.0064100)
Agencies: Lincoln County Transit
Routes: North County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jun 2018

Ace Hardware - Taft
RBS0310 • Source ID(s): 16089
Location: Lincoln City, Lincoln County, (44.9288765, -124.0153834)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: Lincoln County Transit; OXO (Lincoln County Transportation Service District)
Verified date: 08/18/2026
Notes: "OXO" signage doesn't signify route

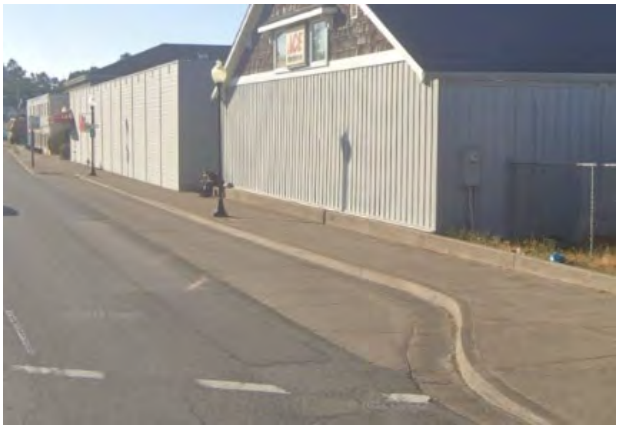


Photo / imagery date: Jun 2024

Across from Neotsu PO
RBS0311 • Source ID(s): 16184
Location: Lincoln County, (45.0014955, -123.9870717)
Agencies: Lincoln County Transit
Routes: North County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/18/2026



Photo / imagery date: Sep 2023

Aquarium
RBS0312 • Source ID(s): 16050
Location: Newport, Lincoln County, (44.6178876, -124.0484653)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, signed crosswalk in sight, trash can
Route signs: None
Agency signs: Lincoln County Transit; OXO (Lincoln County Transportation Service District)
Verified date: 09/17/2026
Notes: "OXO" signage doesn't signify route; Lincoln County Transit sign with a whale graphic doesn't clearly show what route stops there



Photo / imagery date: Sept 2026

Aquarium Village
RBS0313 • Source ID(s): 16049
Location: Newport, Lincoln County, (44.6156180, -124.0472907)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jun 2024

Bay Blvd
RBS0314 • Source ID(s): 16057
Location: Newport, Lincoln County, (44.6294143, -124.0541656)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting, trash can
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jul 2024

Bayshore Dr & Hwy 101
RBS0315 • Source ID(s): 15962
Location: Waldport, Lincoln County, (44.4413178, -124.0751266)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/18/2026



Photo / imagery date: Jul 2024

Beverly Beach Pk/Westside Hwy 101
RBS0316 • Source ID(s): 2751330
Location: Newport, Lincoln County, (44.7258500, -124.0580500)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Jun 2024

Beverly Beach/Eastside 101
RBS0317 • Source ID(s): 16201
Location: Newport, Lincoln County, (44.7262600, -124.0577200)
Agencies: Lincoln County Transit
Routes: North County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Jun 2024

Bi-Mart Lincoln City
RBS0318 • Source ID(s): 759425
Location: Lincoln City, Lincoln County, (44.9592300, -124.0067300)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

Bijou Theatre
RBS0319 • Source ID(s): 16097
Location: Lincoln City, Lincoln County, (44.9768200, -124.0117000)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, trash can
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jun 2024

Bloch Wayside
RBS0320 • Source ID(s): 16026
Location: Newport, Lincoln County, (44.6747198, -124.0602847)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/18/2026
Notes: NW Connector and Bus Stop sign with seagull don't indicate route.



Photo / imagery date: Jun 2024

California St
RBS0321 • Source ID(s): 781972
Location: Yachats, Lincoln County, (44.3536442, -124.0934444)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/18/2026


Photo / imagery date: Aug 2024

Cascade Head Trail (FLAG STOP)
RBS0322 • Source ID(s): 2335759
Location: Lincoln County, (45.0305696, -123.9551422)
Agencies: Tillamook County Transportation District
Routes: Tillamook - Lincoln City
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/18/2026



Photo / imagery date: Sep 2023

Chinook Winds Casino Resort
RBS0323 • Source ID(s): 16079, 22257, 4248694
Location: Lincoln City, Lincoln County, (44.9964975, -124.0104036)
Agencies: Lincoln County Transit, Pacific Crest Bus Lines, Tillamook County Transportation District
Routes: Lincoln City Loop, North County, Blueline, Lincoln City to Salem, Tillamook - Lincoln City
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, trash can, bus shelter, bench
Route signs: None
Agency signs: Lincoln County Transit; NW Connector
Verified date: 08/18/2026
Notes: NW Connector and Lincoln County Transit signage don't indicate route





Photo / imagery date: Aug 2023

City Hall - McKays
RBS0324 • Source ID(s): 16084, 759423
Location: Lincoln City, Lincoln County, (44.9611432, -124.0156834)
Agencies: Lincoln County Transit
Routes: North County, Blueline, Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: Lincoln County Transit; OXO (Lincoln County Transportation Service District)
Verified date: 08/18/2026
Notes: "OXO" signage doesn't signify route



Photo / imagery date: Jun 2018

Clearwater
RBS0325 • Source ID(s): 16058
Location: Newport, Lincoln County, (44.6304040, -124.0524200)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jul 2024

Courthouse
RBS0326 • Source ID(s): 16034
Location: Newport, Lincoln County, (44.6364488, -124.0546102)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jul 2024

Depoe Bay Fire Department
RBS0328 • Source ID(s): 16192
Location: Depoe Bay, Lincoln County, (44.8074096, -124.0615021)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/19/2026



Photo / imagery date: Sep 2025

Depoe Bay Mall 101
RBS0329 • Source ID(s): 16211
Location: Depoe Bay, Lincoln County, (44.8181442, -124.0632465)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: bus shelter, bench, signed crosswalk in sight, paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Sep 2025

Depoe Bay Shell
RBS0330 • Source ID(s): 16197, 4250789
Location: Depoe Bay, Lincoln County, (44.8043528, -124.0608868)
Agencies: Lincoln County Transit, Caravan Airport Transportation
Routes: North County, Blueline, Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/19/2026



Photo / imagery date: Sep 2025

Depoe Bay Union 76
RBS0331 • Source ID(s): 16202
Location: Depoe Bay, Lincoln County, (44.8171732, -124.0626924)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bus shelter, trash can, bench, signed crosswalk in sight
Route signs: None
Agency signs: Lincoln County Transit; OXO (Lincoln County Transportation Service District)
Verified date: 08/19/2026
Notes: "OXO" and Lincoln County Transit signage don't identify route



Photo / imagery date: Sep 2025

DMV
RBS0327 • Source ID(s): 16077
Location: Lincoln City, Lincoln County, (44.9983009, -123.9965943)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/19/2026



Photo / imagery date: Sep 2023

Dollar General
RBS0332 • Source ID(s): 2456758
Location: Waldport, Lincoln County, (44.4270150, -124.0650510)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bus shelter, trash can, bench, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Aug 2024

Dorchester House
RBS0333 • Source ID(s): 2455436
Location: Lincoln City, Lincoln County, (44.9847425, -124.0073870)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jun 2024

Driftwood Mobile Park & Hwy 101
RBS0334 • Source ID(s): 15969
Location: Lincoln County, (44.4643285, -124.0776441)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: bench
Route signs: None
Agency signs: None
Verified date: 08/19/2026
Notes: Bench engraved with "Lincoln County Transit Bus Stop"



Photo / imagery date: Aug 2024

Eddyville Junction - Flag Stop
RBS0335 • Source ID(s): 4245230, 26318
Location: Lincoln County, (44.6297683, -123.7682555)
Agencies: Lincoln County Transit, Benton Area Transit
Routes: Coast to Valley Express
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Sep 2025

Elizabeth St Inn & Shilo
RBS0336 • Source ID(s): 16043
Location: Newport, Lincoln County, (44.6323714, -124.0633827)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jun 2024

Ellmaker State Park
RBS0337 • Source ID(s): 4245231, 2751077
Location: Lincoln County, (44.6140545, -123.6306414)
Agencies: Lincoln County Transit, Benton Area Transit
Routes: Coast to Valley Express
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jun 2024

Espresso 101
RBS0338 • Source ID(s): 15970
Location: Waldport, Lincoln County, (44.4258429, -124.0672653)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting, trash can
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Aug 2024

Ferry Slip & 35th
RBS0339 • Source ID(s): 2734755
Location: Newport, Lincoln County, (44.6130580, -124.0486620)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: bus bay
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jul 2024

Food Fair
RBS0340 • Source ID(s): 15885, 15892
Location: Toledo, Lincoln County, (44.6243567, -123.9409544)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting, bus stop sign
Route signs: None
Agency signs: None
Verified date: 08/19/2026
Notes: Bus Stop sign doesn't identify route



Photo / imagery date: Jul 2024

Fred Meyer
RBS0341 • Source ID(s): 15890
Location: Newport, Lincoln County, (44.6507990, -124.0520710)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bus shelter, bench
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jun 2024

Gleneden Beach (Salishan Coastal Lodge)
RBS0342 • Source ID(s): 26277
Location: Lincoln City, Lincoln County, (44.8885044, -124.0232998)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jun 2023

Gleneden Beach PO
RBS0343 • Source ID(s): 16188
Location: Lincoln County, (44.8782584, -124.0331175)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: signed crosswalk in sight, paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jun 2024

Gleneden Beach Post Office
RBS0344 • Source ID(s): 16195
Location: Lincoln County, (44.8782231, -124.0329582)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jun 2024

Gwee Shut & Judd Rd
RBS0345 • Source ID(s): 22286
Location: Siletz, Lincoln County, (44.7253340, -123.9068760)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jul 2013

Hallmark Resort
RBS0346 • Source ID(s): 16044
Location: Newport, Lincoln County, (44.6291458, -124.0635238)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bus shelter, bench, area lighting
Route signs: None
Agency signs: None
Verified date: 08/19/2026


Photo / imagery date: Jul 2024

Hi-School Pharmacy
RBS0347 • Source ID(s): 22289
Location: Waldport, Lincoln County, (44.4262470, -124.0674740)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, bike rack, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/19/2026

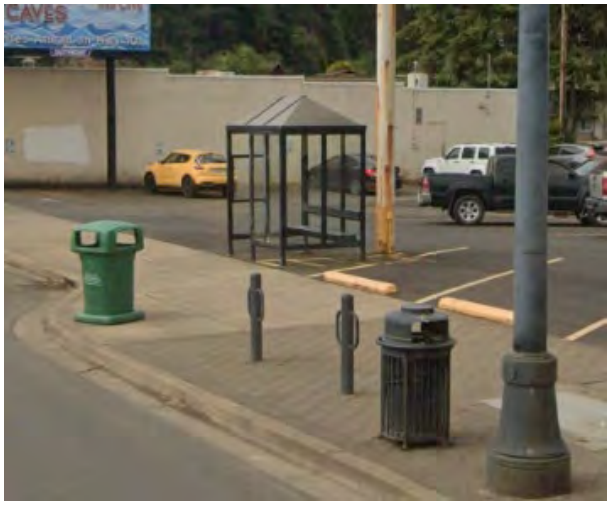


Photo / imagery date: Jul 2024

Holiday Motel
RBS0348 • Source ID(s): 15950
Location: Yachats, Lincoln County, (44.3512304, -124.0941118)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Aug 2024

Hospital SPCH SW 9th St
RBS0349 • Source ID(s): 15888
Location: Newport, Lincoln County, (44.6297106, -124.0588188)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Jul 2024

Human Bean at 6th & 101
RBS0350 • Source ID(s): 16062
Location: Newport, Lincoln County, (44.6406014, -124.0529287)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting
Route signs: None
Agency signs: None
Verified date: 08/19/2026



Photo / imagery date: Sep 2025

Hwy 20 at East Exit
RBS0356 • Source ID(s): 16278
Location: Toledo, Lincoln County, (44.6456815, -123.9200091)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Jun 2024

Hwy 101 & 8th Street - Grocery Outlet
RBS0352 • Source ID(s): 16032
Location: Newport, Lincoln County, (44.6420000, -124.0536300)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Jun 2024

Hwy 101 & 32nd St
RBS0351 • Source ID(s): 4243143
Location: Newport, Lincoln County, (44.6145193, -124.0499602)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Jul 2024

Hwy 101 & NE 3rd (Lee's Wok)
RBS0354 • Source ID(s): 2736227
Location: Newport, Lincoln County, (44.6383836, -124.0529530)
Agencies: Lincoln County Transit
Routes: North County, Newport City Loop, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Sep 2025

Hwy 101 & NE 17th Street
RBS0353 • Source ID(s): 2456760
Location: Newport, Lincoln County, (44.6506200, -124.0528955)
Agencies: Lincoln County Transit
Routes: North County, East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Sep 2025

Hwy 101 & SE 31st St
RBS0355 • Source ID(s): 781959
Location: Lincoln City, Lincoln County, (44.9442395, -124.0195030)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Jun 2024

IGA North
RBS0357 • Source ID(s): 16081
Location: Lincoln City, Lincoln County, (44.9831578, -124.0073419)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/20/2026

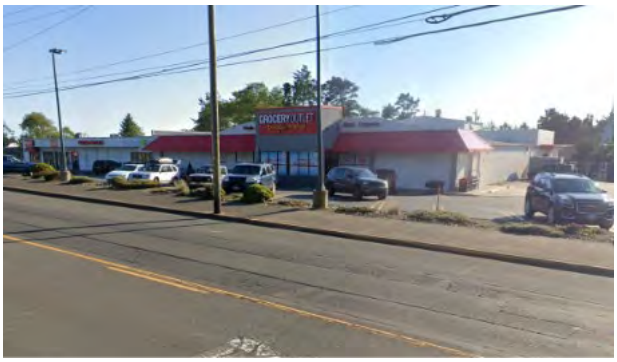


Photo / imagery date: Jun 2024

Lakeside Market
RBS0359 • Source ID(s): 15958
Location: Waldport, Lincoln County, (44.4168944, -124.0380183)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bench
Route signs: None
Agency signs: None
Verified date: 08/25/2026



Photo / imagery date: Aug 2024

LC Community Center
RBS0358 • Source ID(s): 16070
Location: Lincoln City, Lincoln County, (44.9803035, -124.0067558)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bench, bus shelter, area lighting
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

Lighthouse Square
RBS0360 • Source ID(s): 759421
Location: Lincoln City, Lincoln County, (44.9968300, -124.0053300)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/25/2026



Photo / imagery date: Sep 2023

Lincoln Beach Thriftway
RBS0361 • Source ID(s): 16203, 26276
Location: Depoe Bay, Lincoln County, (44.8498142, -124.0440469)
Agencies: Lincoln County Transit, Caravan Airport Transportation
Routes: North County, Blueline, Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 08/25/2026



Photo / imagery date: Sep 2025

Lincoln City (Game On Adventure Park)
RBS0362 • Source ID(s): 10050
Location: Lincoln City, Lincoln County, (44.9890734, -124.0054850)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight, trash can
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/25/2026



Photo / imagery date: Jun 2024

Lincoln City (The Inn at Spanish Head)
RBS0363 • Source ID(s): 4248611
Location: Lincoln City, Lincoln County, (44.9359261, -124.0239068)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Sept 2021

Lincoln City Outlets
RBS0364 • Source ID(s): 16094
Location: Lincoln City, Lincoln County, (44.9580263, -124.0104961)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: trash can, area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026
Notes: Bus loads in "No Parking" area of parking lot

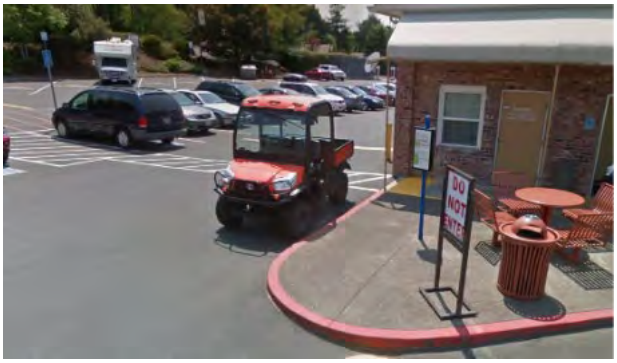




Photo / imagery date: Jun 2018, Sept 2026

Little Creek Apts
RBS0365 • Source ID(s): 16066
Location: Newport, Lincoln County, (44.6634304, -124.0519670)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jun 2024

Logsden & Gwee-Shut
RBS0366 • Source ID(s): 22283
Location: Siletz, Lincoln County, (44.7205660, -123.9093930)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/26/2026
Notes: Orange cone visible at stop location



Photo / imagery date: Jul 2024

NE 1st & Main St
RBS0367 • Source ID(s): 15884, 16276
Location: Toledo, Lincoln County, (44.6213456, -123.9373899)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, bike rack, signed crosswalk in sight, area lighting, artwork
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/26/2026



Photo / imagery date: Jul 2024

NE 3rd & Fogarty St (NHS)
RBS0372 • Source ID(s): 2734753
Location: Newport, Lincoln County, (44.6381173, -124.0454957)
Agencies: Lincoln County Transit
Routes: East County, Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: area lighting, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jun 2024

NE 25th St @ Hwy 101
RBS0368 • Source ID(s): 4258303
Location: Lincoln City, Lincoln County, (44.9832400, -124.0071000)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/26/2026
Notes: Paved landing pad in poor condition



Photo / imagery date: Jun 2024

NE 28th & Yacht Ave
RBS0369 • Source ID(s): 16071
Location: Lincoln City, Lincoln County, (44.9852507, -123.9949635)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Sep 2023

NE 29th St @ Hwy 101
RBS0370 • Source ID(s): 4258304
Location: Lincoln City, Lincoln County, (44.9865100, -124.0062200)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jun 2024

NE 36th & Hwy 101
RBS0371 • Source ID(s): 16196
Location: Newport, Lincoln County, (44.6622260, -124.0546820)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Sep 2025

NE 52nd St & Hwy 101
RBS0373 • Source ID(s): 781958
Location: Newport, Lincoln County, (44.6750962, -124.0601277)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: area lighting, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Sep 2025

NE 73rd & Avery St
RBS0374 • Source ID(s): 16024
Location: Newport, Lincoln County, (44.6906198, -124.0610504)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jun 2024

Neotsu PO
RBS0381 • Source ID(s): 16210
Location: Lincoln County, (45.0013406, -123.9869224)
Agencies: Lincoln County Transit
Routes: North County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jun 2024

Newport (Best Western Plus Agate Beach Inn)
RBS0382 • Source ID(s): 10048
Location: Newport, Lincoln County, (44.6582781, -124.0546262)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Dec 2014

Newport Business Plaza
RBS0383 • Source ID(s): 16047
Location: Newport, Lincoln County, (44.6031528, -124.0560830)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Aug 2024

Newport City Hall
RBS0384 • Source ID(s): 15889, 26320
Location: Newport, Lincoln County, (44.6345386, -124.0539648)
Agencies: Lincoln County Transit, Benton Area Transit
Routes: Coast to Valley Express, East County, North County, Newport City Loop, South County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, area lighting, trash can, signed crosswalk in sight, bus stop sign
Route signs: None
Agency signs: None
Verified date: 08/26/2026
Notes: Whale signage doesn't identify service (agency or route)



Photo / imagery date: 08/26/2026

Newport Elks
RBS0385 • Source ID(s): 16060
Location: Newport, Lincoln County, (44.6353906, -124.0418042)
Agencies: Lincoln County Transit
Routes: East County, Newport City Loop, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jun 2024

NOAA
RBS0375 • Source ID(s): 16051
Location: Newport, Lincoln County, (44.6243390, -124.0466950)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jul 2024

NW 10th & Spring
RBS0376 • Source ID(s): 2438933
Location: Newport, Lincoln County, (44.6438300, -124.0595122)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jul 2024

