Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Joint Policy Advisory Committee on Transportation (JPACT) agenda

Thursday, December 18, 2025 **7:30 AM** **https://zoom.us/j/91720995437 Webinar ID: 917 2099 5437 or +1 669 444 9171 (toll free)**

1. Call To Order, Declaration of a Quorum & Introductions (7:30 AM)

2. Public Communication on Agenda Items (7:32 AM)

Written comments should be submitted electronically by mailing legislativecoordinator@oregonmetro.gov. Written comments received by 4:00 pm on the day before the meeting will be provided to the committee prior to the meeting.

Those wishing to testify orally are encouraged to sign up in advance by either: (a) contacting the legislative coordinator by phone at 503-813-7591 and providing your name and the item on which you wish to testify; or (b) registering by email by sending your name and the item on which you wish to testify to legislativecoordinator@oregonmetro.gov.

Those requesting to comment during the meeting can do so by using the "Raise Hand" feature in Zoom or emailing the legislative coordinator at legislativecoordinator@oregonmetro.gov. Individuals will have three minutes to testify unless otherwise stated at the meeting.

3. JPACT Chair Updates (7:35 AM)

3.1	Fatal Crash Report (7:35 AM)	**COM 25-1001**
3.2	Transit Minute (7:39 AM)	COM 25-1002
	Attachments: December Transit Minute	

4. Consent Agenda (7:40 AM)

4.1	Resolution No. 25-5543 For the Purpose of Adding, Amending, or Canceling Four Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements	COM 25-0987

Attachments: JPACT Worksheet
Draft Resolution 25-5543
Exhibit A
Project Detail Report
Public Comment Period Summary
JPACT Staff Report

4.2 Consideration of the November 20, 2025 JPACT Meeting Minutes — 25-6411

Attachments: November 20, 2025 JPACT Meeting Minutes

5. Information/Discussion Items (7:45 AM)

5.1 Community Connectors Transit Study: Opportunities and Tools — COM 25-0998

Presenter(s): Ted Leybold, Transportation Policy Director, Metro
Ally Holmqvist, Senior Transportation Planner, Metro

Attachments: JPACT Worksheet
Simple Work Plan
Focus Areas
Regional Mobility Hubs and Toolkit
Parks Transit Strategy
Draft Classification Approach

8:05 AM

5.2 Safe Streets For All Update — COM 25-0999

Presenter(s): **Lake McTighe, Principal Transportation Planner**

Attachments: JPACT Worksheet
Draft Annual Safe Streets Update
SS4A Update JPACT Powerpoint
JPACT SS4A Safety Update Memo

8:35 AM

5.3 Sunrise Corridor Project Update — COM 25-1000

Presenter(s): Jamie Stasny, Transportation and Land Use Policy Manager,

Clackamas County
Adam Torres, Transportation and Land Use Policy Associate, Clackamas County

6. Committee Member Communication (9:05 AM)

7. Adjourn (9:30 AM)

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ការគោរពសិទ្ធិពលរដ្ឋរបស់ ។ សំរាប់ព័ត៌មានអំពីកម្មវិធីសិទ្ធិពលរដ្ឋរបស់ Metro ឬដើម្បីទទួលពាក្យបណ្តឹងរើសអើងសូមចូលទស្សនាគេហទំព័រ www.oregonmetro.gov/civilrights។
បើលោកអ្នកត្រូវការអ្នកបកប្រែភាសានៅពេលអង្គប្រជុំសាធារណៈ: សូមទូរស័ព្ទមកលេខ 503-797-1700 (ម៉ោង 8 ព្រឹកដល់ម៉ោង 5 ល្ងាច ថ្ងៃធ្វើការ) ប្រាំពីរថ្ងៃថ្ងៃធ្វើការ មុនថ្ងៃប្រជុំដើម្បីអាចឲ្យគេសម្រួលតាមសំណើរបស់លោកអ្នក ។

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January 2021

2025 JPACT Work Program

As of 12/8/25

Items in italics are tentative

September 18, 2025- online	**October 16, 2025- in person**
• Consideration of the July 17, 2025 JPACT Meeting Minutes (consent) • Res no. 25-5519 For The Purpose Of Adding, Amending, Or Canceling Twelve Projects To The 2024-27 Mtip To Meet Federal Project Delivery Requirements (consent) • JPACT trip report back (10 min, Betsy Emery) • Special session recap (20 min, Anneliese Koehler) • CCAP Recommendations (30 min, Eliot Rose)	• Cooling Corridors Update (Andre Lightsey-Walker, Joe Gordon, Metro; 30 min) • Regional Emergency Transportation Routes (RETR) update (John Mermin, Metro; 30 min) • Forward Together: The Road Ahead & Planning for Service Cuts (Kate Lyman, TriMet; 30 min) MPACT- October 27th- 29th
November 20, 2025- online	**December 18, 2025-online**
- MTIP Information Update/Timeline **(comments from the Chair/Ted)** - Future Vision Project (40 min, Jess Zdeb) - Safety Dashboard Demonstration (Lake McTighe; 20 min) - Regional Rail Study: Findings and Recommendations (Elizabeth Mros-O'Hara, Metro; 20 min)	• **Resolution no. 25-5543** For the Purpose of Adding, Amending, or Canceling Four Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements **(consent)** • Community Connectors Transit Study Update (Ally Holmqvist, 20 min) • SS4A Annual update (Lake McTighe, Metro; 30 min • Sunrise Vision Plan Update (Jamie Stasny, Clackamas County; 30 min)

Holding Tank:

2026

- Certification response
- High Speed Rail update, January 2026
- RTO Program Update: Draft Strategy- January 2026
- RTO Program Update: Public comment and revised strategy- February 2026
- RTO Program Adoption- April 2026
- RTO Program adoption, February 19th (Metro Council, March 5th)
- CCTS April
- January 15- Resolution no. 26-5549 For The Purpose Of Adding Or Amending Five Projects To The 2024-27 MTIP To Meet Federal Project Delivery Requirements.

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Agenda #: 3.2

File #: COM 25-1002 **Agenda Date:**12/18/2025

Transit Minute (7:39 AM)

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Agenda #: 4.1

File #: COM 25-0987 **Agenda Date:**12/18/2025

Resolution No. 25-5543 For the Purpose of Adding, Amending, or Canceling Four Projects to the 2024-27 MTIP to Meet Federal Project Delivery Requirements

JPACT Worksheet

Agenda Item Title: **November 2025 (FFY2026) MTIP Formal Amendment Approval Request – Resolution 25-5543**

Presenters: Not Applicable. The item is proposed to be a JPACT consent item

Contact for this worksheet/presentation: Gabriela Lopez, MTIP Data Coordinator, gabriela.lopez@oregonmetro.gov

Purpose/Objective:
FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING FOUR PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Action Requested:
Recommend approval of Resolution 25-5543 to Metro Council to complete all required programming actions for four projects in the MTIP.

Outcome:
JPACT action to recommend approval to Metro Council. Final action allows the required updates, additions, and/or project cancelation to the four projects in the 2024-27 MTIP to meet federal delivery requirements:

- I-205: Glenn Jackson Bridge (Columbia River)
- Carbon Reduction Program Reserve
- Portland Traffic Signal Performance Measures Development & Eval
- Portland Local Traffic Signal Controller Replacement Phase 2

What has changed since JPACT last considered this issue/item?
None. This is the first time the amendment will be presented to JPACT.

What packet material do you plan to include?

1. Draft Resolution 25-5543 with requested changes to four projects.
2. Exhibit A to Resolution 25-5543 (MTIP Project Detail Report) showing the specific changes to the projects.
3. A staff report in support of the formal amendment's action to add, amend or cancel the four projects. The staff report provides a summary of the project changes, review processes, and required approval steps.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING FOUR PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS	))))))	RESOLUTION NO. 25-5543 Introduced by: Chief Operating Officer Marissa Madrigal in concurrence with Council President Lynn Peterson

WHEREAS, the Metropolitan Transportation Improvement Program (MTIP) prioritizes projects from the Regional Transportation Plan (RTP) to receive transportation-related funding; and

WHEREAS, the U.S. Department of Transportation (USDOT) requires federal funding for transportation projects located in a metropolitan area to be programmed in an MTIP; and

WHEREAS, in July 2023, the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council approved Resolution No. 23-5335 to adopt the 2024-27 MTIP; and

WHEREAS, the 2024-27 MTIP includes Metro approved RTP and federal performance-based programming requirements and demonstrates compliance and further progress towards achieving the RTP and federal performance targets; and

WHEREAS, pursuant to the USDOT MTIP amendment submission rules, JPACT and the Metro Council must approve any subsequent amendments to the MTIP to add new projects or substantially modify existing projects; and

WHEREAS, the Washington State Department of Transportation (WSDOT) and ODOT identified a Preservation Program funding shortfall on the joint I-205 Glenn Jackson Bridge pavement rehabilitation project and are requesting amendments to this project; and

WHEREAS, the formal amendment cancels the planning and construction phases, and changes obligation year for preliminary engineering phase to federal fiscal year 2027 to the I-205 Glenn Jackson Bridge pavement rehabilitation project; and

WHEREAS, the preliminary engineering phase for I-205 Glenn Jackson Bridge pavement rehabilitation project will increase to $2,202,000 of National Highway Performance Program funds; and

WHEREAS, in June 2023, the Metro Council approved Resolution 23-5337 directing TransPort, the subcommittee of the Transportation Policy Alternatives Committee, to sub-allocate $3 million of federal Carbon Reduction Program funds towards Transportation System Management and Operations projects; and

WHEREAS, TransPort, during their October 8, 2025, meeting, recommended allocating federal Carbon Reduction Program for seven existing MTIP projects; and

WHEREAS, the formal amendment cancels the Carbon Reduction Program Reserve project from the MTIP and SITP to distribute $3,000,000 CRP federal funds among seven MTIP projects, five of which will be administratively modified; and

WHEREAS, the Portland Traffic Signal Performance Measures Development & Eval project from the 2021-2026 MTIP will be programmed in the 2024-2027 MTIP with an additional $224,325 of CRP federal funds; and

WHEREAS, the Portland Local Traffic Signal Controller Replacement Phase 2 project will be amended to program an additional $924,219 of CRP federal funds to the other phase; and

WHEREAS, the programming updates to the four projects are stated in Exhibit A to this resolution; and

WHEREAS, on November 7, 2025, Metro's Transportation Policy and Alternatives Committee recommended that JPACT approve this resolution; and

WHEREAS, on December 18, 2025, JPACT approved and recommended the Metro Council adopt this resolution; now therefore

BE IT RESOLVED that the Metro Council adopts this resolution to add, amend or cancel the four projects as stated within Exhibit A to the 2024-27 Metropolitan Transportation Improvement Program to meet federal project delivery requirements.

ADOPTED by the Metro Council this ___ day of _____ 2025.

_____
Lynn Peterson, Council President

Approved as to Form:

_____
Carrie MacLaren, Metro Attorney

Exhibit A
November 2025 (FFY 2026), Formal/Full MTIP Amendment Summary
Formal Amendment #: NV26-02-NOV

The November 2025 (FFY 2026) MTIP Formal Amendment includes four projects. A summary of the projects is shown below:

Amend the I-205: Glenn Jackson Bridge (Columbia River) project: The formal amendment cancels the planning and construction phase, and the preliminary engineering phase is being moved from FFY 2026 to 2027. Programming changes in preliminary engineering phase include removing $1,001,000 of 'Other' funds from WSDOT, and increasing the National Highway Performance Program (NHPP) funds to $2,202,000.

Cancel the Carbon Reduction Program Reserve project: The formal amendment is to cancel project to distribute programmed CRP funds among seven MTIP projects (ODOT Keys; 23628, 22531, 23586, 23584, 23581, 22134, 22135), as approved for recommendation by TransPort in its October 8, 2025 subcommittee meeting.

Add Portland Traffic Signal Performance Measures Development & Evaluation project: The formal amendment will add the project to the 2024-2027 MTIP with an additional $224,325 of CRP Federal funds in FFY 2026.

Amend the Portland Local Traffic Signal Controller Replacement Phase 2 project: The formal amendment is for funding increase to program an additional $924,219 of CRP Federal funds in FFY 2026.

Exhibit A Table (MTIP Worksheets) are included as part of the staff report amendment bundle and contain the specific project changes for the FFY 2026 November MTIP Formal Amendment. A short summary of the project changes follows on the next pages.

2024-2027 Metropolitan Transportation Improvement Program **Exhibit A to Resolution 25-5543** **November 2025 (FFY 2026) Formal Amendment Bundle Contents** **Amendment Type: Formal/Full** **Amendment #: NV26-02-NOV** **Total Number of Projects: 4**				
Key Number & MTIP ID	**Lead Agency**	**Project Name**	**Project Description**	**Amendment Action**
Category: Amending Existing Projects in the 2024-2027 MTIP:				
(#1) ODOT Key # **23067** MTIP ID 71367	**ODOT**	**I-205: Glenn Jackson Bridge (Columbia River)**	Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals	**CANCEL PHASE/SLIP PHASE/ADJUST FUNDS:** This formal amendment cancels the planning and construction phase, and the preliminary engineering phase is being moved from FFY 2026 to 2027. Programming changes in preliminary engineering phase include removing $1,001,000 of 'Other' funds from WSDOT, and increasing the NHPP funds to $2,202,000.
TSMO Carbon Reduction Program Funding				
Category: Projects Being Canceled through the Formal Amendment				
(#2) ODOT Key # **23239** MTIP ID 71331	Metro	**Carbon Reduction Program Reserve**	Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.	**CANCEL PROJECT:** The formal amendment cancels the project to distribute programmed CRP funds among seven MTIP projects (ODOT Keys; 23628, 22531, 23586, 23584, 23581, 22134, 22135), as approved for recommendation by TransPort in their its October 8, 2025 subcommittee meeting.

Subcategory: Adding New Projects to the 2024-2027 MTIP				
(#3) ODOT Key # **22531** MTIP ID 71254	Portland	**Portland Traffic Signal Performance Measures Development & Eval**	Across Portland develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility efficiency and safety.	**ADD NEW PROJECT:** This project was previously programmed in the 2021-2026 MTIP. The formal amendment will add the project to the 2024-2027 MTIP with an additional $ 224,325 of CRP Federal funds in FFY 2026.

Category: Amending Existing Projects in the 2024-2027 MTIP:				
(#4) ODOT Key # **23584** MTIP ID 71407	Portland	**Portland Local Traffic Signal Controller Replacement Phase 2**	Purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the city of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.	**INCREASE FUNDING:** The formal amendment will program an additional $924,219 of CRP Federal funds

Proposed Amendment Review and Approval Steps	
November 2025 (FFY 2026) Formal Amendment estimated processing and approval timing	
Date	**Action**
Tuesday, November 4, 2025	Post amendment & begin 30-day notification/comment period. (Comment period is November 4, 2025, to December 3, 2025.)
Friday, November 7, 2025	Metro Transportation Policy Alternative Committee (TPAC) – Amendment overview, and seeking an approval recommendation to JPACT
Thursday, December 18, 2025	JPACT Meeting – Amendment approval consideration.
Thursday, December 18, 2025	Metro Council Meeting – Final Metro amendment approval request.
Mid-February 2026	Estimated final FHWA MTIP amendment approval and inclusion in the approved STIP completed.

71331 - Carbon Reduction Program Reserve

ODOT Key	RTP ID	RFFA ID	Lead Agency
23239	12351	50440	Metro

Project Type	System Investment Type	Total Cost
Roadway	System Management & ITS	$0

Project Description
Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Total Programmed		-	-	-	-	-	-	-

Previously Approved Amendment 71331 - Carbon Reduction Program Reserve

ODOT Key	RTP ID	RFFA ID	Lead Agency
23239	12351	50440	Metro

Project Type	System Investment Type	Total Cost
Roadway	System Management & ITS	$3,343,363

Project Description
Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	Carbon Reduction Program	-	-	-	-	$3,000,000	-	$3,000,000
Other	Local Match	-	-	-	-	$343,363	-	$343,363
Total Other		-	-	-	-	$3,343,363	-	$3,343,363
Total Programmed		**-**	**-**	**-**	**-**	**$3,343,363**	**-**	**$3,343,363**

CURRENT CHANGE REASON	Project Removed
PROJECT CHANGES	Plan Revision Name changed from "AM25-21-JUN2" to "NV26-02-NOV"
FUNDING CHANGES	**Carbon Reduction Program** - Decrease funds in FY 2027 in OT from $3,000,000 to $0 **Local Match** - Decrease funds in FY 2027 in OT from $343,363 to $0
FEDERAL PROJECT COST	Decreased from $3,000,000 to $0 (-100%)
TOTAL PROJECT COST	Decreased from $3,343,363 to $0 (-100%)

71367 - I-205: Glenn Jackson Bridge (Columbia River)

ODOT Key
23067

RTP ID
12094

RFFA ID
-

Lead Agency
Oregon DOT

Project Type
Highway

System Investment Type
Maintenance & Preservation

Total Cost
$2,202,000

Project Description
Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Preliminary Engineering	Local Match	-	-	-	$171,316	-	-	$171,316
Preliminary Engineering	NHPP	-	-	-	$2,030,684	-	-	$2,030,684
Total Preliminary Engineering		-	-	-	$2,202,000	-	-	$2,202,000
Total Programmed		**-**	**-**	**-**	**$2,202,000**	**-**	**-**	**$2,202,000**

Previously Approved Amendment 71367 - I-205: Glenn Jackson Bridge (Columbia River)

ODOT Key
23067

RTP ID
12094

RFFA ID
-

Lead Agency
Oregon DOT

Project Type
Highway

System Investment Type
Maintenance & Preservation

Total Cost
$10,244,000

Project Description
Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Planning	Local Match	-	-	$7,780	-	-	-	$7,780
Planning	NHPP	-	-	$92,220	-	-	-	$92,220
Planning	Other	-	-	$100,000	-	-	-	$100,000
Total Planning		-	-	$200,000	-	-	-	$200,000
Preliminary Engineering	Local Match	-	-	-	$77,878	-	-	$77,878
Preliminary Engineering	NHPP	-	-	-	$923,122	-	-	$923,122
Preliminary Engineering	Other	-	-	-	$1,001,000	-	-	$1,001,000
Total Preliminary Engineering		-	-	-	$2,002,000	-	-	$2,002,000
Construction	HB2017	-	-	-	-	$312,834	-	$312,834
Construction	NHPP	-	-	-	-	$3,708,166	-	$3,708,166
Construction	Other	-	-	-	-	$4,021,000	-	$4,021,000
Total Construction		-	-	-	-	$8,042,000	-	$8,042,000
Total Programmed		**-**	**-**	**$200,000**	**$2,002,000**	**$8,042,000**	**-**	**$10,244,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Adjust funds (FA) - Cancel Phase (FA) - Change fund type (FA) - Slip Phase (FA)
PROJECT CHANGES	Plan Revision Name changed from "End of Year 24" to "NV26-02-NOV"
FUNDING CHANGES	**NHPP** - Decrease funds in FY 2025 in PL from $92,220 to $0 **Local Match** - Decrease funds in FY 2025 in PL from $7,780 to $0 **Other** - Decrease funds in FY 2025 in PL from $100,000 to $0 **NHPP** + Increase funds in FY 2026 in PE from $923,122 to $2,030,684 **Local Match** + Increase funds in FY 2026 in PE from $77,878 to $171,316 **Other** - Decrease funds in FY 2026 in PE from $1,001,000 to $0 **NHPP** - Decrease funds in FY 2027 in CN from $3,708,166 to $0 **HB2017** - Decrease funds in FY 2027 in CN from $312,834 to $0 **Other** - Decrease funds in FY 2027 in CN from $4,021,000 to $0
FEDERAL PROJECT COST	Decreased from $4,723,508 to $2,030,684 (-57.01%)
TOTAL PROJECT COST	Decreased from $10,244,000 to $2,202,000 (-78.50%)

71254 - Portland Traffic Signal Performance Measures Development & Eval

ODOT Key	RTP ID	RFFA ID	Lead Agency
22531	11104	-	Portland

Project Type	System Investment Type	Total Cost
Other	System Management & ITS	$940,000

Project Description

Across Portland develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility efficiency and safety.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	Carbon Reduction Program	-	-	-	$224,325	-	-	$224,325
Other	Local Match	$70,863	-	-	$25,675	-	-	$96,538
Other	STBG - Urban	$619,137	-	-	-	-	-	$619,137
Total Other		$690,000	-	-	$250,000	-	-	$940,000
Total Prior Costs		**$690,000**	**-**	**-**	**-**	**-**	**-**	**$690,000**
Total Programmed		**$690,000**	**-**	**-**	**$250,000**	**-**	**-**	**$940,000**

Previously Approved Amendment 71254 - Portland Traffic Signal Performance Measures Development & Eval

ODOT Key	RTP ID	RFFA ID	Lead Agency
22531	11104	-	Portland

Project Type	System Investment Type	Total Cost
Other	System Management & ITS	$690,000

Project Description

Across Portland develop and validate new required Automated Traffic Signal Performance Measures (ATSPM) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility efficiency and safety.

PHASE	FUND SOURCE	PRIOR	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	FUTURE	TOTAL
Other	Local Match	-	-	-	$70,863	-	-	-	-	$70,863
Other	STBG - Urban	-	-	-	$619,137	-	-	-	-	$619,137
Total Other		-	-	-	$690,000	-	-	-	-	$690,000
Total Programmed		**-**	**-**	**-**	**$690,000**	**-**	**-**	**-**	**-**	**$690,000**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Add Project
PROJECT CHANGES	Plan Revision Name changed from "21-Import" to "NV26-02-NOV"
FUNDING CHANGES	**Carbon Reduction Program** + Increase funds in FY 2026 in OT from $0 to $224,325 **Local Match** + Increase funds in FY 2026 in OT from $0 to $25,675
FEDERAL PROJECT COST	Increased from $619,137 to $843,462 (36.23%)
TOTAL PROJECT COST	Increased from $690,000 to $940,000 (36.23%)

71407 - Portland Local Traffic Signal Controller Replacement Phase 2

ODOT Key	RTP ID	RFFA ID	Lead Agency
23584	11104	-	Portland

Project Type	System Investment Type	Total Cost
Other	System Management & ITS	$2,800,700

Project Description

Purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the city of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	Carbon Reduction Program	-	-	-	$924,219	-	-	$924,219
Other	Local Match	-	-	$181,851	$105,781	-	-	$287,632
Other	STBG - Urban	-	-	$1,588,849	-	-	-	$1,588,849
Total Other		-	-	$1,770,700	$1,030,000	-	-	$2,800,700
Total Programmed		**-**	**-**	**$1,770,700**	**$1,030,000**	**-**	**-**	**$2,800,700**

Previously Approved Amendment 71407 - Portland Local Traffic Signal Controller Replacement Phase 2

ODOT Key	RTP ID	RFFA ID	Lead Agency
23584	11104	-	Portland

Project Type	System Investment Type	Total Cost
Other	System Management & ITS	$1,770,700

Project Description

Purchase and install up to 160 Advance Transportation Controllers (ATC) for PBOT and 79 for the city of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.

PHASE	FUND SOURCE	PRIOR	FY2024	FY2025	FY2026	FY2027	FUTURE	TOTAL
Other	Local Match	-	-	$181,851	-	-	-	$181,851
Other	STBG - Urban	-	-	$1,588,849	-	-	-	$1,588,849
Total Other		-	-	$1,770,700	-	-	-	$1,770,700
Total Programmed		**-**	**-**	**$1,770,700**	**-**	**-**	**-**	**$1,770,700**

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update Cost and Funding Increase - Major
PROJECT CHANGES	Plan Revision Name changed from "End of Year 24" to "NV26-02-NOV"
FUNDING CHANGES	**Carbon Reduction Program** + Increase funds in FY 2026 in OT from $0 to $924,219 **Local Match** + Increase funds in FY 2026 in OT from $0 to $105,781
FEDERAL PROJECT COST	Increased from $1,588,849 to $2,513,068 (58.17%)
TOTAL PROJECT COST	Increased from $1,770,700 to $2,800,700 (58.17%)

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 8, 2025

To: JPACT, Metro Council, and Interested Parties

From: Gabriela Lopez, MTIP Data Coordinator
Jean Senechal Biggs, Resource Development Manager

Subject: Public Comment Period Summary
November 2025 (FFY 2026) MTIP Formal Amendment (NV26-02-NOV)

The November 2025 (FFY 2026) Metropolitan Transportation Improvement Program (MTIP) Formal Amendment contains the following programming changes:

- Amends the I-205: Glenn Jackson Bridge (Columbia River) project
- Cancels the Carbon Reduction Program Reserve
- Adds the Portland Traffic Signal Performance Measures Development & Eval project
- Amends the Portland Local Traffic Signal Controller Replacement Phase 2 project

Public Comment Period Notice and Invitation to Participate
Between November 4, 2025 and December 3, 2025, residents of the Portland metropolitan area were invited to provide comment on the proposed MTIP formal amendment. The notice and invitation to participate was distributed via the Metro News notification service and posted on the Metro website: https://www.oregonmetro.gov/news/public-notice-opportunity-comment-pending-amendment-metropolitan-transportation-improvement-86

Comments were accepted via email to summer.blackhorse@oregonmetro.gov.

During this comment period, Metro did not receive any comments.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 1, 2025

To: JPACT and Interested Parties

From: Gabriela Lopez, MTIP Data Coordinator

Subject: November 2025 (FFY 2026) MTIP Formal Amendment (NV26-02-NOV) & Resolution 25-5543 Approval Request – STAFF REPORT

Amendment Purpose Statement

FOR THE PURPOSE OF ADDING, AMENDING, OR CANCELING FOUR PROJECTS TO THE 2024-27 MTIP TO MEET FEDERAL PROJECT DELIVERY REQUIREMENTS

Amendment Summary:

The November 2025 (FFY 2026) Metropolitan Transportation Improvement Program (MTIP) Formal/Full Amendment bundle contains the following four projects:

- I-205: Glenn Jackson Bridge (Columbia River)
- Carbon Reduction Program Reserve
- Portland Traffic Signal Performance Measures Development & Eval
- Portland Local Traffic Signal Controller Replacement Phase 2

The following pages provide additional details on the projects and the proposed programming changes.

TPAC Recommends Approval:

Gabriela Lopez, MTIP Data Coordinator, provided Transportation Policy Alternatives Committee (TPAC) members with an overview of the proposed project amendments at its November 7, 2025 meeting. TPAC voted unanimously to recommend approval to JPACT.

Requested Action:

Recommend approval of Resolution 25-5543 to Metro Council to complete all required programming actions for four projects in the MTIP.

Category: Amending Existing MTIP/STIP Programmed Projects:

The formal amendment includes one existing programmed project which requires the cancelation of the planning and construction phase, slipping the PE phase by one year, and changes in fund type

Project Number: 1	**Key Number: 23067**	**Status: Existing Project**
Project Name:	**I-205: Glenn Jackson Bridge (Columbia River)**	
Lead Agency:	ODOT & WSDOT	
Description:	Repair travel surface wheel rutting to prevent standing water and vehicle hydroplaning. Replace the bridge joint seals	
Funding Summary:	The project is jointly funded between ODOT and WSDOT. Total programming is $10,244,000.	
Added Notes:	Project was considered in the September 2025 (FFY 2026) formal amendment as a project cancelation but was removed from the amendment by JPACT to allow additional programming coordination to occur between ODOT and WSDOT. The need for a formal amendment is due to WSDOT indicating that they currently lack sufficient Preservation Program funds to provide their 50% contribution based on the current schedule. This formal amendment cancels the planning and construction phase, and the preliminary engineering phase is being moved from FFY 2026 to 2027. Programming changes in preliminary engineering phase include removing $1,001,000 of 'Other' funds from WSDOT, and increasing the National Highway Performance Program funds to $2,202,000 in the MTIP and STIP.	

Category: TSMO Carbon Reduction Program Funding

The formal amendment includes three projects that pertain to the Transportation System Management and Operations (TSMO) Carbon Reduction Program Funding recommendation by TransPort, a subcommittee of TPAC, during its October 8, 2025 meeting.

Seven existing MTIP projects were recommended for the federal Carbon Reduction Program (CRP) funds, with two projects requiring a formal amendment and five projects administratively modified in the October Admin Mod #2.

The Carbon Reduction Program Reserve project (Key 23239), which has the available Carbon Reduction Program funding balance from the 2024-2027 MTIP will be canceled due to reprogramming of funding.

Cancelling Existing MTIP/STIP Projects:

Project Number: 2	**Key Number: 23239**	**Status: Canceled Project**
Project Name:	**Carbon Reduction Program Reserve**	
Lead Agency:	Metro	
Description:	Funding to focus on transportation activities to reduce the emissions of carbon and greenhouse gases from transportation sources.	
Funding Summary:	Project is currently programmed with $3,000,000 of Carbon Reduction Program federal funds.	
Added Notes:	Project is being canceled from MTIP and STIP to distribute programmed CRP funds among MTIP projects (ODOT Keys; 23628, 22531, 23586, 23584, 23581, 22134, 22135), as approved for recommendation by TransPort in its October 8, 2025 subcommittee meeting.	

Adding New MTIP/STIP Projects:

Project Number: 3	**Key Number: 22531**	**Status: New Project**
Project Name:	**Portland Traffic Signal Performance Measures Development & Eval**	
Lead Agency:	Portland	
Description:	Across Portland develop and validate new required Automated Traffic Signal Performance Measures (ATSPMs) supporting traffic signal controllers to evaluate signal performance providing motorists improved mobility efficiency and safety.	
Funding Summary:	Previous funding for the project included $619,137 of STBG-Urban Federal funds in FFY 2023 in the Other phase.	
Added Notes:	This project was previously programmed in the 2021-2026 MTIP. The formal amendment will add the project to the 2024-2027 MTIP with an additional $ 224,325 of CRP Federal funds in FFY 2026.	

Amending Existing MTIP/STIP Projects:

Project Number: 4	**Key Number: 23584**	**Status: Existing Project**
Project Name:	**Portland Local Traffic Signal Controller Replacement Phase 2**	
Lead Agency:	Portland	
Description:	Purchase and install up to 160 Advance Transportation Controllers (ATCs) for PBOT and 79 for the city of Gresham and Multnomah County at selected signalized locations to improve the reliability of signal communications and pedestrian safety at intersections.	
Funding Summary:	Previous funding for the project included $1,588,849 of STBG-Urban Federal funds in FFY 2025 in the Other phase.	
Added Notes:	The formal amendment will program an additional $924,219 of CRP Federal funds in FFY 2026.	

METRO REQUIRED PROJECT AMENDMENT REVIEWS

In accordance with 23 CFR 450.316-328, Metro is responsible for reviewing and ensuring MTIP amendments comply with all federal programming requirements. Metro staff evaluate each project and its requested changes against multiple MTIP programming review factors that originate from 23 CFR 450.316-328. The evaluation process is designed to ensure the MTIP is fiscally constrained, consistent with the approved RTP, and provides transparency in its updates, changes, and/or implementation.

Proposed Processing and Approval Actions:

Action	Target Date
• TPAC agenda mailing……	October 31, 2025
• Initiate the required public notification/comment process…….	November 4, 2025
• TPAC approval recommendation to JPACT……	November 7, 2025
• Completion of public notification/comment process……..	December 3, 2025
• **JPACT approval and recommendation to Council…….**	**December 18, 2025**
• Metro Council approval……	December 18, 2025
• Final amendment package submission to ODOT & USDOT……..	December 26, 2025.
• USDOT clarification and final amendment approval……..	Mid-February 2026

Note: The above dates are anticipated and could change.

ANALYSIS/INFORMATION

1. **Known Opposition/Support/Community Feedback:** The agencies leading the projects included in this amendment support the proposed programming changes. The 30-day public comment period closes on December 3, 2025, and staff will deliver the results to JPACT and Metro Council prior to consideration and action.

2. **Legal Antecedents:**
   a. Amends the 2024-27 Metropolitan Transportation Improvement Program adopted by Metro Council Resolution 23-5335 on July 20, 2023 (FOR THE PURPOSE OF ADOPTING THE 2024-2027 METROPOLITAN TRANSPORTATION IMPROVEMENT PROGRAM FOR THE PORTLAND METROPOLITAN AREA)

   b. Oregon Governor approval of the 2024-27 MTIP on September 13, 2023.

   c. 2024-2027 Statewide Transportation Improvement Program (STIP) Approval and 2024 Federal Planning Finding on September 25, 2023.

3. **Anticipated Effects:** Enables the new and amended projects to be added or canceled to the MTIP and STIP. Follow-on fund obligation and expenditure actions can then occur to meet federal delivery requirements.

4. **Metro Budget Impacts:** There are no impacts to the Metro budget. None of the new or amended projects contain Metro approved funding.

RECOMMENDED ACTION:

Recommend approval of Resolution 25-5543 to Metro Council to complete all required programming actions for four projects in the MTIP.

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Metro

Agenda #: 4.2

File #: 25-6411 **Agenda Date:**12/18/2025

Consideration of the November 20, 2025 JPACT Meeting Minutes

Meeting minutes

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Meeting:	JPACT
Date/time:	Thursday, October 16, 2025
Place:	Metro Regional Center

Attendees
Multnomah County Commissioner Shannon Singleton
Washington County Commissioner Nafisa Fai
Clackamas County Commissioner Paul Savas
City of Gresham Mayor Travis Stovall
City of Cornelius Mayor Jef Dalin
City of Lake Oswego Mayor Joe Buck
Chris Ford, ODOT
JC Vannatta, TriMet
Dan Eisenbeis, Port of Portland
Ali Mirzakhalili OR DEQ
Vancouver Mayor Anne McEnerny-Ogle
Carley Francis, WashDOT
Leann Caver, C-Tran
Metro Councilor Juan Carlos Gonzalez
Metro Councilor Ashton Simpson
Councilor Christine Lewis

Absent
City of Portland Keith Wilson

Chair Updates
Ted Leybold provided the monthly Fatal Crashes report
Members enjoyed the monthly Transit Minute video

Consent Agenda
Consideration of the September 18, 2025 JPACT Meeting Minutes
Motion: Savas
Second: McEnerny-Ogle
Action: Motion passed

Information/Discussion Items
Cooling Corridors
Metro staff provided a presentation.

Gonzalez thanked staff and commented what a privilege it is to feel cool and comfortable.

Savas would like a map that shows where cooling and hydration refuges can be found during heat events.

Vannatta appreciates this work and would like to include consideration of stress testing our transportation infrastructure system.

Dalin wasn't aware of the public resource of air conditioning units and will add that information to the city's newsletter. He noted that language barriers need to be considered and translation

provided. He also commented that trees are expensive to maintain and public support for neighborhood trees needs to be considered. He also shared that requirements for large sidewalks are pushing out space for trees.

Fai thanked the Metro team for the presentation and felt it had good information. She would like efforts to address heat events to include air conditioning for every low-income housing development and access to shaded outdoor space for the tenants.

Singleton appreciated the Resilience Hub in the report and would like to pursue that. All infrastructure projects, such as for libraries, should include resilience hubs. There's overlap among jurisdictions for managing heat and the region should be coordinated and leverage those opportunities. The County's Health and Transportation team is collaborating to align this work with their current Transportation Safety Action Plan. She also encourages staff to include outreach to the homeless population, because communicating with that community during a heat event is challenging.

Stovall believes this is critical work. He appreciates the work everyone is doing around cooling centers, but this is the next step. East County has a disproportionate impact from heat, and this work aligns with the efforts Gresham is taking. Jurisdictions should coordinate and leverage efforts. He believes the region should over-invest in the areas that have not had investment to mitigate heat.

Mirzakhalili noted employers should take responsibility for protecting workers, and Metro should consider outreach to businesses. Also, with the fires in recent years, clean air stations should be considered in addition to cooling stations.

Singleton would like the team to also consider affordable housing, considering the focus on unsheltered people.

<u>Regional Emergency Transportation Routes Phase 2 Project Update</u>
Metro staff provided a presentation.

Dalin noted you can't get out of Cornelius without crossing a bridge. Washington County is concerned about the change of Cornelius Pass from Tier1 to Tier 2. It's the only north/south connector. He is also worried about how maintenance can impact emergency routes. They need to be passable.

Eisenbeis wanted to echo the comment on including routes to Tier One hospitals in Portland. That will be important for the emergency and for recovery.

Savas wanted to second the point about bridges. He believes we need some sort of plan that includes routes with the bridges in mind.

Gonzalez noted that the region needs funding for improving our bridges and maintaining our infrastructure. He mentioned the state as a partner in that, and he advocated for the need to continue to work on state funding for transportation.

Singleton added that during the JPACT trip, the region included resiliency as a need in our transportation system. The county has been working with the congressional delegation on that issue and how to communicate about it better to the federal government.

Forward Together: The Road Ahead & Planning for Service Cuts
Gonzalez recognized JC Vannatta for an introduction of the topic.

Vannatta shared that TriMet is facing high costs and expenses are exceeding revenues. Ridership has not improved as much as expected. He explained that administrative cuts and layoffs are happening. He noted TriMet is looking internally before cutting level of service.

TriMet staff Kate Lyman provided a presentation.

Dalin shared that frequency should be the first thing to cut, not the service. Service is a lifeline for people. He thinks the Mayor's Forum should meet with TriMet about this, too.

Savas agreed with Dalin. Clackamas County is very alarmed by this. He believes HB 2017's intent was to expand new service, but now that funding is being used to backfill. He noted 200,000 in Clackamas County live in the TriMet transit district but don't get service, and now TriMet is considering further cuts. He doesn't like the wording in TriMet's survey. He believes there should be a more scientific survey on this than what is under consideration. He asked Vannatta to explain why the rosy projection in February has changed. Vannatta answered that TriMet expected an increase in STIF that didn't happen. STIF revenues are down.

Eisenbeis thanked TriMet staff for their transparency and acknowledged layoffs are hard. He encouraged TriMet to work with employers on Line 77 that services the Troutdale industrial area to understand when service can support shifts for workers.

Singleton acknowledged this is difficult and appreciates the engagement. She asked if staff could share QR codes instead of URLs for sharing on social media for convenience for the public. She also asked staff to engage with community based organizations and in other places where people are already gathered. Holding independent events is often difficult for people to attend.

Mirzakhalili appreciated how difficult this is and asked how TriMet is approaching this effort: the best level of service for some people or some service for the most people. That question needs to be surfaced better. He's concerned about having a system that is subpar across the board.

Fai said Washington County has a letter for TriMet's board. They understand the difficult situation and the impact of the State Legislature's inaction on funding. Also, they are disappointed to see proposed cuts to local shuttles that connect to TriMet's system. Those services are critical, and they would like TriMet to reconsider those cuts.

Lewis noted 1 in 4 Oregonians don't or can't drive. She pointed to the state for this transit funding problem. She said the state has refused to be a true partner in transit, and she listed examples across the country where states work closely with local jurisdictions on transit. She believes it's unacceptable. She would like to understand how much funding goes straight into service. She suggested there might be ways other agencies can take on some of the transit rolls to bridge this gap, followed by a unified region that demands the state be a real partner.

Dalin underscored the need for local circulators. He believes cuts to those services can't be on the table.

Gonzalez shared that transit is a factor in all of the region's goals. He wants JPACT leaders and regional decision makers to lean in more on funding.

JPACT Member Updates
There was none.

Adjournment
Councilor Gonzalez adjourned the meeting at 9:29 AM.

Agenda #: 5.1

File #: COM 25-0998 **Agenda Date:**12/18/2025

Community Connectors Transit Study: Opportunities and Tools

Ted Leybold, Transportation Policy Director, Metro
Ally Holmqvist, Senior Transportation Planner, Metro

JPACT Worksheet

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

Presenter: Ted Leybold, Transportation Policy Director, Metro; Ally Holmqvist, Senior Transportation Planner, Metro

Contact for this worksheet/presentation: Ally Holmqvist, ally.holmqvist@oregonmetro.gov

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

COMMUNITY CONNECTOR TRANSIT STUDY

Project Milestone Work Plan: Key Activities and Events

Fall/Winter 2025

Activities: Refine the local network vision map. Consider focus area readiness for investment. Develop a checklist for making local land use plans more transit-supportive. Identify recommendations for serving parks. Explore and document governance strategies.
Outcome: Review network priorities and consider investment strategies. Discuss recommendations and tools.

Date	Who
September 11	**Local Transit Workshop**
October 14	**Working Group #7: Transit Network Vision** • Local Workshop debrief and revised subarea strategies cut sheets • Review parks transit development strategy • Mobility hub implementation toolkit
Mid-January TBD	**Working Group #8: Readiness & Tools** • Refined opportunity areas and draft readiness • Mobility hub implementation toolkit revisions • Governance strategy • Report outline
Early April TBD	**Working Group #9: Subarea Strategies & Report Outline** • Community feedback overview • Readiness and report outline revisions • Discuss plan and policy update recommendations
April 26 (tentative)	*East Multnomah County Transportation Committee TAC*
April 30 (tentative)	*Clackamas County Coordinating Committee TAC*
April 30 (tentative)	*Washington County Coordinating Committee TAC*
May 1	**Transportation Policy Alternatives Committee (TPAC)**
May 18 (tentative)	*East Multnomah County Transportation Committee (policy)*
May 18 (tentative)	*Washington County Coordinating Committee (policy)*
May 19	**Metro Council (work session)**
May 20 (tentative)	*Clackamas County C-4 subcommittee (policy)*
May 21	**Metro Technical Advisory Committee (MTAC)**
May 21	**Joint Policy Advisory Committee on Transportation (JPACT)**
May 27	**Metro Policy Advisory Committee (MPAC)**

<u>September-April</u>

Engage partners to align on a shared regional strategy. Create guidance for 2028 RTP.

Reflect user-feedback in tools and strategies. Collaboratively discuss governance approaches.

Shared understanding in next steps for a regional approach to supporting local transit.

- <u>Deliverables</u>
  - Local transit network vision map
  - Subarea opportunity cut sheets
  - Readiness map/technical memo
  - Land use plan checklist
  - Recommendations list/matrix
  - Governance strategy approach
  - Parks development strategy
  - Engagement summaries
- <u>Project webpage</u>
  - *Opportunity Areas Zine and video*
- <u>Stakeholder Meetings, Focus Groups/Community, Business Events (Feb)</u>
  - How can the vision capture needs of communities in the region?
  - What is most important to consider when identifying priorities?
  - What should we consider to set us up to implement the Vision?

Winter/Spring 2026

Activities: Co-create subarea strategies. Develop and refine regional plan and policy update recommendations. Compile technical and engagement information. Prepare study engagement summary. Draft study report. Revise report to incorporate feedback and prepare final report.

