

Santa Clara Transit Station FAQ

Why does the community need a new transit station?

The entrance and exit for the current River Road Transit Station are frequently congested due to heavy vehicle traffic. Traffic congestion makes it more challenging for LTD riders and buses to enter and exit the station.

The Oregon Department of Transportation has marked part of the current River Road Transit Station property for improvements to the current vehicle onramp to the Beltline.

The River Road Transit Station was built in 1982. The station's infrastructure is antiquated, requires updating, and improvement.

Is the proposed Santa Clara Transit Station being designed for future neighbor growth?

Yes. The Santa Clara Transit Station is being designed to meet the transportation needs of the Santa Clara and River Road neighborhoods for at least 40 years.

What is different about the proposed Santa Clara Transit Station compared to the River Road Transit Station?

Buses will have maximum maneuverability for buses entering and exiting the station resulting on safer access for riders, pedestrians, cyclists and people using mobility devices.

The Santa Clara Transit Station will include up to six (6) bus bays, including a designated bus bay for RideSource, approximately 60 parking spaces at the adjacent Park & Ride, secured bike parking, covered station platforms, and a small building for driver work stations and break rooms.

What is the timeline and cost for the Santa Clara Transit Station?

The \$10.3 million project is expected to break ground in spring 2020 and is scheduled for completion in 2021.



Project Contact Information



For additional information about the project

LTD.org/Santa-Clara-Transit-Station

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For Public Comment

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