NW 17th St & Hwy 101
RBS0377 • Source ID(s): 16082
Location: Lincoln City, Lincoln County, (44.9773380, -124.0115912)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight
Route signs: None
Agency signs: OXO (Lincoln County Transportation Service District)
Verified date: 08/26/2026
Notes: "OXO" and whale signage don't identify agency or route



Photo / imagery date: Jun 2024

NW 20th St & Hwy 101
RBS0378 • Source ID(s): 29681
Location: Newport, Lincoln County, (44.6514060, -124.0531958)
Agencies: Lincoln County Transit
Routes: North County, East County, Newport City Loop, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jul 2024

NW 25th - Walmart
RBS0379 • Source ID(s): 2455449
Location: Newport, Lincoln County, (44.6545907, -124.0535870)
Agencies: Lincoln County Transit
Routes: North County, East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, bus stop sign
Route signs: None
Agency signs: None
Verified date: 08/26/2026
Notes: Signage doesn't identify service (agency or route)



Photo / imagery date: Jun 2024

NW Nye St & 5th
RBS0380 • Source ID(s): 2734759
Location: Newport, Lincoln County, (44.6394807, -124.0557944)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/26/2026



Photo / imagery date: Jul 2024

OCC College & Taft Schools
RBS0386 • Source ID(s): 759420
Location: Lincoln City, Lincoln County, (44.9376760, -124.0183760)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: bus shelter, bench, paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

OCCC
RBS0387 • Source ID(s): 16048
Location: Newport, Lincoln County, (44.6032170, -124.0463340)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Aug 2012

Olive & Nye St
RBS0388 • Source ID(s): 16194
Location: Newport, Lincoln County, (44.6365858, -124.0555921)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jul 2024

Orsborn Saw
RBS0389 • Source ID(s): 759419
Location: Lincoln City, Lincoln County, (44.9553440, -124.0136980)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 08/27/2026



Photo / imagery date: Jun 2024

Oscars at 12th & 101
RBS0390 • Source ID(s): 16063
Location: Newport, Lincoln County, (44.6457504, -124.0528763)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/27/2026



Photo / imagery date: Sep 2025

Otis Fuel & Market
RBS0391 • Source ID(s): 26278
Location: Lincoln County, (45.0191799, -123.9494304)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/27/2026



Photo / imagery date: Jun 2024

Otis PO
RBS0392 • Source ID(s): 16183
Location: Lincoln County, (45.0193581, -123.9495216)
Agencies: Lincoln County Transit
Routes: North County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 08/27/2026



Photo / imagery date: Jun 2024

Otter Rock Fire Department
RBS0393 • Source ID(s): 16190
Location: Lincoln County, (44.7469143, -124.0558508)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/27/2026



Photo / imagery date: Jun 2024

Pacific Shores RV Park
RBS0395 • Source ID(s): 16025
Location: Newport, Lincoln County, (44.6830655, -124.0634183)
Agencies: Lincoln County Transit
Routes: North County, Newport City Loop, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: bus stop sign, area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026
Notes: Bus Stop signage doesn't identify service (agency or route)



Photo / imagery date: Sep 2025

Panther Creek & Hillside
RBS0396 • Source ID(s): 16214
Location: Lincoln County, (45.0097462, -123.9107149)
Agencies: Lincoln County Transit
Routes: North County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: paved landing pad, bench, bus shelter
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

PCH Hospital SW 9th St - NE shelter
RBS0394 • Source ID(s): 2751349
Location: Newport, Lincoln County, (44.6293562, -124.0600549)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, bench, bus shelter, bus stop sign
Route signs: None
Agency signs: None
Verified date: 09/03/2026
Notes: Bus Stop signage doesn't identify service (agency or route); Unimproved stop, northeast side. [PCH_PHYSICAL_SPLIT_20260930] Northeast physical location. Southwest stop is RBS0593. Coordinates supplied 2026-09-30. GTFS 2751349 represents both sides; trip counts are not assigned by side.





Photo / imagery date: Sep 2026

PCH Hospital SW 9th St - SW Basic
RBS0593 • Source ID(s): 2751349
Location: Newport, Lincoln County, (44.6291960, -124.0603854)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting, bus stop sign
Route signs: None
Agency signs: None
Verified date: 09/03/2026
Notes: Bus Stop signage doesn't identify service (agency or route); [PCH_PHYSICAL_SPLIT_20260930] Southwest physical location; northeast shelter is RBS0394. Coordinates supplied by Mary Bach-Jackson on 2026-09-30. Basic stop classification from the existing survey note. Photo assigned to this side. Complete the separate amenity survey. Shared GTFS source 2751349; trip/curb assignment unconfirmed.



Photo from current inventory folder

Port RV Park
RBS0397 • Source ID(s): 16052
Location: Newport, Lincoln County, (44.6210057, -124.0476716)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jul 2024

Post Office
RBS0398 • Source ID(s): 16039
Location: Newport, Lincoln County, (44.6347917, -124.0559987)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/03/2026



Photo / imagery date: Jul 2024

Rainbow Villas
RBS0399 • Source ID(s): 759418
Location: Lincoln City, Lincoln County, (44.9341340, -124.0219480)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter
Route signs: None
Agency signs: None
Verified date: 09/03/2026



Photo / imagery date: Jun 2024

Rays Market
RBS0400 • Source ID(s): 15947
Location: Waldport, Lincoln County, (44.4294415, -124.0601500)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/03/2026



Photo / imagery date: Aug 2024

Rec. Center
RBS0401 • Source ID(s): 2751346
Location: Siletz, Lincoln County, (44.7221200, -123.9289000)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, area lighting
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

Rogue
RBS0402 • Source ID(s): 16053
Location: Newport, Lincoln County, (44.6193722, -124.0510822)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/17/2026





Photo / imagery date: Jul 2024

Rose Lodge
RBS0403 • Source ID(s): 4248695
Location: Lincoln County, (45.0101852, -123.8812538)
Agencies: Pacific Crest Bus Lines
Routes: Lincoln City to Salem
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: paved landing pad, bus stop sign
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/03/2026
Notes: Bus Stop signage doesn't identify service (agency or route); missing LCT in Baserow stop information



Photo / imagery date: Jun 2024

Rose Lodge
RBS0404 • Source ID(s): 16215
Location: Lincoln County, (45.0105577, -123.8810115)
Agencies: Lincoln County Transit
Routes: North County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: bus stop sign
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/17/2026



Photo / imagery date: Jun 2024

Safeway
RBS0416 • Source ID(s): 16080, 22256
Location: Lincoln City, Lincoln County, (44.9971685, -124.0054217)
Agencies: Lincoln County Transit, Tillamook County Transportation District
Routes: Lincoln City Loop, North County, Blueline, Tillamook - Lincoln City
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, bus stop sign
Route signs: None
Agency signs: Lincoln County Transit; NW Connector
Verified date: 08/25/2026
Notes: NW Connector doesn't identify route; Bus Stop signage doesn't identify service (agency or route)



Photo / imagery date: Sep 2023

Safeway - west end
RBS0417 • Source ID(s): 16065
Location: Newport, Lincoln County, (44.6522913, -124.0524668)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 08/25/2026



Photo / imagery date: Jun 2024

Salishan & Hwy 101
RBS0418 • Source ID(s): 16189
Location: Lincoln City, Lincoln County, (44.8894500, -124.0247700)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: signed crosswalk in sight, area lighting
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/04/2026



Photo / imagery date: Jun 2024

Salmon Run & Oceanview
RBS0419 • Source ID(s): 16069
Location: Newport, Lincoln County, (44.6894708, -124.0554943)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bench, area lighting, bus shelter
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

SE 1st St & Hwy 101
RBS0407 • Source ID(s): 759417
Location: Lincoln City, Lincoln County, (44.9669200, -124.0169500)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: signed crosswalk in sight, paved landing pad
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/03/2026



Photo / imagery date: Jun 2024

SE 2nd & Main St
RBS0408 • Source ID(s): 15883
Location: Toledo, Lincoln County, (44.6191905, -123.9373226)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, bike rack, signed crosswalk in sight, artwork
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/03/2026



Photo / imagery date: Jul 2024

SE 9th & Hwy 101
RBS0409 • Source ID(s): 771261
Location: Lincoln City, Lincoln County, (44.9605809, -124.0141811)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, area lighting, bench, bus shelter, trash can
Route signs: None
Agency signs: None
Verified date: 09/17/2026
Notes: Two shelters and seating in Goodwill parking lot.



Photo / imagery date: Jun 2024

SE 10th & Sturdevant (Olalla Store)
RBS0405 • Source ID(s): 15881
Location: Toledo, Lincoln County, (44.6134585, -123.9242524)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight, bus stop sign
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/03/2026
Notes: Bus Stop signage doesn't identify service (agency or route)



Photo / imagery date: Sep 2026

SE 123rd & Hwy 101
RBS0406 • Source ID(s): 15965
Location: Lincoln County, (44.5487429, -124.0723801)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/03/2026



Photo / imagery date: Jul 2024

SE Fleet & 32nd St
RBS0410 • Source ID(s): 16092
Location: Lincoln City, Lincoln County, (44.9427705, -124.0171244)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: area lighting
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

SE Sturdevant Rd & 10th (Olalla Store)
RBS0411 • Source ID(s): 15894
Location: Toledo, Lincoln County, (44.6136132, -123.9240861)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 08/20/2026



Photo / imagery date: Jul 2024

Seal Rock (Chubby Lil Mermaid Bakery)
RBS0420 • Source ID(s): 10046
Location: Lincoln County, (44.5014455, -124.0813364)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/04/2026



Photo / imagery date: Jun 2026

Seal Rock Park & Hwy 101 - Across from Luna Sea of Seal Rock
RBS0421 • Source ID(s): 781974
Location: Lincoln County, (44.4978775, -124.0825736)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/17/2026
Notes: Stop name changed to Across Luna Sea of Seal Rock



Photo / imagery date: Jun 2026

Seal Rock Store
RBS0422 • Source ID(s): 15972
Location: Lincoln County, (44.4984667, -124.0820556)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/04/2026
Notes: Picnic tables can serve as seating



Photo / imagery date: Jun 2026

Siletz Community Clinic
RBS0423 • Source ID(s): 22284
Location: Siletz, Lincoln County, (44.7211300, -123.9056040)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

Siletz Fire Station
RBS0424 • Source ID(s): 2751347
Location: Siletz, Lincoln County, (44.7216600, -123.9189900)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, trash can
Route signs: None
Agency signs: None
Verified date: 09/04/2026



Photo / imagery date: Jun 2024

South Beach (Fish Market)
RBS0425 • Source ID(s): 10047
Location: Newport, Lincoln County, (44.6119475, -124.0512797)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 09/04/2026



Photo / imagery date: Jun 2026

South Beach Hatfield MSC
RBS0426 • Source ID(s): 2501904, 27974
Location: Newport, Lincoln County, (44.6235098, -124.0454643)
Agencies: Lincoln County Transit, Benton Area Transit
Routes: Coast to Valley Express
Stop function (GTFS): General Boarding Stop
Stop style: Standard Sheltered Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bus shelter, bench
Route signs: Coast to Valley Express
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

South Beach Market - Mailboxes
RBS0427 • Source ID(s): 15942
Location: Newport, Lincoln County, (44.6108100, -124.0513400)
Agencies: Lincoln County Transit
Routes: Newport City Loop, South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 09/04/2026



Photo / imagery date: Jun 2026

Starbucks & Hwy 101
RBS0428 • Source ID(s): 16212
Location: Lincoln City, Lincoln County, (44.9894764, -124.0055775)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight, trash can
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/04/2026



Photo / imagery date: Jun 2024

Street Car Village
RBS0429 • Source ID(s): 16205
Location: Lincoln City, Lincoln County, (44.9189889, -124.0096244)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/04/2026



Photo / imagery date: Jun 2024

Surf View Village
RBS0430 • Source ID(s): 2734757
Location: Newport, Lincoln County, (44.6807754, -124.0611031)
Agencies: Lincoln County Transit
Routes: North County, Newport City Loop, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Jun 2024

Surfwood Manor
RBS0431 • Source ID(s): 16086
Location: Lincoln City, Lincoln County, (44.9315800, -124.0199100)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: area lighting
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Jun 2024

SW 8th & Bayley St
RBS0414 • Source ID(s): 16045
Location: Newport, Lincoln County, (44.6276133, -124.0624901)
Agencies: Lincoln County Transit
Routes: Newport City Loop, South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/04/2026



Photo / imagery date: Jun 2024

SW 32nd St @ SW Coast Hwy
RBS0412 • Source ID(s): 16185
Location: Lincoln City, Lincoln County, (44.9429732, -124.0211150)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: area lighting, bench, signed crosswalk in sight
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/03/2026



Photo from current inventory folder

SW 62nd & Hwy 101
RBS0413 • Source ID(s): 16088
Location: Lincoln City, Lincoln County, (44.9199816, -124.0125453)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: bench, bus shelter, area lighting, paved landing pad
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/04/2026



Photo / imagery date: Jul 2012

SW Bay Blvd & SW Fall St
RBS0415 • Source ID(s): 2751348
Location: Newport, Lincoln County, (44.6294900, -124.0543900)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight, trash can
Route signs: None
Agency signs: None
Verified date: 09/17/2026



Photo / imagery date: Jul 2024

Taco Bell @ Hwy 101
RBS0432 • Source ID(s): 4258305
Location: Lincoln City, Lincoln County, (44.9936667, -124.0062946)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Jun 2024

Taft IGA on Hwy 101
RBS0433 • Source ID(s): 16087
Location: Lincoln City, Lincoln County, (44.9289264, -124.0159169)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight
Route signs: None
Agency signs: Lincoln County Transit; OXO (Lincoln County Transportation Service District)
Verified date: 10/08/2026
Notes: OXO signage doesn't identify route



Photo / imagery date: Oct 2018

The Palace
RBS0434 • Source ID(s): 16095
Location: Lincoln City, Lincoln County, (44.9622838, -124.0160605)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Jun 2024

Toledo JC Thriftway
RBS0435 • Source ID(s): 15882
Location: Toledo, Lincoln County, (44.6220863, -123.9335865)
Agencies: Lincoln County Transit
Routes: East County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, bike rack, bus stop sign, artwork
Route signs: None
Agency signs: None
Verified date: 10/08/2026
Notes: Bus Stop signage doesn't identify service (agency or route)



Photo / imagery date: Jul 2024

Toledo Park & Ride
RBS0436 • Source ID(s): 26319
Location: Toledo, Lincoln County, (44.6242614, -123.9396212)
Agencies: Benton Area Transit
Routes: Coast to Valley Express
Stop function (GTFS): General Boarding Stop
Stop style: Standard Sheltered Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bus shelter, bench, signed crosswalk in sight
Route signs: Coast to Valley Express
Agency signs: OXO (Lincoln County Transportation Service District)
Verified date: 10/08/2026
Notes: OXO signage doesn't identify route



Photo / imagery date: Jul 2024

Toledo Park N' Ride
RBS0437 • Source ID(s): 2501902
Location: Toledo, Lincoln County, (44.6241760, -123.9394610)
Agencies: Lincoln County Transit
Routes: Coast to Valley Express
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Coast to Valley Express
Agency signs: OXO (Lincoln County Transportation Service District)
Verified date: 11/04/2026
Notes: OXO signage doesn't identify route



Photo / imagery date: Jul 2024

US Market
RBS0438 • Source ID(s): 16072
Location: Lincoln City, Lincoln County, (44.9894759, -124.0058149)
Agencies: Lincoln County Transit
Routes: Lincoln City Loop, North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 10/08/2026



Photo / imagery date: Jun 2024

Waldport (Flounder Inn Tavern)
RBS0439 • Source ID(s): 4248612
Location: Waldport, Lincoln County, (44.4253250, -124.0680690)
Agencies: Caravan Airport Transportation
Routes: Caravan Airport Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, trash can, area lighting, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Aug 2024

Waldport Clinic
RBS0440 • Source ID(s): 2456757
Location: Waldport, Lincoln County, (44.4161840, -124.0760290)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 09/04/2026



Photo / imagery date: Aug 2024

Waldport Post Office
RBS0441 • Source ID(s): 15944
Location: Waldport, Lincoln County, (44.4268202, -124.0649232)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, trash can, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Aug 2024

Walmart - Loop Route Only
RBS0442 • Source ID(s): 2483495
Location: Newport, Lincoln County, (44.6562290, -124.0538966)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: bus bay
Infrastructure: paved landing pad, bus stop sign, area lighting, trash can, bike rack
Route signs: None
Agency signs: None
Verified date: 10/08/2026
Notes: Bus Stop signage doesn't identify service (agency or route)



Photo / imagery date: Jun 2024

Waukeetum St & 101
RBS0443 • Source ID(s): 15954
Location: Waldport, Lincoln County, (44.3915557, -124.0866588)
Agencies: Lincoln County Transit
Routes: South County
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 09/04/2026


Photo / imagery date: Aug 2024

Waves Motel - 8th & Coast
RBS0444 • Source ID(s): 16031
Location: Newport, Lincoln County, (44.6420468, -124.0604843)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Jul 2024

Whaler
RBS0445 • Source ID(s): 16042
Location: Newport, Lincoln County, (44.6341933, -124.0633460)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Jun 2024

Willow & Hwy 101
RBS0446 • Source ID(s): 16187
Location: Depoe Bay, Lincoln County, (44.8501150, -124.0442041)
Agencies: Lincoln County Transit
Routes: North County, Blueline
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: Not recorded
Route signs: None
Agency signs: Lincoln County Transit
Verified date: 09/17/2026



Photo / imagery date: Sept 2026

Yachats - The Little Log Church (W 3rd St & Pontiac St)
RBS0447 • Source ID(s): 2483854
Location: Yachats, Lincoln County, (44.3116469, -124.1058880)
Agencies: Link Lane
Routes: Florence-Yachats Connector
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 10/14/2026


Photo / imagery date: Jul 2024

Yacht Club
RBS0448 • Source ID(s): 16059
Location: Newport, Lincoln County, (44.6311446, -124.0417501)
Agencies: Lincoln County Transit
Routes: Newport City Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 10/08/2026



Photo / imagery date: Jun 2024

Transit Stop Inventory
Linn County, Oregon



Photos courtesy of Madeline Powell, OCWCOG

Prepared by
Oregon Cascades West Council of Governments
1400 Queen Avenue SE, Suite 201
Albany, OR 97322

Lead Author
Madeline Powell, Assistant Planner

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Council of Governments

Table of Contents

Chapter 1. Executive Summary 4
Chapter 2. Purpose and Planning Context 5
Chapter 3. Methodology and Evaluation Framework 6
3.1 Data Collection 6
Field Surveys 6
Agency Data 6
GIS & Remote Imagery 6
Regional Baserow Database 6
3.2 Inventory Fields 6
3.3 Stop Style Classification Framework 7
3.4 Evaluation Criteria and Standards Used 8
3.5 How the Evaluation Support Future Planning 8
Chapter 4. Federal, State, and Best Practice Standards 9
4.1 Standards Overview 9
4.2 Application of Standards to Systemwide Conditions 10
Landing Areas & Accessibility 10
Pedestrian Connectivity 10
Stop Placement & Roadway Safety 10
Signage & Visibility 10
Amenities & Passenger Comfort 11
Feasibility & Prioritization 11
Chapter 5. Systemwide Conditions Overview & Recommendations 12
5.1 Transit Network Overview 12
5.2 Stop Style Distribution and Infrastructure Levels 14
5.3 Accessibility Elements 15
5.4 Infrastructure Coverage 15
5.5 Signage and Customer Information 16
5.6 Pedestrian Access, Crossings, and Safety Conditions 16
5.7 Overall Condition Ratings 17
5.8 Systemwide Takeaways 18
Chapter 6. Stop Improvements 20
6.1 Priority Level Definitions 20
High Priority 20
Medium Priority 20
Low Priority 20
6.2 Cost/Complexity Categories 20
6.3 Top Five Stop Improvement Locations 21
6.4 Stop Improvement Locations by City 23
Appendix A: Federal, State, and Best Practice Standards for Transit Stops 25
Applicability of ADA and PROWAG Standards to Transit Stops 25
Landing Area & Curbside Accessibility Requirements 25
Pedestrian Access Routes & Connectivity Requirements 26
Stop Placement & Roadway Integration Requirements 26

Signage & Stop Identification Requirements 26
Amenity Provision Requirements 26
Safety, Visibility & Intersection Considerations 27
Feasibility, Constraints & Improvement Prioritization Requirements 27
Appendix B: Stop Style Framework 28
Stop Style Framework Overview 28
Unmarked Stops 29
Unimproved Stops 30
Basic Standard Stops 31
Standard Sheltered Stops 32
Premium Sheltered Stops 33
Station Stops 34
Appendix C: Transit Stop Inventory Cards 35
Appendix D: Linn County Bus Stops & Routes Mapped 119

Chapter 1. Executive Summary

The Linn County Transit Stop Inventory establishes the first countywide, standardized record of transit stop conditions, accessibility features, and passenger amenities across **158 stops**. This report serves as a core resource for **multi-agency coordination**, supporting consistent design expectations, program-access planning under ADA Title II, and prioritization of future capital investments for transit providers throughout the region.