Outcome: Feedback on the subarea strategies and draft report. Acceptance of final report by committees**.**

Date	Who
Late May TBD	**Working Group #10: Draft Report & Celebration** • Wrap-up study recommendations and subarea strategies • Draft report review • 2028 RTP look ahead • Celebrate!
June 3 (tentative)	*East Multnomah County Transportation Committee TAC*
July 4 (tentative)	*Clackamas County Coordinating Committee TAC*
July 4 (tentative)	*Washington County Coordinating Committee TAC*
June 5	***Transportation Policy Alternatives Committee (TPAC)***
June 15 (tentative)	*East Multnomah County Transportation Committee (policy)*
June 15 (tentative)	*Washington County Coordinating Committee (policy)*
June 17 (tentative)	*Clackamas County C-4 subcommittee (policy)*
June 18	***Metro Technical Advisory Committee (MTAC)***
June 18	***Joint Policy Advisory Committee on Transportation (JPACT)***
June 24	***Metro Policy Advisory Committee (MPAC)***
June 25	***Metro Council***
Report Acceptance	
July 16	**MTAC recommendation to MPAC**
July 22	**MPAC recommendation to Metro Council**
September 11	**TPAC recommendation to JPACT**
September 17	**JPACT recommendation to Metro Council**
October 1	**Metro Council considers action on MPAC and JPACT recommendations**

March-June
 	
Co-create subarea strategies guiding local transit development.
 	
Reflect partner feedback on the report and recommendations.
 	
Shared understanding of regional strategy for local transit.
	• Deliverables
	  ○ Subarea strategies workbooks
	  ○ Plan and policy recommendations technical memo
	  ○ Governance strategy memo
	  ○ Report outline
	  ○ Draft and final reports and tools
	  ○ Study compiled engagement summary report
	• Project webpage
	  ○ *Report and executive summary*
	  ○ *Fact Sheet: What is the regional vision for First/Last Mile Transit?*
	• Email invitation to review to interested parties

Parametrix
let's create tomorrow, together

Technical Memorandum

DATE:	August 28, 2025
TO:	Metro and Project Partners
FROM:	Ryan Farncomb, Sam Erickson, Chad Tinsley – Parametrix Oren Eshel, Holly Querin, Anna Geannopoulos – Nelson\Nygaard
SUBJECT:	DRAFT Task 7.2 Subarea Strategies: Community Connector Transit Opportunities Assessment
PROJECT NAME:	Metro Community Connector Transit Study

Introduction

This study is examining opportunities for community connector transit (CCT) to improve first- and last-mile connections to the regional fixed-route transit systems run by TriMet and SMART, or to key destinations within communities that have barriers to accessing transit due to land use, distance from existing routes, or geography. In this study, the term "community connector" refers to generic fixed- or flex-route transit service open to the general public.

This memorandum builds on the project team's evaluation in the *Final Focus Area Analysis Memorandum*, July 2025, that identified focus areas through a data-driven approach, as well as through discussions with regional partners and the broader public.

The focus areas that may merit potential CCT service in the region, either today or in the future, are identified here as opportunity areas. CCT opportunities should be viewed as a starting point for further transit market analysis to determine whether service would viable and beneficial to communities relative to cost. Outreach with regional partners and the public will help refine the results of the opportunity assessment. Future work in this study will assess the readiness of community connector opportunities to move forward.

Metro and project partners will consider funding and actual implementation of these services in separate processes outside of this study. Similarly, determining appropriate first- and last-mile strategies for focus areas identified as better suited for non-transit strategies is not a part of this effort, but could inform future study.

Review of Focus Area Assessment

CCT opportunities described in the following section are based off initial work to identify "focus areas." See the *Final Focus Area Analysis Memorandum*, July 2025, for full details. The analysis first screened for areas of the metro region that are relatively distant from existing fixed-route transit service, including the TriMet and SMART networks. The analysis looked at proximity to fixed-route transit during midday and at the 10 p.m. hour to understand how access changes temporally. Future scenarios using aspirational, but unfunded, future network concepts from both TriMet and SMART were also assessed to understand how access may change in the future. Areas of at least 100 contiguous acres that addressed criteria shown in Table 1 were identified as focus areas. Focus areas were categorized based on their combined criteria score; "Tier 1" represented areas that addressed the criteria most strongly and "Tier 2" represented areas that addressed the criteria moderately. Areas with scores below the Tier 2 threshold or with high scores in small areas were not

moved forward for further analysis. Focus areas can be reviewed on the project's webmap. Feedback from the Transit Working Group (TWG) and from public outreach informed the thresholds.

Table 1. Focus Area Evaluation Criteria by Scenario

Category	Scenario 1a: Existing Weekday	Scenario 1b: Existing Weekday 10 p.m.	Scenario 2a: 2045 Weekday	Scenario 2b: 2045 Weekday with Future TriMet Service Enhancements[1]
Transit Propensity Metrics seek to highlight where people who might ride transit are located.	▪ Population per square mile. ▪ Employees per square mile. ▪ Metro Equity Focus Areas (EFA) score. [2]	▪ Population per square mile. ▪ Employees per square mile limited to industries with potential for 10 p.m. job shift, based in NAICS codes associated with shift workers. ▪ Average score of Metro Equity Focus Areas.	▪ Projected population density. ▪ Projected employment density. ▪ Average score of Metro Equity Focus Areas.	
Data Sources	*1. Block groups, U.S. Census 2023 ACS.* *2. Block groups, OnTheMap 2022 Employment count.* *3. Metro Limited English, low income, and Persons of color U.S. Census tracts.*	*1. Block groups, U.S. Census 2023 ACS.* *2. Block groups, OnTheMap 2022 employee count, limited to specific NAICS codes.* *3. Metro Limited English, low income, and Persons of color U.S. Census tracts.*	*1. Transportation Analysis Zones from Metro Travel Demand Model TAZ-based population data.* *2. Based on population density of TAZ from Metro Travel Demand Model TAZ-based employment data.* *3. Metro Limited English, low income, and Persons of color U.S. Census tracts.*	
Community Connector Transit Viability Metrics seek to highlight where transit service could operate.	Number of unique key community destination types within half a mile. Key destinations include airports, city halls, community centers, grocery stores, hospitals, libraries, schools, and parks. Average score of: ▪ Road network score. This measure looked at the length of roadways within a given hexagon. The intent was to ensure that there is sufficient roadway network to operate transit. ▪ Building coverage/footprint score. This measure assessed the relative coverage of building footprints, with higher building coverage meaning greater activity in a given hexagon. ▪ Trip volume score. Using origin and destination trip data, this assessed the relative number of trips across all modes occurring on roadway segments within hexagons.			

[1] As of this writing, TriMet is establishing a fixed-route service vision. This vision is not funded.

[2] Polygons were scored based on the number of EFA categories present. The EFA categories were low-income, persons of color, and limited-English proficiency. A polygon with no EFAs received a 0, a polygon with one EFA type received a score of 3, two EFA categories received a score of 4, and three EFA categories received a score of 5.

CCT Opportunity Qualitative Assessment

Figure 1 illustrates the regional transit spectrum, including the range of CCT services considered in this assessment.

Among the Tier 1 and 2 focus areas identified, the team considered the following factors to assess whether CCT service may be a viable opportunity.

- Meets an identified need:
  - → **Equity.** Serving equity communities across the Metro region is a focus of this study. Equity factors were a part of the focus area analysis, and here the goal is to consider who might benefit from CCT.
  - → **Compatible with fixed-route transit network operated by TriMet and SMART.** Some CCT operating today—or in the future —may be candidates for eventual replacement by traditional fixed-route service when population, densities, land uses, ridership, and available funding align. Consideration was given for how CCT might complement transit usage regionally.
  - → **Access to mobility hub or regionally significant park.** Proximity of potential mobility hubs (see *Final Local Mobility Hub Assessment*, July 2025), existing transit centers, or to regionally significant parks with limited or no transit access (see *Final Destination Sites Transit Need* memorandum, July 2025) was considered when looking at the potential usefulness of CCT in each focus area. CCT services that may provide access to regionally significant parks are being considered independently by related study work.
- Implementation and operations considerations:
  - → **Roadway network.** Focus areas with discontinuous street networks with dead-ends and cul-de-sacs, and areas with tight turning radiuses reduce the ability to provide transit service, and make service less efficient to operate, regardless of population size and density. The type of CCT is also impacted by the road network. See Table 1 for various characteristics of transit services by type, and Attachment 1 for more detail by mode. In general, on-demand was considered for areas that do not have a street network compatible with larger vehicles. Flex-route services were considered an option where some level of street connectivity exists.
  - → **Ease of Implementation.** A new service is assumed to take more time and resources to implement compared to an existing service that is modified to increase access to people in a community. Each focus area was considered for how complex implementing and operating a service might be, which includes coordination with other jurisdictions and partners. To make the review more transparent, Table 2 provides criteria to illustrate how ratings were determined.
  - → **Benefit relative to cost.** This memo does not quantify costs due to the lack of specification for factors that deeply impact costs, such as type of CCT, level of service, and start up and ongoing operations, maintenance, and capital needs. However, if the amount of resources needed to operate CCT appears disproportionately compared to the number of people served, and more people could be served by other non-CCT solutions, support for the service may be low.
  - → As this study is not financially constrained and has a 20-year horizon, benefit relative to cost is subjective. While evaluating each area, CCT service should be expected to have higher ridership and boardings per revenue hour than paratransit operations, which have

limited eligibility to ride. TriMet paratransit reached three boardings per revenue hour in June 2025, but many transit agencies carry closer to two passengers per revenue hour.

→ TriMet service guidelines for fixed routes are set to a goal of 10 riders per revenue hour. For CCT, boardings are expected to be lower as they are more likely to operate during non-peak times, or in less dense areas.

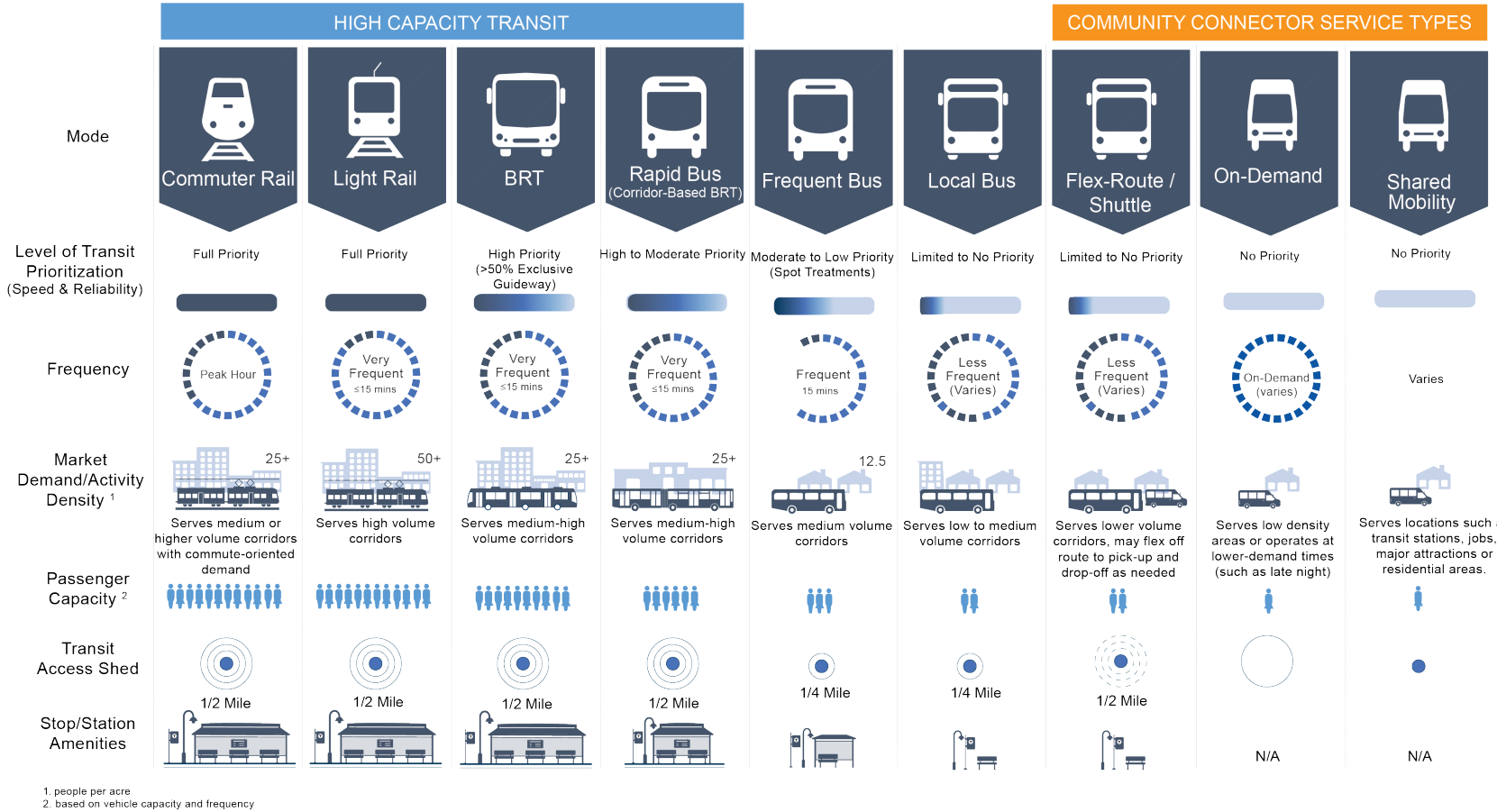


Figure 1. Regional Transit Service Types, Portland Metro 2023, Modified 2025

Table 2. Implementation Difficulty Assessment Criteria

Implementation Difficulty	Alignment with Previous Planning Efforts	Engagement/ Research Needed	Pedestrian and/or Transit Vehicle Access Considerations	Service Operators in Area	Existing Operational Facilities
Higher	Does not appear in adopted plans	Extensive research or engagement needed to understand transit demand in area	Disjointed street network	No identified operator in service area	Would potentially require new facilities; only connects to infrequent bus service and no identified mobility hubs
Moderate	Implements a planned service in an adopted plan with modifications	Some engagement or research needed to confirm proposed CCT	Combination of disjoined street network and connected street grid	Existing operator in service area	May have some facilities available; connects to frequent transit service and lower tier mobility hubs
Lower	Implements a planned service in an adopted plan as-is OR modifies an existing service	Some public engagement has already been done for the proposed CCT, through this project or previous plans	Connected street grid	Operator already operating part of the same route or entire route as a pilot	Premium facilities available; connects to HCT and higher tier mobility hubs

Proposed Opportunity Areas

Based on the qualitative review of the focus areas, the team identified opportunity areas that may be suitable for CCT, areas that warrant more study before determining an appropriate solution, and those that may be better candidates for non-transit mobility solutions. Table 3 describes each area and recommended solutions, including identification of CCT opportunities. Figure 2 shows the focus areas evaluated as potential opportunities for CCT; the focus areas shown in blue were those that were determined to be better suited for non-CCT solutions. Tier 2 focus areas that were requested by the Transit Working Group partners for including in the CCT opportunity assessment are indicated with an asterisk in the CCT Opportunity column in Table 3.

Focus areas that were removed from further consideration included areas that scored high in the earlier analysis, but did not meet the qualitative assessment that factored in more local context. The team preserved focus areas that may not meet readiness or cost effectiveness criteria that have not yet been considered at this stage of the study.

Attachment 2 Cut Sheets highlights proposed opportunities, connections, and implementation considerations for the focus areas in red in Figure 2. Cut sheets are provided for areas identified as CCT opportunities, as well as some focus areas where a non-transit first/last mile solution is recommended; in these cases, the cut sheet was developed to provide further information to support discussion with Metro staff, the TWG, and other regional partners for refinement.

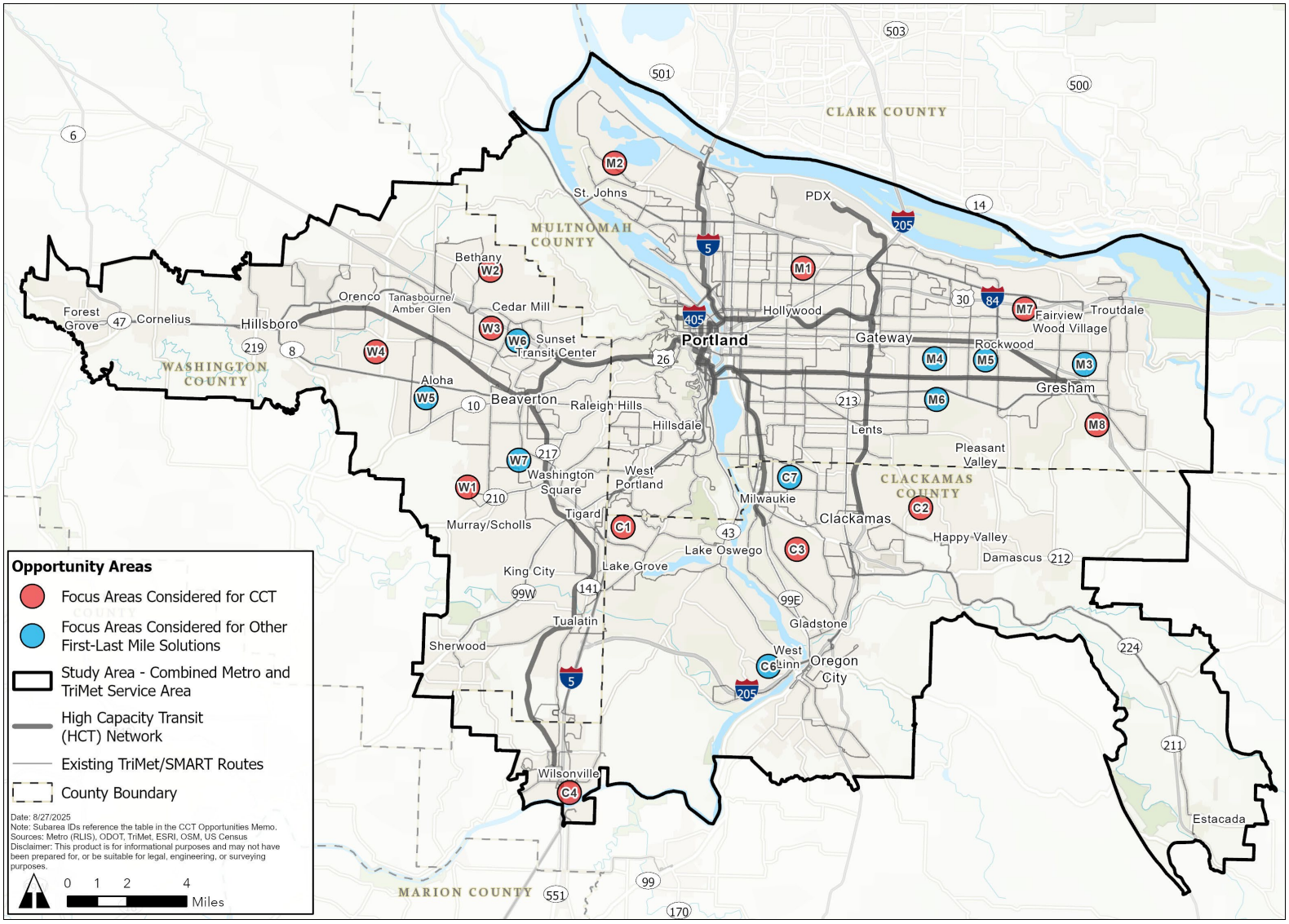


Figure 2. Opportunity Areas Considered

Table 3. Community Connector Opportunities

ID	Area Name	CCT Opportunity	Description	Need Addressed	Opportunity
Washington County					
W1	South Beaverton/ Progress Ridge	Yes	South of SW Farmington Road, west of SW Murray Boulevard.	Rapidly developing area with limited transit. Close to two regional destination sites with no transit access. Temporal need.	Extend On-demand pilot and refine zone or implement flex-route service.
W2	Bethany	Yes	North of Highway 26, south of NW West Union Road, east of TriMet Line 52 on SW 185th Avenue, west of Line 67 on Bethany Boulevard. Also includes portion of Bethany east of 143rd not covered by Bethany Link.	Developing area with gaps around existing Ride Connection service. Includes regional destination sites and a nearby community college.	Expand BethanyLink or explore on-demand CCT service. Improve bike and pedestrian connections in the area.
W3	Marlene Village neighborhood, Beaverton	Yes	South of Highway 26, east of TriMet Line 67 on SW 158th Avenue, west of Line 62 along SW Murray Boulevard, and north of Line 59 along Walker Road.	Low-frequency transit routes and poor street connectivity around employment center and large recreation center. Temporal need.	Implement flex-route CCT service when TriMet Line 59 doesn't operate.
W4	Southeast Hillsboro	Yes	North of SE Tualatin Valley Highway, and TriMet Line 57, and west of SE Cornelius Pass Road.	Close to MAX lines but without transit to reach it. Temporal need.	Implement flex-route service, modifying the service area identified in the Orenco/Witch Hazel shuttle recommendation in the Washington County TDP.
W5	Aloha	No	Areas greater than 0.25 miles away from TriMet Lines 52, 57, 88, and the MAX Blue Line.	Small, scattered pockets close to the MAX Red and Blue Lines that are missing first- and last-mile connections.	Create better bike and pedestrian connections in the area.
W6	Cedar Hills neighborhood, Beaverton	No	South of Highway 26, west of SW Cedar Hills Boulevard, north of Walker Road, and east of SW Murray Boulevard.	Small, mostly residential pocket.	Create better bike and pedestrian connections in the area. Potentially extend proposed Marlene Village CCT east.

ID	Area Name	CCT Opportunity	Description	Need Addressed	Opportunity
W7	Highland and Greenway neighborhoods in South Beaverton	No	South of TriMet Line 76, on SW Hall Boulevard, north of Line 62 on Scholls Ferry Road, and south and east of Line 88 along SW Murray Avenue and Allen Boulevard.	Small pocket of need with transit access just outside of quarter-mile buffer. Temporal need.	No action. Further research needed to understand demand, especially to Conestoga Recreation Center.
Multnomah County					
M1	Cully neighborhood, Portland	Yes	West of the western terminus of the ACCESS Shuttle.	Area of transit-supportive land use and equity need. Near an existing shuttle, but also proximate to several TriMet fixed-route lines.	Extend the existing ACCESS Shuttle.
M2	Peninsula Industrial	Yes*	Employment area, including Port of Portland near St. Johns.	Increase access to jobs. This area was not identified through the previous focus area analysis.	Implement flex-route CCT service that connects to jobs, MAX, and parks in the region when TriMet Line 11 does not operate.
M3	Northeast Gresham	No	Area south of SE Stark Street, east of SE 223rd, and west of NE Kane Drive in Gresham	Area is more than a quarter mile from fixed-route transit.	Other first- and last-mile solutions. Area is proximate to multiple fixed-route transit lines.
M4	Mill Park/Hazelwood/ Centennial neighborhoods, Portland	No	Area between TriMet Line 73 on E 122nd Avenue, new Line 86 on SE 148th Avenue, and Lines 20 and FX-2.	Area is more than a quarter mile from fixed-route transit.	Other first- and last-mile solutions. Focus should be on improving connections to the substantial fixed-route service that exists in this area.
M5	Rockwood neighborhood, Portland	No	Sited in vicinity of Lines 20, 74, and 87.	Area is more than a quarter mile from fixed-route transit, but is proximate to multiple lines, MAX, and FX2.	Other first- and last-mile solutions. Focus should be on improving connections to the substantial fixed-route service that exists in this area.
M6	Powellhurst-Gilbert/Centennial neighborhoods, Portland	No	Area south of TriMet Line 9, and just east of new Line 86 along SE 136th Avenue.	Area was identified as Tier 1 during previous focus area analysis.	No action. In June 2025, TriMet began serving this area with fixed-route service.
M7	Fairview, south of I-84	No*	Employment area along an east-west corridor north of TriMet Line 77, south of I-84, and east of TriMet Line 87.	Area was identified as Tier 1 during previous focus area analysis. Need identified to connect people to Blue Lake Regional Park.	Other first- and last-mile solution for employment area. CCT solution to Blue Lake Regional Park to be explored in next phase of work.

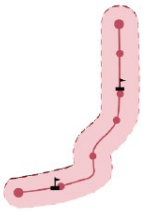
ID	Area Name	CCT Opportunity	Description	Need Addressed	Opportunity
M8	Historic Southeast/Hogan, Gresham	Yes	Area west of Highway 26, south of downtown Gresham. Existing On-demand pilot in this area has restricted rider eligibility.	Area was identified as Tier 1 during previous focus area analysis. Neighborhood has limited access to TriMet and SAM fixed-route transit and Highway 26 is a barriers to access.	Implement flex-route CCT service or On-demand.
Clackamas County					
C1	Lake Oswego	No*	Neighborhood bounded by I-5, Kruse Way, Boones Ferry Road, and Jefferson and Kerr Parkways. TriMet service Lines 37 and 38 operate limited service on weekdays.	Residential areas not near transit.	More study needed. Equity score is low, existing employment in the area is not conducive to transit service. Discontinuous road network.*
C2	Happy Valley	No	East of I-205 and north of Sunnyside.	Areas identified as Tier 2 during analysis	More study needed. On-demand would be the only viable CCT option due to road network.
C3	McLoughlin/ Oatfield	Yes*	East of McLoughlin Boulevard and west of SE Webster Road. TriMet Line 33 on McLoughlin and Lines 29,31 on Webster are beyond quarter-mile access. TriMet Line 32 on Oatfield Road operates hourly.	Residential area not near transit.	Implement On-demand CCT service; more data and information is needed to understand market for transit and cost/benefit relative to other solutions.
C4	South Wilsonville	No	East of I-5, west of Memorial Park, south of SW Wilsonville Road, and north of the Willamette River.	Area identified as Tier 2 during analysis, but is largely served by fixed-route transit. Larger area unserved in the late evening.	Other first- and last-mile solutions. Potential for existing fixed-route bus to serve in the future.
C5	Oregon City High School vicinity	No	East of OR 213, south of Oregon City High School. Much of the neighborhood is within a half-mile of ClackCo Connects shuttles and TriMet Line 32.	Area identified as Tier 2 during analysis.	No action. Area is served by TriMet and ClackCo Connects.
C6	West Linn	No	East of Salamo Road.	Area identified as Tier 2 during analysis.	Other first- and last-mile solution. Low equity score, partner and community feedback has not indicated connection needs.
C7	Milwaukie	No	East of OR 99W, west of I-205.	Area identified as Tier 2 during analysis.	Other first- and last-mile solution. CCT need appears low given proximity of fixed-route service.

ACCESS = Alderwood-Cornfoot-Columbia Employment Shuttle Service; CCT = community connector transit

* Partner and/or community feedback indicated this as an area with poor access to transit to be considered in further analysis. When conducting the assessment, the project team noted that there were areas that either popped out or faded away when applying different criteria levers. Given this, the project team relied on local expertise to identify which select areas have been documented as a community need through prior work for consideration within the resulting list of focus areas.

Attachment 1. CCT Transit Spectrum by Mode

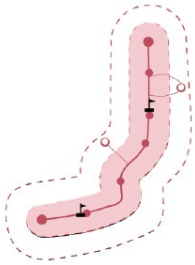
Local Bus: Fixed Route



Transit service that travels along a consistent route and has a published timetable is called a fixed route. Fixed routes serve people traveling to key destinations and have marked bus stops or, depending on agency policy and surrounding land use, may also use flag stops where riders can wave to a driver along the route to be picked up. Fixed-route service offers basic network coverage, often between every 20 and 60 minutes, or limited daily trips.

This type of route is generally not considered a community connector and therefore is not a focus of this study; however, increases to population density, travel demand, and land use do warrant review of appropriate service. If a route carries more than 10 rides per hour, fixed-route could be considered as a viable option. This type of service also typically requires a complementary ADA paratransit service to be available to eligible riders, which provides door-to-door service for pickup and drop-off locations within 0.75 miles of the fixed--route network. Some community connector services may operate similar to a standard fixed route, but often with different schedules and headways, with different vehicles, and often with route deviations (see Flex Route/Shuttle below).

Flex Route/Shuttle[3]

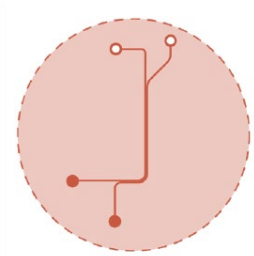


Transit service that travels along a consistent route but that can deviate off the route to provide access to more people is called a flex route. Schedules are published at key bus stops, but people can request in advance that a vehicle deviates for a pickup or drop-off at an agreed-upon location, usually within a specified distance from the main route. A driver will only deviate if a request is made. Deviations must be available to the general public, and the number of deviations on each trip can be limited.

This type of service is considered a community connector and is a focus of this study. Flex routes often use vehicles that can better maneuver on non-arterial streets on which fixed-route services travel. Ridership is generally expected to be lower than 10 riders per hour on average. Operating costs are lower than fixed routes on an hourly basis and are lower annually due to the lower level of service provided compared to a fixed route.

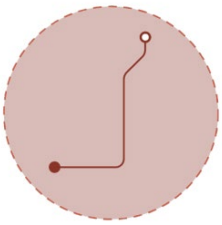
[3] FTA classifies these as "Deviated Fixed Route" services.

On-Demand



Transit service that operates within a defined zone and where trips are booked in advance by calling, going online, or using a mobile app is known as on-demand service. This type of service is also known as microtransit, demand response, and Dial-A-Ride. There is variation in how it operates, allowing it to be an appropriate solution in areas where fixed- or flex-route services would not be efficient to operate. Pickup and drop-off locations may be at specified locations, from curb to curb, or from door to door.

This type of service is considered a community connector and is a focus of this study. Vehicles used for on-demand service are small enough to maneuver on most roads. Operating costs can be lower than flex-route or fixed-route services if zones are small, rider demand is low, and service hours are limited. Policies that commit to short wait times or services with peak demand times impact the number of drivers and vehicles needed to provide the service.



Shared Mobility is an umbrella term for transportation services that allow users to share a vehicle as a group—such as vanpool—or at different times—such as ride-hailing, car-share, or scooter/bike-share. Shared mobility includes some services that are considered transit and others that are considered transit-supportive services. *Vanpool* is a form of shared mobility in which a group of passengers shares the use and cost of a vehicle in traveling to and from pre-arranged destinations together, most often to access employment sites but also to access high capacity transit stations. Vanpools are considered transit by the National Transit Database when they are publicly sponsored, open to the public, advertised actively to the public, and ADA accessible. Employer-sponsored vanpools are not considered transit due to eligibility requirements. As vanpools are the focus of Metro's Regional Vanpool Strategy, due in spring 2026, vanpools are excluded from this study.

Other forms of shared mobility services may use vans but are not categorized as vanpools because they can be booked to serve a variety of community destinations. *Ride-hailing* is a form of shared mobility that is provided by private companies known as transportation network companies (TNCs). Ride-hailing is not considered transit, but there are opportunities for transit agencies to partner with TNCs to subsidize trips to and from transit stations. *Bike-share, scooter-share,* and *car-share* are all non-transit shared mobility that can be used to support transit ridership. The project team identifies areas where non-transit first/last mile solutions, such as shared mobility, may be a better strategy for addressing gaps and needs compared to community connector services.

Attachment 2. Cut Sheets

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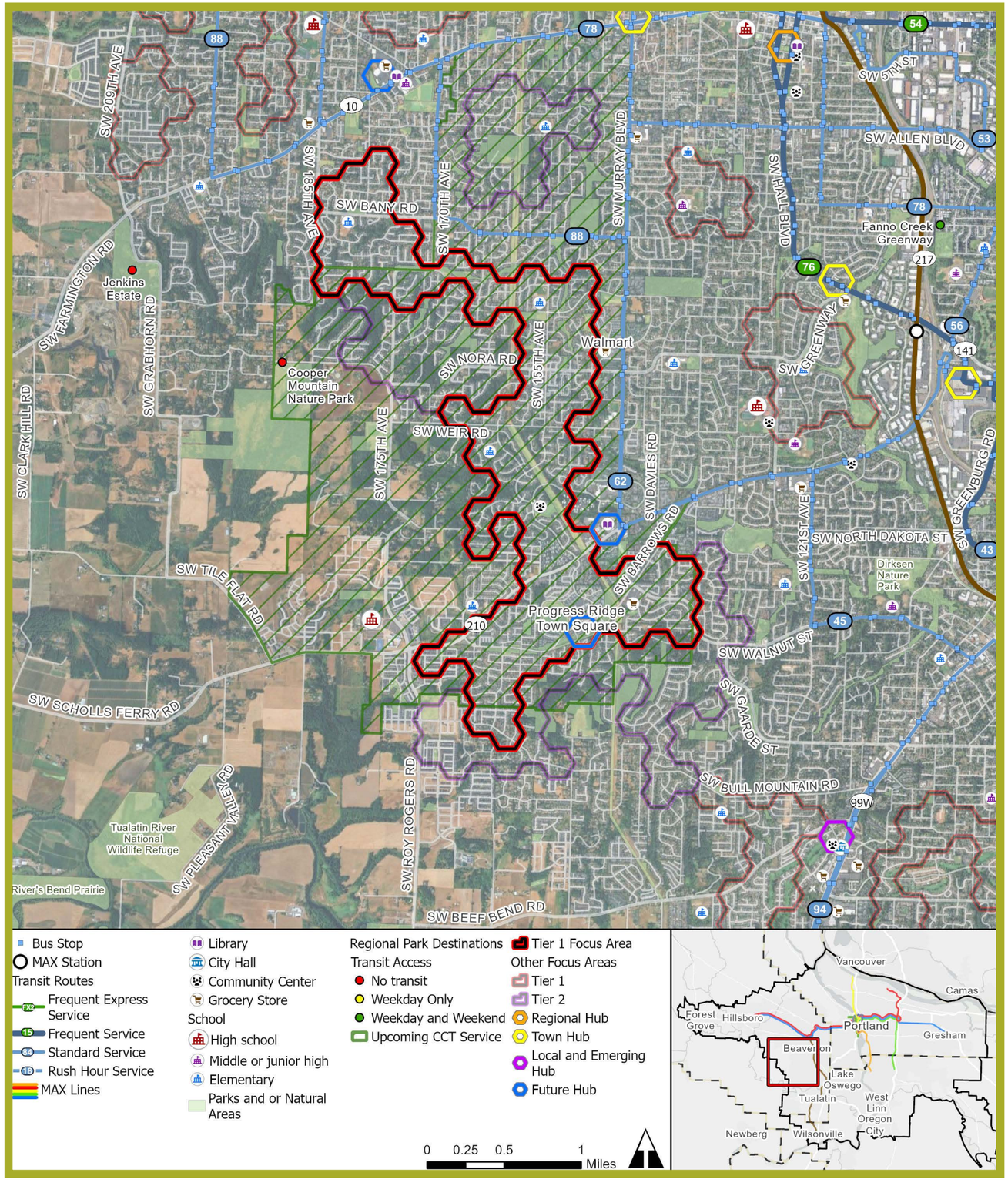


W1. South Beaverton/Progress Ridge

The South Beaverton/Progress Ridge focus area has a disconnected street network bordered by major streets with existing fixed-route transit (SW Farmington Road and SW Murray Boulevard). At the southern end, Progress Ridge is a rapidly developing area with limited transit service. Washington County has an upcoming on-demand pilot project that covers some of the focus area (roughly the Mountainside High School attendance area boundary).

OPPORTUNITY

1. Continue the upcoming on-demand service pilot project and refine the area that will be served, e.g., north and/or south of the initial planned zone.
2. Provide shuttle or bus service connecting growing areas (generally west of SW Murray Boulevard and east of SW 175th Avenue/SW Roy Rogers Road including Progress Ridge/River Terrace) to the regional transit network; the service model(s) selected would affect the boundaries for any on-demand services.

On-Demand

Flex-Route / Shuttle

CONNECTIONS

Destinations: CCT service could connect to Cooper Mountain Nature Park and Jenkins Estate (two regional destination park sites with no transit access today), Progress Ridge, Washington Square Mall, and Mountainside High School.

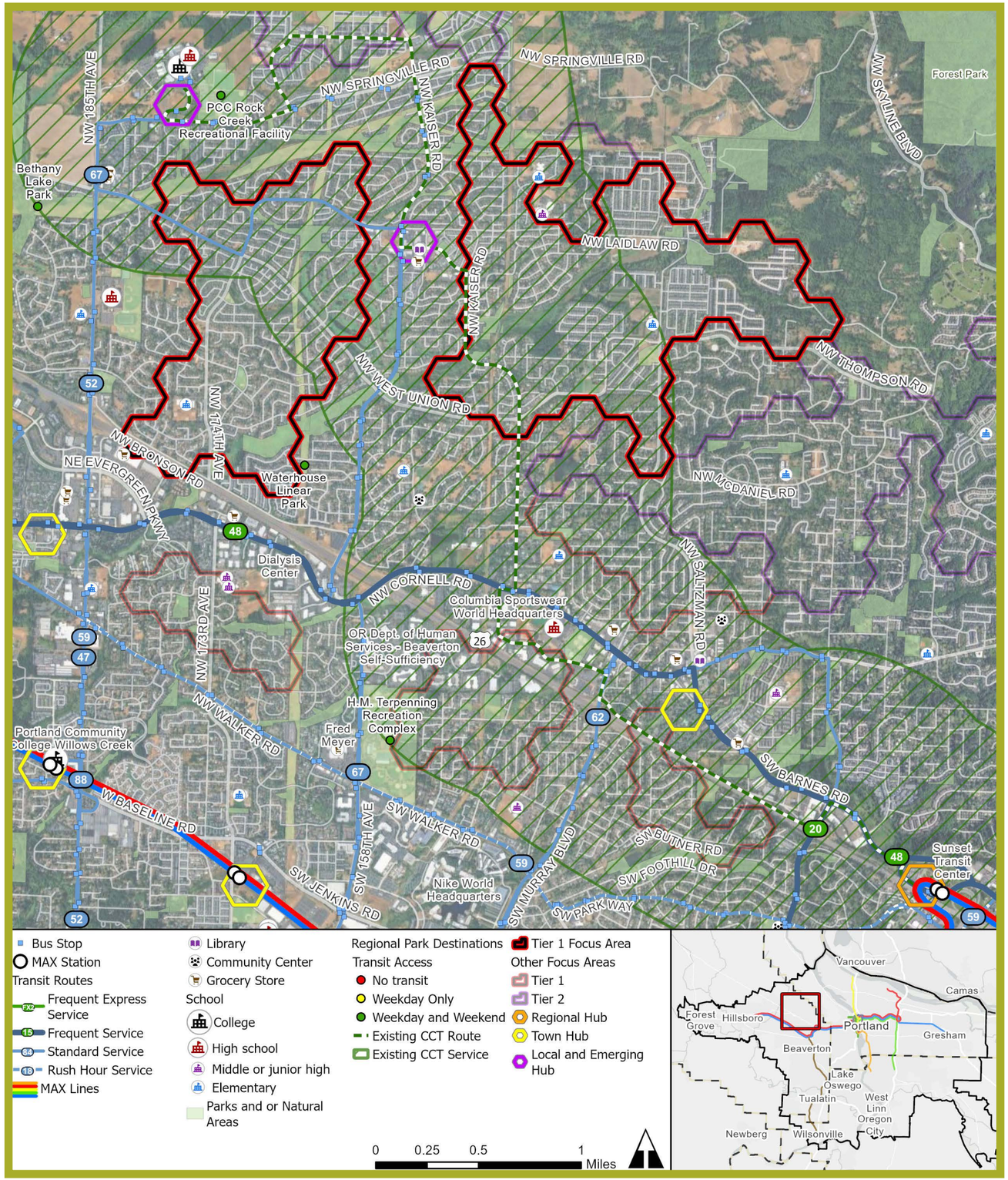
Access to Transit: A shuttle could connect to the Blue and Red MAX Lines at the Merlo/SW 158th Ave MAX Station or to transit in Tigard/Washington Square. Both options could connect to adjacent fixed-route bus service in the area: TriMet Lines 52, 62, and 88.

Mobility hubs: Two potential future mobility hubs are proposed in Murray/Scholls, and a town hub is proposed at the intersection of SW Farmington Road and SW Murray Boulevard.

CONSIDERATIONS

Implementation difficulty for on-demand: ● ○ ○ ○
The service has gone through the planning process and has an operator.

Implementation difficulty for flex-route shuttle: ● ● ○ ○
This community connector service would build on previous shuttle analysis and engagement.



W2. Bethany

Bethany is an unincorporated neighborhood with approximately 30,000 residents located west of Beaverton. Rapid development has increased demand for transit. Neighborhood street design creates indirect paths to access existing TriMet bus stops, and the area's disconnected street network limits where fixed-route service can operate.

TriMet's Line 52, proposed for frequent service in the future, operates on SW 185th Avenue, and Line 67 operates on Bethany Boulevard. BethanyLink, operated by Ride Connection, travels between the Sunset Transit Center, Bethany Village (the main commercial core of the neighborhood), and PCC Rock Creek. Two main areas are currently not served by transit: 1) west of Bethany Boulevard and south of Springville Road and 2) east of BethanyLink's half-mile deviation zone.

OPPORTUNITY

1. Expand the BethanyLink shuttle west of Bethany Boulevard and east of 143rd Avenue.
2. Convert the entire area into an on-demand zone.

Flex-Route / Shuttle **On-Demand**

CONNECTIONS

Destinations: CCT service could connect to PCC Rock Creek (including the PCC Rock Creek Recreational Facility, a regional destination park site), retail and services in Bethany Village, job sites such as Columbia Sportswear, and Sunset High School.

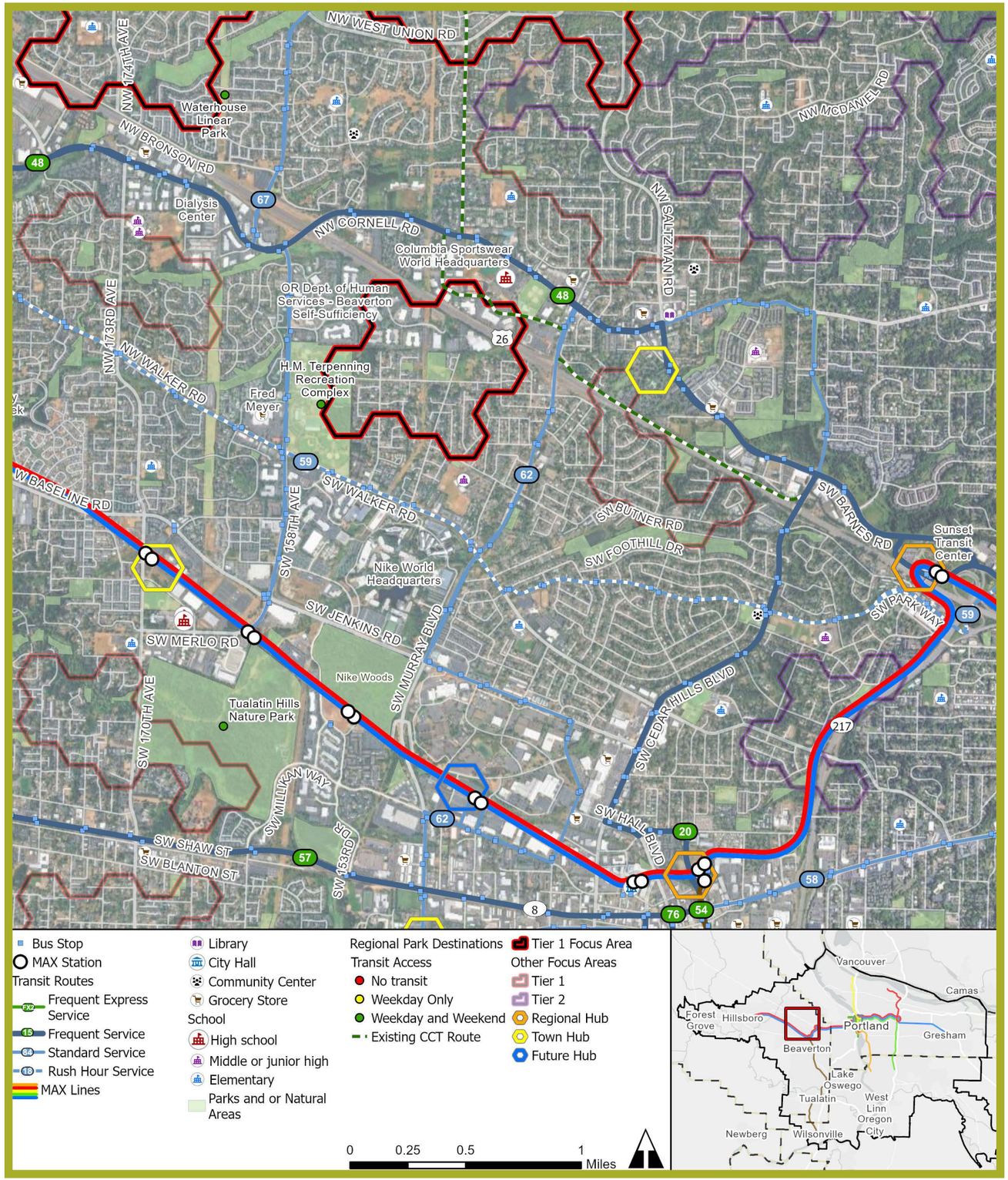
Access to Transit: Any potential modification to BethanyLink would retain access to the Sunset Transit Center, which is served by the Red and Blue MAX Lines. An on-demand zone would also connect to the Sunset Transit Center. CCT services could also connect to TriMet Lines 52, 67, 48, and 20.

