

JPACT Worksheet

Agenda Item Title: Community Connector Transit Study: Opportunities and Tools

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Purpose/Objective

Provide an update as work wraps up on the assessment and vision (milestone 2) for the Community Connector Transit (CCT) Study and work on the priorities and tools (milestone 3) phase begins. The CCT Study is being updated in four key phases, ending in Fall 2026 (see Attachment 1).

Action Requested/Outcome

Staff is seeking JPACT's feedback on: 1) refining the identified focus area, parks and mobility hub opportunities to best align with local plans and efforts, 2) reflecting local perspectives in the approach for classifying the focus areas based on needs and readiness, and 3) recommending strategies for engaging with business and community members on the opportunities. This study will make recommendations for revisions as part of the 2028 Regional Transportation Plan update.

What has changed since JPACT last considered this issue/item?

In April, JPACT (and Metro and County advisory committees and regional partners) received an update on the emerging role in the regional transit vision for community connectors and mobility hubs, how areas of opportunity would be identified for both tools, and how community would be engaged in that work. Staff incorporated JPACT's feedback related to considering: where people are already trying to travel to work and other places today, needs of shift workers, perspectives from more local city representatives, inter-city routes as part of mobility hubs, and strategies for hubs where micromobility doesn't exist today.

Since then, staff has been working with local agency staff (through the Transit Working Group, a Local Workshop, and County technical committee and one-on-one meetings) to incorporate what was heard from decision-makers, advisory committees, regional stakeholders, and community to apply the assessment methodology and refine identified community connector and mobility hub opportunities, create a parks access community connector strategy, and develop an approach for classifying the focus areas based on needs and readiness.

Community Connector Focus Areas and Mobility Hubs

Using a methodology built from the emerging vision for the role of community connectors in the region, the project team identified focus areas for future service opportunities and future mobility hub sites. These can inform updates as part of the 2028 RTP for the regional transit network vision map to include more solutions meeting community needs and towards our transportation goals.

Identifying the focus areas involved three key questions (described in detail in Attachment 2):

- Where are areas today not served by transit, but where people may need it?
- Within these unserved areas, what locations demonstrate demand for and/or the different transit-supportive ingredients that are part of the recipe for success?
- Within these unserved areas, what do other resources tell us about existing or future markets for community connectors?

The outcome is a map of 21 areas across the region that could both benefit from and possibly support first-last mile transportation solutions. About half of these areas may support a community

connector and other areas would be better supported by a non-transit solution such as micromobility or programs like the transportation wallet.

Identifying mobility hub sites involved the following factors (described in detail in Attachment 3):

- **Connectivity:** Being well-integrated in the broader transportation network where seamless connections are needed between different types of transit and modes of transportation.
- **Land use and regional significance:** Aligning with areas planned for higher-density, mixed-use development with strong transit connections, creating ideal conditions for integrating multimodal transportation services and enhancing regional mobility.
- **Equity and community impact:** Serving historically marginalized neighborhoods, reducing transportation barriers for underserved communities and improving connections to key destinations like jobs, healthcare, and education.
- **Transit access:** Enhancing seamless access to and from the regional transit system, including bus, light rail, and other high-capacity modes.

The result is a map of regional hubs supporting a mix of many transit services (e.g., Beaverton Transit Center), town hubs bridging regional and local travel with vibrant public spaces (e.g., Orenco Station), local and emerging hubs connecting local buses (e.g., Happy Valley Town Center) and future hubs where local transit will grow in the future (e.g., Clackamas Community College).

Parks Transit Strategy

Working closely with Metro Parks and Nature staff, the project team also evaluated transit service – with a focus on equitable access – to regional park destination sites, which have unique facilities compared to a local park that draw people from across the region (e.g., hiking trails, beaches, interactive learning centers). About 39% of these regional parks do have transit access all week within a half-mile walking distance from the entrance, 34% have some transit access and 27% are not accessible by transit. Only about 5% of people in the region and 3% of people living in equity focus areas cannot access any regional parks within an hour on transit. However, access increases the closer one lives to the central city and MAX light rail opposite gentrification patterns.

The project team assessed potential future service opportunities by evaluating (see Attachment 4):

- **Where there is a high level of parks need or demand** – visitor numbers are high or indicate high visitation (e.g., type, big parking lot) and or a connection could serve equity focus areas with little to no existing access to regional parks
- **Where service could leverage the existing transit network** – site is within a mile of current transit service or planned or future community connector focus areas

The result is a map of seven parks clusters with corresponding recommendations for improving transit access through improvements to existing service or new community connectors or seasonal shuttles. The strategy also discusses services in development and best practice approaches.

Next Steps

In early 2026, Metro will work with community-based and tribal organizations to refine and prioritize the identified opportunities. Following community outreach, staff will apply the preliminary classification approach (see Attachment 5) and return to JPACT in the spring to discuss the outcomes of work to refine and classify the focus areas, develop implementation tools and governance strategies, and incorporate recommendations into a draft study report.

What packet material do you plan to include?

1. CCT Study Workplan 2025-2026 (Updated)
2. CCT Opportunity Area Assessment Memorandum
3. CCT Draft Classification Approach
4. CCT Mobility Hub Toolkit and Assessment Memorandum
5. CCT Transit to Parks Strategy