The inventory documents a system with **significant variation in stop quality**, ranging from fully developed sheltered stops at key hubs to rural or roadside locations with minimal passenger infrastructure. While most stops include paved landing pads and basic boarding surfaces, gaps remain in **amenities, signage consistency, pedestrian connectivity, and ADA-related elements**, particularly outside the urban core.

Key systemwide findings include:

- **Paved Landing Pads:** A strong foundational baseline exists, with 145 stops (91.8%) providing paved landing pads. However, 13 stops (8.2%) lack a firm, stable boarding surface, creating accessibility barriers.
- **Shelter Coverage:** Only 39 stops (24.7%) include shelters, leaving three-quarters of locations without weather protection, which is an important consideration for rider comfort and usable wait environments.
- **Pedestrian Crossings:** Approximately 50% of stops lack a marked crosswalk within sight, limiting safe access, particularly along major arterials and state highways.
- **Signage Completeness:** Route signage is inconsistent; 62.6% of stops have complete signage, while 37 stops (23.4%) have none. In multi-agency areas, signage gaps create confusion for riders and hinder system legibility.
- **Condition Ratings:** While the majority of stops are in good condition, 15 stops (9.5%) are rated poor due to deteriorated surfaces, missing signage, unpaved landing areas, or aging shelters.

These findings underscore the need for coordinated regional strategies that address safety, accessibility, and consistency across jurisdictions.

This inventory is designed as a **planning tool** for the county, partner cities, ODOT, and regional transportation organizations. It supports:

- Prioritizing stops for upgrades or relocation,
- Identifying opportunities for joint improvement projects,
- Developing consistent stop design standards,
- Informing funding applications for accessibility and safety projects, and
- Integrating stop improvements with broader pedestrian and roadway planning.

Chapter 2. Purpose and Planning Context

In 2026, the Oregon Cascades West Council of Governments (OCWCOG) completed a comprehensive Transit Stop Inventory to establish a unified, countywide understanding of transit stop conditions across the Linn County region. Prior to this effort, no consolidated dataset existed to document stop-level infrastructure, accessibility features, or amenity conditions across the numerous agencies operating within the county and the Benton County extension. This inventory provides the first standardized baseline describing **158 transit stops** served by a diverse set of local, regional, and intercity transit providers.

The purpose of this inventory is to:

- Create a consistent, countywide baseline for stop quality, accessibility elements, and infrastructure conditions;
- Identify systemwide deficiencies in ADA-related accessibility, pedestrian access, and stop amenities;
- Support coordinated planning among jurisdictions and transit operators, including ATS, LINX Transit, Linn Shuttle, Linn-Benton Loop, Corvallis Transit System, and intercity carriers;
- Guide future decisions regarding transit stop upgrades, relocations, and multimodal corridor improvements;
- Inform grant applications and capital planning efforts with a unified regional dataset; and
- Promote greater consistency in stop design, signage, and passenger experience across a multi-agency network.

The Linn County transit network encompasses **12 transit agencies** operating **27 route combinations**, spanning a mixture of urban cores, small towns, rural communities, and highway corridors. Stops range from fully developed transit hubs such as the Corvallis Downtown Transit Center, LBCC campuses, and the Albany Amtrak Station, to minimally improved locations along Highway 20 and other state corridors. This geographic and operational diversity reinforces the need for a shared dataset and common expectations for stop design and accessibility.

This document is intended to serve as a **living resource**. As stop conditions evolve, new infrastructure is added, routes are restructured, or standards are updated, the inventory can be refreshed to ensure continued relevance. The standardized structure also creates a shared framework for improving **regional consistency in stop design**, advancing ADA program-access objectives, and strengthening multimodal connectivity throughout Linn County.

Chapter 3. Methodology and Evaluation Framework

The Linn County Transit Stop Inventory was developed using a consistent, multi-agency methodology designed to support accurate documentation, long-term maintenance, and coordinated future planning. The methods used in this inventory ensure that transit providers, cities, ODOT, and regional partners can rely on a standardized dataset for investment decisions, ADA compliance planning, and grant development.

3.1 Data Collection

The inventory integrates multiple data sources to provide a comprehensive understanding of stop conditions, accessibility, and surrounding infrastructure. Key data sources include:

Field Surveys

- On-site assessments documented stop condition, visible amenities, signage, accessibility features, and pedestrian environment.
- Photographic documentation was collected for nearly all stops to support design and planning conversations.

Agency Data

- 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 supplied stop lists, route assignments, and GTFS datasets.
- Legacy stop identifiers were preserved to support internal cross-reference and continuity.

GIS & Remote Imagery

- Aerial imagery, mapping tools, and street-level imagery supplemented field verification where access or timing made field visits challenging.
- GIS analysis supports future planning by allowing agencies to examine stop proximity, land use, roadway ownership, pedestrian access, and potential improvement barriers.

Regional Baserow Database

- The shared OCWCOG transit stop database ensures consistent data entry and comparable fields across counties and agencies.
- Standardized dropdowns and controlled vocabulary reduce variability and improve long-term data governance.

3.2 Inventory Fields

Each stop was documented using a standardized set of fields that support both present-day evaluation and future planning. Table 1 lists key fields in the dataset:

Table 1 Inventory Fields and Descriptions

Field	Description
id	Recorded export value; retained without reinterpretation.
regional_stop_id	Regional ID: Unique ID for the regional inventory.
source_stop_id	Original stop identifiers supplied by agencies or GTFS feeds.
stop_name	Stop name, as identified in the source GTFS feeds. Agencies that share a stop may use different stop names for the same stop in their GTFS feeds.
agency_operators	Transit agencies serving this stop, as identified in the source GTFS feeds.
route_names	Routes or named services serving this stop, as identified in the source GTFS feeds.
gtfs_service_status	Whether the stop appears in scheduled service in the supplied GTFS feeds.
stop_function	The stop role, as identified in the source GTFS feeds.
city_name	City where the stop is located.
stop_style	Physical stop type and facility level
condition	Observed overall condition.
boarding_level	Boarding surface level for the rider (Entry Step Height).
street_location	Recorded value from the export.
street_configuration	Stop placement relative to the roadway.
infrastructure_elements	Physical features recorded at the stop.
routes_displayed_on_signage	Routes names or numbers recorded as visible on signage at the stop; None means explicitly recorded absent; Unknown means unresolved.
agencies_displayed_on_signage	Agency names recorded as visible on signs, shelters or poles; None means explicitly recorded absent; Unknown means unresolved.

This structure ensures that partners can efficiently analyze stop conditions, identify gaps, and prioritize improvements based on consistent criteria.

3.3 Stop Style Classification Framework

All stops were assigned to one of the regional stop style categories, which define the level of visible infrastructure at each location. These include:

- Unmarked Stop
- Unimproved Stop
- Basic Standard Stop
- Standard Sheltered Stop
- Premium Sheltered Stop
- Station Stop

This classification system, applied regionally across multiple counties, supports alignment with ADA expectations, national design practices, and future investment strategies. While higher-amenity categories may not yet exist in Lincoln County, the framework sets a clear path for system modernization.

3.4 Evaluation Criteria and Standards Used

To ensure consistent planning guidance, the inventory applies Federal, State, and best-practice standards related to:

- ADA Accessibility Requirements (ADA 2010 Standards; DOT ADA)
- Public Rights-of-Way Accessibility Guidelines (PROWAG, 2023 Final Rule)
- ODOT Highway Design Manual and Transit Engineering Guidance
- National Transit Design References (MBTA Bus Stop Design Guide; APTA; TCRP)

These standards were used as *evaluation criteria*, not as retroactive compliance requirements. They guide how agencies should: assess accessibility gaps, determine whether improvements or relocations are feasible, ensure program access across the network, and plan for consistent stop design during future alterations.

3.5 How the Evaluation Support Future Planning

This framework allows partner agencies to:

- Identify where paved landing pads, crossings, or pedestrian connections are most needed.
- Understand when site constraints may require relocation rather than upgrades.
- Prioritize safety along high-speed corridors.
- Coordinate shared responsibilities between local jurisdictions and ODOT.
- Prepare projects that meet ADA requirements when stops are altered.
- Develop consistent stop standards across the region.

Together, the methods and evaluation criteria in this inventory ensure that future improvements can be planned collaboratively, defensibly, and with a clear understanding of both constraints and opportunities.

Chapter 4. Federal, State, and Best Practice Standards

The Linn County Transit Stop Inventory applies federal accessibility requirements, Oregon Department of Transportation (ODOT) design guidance, and nationally recognized transit planning practices to evaluate existing stop conditions and identify opportunities for improvement. Together, these standards provide a consistent framework for assessing transit stop infrastructure, pedestrian accessibility, roadway safety, passenger information, and amenities across the regional network.

4.1 Standards Overview

The Americans with Disabilities Act (ADA) establishes accessibility requirements for public transportation facilities and services, including applicable requirements for newly constructed and altered transit stops. The Public Right-of-Way Accessibility Guidelines (PROWAG) provide additional technical guidance for accessible pedestrian facilities within public rights-of-way. ODOT design standards and national transit planning resources further inform stop placement, pedestrian connections, and infrastructure improvements. Existing facilities are also subject to applicable program-access obligations, although an inventory finding alone does not establish a regulatory violation.

The inventory uses these requirements and guidance documents as planning-level evaluation criteria rather than as a formal determination of ADA compliance. Core considerations include:

- **Landing Areas and Accessibility:** Transit stops should provide firm, stable, slip-resistant boarding surfaces with adequate dimensions, slopes, and clear space for accessible boarding and alighting. Boarding areas should connect to an accessible pedestrian route where provided (U.S. DOT ADA Standards, §810.2; PROWAG).
- **Pedestrian Connectivity:** Sidewalks, curb ramps, and pedestrian access routes should provide continuous, accessible connections between transit stops and surrounding destinations. Improvements should consider the broader pedestrian network rather than the boarding location alone (PROWAG; ODOT Highway Design Manual).
- **Stop Placement and Roadway Safety:** Stop locations should account for roadway speeds, pedestrian crossing opportunities, sight distance, traffic operations, and safe passenger boarding and alighting. Particular consideration should be given to stops along higher-speed roadways and state highways (ODOT Highway Design Manual; TCRP Report 19).
- **Signage and Passenger Information:** Clear, consistent stop identification and agency and route information support passenger wayfinding, system legibility, and transfers between transit providers. Signage should be visible, understandable, and coordinated across the network (ADA Standards, §810.4; MBTA Bus Stop Design Guide).
- **Passenger Amenities:** Shelters, benches, lighting, and other amenities should support passenger comfort and safety while maintaining accessible boarding areas and pedestrian circulation. Amenity investments should reflect ridership, transfer activity, waiting conditions, and surrounding land uses (ADA Standards, §810.3; MBTA Bus Stop Design Guide).

- **Improvement Feasibility and Prioritization:** Infrastructure improvements should consider existing site constraints, accessibility needs, right-of-way availability, roadway ownership, and opportunities to coordinate with planned transportation investments. Stop relocation or alternative designs may be appropriate where existing locations cannot reasonably accommodate needed improvements (ADA Title II; ODOT Highway Design Manual; TCRP Report 19).

These standards establish a common basis for evaluating stop conditions and prioritizing future improvements. Their application also supports coordination among transit providers, local jurisdictions, Linn and Benton counties, and ODOT, particularly where transit infrastructure and pedestrian facilities fall under different ownership or maintenance responsibilities.

4.2 Application of Standards to Systemwide Conditions

Applying these standards to the Linn County transit network highlights several considerations for improving accessibility, safety, and passenger experience across urban, small-community, and rural environments.

Landing Areas & Accessibility

Accessible boarding areas are a fundamental component of transit stop infrastructure. While the majority of inventoried stops have paved boarding surfaces, locations without stable landing areas or adequate pedestrian connections may present accessibility challenges. Future improvements should consider boarding-area dimensions, slopes, clearances, and connectivity to the surrounding pedestrian network (U.S. DOT ADA Standards, §810.2; PROWAG).

Pedestrian Connectivity

Pedestrian infrastructure varies throughout the region, particularly between developed urban areas and rural corridors. Transit stop evaluations should consider access to nearby destinations, sidewalk continuity, curb ramps, and crossing opportunities. Coordinating improvements with pedestrian and roadway projects can help address accessibility barriers beyond the immediate boarding area (PROWAG; ODOT Highway Design Manual).

Stop Placement & Roadway Safety

Transit stops located along state highways, higher-speed roads, and roadside shoulders require additional consideration of vehicle operations and pedestrian safety. Stop placement should account for roadway geometry, sight distance, crossing availability, and the ability of transit vehicles to safely serve the location. Where existing conditions limit accessibility or operational safety, alternative stop locations or roadway improvements may be appropriate (ODOT Highway Design Manual; TCRP Report 19).

Signage & Visibility

Consistent agency and route identification is especially important within a network served by multiple transit providers. Standardized signage improves stop recognition, supports passenger navigation, and facilitates transfers between services. Signage improvements also offer opportunities for relatively low-cost, coordinated investment across jurisdictions (ADA Standards, §810.4; MBTA Bus Stop Design Guide).

Amenities & Passenger Comfort

Passenger amenities contribute to the overall usability and quality of transit service. Shelter, seating, and lighting improvements should be considered at high-use locations, transfer points, and areas where longer wait times or exposure to weather affect passenger comfort. Amenity placement should maintain accessible clearances and avoid obstructing pedestrian travel (ADA Standards, §810.3; MBTA Bus Stop Design Guide).

Feasibility & Prioritization

Implementation will vary depending on site conditions, right-of-way availability, utilities, drainage, and roadway ownership. Improvements should prioritize significant accessibility barriers, pedestrian safety concerns, and locations serving important community destinations. Coordinating stop improvements with scheduled roadway and pedestrian projects can reduce costs and improve implementation efficiency. Where necessary, relocation should be evaluated as an alternative to substantial reconstruction (ADA Title II; ODOT Highway Design Manual).

Chapter 5. Systemwide Conditions Overview & Recommendations

Transit stops	Linn County	Benton Extension
158	143	15

The Linn County Transit Stop Inventory documents 158 transit stops, including 143 within Linn County and 15 in the Benton County extension. The network encompasses local, regional, and intercity services connecting urban centers, smaller communities, and rural areas.

Overall, the inventory identifies a network with generally good physical conditions and widespread paved boarding infrastructure. However, variations in stop design, agency and route signage, pedestrian connectivity, and passenger amenities highlight opportunities to improve system consistency and accessibility. These findings provide a basis for prioritizing infrastructure investments and coordinating improvements among transit providers and roadway jurisdictions.

The following sections summarize systemwide conditions and recommended improvement strategies. Stop-specific recommendations, organized by city, are presented later in this report.

5.1 Transit Network Overview

Linn County's transit network is served by multiple operators, including Albany Transit System (ATS), LINX Transit, Linn Shuttle, Linn-Benton Loop, and regional connecting services. Together, these providers support local circulation, intercommunity travel, and connections to employment, education, healthcare, and other essential destinations.

Albany contains the largest concentration of inventoried stops, with additional service locations in Corvallis, Sweet Home, Lebanon, Tangent, Lyons, Mill City, and unincorporated areas. The network extends across multiple jurisdictions and includes stops along locally maintained streets, county roads, and state highways.

This multi-agency operating environment reinforces the importance of coordinated infrastructure planning, particularly at shared stops and transfer locations. Consistent signage, passenger information, and stop design can improve network legibility while supporting more efficient maintenance and capital planning. The inventoried transit stops are in the following cities:

Table 2 Stop Breakdown by City

Stop Breakdown by City	Count
Albany	**104**
Corvallis	**13**
Lebanon	**8**
Sweet Home	**15**
Lyons	**2**
Mill City	**2**
Tangent	**2**
City not recorded / Unincorporated	**16**

City totals are drawn from the inventory's city_name field. This distribution reinforces the need for interjurisdictional coordination, especially in areas where highway design, land use, and pedestrian access are controlled by multiple partners (cities and ODOT).

5.2 Stop Style Distribution and Infrastructure Levels

Stop style classifications provide a standardized measure of existing passenger infrastructure. The classifications reflect the physical characteristics of each stop rather than its ridership, operational importance, or regulatory compliance. The inventory identifies the following distribution:

Table 3 Stop Style Framework

Style	Working definition	Key rule	Inventory
Unmarked Stop	Active/recognized boarding point with no visible stop signage.	Overrides other physical infrastructure.	**12**
Unimproved Stop	Visible stop identification, but the basic passenger landing pad/signage package is incomplete.	Typically lacks a paved landing pad or route signage.	**52**
Basic Standard Stop	Route signs and paved landing pads provide a recognizable, stable boarding point.	Baseline regional target.	**72**
Standard Sheltered Stop	Basic standard infrastructure plus shelter and bench.	Adds weather protection and seating.	**22**
Premium Sheltered Stop	Standard sheltered stop with higher-order information, lighting, weather, or comfort features.	Aspirational; no current records.	**0**
Station Stop	Near-level boarding with extended canopy coverage and a station-like physical platform.	Physical class, not network function; no current records.	**0**

Basic Standard Stops represent the largest share of the network, indicating that many locations provide recognizable boarding infrastructure. However, 64 stops remain classified as Unmarked or Unimproved, reflecting gaps in baseline infrastructure such as stop identification, route signage, or paved boarding areas.

The distribution highlights opportunities to establish more consistent minimum infrastructure expectations while directing higher-level amenity investments toward major transfer points and high-use locations.

Recommendations:

1. Prioritize Unmarked and Unimproved Stops for basic infrastructure upgrades, particularly stop identification, route signage, and paved boarding areas.
2. Establish consistent regional expectations for minimum stop infrastructure and signage.

3. Prioritize major transfer points to advance into Standard or higher shelter categories.

5.3 Accessibility Elements

The inventory indicates that paved boarding infrastructure is widely available across the network, although accessibility gaps remain at individual locations.

- **140 stops (88.6%)** have paved landing pads.
- **18 stops (11.4%)** do not have a recorded paved landing pad.
- **21 stops** have road-level boarding, while two have unpaved boarding levels.

Paved landing areas provide a foundation for accessible boarding and alighting; however, their presence does not independently establish ADA compliance. Boarding-area dimensions, surface slopes, clearances, and connections to accessible pedestrian routes must be evaluated as part of future improvement projects.

Stops without paved landing areas, particularly those serving essential destinations or located along constrained roadways, should receive additional consideration during project prioritization. Improvements should address the relationship between the boarding area and surrounding pedestrian infrastructure rather than focusing solely on the stop itself.