Mobility hubs: Local and emerging hubs are proposed at Bethany Village Centre and PCC Rock Creek, and a regional hub is proposed at the Sunset Transit Center.

CONSIDERATIONS

Implementation difficulty: ● ○ ○ ○

This change would entail modifying an existing service.



W3. Marlene Village

Marlene Village is a neighborhood in Beaverton with a large recreational complex and a swath of offices, employers, and services. The employment area in the northern section is difficult to serve due to dead-end streets, and the street network is disjointed throughout the focus area.

The focus area overlaps Highway 26 to the north and is bordered by SW Walker Road to the south. TriMet Line 59 provides four peak-hour trips a day on weekdays on SW Walker Road, with 50 daily riders and no service past 6:30 p.m. To the east, TriMet Line 62 operates on SW Murray Boulevard with roughly 45-minute headways. To the west, TriMet Line 67 on SW 158th Avenue operates hourly.

OPPORTUNITY

Flex-route shuttle service that operates where limited fixed-route service operates today could be a way to capture new riders who live beyond the fixed-route network, and at times or on weekends when limited-service TriMet Line 59 isn't running.

Flex-Route / Shuttle

CONNECTIONS

Destinations: A shuttle service could connect to H.M. Terpenning Recreation Complex (a regional destination park site), employment areas, human services, and the Nike World Headquarters Campus.

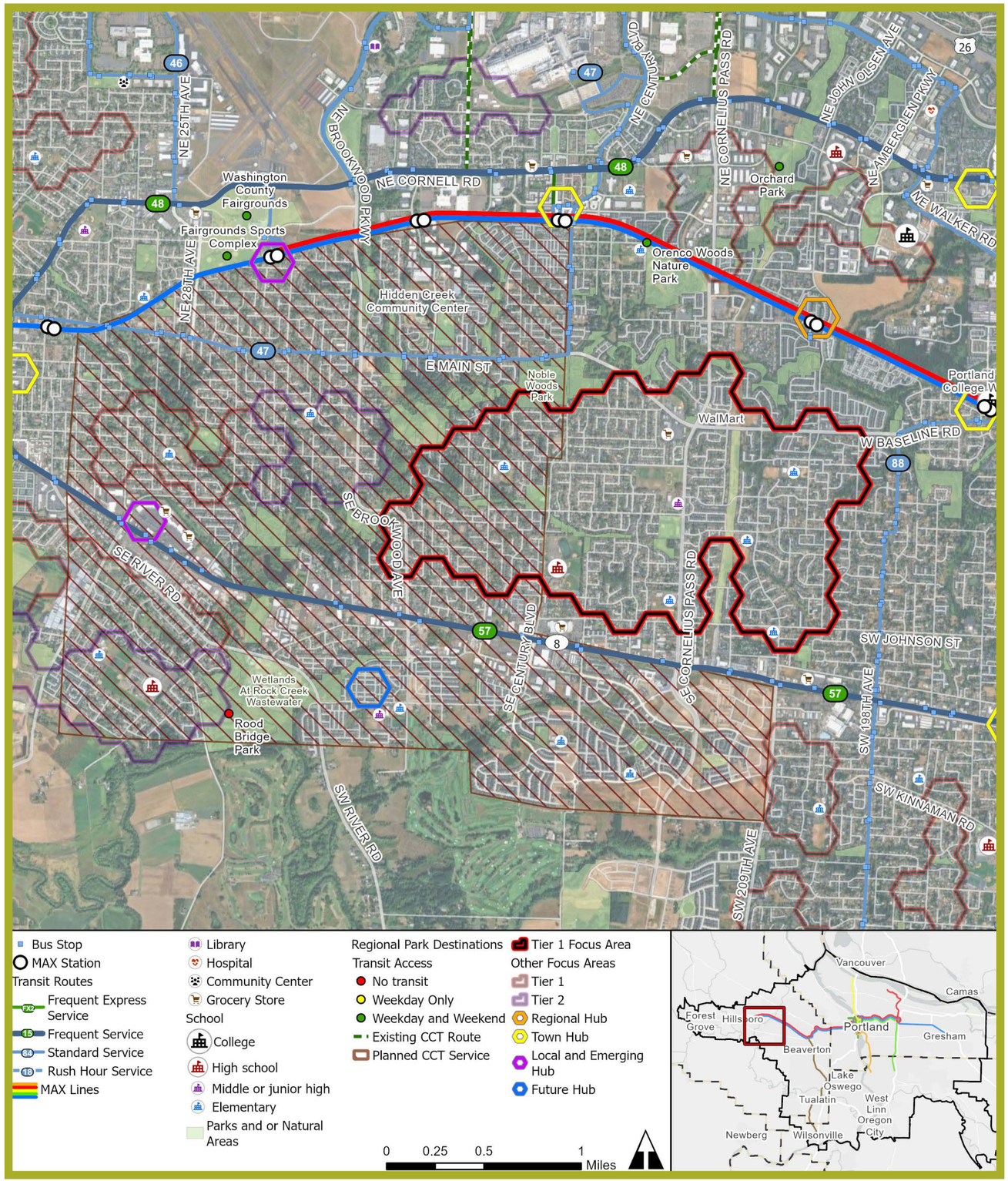
Access to Transit: A shuttle would enhance access to the Sunset Transit Center (Red and Blue MAX Lines) and could connect to TriMet Lines 62, 67, and 48.

Mobility hubs: The Sunset Transit Center is the site of a proposed regional hub. CCT services could also connect to proposed town hubs at the Merlo/SW 158th Ave MAX Station and on SW Barnes Road, depending on final routing.

CONSIDERATIONS

Implementation difficulty: ● ● ● ○

Analysis of changes in ridership and operational costs would be needed, along with coordination between TriMet and local jurisdictions and community outreach.



W4. Southeast Hillsboro

The Southeast Hillsboro focus area is between two major spines of east-west transit; north-south transit options are limited. During daytime hours on weekdays, TriMet Line 47 serves Main Street. On weekends and on weekdays past 10 p.m., transit service is more limited.

OPPORTUNITY

A modified version of the Orenco/Witch Hazel deviated fixed-route shuttle recommended in the Washington County Transit Development Plan as a FY2024–25 action could provide better north-south connectivity and feed into existing high capacity transit. The shuttle service could be temporary, as it would no longer be needed if TriMet implements envisioned, but unfunded, service improvements.

Flex-Route / Shuttle

CONNECTIONS

Destinations: This zone could connect to PCC Willow Creek Campus, large employers such as Intel, the Orenco community, retail along Tualatin Valley (TV) Highway, the Washington County Fairgrounds, and several local parks.

Access to Transit: The shuttle service could connect to Orenco Station and Willow Creek Station, which are served by the Red and Blue MAX Lines and several buses. To the south, the shuttle could connect to TriMet Line 57 on TV Highway, where bus rapid transit is planned. Other bus lines that could connect to the shuttle are TriMet Lines 47, 88, 59, and 288.

Mobility hubs: Orenco and Willow Creek Stations are sites of proposed mobility hubs. Bike-share, scooter-share, and secure bike parking at mobility hubs could expand the reach of the shuttle.

CONSIDERATIONS

Implementation difficulty: ● ● ○ ○

The shuttle would build on existing planning efforts with relatively small modifications to the route.

M1. Cully

The focus area is located just west of the western terminus of the existing ACCESS Shuttle, which connects to the industrial corridor north of Columbia Boulevard and south of PDX and is surrounded by streets with TriMet fixed-route bus service. It is south of TriMet's Frequent Service Lines 72 and 75, north of Line 24, and west of Line 71.

OPPORTUNITY

Extend the ACCESS Shuttle past its western terminus at Albertsons.

Flex-Route / Shuttle

CONNECTIONS

Destinations: CCT would connect a residential neighborhood to an existing shuttle.

Access to Transit: The neighborhood is just over a quarter mile from frequent and standard bus service, and the road network is reasonably connected in all directions.

Mobility hubs: The nearest local hub is located at the existing western terminus of the ACCESS Shuttle, the Parkrose/Sumner Transit Center, which is also served by TriMet and C-TRAN.

CONSIDERATIONS

Implementation difficulty: ● ● ○ ○

Provided a minor extension of the service is possible without additional vehicles or drivers, the benefit could be high relative to cost. Extending the alignment of the ACCESS Shuttle should involve an outreach process that addresses requests made during other planning processes to confirm community needs. The area is relatively well served by fixed-route transit as well, so more work to establish the value of this service extension is required.

M2. Peninsula Industrial

The focus area includes Port of Portland facilities and substantial industrial employment. Warehousing, shipping, and industrial employment dominate the area, including an Amazon distribution center and businesses that are less likely to have traditional daytime work shifts. This employment area is lightly served by transit today. Precise worker demographics are unavailable; however, given the nature of work in this area, it is likely that many are transportation disadvantaged and that many transit trips to and from this area are work-based.

Existing fixed-route service (TriMet Line 11) provides hourly peak morning and evening service on weekdays, connecting the area to downtown St. Johns and the MAX Yellow Line Expo Center Station.

Housing in the St. Johns neighborhood of Portland is considered outside the focus area due to existing TriMet fixed-route service.

OPPORTUNITY

A flex-route service that allows for deviations may provide an opportunity to connect riders closer to their destinations, since the job sites in the area are dispersed. Alternatively, a complementary service that operates when TriMet Line 11 is not running could provide access earlier in the morning and later in the evening to accommodate nontraditional work schedules.

Flex-Route / Shuttle

CONNECTIONS

Destinations: CCT service has the potential to connect to regional parks with weak existing transit access, Kelley Point, Smith and Bybee, and Delta Park.

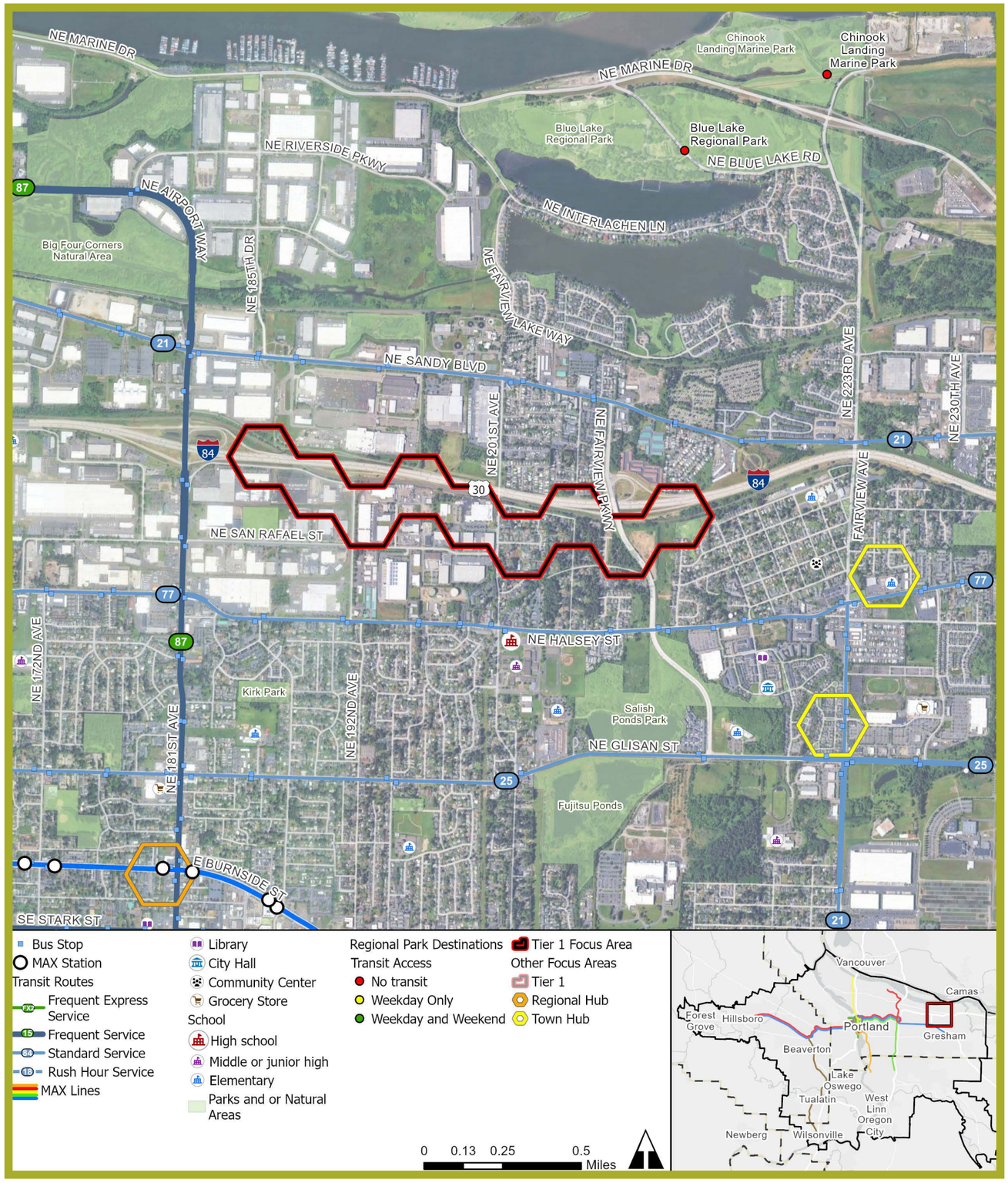
Access to Transit: Key connection points to employment sites could include the Yellow Line MAX Expo Center Station, the St. Johns/Pier Park bus stop, or the Lombard Transit Center.

Mobility hubs: The nearest mobility hubs are the Lombard Transit Center or the Expo Center MAX Station.

CONSIDERATIONS

Implementation difficulty: ● ● ● ○

Additional data to better understand origin-destination travel for workers in this area would aid in determining the best connection points with the fixed-route system. Employer outreach would clarify the size of the employee pool, shift schedules, and worker transportation needs. A new shuttle service would need to consider TriMet Line 11 service and the cost implications of a community connector shuttle service compared to the existing fixed-route service.



M7. Fairview

This focus area is located south of I-84, and a quarter mile north of NE Halsey Street, which is served by TriMet Line 77. The area is a quarter mile east of NE 181st Avenue, a north-south route served by TriMet Frequent Service Line 87. Industrial employment is the main land use, with a small area of residential west of NE Fairview Pkwy. To the north are two regional park destinations without transit access: Blue Lake Park and Chinook Landing Marine Park. Improving access to Blue Lake Park has long been a priority for Metro.

OPPORTUNITY

Continue analyzing the transit opportunity of Blue Lake Park and Chinook Landing Marine Park separate from serving this focus area with CCT. The hours of demand for CCT service to industrial employment sites and regional parks are different, with peak travel demand typically on weekends and in warmer months (based on available information) for parks. CCT service to regional parks may prioritize a connection to a major regional transit transfer point. This focus area does not have any transit hubs that would meet that criteria.

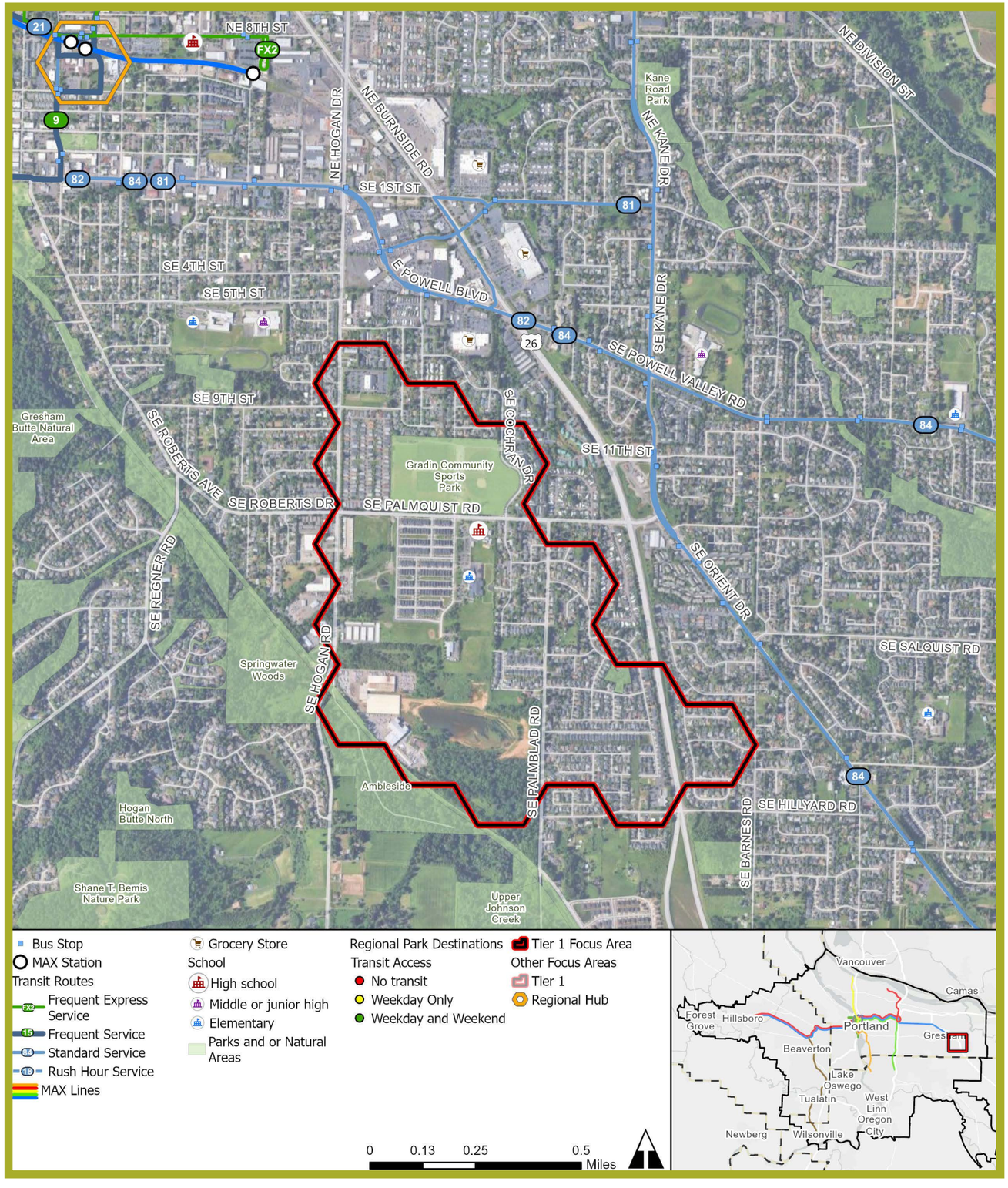
Due the employment sites being less than half a mile from TriMet service, and the relatively small size of this area, non-transit first/last mile solutions could be explored to better serve people accessing those sites.

CONNECTIONS

Destinations: Industrial/warehouse employment near I-84.

Access to Transit: Connections to TriMet Lines 77 and 87.

Mobility hubs: A regional hub at NE 181st St and E Burnside St is located about a mile south of the focus area.



M8. Historic SE Hogan

This focus area is located in the Mount Hood neighborhood in Gresham. It is west of Highway 26 and south of Powell Boulevard and downtown Gresham.

To the north, there is a bus stop at Powell Boulevard and NE Hogan Road serving TriMet Lines 81, 82, and 84, and the Sandy Local & Gresham Express for drop-off-only westbound and pickup-only eastbound. The area is just over a mile from the TriMet Cleveland Ave MAX Station. Highway 26 creates a barrier to transit access with limited pedestrian crossing opportunities.

Much of this focus area is served by the limited-eligibility TriMet NEXT on-demand service that is available to people with disabilities and older adults.

OPPORTUNITY

A new deviated fixed-route CCT service could travel on SE Hogan Road, SE Palmquist Road, and SE Palmblad Road, but would likely need to use residential streets such as SE 23rd Street, SE Kane Avenue, and SE 25th Street to turn around at the southern end of the focus area. The street network includes local roads that would allow a bus to travel closer to higher density residential clusters unserved by transit today.

An on-demand service available without eligibility restrictions could also serve this area.

Flex-Route / Shuttle

On-Demand

CONNECTIONS

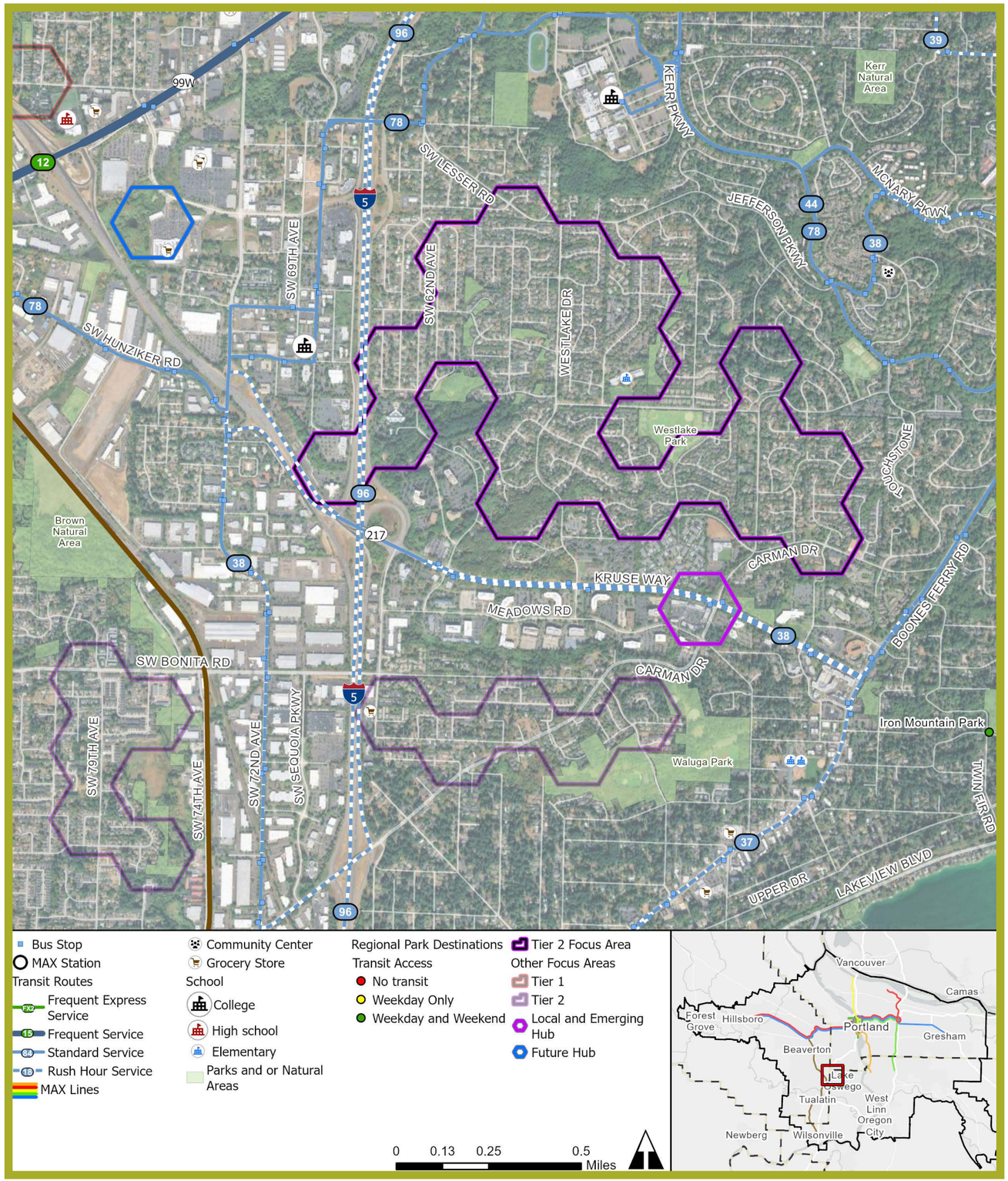
Access to Transit: Hogan Butte and Powell Butte came up during community engagement. CCT service could connect to the Cleveland Ave MAX Station or other fixed-route stops to enhance access to the fixed-route system.

Mobility hubs: New CCT service would provide access to the nearest regional hub at the Cleveland Ave MAX Station.

CONSIDERATIONS

Implementation difficulty: ● ● ● ●

The level of demand here is not well understood. Data and findings from this service would be helpful in informing the potential service model, destinations, and value of service that is available to the public.



C1. Lake Oswego

The focus area is in the neighborhoods of Oat Creek, Westlake, and Holly Orchard. It is east of I-5, north of Kruse Way, west of Boones Ferry Road, and south of Jefferson and Kerr Parkways. The road network connectivity increases the distance needed to access TriMet Line 78 and limited weekday TriMet service on Lines 37 and 38.

OPPORTUNITY

More study is needed. A CCT service that provides transit during hours other than the existing peak-only fixed-route service, or on weekends when TriMet Lines 37 and 38 do not run, could be considered.

Flex-Route / Shuttle

CONNECTIONS

Destinations: Employment on Kruse Way is associated with daytime-shift professional jobs, and there is ample parking. Residential areas nearby are low-density.

Access to Transit: Opportunities to connect to the larger regional transit network are limited.

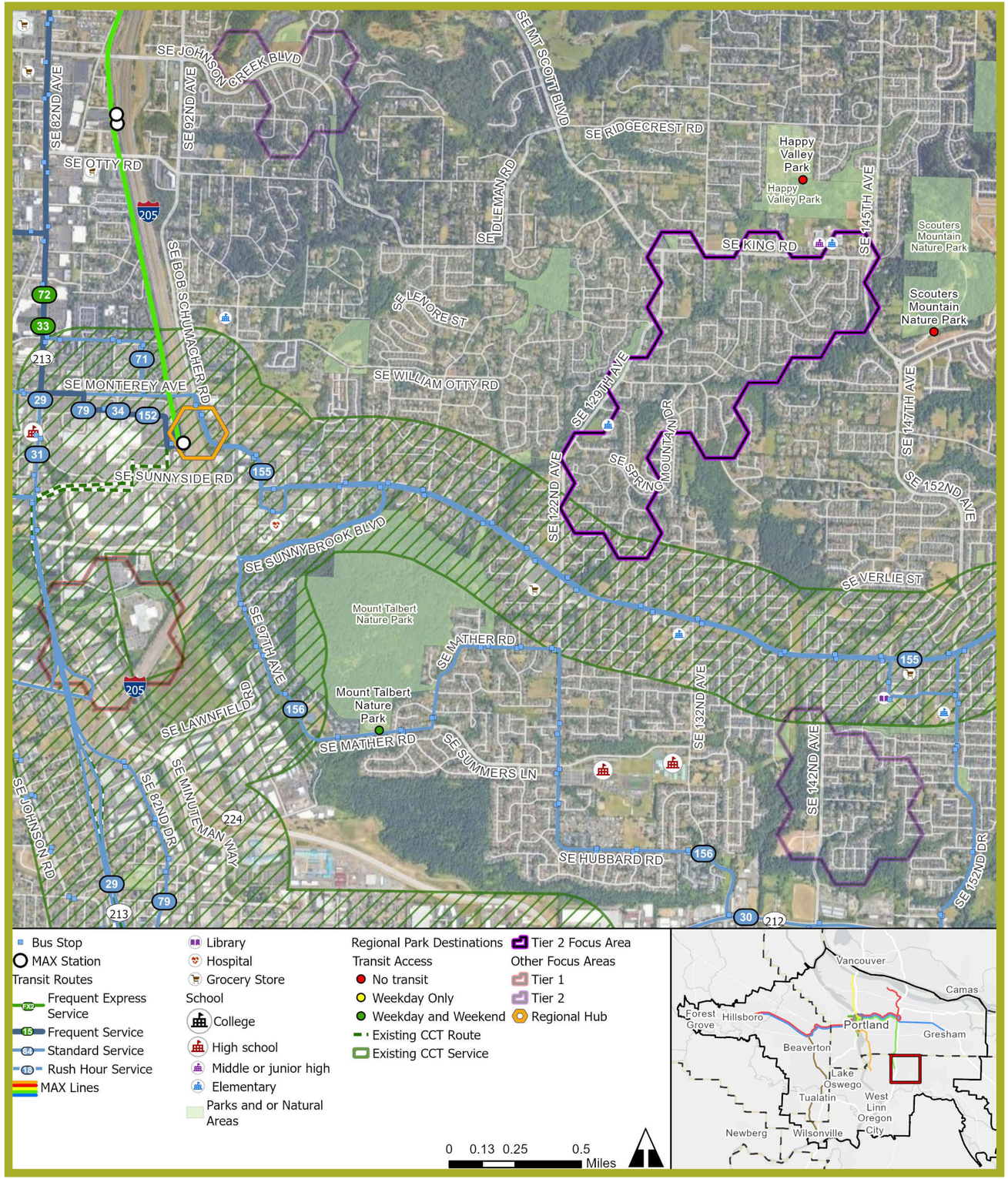
Mobility hubs: The closest potential local or emerging hub is on Kruse Way.

CONSIDERATIONS

Implementation difficulty: ● ● ● ●

The area has a low equity score.

The need for connections here is unclear. More data and information are required to understand the potential benefit of a transit connection in this area. The road network may make on-demand service the only viable option.



C2. Happy Valley

The residential area around SE Johnson Creek Boulevard north of SE Idleman Road and east of SE 92nd Avenue is situated three-quarters of a mile northeast of the SE Fuller Road MAX Station, via the I-205 Trail, and more than three-quarters of a mile to TriMet frequent service Line 72 on 82nd Avenue.

To the north of SE Sunnyside Road, south of Happy Valley Park, east of SE 129th Avenue, and west of SE 145th Avenue is a Tier 2 area that is built out primarily with single-family residential; the area is more than a quarter mile from TriMet Line 155, which runs every 30 to 40 minutes all week, and Sandy Area Metro's limited-trip Clackamas Town Center route with stops along Sunnyside Road.

OPPORTUNITY

More study is needed. On-demand service would be the only potentially viable transit option for a zone of any size in this area due to the disconnected road network throughout Happy Valley. However, implementing new on-demand service involves balancing available resources to provide a service that takes riders where they want to go while meeting expectations for wait times, booking experience, and duration of shared-ride trips. The ability to meet expectations relative to cost should be explored further.

On-Demand

CONNECTIONS

Destinations: The area is near two regional destination parks with no transit access: Happy Valley Park and Scouters Mountain Nature Park.

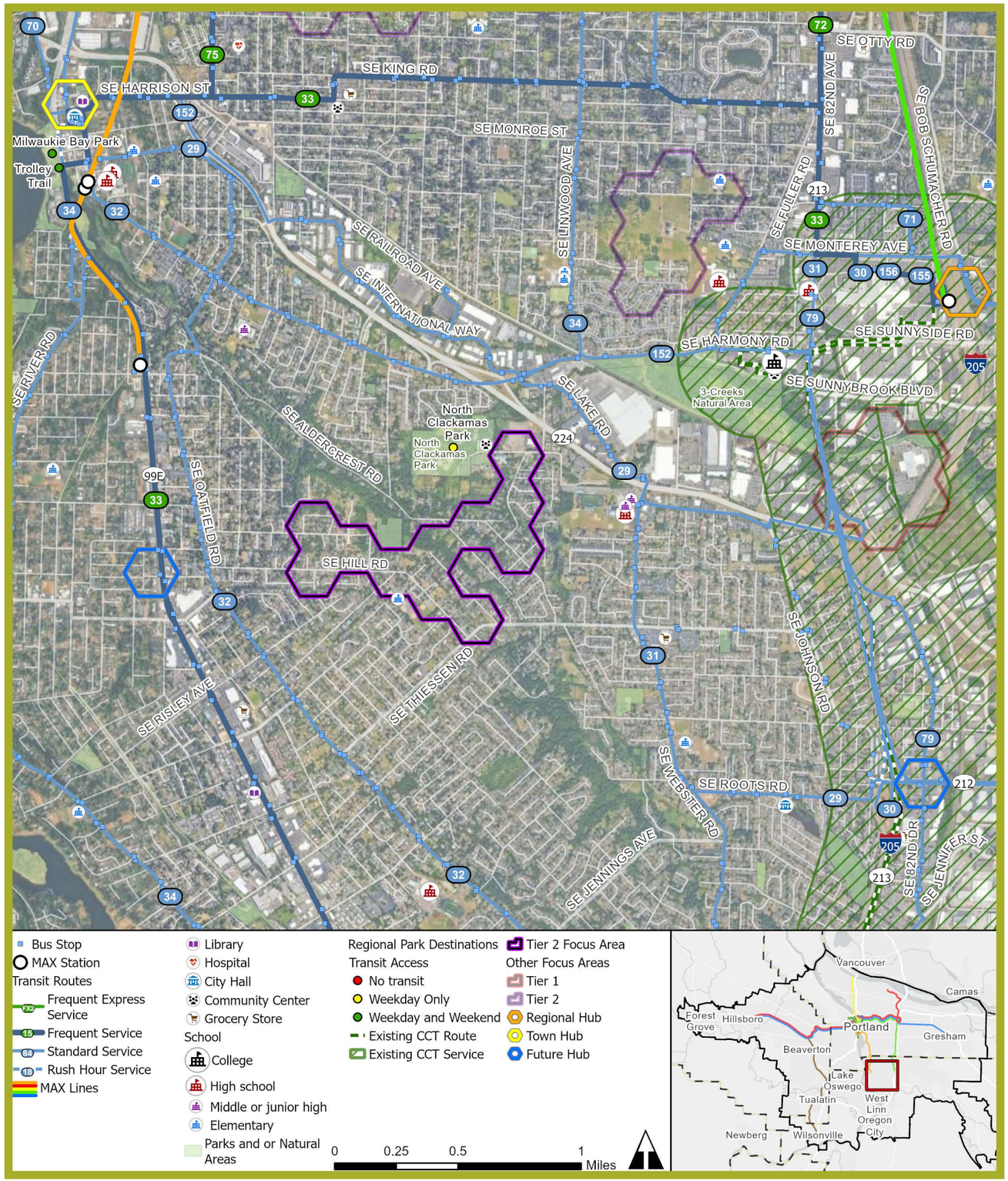
Access to Transit: An on-demand service would likely connect to the regional transit network at the Clackamas Town Center, potentially duplicating transit service along Sunnyside Road.

Mobility hubs: The hub west of I-205 at Clackamas Town Center is the closest mobility hub in the area.

CONSIDERATIONS

Implementation difficulty: ● ● ● ●

Low equity scores in the area.



C3. McLoughlin/Oatfield

The primarily residential Oatfield neighborhood in unincorporated Clackamas County is located south of SR 224, east of SR 99E/McLoughlin Boulevard, west of SE Webster Road and I-205, and north of SE Thiessen Road. It has a relatively connected road network and is up to a mile away from hourly TriMet bus service.

TriMet operates frequent service Line 33 on McLoughlin Boulevard, which is located roughly half a mile from the western border of the focus area; weekday-only, hourly service on Line 29 along SE Lake and SE Webster Roads; and service on Line 32 on Oatfield Road that operates with hourly headways on weekdays and just over hourly headways on weekends.

Due to the road network and topography, much of the neighborhood is more than half a mile from TriMet service. Clackamas County requested further consideration of this area.

OPPORTUNITY

An on-demand service could be considered.

On-Demand

CONNECTIONS

Destinations: North Clackamas Park has weekday-only transit service, and this could provide an opportunity for a weekend connection.

Access to Transit: The size of the neighborhood and its proximity to existing lower-frequency TriMet service presents an opportunity to connect the neighborhood and potentially other nearby residential pockets that are just beyond TriMet service to the regional bus and light rail network.

Mobility hubs: The area could connect to the SE Park Ave MAX Station in Milwaukie.

CONSIDERATIONS

Implementation difficulty: ● ● ● ●

Parts of this area score moderately with respect to equity and housing density. The on-demand service zone would need to be designed in a way that complements and supports TriMet ridership.

C4. South Wilsonville

The focus area is east of I-5, south of SW Wilsonville Road, and north of the Willamette River, and it is more than a quarter mile from SMART Routes 2X and V on SW Wilsonville Road and from Routes 4 and 7 on Town Center Loop. The baseball fields and tennis courts of Memorial Park to the east are more than a quarter mile from SMART service, but most of the park can be accessed by SMART. The area also lacks service later in the evening and earlier in the morning.

OPPORTUNITY

No CCT service is recommended.

Areas with higher residential density are within a half mile of SW Wilsonville Road, and the road network would make this a better target for non-CCT investment.

The area has a low equity score, low population density, and low employment density.

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Technical Memorandum

DATE: July 17, 2025

TO: Ally Holmqvist, Metro

FROM: Eddie Montejo, Chad Tinsley, Sam Erickson, Ryan Farncomb, Claire Roth

SUBJECT: FINAL Local Mobility Hub Assessment

PROJECT: Metro Community Connector Study

Introduction

This memorandum presents the findings of a data-driven assessment to locate areas conducive for mobility hubs in the region, as well as the types of mobility hubs that could be supported in those areas.[1] This assessment is intended to support planning and policy discussions about the future of mobility hubs in the region, and support subsequent local work to identify and implement hubs. Transit Working Group (TWG) review and community feedback will follow, and updates will be incorporated into the final memo.

A mobility hub co-locates transportation options with placemaking elements that are attractive, comfortable, accessible, inviting, safe, and could accommodate a wide range of public uses. Mobility hubs should be tailored to the surrounding land use context and accommodate diverse travel needs. This assessment considers the current and future transit system, demographic and built environment criteria, and builds on existing local plans and feedback.

The Mobility Hub Assessment has been documented and mapped using the ArcGIS Online Map here: https://experience.arcgis.com/experience/aff43fdde6e9456aa0a6f1840bdb3a3a

Please use this map as a companion as you review this document.

Mobility Hubs Assessment Methodology

Mobility Hub Focus Areas

Successful mobility hubs are those that serve a wide range of travel needs and are well used. Criteria were developed to evaluate modal connectivity, land use, equity, and community impact. Table 1 lists the criteria used to develop an understanding of where mobility hubs are most likely to be successful. These criteria are discussed further in the Final Mobility Hub Methodology Memo. A base assumption is that transit service is available at any proposed mobility hub location.

Results of this exercise showed (1) which areas along existing transit lines and stops scored highest and lowest with respect to the criteria (Figure 3) and (2) initial project team recommendations on potential hub locations based on the data, shown as highlighted hexagons (Figure 4). The team also utilized future transit lines from TriMet's Draft Strategic Transit Vision to inform future hub identification. The outcomes are not an indication of specific parcels of land that should become hubs or priorities for investment. The results instead point toward areas where mobility hub development may be most promising. Future implementation work beyond the scope of this study

[1] See the Draft Mobility Hub Toolkit (June 2025) for more information on the proposed mobility hubs' typology.

would identify the exact location and suite of service offerings that may be provided at individual locations.

Table 1. Mobility Hub Criteria

Evaluation Category	Criteria
Connectivity: Seamless connections between transit, active transportation, and shared mobility services.	**Transit Connectivity** 1. Existing transit, by mode. 2. Density of transit stops. 3. Density of transit routes. 4. Density of TriMet Frequent Transit Network (FTN) coverage. **Active Transportation** 5. Linear feet of sidewalk within half a mile. 6. Linear feet of bike routes within half a mile.
Land Use + Regional Significance: Alignment with Metro 2040 Regional Centers, Town Centers, and other key growth areas identified in local plans. These areas are planned for higher-density, mixed-use development with strong transit connections, creating ideal conditions for intermodal transportation.	1. Population density (2045). 2. 2045 Employment density. 3. Supportive zoning: Type of centers and future growth areas - Metro 2040 Growth Concept.[2] 4. Supportive zoning: Multifamily housing land use. 5. Weekday stop-level transit ridership.
Equity + Community Impact: Mobility hubs should prioritize accessibility, affordability, and inclusivity, reducing transportation barriers for underserved communities. Successful regional hubs should serve Metro's Equity Focus Areas and historically marginalized neighborhoods, improving connections to key destinations such as jobs, healthcare, and education.	1. Equity Focus Areas. a. Low income. b. Persons of Color. c. Limited English proficiency. 2. Number and unique number of key destinations. 3. Zoning: Affordable housing units. 4. Percentage zero-vehicle households.

To apply the criteria consistently, the team applied a hexagonal grid overlay across the entire Metro area. Each hexagon represents an area of approximately 20 acres, equivalent to one to three city

[2] https://www.oregonmetro.gov/2040-growth-concept

blocks, depending on the underlying street network and parcel layout. This grid structure provided a uniform spatial unit for aggregating diverse data types and enabled direct comparison across geographies, regardless of jurisdictional boundaries.

The hexagonal grid also enabled analysis at a scale suitable for identifying mobility hub opportunities. In general, the project team sought to identify at least one hub location in each Metro-designated center in the region.

For each criterion, hexagons were scored by performance and then were ranked using natural breaks to create five classes. While these classes roughly correspond to 20th percentile groupings, they were not evenly distributed and instead reflected natural clusters in the data. This approach maximized variance between groups and established criterion-specific thresholds for analysis.