Recommendations:

1. Prioritize landing-area improvements at stops without paved boarding surfaces, particularly near essential services and major destinations.
2. Evaluate road-level and unpaved boarding locations to determine appropriate accessibility improvements.
3. Coordinate boarding-area improvements with sidewalk, curb-ramp, and roadway projects to provide continuous pedestrian access.

5.4 Infrastructure Coverage

Passenger amenities vary across the network, with sheltered facilities generally concentrated at developed stops and major transit destinations.

The inventory records:

- **39 stops (24.7%)** with bus shelters.
- **50 stops** with benches.
- **65 stops** with area lighting.

Approximately three-quarters of inventoried stops lack shelters. While shelter installation may not be warranted at every location, additional weather protection and seating could improve passenger comfort at high-use stops, transfer locations, and stops with longer service intervals.

Amenity investments should be evaluated in relation to passenger demand, surrounding land uses, accessibility, and available space. Coordinated design and procurement practices could also help transit providers maintain consistent facility standards and reduce long-term maintenance costs.

Recommendations:

1. Prioritize shelters and seating at high-use stops, transfer locations, and destinations with longer passenger wait times.
2. Develop consistent regional practices for shelter design, seating, lighting, and maintenance.
3. Coordinate amenity installation with accessibility improvements to ensure adequate pedestrian circulation and boarding clearances.

5.5 Signage and Customer Information

Consistent passenger information is an important component of a coordinated regional transit system. Agency and route identification allow passengers to recognize stop locations, determine available services, and navigate transfers between providers.

The inventory's signage summary identifies:

- **93 stops (58.9%)** with specific route identification displayed.
- **108 stops (68.4%)** with agency identification displayed.
- **50 stops (31.6%)** explicitly recorded without route identification.
- **35 stops (22.2%)** explicitly recorded without agency identification.
- **15 stops** with signage information classified as Unknown.

Agency and route identification are recorded separately because a stop may display the transit provider's name without identifying individual routes, or may display route information without clear agency identification. The Unknown entries represent unresolved signage details in otherwise completed inventory records.

These findings indicate that signage consistency remains a significant systemwide improvement opportunity. Gaps in route identification can be particularly challenging at shared stops or locations served by multiple providers, where passengers must distinguish between services.

Standardized signage offers a relatively low-cost opportunity to improve passenger information and the overall legibility of the transit network. Coordinated design, installation, and maintenance practices would also support a more recognizable regional system.

Recommendations:

1. Prioritize agency and route signage improvements at locations with missing or incomplete passenger identification.
2. Establish consistent signage expectations for shared stops and transfer locations, including identification of all serving operators and routes.
3. Coordinate signage design, placement, and maintenance among transit providers and local jurisdictions.
4. Incorporate route maps, schedules, or QR-based service information at major stops and transfer points.

5.6 Pedestrian Access, Crossings, and Safety Conditions

Pedestrian accessibility and roadway conditions vary considerably throughout the inventory area. Urban stops generally benefit from more developed street and sidewalk infrastructure,

while stops along rural corridors and state highways may have more limited pedestrian facilities.

The inventory records:

- **81 stops (51.3%)** with a signed crosswalk in sight.
- **77 stops (48.7%)** without a signed crosswalk in sight recorded.
- **11 stops** with roadside shoulder configurations.

The absence of a signed crosswalk within sight does not necessarily indicate an unsafe stop. However, these locations warrant consideration of nearby crossing opportunities, traffic speeds, sight distance, and pedestrian travel patterns when planning improvements.

Roadside shoulder stops may present additional challenges related to boarding conditions, vehicle speeds, and pedestrian connections. Addressing these conditions may require changes to stop placement, boarding infrastructure, or nearby roadway facilities.

Because roadway ownership and improvement responsibilities vary throughout the region, pedestrian safety projects will require coordination among transit operators, cities, counties, and ODOT.

Recommendations:

1. Prioritize pedestrian access and crossing evaluations at stops along higher-speed corridors and roadside shoulders.
2. Coordinate with ODOT and local roadway authorities to identify opportunities for sidewalk, curb-ramp, and crossing improvements.
3. Evaluate alternative stop locations where existing roadway conditions constrain safe or accessible passenger access.
4. Integrate transit stop improvements into planned roadway, corridor, and pedestrian safety projects.

5.7 Overall Condition Ratings

The inventory indicates that the majority of transit stops are in good physical condition.

- **154 stops (97.5%)** are rated Good.
- **4 stops (2.5%)** are rated Poor.

Condition ratings reflect observed maintenance and physical infrastructure conditions rather than a determination of accessibility or completeness of passenger amenities.

Although relatively few stops are rated Poor, locations in good condition may still require improvements to signage, boarding accessibility, pedestrian connections, or passenger comfort. Consequently, infrastructure availability, accessibility, and overall condition should be evaluated as separate considerations when establishing improvement priorities.

Recommendations:

1. Prioritize repairs and maintenance at stops rated Poor, particularly where deterioration affects accessibility or passenger safety.

2. Establish regular inspections and maintenance practices for signage, shelters, seating, and boarding surfaces.
3. Consider infrastructure deficiencies and accessibility needs alongside overall condition ratings when prioritizing capital improvements.

5.8 Systemwide Takeaways

The completed inventory establishes a consistent baseline of transit stop conditions across Linn County and the Benton County extension. While most stops are in good physical condition and provide paved boarding areas, opportunities remain to improve accessibility, passenger information, and infrastructure consistency.

Key systemwide findings include:

- **Accessibility Infrastructure:** Paved landing areas are present at most stops, although 18 locations lack this basic feature. Additional improvements may be necessary to address boarding conditions and pedestrian connections.
- **Agency and Route Signage:** Signage is not consistently provided throughout the network. Improving route identification and agency information represents an important opportunity to strengthen regional wayfinding and passenger navigation.
- **Stop Infrastructure Consistency:** The 64 Unmarked and Unimproved Stops highlight opportunities to establish more consistent baseline infrastructure across jurisdictions and service providers.
- **Passenger Amenities:** Shelter coverage is limited, supporting targeted investment at major transfer points, high-use stops, and locations with longer passenger wait times.
- **Pedestrian Access and Safety:** Variations in crossing availability and roadside boarding conditions indicate a need for site-specific evaluations, particularly along state highways and rural corridors.
- **Overall Stop Condition:** Most stops are in good condition, allowing improvement efforts to focus on missing infrastructure and functional accessibility rather than widespread facility replacement.

Recommendations:

1. **Implement near-term signage improvements.** Address missing agency and route identification, particularly at shared stops and major transfer locations.
2. **Prioritize accessibility improvements.** Focus on stops without paved landing areas and locations with significant pedestrian access barriers.
3. **Establish consistent regional stop standards.** Develop shared expectations for basic infrastructure, signage, passenger information, and amenities across transit providers.
4. **Coordinate roadway and pedestrian safety investments.** Work with local jurisdictions and ODOT to incorporate transit access improvements into planned transportation projects.
5. **Target capital investments based on need and feasibility.** Prioritize essential destinations, transfer locations, high-use stops, and locations with significant accessibility or safety concerns.

Together, these recommendations establish a coordinated approach to improving transit stop accessibility, safety, and passenger experience. The inventory provides OCWCOG and regional partners with a foundation for prioritizing projects, identifying funding opportunities, and integrating transit stop improvements into broader transportation planning and capital investment programs.

Chapter 6. Stop Improvements

This section provides priority-based recommendations for transit stops in Linn County and the Benton County extension. Recommendations reflect an evaluation framework that emphasizes **ADA accessibility, pedestrian safety, basic system functionality, and feasibility**, consistent with the standards and guidance described in earlier sections of this report.

6.1 Priority Level Definitions

High Priority

Stops with major ADA barriers, unsafe roadside or high-speed highway placement, lack of a paved landing pad, or essential-service locations requiring improved accessibility. Improvements may include landing pads, crosswalk enhancements, signage, or relocation.

Medium Priority

Stops with a paved landing pad but lacking essential features such as agency or route identification, or stops where ADA improvements are feasible without extensive reconstruction.

Low Priority

Stops that are safe and functional but would benefit from amenity improvements such as shelters, benches, or area lighting.

6.2 Cost/Complexity Categories

- **Low**: Minimal labor/materials (e.g., signage, decals)
- **Medium**: Landing pads, small-scale access fixes, shelter installation
- **High**: Relocation, major ADA improvements, roadway coordination

6.3 Top Five Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Waverly Dr & 36th (South Albany High School)	Install paved landing pad.	High	Medium
 Source: 1 RBS0585, Waverly Dr & 36th (South Albany High School)			
Albany Amtrak Station	Install agency/route signage for all six bus shelters; repair or install new directory kiosk.	Medium	Low – Medium
 Source: 2 RBS0481, Albany Amtrak Station Shelter #3  Source: 3 RBS0482, Albany Amtrak Station			
Sweet Home Public Library – 13th Ave & Kalmia St	Install agency/route signage at all stops in the transit center.	Medium	Low



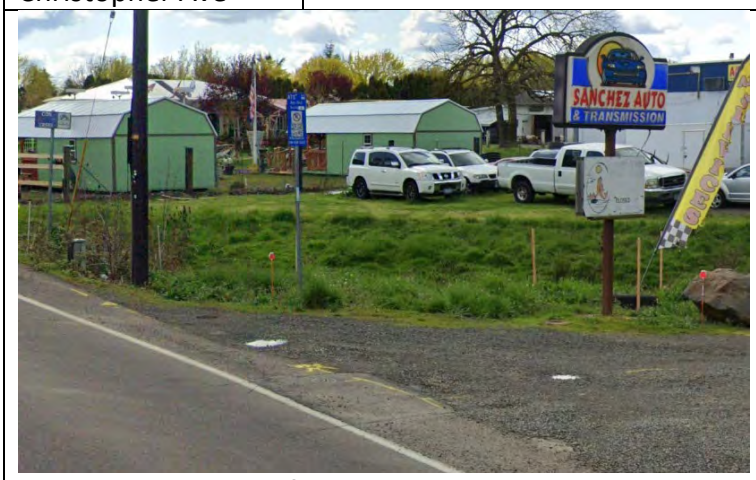
Source: 4 RBS0567, Sweet Home Public Library - 13th Ave & Kalmia St

Corvallis Clinic	Install agency/route signage to bus shelter; currently no form of signage.	High	Low



Source: 5 RBS0016, Corvallis Clinic

Goldfish Farm Rd & Christopher Ave	Install paved landing pad	High	Medium



Source: 6 RBS0502, Goldfish Farm Rd & Christopher Ave

6.4 Stop Improvement Locations by City

Below are Stop Improvement Locations organized by City in Linn County and Benton County extension. Each table includes the Stop Name, Improvement Type, Priority, and Cost/Complexity of each stop improvement location.

Table 4 City of Albany – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Albany Amtrak Station	Install agency/route signage.	Medium	Low
Killdeer at Costco	Install paved landing pad	High	Medium
Waverly Dr & 36th (South Albany High School)	Install paved landing pad.	High	Medium
9th Ave at Lowes	Install paved landing pad.	High	Medium
7th & Madison	Install paved landing pad.	High	Medium
Circle & Belvue	Install agency/route signage.	Medium	Low
28th Ave & Hill St	Remove out of use bus stop pole from old location.	Medium	Low
Washington St SW & 1st Ave W	Install agency/route signage.	Medium	Low
Clay at Heritage Mall	Install agency/route signage.	Medium	Low
North Albany Park & Ride	Install agency/route signage.	Medium	Low
Pacific & Ellingson	Install agency/route signage.	Medium	Low
Pacific & 53rd	Install agency/route signage.	Medium	Low
Waverly Dr & 14th Ave	Address graffiti on curb by bus stop sign.	Low	Low
Jackson & 32nd	Relocate bus shelter and bench.	Medium	Medium

Table 5 City of Corvallis – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Downtown Transit Center	Install agency/route signage.	Medium	Low
NW 9th St and Circle Blvd	Install agency/route signage.	Medium	Low
Corvallis Clinic	Install agency/route signage.	High	Low
Highland Dr & Spruce Ave	Install agency/route signage.	Medium	Low
Corvallis OSU	Install agency/route signage; clean/repair shelter.	Medium	Low

NW 9th St & NW Reiman St	Install agency/route signage.	Medium	Low
Peoria Market & Wolcott	Install agency/route signage.	Medium	Low
Goldfish Farm Rd & Christopher Ave	Install paved landing pad.	High	Medium
9th & Circle	Install agency/route signage.	Medium	Low

Table 6 City of Sweet Home – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Sweet Home Public Library – 13th Ave & Kalmia St	Install agency/route signage; repair/replace/remove bus stop pole.	Medium	Low
Hoy's Ace Hardware	Install agency/route signage.	Medium	Low
Foster Mall	Install agency/route signage.	Medium	Low
Tamarack Ridge Estates	Install paved landing pad; install agency/route signage.	High	Medium

Table 7 City of Lebanon – Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Lebanon Medical College	Install agency/route signage.	Medium	Low
Linn-Benton Community College – Lebanon Center	Install agency/route signage.	Medium	Low
Lebanon Park & E Oak St	Install agency/route signage.	Medium	Low
Walmart (3290 S Santiam Hwy)	Install agency/route signage (LINX Transit); repair/replace bus shelter siding.	High	Low – Medium

Table 8 City of Tangent - Stop Improvement Locations

Stop Name	Improvement Type	Priority	Cost/Complexity
Hwy 99 at Porters	Install agency/route signage.	Medium	Low

Appendix A: Federal, State, and Best Practice Standards for Transit Stops

Applicability of ADA and PROWAG Standards to Transit Stops

The standards in this appendix summarize the federal ADA requirements, the 2010 ADA Standards for Accessible Design, U.S. DOT ADA Standards, and the 2023 Public Rights-of-Way Accessibility Guidelines (PROWAG) that inform how transit stops must be designed, constructed, or altered. These standards apply to all new construction and to any alteration of existing stops, including reconstruction of landing pads, installation of shelters or curb ramps, sidewalk extensions, or other physical modifications. They do not apply retroactively to stops that remain unaltered.

Under ADA Title II program access requirements and Section 504 of the Rehabilitation Act, transit agencies and roadway authorities must ensure that their transportation programs, when viewed in their entirety, are accessible to individuals with disabilities. This includes ensuring that accessible boarding points exist within each community, even if some individual stops cannot feasibly be fully improved.

This appendix draws from:

- **2010 ADA Standards for Accessible Design** (Sections §402, §403, §405, and §810)
- **PROWAG (2023 Final Rule, effective January 17, 2025)**
- **ODOT Highway Design Manual Part 700** and **ODOT Transit Engineering Guidance** (definition of alterations; boarding and alighting requirements)
- **TCRP Report 19: Guidelines for the Location and Design of Bus Stops** (placement, spacing, safety considerations)
- **APTA SS-SIS-RP-007-10** (crime prevention and safe site design)
- **MBTA Bus Stop Design Guide** (best practices for amenities, signage, and stop layout)

Landing Area & Curbside Accessibility Requirements

A compliant landing area provides the accessible interface between the transit vehicle and the pedestrian network. Under **ADA §810.2**, all boarding/alighting areas must:

- Provide a **firm, stable, slip-resistant surface** (ADA §810.2.1)
- Measure at least **96 in (8 ft) deep** × **60 in (5 ft) wide** (ADA §810.2.2)
- Maintain a **cross slope ≤ 2% (1:48)** (ADA §810.2.2; ADA §405)
- Connect to a compliant pedestrian route (ADA §810.2.3; PROWAG R302)
- Match the roadway running slope to the maximum extent feasible (ADA §810.2.4)

Under ODOT guidance, durable materials such as concrete are recommended for climate resilience along coastal corridors. When a stop is **altered** and site constraints (grade, ROW, drainage, utilities) prevent installation of a compliant pad, the stop **must be evaluated for relocation** to meet ADA requirements. ODOT formally defines “alteration” to include installation of shelters, benches, new signage, prepared boarding surfaces, or any reconfiguration that affects pedestrian usability, and requires compliance “to the maximum extent feasible”.

Pedestrian Access Routes & Connectivity Requirements

Federal standards require that passengers be able to safely and continuously travel between the pedestrian network and the boarding point. **PROWAG R302** establishes:

- **Minimum clear width:** 48 in; 60 in across medians/refuge islands.
- **Running slope:** ≤ 5% (1:20), except where following roadway grade (PROWAG R302.4; ADA §403.3).
- **Cross slope:** ≤ 2.1% (1:48) on pedestrian access routes (PROWAG R302.5).
- Surfaces must be continuous and free of gravel, grass, soft shoulders, or uneven terrain.

If a compliant accessible route cannot be constructed during improvements, relocation is required under PROWAG's "maximum extent feasible" rule (R202.3) and ADA Title II program access.

Stop Placement & Roadway Integration Requirements

Stop siting should prioritize safe pedestrian access, clear operator sightlines, and compliance with ADA/PROWAG geometry. Requirements include:

- Alignment with ADA-compliant curb ramps and pedestrian desire lines (PROWAG; ODOT HDM 701.1).
- For speeds greater than 25–30 mph, enhanced pedestrian protections such as marked crosswalks, refuge islands, or intersection placement are required to reduce exposure risk (PROWAG; TCRP 19).
- Adequate space for unobstructed lift/ramp deployment; if deployment cannot be achieved, the stop must be relocated.

TCRP Report 19 emphasizes avoiding midblock placement on high-speed roads unless visibility and crossing conditions are sufficient, and stresses considering stop siting in relation to future amenities and roadway changes.

Signage & Stop Identification Requirements

Clear stop identification improves usability, safety, and ADA accessibility. Requirements and best practices include:

- Uniform route identification signage (ADA §810.4).
- Placement at heights and locations visible to approaching transit vehicles (MBTA standards).
- Use of reflective materials or lighting in rural and low-light environments (APTA CPTED & MBTA).
- Correcting missing, damaged, or inaccurate signage during maintenance or improvements.

Amenity Provision Requirements

When amenities are installed or replaced, ADA technical criteria apply:

- Shelters must provide **30 inch by 48 inch** of clear floor space entirely inside (ADA §810.3; ADA §305).

- Amenities must not obstruct accessible routes
- Seating, lighting, and information elements must meet ADA reach and clearance requirements (ADA §305; APTA SS-SIS-RP-007-10)

National guidance (FTA/APTA/TCRP 19) recommends shelters where ridership, wait times, transfer activity, or weather justify investment.

Safety, Visibility & Intersection Considerations

Pedestrian safety is central to ADA and PROWAG. Requirements include:

- Marked crosswalks and aligned curb ramps where passengers must cross (PROWAG; ADA)
- On multilane or high-speed roads, installing refuge islands or enhanced crossings (PROWAG; TCRP 19)
- Curb ramps must meet slope, landing, and cross-slope standards (ADA §405) and, in Oregon, ODOT's revised allowable running slope ≤ 7.69%
- If safety features cannot be added during an alteration, relocation is required (PROWAG; ODOT)

APTA CPTED guidance also recommends lighting, clear sightlines, and layout designs that improve visibility and reduce risk at stops.

Feasibility, Constraints & Improvement Prioritization Requirements

Under ADA Title II, agencies must ensure program access even when site constraints limit construction feasibility.
Key principles include:

- **Altered stops must meet current standards** regardless of constraints, except where technically infeasible (PROWAG R1; 49 CFR §37.9)
- Existing, unaltered stops are not retroactively required to comply, but program access requirements may still necessitate improvements at priority locations
- Improvement priorities based on FTA and TCRP guidance include:
    - Severe accessibility barriers
    - High-speed or high-risk environments
    - High ridership or transfer activity
    - Locations where compliant construction is feasible (TCRP 19)

When compliance cannot be achieved during an alteration, **relocation becomes the required corrective action** (PROWAG; ODOT).