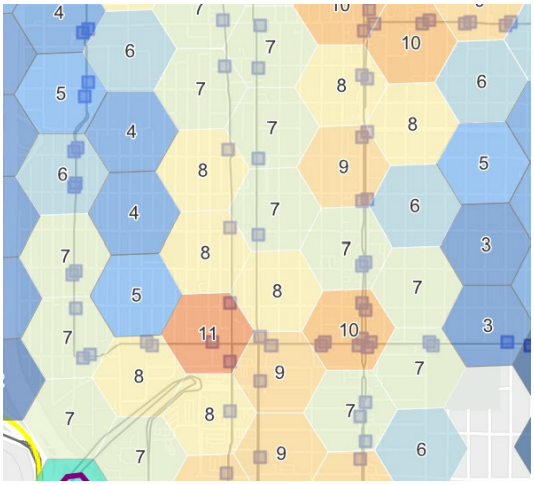

Figure 1. Example of Analysis Scores

The process of scoring and then ranking was also applied to each criteria category, and then overall. The highest possible total score a hexagon could receive was 15, except in the Portland Central City area where a modified scoring system was applied. Scores were categorized to align with hub types that would be most closely aligned with the context of the area. In the case of a tie, the connectivity score was used as a tie breaker.

Mobility Hub Typology Designation

Typologies draw from the Mobility Hub Toolkit memorandum developed as a part of this project. The Mobility Hub Toolkit memorandum describes four mobility types present in the Metro area. A fifth type intended to incorporate a scenario where conditions for a mobility hub may be present in the future was added after discussion with the TWG; these hub locations were identified by looking at lines on TriMet's draft Strategic Transit Vision. They are shown in Figure 2.

Hub Type	Land Use	Transportation
Major urban	Located in dense, mixed-use urban cores. Serve as primary activity centers.	Broadest range of transit and multimodal connections and amenities.
Regional	Often support transit-oriented development (TOD). Serve as key transfer points across the system.	Transit-rich locations offering connections to multiple high-frequency or intercity routes, variety of biking, and walking options.
Town	Neighborhood-scale focal points.	Mix of transit, biking, and walking options. These may lack high-capacity transit but offer strong local connectivity.
Local/ Emerging	Smaller towns, rural centers, emerging suburban locations with low density development.	Basic transit service, but potential for more with future development and travel demand.
Future	Outside the 2040 Growth Concept centers.	May support transit in the future. Potential opportunities for non-transit connections.

Figure 2. Mobility Hub Types

Table 2 describes the general approach used to identify hub types based on the analysis results. These data breaks were used as guidelines in identifying the hubs types (see Figure 3). In a few cases, the project team identified a hub type that deviates from the underlying score, based on professional judgement. Portland Central City scoring differed slightly due to the unique nature of the central city with a high concentration of high scores with respect to each criterion.

Table 2. Proposed Mobility Hub Typology Based on Focus Area Assessment

Focus Area Assessment Score	Proposed Mobility Hub Typology
15	Major urban hub
10–14	Regional hub
5–9	Town hub
2–4	Local and emerging hub
1	Future hub
0	None

The designations are draft and subject to change based on TWG, interested party, and public feedback. This assessment is not intended to identify every possible mobility hub in the region, but it is intended to elevate regionally significant hubs.

Results

Figure 3 shows the scoring of areas along transit lines, and Figure 4 shows initial mobility hub recommendations and types. Generally, at least one hub location is identified in each Metro "center" designation (Central City, Regional Center, Town Center). In some areas, such as the Portland Central City and areas immediately to the north, many locations scored highly with respect to the criteria. In these locations, the top-scoring hexagons were chosen based on the judgement of the project team; in all cases, future local implementation work would define the exact location of mobility hubs. During implementation, local jurisdictions would ultimately determine the appropriate suite of mobility hub investments. It is likely that mobility hub elements will be implemented incrementally over time.

Finally, it is important to note that more mobility hub locations are possible than those identified in Figure 4. The project team has attempted to identify, based on the data, hubs in all Metro centers and in other areas of the region, aiming for equitable distribution of hubs across the region. More valid hub locations, and/or different hub types, may be identified during review or later by local jurisdictions. The analysis results in Figure 3 are intended to support future mobility hub decision -making by showing all of those areas that rose to the top with respect to the criteria and that could be investigated further for mobility hub implementation.

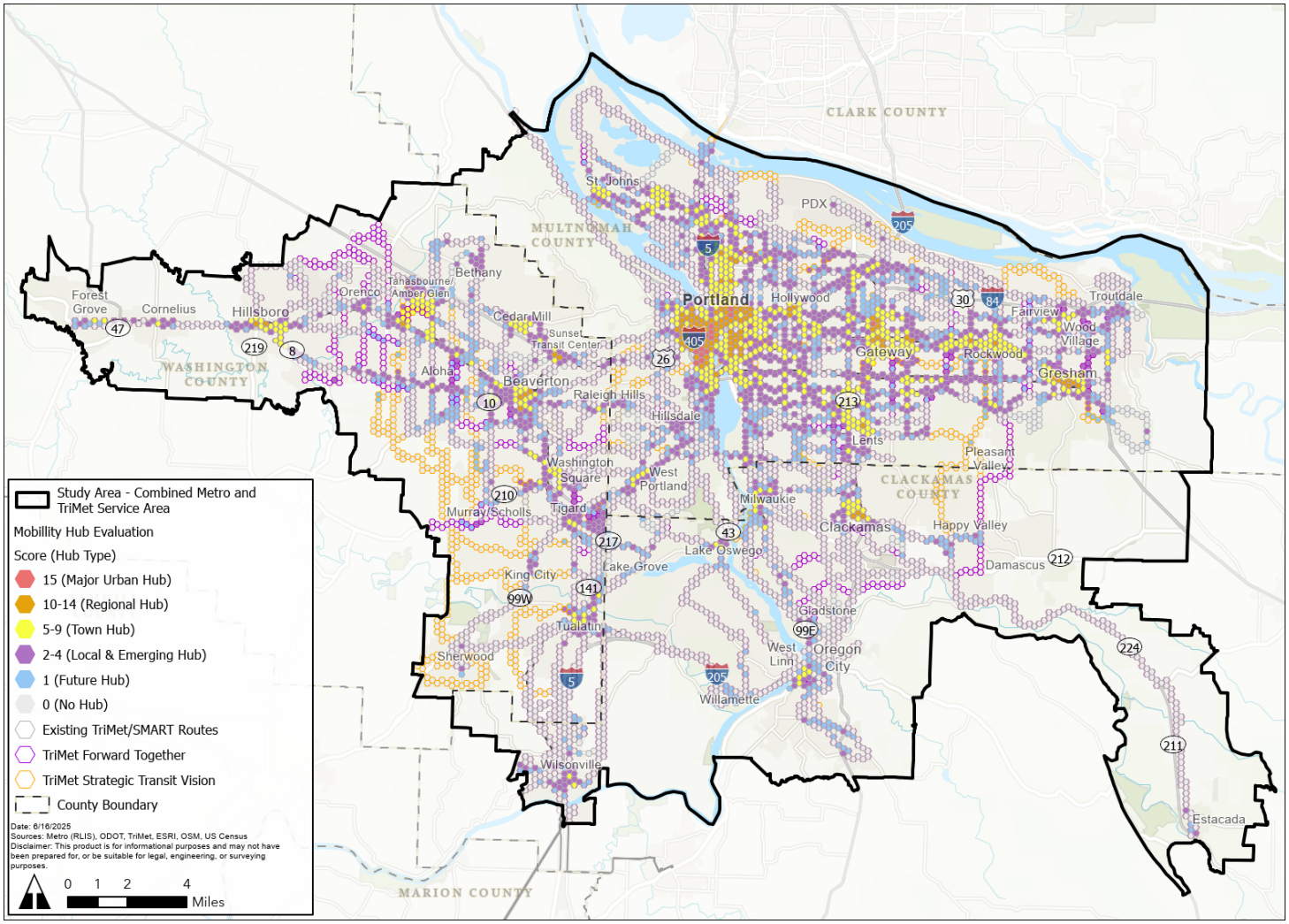

Figure 3. Mobility Hub Scoring

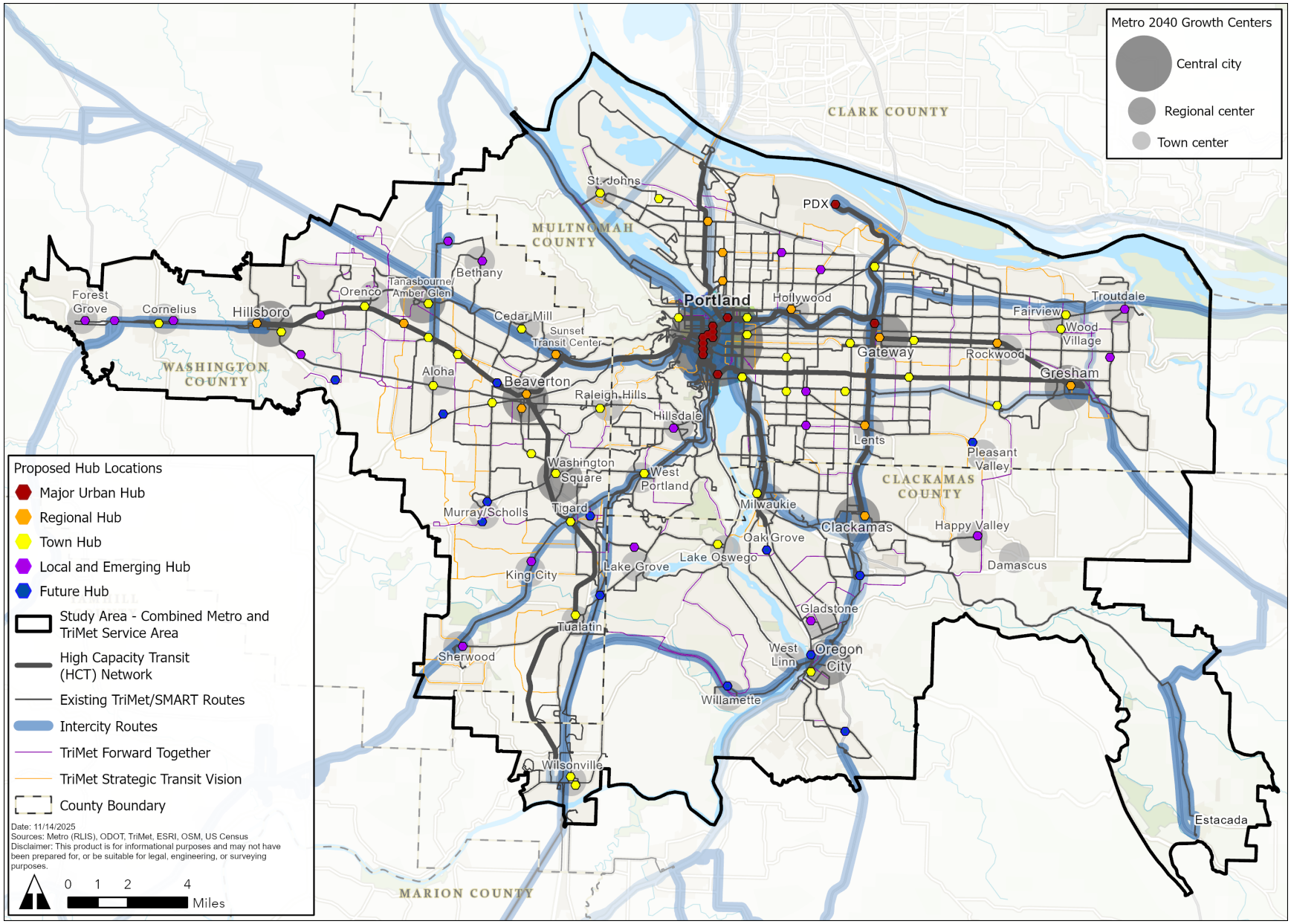

Figure 4. Initial Mobility Hub Recommendations

Next Steps

The assessment results will be reviewed by the TWG and interested parties. The results will be modified to reflect partner and community feedback. Mobility hub locations will be prioritized in the next step of the process.

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DATE:	March 26, 2025
TO:	Ally Holmqvist, Oregon Metro
FROM:	Eddie Montejo, Sam Erickson, Ryan Farncomb (Parametrix); Anna Geannopoulos, Holly Querin, Oren Eshel (Nelson\Nygaard); Alex Dupey, Lauren Scott (MIG)
SUBJECT:	**Community Connector Mobility Hub Toolkit**
PROJECT NAME:	Connecting First and Last Mile: Accessing Mobility Through Transit Study

Introduction

This Regional Mobility Hub Toolkit provides a strategic framework and serves as a resource to guide the planning and implementation of mobility hubs across the Metro region. Mobility hubs play a key role in the overall regional transportation and land use vision by integrating a range of transportation options—such as transit, bike and scooter parking and share, carshare, and ride-hailing—with placemaking elements that create vibrant, people-centered spaces.

While individual jurisdictions will prioritize local needs—such as supporting neighborhood-level active transportation or last-mile connections—regional mobility hubs are intended to support broader multimodal networks that facilitate cross-jurisdictional travel and promote regional connectivity. This means that mobility hubs in dense urban centers, suburban town centers, and lower-density communities will vary in scale and function, yet all contribute to a cohesive, integrated transportation system that supports regional goals for equity, climate, and accessibility. Importantly, the toolkit will also support jurisdiction-led implementation of mobility hub concepts over time. It provides a flexible framework that allows local agencies to adapt hub concepts to meet their unique community needs while maintaining consistency with regional goals over time.

Mobility hubs are a key regional strategy for advancing transit-oriented development (TOD) by enhancing access, connectivity, and multimodal options. While TOD is not a required element for mobility hubs, hubs enhance existing TOD areas and contribute to their long-term success and sustainability. At the same time, mobility hubs can serve as anchors for emerging areas, helping to catalyze future TOD by creating a foundation for increased transit access and walkability.

Photo 1. Orenco Station in Washington County, OR.
Source: Michael Mehaffy; CNU Public Square Journal

The toolkit and mobility hub typology aligns with and incorporates frameworks developed by regional partners, such as PBOT's Mobility Hub Typology (2020), TriMet's Transit-Oriented Development (TOD) Plan (2023), and other local strategies, ensuring a cohesive and context-sensitive approach to regional mobility and land use integration.

This draft memorandum will be reviewed by Metro and the Transit Working Group, as well as regional transit providers. The mobility hubs toolkit, and future mobility hubs assessment, will support future updates to the Metro Regional Transportation Plan (RTP) (last updated in 2023).

What is a mobility hub?

Mobility hubs connect people to the regional transportation network, creating seamless links between modes, services, and emerging mobility choices.

Figure 1. Conceptual Mobility Hub Illustration
Source: Parametrix

Mobility hubs are strategically located places within a transportation network where people can seamlessly access and transition between multiple modes of transportation, services, and emerging mobility options. They are designed to simplify multimodal travel, enhance first- and last-mile connections, and improve access to a wide range of transportation choices—including public transit, active transportation, shared mobility, and micro-mobility. Mobility hubs not only prioritize efficiency and user convenience but also aim to create vibrant, accessible public spaces that support equity, sustainability, and community identity. In the Metro region, mobility hubs also support the 2040 Growth Concept land use designations, with different hub types serving different land use contexts.

Parametrix
let's create tomorrow, together

How do mobility hubs benefit our communities?

Multimodal connectivity

- Facilitates multimodal connections between public transit (bus, light rail, streetcar), active transportation (bike/scooter share, pedestrian access), shared mobility (carshare, ride-hail), and micro-mobility options.
- Enhances access to first- and last-mile connections, giving people the flexibility to choose the mode that best suits their trip based on cost, time, and convenience.
- Inherently flexible to accommodate ever-evolving travel markets and emerging technologies

Efficient transfers across modes

- Provides coordinated infrastructure and services (e.g., timed transfers, real-time information) that make switching between modes and services convenient and intuitive.
- Reduces travel time and barriers to multimodal trips, encouraging transit use over single-occupancy vehicles.
- Strengthens the regional transportation network by creating consistent, reliable nodes for multimodal transfers.

Equity and accessibility

- Strengthens access to regional transit and mobility networks, especially for underserved communities, supporting affordable and reliable mobility across the region.
- Prioritizes universal design to ensure that hubs are accessible to all users, including people with disabilities, seniors, and families with diverse travel needs.
- Promote transit equity through cost-effective improvements in mobility while minimizing the potential for socioeconomic pressures often associated with large-scale transit projects.

Community development and placemaking

- Hubs act as a community focal points, integrating public spaces, amenities, and services that promote mobility, safety, social interaction, and economic activity.
- Hubs can serve as anchors for economic activity by increasing foot traffic and supporting local businesses around the hub.
- Creates a seamless, user-friendly environment with real-time information, wayfinding, and amenities that support comfort and safety (e.g., lighting, seating, weather protection).

Sustainability and climate goals

- Reduces car dependency and encourages low-emission transportation options and supports mode shifts away from single-occupancy vehicles.
- Incorporates green infrastructure and energy-efficient design elements where possible (e.g., EV charging, solar integration for smart kiosks and payment stations).
- Encourages transit-oriented development (TOD) and sustainable land use patterns that align with regional growth goals.

Mobility hubs are closely linked with transit-oriented development (TOD), which focuses on creating high-density, mixed-use, walkable neighborhoods near transit. Mobility hubs can expand transportation options in areas with existing transit-oriented development. In less densely developed areas, mobility hubs can serve as incubators of transit-oriented development. By creating hubs of transportation options and a strong sense of place in areas that have room to grow and develop, mobility hubs can focus future development of places where people have multiple sustainable options to get around their communities.

Mobility hub typology

To serve the diverse travel needs and land use patterns across the Metro region, this toolkit outlines four primary mobility hub types, each tailored to its surrounding context and role within the regional transportation network. The four proposed hub types are:

- **Major urban hub** (e.g., Downtown Portland Transit Mall): Major Urban Hubs refer to high-capacity transportation hubs located in dense, mixed-use urban cores, offering the greatest variety of mobility options and amenities in the region. In the Portland Metro context, these generally refer to high-capacity transit[1] stations within higher-density urban areas with significant investments in multimodal integration.

- **Regional hub** (e.g., Beaverton Transit Center): Regional Hubs provide important regional transit connectivity and typically have transit connections to the region and downtown Portland. These hubs may support a mix of transit services—such as MAX light rail, FX bus rapid transit (BRT), frequent transit service, and shuttle connections—and may include TOD features. While situated in more suburban contexts, Regional Hubs bridge the gap between urban and suburban mobility needs by providing a variety of transportation options ranging from high-capacity transit to car-share and micromobility.

- **Town hub** (e.g., Orenco Station, Lents): Town Hubs both serve local travel needs and have strong connections to regional transit services. These hubs are typically situated in less dense or suburban areas of the region. Town Hubs balance local accessibility with regional connectivity, acting as community focal points that support multimodal travel and vibrant public spaces. Town hubs can vary in transit levels and may lack high-capacity transit services in some cases.

- **Local and emerging hub** (e.g., Tualatin Park and Ride): Local and emerging hubs refer to hubs in rural centers and emerging suburban areas of the region. They can serve suburban employment districts, campuses, and medical centers. Local and emerging hubs may or may not have frequent bus service, and the surrounding land use is generally auto-oriented. Emerging transit nodes in the outer region can also be considered as future Local Hubs, primarily serving local or area-level travel needs (e.g., Tigard Triangle).

It is important to note that hub typologies are not mutually exclusive, and that some hubs may share characteristics with more than one type.

Land use and transportation context

The proposed mobility hub types are grounded in the existing land use and transportation context of the Metro region, while also identifying opportunities to enhance infrastructure and shift travel

[1] High-capacity transit includes MAX light rail, WES commuter rail, and FX bus rapid transit services.

behavior over time. These types are closely linked to the Mobility Hub Evaluation Criteria (see Mobility Hub Evaluation Criteria Memorandum) and will guide the forthcoming hub location analysis.

To categorize mobility hubs effectively, we consider key land use and transportation factors such as existing densities, transit access, and multimodal integration. These factors help identify locations where future mobility hub investments would provide the greatest regional benefits. Table 1 outlines the key land use and transportation conditions used in this assessment.

Table 1: Land use and transportation factors to assess existing conditions

Criteria	Rating		
	Low	Medium	High
Land use context			
Density	Larger lots and blocks. Low-rise buildings, either due to market demand or maximum building heights.	Mid-rise buildings with some surrounding low-rise buildings.	Small lots and block sizes. Mid- and high-rise buildings. Minimum building heights
Diversity of uses	Mostly residential uses OR mostly commercial uses. Limited other uses.	Mix of residential and commercial uses. Some office, civil, educational, and institutional uses.	Mix of commercial, residential, office, civil, educational, and institutional uses.
Transportation context			
Level of transit service	Local bus or shuttle service.	Frequent bus service, including local service and some intercity bus lines.	High-capacity transit, including light rail and multiple lines of frequent bus service. Local and intercity transit service.
Level of pedestrian facilities	Missing or fragmented sidewalk networks in the vicinity of the mobility hub. Few or no safe crossings. Larger building footprints and parking lots increase walking distances.	Mostly complete network with some gaps and narrow sidewalks. Crossings are provided but not as frequent as needed.	Wide sidewalks and frequent well-lit crossings. Entrances and ground-floor uses of buildings are oriented toward pedestrians.
Level of bike facilities	No separated bike facilities.	Bike lanes without physical protection and/or bike traffic on shared streets with slightly higher level of traffic than what is comfortable.	Bike lanes with physical protection, bikes on shared roads only when volumes and speeds are low.
Orientation toward cars	Abundant non-car transportation modes. Limitations on car use (e.g., parking limits and bus-only lanes).	Some non-car transportation modes available but few restrictions on car use.	Lack of alternative transportation options. Abundant lane space and parking for cars, including park & rides or highly available street parking.

Table 2 categorizes these factors into general levels (e.g., high, medium, low) and aligns them with potential mobility hub types. While these categories reflect existing conditions, they also recognize that land use patterns and transportation dynamics will evolve with future mobility hub investments. For example, areas currently more auto-oriented—such as those identified as Local and Emerging Hubs—may transition towards greater transit and multimodal connectivity as investments are made. For example, land that is currently used as a park and ride today would ideally be repurposed for transit-oriented housing development in the future as transit accessibility is improved.

Table 2: Land use and transportation context per mobility hub type

	Major Urban	Regional	Town Center	Local and Emerging Hubs
Land Use				
Density	High	Medium	Low-Medium	Low-Medium
Diversity of uses	High	Medium-High	Medium	Low-Medium
Transportation				
Level of transit service	High	High	Medium	Low-Medium
Pedestrian network completeness and availability	High	Medium	Medium-High	Medium
Pedestrian network completeness and availability	High	Medium	Medium-High	Low-Medium
Orientation toward cars	Low	Medium	Medium-High	High

Mobility hub kit of parts

This section details the mobility hub "kit of parts:" the elements that can or could be found in each of the four types of mobility hubs. There are several core elements that are found across all four types: transit facilities (light rail or bus), active transportation infrastructure (safe pedestrian facilities and bike parking), and amenities (seating, shelters, lighting, and trashcans). Other elements are optional and will vary by mobility hub. These include shared mobility, bike- and scooter-share, wayfinding, and placemaking elements.

Mobility hub elements are divided into five categories:

1. Transit service
2. Active transportation
3. Amenities and placemaking
4. Car-share/ride-share
5. Wayfinding and information

Each category contains multiple elements that are defined and identified as vital, recommended, or optional for each of the four mobility hub types. While the appropriate elements for each hub type vary by their existing land use and transportation context, they are generally organized around Metro's Regional Transit Access Priorities, which place pedestrians as the highest priority and single-occupancy vehicles as the lowest.

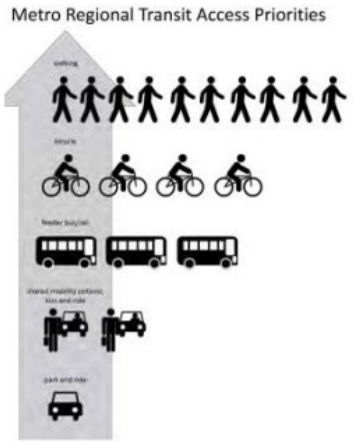


Figure 2. Metro regional transit access priorities

Transit service

Transit service is a core element of all mobility hub types, and the level of service varies by type. Major urban and regional hubs may have multiple frequent transit lines available, with intercity connections available, thereby supporting travel at the regional level. Town and local hubs may have only local or shuttle service available, with most or all travel patterns focused locally. Different types of transit service can support different uses and users—intercity and high-capacity transit will generally see defined peaks around morning and afternoon commute times, whereas more local transit options may have travel demand that is more dispersed across the day, reflecting a variety of trip types taken. Table 3 below summarizes transit service levels by hub type.

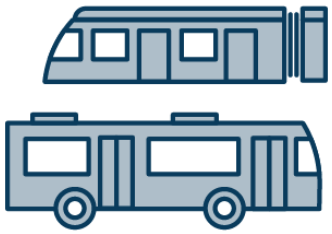


Table 3. Transit service levels by regional mobility hub type

Element	Description	Hub Type			
		Major Urban	Regional Hub	Town Hub	Local Hub
1.1 High-capacity transit access (rail or bus rapid transit)	MAX, Frequent Express (FX), or WES stations	V	V	R	O
1.2 Intercity bus access	Bus service that connects two or more cities	V	V	O	O
1.3 Frequent bus access	Service every 15 minutes or better for most of the day	V	V	V	R
1.4 Local bus/shuttle access	Bus routes and shuttles serving local destinations	V	V	V	V
1.5 Fare payment stations	Payment stations that allow transit riders to pre-pay for transit	V	V	R	O
1.6 Boarding signage	Clear indication of the pick-up location for each route and/or provider for riders	V	V	V	V

(V = vital, R = recommended, O = optional)

Active transportation

Safe and comfortable active transportation networks are crucial for connecting people to transit. It is essential for mobility hubs of all types to have high-quality pedestrian facilities to and within the mobility hub, as all transit riders start and end their journeys as pedestrians. Supporting bike connections to transit through bike lanes and secure bike parking can increase transit's catchment area and support efficient multimodal connections. Bike-share and scooter-share services can further expand active transportation for those without personal bikes and scooters. Table 4 below summarizes active transportation integration by hub type.

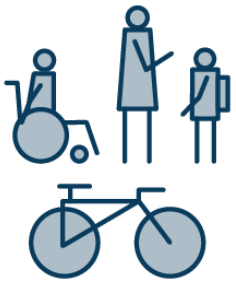
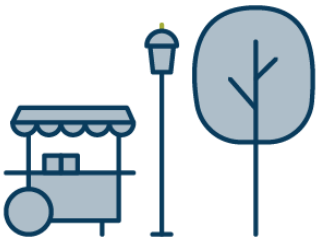


Table 4. Active transportation integration by regional mobility hub typology

Element	Definition	Hub Type			
		Major Urban	Regional Hub	Town Hub	Local Hub
2.1 Pedestrian connections	Marked, well-lit crosswalks and sidewalks leading to the hub	V	V	V	V
2.2 Bike/scooter parking	Safe and secure places to lock personal bikes and scooters	V	V	V	V
2.3 Bike/scooter-share	Short-term rental services for bikes or scooters	V	V	R	R
2.4 Bicycle facilities	Bike facilities that allow users to safely access the hub on bike	V	V	V	V
2.5 Bike repair station	Public work stands and air pumps	O	R	R	O

(V = vital, R = recommended, O = optional)

Amenities and placemaking



To be successful, mobility hubs must do more than simply co-locating transportation options. Placemaking elements and amenities help ensure that mobility hubs are attractive, comfortable, and inviting spaces that support a wide range of public uses—including community events, socializing, sitting, eating, and simply spending time. Seating, shelters, lighting, and trash cans are core elements that should be found across all mobility hubs. They support comfortable, accessible, clean, and secure-feeling environments for users, and can play a supporting role in TOD. While optional, additional elements like public art, vendors, and sustainable landscaping build the mobility hub's sense of place and community. Bringing people together for various reasons and at different times of the day/evening activates the space and contributes to feelings of safety and security. Table 5 below summarizes amenities and placemaking elements by hub type.

Table 5. Amenities and placemaking by regional mobility hub typology

Element	Definition	Hub Type			
		Major Urban	Regional Hub	Town Hub	Local Hub
3.1 Seating	Comfortable, accessible seating	V	V	V	V
3.2 Shelters	Covered waiting areas that provide shelter from rain, sun, and snow	V	V	V	V
3.3 Lighting	Pedestrian-scale lighting	V	V	V	V
3.4 Public art	Art installations and murals that are free to enjoy by the public	R	R	R	R
3.5 Community and/or multicultural hubs	Spaces that community groups can use to gather and/or provide supportive services	O	R	R	O
3.6 Retail/ vendors	Permanent or temporary vendors	R	R	R	O
3.7 Security features	CCTV, safety ambassadors who spend time at the hub, etc.	V	V	R	O
3.8 Bathrooms	Public restrooms	R	R	R	R
3.9 Garbage cans	Regularly serviced garbage cans	V	V	V	R
3.10 Sustainable features	Green features like shade trees and bioswales (or even edible or nature gardens)	R	R	R	R

(V = vital, R = recommended, O = optional)

Care-share and ride-share integration

In more suburban or rural areas, some transit-riders connect to transit through personal or shared vehicles. Pick-up and drop-off zones for microtransit and ride-share and can support transit trips by filling first- and last-mile transit gaps, particularly in areas with lower levels of transit service. Car-share, especially dockless car-share that doesn't require the user to end the trip where they started, can also be used to connect to transit. Parking for personal vehicles should be incorporated sparingly, generally at park & rides found at regional transit centers. Wherever possible, transit-oriented development options should be explored for that land first. Where parking is provided, electric vehicle chargers should be included – particularly in higher density areas with multifamily housing, where residents are less likely to have access to home charging.[2] The layout and design of vehicle connections should be considered so as not to interfere with other more vulnerable road users. Table 6 below summarizes car- and ride-share integration by hub type.

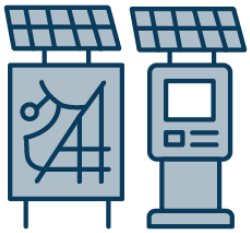
Table 6. Car-share and ride-share integration by regional mobility hub typology

Element	Definition	Hub Type			
		Major Urban	Regional Hub	Town Hub	Local Hub
4.1 Rideshare/ microtransit pickup/drop-off	Curbside space and signage for vehicles picking up and dropping off ride-share/microtransit passengers	R	V	R	R
4.2 Car-share	Short-term shared rental service for automobiles	R	R	R	O
4.3 Charging stations for electric car-share	Charging stations available for car-sharing services	O	R	R	O
4.4 Shared parking	Converting existing parking into shared mobility space	N/A	O	R	R

(V = vital, R = recommended, O = optional, N/A = not applicable)

[2] Per OAR 660-012-0410. "New multifamily residential buildings with five or more dwelling units, and new mixed-use buildings with at least five dwelling units, must provide electrical service capacity for charging electric vehicles to at least 40 percent of the vehicle parking spaces."

Wayfinding and information



Wayfinding signage plays a crucial role in enhancing the comfort and accessibility of pedestrians navigating mobility hubs and their surrounding areas. Clear, well-placed signage helps users efficiently locate transit stops, bike facilities, shared mobility options, and key destinations such as retail centers, office buildings, and public spaces.

In addition to static wayfinding, real-time travel information further improves the user experience by providing up-to-the-minute details on transit arrivals, service disruptions, and the availability of shared mobility options like car-share, scooter-share, and bikeshare. By integrating digital displays, mobile apps, and interactive kiosks, mobility hubs can facilitate seamless multimodal travel, helping users make informed decisions and transition smoothly between different transportation modes. Table 7 below summarizes wayfinding and information elements by hub type.

Mobility as a service (MaaS)

MaaS refers to a single integrated platform, usually an app or website, which allows users to find information about and pay for multiple transportation options, such as transit, shared micromobility, ride

-sharing, and car-sharing. MaaS is not specific to any one type of mobility hub but should be considered region-wide to support multimodal travel. One example of MaaS already operating in the region is TriMet's trip planner service, which allows users to incorporate personal bikes and scooters, bike- and scooter-share, and personal vehicles into its calculations of the best routes to one's destination. Ride-share and care-share are other elements that could be included.

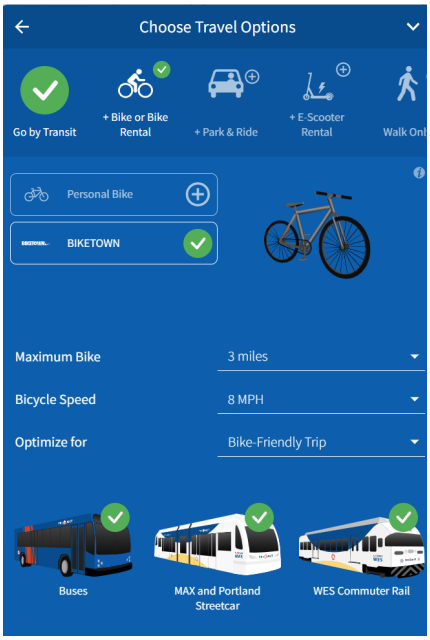


Figure 3. TriMet Trip Planner App

Table 7. Wayfinding and information by regional mobility hub typology

Element	Definition	Hub Type			
		Major Urban	Regional Hub	Town Hub	Local Hub
5.1 Wayfinding	Informational signage that connects the mobility hub to the surrounding neighborhood	V	V	V	V
5.2 Real-time travel information	Information on availability of nearby mobility options, arrival times of transit and transit routes and schedules	V	V	R	R

5.3 Wi-Fi	Public Wi-Fi available for users at no charge	O	O	O	O
5.4 Charging stations	Public outlets for users to charge personal electronic devices (often how they plan their route and/or pay) at no charge	O	O	R	R

(V = vital, R = recommended, O = optional)

Regional mobility hub profiles

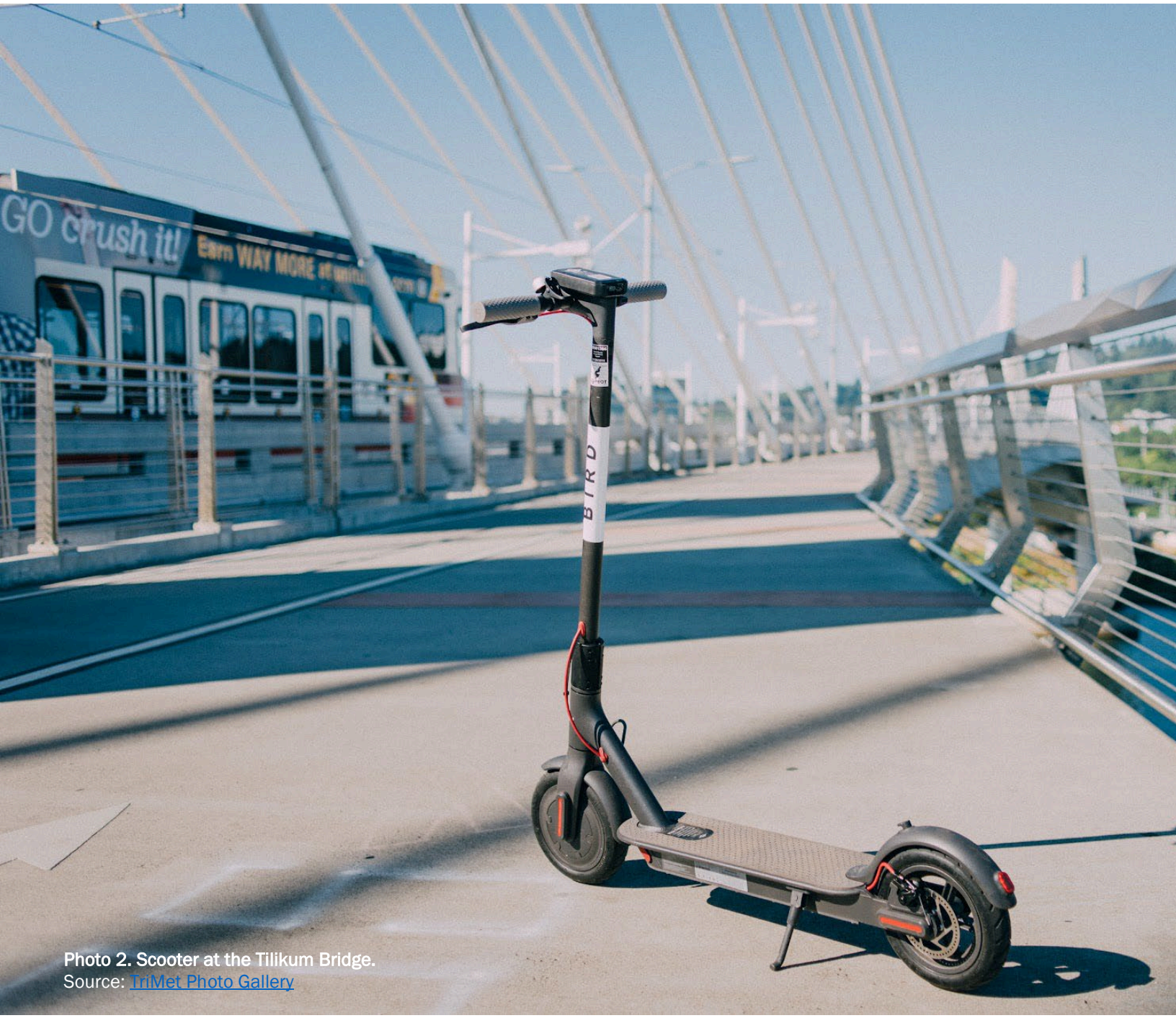


Photo 2. Scooter at the Tilikum Bridge.
Source: TriMet Photo Gallery

Major urban hub

Major Urban Hubs are found in compact neighborhoods in urban neighborhoods and are served by the highest density of transportation options. They are located in fully developed areas with a variety of uses and major destinations; therefore, space for mobility hub amenities is constrained. Example locations include the Portland Downtown Transit Mall and the OHSU and OMSI stations at either end of the Tilikum Crossing.

Primary travel market and users

Major Urban Hubs serve as critical nodes within high-density urban neighborhoods, facilitating access to a diverse mix of destinations, including employment centers, educational institutions, healthcare facilities, retail corridors, and entertainment districts. These hubs experience consistently high demand throughout the day due to the concentration of activity in surrounding areas. Morning and afternoon commuter peaks are particularly pronounced in office-dense areas like Downtown Portland, where workers rely on transit, biking, and walking to reach their destinations. However, demand remains strong outside of peak commute hours, driven by students traveling to universities, residents running daily errands, and visitors accessing cultural and entertainment venues.

Because Major Urban Hubs are located in fully developed environments with limited space for additional infrastructure, they prioritize high-efficiency, multimodal connectivity. Users frequently transfer between buses, streetcars, light rail, and active transportation networks, with seamless connections playing a crucial role in enhancing mobility. Additionally, these hubs serve a wide range of travel needs, from short neighborhood trips to regional and intercity connections, making them essential anchors within the broader transportation system.

2040 Growth Concept designation

Existing Major Urban Hubs are located within Portland's City Center. Future major urban hubs can be located outside of Portland, particularly in regional centers, if significant growth and development occur.

Table 8: Existing land use and transportation context for major urban hubs

	Low	Medium	High
Land Use			
Density			●
Mix of uses			●
Transportation			
Transit service			●
Pedestrian network completeness and availability			●
Bicycle network completeness and availability			●
Orientation toward cars	●		

Typology kit of parts

Table 9: Major urban hub kit of parts

		Vital	Recommended	Optional
Transit facilities	1.1 High-capacity transit access	●		
	1.2 Intercity bus access		●	
	1.3 Frequent bus access	●		
	1.4 Local bus/shuttle access	●		
	1.5 Fare payment stations	●		
	1.6 Boarding signage	●		
Active transportation	2.1 Pedestrian connections	●		
	2.2 Bike/scooter parking	●		
	2.3 Bike/scooter-share	●		
	2.4 Bike facilities	●		
	2.5 Bike repair station			●
Placemaking	3.1 Seating	●		
	3.2 Shelters	●		
	3.3 Lighting	●		
	3.4 Public art		●	
	3.5 Community and/or multicultural hub			●
	3.6 Retail/vendors	●		
	3.7 Security features	●		
	3.8 Bathrooms			●
	3.9 Garbage cans	●		
	3.10 Sustainable Features		●	
Car-share and ride-share	4.1 Rideshare/microtransit pickup/drop-off locations		●	
	4.2 Car-share		●	
	4.3 Charging stations for electric car-share			●
Wayfinding and information	5.1 Wayfinding	●		
	5.2 Real-time travel information	●		
	5.3 Wi-Fi			●
	5.4 Charging stations			●

Regional hub

Regional Hubs support regional transit connectivity through multiple frequent transit lines that provide both inter-city and local transit service. They facilitate connections from low-density surrounding areas into the regional transit network. They generally have more space available than Urban Core Hubs, especially in locations with abundant parking. This makes them ideal sites for transit-oriented development. Example locations include Beaverton Transit Center, Clackamas Town Center Transit Center, and Gateway Transit Center.

Primary travel market and users

Regional Hubs serve as key connectors between lower-density suburban or exurban areas and the broader regional transit network. They accommodate high levels of commuter traffic, particularly during morning and afternoon rush hours, as residents travel to employment centers in urban cores or other major job hubs. These hubs are essential for providing first- and last-mile connections, allowing commuters to park, bike, or take local transit before transferring to higher-capacity regional services.

Beyond peak commuting hours, Regional Hubs also support diverse travel markets based on their surrounding land uses. Hubs near major commercial centers, such as Clackamas Town Center, attract shoppers and service-sector workers throughout the day. Those near universities, hospitals, or government buildings serve students, patients, and employees making mid-day or off-peak trips. Additionally, these hubs play a role in facilitating intercity travel, offering connections to longer-distance transit services, including express bus routes, rail lines, and regional shuttles.

Due to their larger footprint compared to Urban Core Hubs, Regional Hubs may feature extensive passenger amenities, such as park-and-ride facilities, bike storage, and mobility services like rideshare pick-up zones and microtransit connections. This flexibility makes them a crucial component of the regional transportation system, balancing high commuter demand with a wide range of daily travel needs.

2040 Growth Concept designation

Regional Hubs are often found in Metro-designated Regional Centers. Regional Hubs are generally distinguished by the high level of regional transit connectivity provided.