Appendix B: Stop Style Framework

Stop Style Framework Overview

Appendix B presents the standardized stop style framework used across the **entire regional transit stop inventory**, including this Lincoln County inventory. These classifications create a consistent hierarchy of stop types based on passenger amenities, accessibility features, and visible physical infrastructure. This framework supports uniform evaluation of stop conditions across agencies and jurisdictions while guiding coordinated planning and investment throughout the region.

The stop style definitions are grounded in **Oregon transit design standards** and the **Massachusetts Bay Transportation Authority (MBTA) Bus Stop Design Guide**, which together establish widely recognized best practices for designing safe, accessible, and comfortable bus stops. Required and optional features within each style correspond directly to these standards, ensuring alignment with national guidance.

Six styles form the regional hierarchy: Unmarked Stops, Unimproved Stops, Basic Standard Stops, Standard Sheltered Stops, Premium Sheltered Stops, and Station Stops. While not all styles are currently represented within Linn County, retaining the full structure provides a forward-looking framework to accommodate future improvements as transit infrastructure evolves.

The definitions used in this appendix follow the exported *stop_style* values exactly as reported in the regional dataset. **Flag Stop** remains a *service designation* rather than a physical stop style, and is therefore treated separately. The infrastructure category **"paved landing pad"** represents the paved landing area required for several classifications, while **area lighting** is noted as an infrastructure feature but **is not required** for Basic Standard or Standard Sheltered designations.

Below, each stop style includes **graphics, standard elements, and examples from the regional inventory (when applicable)**. Collectively, these classifications support consistent expectations for accessibility, comfort, and wayfinding at transit stops across the region and provide a clear foundation for evaluating and upgrading stops using shared, equitable standards.

Unmarked Stops

Unmarked Stops are recognized boarding locations with **no visible route signage**. These stops provide the lowest level of formal passenger infrastructure and rely heavily on rider and operator familiarity.

Examples in the Inventory:



Source: 8 RBS0564, Shea Viewpoint



Source: 7 RBS0511, Hwy 20 & Sodaville Waterloo Rd

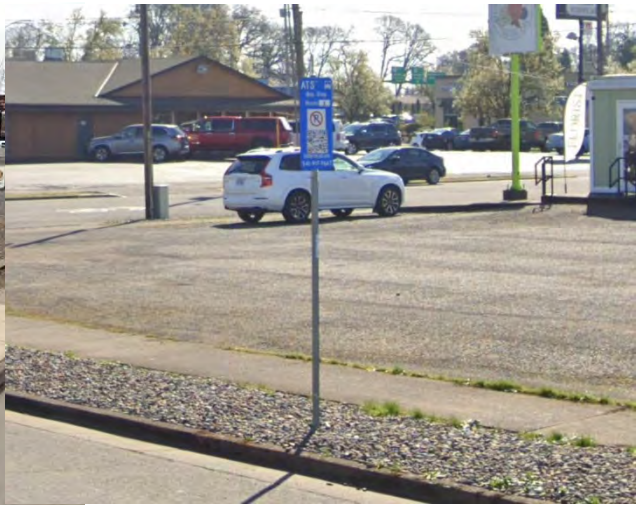
Unimproved Stops

Unimproved Stops tend to have **minimal visible stop identification and lack basic elements such as a paved landing pad and/or complete route signage**. Amenities like shelters or benches may be present, but overall infrastructure does not meet baseline accessibility standards.

Examples in the Inventory:

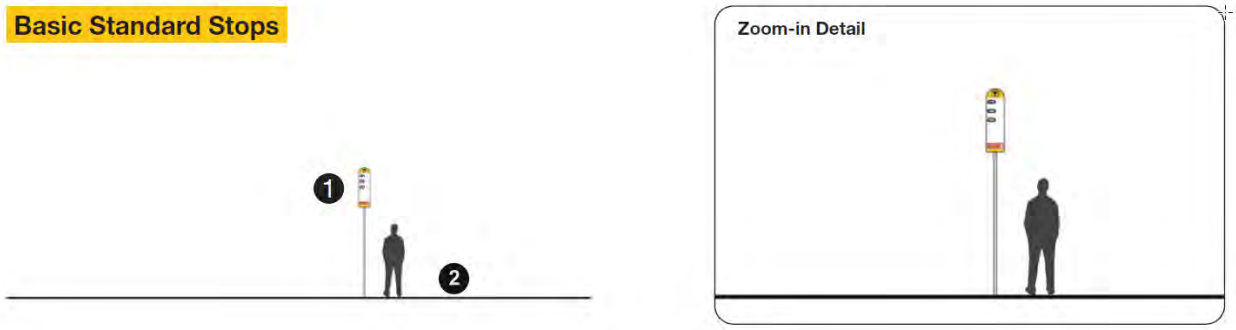


Source: 9 RBS0507, Hoy's Ace Hardware



Source: 10 RBS0474, 7th & Madison

Basic Standard Stops



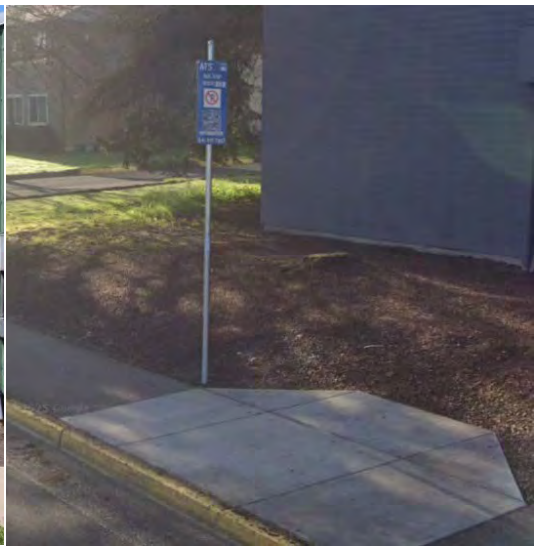
Source: 11 MBTA, Bus Stop Design Guide

Standard Elements	Optional Elements
• Route signage • Paved landing pad	• Adequate street-level lighting (area lighting) • Sidewalk-level boarding • Bench (or other seating) • Bike racks • Real-time info

Examples in the Inventory:

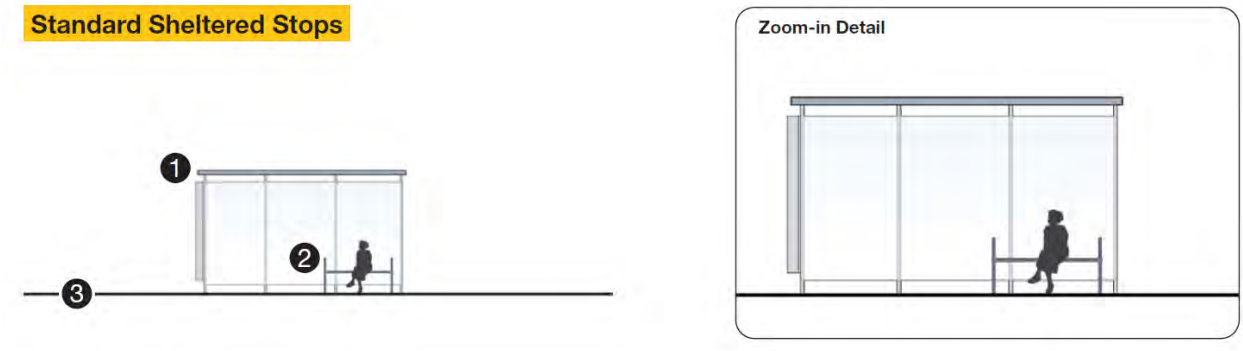


Source: 13 RBS0452, 1st Ave & Jackson St



Source: 12 RBS0483, Albany Public Library

Standard Sheltered Stops



Source: 14 MBTA, Bus Stop Design Guide

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

Examples in the Inventory:



Source: 15 RBS0200, North Albany Park & Ride



Source: 16 RBS0038, Main St & 12th St

Premium Sheltered Stops

Premium Sheltered Stops include advanced passenger amenities such as in-shelter lighting, real-time information, and detailed customer information. These stops support higher-demand areas and provide elevated passenger comfort.



Source: 17 MBTA, Bus Stop Design Guide

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	• Adequate street-level lighting (area lighting) • Trash receptacles • 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

Station Stops represent the highest-level transit stop classification, providing extended canopy coverage, near-level boarding, comprehensive customer information, and multiple enhanced amenities. These stops create a station-like environment suited for major transit hubs.



Source: 18 MBTA, Bus Stop Design Guide

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.

Appendix C: Transit Stop Inventory Cards

County: Linn | 158 stops | Sorted by Stop Name
Source: export - Bus Stops - All Stops_20261105_0947.csv | November 05, 2026
This appendix provides an overview of the selected bus stops, including their location, transit service, configuration and recorded infrastructure. The example card explains the fields used on the stop cards. Information reflects the inventory at the time of export.

Stop name, as identified in the source GTFS feeds. Agencies that share a stop may use different stop names for the same stop in their GTFS feeds. Regional ID: Unique ID for the regional inventory • Source ID(s): Stop identifiers, as identified in the source GTFS feeds **Location:** City, county, (latitude, longitude) **Agencies:** Transit agencies serving this stop, as identified in the source GTFS feeds **Routes:** Routes or named services serving this stop, as identified in the source GTFS feeds **Stop function (GTFS):** The stop role, as identified in the source GTFS feeds **Stop style:** Physical stop type and facility level **Condition:** Observed overall condition **Boarding level:** Boarding surface level for the rider (Entry Step Height) **Street configuration:** Stop placement relative to the roadway **Infrastructure:** Physical features recorded at the stop **Route signs:** Route names or numbers recorded as visible on signage at the stop; None means explicitly recorded absent; Unknown means unresolved. **Agency signs:** Agency names recorded as visible on signs, shelters or poles; None means explicitly recorded absent; Unknown means unresolved. **Verified date:** Survey / verification date **Notes:** Additional observations	*Stop photo* *Photo / imagery date: Image date*

1st & Washington
RBS0451 • Source ID(s): 2440150
Location: Albany, Linn County, (44.6366381, -123.1100820)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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, area lighting
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026

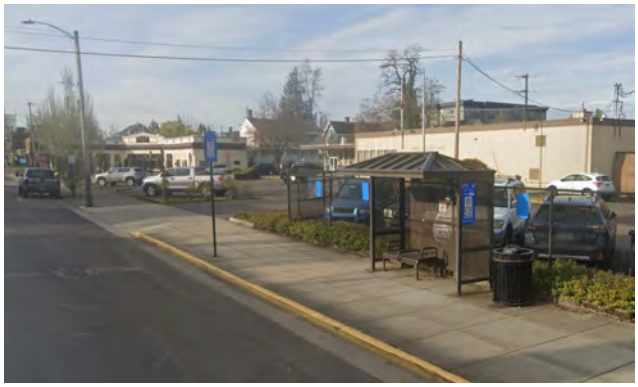


Photo / imagery date: Apr 2025

1st Ave & Jackson St
RBS0452 • Source ID(s): 4212205
Location: Albany, Linn County, (44.6379610, -123.1004176)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 05/21/2026



Photo / imagery date: Jun 2012

1st Ave & Montgomery St
RBS0453 • Source ID(s): 4212206
Location: Albany, Linn County, (44.6376999, -123.1025731)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/21/2026



Photo / imagery date: Jun 2012

2nd & Baker
RBS0456 • Source ID(s): 801525
Location: Albany, Linn County, (44.6367991, -123.1029791)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Oct 2022

2nd & Jefferson St
RBS0457 • Source ID(s): 801964
Location: Albany, Linn County, (44.6372586, -123.0988082)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 07/09/2026



Photo / imagery date: Oct 2026

2nd & Lyon
RBS0458 • Source ID(s): 2501898
Location: Albany, Linn County, (44.6364050, -123.1045930)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, US 20 Commuter, Route C
Stop function (GTFS): 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 signs: Route C
Agency signs: Albany Transit System; Linn-Benton Loop
Verified date: 07/09/2026


Photo / imagery date: Apr 2025

2nd Ave & Main St
RBS0459 • Source ID(s): 4212209
Location: Albany, Linn County, (44.6378835, -123.0923758)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/21/2026



Photo / imagery date: Apr 2025

4th & Ellsworth
RBS0472 • Source ID(s): 2501899
Location: Albany, Linn County, (44.6352240, -123.1058430)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): 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 signs: Route C
Agency signs: Albany Transit System; Linn-Benton Loop
Verified date: 05/05/2026


Photo / imagery date: Mar 2025

4th & Harrison
RBS0002 • Source ID(s): 802032
Location: Corvallis, Benton County, (44.5672169, -123.2607518)
Agencies: Linn-Benton Loop
Routes: Campus Connector
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: Campus Connector
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: Sep 2025

4th St - btwn Madison & Jefferson
RBS0003 • Source ID(s): 802005
Location: Corvallis, Benton County, (44.5632360, -123.2628250)
Agencies: Linn-Benton Loop
Routes: Campus Connector
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: Sep 2025

7th & Elm at Albany General Hospital
RBS0473 • Source ID(s): 801604
Location: Albany, Linn County, (44.6315407, -123.1148927)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

7th & Madison
RBS0474 • Source ID(s): 805274
Location: Albany, Linn County, (44.6337200, -123.0940500)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: Not recorded
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026

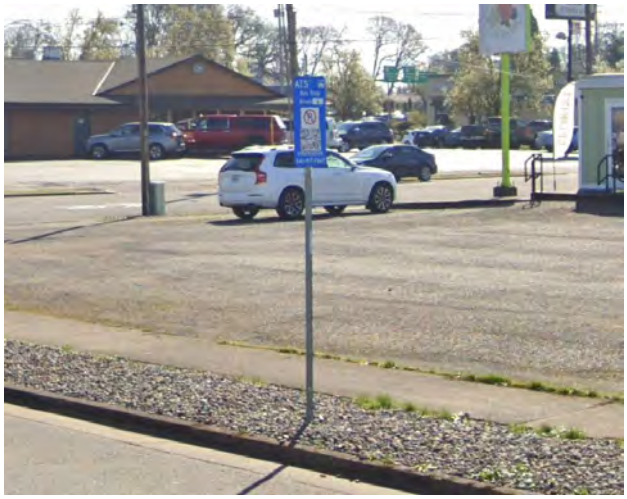


Photo / imagery date: Mar 2025

7th & Washington
RBS0475 • Source ID(s): 801605
Location: Albany, Linn County, (44.6321546, -123.1093249)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

9th & Circle
RBS0005 • Source ID(s): 801609, 247
Location: Corvallis, Benton County, (44.5891433, -123.2545787)
Agencies: Linn-Benton Loop, Corvallis Transit System
Routes: US 20 Commuter, 9th st/hospital
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, trash can
Route signs: None
Agency signs: Corvallis Transit System
Verified date: 07/05/2026



Photo / imagery date: May 2024

9th & Main
RBS0476 • Source ID(s): 801622
Location: Albany, Linn County, (44.6325497, -123.0904007)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: area lighting
Route signs: Route C
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

9th Ave at Lowes
RBS0477 • Source ID(s): 2729451
Location: Albany, Linn County, (44.6329337, -123.0864855)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: area lighting
Route signs: Route C
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

14th & Heritage Mall
RBS0449 • Source ID(s): 4212197
Location: Albany, Linn County, (44.6287270, -123.0804840)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, area lighting
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

14th at Heritage Mall
RBS0450 • Source ID(s): 801494
Location: Albany, Linn County, (44.6288680, -123.0795520)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, Route A, Route B, Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: Route A; Route B; Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Oct 2026

28th Ave & Hill St
RBS0454 • Source ID(s): 4212220
Location: Albany, Linn County, (44.6149317, -123.0901717)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/21/2026
Notes: Bus stop moved from one location in 2023, to the current location. Old location has a bus stop pole not in use.



Photo / imagery date: Mar 2025

28th Ave & Oak St
RBS0455 • Source ID(s): 4212221
Location: Albany, Linn County, (44.6150111, -123.0851630)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026

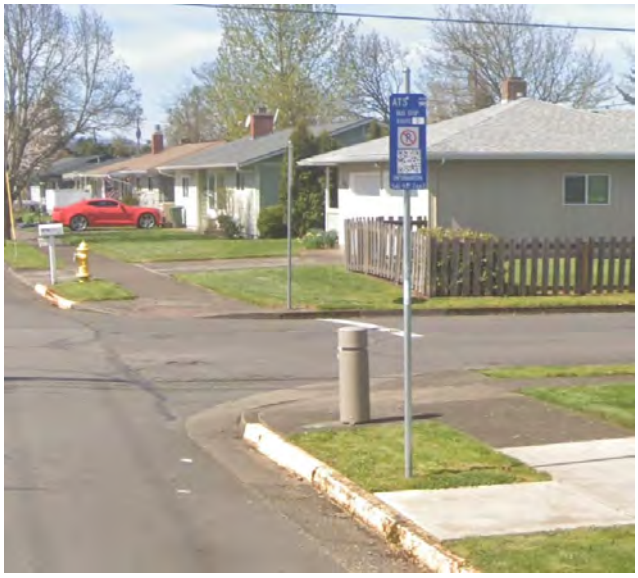


Photo / imagery date: Mar 2025

34th & Calapooia
RBS0460 • Source ID(s): 801549
Location: Albany, Linn County, (44.6100620, -123.1051057)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Sep 2023

34th & Calapooia
RBS0461 • Source ID(s): 4212222
Location: Albany, Linn County, (44.6101759, -123.1052445)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

34th & Chicago St
RBS0462 • Source ID(s): 801545
Location: Albany, Linn County, (44.6104918, -123.0807093)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 07/09/2026



Photo / imagery date: Apr 2025

34th & Marion
RBS0463 • Source ID(s): 801547
Location: Albany, Linn County, (44.6103130, -123.0986100)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

34th & Oak
RBS0464 • Source ID(s): 801548
Location: Albany, Linn County, (44.6104660, -123.0854640)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

34th & Pacific
RBS0465 • Source ID(s): 801550
Location: Albany, Linn County, (44.6098743, -123.1126944)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/21/2026



Photo / imagery date: Sep 2023

34th & Pacific Blvd
RBS0592 • Source ID(s): 801544
Location: Albany, Linn County, (44.6101507, -123.1119406)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 08/12/2026



Photo / imagery date: Mar 2025

34th & Tudor
RBS0467 • Source ID(s): 805275
Location: Albany, Linn County, (44.6103862, -123.0887477)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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, area lighting
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

34th Ave & Hill St
RBS0468 • Source ID(s): 4212215
Location: Albany, Linn County, (44.6102273, -123.0900005)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

34th Ave & Marion St
RBS0469 • Source ID(s): 4212214
Location: Albany, Linn County, (44.6101343, -123.0978700)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026

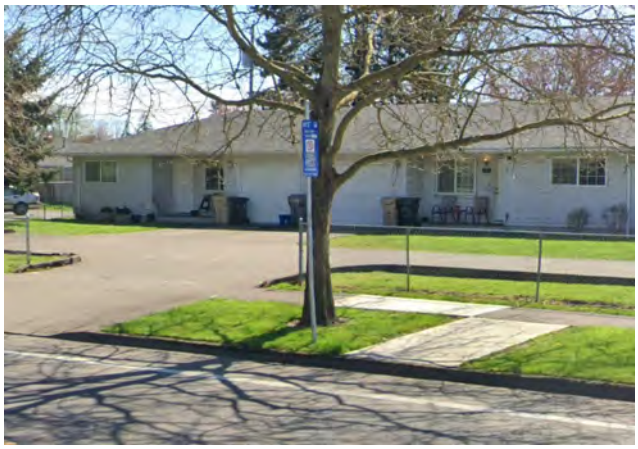


Photo / imagery date: Mar 2025

35th & Pacific
RBS0470 • Source ID(s): 801833
Location: Albany, Linn County, (44.6086371, -123.1137380)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Heart-to-Hub Uniter, Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026

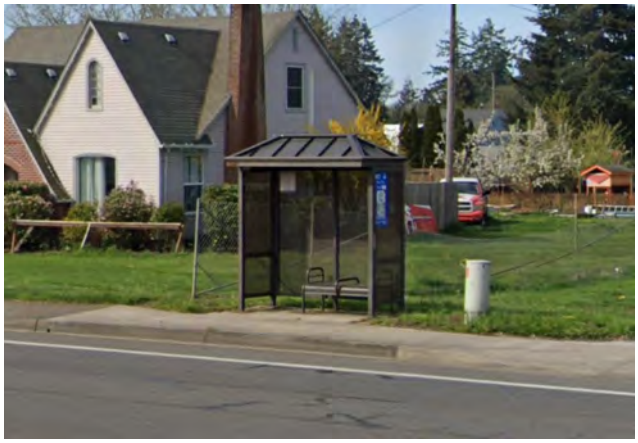


Photo / imagery date: Apr 2025

44th Ave & Hwy 20
RBS0471 • Source ID(s): 815403
Location: Sweet Home, Linn County, (44.4045779, -122.6882748)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 07/08/2026



Photo / imagery date: Sep 2026

Albany Amtrak Station
RBS0482 • Source ID(s): 9710, ALY
Location: Albany, Linn County, (44.6304640, -123.1027740)
Agencies: Oregon POINT, Amtrak
Routes: Portland-Eugene, Amtrak Cascades, Coast Starlight
Stop function (GTFS): Intermodal Station
Stop style: Unimproved 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 signs: None
Agency signs: None
Verified date: 07/02/2026
Notes: Both shelters have "passenger loading zone" signage



Photo / imagery date: Aug 2026

Albany Amtrak Station Shelter #1
RBS0486 • Source ID(s): 2483500
Location: Albany, Linn County, (44.6305300, -123.1028600)
Agencies: Lincoln County Transit
Routes: Coast to Valley Express
Stop function (GTFS): Intermodal Station
Stop style: Unimproved 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 signs: None
Agency signs: FlixBus-us
Verified date: 07/02/2026



Photo / imagery date: Nov 2026

Albany Amtrak Station Shelter #3
RBS0481 • Source ID(s): 26316, 801640
Location: Albany, Linn County, (44.6302556, -123.1031684)
Agencies: Benton Area Transit, Albany Transit System
Routes: Coast to Valley Express, Saturday Shopper
Stop function (GTFS): Intermodal Station
Stop style: Unimproved 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 signs: None
Agency signs: Benton Area Transit
Verified date: 07/02/2026
Notes: The shelter next to shelter 3 (shelter 2) does not have any indication of service.



Photo / imagery date: Nov 2026

Albany Amtrak Station Shelter #4
RBS0478 • Source ID(s): 2555781
Location: Albany, Linn County, (44.6298401, -123.1039243)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, US 20 Commuter, Heart-to-Hub Uniter, Route B
Stop function (GTFS): Intermodal Station
Stop style: Unimproved 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 signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/02/2026



Photo / imagery date: Nov 2026

Albany Amtrak Station Shelter #5
RBS0479 • Source ID(s): 2555782, 2555784
Location: Albany, Linn County, (44.6298902, -123.1036407)
Agencies: Albany Transit System
Routes: Route A, Route C
Stop function (GTFS): 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 signs: Route A; Route B; Route C
Agency signs: Albany Transit System
Verified date: 07/02/2026
Notes: Bus Stop pole with signage is located between shelters 5 and 6



Photo / imagery date: Nov 2026

Albany Amtrak Station Shelter #6
RBS0480 • Source ID(s): 13633
Location: Albany, Linn County, (44.6299034, -123.1033764)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): 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, bike rack
Route signs: Linn Shuttle
Agency signs: Linn Shuttle
Verified date: 07/06/2026
Notes: Bus Stop pole with signage is located between shelters 5 and 6



Photo / imagery date: Nov 2026

Albany Public Library
RBS0483 • Source ID(s): 4212211
Location: Albany, Linn County, (44.6285413, -123.0753299)
Agencies: Albany Transit System
Routes: Route D, Route C
Stop function (GTFS): 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 signs: Route C; Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026

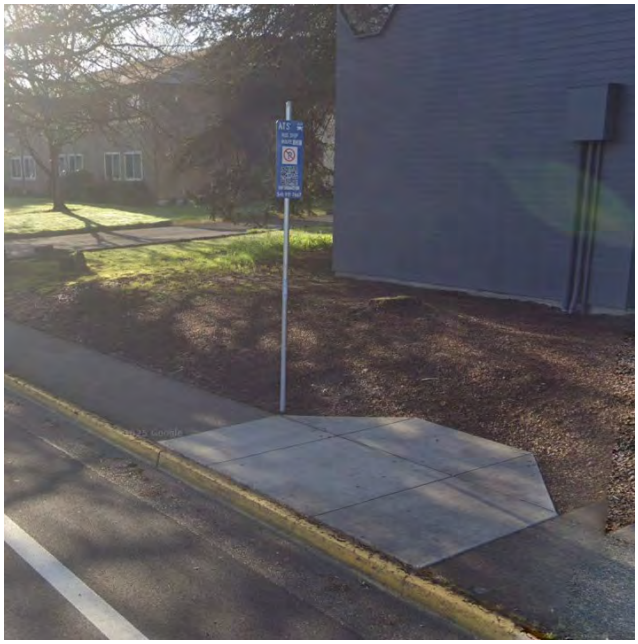


Photo / imagery date: Apr 2025

Albany: Comfort Suites (100 Opal Ct NE)
RBS0484 • Source ID(s): 2740150
Location: Albany, Linn County, (44.6436944, -123.0576343)
Agencies: Groome Transportation
Routes: Portland International Airport
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, trash can, bench, area lighting
Route signs: None
Agency signs: None
Verified date: 07/08/2026



Photo / imagery date: Apr 2025

Albany: Groome Transportation Main Office (34030 Excor Rd SW)
RBS0485 • Source ID(s): 2740149
Location: Linn County, (44.5679850, -123.1746004)
Agencies: Groome Transportation
Routes: Portland International Airport
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: Not recorded
Route signs: None
Agency signs: Groome Transportation
Verified date: 07/06/2026



Photo / imagery date: May 2025

Bi-Mart (1980 Main St)
RBS0487 • Source ID(s): 771421
Location: Sweet Home, Linn County, (44.4005360, -122.7196210)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, trash can
Route signs: None
Agency signs: None
Verified date: 07/08/2026



Photo / imagery date: Oct 2022

Circle & Belvue
RBS0014 • Source ID(s): 802254, 71
Location: Corvallis, Benton County, (44.5890381, -123.2483945)
Agencies: Linn-Benton Loop, Albany Transit System, Corvallis Transit System
Routes: Saturday, Saturday Shopper, US 20 Commuter, osu/29th/circle/hp
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting, signed crosswalk in sight
Route signs: Unknown
Agency signs: Corvallis Transit System
Verified date: 06/05/2026



Photo / imagery date: Mar 2025

Clay at Heritage Mall
RBS0488 • Source ID(s): 801677, 13634
Location: Albany, Linn County, (44.6303410, -123.0773010)
Agencies: Linn-Benton Loop, Albany Transit System, Linn Shuttle
Routes: Saturday, Saturday Shopper, Route A, Route B, Route D, Route C, Linn Shuttle
Stop function (GTFS): 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 signs: Route A; Route B; Route C; Route D
Agency signs: Albany Transit System; Linn-Benton Loop
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Clay at Medicap Pharmacy
RBS0489 • Source ID(s): 4226616
Location: Albany, Linn County, (44.6297304, -123.0771055)
Agencies: Albany Transit System
Routes: Route A, Route C
Stop function (GTFS): 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 signs: Route A; Route C
Agency signs: Albany Transit System
Verified date: 05/05/2026

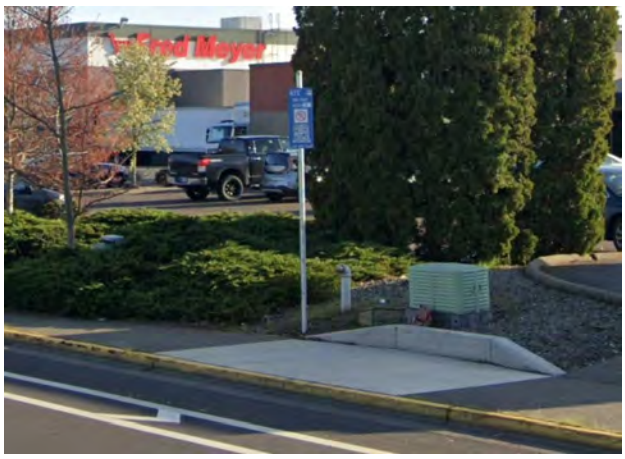


Photo / imagery date: Apr 2025

College Park
RBS0490 • Source ID(s): 801827
Location: Albany, Linn County, (44.5986520, -123.1131210)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter, Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 07/05/2026



Photo / imagery date: Apr 2025

Columbus & Columbus Pl (South Albany High School)
RBS0491 • Source ID(s): 801678
Location: Albany, Linn County, (44.6081850, -123.0794450)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Corvallis OSU
RBS0018 • Source ID(s): 802475, 9, c25f00c4-0942-4b0b-8460-fdc56ec94f9a
Location: Corvallis, Benton County, (44.5650689, -123.2734955)
Agencies: 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
Stop function (GTFS): 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, area lighting, bike rack, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 07/05/2026
Notes: Shelter in poor condition; “Beaver Bus Stop” signage



Photo / imagery date: Apr 2024

Davis Family Farm & Childrens Farm Home - Flag Stop
RBS0025 • Source ID(s): 802549
Location: Corvallis, Benton County, (44.6077084, -123.2178339)
Agencies: Linn-Benton Loop
Routes: US 20 Commuter
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 05/05/2026



Photo / imagery date: Sep 2025

Davis Family Farm & Childrens Farm Home - Flag Stop
RBS0026 • Source ID(s): 802038
Location: Corvallis, Benton County, (44.6077943, -123.2180351)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, US 20 Commuter
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 06/06/2026



Photo / imagery date: Sep 2025

Del Rio & Columbus
RBS0492 • Source ID(s): 801700
Location: Albany, Linn County, (44.6026161, -123.0794618)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Del Rio Ave & Waverly
RBS0493 • Source ID(s): 801701
Location: Albany, Linn County, (44.6019900, -123.0751270)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Dollar Tree/Bi-Mart (Lebanon Plaza)
RBS0494 • Source ID(s): 2559238
Location: Lebanon, Linn County, (44.5205883, -122.9053899)
Agencies: LINX Transit
Routes: LINX Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: trash can, paved landing pad
Route signs: None
Agency signs: None
Verified date: 07/08/2026

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in the current photo folder
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Downtown Transit Center
RBS0027 • Source ID(s): 801812, 418, 419, 450
Location: Corvallis, Benton County, (44.5646330, -123.2633450)
Agencies: 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
Stop function (GTFS): Transit Hub
Stop style: Unimproved 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 signs: None
Agency signs: None
Verified date: 05/05/2026



Photo / imagery date: May 2024

Downtown Transit Center
RBS0030 • Source ID(s): 802054
Location: Corvallis, Benton County, (44.5649220, -123.2634607)
Agencies: Linn-Benton Loop
Routes: Saturday, US 20 Commuter, Heart-to-Hub Uniter, Campus Connector
Stop function (GTFS): Transit Hub
Stop style: Standard Sheltered Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, trash can, area lighting, bike rack, signed crosswalk in sight
Route signs: Unknown
Agency signs: Linn-Benton Loop
Verified date: 08/07/2026
Notes: Small text below Linn-Benton Loop signage, unable to read from afar



Photo / imagery date: Apr 2024

E Oak St & S Park St (Southbound)
RBS0495 • Source ID(s): 2559311
Location: Lebanon, Linn County, (44.5365106, -122.9054818)
Agencies: LINX Transit
Routes: LINX Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: Linn Shuttle
Verified date: 07/07/2026



Photo / imagery date: Jun 2025

Elm & 11th
RBS0496 • Source ID(s): 801709
Location: Albany, Linn County, (44.6281620, -123.1143800)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Foster Mall
RBS0497 • Source ID(s): 13635
Location: Sweet Home, Linn County, (44.4076270, -122.6712720)
Agencies: Linn Shuttle
Routes: Linn Shuttle, In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight, area lighting
Route signs: None
Agency signs: None
Verified date: 07/06/2026


Photo / imagery date: Sep 2026

Geary & 15th
RBS0498 • Source ID(s): 801716
Location: Albany, Linn County, (44.6277178, -123.0834276)
Agencies: Albany Transit System
Routes: Route A, Route D
Stop function (GTFS): 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 signs: Route A; Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Geary St & 21 st Ave
RBS0499 • Source ID(s): 4212218
Location: Albany, Linn County, (44.6227183, -123.0832941)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Geary St & Grand Prairie Rd
RBS0500 • Source ID(s): 4212219
Location: Albany, Linn County, (44.6173652, -123.0830941)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Goldfish Farm Rd & Azalea St
RBS0501 • Source ID(s): 801718
Location: Linn County, (44.6399119, -123.0482688)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): 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 signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Goldfish Farm Rd & Christopher Ave
RBS0502 • Source ID(s): 801967
Location: Linn County, (44.6348670, -123.0482415)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
Boarding level: unpaved
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Goldfish Farm Rd & Dogwood Ave
RBS0503 • Source ID(s): 4212192
Location: Linn County, (44.6395292, -123.0480925)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): 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 signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Goodwill on Pacific Blvd & Cleveland - Flag Stop
RBS0504 • Source ID(s): 802058
Location: Albany, Linn County, (44.6341130, -123.0848240)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 07/05/2026



Photo / imagery date: Sept 2025

Harrison & 7th
RBS0031 • Source ID(s): 802033
Location: Corvallis, Benton County, (44.5684735, -123.2638546)
Agencies: Linn-Benton Loop
Routes: Heart-to-Hub Uniter
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: May 2025

Hewlett Packard
RBS0032 • Source ID(s): 802034, 105
Location: Corvallis, Benton County, (44.5849955, -123.2436575)
Agencies: Linn-Benton Loop, Corvallis Transit System
Routes: US 20 Commuter, osu/29th/circle/hp
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: US 20 Commuter, osu/29th/circle/hp
Agency signs: Corvallis Transit System, Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: May 2018

Hickory and Peacock Ln.
RBS0035 • Source ID(s): 2736337
Location: Albany, Benton County, (44.6441583, -123.1105660)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): 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 signs: Route C
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Hill & 19th
RBS0505 • Source ID(s): 801763
Location: Albany, Linn County, (44.6236890, -123.0904369)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026

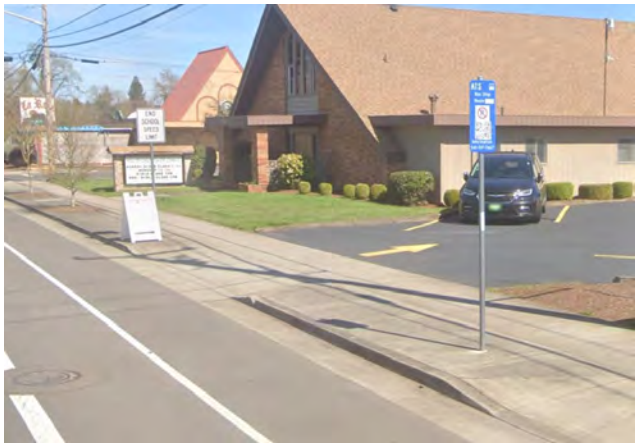


Photo / imagery date: Mar 2025

Hill & 24th
RBS0506 • Source ID(s): 801764
Location: Albany, Linn County, (44.6183570, -123.0902615)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026

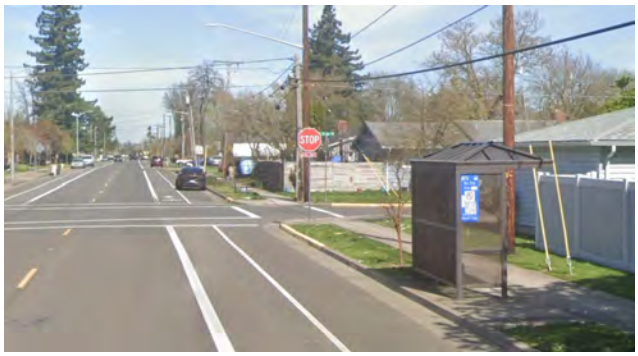


Photo / imagery date: Mar 2025

Hoy's Ace Hardware
RBS0507 • Source ID(s): 13636
Location: Sweet Home, Linn County, (44.4012870, -122.7076420)
Agencies: Linn Shuttle
Routes: Linn Shuttle, In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Hwy 20 & Fairview Rd (Westbound)
RBS0508 • Source ID(s): 2559171
Location: Sweet Home, Linn County, (44.4414000, -122.7870800)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Hwy 20 & Liberty Rd (Eastbound)
RBS0509 • Source ID(s): 2559172
Location: Linn County, (44.4410200, -122.7872400)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Hwy 20 & Santiam Terrace Rd
RBS0510 • Source ID(s): 2559173
Location: Linn County, (44.4568700, -122.8000300)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026


Photo / imagery date: Mar 2025

Hwy 20 & Sodaville Waterloo Rd
RBS0511 • Source ID(s): 2559174
Location: Linn County, (44.4891000, -122.8363500)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Hwy 20 at Green Thumb Garden Supply
RBS0512 • Source ID(s): 2559175
Location: Linn County, (44.5002500, -122.8519000)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026


Photo / imagery date: Apr 2025

Hwy 34 & Riverside - Westbound - Flag Stop
RBS0514 • Source ID(s): 802040
Location: Linn County, (44.5641874, -123.1985617)
Agencies: Linn-Benton Loop
Routes: Heart-to-Hub Uniter, Campus Connector
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Jun 2026

Hwy 34 & Wolcott St & Peoria St - Flag Stop
RBS0515 • Source ID(s): 802551
Location: Linn County, (44.5640727, -123.2355412)
Agencies: Linn-Benton Loop
Routes: Heart-to-Hub Uniter, Campus Connector
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: Jun 2025

Hwy 99 at Porters
RBS0516 • Source ID(s): 802052
Location: Tangent, Linn County, (44.5599581, -123.1099917)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter, Campus Connector
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 07/08/2026



Photo / imagery date: May 2024

Hwy 228 & Evergreen Ln
RBS0513 • Source ID(s): 771415
Location: Sweet Home, Linn County, (44.3958521, -122.7473241)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 07/08/2026



Photo / imagery date: Sep 2026

Jackson & 11th
RBS0517 • Source ID(s): 801769
Location: Albany, Linn County, (44.6302490, -123.0980300)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, area lighting
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Jackson & 32nd
RBS0591 • Source ID(s): 801770
Location: Albany, Linn County, (44.6119199, -123.0960986)
Agencies: Albany Transit System
Stop function (GTFS): Transfer Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: bus shelter, bench, paved landing pad
Route signs: None
Agency signs: None
Verified date: 07/05/2026
Notes: Inactive GTFS stop retained because transfers.txt identifies a timed self-transfer.