Table 10: Existing land use and transportation context for regional hubs

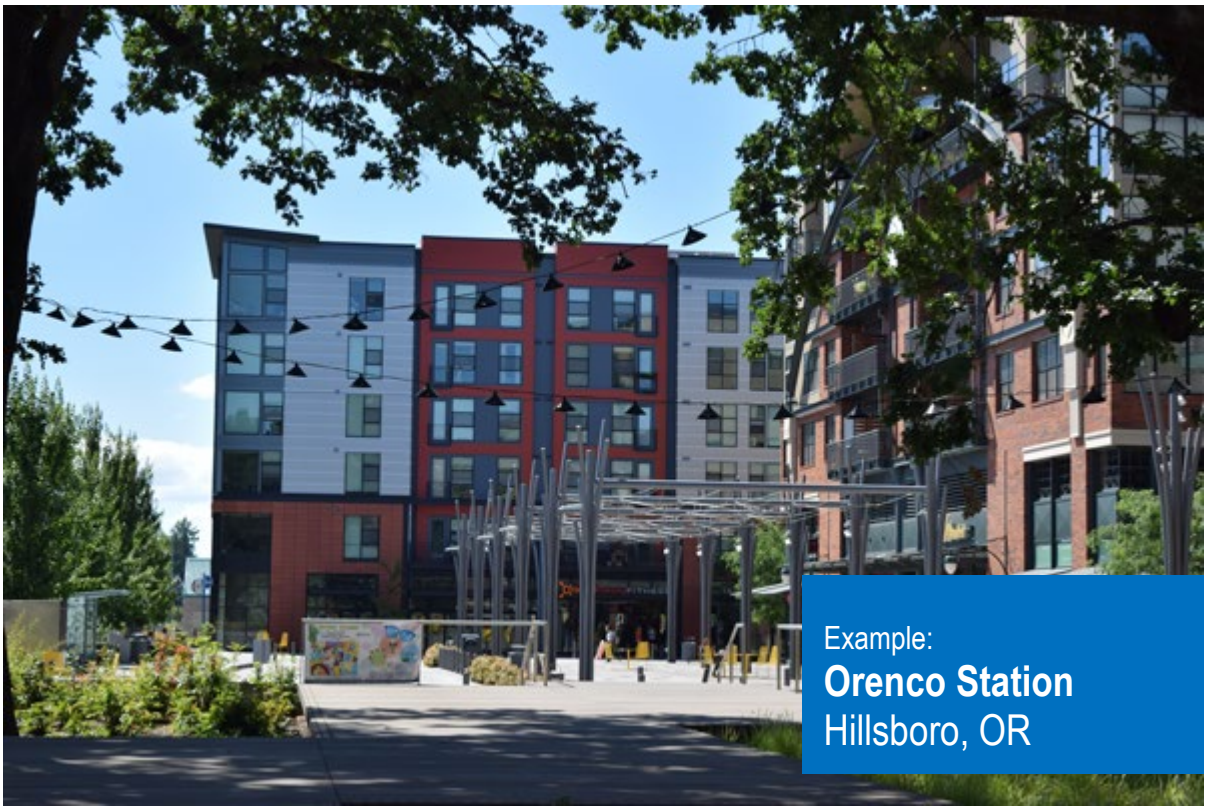
	Low	Medium	High
Land Use			
Density		●	
Diversity of uses		●	●
Transportation			
Level of transit service			●
Pedestrian network completeness and availability		●	
Bike network completeness and availability		●	
Orientation toward cars		●	

Typology kit of parts

Table 11: Regional hub kit of parts

		Vital	Recommended	Optional
Transit facilities	1.1 High-capacity transit access	●		
	1.2 Intercity bus access	●		
	1.3 Frequent bus access	●		
	1.4 Local bus/shuttle access	●		
	1.5 Fare payment stations	●		
	1.6 Boarding signage	●		
Active transportation	2.1 Pedestrian connections	●		
	2.2 Bike/scooter parking	●		
	2.3 Bike/scooter-share	●		
	2.4 Bike facilities	●		
	2.5 Bike repair station		●	
Placemaking	3.1 Seating	●		
	3.2 Shelters	●		
	3.3 Lighting	●		
	3.4 Public art		●	
	3.5 Community and/or multicultural hubs		●	
	3.6 Retail/vendors		●	
	3.7 Security features	●		
	3.8 Bathrooms			●
	3.9 Garbage cans	●		
	3.10 Sustainable features		●	
Car-share and ride-share	4.1 Rideshare/microtransit pickup/drop-off locations	●		
	4.2 Car-share	●		
	4.3 Charging stations for electric car-share		●	
	4.4 Convert parking into shared mobility space			●
Wayfinding and information	5.1 Wayfinding	●		
	5.2 Real-time travel information	●		
	5.3 Wi-Fi			●
	5.4 Charging stations			●

Town hub



Town hubs serve local and some regional transit needs. They are typically located in pockets of moderately dense commercial and residential development surrounded by lower-density development patterns. Example locations include Orenco Station, Lents Town Center, and the Southwest Waterfront Tram.

Primary travel market and users

Town hubs serve as key transportation and activity centers within suburban and small urban communities, supporting a broad range of users and travel needs. Many town hubs experience strong commuter peaks as residents connect to regional job centers via transit or park-and-ride facilities. However, they also maintain steady off-peak demand driven by surrounding commercial activity, civic institutions, and local services. Retail corridors, government buildings, medical centers, and cultural destinations contribute to all-day usage, attracting residents, workers, and visitors alike. Additionally, town hubs often support multimodal travel, accommodating a mix of personal vehicles, transit riders, cyclists, and pedestrians, while also serving as a foundation for current and/or future transit-oriented development supported by local land use plans.

2040 Growth Concept designation

Town hubs can be found within Town Centers, Regional Centers, or Portland's City Center.

Table 12: Existing land use and transportation context for town hubs

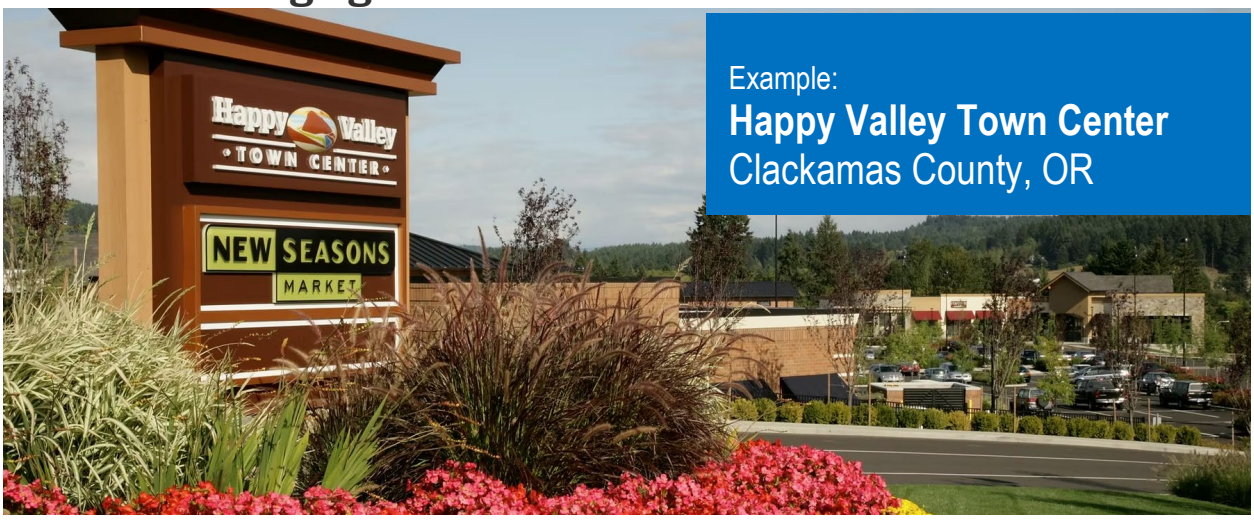
	Low	Medium	High
Land Use			
Density	●	●	
Mix of uses		●	
Transportation			
Level of transit service		●	
Pedestrian network completeness and availability		●	●
Bicycle network completeness and availability		●	●
Orientation toward cars		●	●

Typology kit of parts

Table 13: Town hub kit of parts

		Vital	Recommended	Optional
Transit facilities	1.1 High-capacity transit access		●	
	1.2 Intercity bus access			●
	1.3 Frequent bus access	●		
	1.4 Local bus/shuttle access	●		
	1.5 Fare payment stations		●	
	1.6 Boarding signage	●		
Active transportation	2.1 Pedestrian connections	●		
	2.1 Bike/scooter parking	●		
	2.2 Bike/scooter-share		●	
	2.3 Bike facilities	●		
	2.5 Bike repair station			●
Placemaking	3.1 Seating	●		
	3.2 Shelters	●		
	3.3 Lighting	●		
	3.4 Public art		●	
	3.5 Community and/or multicultural hubs		●	
	3.6 Retail/vendors		●	
	3.7 Security features		●	
	3.8 Bathrooms			●
	3.9 Garbage cans	●		
	3.10 Sustainable Features		●	
Car-share and ride-share	4.1 Rideshare/microtransit pickup/drop-off locations		●	
	4.2 Car-share		●	
	4.3 Charging stations for electric car-share		●	
	4.4 Convert parking into shared mobility space		●	
Wayfinding and information	5.1 Wayfinding	●		
	5.2 Real-time travel information		●	
	5.3 Wi-Fi		●	
	5.4 Charging stations			●

Local and emerging hub



Local and Emerging Hubs help focus future transportation investments around an ideal gathering place in a community. These hubs typically only have local transit service today and should be placed where two or more lines meet if possible. Identifying these areas early allows a local community to help shape and support mobility in the region, particularly in ensuring local land use plans designate higher-density and mixed uses for adjacent areas. Example locations include Happy Valley Town Center, Tigard Triangle, Tualatin Park & Ride, and Downtown Troutdale.

Primary travel market and users

Local and emerging mobility hubs serve as key neighborhood-level nodes and are found in high-activity areas, such as shopping centers, medical districts, campuses, and developing downtowns. These hubs provide access to a variety of transportation options, addressing local travel needs and improving first- and last-mile connections to transit. Since many of these hubs are located outside denser urban environments, they often emphasize intermodal mobility options—such as active transportation routes, rideshare, carpooling, vanpooling, and other shared mobility services—rather than high-capacity transit. In growing areas like Downtown Troutdale, strategic investments in mobility options can help lay the groundwork for future transit-supportive development and mixed-use opportunities.

Local and emerging mobility hubs can also serve as critical connectors between neighborhoods and higher-capacity transit services, such as park-and-rides, the Portland Aerial Tram, and regional bus or rail networks. These hubs play a vital role in enhancing accessibility by bridging the gap between local travel needs and major transportation corridors. By improving connectivity, they help reduce reliance on single-occupancy vehicles, support multimodal travel, and create more seamless, efficient transit experiences for residents and commuters alike.

2040 Growth Concept designation

Local or Emerging Hubs can be found in low-density or emerging Town Centers.

Table 14: Land use and transportation context for local and emerging hubs

	Low	Medium	High
Land Use			
Density	●		
Mix of uses	●	●	
Transportation			
Level of transit service	●	●	
Pedestrian network completeness and availability		●	
Bike network completeness and availability	●	●	
Orientation toward cars			●

Typology kit of parts

Table 15: Local and emerging hub kit of parts

		Vital	Recommended	Optional
Transit facilities	1.1 High-capacity transit access			●
	1.2 Intercity bus access			●
	1.3 Frequent bus access			●
	1.4 Local bus/shuttle access	●		
	1.5 Fare payment stations			●
	1.6 Boarding signage	●		
Active transportation	2.1 Pedestrian connections	●		
	2.2 Bike/scooter parking	●		
	2.3 Bike/scooter-share		●	
	2.4 Bike facilities	●		
	2.5 Bike repair station			●
Placemaking	3.1 Seating	●		
	3.2 Shelters	●		
	3.3 Lighting	●		
	3.4 Public art		●	
	3.5 Community and/or multicultural hubs			●
	3.6 Retail/vendors		●	
	3.7 Security features			●
	3.8 Bathrooms			●
	3.9 Garbage cans		●	
	3.10 Sustainable Features			●
Car-share and ride-share	4.1 Rideshare/microtransit pickup/drop-off locations		●	
	4.2 Car-share		●	
	4.3 Charging stations for electric car-share			●
	4.4 Convert parking into shared mobility space		●	
Wayfinding and information	5.1 Wayfinding	●		
	5.2 Real-time travel information		●	
	5.3 Wi-Fi			●
	5.4 Charging stations			●

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APPENDIX A: Regional Mobility Hub Profile Cut-Sheets

Major Urban Hub

Major Urban Hubs are found in compact neighborhoods in urban neighborhoods and are served by the highest density of transportation options. They are located in fully developed areas with a variety of uses and major destinations; therefore, space for mobility hub amenities is constrained. Example locations include the Portland Downtown Transit Mall and the OHSU and OMSI stations at either end of the Tilikum Crossing.

Table 8: Existing land use and transportation context for major urban hubs

	Low	Medium	High
Land Use			
Density			•
Mix of uses			•
Transportation			
Level of transit service			•
Pedestrian network completeness and availability			•
Bicycle network completeness and availability			•
Orientation toward cars	•		

Transit Facilities

- A High-capacity transit
- B Bus (all types)

Active Transportation

- A Bicycle share
- B Bicycle parking, storage, and repair
- C Scooter share
- D Bicycle lane

Placemaking

- A Bathrooms
- B Ground-floor retail
- C Public art
- D Seating
- E Lighting
- F Seating, lighting, and trash
- G Sustainable features
- H Vendors

Vehicle Connections

- A Parking and car-share

Wayfinding and Information

- A Wayfinding integrated into stops

Regional Hub

Regional Hubs support regional transit connectivity through multiple frequent transit lines that provide both inter-city and local transit service. They facilitate connections from low-density surrounding areas into the regional transit network. They generally have more space available than Urban Core Hubs, especially in locations with abundant parking. This makes them ideal sites for transit-oriented development. Example locations include Beaverton Transit Center, Clackamas Town Center Transit Center, and Gateway Transit Center.

Table 10: Existing land use and transportation context for major urban hubs

	Low	Medium	High
Land Use			
Density		•	
Mix of uses		•	•
Transportation			
Level of transit service			•
Pedestrian network completeness and availability		•	
Bicycle network completeness and availability		•	
Orientation toward cars		•	

Transit Facilities

- A High-capacity transit
- B Bus (all types)

Active Transportation

- A Bicycle share
- B Scooter share
- C Pedestrian connections
- D Bicycle parking, storage, and repair
- E Bicycle lane

Placemaking

- A Retail
- B Public art
- C Lighting
- D Seating, lighting, and trash
- E Bathrooms
- F Sustainable features

Vehicle Connections

- A Shared parking garage
- B Micromobility pickup/dropoff and car-share

Wayfinding and Information

- A Wayfinding integrated into stops

Town Hub

Town Hubs serve local and some regional transit needs. They are typically located in pockets of moderately dense commercial and residential development surrounded by lower-density development patterns. Example locations include Orenco Station, Lents Town Center, and the Southwest Waterfront Tram.

Table 12: Existing land use and transportation context for major urban hubs

	Low	Medium	High
Land Use			
Density	•	•	
Mix of uses		•	
Transportation			
Level of transit service		•	
Pedestrian network completeness and availability		•	•
Bicycle network completeness and availability		•	•
Orientation toward cars		•	•

Transit Facilities

- A High-capacity transit
- B Bus (local and intercity)

Active Transportation

- A Bicycle parking
- B Bicycle share
- C Scooter share
- D Pedestrian connections
- E Bicycle lane

Placemaking

- A Sustainable features
- B Vendors
- C Public art
- D Lighting
- E Seating, lighting, and trash

Vehicle Connections

- A EV charging
- B Micromobility pickup/dropoff
- C Car-share

Wayfinding and Information

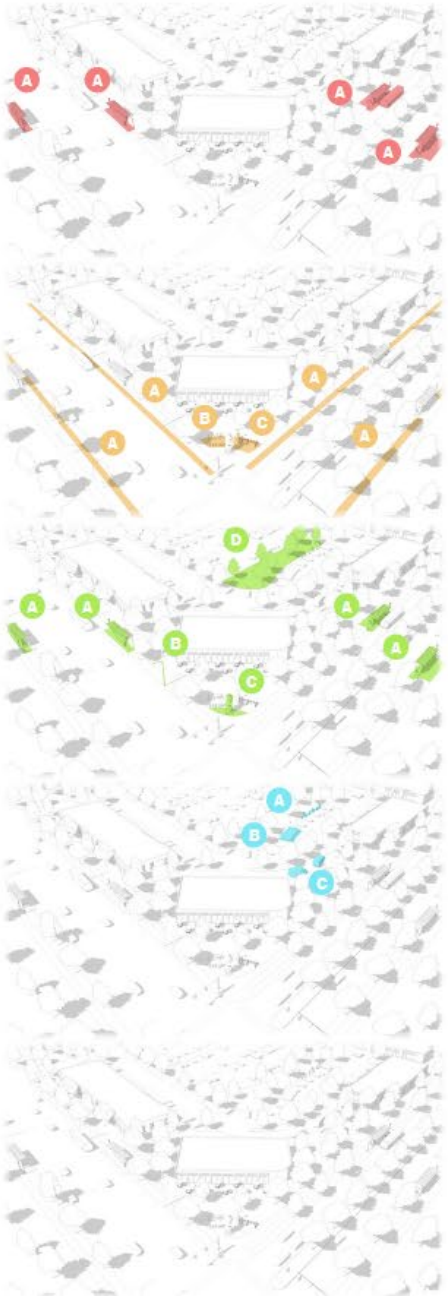
- A Wayfinding integrated into high-capacity transit stops

Local Emerging Hub

Local and Emerging Hubs help focus future transportation investments around an ideal gathering place in a community. These hubs typically only have local transit service today and should be placed where two or more lines meet if possible. Identifying these areas early allows a local community to help shape and support mobility in the region, particularly in ensuring local land use plans designate higher-density and mixed uses for adjacent areas. Example locations include Happy Valley Town Center, Tigard Triangle, Tualatin Park & Ride, and Downtown Troutdale.

Table 14: Existing land use and transportation context for major urban hubs

	Low	Medium	High
Land Use			
Density	•		
Mix of uses	•	•	
Transportation			
Level of transit service	•	•	
Pedestrian network completeness and availability		•	
Bicycle network completeness and availability	•	•	
Orientation toward cars			•



Transit Facilities

- A Bus (local only)

Active Transportation

- A Bicycle share
- B Scooter share
- C Bicycle lane

Placemaking

- A Seating, lighting, and trash
- B Lighting
- C Public art
- D Sustainable features

Vehicle Connections

- A EV charging
- B Car-share
- C Micromobility pickup/dropoff

Wayfinding and Information

None

TASK 7.1.3 REGIONAL PARKS TRANSIT DEVELOPMENT STRATEGY

The Portland metropolitan region currently provides transit access to 45 regional destination sites on weekdays and weekends, with 1,733,478 residents (95% of the population) within a 60-minute transit shed of at least one regional destination site (Shown in Figure 2). These accessible parks offer diverse recreational opportunities ranging from urban nature areas to waterfront access points.

Building on this foundation, this memo identifies opportunities to improve transit access to regional destination sites that are currently underserved (defined in Figure 1). The *Regional Destination Sites Transit Need* memo reviewed 116 regional destination sites identified by memo and found that 40 of the 116 regional destination sites have no transit access (Figure 3), and 31 have weak access (Figure 4). These parks are primarily located at the edges of or beyond the Metro Planning Boundary.

Figure 1 Parks with No or Weak Transit Access

Category	Definition	Number of Sites
No Transit Access	Park falls outside a 60-minute transit shed of existing transit network	40
Weak Access: No Transit Access on Weekends	Park falls outside a 60-minute transit shed of existing transit network on weekends (or on Sundays, in certain specified cases)	18
Weak Access: Unsafe Pedestrian Connections	Transit service is available near the park, but existing conditions make it unsafe for someone to walk the final distance to the park.	4
Weak Access: Stop Placement Too Far	Requires someone to walk over half a mile but less than two miles to reach the closest bus stop	3
Weak Access: Lowest Quartile of Population	A relatively small number of people compared to the total Metro area population can access the park via transit within a 60-minute transit shed.	6
Total		71

Note: A 60-minute transit shed represents the area accessible by transit within a 60-minute time period

Figure 2 Map of Regional Destination Sites with Access to Transit

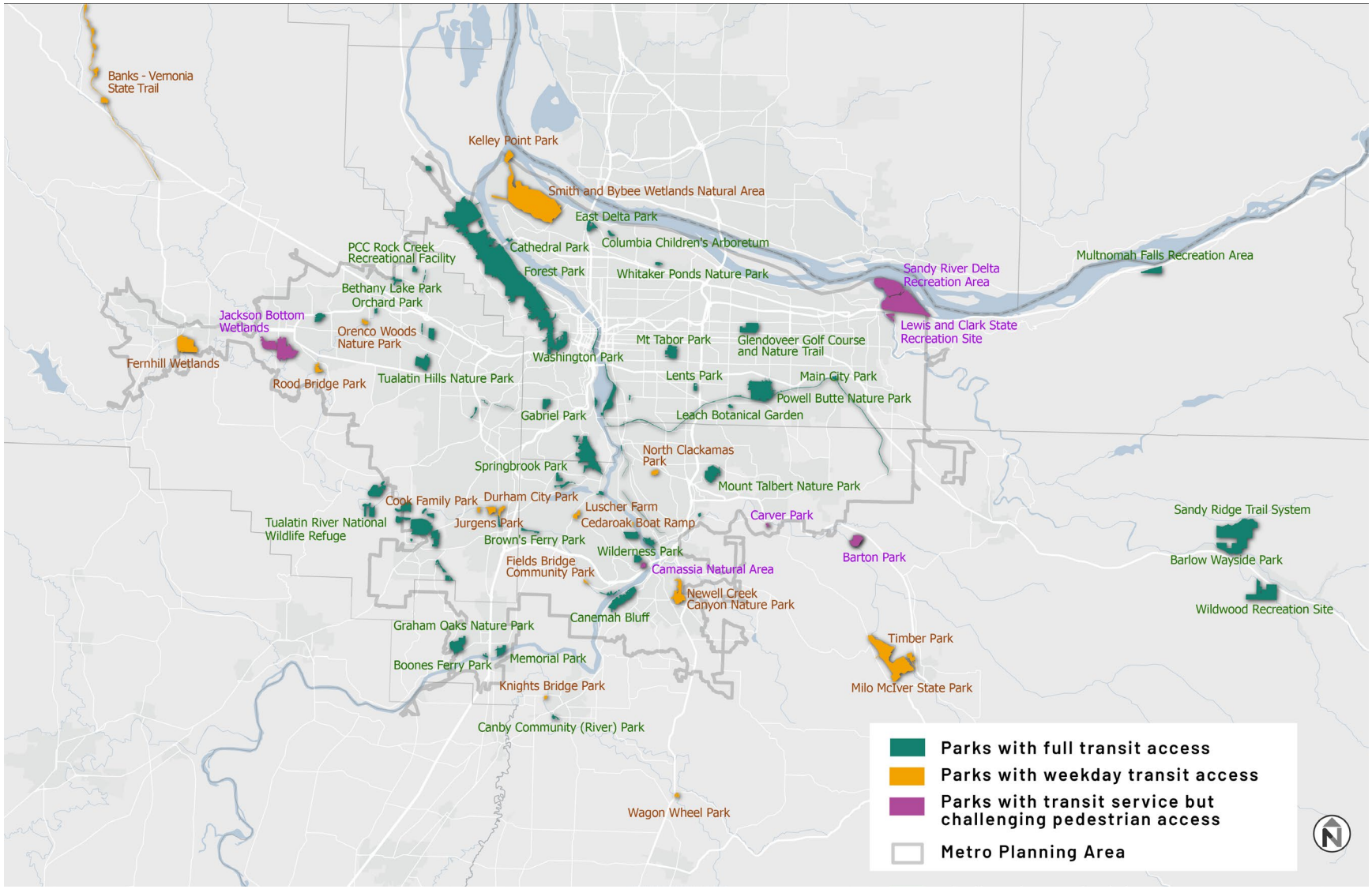


Figure 3 Map of Regional Destination Sites with No Access to Transit

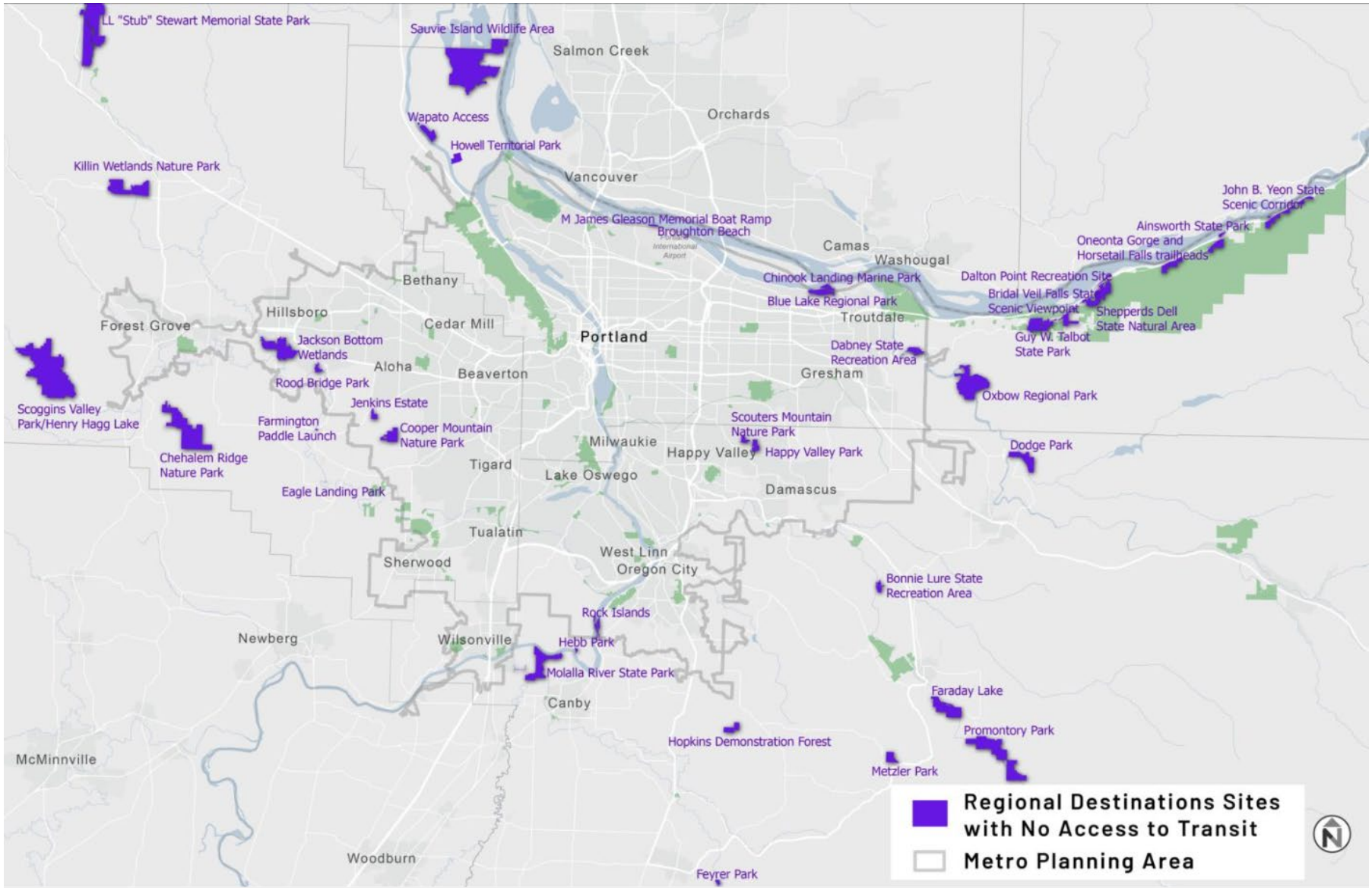
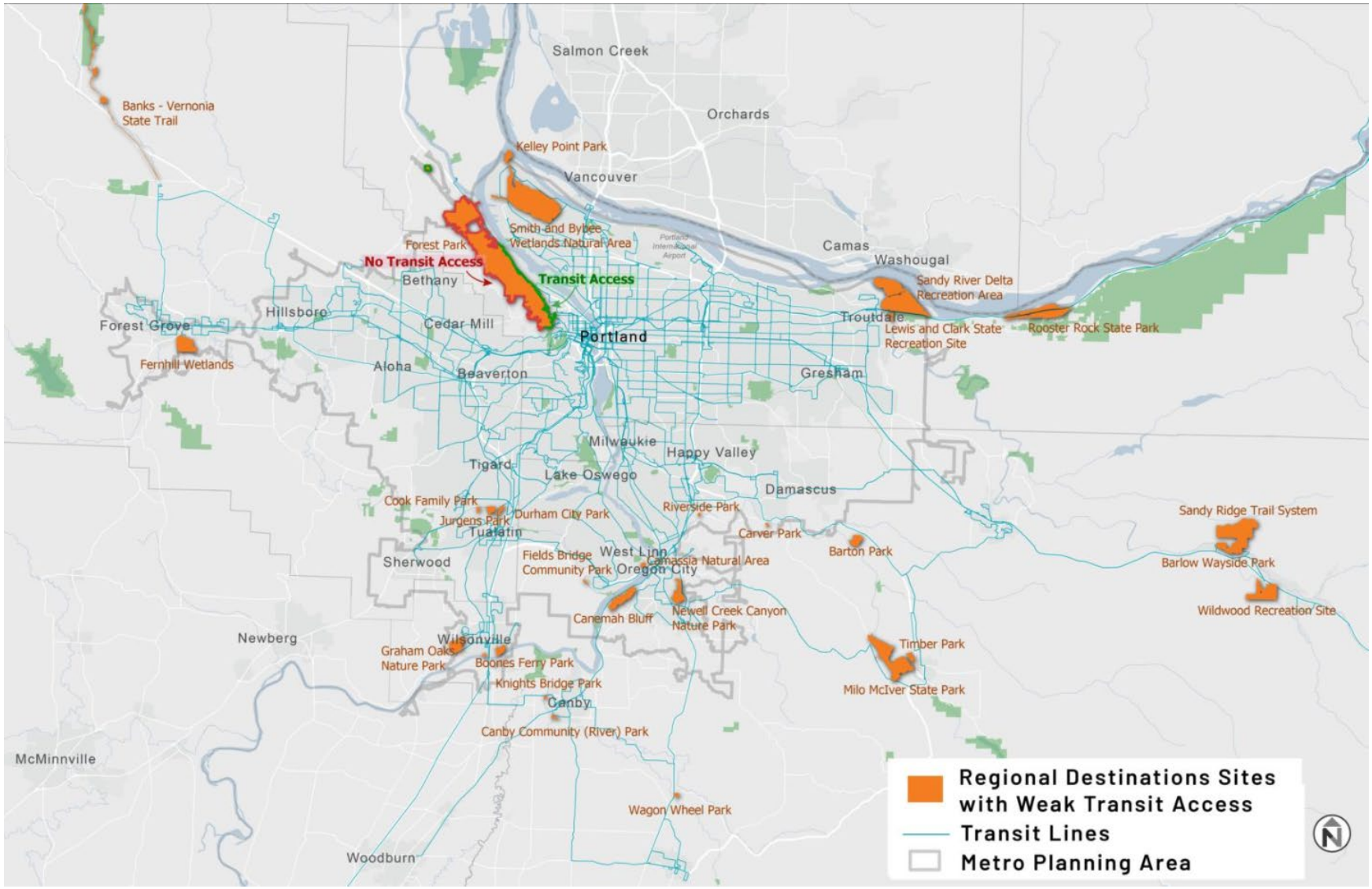


Figure 4 Map of Regional Destination Sites with Weak Access to Transit



To prioritize the 71 sites with no or weak access, the project team looked at the potential level of demand for transit access to a park facility and the relative ease of providing transit access to the location. All parks were sorted into high, medium, low, and no priority categories based on available data, illustrated in Figure 5 and described in Figure 6. These ratings did not consider cost of providing service to a park.

Figure 5 Park Prioritization Matrix and Considerations

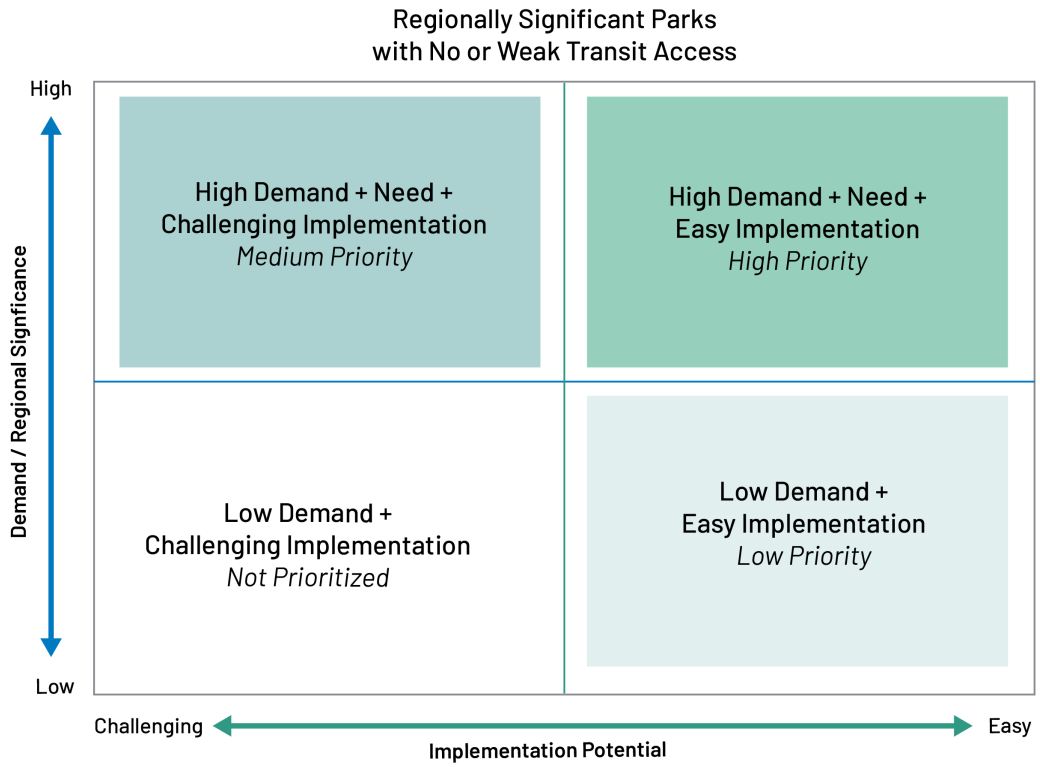


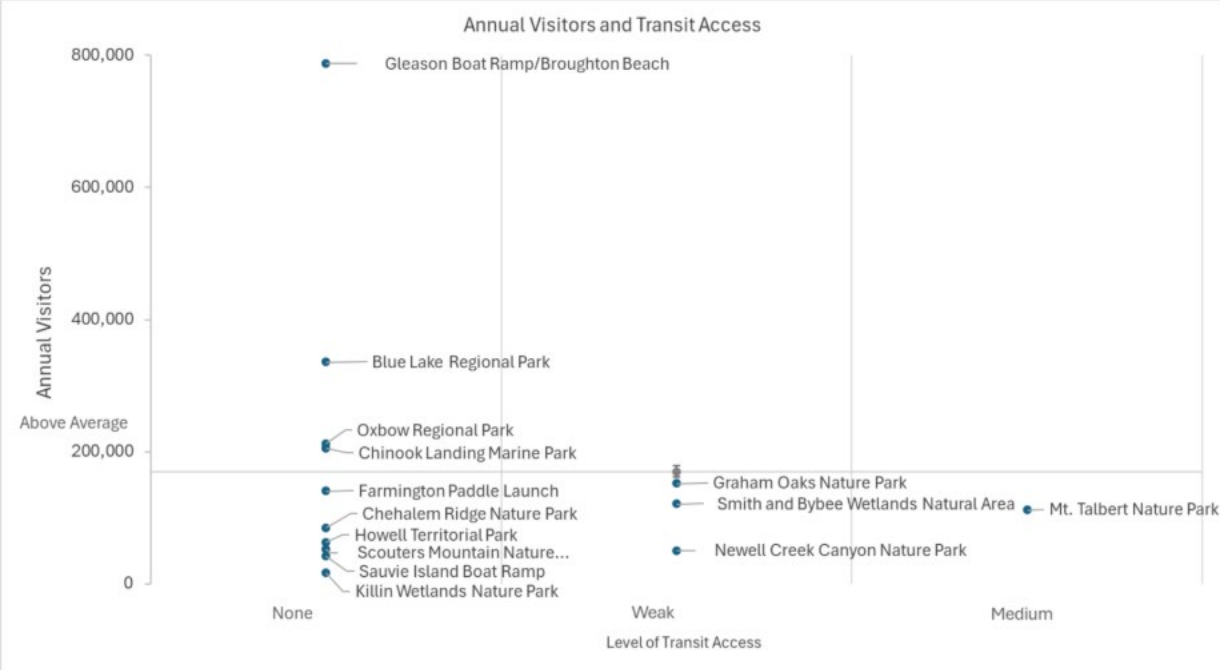
Figure 6 Considerations for Level of Demand and Ease of Implementation

Level of Demand and Need	Relative Ease of Providing Transit Access
Parks that were considered to have higher demand/need: ▪ Parks with high visitation numbers (visitation data only available for select Metro facilities, see below) ▪ Parks with many reviews online ▪ Parks with many amenities and activities ▪ State parks ▪ Larger parks ▪ Parks with unique amenities (example: water access, beyond boat ramps) ▪ Parks within Metro Equity Focus Areas	Parks that were considered to have easier implementation: ▪ Parks easily accessible with transit vehicles ▪ Parks that could be served with logical shuttle routes ▪ Parks near planned shuttles or Community Connector Transit Opportunity Areas ▪ Parks within a 30-minute travel time of a transit center

Level of Demand and Need	Relative Ease of Providing Transit Access
Parks that were considered to have lower demand/need: ▪ Parks with unique activities not easily served by transit (boat ramps) ▪ Small parks with 'weak transit access' due to small population in transit access shed ▪ Closed parks	Parks that were considered to have more challenging implementation: ▪ Parks that are inaccessible to transit vehicles ▪ Parks that could only be accessed using a transit stop where the walk (or roll) trip could be considered dangerous

Metro gathers visitation data for 14 Metro-owned regional destination sites. Figure 7 shows which parks have high visitation numbers and low access to transit based on yearly averages from 2020 to 2024. The 14 parks with visitation data have an average of 170,300 annual visitors. This information was used to help inform the demand at the 10 sites that do not have access to transit.

Figure 7 Comparison of Visitation Numbers and Transit Access



Of the 71 parks with no transit access or weak transit access:

- 37 were identified for potential new transit service (see Expanding Transit Access to Parks),
- 18 could be served by enhancing existing service (see Connecting Existing Transit to Parks, Figure 30),
- 7 could be served by enhancing pedestrian infrastructure (Connecting Existing Transit to Parks, Figure 29), and
- 13 do not have enough demand to warrant a recommendation at this time (see Parks Not Prioritized for Transit Access Improvements, Figure 31).

A full list of all 116 regional destination sites and ways to serve them via transit is located at the end of this memo (Figure 32).

This document presents a financially unconstrained picture of how to serve currently unserved and underserved metro regional destination sites with transit. Connecting people with recreational areas is just one of the competing needs of public transit, and particularly in periods of uncertain funding, other destinations may be deemed more important to prioritize with transit.

Enabling people in the metro region to access the outdoors without having to own a personal vehicle will help the region meet its climate and equity goals. Existing transit service provides access to 45 other regional destination sites on weekdays and weekends. Promoting and advertising this service is one way Metro can help expand access to parks in the region.

The intention of this memo is not to prescribe particular modes of service for different parks but instead to identify opportunities for consideration based on park priority and context. Due the varying levels of available data on park demand, local jurisdictions and Transit Working Group members should determine which of these potential services are worth pursuing further.

EXPANDING TRANSIT ACCESS TO PARKS

For some parks outside of the reach of existing transit, new transit service may be appropriate. This section covers high-level implementation considerations for establishing new transit service to parks before outlining geographic groups of parks that could be served by transit from identified high-capacity transit stations.

Implementation Considerations

This section provides an overview of special operational needs for creating shuttle services catering to recreational uses and recommendations for developing and designing services.

Operational Considerations

- **Service hours:** In the parks analyzed in the Portland metro region, outdoor recreation peaks in the summer. Seasonal weekend and holiday service (June through October) could be a lower-cost, higher demand entry point for pilot shuttle service. Expanding into other seasons and days of the week could be analyzed.
- **Park use:** Variations in primary park activities should be considered when designing service hours. For hiking destinations, consider average and maximum times people tend to be on specific trails and how topography and availability of shade impact demand by time of day. For parks with access to rivers and swimming areas, consider providing service that allows people to bring aboard supplies that may be heavy or bulky, with potential peak times in later afternoon and evenings.
- **Coordination with regional transit network:** Aligning parks transit service with the schedules of existing transit services can improve the reach of the service. Connecting to existing transit or mobility hubs with multiple transit routes that feed into them allows more people access to service, particularly where existing transit service operates on weekends.
- **Wayfinding:** Signage to direct people to a recreational shuttle stop helps promote its availability. Shuttle providers should work with transit providers or mobility hub managers to secure bus bays or property or with local jurisdictions to establish dedicated on-street spaces that are easy for people to navigate to and feel safe while waiting.
- **Vehicles:** ADA-accessible cutaway-style vehicles with 15–22 seats are often used for park services because they can navigate narrower roads and can turn around in smaller areas. Once demand is analyzed for specific parks, it may be determined that accessible passenger vans could also be appropriate to accommodate projected demand and layover needs. Bicycle racks outside the vehicle or luggage racks on board should also be explored (see callout box on Cascades East Transit Trailer examples).
- **Staffing**: How transit service is contracted can directly impact how staffing is handled. The amount of staff needed to operate a service is a significant driver of overall program

Lessons from King County Metro's Trailhead Direct

- Using vehicles that typically would only be in operation on weekdays generates cost savings
- Advertising at busy transit stations reaches more potential riders
- Demand peaks in the morning for hiking destinations
- Working with partners (Tribal Liaisons, Emergency services, parks, locals) early helped them succeed
- Limited service hours make it hard to recruit staff
- Private-public partnerships are crucial to success, with funding from Amazon
- The project started as a parking demand management project and transitioned into an equitable access to outdoors project

Trailhead Direct operating expense per revenue hour: $179

operating and maintenance costs. A new service will cost more to implement than adding a route to an existing contract or suite of shuttle services.

  - Hiring **operators and dispatchers** can be a challenge for services operating seasonally or less than full time. The pool of potential operators interested in part-time or part-year work may increase by using vehicles that carry fewer people and do not require commercial drivers licenses (CDLs), but other contracting issues may reduce that benefit. For some operators, there may be staff who can be assigned to the route without the need to hire.
  - Assigning **general managers** to multiple contracts reduces the number of hours invoiced for a limited service.
  - **Maintenance staff** may be a part of a contract for service or may be separate. Where vehicles are stored and maintained will impact viability of service delivery.

Cascades East Transit: Trailers and Transit

Cascades East Transit (CET) runs four recreationally focused services. Their Mt. Bachelor Transit to Trails shuttle uses a 20-bike trailer to access trailheads.

The Ride the River shuttle provides seasonal service for people floating down the river using a trailer to carry inflatable tubes.

(Photos from CET website)

- **Service design:** Directness and level of service to a park can influence its attractiveness as a travel option.
  - Route directness: Longer transit trips can be acceptable to major destinations where parking is limited or unavailable, but some people will choose to visit less frequently or access a different park altogether. For routes serving multiple parks, the user experience in both directions should be considered when estimating demand.
  - End of line: If a bus cannot maneuver to turn around at the end of a trip, no amount of demand will make the service feasible. Using parking lots to turn around may necessitate a reduction in parking stalls or a reconfiguration of traffic flow in coordination with park or property owners. Enforcement of no-parking areas where buses turn around can also be a necessity in areas where overflow parking outside of designated areas may restrict bus movement. A route that uses existing streets to turn around may add significant time and mileage in rural

areas, which can reduce the amount of service provided without additional resources.

- Layovers: Depending on how service is structured, time will be built into the schedule to allow for schedule recovery and operator breaks. Layovers should occur where it is safe for a vehicle to be parked and where an operator may use the bathroom.

Recommendations for Developing and Refining Shuttle Service

- **Partner engagement:** Start working with partners early—city, county, federal and tribal entities (and in more remote locations, search and rescue organizations) are all important for understanding the park access needs and how to best meet them.
- **Community engagement**: Especially in Metro's Equity Focus Areas that have lower transit access to parks than others, this will help refine where people would like to have transit access or enhanced access to and help analyze assumptions about potential demand. Conduct focused outreach with key populations in multiple languages, as appropriate.
- **Launching a new service:** Look for ways to support a pilot that might demonstrate a case for a long-term service. Advertise the new service widely, at the park itself and on park websites to spread awareness for drivers that there are other access options. Advertise on existing transit to current riders and to potential customers at locations likely to reach people who do not have access to a vehicle. Consider creating a financial incentive to ride the shuttle at first, such as by providing a free or low-cost shuttle paired with paid parking.
- **Funding:** Due to funding uncertainty for transit operations in the near term, ideas to consider may include:
    - Revenue generation:
        - New or existing parking and permit fees could partially fund shuttle service (e.g., the timed permits to access the Historic Columbia River Highway). Paid parking also makes shuttle service more attractive in comparison.
        - Partnering with businesses that want to demonstrate their commitment to corporate responsibility/sustainability by sponsoring a service. Some companies headquartered in the Pacific Northwest might want to promote eco-friendly access to the outdoors.
        - Partnering with businesses near parks that experience seasonal parking issues to sponsor a shuttle that also stops at their business (e.g., the pumpkin patches and farms on Sauvie Island).
    - Expenditure reduction:
        - Share existing resources to implement a community van model that allows volunteer drivers (after training) of an organization to provide excursions to recreation sites for people in their community by borrowing

vehicles at a reduced rate from an existing transit operator that owns and maintains a small fleet of vans.

Parks to Serve with New Transit Service

Of the 71 parks that have weak or no transit access, 37 could be served by a new transit service.

Best practices indicate that transit serving major parks with a regional draw should connect to high-density areas and/or serve bus stops or stations that are easy for many people to reach via transit. To follow this best practice, these 33 parks were sorted into park groups based on geographic proximity, with suggestions of which high-capacity transit hub a potential transit service would most logically connect to. The priority level of each park is based on the criteria shown in Figure 5:

- Parks with high demand and easy implementation are higher priority
- Parks with high demand and challenging implementation are medium priority
- Parks with lower demand and easy implementation are lower priority.

Figure 8 presents a map of potential park shuttle service areas, and Figure 9 lists all parks by geographic group. Parks that fall within the geographic range of a park group but have low demand and challenging implementation are not prioritized and are listed in Figure 31 at the end of the document.

In most cases, the park groupings cover substantial ground and could not all be served by one shuttle route. The park groups are intended as starting points for future planning processes for improved transit access to parks. Detailed route planning and service planning processes are needed to create logical shuttle routes and schedules, and community engagement is needed to confirm assumptions about park demand.

Figure 8 Potential Park Shuttle Service Areas

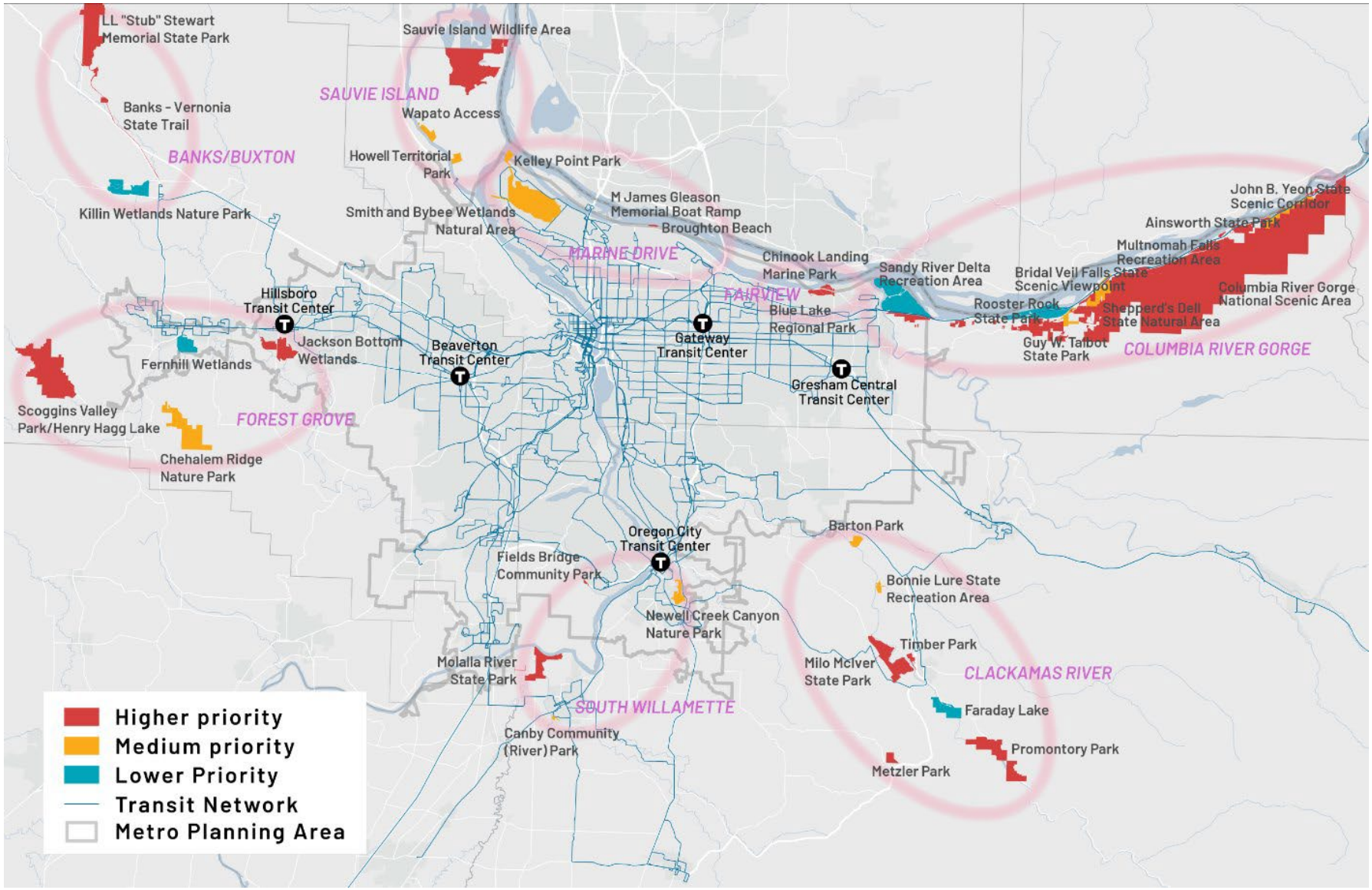


Figure 9 Summary of Potential Park Shuttle Service by Location and Priority

Group	Park	Priority Level
Fairview (Multnomah County)	Blue Lake Regional Park	Higher
	Chinook Landing Marine Park	Higher
Columbia River Gorge (Multnomah County)	Guy W. Talbot State Park	Higher
	Bridal Veil Falls State Scenic Viewpoint	Higher
	Columbia River Gorge, Wahkeena Falls trailhead	Higher
	Multnomah Falls	Higher
	Ainsworth State Park	Higher
	John B. Yeon State Scenic Corridor	Medium
	Benson State Recreation Area	Medium
	Shepperd's Dell State Natural Area	Medium
	Rooster Rock State Park	Lower
	Sandy River Delta Recreation Area	Lower
Sauvie Island (Multnomah County)	Sauvie Island Wilderness Area	Higher
	Wapato Access	Medium
	Howell Territorial Park	Medium
Clackamas River (Clackamas County)	Milo McIver State Park	Higher
	Timber Park	Higher
	Metzler Park	Higher
	Promontory Park	Higher
	Barton Park	Medium
	Bonnie Lure State Recreation Area	Medium
	Faraday Lake	Lower
Forest Grove	Scoggins Valley Park & Henry Hagg Lake	Higher

Group	Park	Priority Level
(Washington County)	Jackson Bottom Wetlands Preserve	Higher
	Chehalem Ridge Nature Park	Medium
	Fernhill Wetlands	Lower
Banks/Buxton (Washington County)	LL "Stubb" Stewart Memorial State Park	Higher
	Banks-Vernonia State Trail	Higher
	Killin Wetlands Nature Park	Lower
South Willamette (Clackamas County)	Molalla River State Park	Higher
	Fields Bridge Community Park	Higher
	Newell Creek Canyon Nature Park	Medium
	Canby Community River Park	Medium
Marine Drive (Multnomah County)	Broughton Beach	Higher
	Gleason Boat Ramp	Higher
	Smith & Bybee Wetlands	Medium
	Kelley Point Park	Medium

Park Group: Fairview

The Fairview park group has two adjacent popular parks not served by transit today (Figure 10 and Figure 11). These parks provide access to Blue Lake and the Willamette River.

- **Higher priority destinations** not served by transit are **Blue Lake Regional Park** and **Chinook Landing Marine Park,** two of the most popular Metro-owned parks in the region.
    - Blue Lake Regional Park is a Metro-owned park featuring water and paddling access, a playground, sports fields, disc golf, accessible fishing pier, and walking trails, as well as seasonal bird watching. An average of 336,602 people visited Blue Lake per year between 2020 and 2024.
    - Chinook Landing Marine Park is just north of Blue Lake and has an average of 205,532 visitors per year between 2020 and 2024.
- **Ways to serve park group**: Service to Blue Lake and Chinook Landing should start at the Gresham Central Transit Center, which is served by the MAX Blue Line and multiple bus lines. There is also a park & ride at Gateway, which would allow some people to connect to the service by car. Blue Lake Regional Park is a major destination for residents in East Multnomah County, so the departure point should conveniently serve those trips.

  Alternatively, the shuttle could depart from Gateway Transit Center because of the concentration of transit that serves the area, including three MAX lines and several bus lines. It also has a park & ride. After departing from Gateway Transit Center, the shuttle could stop at a MAX station in the Rockwood neighborhood, a diverse neighborhood in northwest Gresham with a lower median household income than the metro area overall. This follows the practice used by the seasonal recreation service in Seattle, Trailhead Direct, which makes stops in Seattle's equivalent of Equity Focus Areas as well as in locations with the highest density of transit options. This second stop could decrease out-of-direction travel for visitors coming from East Multnomah County.

- **Other considerations:**
    - Parking is extensive at both parks. For the purpose of this task, abundant parking is generally taken as an indication that transit demand would be lower than in areas with very limited parking. However, demand for parking outstrips supply in peak seasons and during special events. Moreover, transit demand for Blue Lake has emerged as a priority through the community engagement process for this study. The parking fees that Metro charges at Blue Lake could be used to help fund a pilot shuttle. Parking fees are currently $5 per vehicle, but updating pricing based on demand could both increase revenue for a shuttle service and incentivize transit use compared to driving.
    - Forward Together 2.0 would serve Blue Lake Regional Park. Metro and TriMet have been working together to identify needs for the service, including a layover facility that would remove some of the existing parking.

Figure 10 Map of Fairview Park Group

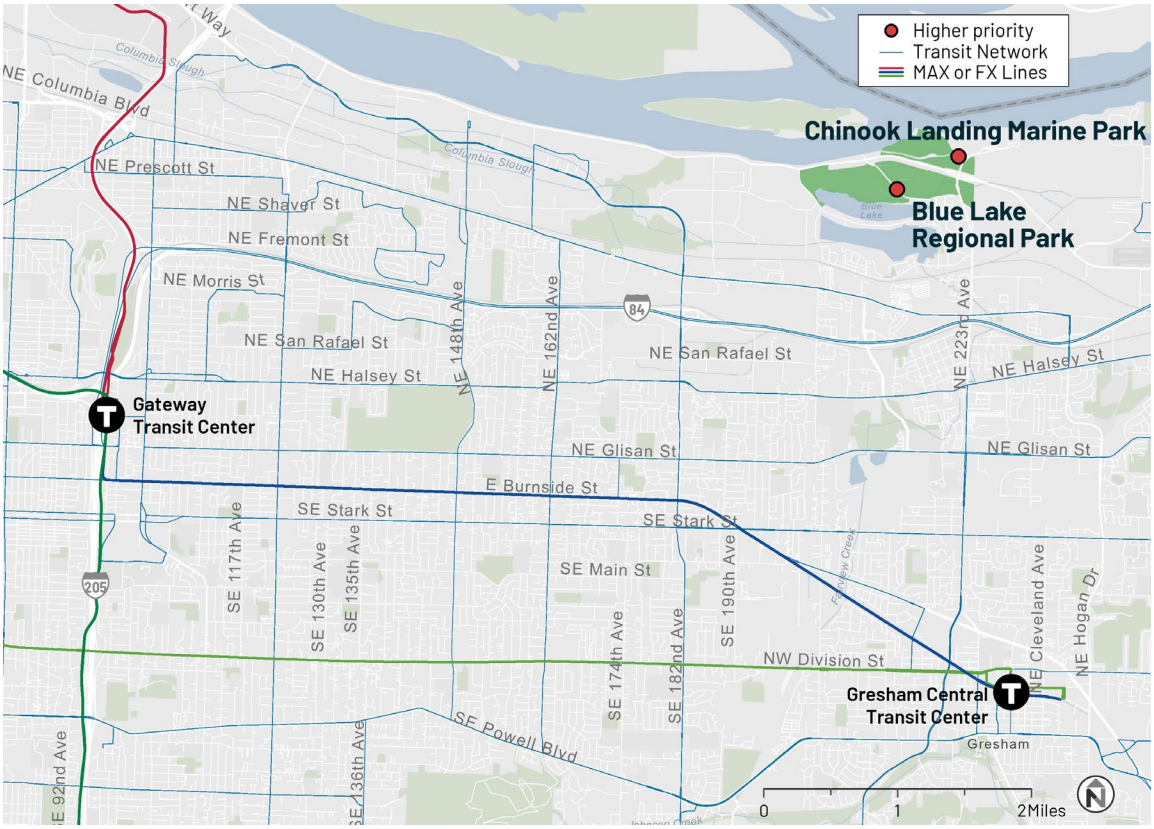


Figure 11 Fairview Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Blue Lake Regional Park	No transit access	▪ High visitation numbers ▪ Interest in transit access heard during community engagement ▪ Space for shuttle pull-out ▪ Water access ▪ Existing Parking fee	▪ Shuttle from Gresham Central Transit Center ▪ Shuttle from Gateway Transit Center
	Chinook Landing Marine Park	No transit access	▪ Popular destination with multiple activities ▪ Space for shuttle ▪ Water access ▪ Large boat landing site ▪ Existing parking fee	▪ Shuttle from Gresham Central Transit Center ▪ Shuttle from Gateway Transit Center

Park Group: Columbia River Gorge

The Columbia River Gorge is a popular destination for locals and tourists, many of whom travel from across the country and the world to explore the parks in the Gorge (Figure 12 and Figure 13). Many of the regional destination sites along the Columbia River Gorge are already served by private waterfall shuttles. However, due to the price of these private services, these sites are not considered to be served by transit for the purpose of this study. Columbia Area Transit (CAT) provides a public transit service that stops only at Multnomah Falls.

- **Higher priority destinations** not served by transit are **Guy W. Talbot State Park**, **Bridal Veil**, sections of the **Columbia River Gorge National Scenic Area**, and **Ainsworth State Park**. While **Multnomah Falls** is already served by CAT, due to the popularity of the site, a shuttle stop is also recommended at Multnomah Falls. This would also allow riders to transfer between the shuttle and CAT.
    - The primary activities at these sites are hiking and waterfall viewing and therefore do not have specialized equipment needs.
- **Medium and lower priority sites** in the Gorge that could have high demand but are operationally more challenging due to being only accessible from I-84 are **Benson State Recreation Area** (only accessible eastbound on I-84) and **Rooster Rock**. The **Sandy River Delta** is identified as lower priority because use is largely dog-related, which is not possible to serve with transit. .
- **Ways to serve park group:** A shuttle serving the Gorge could depart from Gateway Transit Center, a proposed Regional Mobility Hub with a high density of available transit options. Service planning best practices hold that bidirectional routes are preferable over loops. A bidirectional route along the Historic Columbia River Highway would serve many of the main waterfall and hiking destinations in the Gorge but would not serve the destinations only accessible from I-84. If resources were available, two loops in each direction could be used to serve all destinations.
- **Other considerations:** Friends of the Columbia River Gorge, a local non-profit organization, could be a key partner to help design and potentially find funds to create and operate this shuttle.

Figure 12 Map of Columbia River Gorge Park Group

Figure 13 Columbia River Gorge Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Guy W. Talbot State Park	No transit access	▪ Popular hiking spot (Latourell Falls). ▪ Space for shuttle to pull off road at Latourell Falls trailhead.	▪ Bi-directional shuttle service from Gateway Transit Center
	Bridal Veil Falls State Scenic Viewpoint	No transit access	▪ Space for shuttle to pull off.	▪ Bi-directional shuttle service from Gateway Transit Center
	Columbia River Gorge, Wahkeena Falls trailhead	Part of Columbia River Gorge without transit access	▪ Very popular hiking spot. ▪ Existing shuttle loading zone.	▪ Bi-directional shuttle service from Gateway Transit Center
	Multnomah Falls	Transit access	▪ Already served by transit, but popularity of falls could warrant additional service ▪ Space for shuttle pull-out	▪ Bi-directional shuttle service from Gateway Transit Center
	Ainsworth State Park	No transit access	▪ Space for shuttle pull-out. Convenient turnaround point.	▪ Bi-directional shuttle service from Gateway Transit Center
Medium priority	John B. Yeon State Scenic Corridor	No transit access	▪ Hiking opportunities, but less popular than some of the other nearby trailheads. ▪ Just beyond convenient turnaround point at Ainsworth	▪ Bi-directional shuttle service from Gateway Transit Center
	Benson State Recreation Area	No transit access	▪ Several activities (disc golf, lake, picnic area). ▪ Only accessible from I-84 eastbound. Westbound traffic must take Exit 28 and double back on I-84	▪ Looping shuttle service from Gateway Transit Center
	Shepperd's Dell State Natural Area	No transit access	▪ Limited hiking opportunities. ▪ No space for bus to pull off the road.	▪ Looping shuttle service from Gateway Transit Center
Additional lower priority opportunities nearby	Rooster Rock State Park	No transit access	▪ Ample parking available. ▪ Would require return trip on I-84. Was previously served by CAT, which could provide information on destination popularity and operational considerations.	▪ Looping shuttle service from Gateway Transit Center
	Sandy River Delta Recreation Area	Weak access (long walk from bus stop)	▪ Could be served if route were a loop. Main use is for dogs.	▪ Bi-directional or looping shuttle service from Gateway Transit Center ▪ Consider serving with the Sandy River pilot shuttle. ▪ Consider promoting a doggie vanpool or rideshare with parking discount for users.

Park Group: Sauvie Island

Sauvie Island is a major regional destination located northwest of the Portland city limits, with hiking, beaches, boating, and bird-watching available ten miles from Downtown Portland (Figure 14 and Figure 15). Particularly in recent years, Sauvie Island has faced challenges related to high visitor numbers in summer months. Paid parking permits are required at trailheads and beaches within the Sauvie Island Wildlife Area, and in the summer of 2025, a new program was implemented—between July 4th and September 1st, all vehicles parking at beaches on Sauvie Island must also acquire a free Sauvie Island Beaches pass in addition to the paid parking permit. This program was implemented to mitigate traffic jams, safety issues, wildlife impacts, and impacts on residents created by parking demand substantially outstripping parking supply. A shuttle program could help ensure that visitors are able to enjoy Sauvie Island while limiting their environmental impact on the area.

- **The higher priority destination site** on the island not served by transit is **Sauvie Island Wildlife Area**, which has a total of almost 12,000 acres of land serving as a habitat for local and migratory wildlife and several publicly accessible beaches and trails available to visit.
- **Medium and lower priority** destinations sites nearby are **Wapato Access** and **Howell Territorial Park**.
- **Ways to serve park group:** Shuttle departure from Pioneer Courthouse Square could maximize the number of people who have access to the shuttle. An additional stop could be made in Northwest Portland within the bounds of Metro's Equity Focus Areas.

  Alternatively, shuttle service could start from the parking lot near the base of Wapato Bridge where TriMet Line 16 currently turns around today. This parking lot is relatively small and has limited capacity to accommodate people trying to park at this location and catch a shuttle; therefore, shuttle departures should be timed with Line 16 arrivals. On weekends, Line 16 runs every 45–60 minutes, departing from downtown Portland between approximately 5 a.m. and 9:45 p.m. and leaving Sauvie Island between 6 a.m. and 9 p.m. Keeping the shuttle local to the island would decrease operating costs for the shuttle, with the tradeoff of a longer trip from Downtown Portland to Sauvie Island for riders.

  Another option is for a shuttle to run from the Quatama or Orenco Max Stations, using Cornelius Pass road to access Sauvie Island and picking up people from the Line 16 stop before looping around the island. Either option that incorporates Line 16 would be temporary, as Forward Together 2.0 plans to remove Line 16 from service and serve Sauvie Island with limited trips on Line 15.
- **Other considerations:** In addition to the public parks on the island, there are many locally owned and operated farms on Sauvie Island that are popular agritourism destinations. Engagement with farm owners could be used to determine whether there is interest in a jointly funded shuttle that serves both public and private destinations on the island. Many of these farms host popular fall activities like pumpkin patches and corn mazes, which generate

substantial congestion in the fall. Because of this, the Sauvie Island shuttle season would likely be longer than the other recommended shuttles.

Figure 14 Map of Sauvie Island Park Group

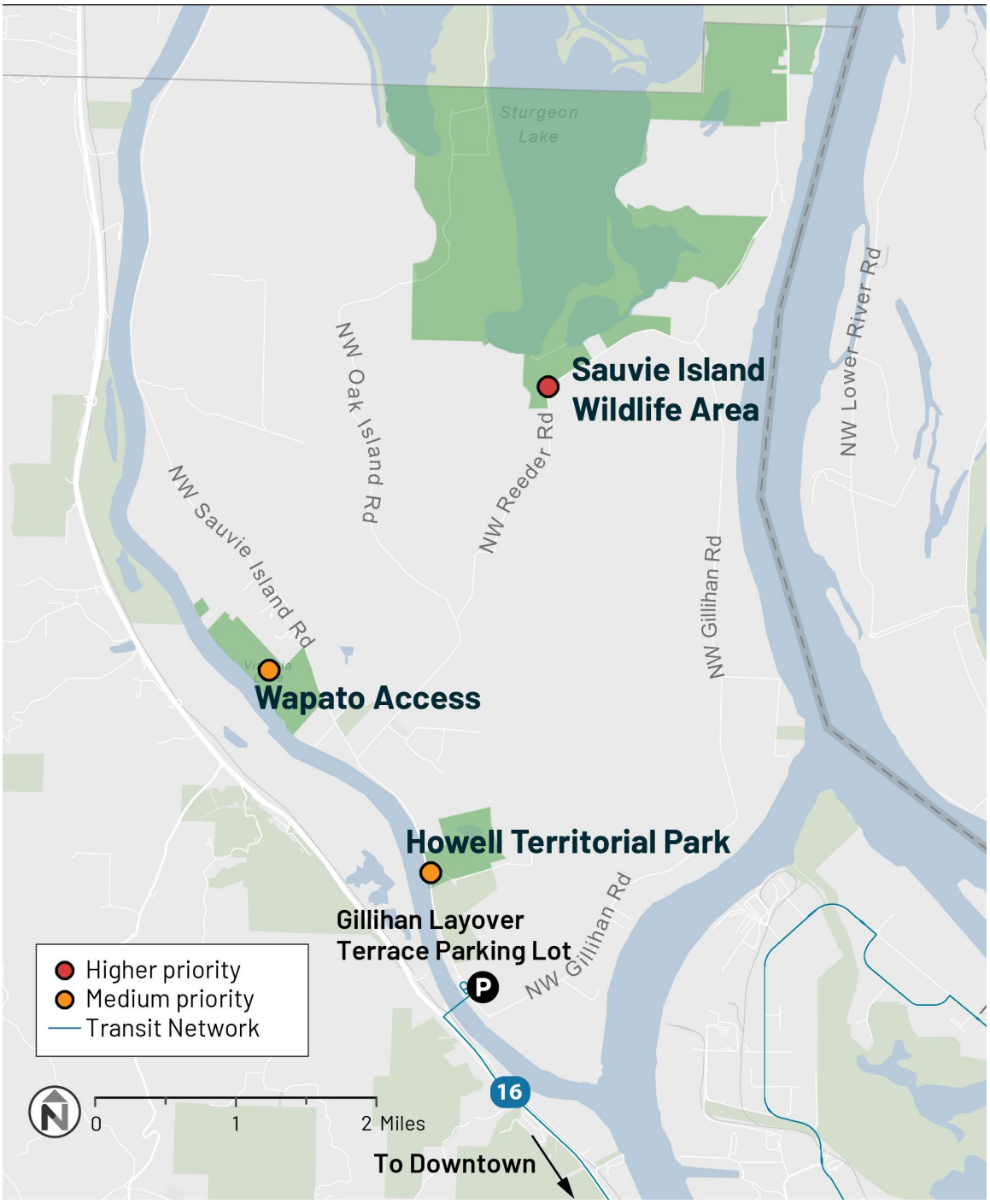


Figure 15 Sauvie Island Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Sauvie Island Wildlife Area	No transit	▪ Multiple activities with low equipment needs ▪ Parking demand surpasses supply – limited entry parking program now in effect over the summer in addition to parking permit. ▪ Shuttle could make multiple stops within the park	▪ Shuttle from Downtown Transit Mall up Highway 30 to Sauvie Island ▪ Shuttle from MAX station in Hillsboro (Orenco/Quatama) using Cornelius Pass Road to access the island and picking up Line 16 riders
Medium priority locations	Wapato Access	No transit	▪ Fewer activities available and lower demand, but easy to serve with shuttle from Sauvie	▪ Shuttle from Downtown Transit Mall up Highway 30 to Sauvie Island ▪ Shuttle from MAX station in Hillsboro (Orenco/Quatama) using Cornelius Pass Road to access the island and picking up Line 16 riders
	Howell Territorial Park	No transit	▪ Smaller park with fewer activities	▪ Shuttle from Downtown Transit Mall up Highway 30 to Sauvie Island ▪ Shuttle from MAX station in Hillsboro (Orenco/Quatama) using Cornelius Pass Road to access the island and picking up Line 16 riders. ▪ Line 16 could be extended slightly to serve Howell Territorial Park

Park Group: Clackamas River

There are several regional destination sites along the Clackamas River that provide access to the river as well as hiking, fishing, camping, and picnicking opportunities. (Figure 16 and Figure 17).

- **Higher priority destinations** in the area are **Timber Park**, **Metzler Park**, **Promontory Park**, and **Milo McIver Park**.
    - Timber Park is a popular park in Estacada that is within half a mile of existing transit but is not accessible due to the disjointed street network and limited crossing points on Highway 224. It features a disc golf course, rentable picnic areas, and seasonal boat rentals.
    - Metzler Park is located five miles south of Estacada and has hiking, picnicking, fishing, and camping opportunities.
    - Promontory Park is seven miles south of Estacada on the east side of the river and has fishing, seasonal boat rentals, a large campground, and reservable picnic shelters.
    - Milo McIver State Park is a large park with hiking, water access, a disc golf course that hosts large tournaments, and a fish hatchery. It is on the Estacada Route of Clackamas County Connects, which is a free deviated fixed-route shuttle that will make stops within three-quarters of a mile from the route. However, the shuttle service is not well-advertised as a way to reach the park, and the shuttle only operates on weekdays. An alternative to serving the park with a new shuttle service would be to better advertise the service and/or extend the service to weekends if resources become available.
- **Medium and lower priority sites** are Barton Park, Bonnie Lure State Recreation Area, and Faraday Lake.
- **Ways to serve park group**: Shuttle service to the Clackamas River park group could begin at Clackamas Town Center Transit Center, which is served by the MAX Green Line and several bus lines. All destinations in this group could not be easily served by a single shuttle route given the distances between parks and the dispersal of the parks around the Clackamas River, which has limited crossings. Parks that are on one side of the river would be easier to serve on a single bidirectional route (e.g., Milo McIver State Recreation Area and Metzler Park on the west side of the river and Bonnie Lure, Timber Park, and Promontory Park on the east side of the river).
- **Other considerations:** More engagement is needed to determine which parks would generate the highest ridership if served.

Figure 16 Map of Clackamas River Park Group

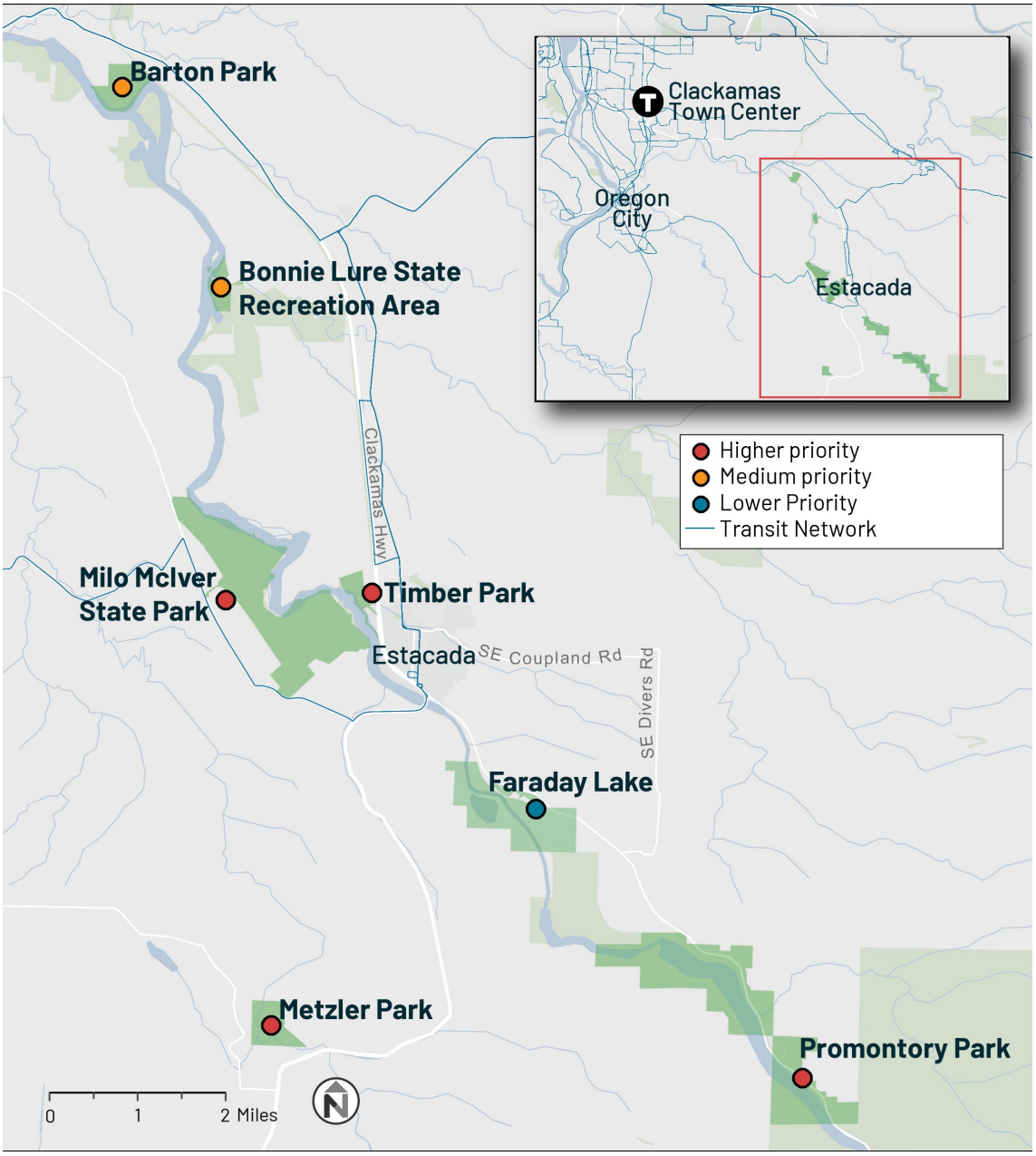


Figure 17 Clackamas River Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Timber Park	No transit access	▪ Multiple activities available. Parking lot available for shuttle turnaround	▪ Shuttle from Clackamas Town Center Transit Center
	Metzler Park	No transit access	▪ Various activities available	▪ Shuttle from Clackamas Town Center Transit Center
	Promontory Park	No transit access	▪ Various activities, including boat rental and campground	▪ Shuttle from Clackamas Town Center Transit Center
	Milo McIver State Park	Weak (no weekend access)	▪ Parking lot available for shuttle turnaround ▪ Extensive paid parking available (could decrease priority for serving)	▪ Shuttle from Clackamas Town Center Transit Center Better advertise existing deviated-fixed route service and/or extend service to the weekend
Medium priority	Barton Park	Weak access (poor pedestrian access)	▪ Medium priority because main use is the boat ramp	▪ Shuttle from Clackamas Town Center Transit Center Improve pedestrian facilities from existing transit service
	Bonnie Lure State Recreation Area	No transit access	▪ Relatively few activities available ▪ Might require using some existing parking for shuttle pull-out	▪ Shuttle from Clackamas Town Center Transit Center
Additional lower priority opportunities nearby	Faraday Lake	No transit access	▪ Limited recreation opportunities (fishing and biking, no boating or swimming)	▪ Shuttle from Clackamas Town Center Transit Center

Park Group: Forest Grove

There are several regional destination sites south of Forest Grove that are inaccessible by transit today (Figure 18 and Figure 19).

- **Higher priority destinations** not served by transit are **Scoggins Valley Park & Henry Hagg Lake** and **Jackson Bottom Wetlands.**
    - Scoggins Valley Park & Henry Hagg Lake is a 2,500-acre park with water access, an extensive trail system, a disc golf course, and several picnic areas. The park has no transit access nearby.
    - Jackson Bottom Wetlands is a large nature preserve within the city limits of Hillsboro. It is the only regional destination site with no transit access that falls within an Equity Focus Area.
- **Medium and lower priority sites** are Fernhill Wetlands and Chehalem Ridge Nature Park.
- **Ways to serve park group**: A shuttle serving Scoggins Valley Park & Henry Hagg Lake could begin at Hillsboro Transit Center, which is served by the MAX Blue Line and multiple bus routes. The routes could stop in Forest Grove before continuing to the park. Within the park, the shuttle could operate on a loop with designated stops at key locations around the lake.
    - The northern entrance of Jackson Bottom Wetlands, which is temporarily closed, is 0.6 miles from a bus stop, but the route lacks sidewalks. The park could be served by extending sidewalks to the park or by implementing a shuttle service.
- **Other considerations**: Further investigation is needed to determine why the Jackson Bottom North Entrance is temporarily closed, as maintaining access is important given its proximity to the existing bus stop.

Figure 18 Map of Forest Grove Park Group

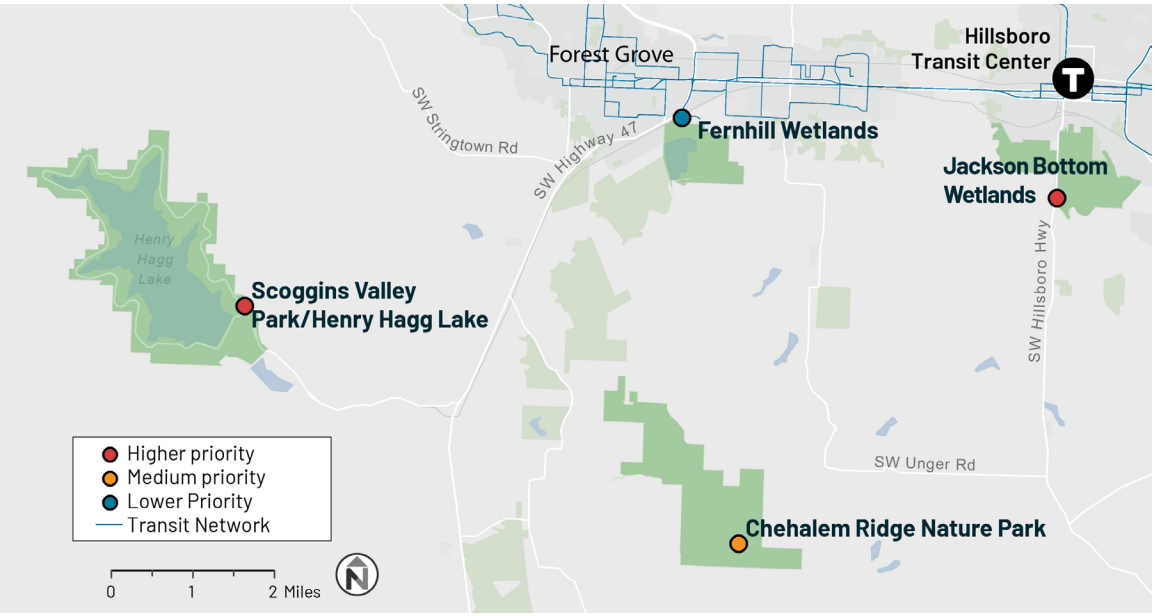


Figure 19 Forest Grove Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Scoggins Valley Park & Henry Hagg Lake	No transit access	▪ Multiple activities dispersed around lake ▪ Routing would need to take into account multiple destinations within park/travel time between these destinations	▪ Shuttle from Hillsboro Transit Center
	Jackson Bottom Wetlands Preserve	No transit access	▪ Popular birding site with nature center/event center ▪ Some parking might need to be converted for shuttle pull-out ▪ Explore opportunities for collaborating with Jackson Bottom Wetlands Preserve nonprofit	▪ Improve pedestrian access from existing bus stop
Medium priority locations	Chehalem Ridge Nature Park	No transit access	▪ Limited activities (walking and biking) with an average of 85,500 annual visitors ▪ Space for shuttle pull-out	▪ Shuttle from Hillsboro Transit Center
Additional lower priority opportunities nearby	Fernhill Wetlands	Weak (no Sunday access)	▪ Very large nature preserve with visitor center ▪ Lower priority because of available transit service – closest bus stop with service every day is ~18-minute walk. Ride Connection's Grovelink stop is half a mile away with service Mon-Sat	▪ Add Sunday service

Park Group: Banks/Buxton

The Banks/Buxton park group is located in Washington County, north of the Forest Grove Park Group (Figure 20 and Figure 21).

- **Higher priority destinations** in the area are **LL Stub Stewart Memorial Park** and the **Banks-Vernonia State Trail**.
    - Stub Stewart is a popular destination with hiking, disc golf, camping, and biking. It was served by Columbia County Rider (CCR) before the COVID-19 pandemic. Interviews with CCR staff could be used to determine the level of demand for this location as well as operational considerations for serving the park.
    - The Banks-Vernonia State Trail is Oregon's first rails-to-trails project and provides 21 miles of hiking and biking. The southern access point to the Banks-Vernonia trail is served on weekdays by Ride Connection's Westlink shuttle. The Banks-Vernonia Trail passes through Stub Stewart Memorial Park.
- A **lower priority park** in the area is **Killin Wetlands**, which is close to the southern edge of the Banks-Vernonia State Trail but likely has lower demand than the other two parks in the group based on low visitation numbers gathered by Metro at Killin Wetlands. Killin Wetlands is a popular place for bird watching, gear for which can easily be brought on transit.
- **Ways to serve park group**: A shuttle that serves two or more access points to the trail could allow people to walk or bike one way on the trail and then ride transit in the other direction. The shuttle could leave from the Hillsboro Transit Center, which is served by the MAX Blue Line and several bus routes.
- **Additional considerations**: Equipping the shuttle to allow for bikes to be brought on board, whether in a bike trailer or through bike racks on the shuttle, would be necessary to serve biking uses of the trail.

Figure 20 Map of Banks/Buxton Park Group

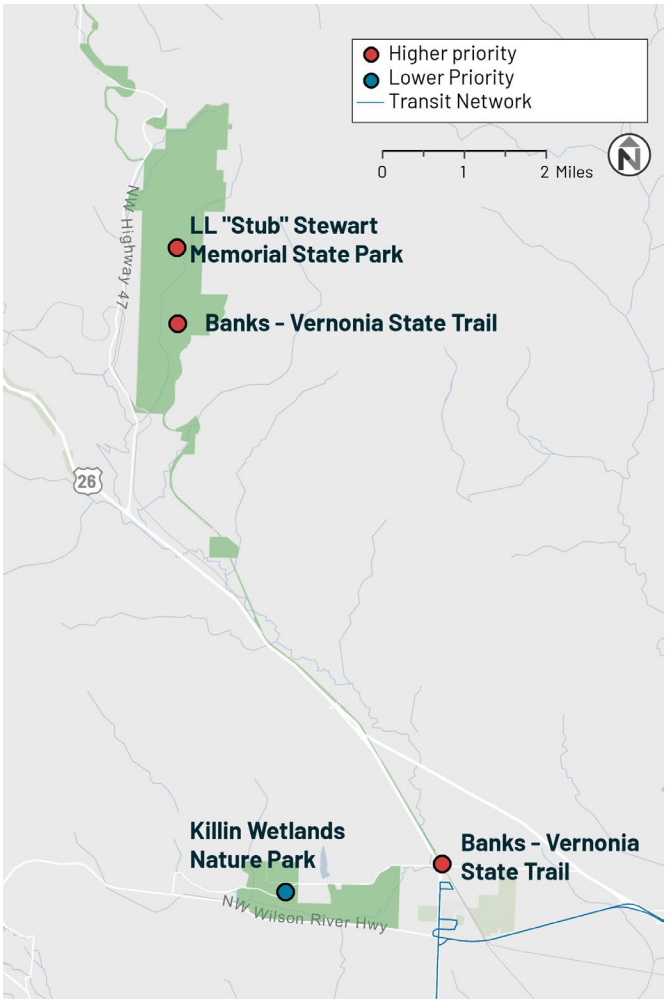


Figure 21 Banks/Buxton Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	LL "Stub" Stewart Memorial State Park	No transit access	▪ Very popular site with multiple activities ▪ Previously served by transit	▪ Shuttle departing from Hillsboro Transit Center
	Banks-Vernonia State Trail	No weekend access, no transit access to northern access point	▪ Popular biking spot	▪ Shuttle departing from Hillsboro Transit Center ▪ Alternative: serve on weekends with Westlink if funding becomes available.

Additional lower priority opportunities nearby	Killin Wetlands Nature Park	No transit access	Limited activities. Seasonally popular for bird watching. Lowest visitation numbers out of parks with numbers available (17,500 annual visitors). Space for shuttle turnaround	▪ Shuttle departing from Hillsboro Transit Center

Park Group: South Willamette

The South Willamette park group is found along the southern edge of the Metro Planning Area along the Willamette River (Figure 22 and Figure 23).