Photo / imagery date: Mar 2025

Killdeer at Costco
RBS0518 • Source ID(s): 801777
Location: Albany, Linn County, (44.6392099, -123.0649840)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: area lighting, signed crosswalk in sight, paved landing pad
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Knox Butte & Opal
RBS0519 • Source ID(s): 801796
Location: Albany, Linn County, (44.6442801, -123.0573757)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): 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 signs: Route C
Agency signs: Albany Transit System
Verified date: 05/05/2026


Photo / imagery date: Apr 2025

Knox Butte & Timber
RBS0520 • Source ID(s): 801797
Location: Albany, Linn County, (44.6440390, -123.0531540)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): 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 signs: Route C
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Knox Butte Rd & Bride Springs St
RBS0521 • Source ID(s): 4212190
Location: Albany, Linn County, (44.6436677, -123.0443391)
Agencies: Albany Transit System
Routes: Route A, Route C
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: Route A; Route C
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: July 2026

Knox Butte Rd & Clover Ridge Rd
RBS0522 • Source ID(s): 4212213
Location: Albany, Linn County, (44.6441138, -123.0501580)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route C
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Lake St & Salem Ave
RBS0524 • Source ID(s): 4212201
Location: Albany, Linn County, (44.6406686, -123.0716883)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026


Photo / imagery date: Apr 2025

LBCC - Linn Benton Community College
RBS0523 • Source ID(s): 801798
Location: Albany, Linn County, (44.5861477, -123.1139334)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter, Route D, Campus Connector
Stop function (GTFS): Transit Hub
Stop style: Unimproved 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 signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/06/2026
Notes: Linn-Benton Loop service moved from unmarked area to first bus shelter, Loop signage on shelter side.



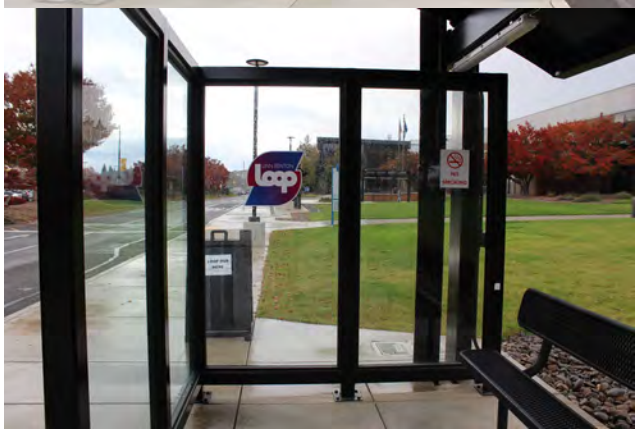


Photo / imagery date: Oct 2026

Lebanon Medical College
RBS0525 • Source ID(s): 848057
Location: Lebanon, Linn County, (44.5496028, -122.9126752)
Agencies: Linn Shuttle
Routes: LBCC Express
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: bench, paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Lebanon Park & E Oak St
RBS0526 • Source ID(s): 2559243, 13629
Location: Lebanon, Linn County, (44.5367374, -122.9055169)
Agencies: LINX Transit, Linn Shuttle
Routes: LINX Loop, Linn Shuttle, LBCC Express
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting
Route signs: None
Agency signs: Linn Shuttle
Verified date: 07/05/2026

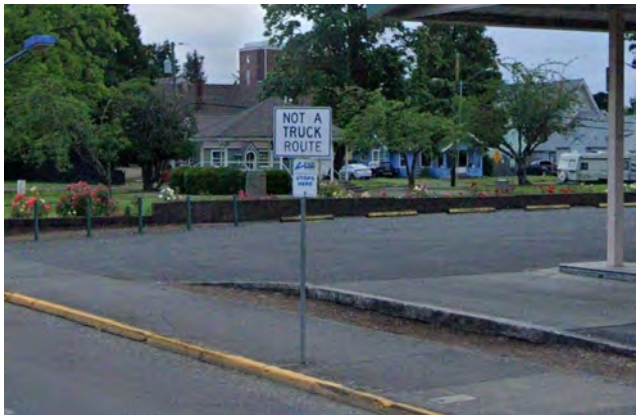


Photo / imagery date: Jun 2025

Lebanon Senior Center
RBS0527 • Source ID(s): 2559244
Location: Lebanon, Linn County, (44.5459149, -122.9085481)
Agencies: LINX Transit
Routes: LINX Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, signed crosswalk in sight, bus stop sign
Route signs: None
Agency signs: None
Verified date: 07/05/2026
Notes: Dial-A-Bus Parking Only signage


Photo / imagery date: Mar 2025

Linn Haven Apartments
RBS0528 • Source ID(s): 815402
Location: Sweet Home, Linn County, (44.3989952, -122.7160762)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 07/06/2026

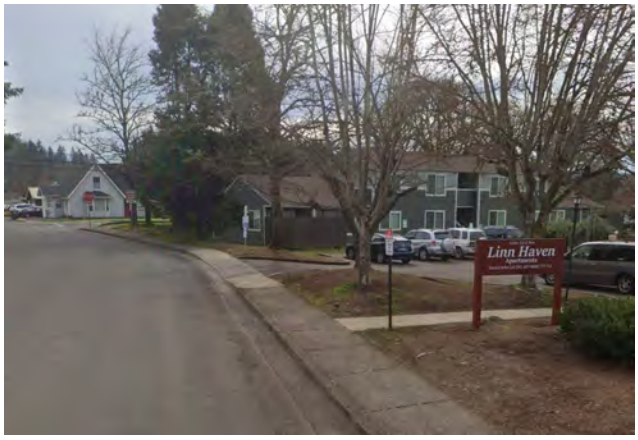


Photo / imagery date: Mar 2025

Linn-Benton Community College - Albany Main Campus
RBS0529 • Source ID(s): 13631
Location: Albany, Linn County, (44.5860641, -123.1141506)
Agencies: Linn Shuttle
Routes: Linn Shuttle, LBCC Express
Stop function (GTFS): 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 signs: Route D
Agency signs: Linn Shuttle; Albany Transit System
Verified date: 07/06/2026
Notes: Linn Shuttle service moved from first bus shelter to second bus shelter; Linn Shuttle and Albany Transit System share second bus shelter as of October 2026.



Photo / imagery date: Oct 2026

Linn-Benton Community College - Lebanon Center
RBS0530 • Source ID(s): 2751345, 13630
Location: Lebanon, Linn County, (44.5486767, -122.9063638)
Agencies: LINX Transit, Linn Shuttle
Routes: LINX Loop, Linn Shuttle, LBCC Express
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench, bus shelter, area lighting, bus stop sign
Route signs: None
Agency signs: None
Verified date: 07/05/2026



Photo / imagery date: Mar 2025

Lyons - Main @ 10th
RBS0531 • Source ID(s): 1487
Location: Lyons, Linn County, (44.7734560, -122.6108470)
Agencies: Cherriots
Routes: Santiam / Salem Express
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Santiam / Salem Express
Agency signs: Cherriots
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Lyons - Main @ 10th
RBS0532 • Source ID(s): 1495
Location: Lyons, Linn County, (44.7737060, -122.6110550)
Agencies: Cherriots
Routes: Santiam / Salem Express
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Santiam / Salem Express
Agency signs: Cherriots
Verified date: 07/06/2026



Photo / imagery date: May 2025

Main St & 1st Ave
RBS0533 • Source ID(s): 4212204
Location: Albany, Linn County, (44.6384838, -123.0921068)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Marian St & 14th Ave (SB)
RBS0534 • Source ID(s): 4212194
Location: Albany, Linn County, (44.6273611, -123.0978959)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Marion St & 14th Ave (NB)
RBS0535 • Source ID(s): 801851
Location: Albany, Linn County, (44.6276493, -123.0977296)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Mill City - Ivy @ 1st
RBS0536 • Source ID(s): 1489
Location: Mill City, Linn County, (44.7492110, -122.4775880)
Agencies: Cherriots
Routes: Santiam / Salem Express
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Jul 2013

Mill City - Ivy @ 1st
RBS0537 • Source ID(s): 1763
Location: Mill City, Linn County, (44.7492750, -122.4777250)
Agencies: Cherriots
Routes: Santiam / Salem Express
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Jul 2013

North Albany Park & Ride
RBS0200 • Source ID(s): 4245229, 2615536, 805272
Location: Albany, Benton County, (44.6449042, -123.1144987)
Agencies: 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
Stop function (GTFS): 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, signed crosswalk in sight
Route signs: Route C
Agency signs: Albany Transit System, Benton Area Transit, Linn-Benton Loop
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

NW 9th St & NW Reiman St
RBS0080 • Source ID(s): 802010, 266
Location: Corvallis, Benton County, (44.5732420, -123.2635730)
Agencies: Linn-Benton Loop, Albany Transit System, Corvallis Transit System
Routes: Saturday, Saturday Shopper, US 20 Commuter, 9th st/hospital
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Unknown
Agency signs: Linn-Benton Loop, Corvallis Transit System
Verified date: 06/05/2026
Notes: Small text below Linn-Benton Loop signage, unable to read from afar

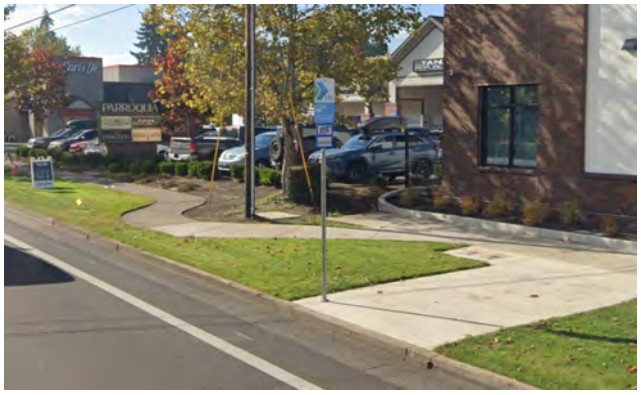


Photo / imagery date: May 2025

NW 9th St and Circle Blvd
RBS0087 • Source ID(s): 802221, 7
Location: Corvallis, Benton County, (44.5882643, -123.2552834)
Agencies: Linn-Benton Loop, Albany Transit System, Corvallis Transit System
Routes: Saturday, Saturday Shopper, US 20 Commuter, 9th st/hospital
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved 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 signs: None
Agency signs: Benton Area Transit
Verified date: 08/06/2026



Photo / imagery date: Mar 2025

Pacific & 24th
RBS0538 • Source ID(s): 801829
Location: Albany, Linn County, (44.6187130, -123.1129610)
Agencies: Linn-Benton Loop
Routes: Heart-to-Hub Uniter
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: Oct 2026

Pacific & 29th
RBS0539 • Source ID(s): 802065
Location: Albany, Linn County, (44.6143460, -123.1139530)
Agencies: Linn-Benton Loop
Routes: Heart-to-Hub Uniter
Stop function (GTFS): 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 signs: Heart-to-Hub Uniter
Agency signs: Albany Transit System
Verified date: 07/05/2026



Photo / imagery date: Apr 2025

Pacific & 53rd
RBS0540 • Source ID(s): 801834
Location: Albany, Linn County, (44.5958820, -123.1132740)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Heart-to-Hub Uniter, Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026

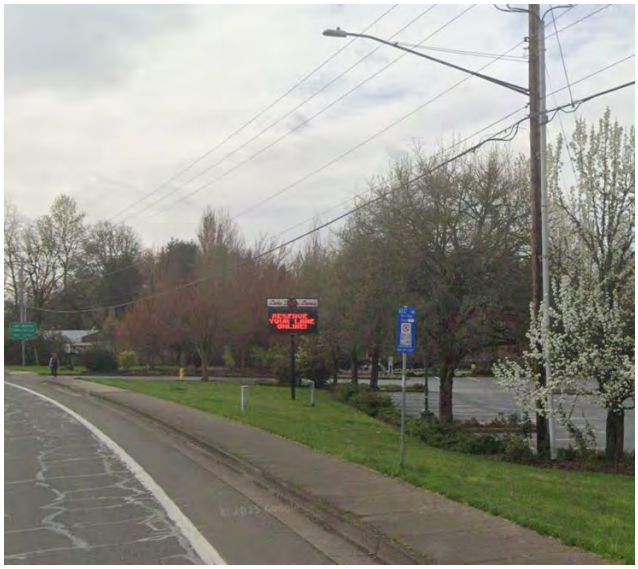


Photo / imagery date: Mar 2025

Pacific & Ellingson
RBS0541 • Source ID(s): 801835
Location: Albany, Linn County, (44.5889644, -123.1100309)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Heart-to-Hub Uniter, Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 07/05/2026



Photo / imagery date: Oct 2026

Pacific & Ellingson
RBS0542 • Source ID(s): 801828
Location: Albany, Linn County, (44.5902779, -123.1096507)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Heart-to-Hub Uniter, Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Mar 2025

Pacific Blvd & 29th
RBS0543 • Source ID(s): 801825
Location: Albany, Linn County, (44.6150400, -123.1136090)
Agencies: Linn-Benton Loop
Routes: Heart-to-Hub Uniter
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: Oct 2026

Pacific Blvd & Airport Rd
RBS0544 • Source ID(s): 801966
Location: Albany, Linn County, (44.6414010, -123.0647448)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Oct 2026

Peoria Market & Wolcott
RBS0545 • Source ID(s): 802039
Location: Linn County, (44.5638334, -123.2341732)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, Campus Connector
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/07/2026



Photo / imagery date: Jun 2025

Queen & Geary
RBS0546 • Source ID(s): 801849
Location: Albany, Linn County, (44.6252974, -123.0840238)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): 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 signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Oct 2026

Queen & Main
RBS0547 • Source ID(s): 801850
Location: Albany, Linn County, (44.6252140, -123.0884780)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): 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 signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Queen & Powell
RBS0548 • Source ID(s): 801852
Location: Albany, Linn County, (44.6251531, -123.0927319)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Queen & Walnut
RBS0549 • Source ID(s): 4212207
Location: Albany, Linn County, (44.6237074, -123.1129769)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Mar 2025

Queen Ave & Oak St
RBS0550 • Source ID(s): 4212195
Location: Albany, Linn County, (44.6251000, -123.0860731)
Agencies: Albany Transit System
Routes: Route A, Route D
Stop function (GTFS): 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 signs: Route A; Route D
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Oct 2026

Roland Dr & 99E - Flag Stop
RBS0551 • Source ID(s): 802550
Location: Tangent, Linn County, (44.5599316, -123.1102074)
Agencies: Linn-Benton Loop
Routes: Heart-to-Hub Uniter, Campus Connector
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: May 2024

Safeway (1540 Main St)
RBS0552 • Source ID(s): 771422
Location: Sweet Home, Linn County, (44.3992917, -122.7254234)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: roadside shoulder
Infrastructure: paved landing pad, trash can
Route signs: None
Agency signs: None
Verified date: 07/08/2026



Photo from current inventory folder

Safeway (1983 S Main St)
RBS0553 • Source ID(s): 2559240
Location: Lebanon, Linn County, (44.5274912, -122.9056327)
Agencies: LINX Transit
Routes: LINX Loop
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: paved landing pad
Route signs: None
Agency signs: None
Verified date: 07/08/2026



Photo / imagery date: May 2024

Salem & Columbus
RBS0554 • Source ID(s): 801863
Location: Albany, Linn County, (44.6390082, -123.0786920)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 05/21/2026



Photo / imagery date: May 2026

Salem & Mason
RBS0555 • Source ID(s): 801864
Location: Albany, Linn County, (44.6380006, -123.0864080)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026


Photo / imagery date: May 2026

Salem & Sherman
RBS0556 • Source ID(s): 801865
Location: Albany, Linn County, (44.6375845, -123.0903884)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 05/05/2026



Photo / imagery date: Apr 2025

Salem & Waverly
RBS0557 • Source ID(s): 801866
Location: Albany, Linn County, (44.6397591, -123.0740658)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Mar 2025

Salem at Waverly Lake
RBS0559 • Source ID(s): 801965
Location: Albany, Linn County, (44.6407142, -123.0711874)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Salem Ave & Burkhart St
RBS0558 • Source ID(s): 4212202
Location: Albany, Linn County, (44.6389267, -123.0802287)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, signed crosswalk in sight, area lighting
Route signs: None
Agency signs: None
Verified date: 05/21/2026



Photo / imagery date: Aug 2024

Santiam Hwy & Airport Rd
RBS0560 • Source ID(s): 801970
Location: Albany, Linn County, (44.6305516, -123.0656365)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): 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 signs: Route A
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Santiam Hwy & Bain
RBS0561 • Source ID(s): 801871
Location: Albany, Linn County, (44.6314050, -123.0698320)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): 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 signs: Route A
Agency signs: Albany Transit System
Verified date: 06/05/2026


Photo / imagery date: Apr 2025

Santiam Hwy & Columbus
RBS0562 • Source ID(s): 801873
Location: Albany, Linn County, (44.6332408, -123.0795564)
Agencies: Albany Transit System
Routes: Route D, Route C
Stop function (GTFS): 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 signs: Route C; Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Oct 2026

Santiam Hwy & Commercial Way
RBS0563 • Source ID(s): 801969
Location: Linn County, (44.6295750, -123.0556633)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route A
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Jun 2025

Shea Viewpoint
RBS0564 • Source ID(s): 15904
Location: Sweet Home, Linn County, (44.4106470, -122.6534910)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

South Salem Ave & Mason St
RBS0565 • Source ID(s): 4212203
Location: Albany, Linn County, (44.6378875, -123.0866043)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 05/21/2026



Photo / imagery date: Oct 2022

Sweet Home City Hall
RBS0566 • Source ID(s): 2559159
Location: Sweet Home, Linn County, (44.4023266, -122.6999813)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, bench, bus shelter, trash can, signed crosswalk in sight
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Sweet Home Public Library - 13th Ave & Kalmia St
RBS0567 • Source ID(s): 13627
Location: Sweet Home, Linn County, (44.3963595, -122.7289152)
Agencies: Linn Shuttle
Routes: Linn Shuttle, LBCC Express, In-Town Transit
Stop function (GTFS): 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 signs: None
Agency signs: None
Verified date: 07/17/2026



Photo / imagery date: Mar 2025

Sweet Home Senior Center
RBS0568 • Source ID(s): 13626
Location: Sweet Home, Linn County, (44.3938216, -122.7241302)
Agencies: Linn Shuttle
Routes: Linn Shuttle, LBCC Express, In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, area lighting
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Sep 2026

Taco Bell on Pacific Blvd before Albany Station
RBS0569 • Source ID(s): 801824
Location: Albany, Linn County, (44.6226143, -123.1101996)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, signed crosswalk in sight
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: Oct 2026

Tamarack Ridge Estates
RBS0570 • Source ID(s): 771419
Location: Sweet Home, Linn County, (44.4029962, -122.7258855)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unmarked Stop
Condition: good
Boarding level: road-level
Street configuration: roadside shoulder
Infrastructure: Not recorded
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

Thriftway & Clinic
RBS0571 • Source ID(s): 771417
Location: Sweet Home, Linn County, (44.3978202, -122.7380037)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, trash can, area lighting
Route signs: None
Agency signs: None
Verified date: 07/08/2026

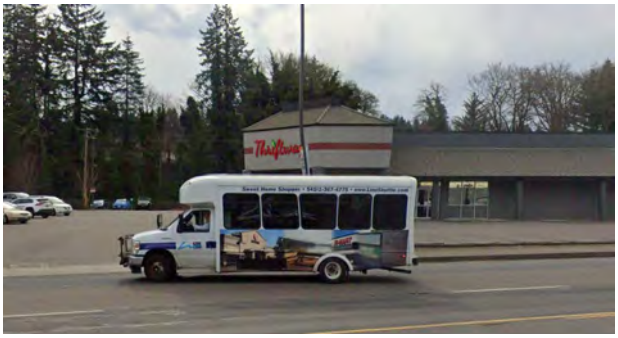


Photo / imagery date: Oct 2024

Timber Ridge
RBS0572 • Source ID(s): 4212191
Location: Albany, Linn County, (44.6436995, -123.0425139)
Agencies: Albany Transit System
Routes: Route A, Route C
Stop function (GTFS): 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 signs: Route A; Route C
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Walmart (3290 S Santiam Hwy)
RBS0574 • Source ID(s): 2559237, 13628
Location: Lebanon, Linn County, (44.5157146, -122.8992453)
Agencies: LINX Transit, Linn Shuttle
Routes: LINX Loop, Linn Shuttle, LBCC Express
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: poor
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 signs: None
Agency signs: Linn Shuttle
Verified date: 07/05/2026
Notes: Damaged bus shelter (no siding for weather protection); LINX has permission from Walmart to drop off and pick up riders between the two front entrance doors at Walmart. There is currently a bench at the stop, but no LINX route signage or shelter.



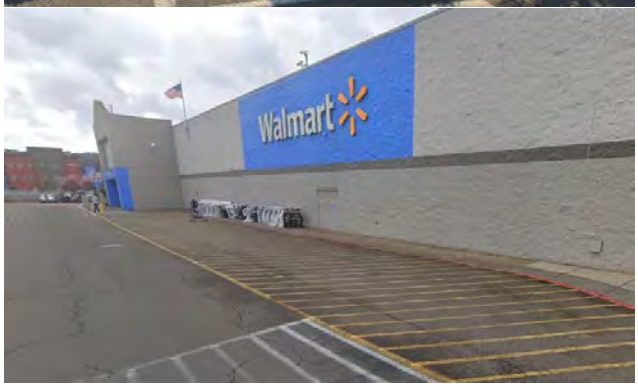


Photo / imagery date: Mar 2025

Walmart on Maple Leaf
RBS0573 • Source ID(s): 801968
Location: Albany, Linn County, (44.6281975, -123.0507444)
Agencies: Albany Transit System
Routes: Route A
Stop function (GTFS): 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 signs: Route A
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Washington & 3rd
RBS0575 • Source ID(s): 801915
Location: Albany, Linn County, (44.6355746, -123.1098170)
Agencies: Albany Transit System
Routes: Route B
Stop function (GTFS): 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 signs: Route B
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Washington St SW & 1st Ave W
RBS0576 • Source ID(s): 2559170
Location: Albany, Linn County, (44.6365654, -123.1099276)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): 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, area lighting
Route signs: Route B
Agency signs: Albany Transit System
Verified date: 07/06/2026



Photo / imagery date: Apri 2025

Waverly & 7th Street
RBS0579 • Source ID(s): 801922
Location: Albany, Linn County, (44.6362700, -123.0734405)
Agencies: Albany Transit System
Routes: Route B, Route C
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: road-level
Street configuration: curbside
Infrastructure: signed crosswalk in sight, area lighting
Route signs: Route B; Route C
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Oct 2022

Waverly & 21st
RBS0577 • Source ID(s): 801918
Location: Albany, Linn County, (44.6211088, -123.0729542)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Waverly & 25th
RBS0578 • Source ID(s): 801919
Location: Albany, Linn County, (44.6173860, -123.0728910)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, area lighting, bench
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



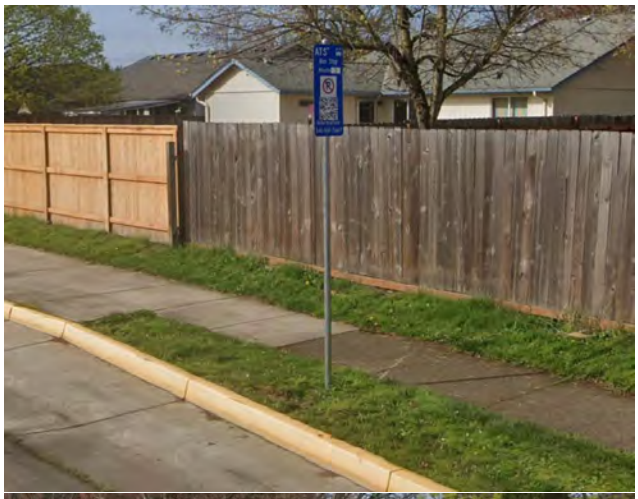
Photo / imagery date: Sep 2023

Waverly & Grand Prairie
RBS0580 • Source ID(s): 801920
Location: Albany, Linn County, (44.6141090, -123.0731740)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Waverly & Moraga
RBS0581 • Source ID(s): 801921
Location: Albany, Linn County, (44.6035673, -123.0734430)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: bus bay
Infrastructure: paved landing pad, bench
Route signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



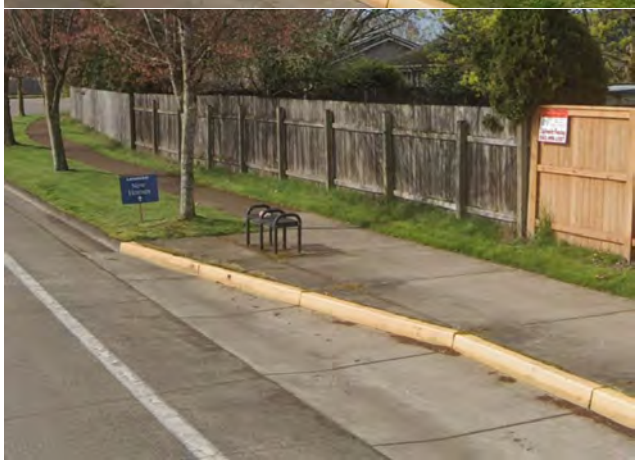


Photo / imagery date: Apr 2025

Waverly at Fred Meyer
RBS0587 • Source ID(s): 801924
Location: Albany, Linn County, (44.6305712, -123.0732999)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): 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 signs: Route C
Agency signs: Albany Transit System
Verified date: 06/05/2026

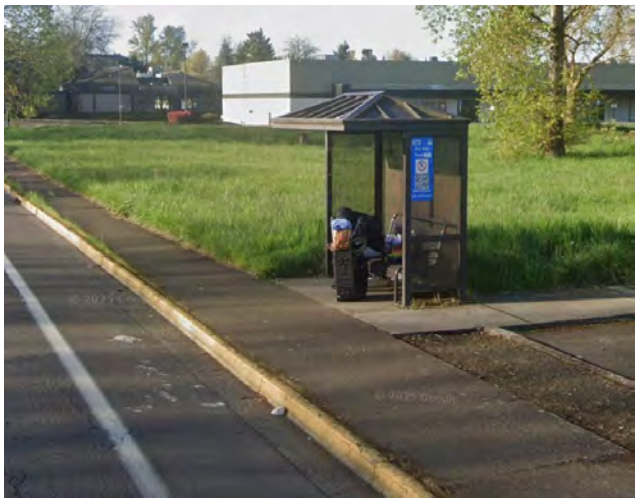


Photo / imagery date: Apr 2025

Waverly Dr & 14th Ave
RBS0582 • Source ID(s): 4212212
Location: Albany, Linn County, (44.6296911, -123.0730031)
Agencies: Albany Transit System
Routes: Route C
Stop function (GTFS): General Boarding Stop
Stop style: Basic Standard Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad
Route signs: Route C
Agency signs: Albany Transit System
Verified date: 06/05/2026

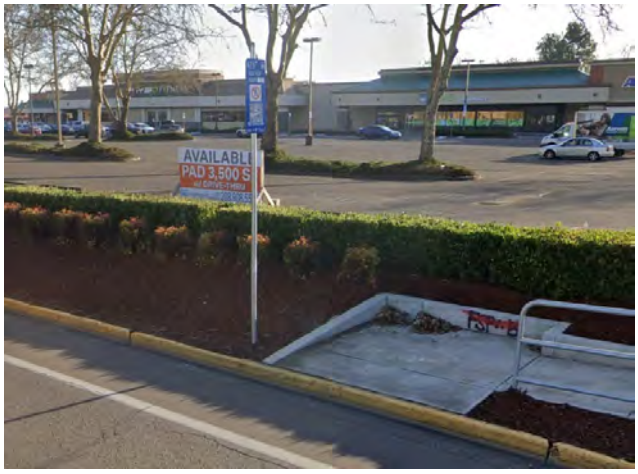


Photo / imagery date: Apr 2025

Waverly Dr & 18th
RBS0583 • Source ID(s): 801971
Location: Albany, Linn County, (44.6240732, -123.0730306)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Waverly Dr & 21st Ave
RBS0584 • Source ID(s): 4212217
Location: Albany, Linn County, (44.6209773, -123.0726945)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Waverly Dr & 36th (South Albany High School)
RBS0585 • Source ID(s): 801963
Location: Albany, Linn County, (44.6083973, -123.0733635)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: unpaved
Street configuration: curbside
Infrastructure: signed crosswalk in sight, area lighting
Route signs: None
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Aug 2023

Waverly Dr & Grand Prairie Rd
RBS0586 • Source ID(s): 4212216
Location: Albany, Linn County, (44.6130143, -123.0731378)
Agencies: Albany Transit System
Routes: Route D
Stop function (GTFS): 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 signs: Route D
Agency signs: Albany Transit System
Verified date: 06/05/2026



Photo / imagery date: Apr 2025

Wiley Creek Lodge
RBS0588 • Source ID(s): 771426
Location: Sweet Home, Linn County, (44.4057538, -122.6760613)
Agencies: Linn Shuttle
Routes: In-Town Transit
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: off-street boarding area
Infrastructure: paved landing pad, trash can, bench
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Mar 2025

WinCo & Kohl's (Killdeer Ave Se)
RBS0589 • Source ID(s): 2559176
Location: Albany, Linn County, (44.6391910, -123.0647501)
Agencies: Linn Shuttle
Routes: Linn Shuttle
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: area lighting, signed crosswalk in sight, paved landing pad
Route signs: None
Agency signs: None
Verified date: 07/06/2026



Photo / imagery date: Apr 2025

YMCA on Pacific Blvd
RBS0590 • Source ID(s): 801826
Location: Albany, Linn County, (44.6110370, -123.1135472)
Agencies: Linn-Benton Loop, Albany Transit System
Routes: Saturday, Saturday Shopper, Heart-to-Hub Uniter
Stop function (GTFS): General Boarding Stop
Stop style: Unimproved Stop
Condition: good
Boarding level: sidewalk-level
Street configuration: curbside
Infrastructure: paved landing pad, bench, bus shelter, area lighting, signed crosswalk in sight
Route signs: None
Agency signs: Linn-Benton Loop
Verified date: 07/05/2026



Photo / imagery date: Apr 2025

Appendix D: Linn County Bus Stops & Routes Mapped

Following the Linn County Transit Stop 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 upon request.

Figure 1 Regional Bus Stop Inventory - Overview

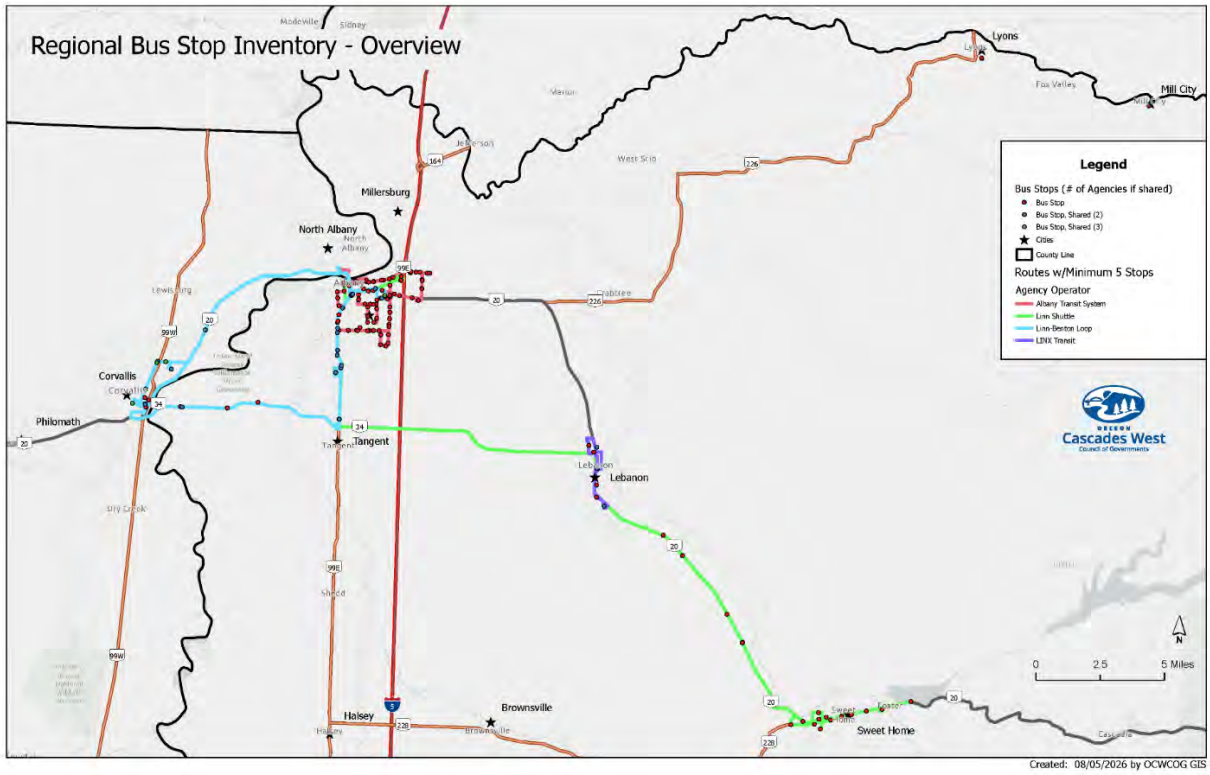


Figure 2 Regional Bus Stop Inventory - Downtown Corvallis and Albany

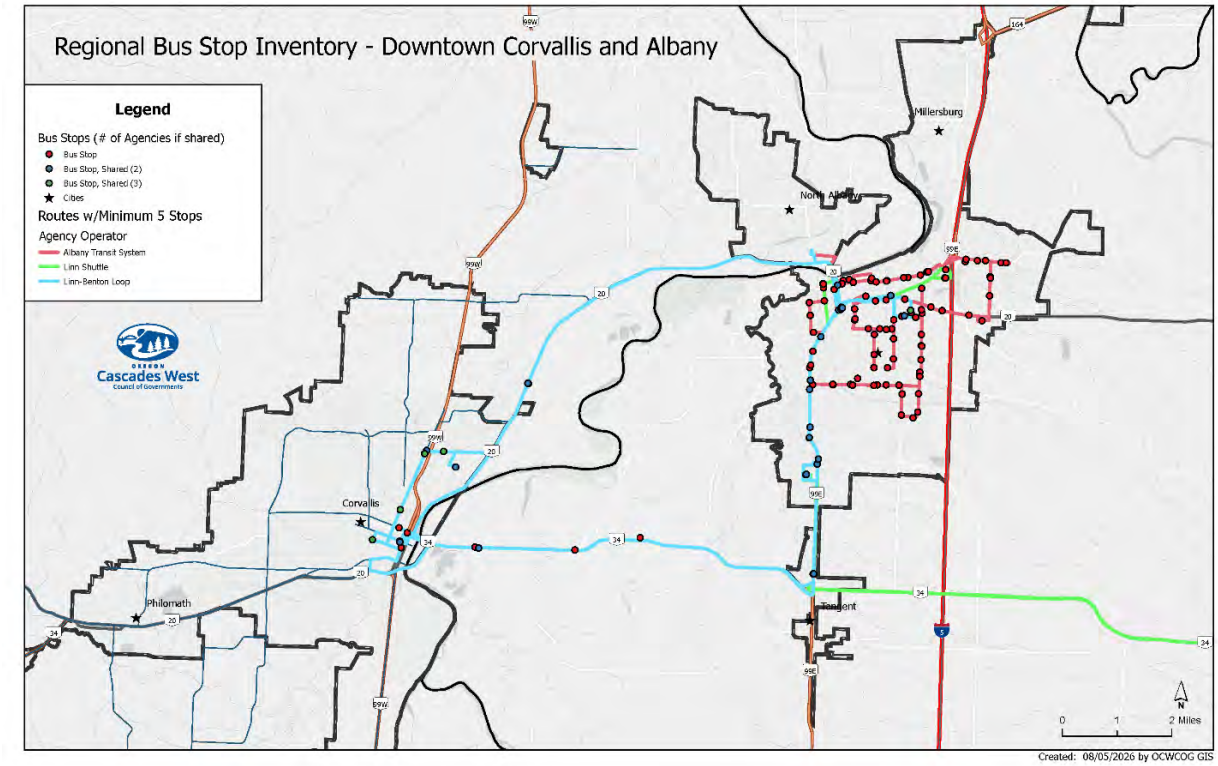
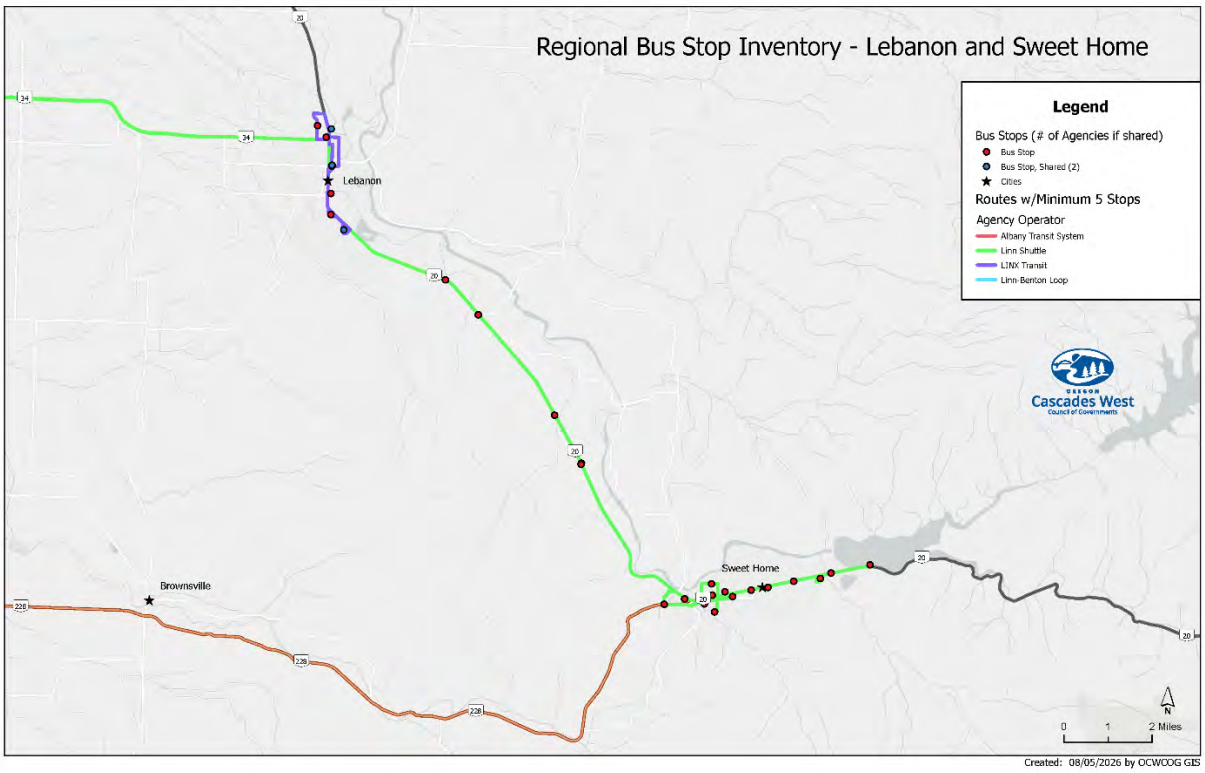


Figure 3 Regional Bus Stop Inventory - Lebanon and Sweet Home



Linn-Benton Loop
Technical Advisory Committee (TAC)

2027 Meeting Dates

Microsoft Teams Information:

Calendar Invites to be sent

Second Tuesday of every 3 Months 2:30 – 4:30 pm
February 9 May 11 August 10 November 9 ***Joint with Loop Board***

Linn-Benton Loop Governing Board
2027 Meeting Dates

Microsoft Teams Information:

Calendar Invites to be sent

Policy Board Last Tuesday of every 3 Months 3:00 – 5:00 pm
February 23 May 25 August 31 November 9 ***Joint with TAC***