- **Higher priority destinations** not served by transit are **Fields Bridge Community Park** and **Molalla River State Park.**
  - Fields Bridge Community Park is a multi-use park with sports fields, trails, water access, and community garden plots.
  - Molalla River State Park provides access to the river as well as hiking, picnicking, fishing, boating, and wildlife viewing opportunities.
- **Medium and lower priority sites** in the area are Canby Community River Park and Newell Creek Canyon Nature Park.
- **Ways to serve park groups:** Shuttle service to the South Willamette group could depart from the Oregon City Transit Center, which is served by several bus lines that connect to Portland, Tualatin, Tigard, Beaverton, and two colleges. Alternatively, it could depart from Clackamas Town Center Transit Center, which is farther away but has a higher density of transit options that serve it.
- **Other considerations:** An important consideration for providing shuttle access to these parks is the limited number of crossings of the Willamette River in this area. Fields Bridge Park is on the west side of the river, while Molalla River State Park, Newell Creek Canyon Nature Park, and Canby Community River Park are all on the east side of the river. Because of this, serving Fields Bridge Community Park would add roughly twenty minutes of travel time to the route. Since Fields Bridge Community Park has weekday transit access, it could be a stop on the route only on weekends.

Figure 22 Map of South Willamette Park Group

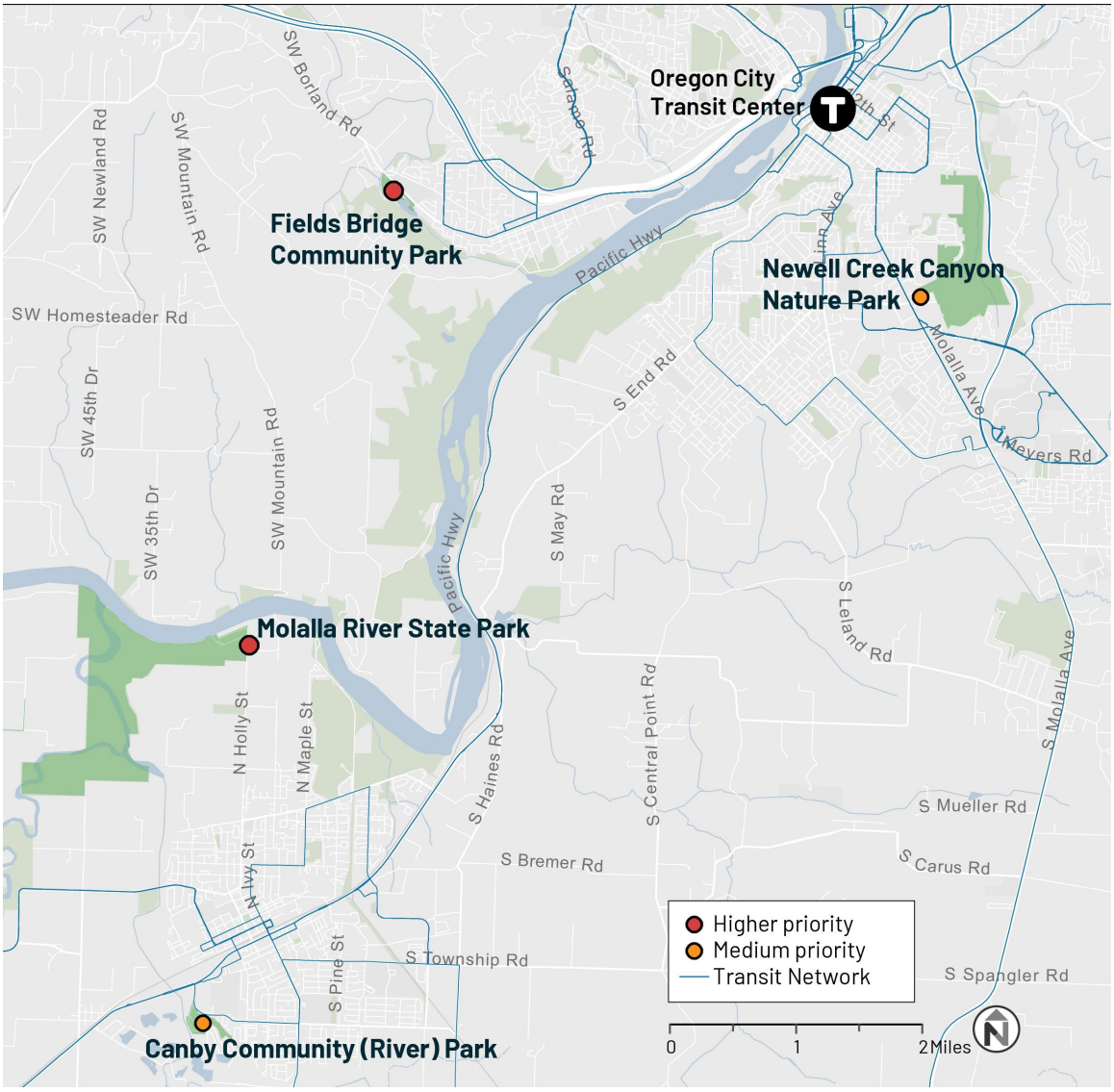


Figure 23 South Willamette Park Group

Category	Park name	Transit Access	Considerations	Ways to Serve
Higher priority locations	Fields Bridge Community Park	Weak (no weekend access)	▪ Multiple activity draws ▪ Free parking is available but can fill up, especially during baseball games	▪ Shuttle from Oregon City Transit Center
	Molalla River State Park	No transit access	▪ Multiple activity draws ▪ Space for shuttle turnaround	▪ Shuttle from Oregon City Transit Center

Medium priority locations	Newell Creek Canyon Nature Park	Weak (no weekend access)	▪ Nature park experience with a few activities available. Moderate annual visitation numbers (51,000) ▪ Available space for shuttle pull-out	▪ Shuttle from Oregon City Transit Center
	Canby Community River Park	Weak (no weekend access)	▪ Multiple activity draws ▪ Lots of parking	▪ Shuttle from Oregon City Transit Center

Park Group: Marine Drive

Marine Drive hugs the southern bank of the Columbia River near the confluence with the Willamette. The Marine Drive multi-use path is part of the 40-Mile Loop, a partially completed regional trail system of more than 150 miles. A mix of industrial uses and nature makes it difficult to access despite its closeness to very populated areas of the metro area (Figure 24 and Figure 25).

- **The higher priority location** not served by transit in the area is **Broughton Beach/Gleason Boat Ramp.**
    - Among the parks with Metro visitation numbers, Broughton Beach/Gleason Boat Ramp has the highest by a large margin, with an annual average of almost 787,800 visitors (compared to an average of 170,300 across all parks with visitation numbers). This number includes visitors to the boat launch; however, it is also a popular location for swimming and relaxing on the beach. Broughton Beach is approximately a mile away from the closest transit, and there is no pedestrian infrastructure connecting the bus stop to the beach for those who do wish to use transit.
- **Medium priority locations** nearby include **Smith and Bybee Wetlands Natural Area**, and **Kelley Point Park.**
    - Smith and Bybee Wetlands Natural Area is a large urban wetland six miles from Broughton Beach with trails, boating opportunities, and extensive birdwatching. Kelley Point Park is a park at the confluence of the Columbia River, Willamette River, and Columbia Slough with opportunities to hike, paddle, and view wildlife. It is a place of spiritual and cultural significance for many Indigenous peoples in the area.
- **Ways to serve:** A shuttle to serve these locations could depart from the Delta Park/Vanport Transit Center, which is served by the MAX Yellow Line and C-TRAN's Route 60. Given the three parks are close to Vancouver, it is important that a shuttle serving the parks would be accessible via C-TRAN. All three locations are along the river and are used for boating purposes. This proposed shuttle could tow a trailer for small, nonmotorized boats like paddle boards, kayaks, and canoes.
- **Other considerations:** Parks with water access for swimmers may see more demand in the afternoon when temperatures peak, while Smith and Bybee Wetlands may be more popular during early morning hours when birds and other creatures are more active.

Figure 24 Map of Marine Drive Park Group

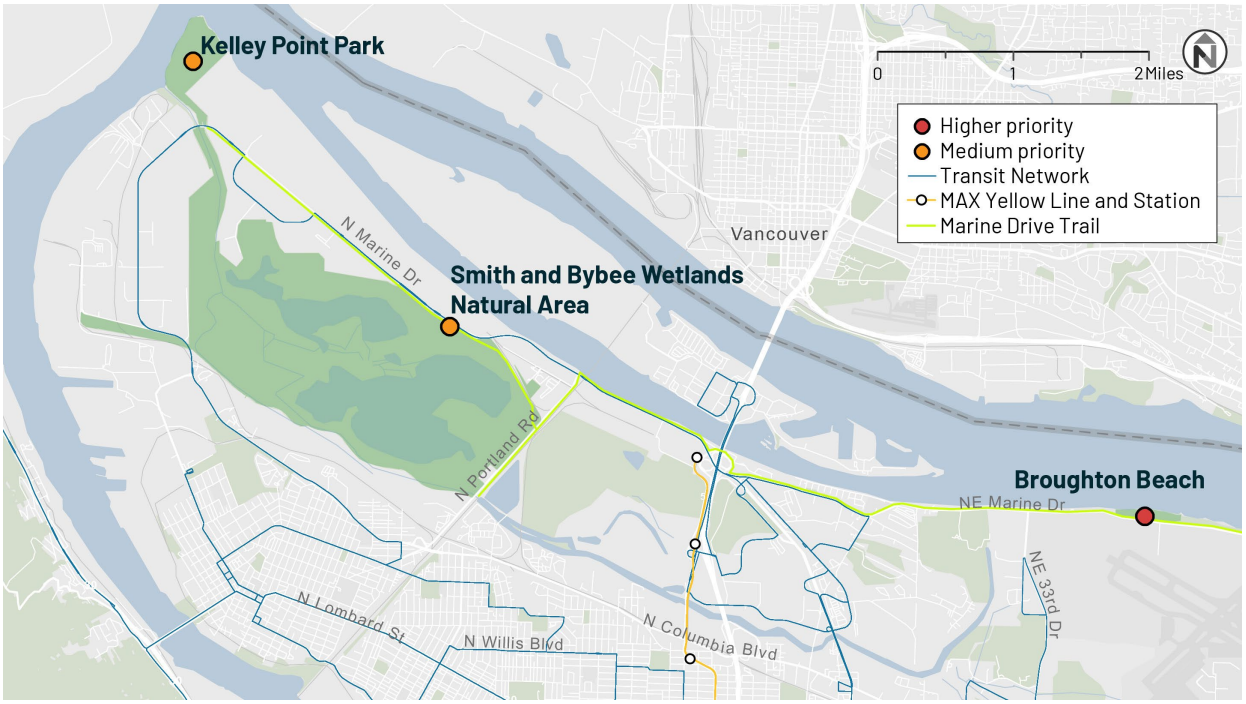


Figure 25 Marine Drive Park Group

Category	Park name	Transit Access	Considerations	Ways to Serve
Higher priority locations	Broughton Beach/ Gleason Boat Ramp	No transit access	▪ High visitation numbers. ▪ Parking lot could be used for shuttle turnaround. ▪ Inflatable boats could be accommodated in a trailer if there was demand from riders. ▪ Boating spot	▪ Shuttle from Delta Park/Vanport Transit Center
Medium priority locations	Smith & Bybee Wetlands	Weak (no weekend access)	▪ Large urban wetlands with multiple activity draws	▪ Shuttle from Delta Park/Vanport Transit Center
	Kelley Point Park	Weak (no weekend access)	▪ Popular boating spot ▪ Portland Parks & Recreation discourages swimming here	▪ Shuttle from Delta Park/Vanport Transit Center

SUPPORT FOR PLANNED SHUTTLE EFFORTS

Some of the regional destination sites are the focus of planning efforts that are already underway.

Sandy River Shuttle

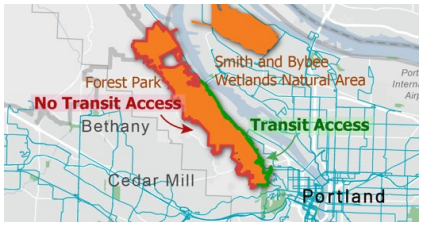
The City of Troutdale is studying a shuttle service on the Sandy River, with funding support for the study from Travel Oregon. Four regional destination sites identified in this analysis could potentially be served by this shuttle: **Dabney State Recreation Area**, **Lewis and Clark State Recreation Area**, **Sandy River Delta**, and **Oxbow Park**. The pilot will begin in spring of 2026 with a version of the route that departs from the Columbia Gorge Outlets, serves the Visitor Center with a flag stop, and travels to Glenn Otto Park and Dabney Park. A future amendment to the route recommends adding Lewis and Clark State Recreation Area. Another route alternative would serve the Sandy River Delta Natural Recreation Area. Oxbow Park is listed as a destination of interest for the shuttle but is not currently incorporated into any of the route alternatives due to the time required to serve the site, which is on the other side of the Sandy River from most sites under consideration.

After the shuttle service is piloted in 2026, data from the service and further community engagement can be used to determine which destinations will be served by future iterations of the shuttle. As the shuttle is intended to serve visitors who would float the Sandy River, the Sandy River Shuttle Feasibility Study has included considerations for equipment needs. To accommodate personal equipment without impacting the turning radius of the vehicle, the study recommends roof racks or separate vehicles for equipment.

The study also considers the option of incorporating boat or float rentals into the shuttle service. By charging for rentals like some peer agencies, the shuttle service could be self-sustaining and could also maximize space on the vehicle by eliminating the need to accommodate personal equipment. This could discourage some riders, however. Through their community engagement, the project team found that 42% of respondents would be less likely or unlikely to use the shuttle service if they weren't able to bring their own equipment. The full study, including a review of peer agencies, can be found in the Sandy River Shuttle Feasibility Study.[1]

Forest Park Shuttle

Portland Parks and Recreation, in partnership with Explore Washington Park, the Forest Park Conservancy, and community-based organizations, is exploring a shuttle service that would serve popular trailheads in **Forest Park**, including sections identified in this study as inaccessible via transit today, like the Upper Macleay Trailhead. Sections of the park are already reachable with transit, but others are not, and a

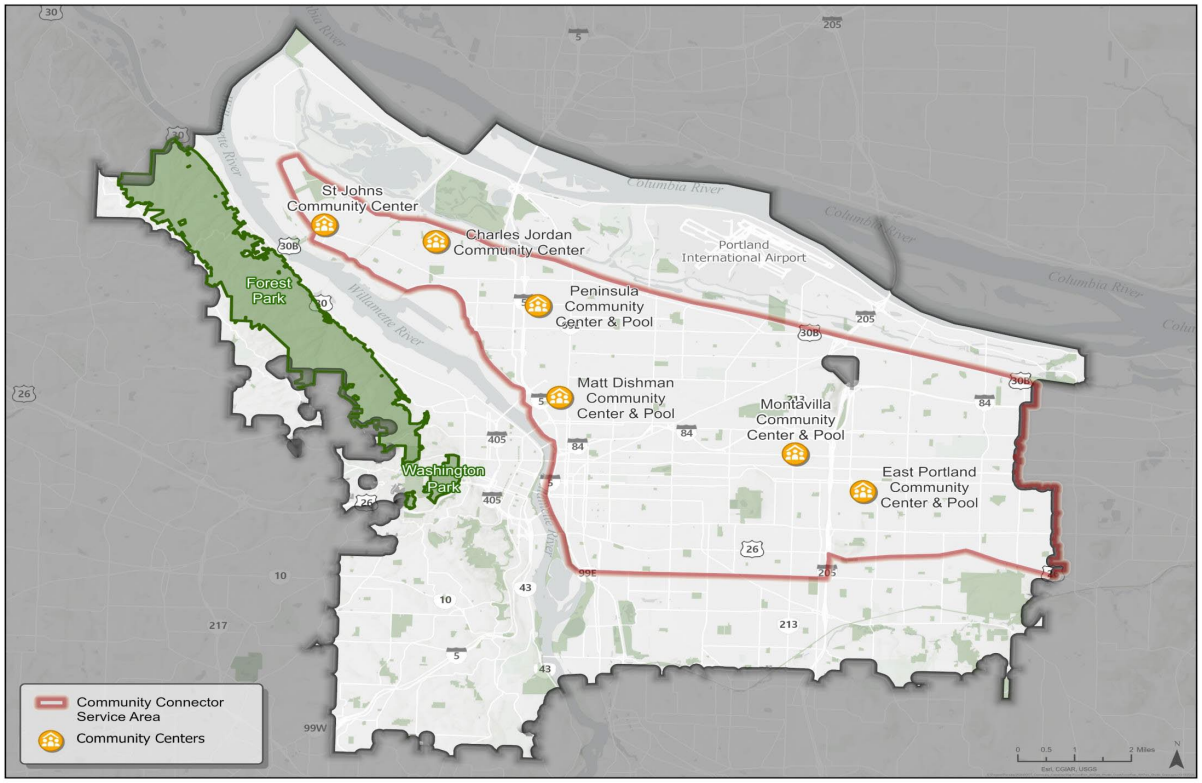


[1] https://www.troutdaleoregon.gov/media/30211

shuttle service that serves multiple trailheads could be used for one-way hiking trips that start and end at different locations.

The shuttle, which would only operate on Saturdays, is intended to be piloted in the summer of 2026. The intention is to use lift-equipped passenger vans along one or more routes serving North, East, and Northeast Portland. The preliminary routes were developed based on shuttle tests conducted by the partners in 2024 to gather information on community interest, test pick-up and drop-off locations, and provide access through trusted organization for marginalized communities. The routes being designed to provide both access to parks (specifically ADA-accessible locations) and other neighborhood destinations (e.g., community centers), particularly within East Portland, for communities that rely on transit. Portland Parks and Recreation will share information about the shuttle through established relationships with organizational partners and existing programs serving marginalized communities including Black people, Indigenous people, people of color, immigrants and refugees, people with disabilities, LGBTQ2SIA+ people, youth, older adults, and people earning low incomes, and through other communication channels. The pilot is being funded by ODOT's Innovative Mobility Program.

Figure 26 Map of Potential Forest Park Community Connector Shuttle Pilot Service Area



PARKS WITHIN COMMUNITY CONNECTOR TRANSIT OPPORTUNITY AREA

Some regional destination sites fall within opportunity areas identified in *Task 7.2 Subarea Strategies: Community Connector Transit Opportunities Assessment* (see Figure 27). Some of the parks within the opportunity areas could be feasibly served by the community connector services proposed for the area in Task 7.2. However, other parks are best served by other means despite physical proximity due to differences in the times, days, and seasons of demand. For example, a flex-route shuttle serving primarily industrial workers, especially shift workers and night workers, is unlikely to operate on the same schedule as a shuttle serving parks.

Figure 27 Regional Destination Sites within Identified Opportunity Areas

Park Name	Transit access	Opportunity Area	Potential Opportunity to Serve Park
Cooper Mountain	No transit	W1. South Beaverton/ Progress Ridge	Will be served by Washington County on-demand pilot
Jenkins Estate	No transit	W1. South Beaverton/ Progress Ridge	Could be served by Washington County on-demand pilot
Rood Bridge Park	No transit	W4. Southeast Hillsboro	Consider routing proposed flex route service to serve park
Kelley Point Park	No transit	M2. Peninsula Industrial	Serve with shuttle service (see Figure 25). Park demand is not likely to overlap with industrial demand enough to serve with the same shuttle service.
Smith and Bybee Wetlands	No transit	M2. Peninsula Industrial	Serve with shuttle service (see Figure 25). Park demand is not likely to overlap with industrial demand.
Blue Lake Regional Park	No transit	M7. Fairview	Serve with shuttle service (see Figure 21). No CCT service recommended for M7.
Chinook Landing Marine Park	No transit	M7. Fairview	Serve with shuttle service (see Figure 21). No CCT service recommended for M7.
Happy Valley Park	No transit	C2. Happy Valley	Could be served with CCT on-demand service if future implementation.
Scouters Mountain Nature Park	No transit	C2. Happy Valley	Could be served with CCT on-demand service if implemented
North Clackamas Park	Weak	C3. McLoughlin/ Oatfield	Could be served with CCT on-demand service if implemented

CONNECTING EXISTING TRANSIT TO PARKS

There are seven parks that have a potential connection to existing transit if pedestrian access to these services is enhanced (Figure 29). There are 13 sites that aren't served on weekends or on Sundays, which are days that people are likely to want to access recreation, and three sites that have long travel times regardless of mode (Figure 30). The 13 sites with no weekend service could be served by operating existing service on weekends, if funds become available. Areas that are covered by Community Connecter Opportunity areas, other planning efforts, or the potential shuttles above are also identified.

The three parks (**Sandy Ridge Trail System**, **Wildwood Recreation Site**, and **Barlow Wayside Park**) that are served by an existing deviated fixed-route shuttle service, the Village Shuttle operated by Sandy Area Metro (SAM), have weak access due to long travel times. This shuttle departs from Sandy, and another bus connects passengers to high-capacity transit in Gresham. These parks are also a long drive away from most of the metro area. This study recommends bolstering awareness of existing transit service to parks across the metro Region.

This analysis has shown that many of the regional destination sites can be reached via existing transit services (shown in Figure 28). Bolstering awareness for existing access is one key step the region can take in tandem with developing service to new areas.

Figure 28 Map of Parks with Access to Transit

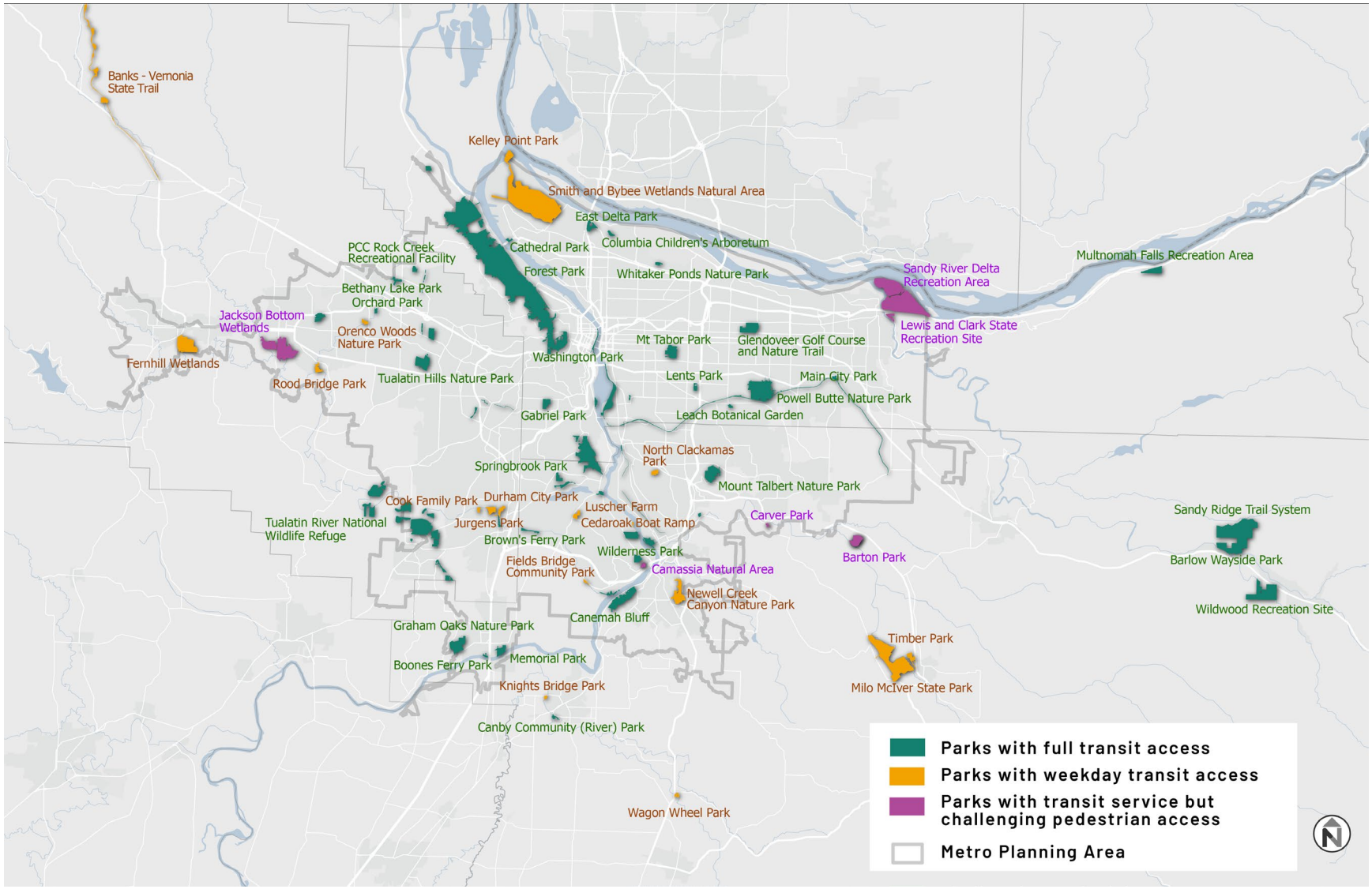


Figure 29 Parks with Pedestrian Access Issues

Park Name	Barrier to Transit Access	Priority level	Considerations	Ways to Serve Park
Barton Park	Poor Ped Access	Higher	▪ TriMet Line 30 provides closest stop (2882, 2881).	▪ Add protected crossing at Clackamas Hwy and SE Bakers Ferry Road next to bus stop. Enhance Bakers Ferry Rd to create a pedestrian walkway. ▪ Could serve with Clackamas River Shuttle
Camassia Natural Area	Poor Ped Access	Low	▪ TriMet Line 76 provides closest stop (11762, 11763).	▪ Create a safe way for pedestrians to cross Willamette Falls Drive near the bus stop.
Carver Park	Poor Ped Access	Medium	▪ Has river access ▪ TriMet Line 30 provides closest stop. (2874, 2875)	▪ Fill in sidewalk gaps on Market and Springwater Roads. Add pedestrian path from Springwater into park.
Jackson Bottom Wetlands	Poor Ped Access	Higher	▪ Park falls within an Equity Focus Area ▪ TriMet Line 57 stops just over half a mile away from the northern entrance (6496, 6495).	▪ Fill in sidewalk gaps to north park entrance. ▪ Park operator could offer shuttle service to bus stop on weekends during peak season.
Jenkins Estate	Requires long walk from existing bus stop	Medium	▪ TriMet Line 88 (7064, 7071) stops 0.6 miles away from trailhead on Farmington; no action.	▪ Could be included in potential Community Connector Service W1. South Beaverton/Progress Ridge ▪ Park operator could offer shuttle service down to bus stop on weekends during peak season
Lewis and Clark State Recreation Site	Requires long walk from existing bus stop	Medium	▪ Pedestrian path connects TriMet bus stops on Graham Road (9470, 10758) to 257th and then to Crown Point Highway, but walk is very long. ▪ Has river access	▪ Consider serving with the Sandy River pilot shuttle.
Sandy River Delta Recreation Area	Requires long walk from existing bus stop	Medium	▪ Pedestrian path connects TriMet bus stops on Graham Road (9470, 10758) to 257th and then to Crown Point Highway, but walk is very long. ▪ Very high demand, but primary use is for dogs and dog-walkers, may not be ideal for transit operations.	▪ Consider serving with the Sandy River pilot shuttle. ▪ Consider promoting a doggie vanpool or rideshare with parking discount for users.

Figure 30 Recommendations for Parks with Limited or No Weekend Transit Access

Park Name	Barrier to Transit Access	Priority level	Considerations	Way to Serve Park
Banks-Vernonia State Trail	No Weekend Access	Higher	▪ Southern access point served by Ride Connection's WestLink shuttle on weekdays	▪ Expand WestLink shuttle to weekend ▪ Banks/Buxton shuttle
Milo McIver State Park	No Weekend Access	Higher	▪ Served by deviation of Clackamas County Connects' Estacada Shuttle	▪ Expand existing shuttle to weekend and create more public awareness about this free shuttle service ▪ Clackamas River shuttle
Luscher Farm	No Weekend Access	Higher	▪ Served by TriMet Line 153	▪ Extend existing transit service to weekends
North Clackamas Park	No Weekend Access	Higher	▪ Served by TriMet Line 152	▪ Extend existing transit service to weekends ▪ Incorporate into proposed C3. McLouglin/Oatfield Community Connector Service.
Canby Community (River) Park	No Weekend Access	Medium/higher	▪ Park with playground, swimming, fishing, picnic tables, bathrooms.	▪ Extend existing transit to weekends
Canemah Bluff	No Sunday Access	Medium/higher	▪ Nature area and children's park	▪ Extend existing transit to Sundays
Fernhill Wetlands	No Sunday access	Medium	▪ Large natural area	▪ Extend existing transit to Sundays
Fields Bridge Community Park	No Weekend Access	Medium	▪ Lots of activities	▪ Extend existing transit to weekends ▪ South Willamette Area shuttle
Smith and Bybee Wetlands Natural Area	No Weekend Access	Medium	▪ Primarily a nature preserve with some trails	▪ Could be served by potential Community Connector Service M2. Peninsula Industrial ▪ Extend existing transit to weekends ▪ Could be served by Marine Drive shuttle
Barlow Wayside	Weak Access	Medium	▪ Parks require long travel time for all modes, including transit. ▪ SAM shuttle connects parks to Gresham	▪ Create better awareness for existing shuttle
Sandy Ridge	Weak Access	Medium	▪ Parks require long travel time for all modes, including transit. ▪ SAM shuttle connects parks to Gresham	▪ Create better awareness for existing shuttle

Park Name	Barrier to Transit Access	Priority level	Considerations	Way to Serve Park
Wildwood	Weak Access	Medium	▪ Parks require long travel time for all modes, including transit. ▪ SAM shuttle connects parks to Gresham	▪ Create better awareness for existing shuttle
Kelley Point Park	No Weekend Access	Lower/Medium	▪ Secluded, surrounded by industrial areas ▪ Access to river	▪ Could be served by Marine Drive shuttle ▪ Could be served by potential Community Connector Service M2. Peninsula Industrial
Memorial Park	No Sunday Access	Lower/Medium	▪ Large municipal park in Wilsonville	▪ Extend existing transit to Sundays
Jurgens Park	No Weekend Access	Low	▪ Nearby parks with similar uses have transit access (Cook and Durham)	▪ No action recommended ▪ If park becomes a priority to serve, consider extending existing transit to weekends
Knights Bridge Park	No Weekend Access	Low	▪ No amenities. May be temporarily closed.	▪ No action recommended
Newell Creek Canyon Nature Park	No Weekend Access	Medium	▪ Moderate visitation numbers	▪ South Willamette shuttle
Wagon Wheel Park	No Weekend Access	Low	▪ Small park with very low population density surrounding	▪ No action recommended ▪ Could extend existing transit to weekends if it becomes a priority

PARKS NOT PRIORITIZED FOR TRANSIT ACCESS IMPROVEMENTS

The following regional destination sites are not recommended as priorities for transit service or transit access improvements at this time. Some sites are already served by transit but are located in a lower density area of the metro region and therefore fall in the lowest quartile of population served. Others have a primary use that is not conducive to transit service or have geometric constraints that would be hard to overcome.

Figure 31 Parks not Prioritized for Enhanced Transit Access at this Time

Park Name	Transit Access	Considerations
Cedaroak Boat Ramp	Weak (no weekend access)	▪ Boat ramp only
Dalton Point	No transit access	▪ Primary use is boat access
Dodge Park	No transit access	▪ Sandy River shuttle will serve similar parks along the Sandy River. Evaluate demand for Dodge Park after Sandy River pilot is complete.
Eagle Landing Park	No transit access	▪ Challenging spot to serve ▪ No restrooms
Jurgens Park	No weekend access	▪ Nearby parks with similar uses have transit access
Farmington Paddle Launch	No transit access	▪ Boat put-in only ▪ Reports of erosion and deterioration at site ▪ High equipment needs
Graham Oaks	Weak (lowest quartile of population in transit-shed)	▪ Served by transit. Population in transit-shed will naturally be low because it's in a lower-density area
Hebb County Park	No transit access	▪ Small park with more limited activities, available parking ▪ Difficult to serve with shuttle route due to river
Hopkins Demonstration Forest	No transit access	▪ Remote location ▪ Privately owned land
Knights Bridge Park	Weak (no weekend access)	▪ Temporarily closed ▪ No amenities ▪ Consider extending existing service to weekends if it reopens
Oneonta Gorge and Horsetail Falls	No transit access	▪ Closed due to fires and landslides. Consider serving with Columbia Gorge shuttle when it reopens. Consider transit access when it reopens
Riverside Park	Weak (lowest quartile of population)	▪ Served by transit, located in lower-density area
Rock Island	No transit access	▪ Little evidence of demand for this park ▪ Challenging access, would require extensive out-of-direction travel
Wagon Wheel Park	Weak (lowest quartile of population)	▪ Served by transit, located in lower-density area

Park Name	Transit Access	Considerations
Willamette Park (West Linn)	Weak (lowest quartile of population)	▪ Served by transit, located in lower-density area

REFERENCE: MATRIX OF ALL REGIONAL DESTINATION SITES

Figure 32 Summary of Regional Destination Sites and Ways to Serve Park if no Access Exists Today

Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
Ainsworth State Park	State	United States Forest Service	No	No	None	Higher	▪ Space for shuttle pull-out. Convenient turnaround point for Columbia River Gorge shuttle route	▪ Develop Columbia River Gorge Shuttle
Banks - Vernonia State Trail	State	State of Oregon Parks & Recreation Department	Yes	Yes	Weak	Higher	▪ Lowest quartile of population access	▪ Develop Banks/Buxton Shuttle ▪ Extend WestLink to Weekend
Barlow Wayside Park	Regional	Clackamas County	Yes	Yes	Weak	Lower	▪ Park requires long travel time for all modes, including transit ▪ SAM shuttle connects parks to Gresham	▪ Create better awareness for existing shuttle
Barton Park	Regional	Clackamas County	Yes	Yes	Weak	Medium	▪ Poor pedestrian access ▪ TriMet Line 30 provides closest stop (2882, 2881) ▪ Boat ramp and other non-boat facilities	▪ Enhance Ped Facilities near existing Transit; Create pedestrian crossing and Clackams Hwy and SE Bakers Ferry Rd. Enhance Bakers Ferry Rd to create a pedestrian walkway on shoulder ▪ Serve with Clackamas River Shuttle
Benson State Recreation Area	State	State of Oregon Highway Commission	No	No	None	Medium	▪ Only accessible from Eastbound I-84	▪ Develop Columbia River Gorge Shuttle
Bethany Lake Park	Regional	Tualatin Hills Park & Recreation District	Yes	Yes	Medium	NA		
Blue Lake Regional Park	Regional	Metro	No	No	None	Higher	▪ High Metro visitation numbers ▪ Community feedback has asked for transit service here	▪ Develop Fairview Shuttle
Bonnie Lure State Recreation Area	Regional	State of Oregon Parks & Recreation Department	No	No	None	Medium	▪ Few activities available ▪ Might require using some existing parking for shuttle pull-out	▪ Develop Clackamas River Shuttle
Boones Ferry Park	Regional	Wilsonville	Yes	Yes	Weak	Lower	▪ Lowest quartile of population access	▪ Has access but low reach within 60 minutes
Bridal Veil Falls State Scenic Viewpoint	State	State of Oregon Parks & Recreation Department	No	No	None	Higher	▪ Space for shuttle to pull off	▪ Develop Columbia River Gorge Shuttle
Broughton Beach	Regional	Metro	No	No	None	Higher	▪ High Metro visitation numbers	▪ Develop Marine Drive Shuttle ▪ Extend TriMet service closer to Broughton Beach
Brown's Ferry Park	Regional	City of Tualatin	Yes	Yes	Medium	NA		
Camassia Natural Area	Regional	The Nature Conservancy	Yes	Yes	Weak	Lower	▪ Poor pedestrian access ▪ Smaller park ▪ TriMet Line 76 provides closest stop (11762, 11763)	▪ Create a safe way for pedestrians to cross Willamette Falls Drive near bus stop
Canby Community (River) Park	Regional	City of Canby	Yes	Yes	Weak	Medium	▪ No weekend access	▪ Extend existing transit to Sunday ▪ Develop South Willamette Shuttle
Canemah Bluff	Regional	Metro	Yes	Yes	Weak	Medium/Higher	▪ No Sunday access	▪ Extend existing transit to Sunday
Carver Park	Regional	Clackamas County	Yes	Yes	Weak	Medium	▪ Poor pedestrian access ▪ Has river access ▪ TriMet Line 30 provides closest stop (2874, 2875)	▪ Fill in sidewalk gaps on Market and Springwater Roads. Add pedestrian path from Springwater into park.
Cathedral Park	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	Medium	NA		

Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
Cedaroak Boat Ramp	Regional	City of West Linn	Yes	No	Medium	Not a Priority	▪ Primary purpose is a boat ramp	▪ No action recommend
Chehalem Ridge Nature Park	Regional	Metro	No	No	None	Medium	▪ Lower visitation numbers from Metro	▪ Develop Forest Grove Shuttle
Chinook Landing Marine Park	Regional	Metro	No	No	None	Higher	▪ Higher visitation numbers ▪ Close to Blue Lake Regional Park	▪ Develop Fairview Shuttle
Columbia Children's Arboretum	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	Medium	NA		
Columbia River Gorge National Scenic Area	State	United States of America	No	No	None	Higher	▪ Major destination for tourists and locals	▪ Develop Columbia River Gorge Shuttle
Cook Family Park	Regional	City of Tigard	Yes	Yes	Medium	NA		
Cooper Mountain Nature Park	Regional	Metro	No	No	None	Higher	▪ Would be served in Washington County microtransit pilot	▪ Incorporate into Community Connector Service W1. South Beaverton/Progress Ridge
Crystal Springs Rhododendron Garden	Regional	Portland Chapter of the American Rhododendron Society and City of Portland	Yes	Yes	High	NA		
Dabney State Recreation Area	Regional	State of Oregon Department of Transportation	No	No	None	Higher	▪ Will be served by Sandy River shuttle	▪ Support Sandy River Shuttle Pilot
Dalton Point Recreation Site	Regional	State of Oregon Parks & Recreation Department	No	No	None	Not a priority	▪ Primarily a boat launch ▪ Only accessible from Westbound I-84	▪ No action recommended
Dodge Park	Regional	City of Portland Water Bureau and State of Oregon	No	No	None	Not a priority	▪ Sandy River shuttle will serve similar parks along the Sandy River	▪ Evaluate popularity of Sandy River Shuttle before taking action
Durham City Park	Regional	City of Durham	Yes	Yes	Medium	NA		
Eagle Landing Park	Regional	Washington County	No	No	None	Lower	▪ Small park, no restrooms	▪ No action recommended
East Delta Park	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	Medium	NA		
Fairgrounds Sports Complex	Regional	City of Hillsboro	Yes	Yes	Medium	NA		
Fanno Creek Greenway	Regional	Glasco Inc	Yes	Yes	Medium	NA		
Faraday Lake	Regional	Portland General Electric Company	No	No	None	Lower	▪ Small fishing spot	▪ Potential to serve with Clackamas River Shuttle
Farmington Paddle Launch	Regional	Metro	No	No	None	Lower	▪ Small park, mostly a boat launch	▪ No action recommended
Fernhill Wetlands	Regional	Clean Water Services	Yes	No	Weak	Lower	▪ No weekend access	▪ Potential to serve with Forest Park Shuttle
Feyrer Park	Regional	Clackamas County	No	No	None	Lower	▪ Small park with low population density	▪ No action recommended
Fields Bridge Community Park	Regional	City of West Linn	Yes	No	Weak	Higher	▪ No Weekend Access ▪ Parking demand outstrips supply	▪ Develop South Willamette Shuttle

Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
Forest Park	State	City of Portland Bureau of Parks & Recreation	Yes	Yes	Weak	Medium	▪ Transit access only on east side of park	▪ Support planned Forest Park Shuttle
Gabriel Park	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	Medium	NA		
George Rogers Park	Regional	City of Lake Oswego	Yes	Yes	Medium	NA		
Glendoveer Golf Course and Nature Trail	Regional	Metro	Yes	Yes	High	NA		
Gov. Tom McCall Waterfront Park	State	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		
Graham Oaks Nature Park	Regional	Metro	Yes	Yes	Weak	Lower	▪ Lowest quartile of population access due to population density around existing transit.	▪ No action recommended
Guy W. Talbot State Park	State	State of Oregon Highway Commission	No	No	None	Higher	▪ State park with extensive hiking	▪ Develop Columbia River Gorge Shuttle
H.M. Terpenning Recreation Complex	Regional	Tualatin Hills Park & Recreation District	Yes	Yes	Medium	NA		
Happy Valley Park	Regional	City of Happy Valley	No	No	None	Medium	▪ More of a community park	▪ Could be served with potential Community Connector Service in C2. Happy Valley
Hebb Park	Regional	Clackamas County	No	No	None	Lower	▪ Very small with limited activities ▪ Lots of existing parking	▪ Could be served with South Willamette Shuttle
Hopkins Demonstration Forest	Regional	Forests Forever Inc	No	No	None	Lower	▪ Far away from existing fixed route transit and not near other regional destination sites ▪ Privately owned	▪ No action recommended
Howell Territorial Park	Regional	Metro	No	No	None	Medium	▪ On Sauvie Island close to TriMet Line 16	▪ Develop Sauvie Island Shuttle
Hoyt Arboretum	State	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		
Iron Mountain Park	Regional	City of Lake Oswego	Yes	Yes	Medium	NA		
Jackson Bottom Wetlands	Regional	City of Hillsboro	No	No	None	Higher	▪ Park falls within an Equity Focus Area ▪ TriMet Line 57 stops just over half a mile away from the northern entrance (6496, 6495).	▪ Develop Forest Grove Shuttle ▪ Fill in sidewalk gaps to park
Jenkins Estate	Regional	Tualatin Hills Park & Recreation District	No	No	None	Medium	▪ TriMet Line 88 (7064, 7071) stops 0.6 miles away from trailhead on Farmington; no action.	▪ Could be included in potential Community Connector Service W1. South Beaverton/Progress Ridge ▪ Park operator could offer shuttle service down to bus stop on weekends during peak season
John B. Yeon State Scenic Corridor	State	United States Forest Service	No	No	None	Medium	▪ Similar activities to other Gorge parks, and just past convenient turnaround point at Ainsworth Park	▪ Could be served by Columbia River Gorge Shuttle
Jurgens Park	Regional	City of Tualatin	Yes	No	Weak	Lower	▪ No weekend access	▪ No action recommended
Kelley Point Park	State	City of Portland Bureau of Parks & Recreation	Yes	No	Weak	Medium	▪ No weekend access ▪ Served by TriMet Line 11	▪ Extend existing access to weekend ▪ Develop Marine Drive Shuttle

Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
							▪ City of Portland discourages swimming here	
Killin Wetlands Nature Park	Regional	Metro	No	No	None	Lower	▪ Lowest visitation numbers of the Metro Parks	▪ Could be served by Banks/Buxton Shuttle
Knights Bridge Park	Regional	Clackamas County	Yes	No	Weak	Lower	▪ No weekend access ▪ No amenities and may be temporarily closed	▪ No action recommended
Leach Botanical Garden	Regional	Leach Garden Friends and City of Portland	Yes	Yes	High	NA		
Lents Park	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		
Lewis and Clark State Recreation Site	Regional	State of Oregon Parks & Recreation Department	Yes	Yes	Weak	Medium	▪ Pedestrian path connects TriMet bus stops on Graham Road (9470, 10758) to 257th and then to Crown Point Highway, but walk is very long. ▪ Has river access	▪ Consider serving with the Sandy River Pilot Shuttle
LL "Stub" Stewart Memorial State Park	State	State of Oregon Parks & Recreation Department	No	No	None	Higher	▪ Had service pre-pandemic	▪ Develop Banks/Buxton Shuttle ▪ Reinstate previous service
Luscher Farm	Regional	City of Lake Oswego	Yes	No	Medium	Higher	▪ No weekend access	▪ Extend existing transit service
M James Gleason Memorial Boat Ramp	Regional	Metro	No	No	None	Lower	▪ Boat ramp next to Broughton Beach ▪ High visitations numbers	▪ Could be served by same stop on Marine Drive Shuttle as Broughton Beach ▪ Extend existing service to beach
Main City Park	Regional	City of Gresham	Yes	Yes	High	NA		
Mary S. Young Park	Regional	State of Oregon Parks & Recreation Department	Yes	Yes	Medium	NA		
Meldrum Bar Park	Regional	City of Gladstone	Yes	Yes	Medium	NA		
Memorial Park	Regional	City of Wilsonville	Yes	Yes	Weak	Lower/Medium	▪ No Sunday access	▪ Extend existing transit service to Sunday
Metzler Park	State	Clackamas County	No	No	None	Higher	▪ Various activities available.	▪ Develop Clackamas River Shuttle
Milo McIver State Park	State	State of Oregon Parks & Recreation Department and Portland General Electric Company	Yes	No	Weak	Higher	▪ No weekend access	▪ Extend existing transit service to weekends and better advertise service ▪ Develop Clackamas River Shuttle
Milwaukie Bay Park	Regional	North Clackamas Parks & Recreation District and City of Milwaukie	Yes	Yes	High	NA		
Molalla River State Park	State	State of Oregon Parks & Recreation Department	No	No	None	Higher	▪ Multiple activities ▪ Space for shuttle turnaround	▪ Develop South Willamette Shuttle
Mount Talbert Nature Park	Regional	Metro	Yes	Yes	Medium	NA		
Mt Tabor Park	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		

Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
Multnomah Falls Recreation Area	State	United States Forest Service	Yes	Yes	Medium	NA		
Newell Creek Canyon Nature Park	Regional	Metro	Yes	No	Weak	Medium	▪ No weekend access	▪ Extend existing transit service to weekends ▪ Could be served by South Willamette Shuttle
North Clackamas Park	Regional	City of Milwaukie	Yes	No	Medium	Higher	▪ No weekend access	▪ Extend existing transit service to weekends
Oaks Bottom Wildlife Refuge	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		
Orchard Park	Regional	Metro	Yes	Yes	Medium	NA		
Orenco Woods Nature Park	Regional	Metro and City of Hillsboro	Yes	Yes	Medium	NA		
Oxbow Regional Park	State	Metro	No	No	None	Higher	▪ Camping facilities	▪ Could be served by future variation of the Sandy River Shuttle
PCC Rock Creek Recreational Facility	Regional	Portland Community College District	Yes	Yes	Medium	NA		
Pittock Acres Park	State	City of Portland Bureau of Parks & Recreation	Yes	Yes	Medium	NA		
Powell Butte Nature Park	Regional	City of Portland Water Bureau	Yes	Yes	High	NA		
Promontory Park	State	Portland General Electric Company	No	No	None	Higher	▪ Various activities, including boat rental and campground	▪ Develop Clackamas River Shuttle
Riverside Park	Regional	Clackamas River Water District	Yes	Yes	Weak	Lower	▪ Low access due to small population-shed around park	▪ No action recommended
Rock Islands	Regional	Metro	No	No	None	Not a priority	▪ Challenging access ▪ Would require out-of-direction travel of shuttle	▪ No action recommended
Rood Bridge Park	Regional	City of Hillsboro	Yes	No	Weak	Medium/Higher	▪ No weekend access	▪ Consider routing proposed W4. SE Hillsboro flex-route service to serve park ▪ Extend existing service to weekends
Rooster Rock State Park	Regional	State of Oregon Parks & Recreation Department	No	No	None	Lower	▪ Ample paid parking ▪ Would require loop to serve ▪ CAT used to serve park	▪ Develop Columbia Gorge River Shuttle
Sandy Ridge Trail System	State	Clackamas County (Bureau of Land Management)	Yes	Yes	Weak	Higher	▪ Park requires long travel time for all modes, including transit ▪ SAM shuttle connects parks to Gresham	▪ Create better awareness for existing shuttle
Sandy River Delta Recreation Area	Regional	United States Forest Service	Yes	Yes	Weak	Medium	▪ Pedestrian path connects TriMet bus stops on Graham Road (9470, 10758) to 257th and then to Crown Point Highway, but walk is very long ▪ Very high demand, but primary use is for dogs and dog-walkers, may not be ideal for transit operations	▪ Consider serving with the Sandy River Pilot Shuttle ▪ Relocate existing bus stop closer to park ▪ Consider promoting a doggie vanpool or rideshare with parking discount for users
Sauvie Island Wildlife Area	State	State of Oregon Department of Fish & Wildlife	No	No	None	Higher	▪ Multiple activities with low equipment needs ▪ Parking demand surpasses supply. Limited entry parking program now in effect over the summer in addition to parking permit	▪ Develop Sauvie Island Shuttle

Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
							▪ Shuttle could make multiple stops within the park	
Scoggins Valley Park/Henry Hagg Lake	State	United States Bureau of Reclamation	No	No	None	Higher	▪ Multiple activities dispersed around lake ▪ Routing would need to take into account multiple destinations within park/travel time between these destinations	▪ Develop Forest Grove Shuttle
Scouters Mountain Nature Park	Regional	Metro	No	No	None	Lower/Medium	▪ Low visitation numbers compared to other Metro parks	▪ Serve with potential C2. Happy Valley Community Connector Service
Sellwood Riverfront Park	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	Medium	NA		
Shepperd's Dell State Natural Area	State	State of Oregon Highway Commission	No	No	None	Medium	▪ No space for pull-out	▪ Consider serving with Columbia Gorge River Shuttle
Smith and Bybee Wetlands Natural Area	Regional	Metro	Yes	No	Weak	Medium	▪ No weekend access ▪ Served by TriMet Line 11	▪ Consider serving with Marine Drive Shuttle
Springbrook Park	Regional	City of Lake Oswego	Yes	Yes	Medium	NA		
Springwater Corridor	Regional	City of Portland	Yes	Yes	High	NA		
Timber Park	Regional	Portland General Electric Company	No	No	None		▪ No access to nearby transit due to street network	▪ Develop Clackamas River Shuttle
Trolley Trail	Regional	North Clackamas Parks & Recreation District	Yes	Yes	High	NA		
Tryon Creek State Natural Area	State	State of Oregon Parks & Recreation Department	Yes	Yes	High	NA		
Tualatin Community Park	Regional	City of Tualatin	Yes	Yes	Medium	NA		
Tualatin Hills Nature Park	Regional	Tualatin Hills Park & Recreation District	Yes	Yes	High	NA		
Tualatin River National Wildlife Refuge	State	City of Sherwood (Managed by United States Fish and Wildlife Service)	Yes	Yes	Medium	NA		
Wagon Wheel Park	Regional	Clackamas County	Yes	No	Weak	Lower	▪ No weekend access ▪ Small park with surrounded by very low population density	▪ No action recommended
Wapato Access	State	State of Oregon Parks & Recreation Department	No	No	None	Medium	▪ On Sauvie Island	▪ Could serve with Sauvie Island Shuttle
Washington County Fairgrounds	Regional	Washington County Facilities Management	Yes	Yes	Medium	NA		
Washington Park	State	City of Portland Water Bureau	Yes	Yes	Medium	NA		
Waterhouse Linear Park	Regional	Arbor Ridge Pud Homeowners Association (Managed by Tualatin Hills Park & Recreation District)	Yes	Yes	Medium	NA		

Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
Whitaker Ponds Nature Park	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		
Wilderness Park	Regional	City of West Linn	Yes	Yes	Medium	NA		
Wildwood Recreation Site	State	Bureau of Land Management	Yes	Yes	Weak	Higher	▪ Park requires long travel time for all modes, including transit. ▪ SAM shuttle connects parks to Gresham	▪ Create better awareness for existing shuttle
Willamette Park (West Linn)	Regional	City of West Linn	Yes	Yes	Weak	Lower	▪ Has full transit access but falls into low population access due to location.	▪ No action recommended
Willamette Park (Portland)	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		

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Technical Memorandum

DATE:	July 17, 2025
TO:	Ally Holmqvist, Metro and the Transit Working Group
FROM:	Ryan Farncomb, Sam Erickson, Eddie Montejo, Parametrix; Oren Eshel, Anna Geannopoulos, Holly Querin, N\N
SUBJECT:	Community Connector Transit Study: Draft Prioritization Approach
PROJECT NAME:	Community Connector Transit Study

The Community Connector Transit (CCT) study is evaluating opportunities to improve regional mobility through community connector services. In this study, the term "community connector" refers to generic fixed- or flex-route transit service open to the general public that provides first- and last-mile connections to the greater regional transit networks, or key destinations within the communities they operate. The project team developed an assessment of opportunity areas for community connector service that includes documentation of services in existing local plans as well as new potential opportunity areas (see Technical Memorandum #5: Opportunity Analysis Findings). The assessment identifies:

- Geographic opportunity areas: areas of the region that are generally unserved by fixed-route transit that can, or may in the future, support expanded or new community connector transit service.
- Temporal opportunity areas: areas of the region that are generally unserved by fixed-route transit that could support expanded or new community connector transit service for people working non-traditional hours today.

The scope of the analysis focuses on where and when community connector services may be suitable, cost-effective, and beneficial in improving regional mobility where there isn't existing or planned fixed route transit service, and that align with regional goals.

In addition, the team has conducted an assessment of potential mobility hub locations, building off local plans and applying a novel region-wide analysis.

This memorandum details the approach to prioritizing both community connector services and mobility hub locations to support a coordinated regional approach to investment in these services. This prioritization will help set partners up for coordinated funding requests and align the region on shared goals for using scarce funding.

Community Connector Prioritization Approach

Local jurisdictions and transit providers have developed community connector service plans, some of which have new services that are funded and will be implemented in the near future. The project team has also identified potential new opportunities for these services should more funding or new sources be available in the future. The prioritization approach aims to **prioritize investments by implementation time frame, within each county in the Metro region**. Local priorities in existing plans will be considered as well.

For other opportunity areas not prioritized in local plans, the following criteria will be applied to determine priority:

- Time frame for need: **current,** based on the existing transit network, or **future**, based on the future transit network, future population/employment, and implementation of the Forward Together 1.0 network.
- Equity: within or near areas of high equity need as determined by TriMet's equity index.
- Transit propensity: degree of transit propensity that exists today, based on population and employment density and demographics.
- Engagement feedback: qualitative assessment based on feedback from the partners and community at large from outreach to reflect local efforts and championing community priorities.

The assessment will result in near- (0 to 5 years), medium- (5 to 10 years), and long- (10+ year) investment priorities. Opportunity areas identified as "future" will inherently be categorized as long-term priorities.

Parks Access Prioritization

The project team is working on a parallel effort to look at improving access to regionally significant parks (determined by Metro) via transit. An initial gaps analysis showed which parks lack any access via transit and which have very weak access via transit; the prioritization effort is limited to only these sites that have weak or no access.

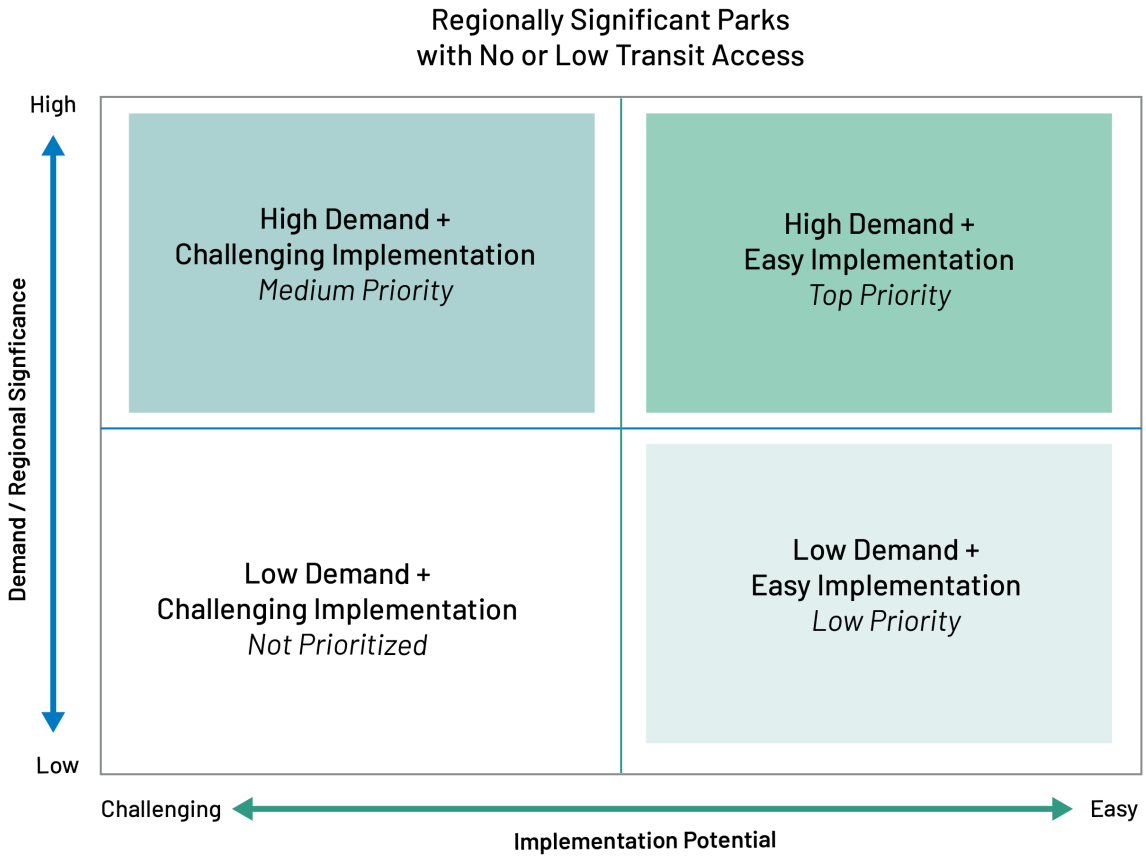
Parks are one of many important destinations to consider when prioritizing transit access improvements, including affordable housing, social services, schools, employment, and other destinations. The relative priority of improving transit access to parks must be considered in the context of the full suite of priority transit destinations. In general, transit access to parks is a lower priority compared to access to social services, medical services, housing, and employment. However, transit service improvements usually connect people to multiple destinations, including parks. This study therefore considers the relative access improvement priority among the identified regional parks. This allows park access to be considered when transit service improvements of any kind are advanced.

Level of demand for and regional significance of the park as well as the ease of implementing transit service to the park will be used to determine which parks are the highest priority for access improvements (See Figure 1):

- **The level of demand for the park facility** will be the primary factor in determining which parks to prioritize for transit access recommendations. Higher priority will be given to:
    - Parks with regional significance or high demand (where data is available).
    - Whether the recreation demand could likely be served by transit (e.g., transit service to parks that exist primarily as boat launching spots would not be a high priority).
    - Parks that could potentially provide more park access to Metro's Equity Focus Areas with limited or no access to regionally significant parks today.
- **The relative ease of providing transit access to the park** elevates parks with the following potential operational characteristics:
- Parks within one mile of existing transit service (low-effort connections).

- Parks within or near existing, planned, or new opportunity areas for community connector service.
- Parks where transit vehicles can operate.

Figure 1. Parks Prioritization Matrix



Mobility Hub Prioritization Approach

Mobility hub implementation does not typically occur "all at once." That is, mobility hubs are inherently flexible in their suite of services and features, and in many cases, places designated as mobility hubs already contain some or all of the typical elements described in the *Mobility Hub Typology Memorandum* (2025). In some cases, relatively little investment would be needed to achieve the envisioned standard, and vice versa. Some identified mobility hubs already have all, or close to all features in place and are therefore identified as "existing mobility hubs" that are not prioritized further.

The prioritization approach considers whether a mobility hub location is appropriate for investment today or in the future. In some cases, mobility hub sites are not yet ready for investment, but future population and land use projections show that they will likely be in the future. These are opportunities for partners to consider and prepare for land use planning and acquisition nearer-term. However, the pace and distribution of land use and population changes is hard to predict. Therefore, these locations are not prioritized because it is not possible to know at this point when they will be ready for investment. These locations are called out as "future mobility hubs."

The prioritization approach identifies those locations by implementation time frame. These prioritized locations represent areas where seeking full build-out of the envisioned mobility hub features appropriate for each mobility hub type should be sought first. The mobility hub prioritization framework is proposed as follows:

- **Existing Mobility Hubs**: those hubs that have the entire suite, or most, of mobility hub features aligning with their typology. Example: South Waterfront/SW Moody Station. These may be prioritized for improvement (near- or medium-term) where there is nexus with potential community connector services.
- **Near**-Term: hub locations that should be prioritized for investment in the next 0 to 5 years.
- **Medium**-term: hub locations that should be prioritized for investment in 5+ years
- **Future Hubs:** hub locations that do not have the necessarily land use, population, transit, or other factors in place today, but are likely to in the future. The timeline and priority level for these locations is dependent on the pace and location of future growth.

Criteria to identify near- and medium-term mobility hub opportunities are shown in Table 1.

Table 1. Prioritization Criteria

Mobility Hub Prioritization Criteria	Data or approach
Existing local priority and planning support	Consider local priority and readiness to advance mobility hub features. "Readiness" can include clear support in local plans, transit oriented development opportunities, available public land, or private development opportunities.
Community need	Level of community need, as determined by (1) outreach findings from the engagement work conducted for the study, (2) outreach or engagement findings from other local or regional work, as noted by partners
Equity	Hub is in or adjacent to areas with high equity need, based on TriMet Equity Index.
Transit ridership and connectivity	Locations with highest number of transit connections (e.g., number of fixed route transit lines or community connector services access a location) and highest transit ridership

Metro

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

Agenda #: 5.2

File #: COM 25-0999 **Agenda Date:**12/18/2025

Safe Streets For All Update

Lake McTighe, Principal Transportation Planner

JPACT Worksheet

Agenda Item Title: Safe Streets for All update

Presenters: Lake McTighe, Principal Transportation Planner, Metro

Contact for this worksheet/presentation: Lake McTighe, lake.mctighe@oregonmetro.gov

Purpose/Objective: Provide annual Safe Streets for All update, including serious traffic crash trends in the region and progress towards regional safety goals, safety emphasis areas, and effective countermeasures. Outline proposed JPACT safety workplan for 2026.

Outcome: JPACT members understand how the region is making progress on traffic safety and what JPACT can continue doing to make streets safer for everyone. JPACT members provide direction on 2026 safety workplan.

What has changed since JPACT last considered this issue/item? JPACT considered this topic at the December 2024 annual safety update. The attached Annual Safe Streets for All Report provides an overview of changes in serious crashes and actions since the last update.

Since JPACT last considered this issue staff have provided monthly fatal crash updates to JPACT and presented on crash dashboards and other safety resources. The final phase of Metro's USDOT Safe Streets for All grant project is underway, with three local transportation system plans adopted or moving towards adoption, and new safety analysis, resources and tools available to jurisdictional and community partners. The final phase of the project is focused on 'strategic collaboration' to collaborate with jurisdictional and community partners on advancing solutions and strategies identified in local and regional plans, with a JPACT safety workplan being an integral element. Metro will finalize the SS4A project in spring of next year

What packet material do you plan to include?

- Memo
- Draft Annual Safe Streets for All Report, November 2025
- Presentation slides: Safe Streets for All Transportation Safety Update to JPACT

Safe Streets for All Annual Report - *DRAFT*

November 2025

Contents

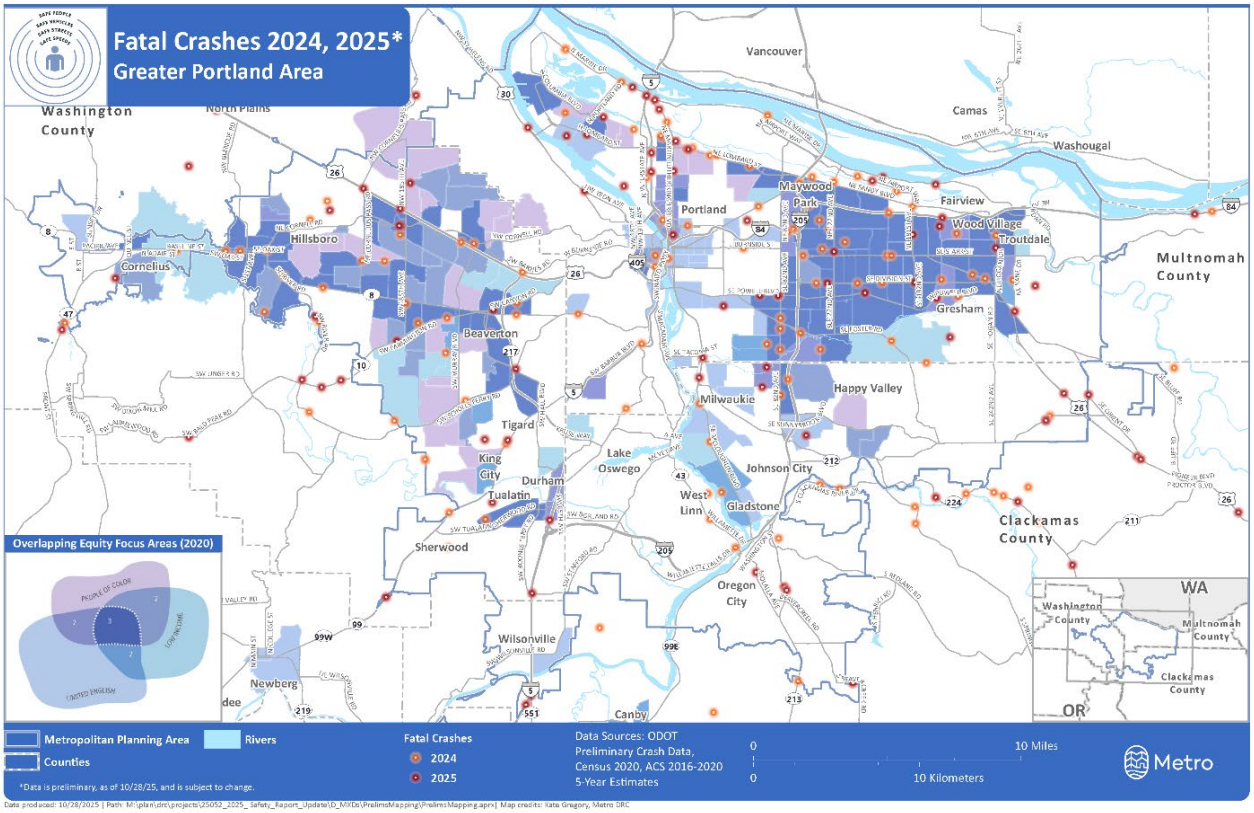
Honoring people killed in traffic crashes, 2024-25

Traffic deaths take a huge toll on communities. Each life represents a parent, child, sibling, friend, or neighbor who is not coming home.

At least 237 people were killed in traffic crashes in 2024 and 2025 in the tri-county area.[1] Many more survived but have life-altering injuries and experiences. This safe streets update—and our work each day—is dedicated to all those killed and injured on our streets.

Community and jurisdictional partners in the greater Portland region are committed to achieving Vision Zero where no death is acceptable. State, regional and local plans have adopted the Safe System approach which reframes how we think about designing and managing our streets and solving traffic safety problems. It is based on the understanding that people make mistakes, and our bodies possess a limited capacity to withstand the forces generated during a collision.

Map 1: Fatal crashes in the greater Portland region, 2024-2025



For more information on fatal crashes visit gis.oregonmetro.gov/fatal-crash-dashboard

[1] Information on traffic deaths in 2024 and 2025 is preliminary and subject to change. Number of traffic deaths for 2025 is as of 11/24/25.

Section 1: Crash statistics, 2019-2023

Between 2019 and 2023, **traffic crashes killed or seriously injured 4,346 people** within the greater Portland region, 869 people a year, more than two people every day.[2] Over 175,000 people were in reported crashes during this time.[3]

Crashes and injuries (2019-23)

Traffic deaths (people): **566**
Serious injuries (people): **3,780**
All injuries (people): **66,436**
People involved in crashes, uninjured: **106,924**
Total crashes: **81,120**

Traffic deaths by mode of travel (2019-23)

People killed in vehicles: **255**
People killed while walking or in a wheelchair: **205**
People killed while riding a bicycle: **17**
People killed while riding a motorcycle: **89**

Traffic deaths per population (2023)

Traffic death rates in 2023 by vehicle miles traveled (VMT) and population remain lower within the region compared to rates in Oregon and the US. Preliminary fatality numbers for 2024 indicate that fatality rates by VMT and population declined slightly.

Deaths per 100 million VMT in the US: **1.38**[4]
Deaths per 100 million VMT in Oregon: **1.59**[5]
Deaths per 100 million VMT in the region: **1.13**
Annual VMT in the region: **11,016,013,119**

Deaths per 100 thousand people in the US: **13.3**
Deaths per 100 thousand people in Oregon: **13.9**
Deaths per 100 thousand people in the region: **7**
Population in the region: **1,685,196**[6]

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[2] This report defines the greater Portland region as the area within the Metropolitan Planning Area (MPA).
[3] ODOT crash data includes crashes with $2,500 or more in damages or that result in injury or death. Just under 5% of all crashes result in death or serious injury.
[4] National rates: National Safety Council: https://injuryfacts.nsc.org/motor-vehicle/overview/introduction/
[5] Rates for Oregon: Fatality Facts 2023 State by State, https://www.iihs.org/research-areas/fatality-statistics/detail/state-by-state
[6] 2020 Census

Traffic deaths per population, by MPA and county, 2023 and 2024

Table 1 shows traffic death rates for the Metropolitan Planning Area (MPA) and each county. Traffic death rates declined between 2023 and 2024 except in Clackamas County.

Table 1: Traffic deaths by population for jurisdictions in greater Portland

Jurisdiction	Population	2023 Traffic Deaths	2024 Traffic Deaths	2023 to 2024 % Change*	2023 Death Rate per 100,000 people	2024 Death Rate per 100,000 people
MPA	1,685,196	125	116	-7%	7.42	6.88
Clackamas	421,401	30	39	+30%	7.12	9.25
Multnomah	815,428	90	77	-14%	11.04	9.44
Washington	600,372	42	36	-14%	7.00	6.00

Population for counties 2020 Census, MPA population and fatalities from Oregon Department of Transportation

Deaths per 100 thousand people by race and ethnicity – three counties (2019-23)[7]

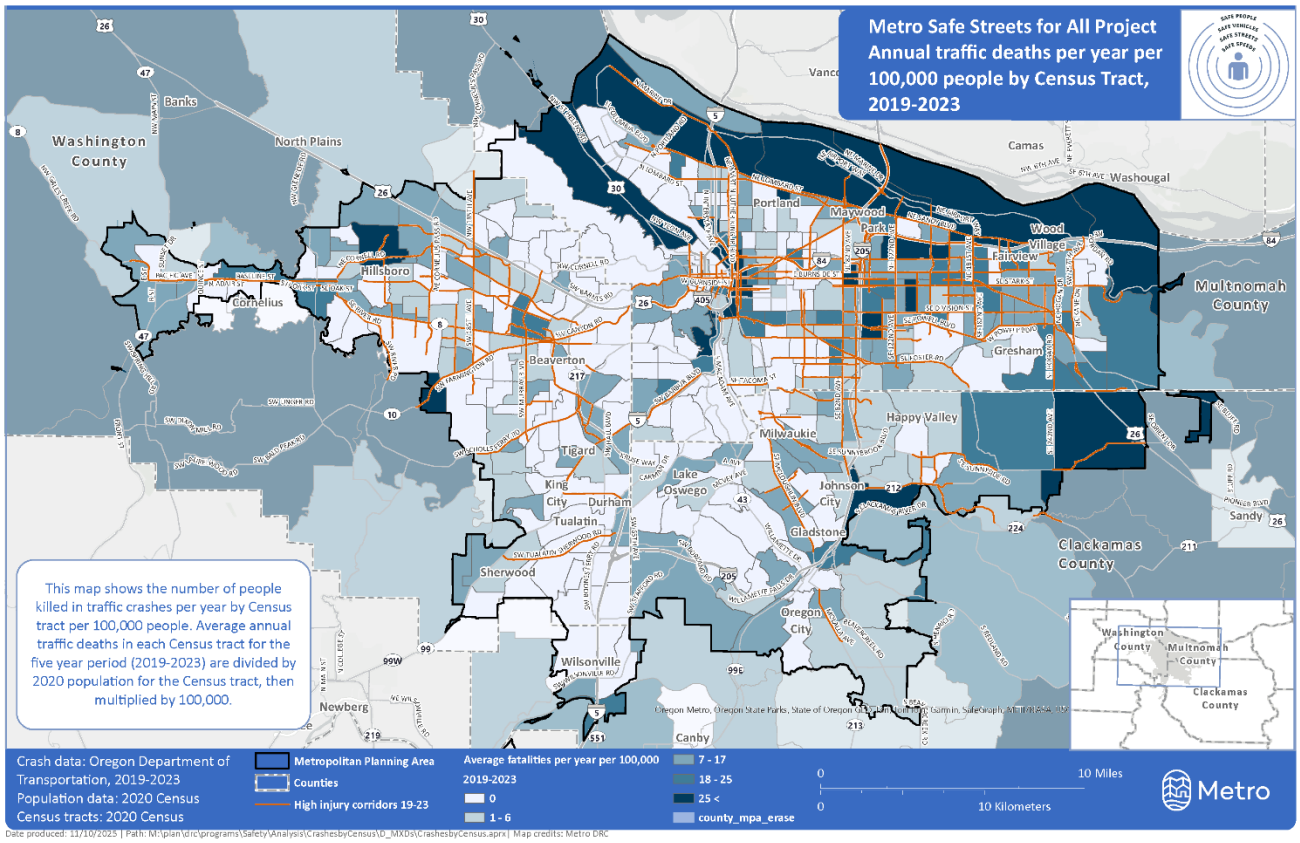
- All races and ethnicities: **8.01**
- American Indian: **46.73**
- Other Race: **30.02**
- Black: **15.73**
- Hispanic: **9.19**
- White: **8.25**
- Pacific Islander: **2.43**
- Asian: **2.06**
- Multiple Races: **0.35**

Traffic deaths impact American Indian, Black, and Hispanic people disproportionately.

Map 2 shows traffic fatality rate by Census tract. Census tracts with higher traffic death rates generally align with Equity Focus Areas.

[7] Fatality Analysis Reporting System

Map 2: Traffic deaths per 100,000 people by Census tract



To explore more traffic crash data visit gis.oregonmetro.gov/traffic-injuries-dashboard and gis.oregonmetro.gov/traffic-deaths-by-race-ethnicity

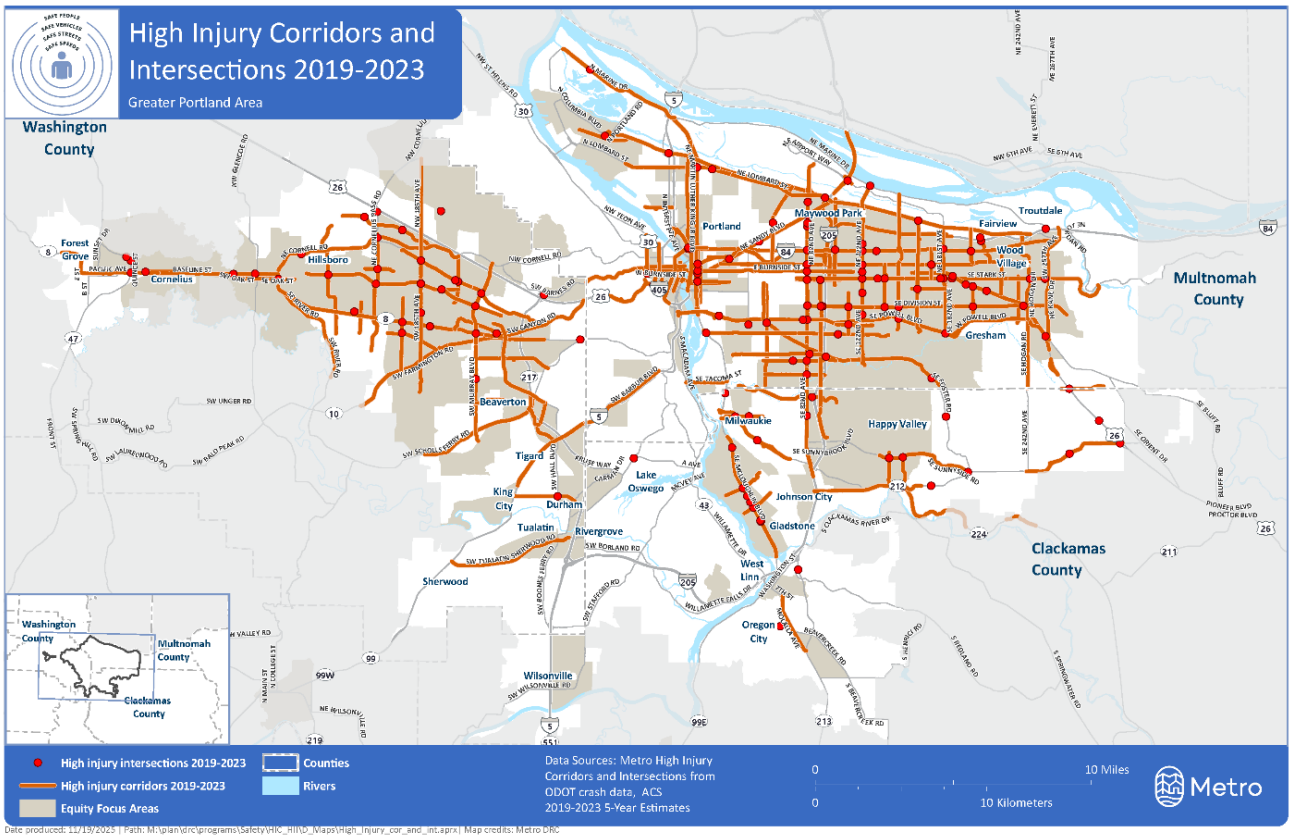
High injury corridors and intersections

While crashes can occur anywhere, there are certain corridors and intersections where serious crashes are more common, year after year.

Map 3 shows regional high injury corridors and intersections based on crashes in 2019 through 2023, within the Metropolitan Planning Area (MPA). High injury corridors and intersections have the highest concentration of serious traffic crashes. Most high injury corridors are wide, fast streets, are in Equity Focus Areas and are transit routes.[8] High injury corridors comprise 6.5% of streets, and the top 25 most dangerous high injury corridors comprise 1.2% of all streets. High injury intersections have three or more fatal or serious injury crashes within a five-year period and comprise 0.02% of intersections.

[8] 70% of regional high injury corridors are within equity focus areas, compared to 50% of all roadways.

Map 3: High injury corridors and intersections



For more information on high injury corridors and intersections, including city, county, bicycle and pedestrian high injury corridors, explore the High Injury Corridors Story Map gis.oregonmetro.gov/high-injury-corridors

Section 2: Crash trends, 2014-2018 to 2019-2023

Over the past 10 years the number of crashes, people involved in crashes, and minor injuries has decreased, but traffic deaths and serious injuries have increased.

Change in crash severity

Comparing five years crashes in 2014-18 to five years of crashes in 2019-23, minor injuries and property damage only (PDO) crashes *decreased* 29%, while traffic deaths and serious injuries *increased* 50%.[9] The steepest increase in deaths and serious injuries between the two timeframes was for vehicle occupants, a *90% increase*. Bicycle crashes are the only mode where serious injury crashes also declined; minor injury bicycle crashes also

[9] Minor injuries are classified as Injury B and C, property damage only as PDO, serious injury as Injury A, and deaths as Fatal.

declined the most – declining 52% between the two time periods. This change could be due to fewer people bicycling, but it is not clear.

At the same time, vehicle miles traveled per capita decreased 3.3% from 2014 to 2023 and transit ridership decreased more than 39% between the 2014-18 and 2019-23 time periods.[10], [11]

So, while more people were working from home and making fewer trips in the 2019-23 time period and crashes overall decreased, serious crashes for all modes and especially for vehicle occupants increased. The change in travel patterns is due in large part to the COVID-19 pandemic and it is unclear whether the current trend will continue.

Figure 1 and Figure 2 chart crashes over time, showing the decrease in property damage only and minor injury crashes and the increase in serious injury and fatal crashes.

[10] Daily vehicle miles traveled in the greater Portland-OR-WA statistical area increased 2.3% between 2014 and 2023 based on data from the Highway Statistics Table HM-71 for 2014 and 2023, https://www.fhwa.dot.gov/policyinformation/statistics.cfm. (VMT per capita decreased 3.3% from 2014 to 2023 - see Metro Transportation system monitoring: daily vehicle miles of travel https://www.oregonmetro.gov/sites/default/files/2025/03/31/20250328_transportation_system_monitoring_daily_vehicle_miles_traveled_1990-2023.pdf).
Transit ridership based on information from the National Transit Database for transit agencies within the MPA (TriMet, SMART, Portland Streetcar, Ride Connection, and Clackamas and Multnomah Counties). Trips decreased from over 533 million to almost 324 million.

[11] Analysis indicates that communities with higher transit ridership have lower traffic death rates. " Public Transit Is Key Strategy in Advancing Vision Zero, Eliminating Traffic Fatalities" American Public Transportation Association (August 2018) https://www.apta.com/wp-content/uploads/Resources/resources/hottopics/Documents/APTA%20VZN%20Transit%20Safety%20Brief%208.2018.pdf

Figure 1: Minor injury and property damage only crashes, 2014-23

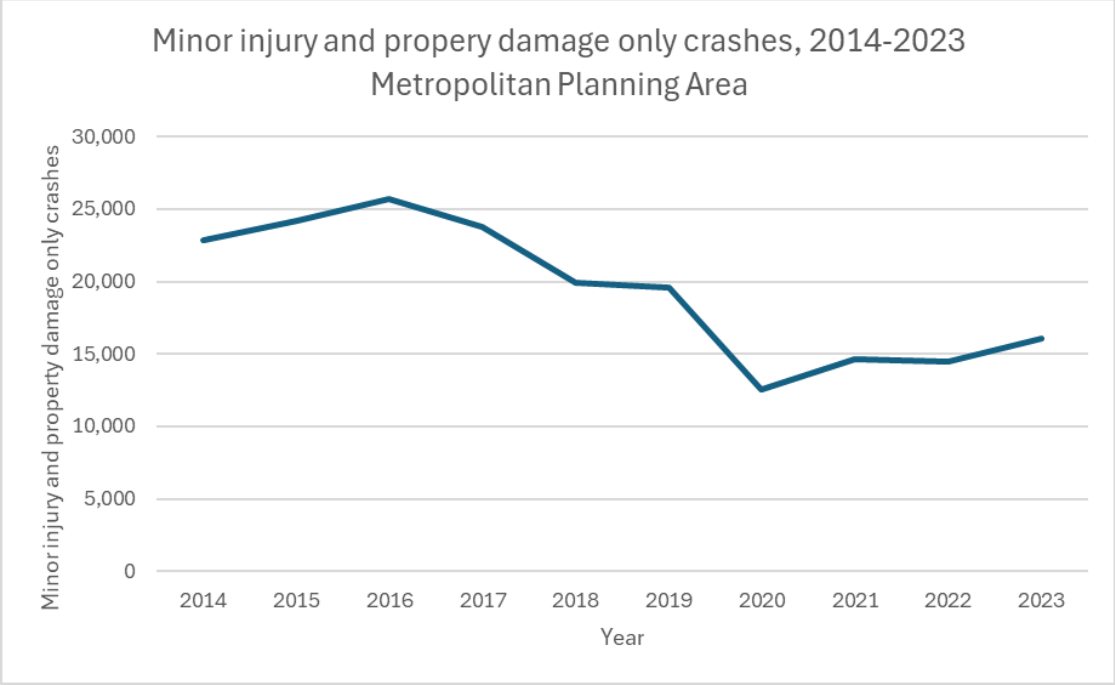
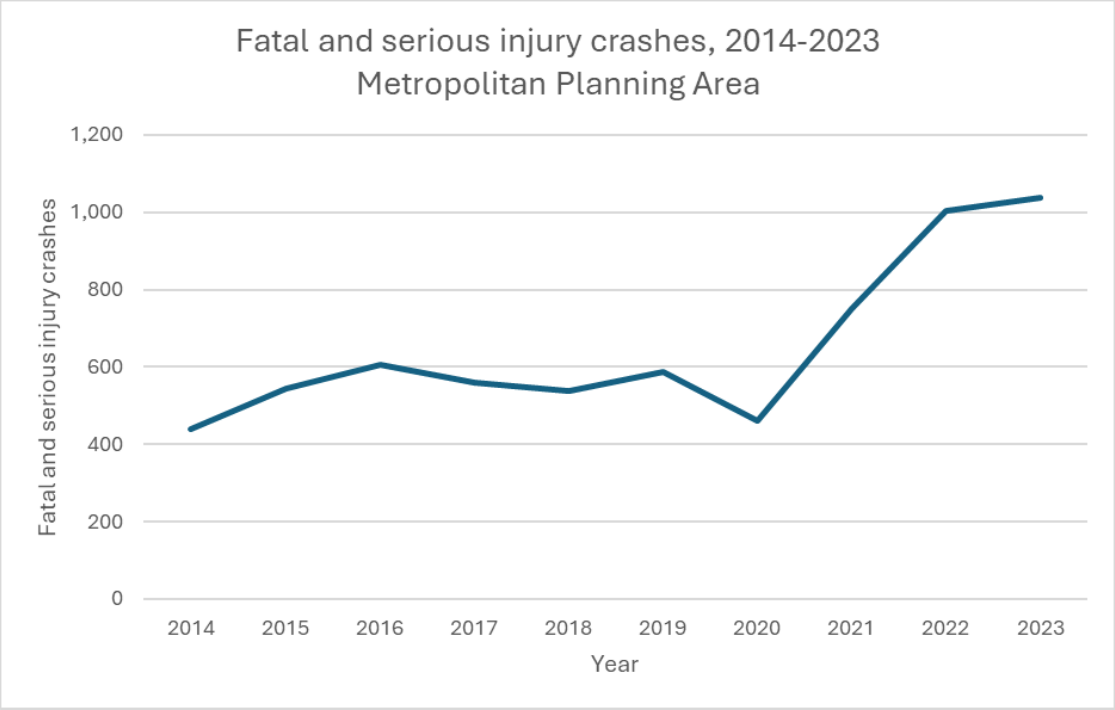


Figure 2: Fatal and serious injury crashes, 2014-23

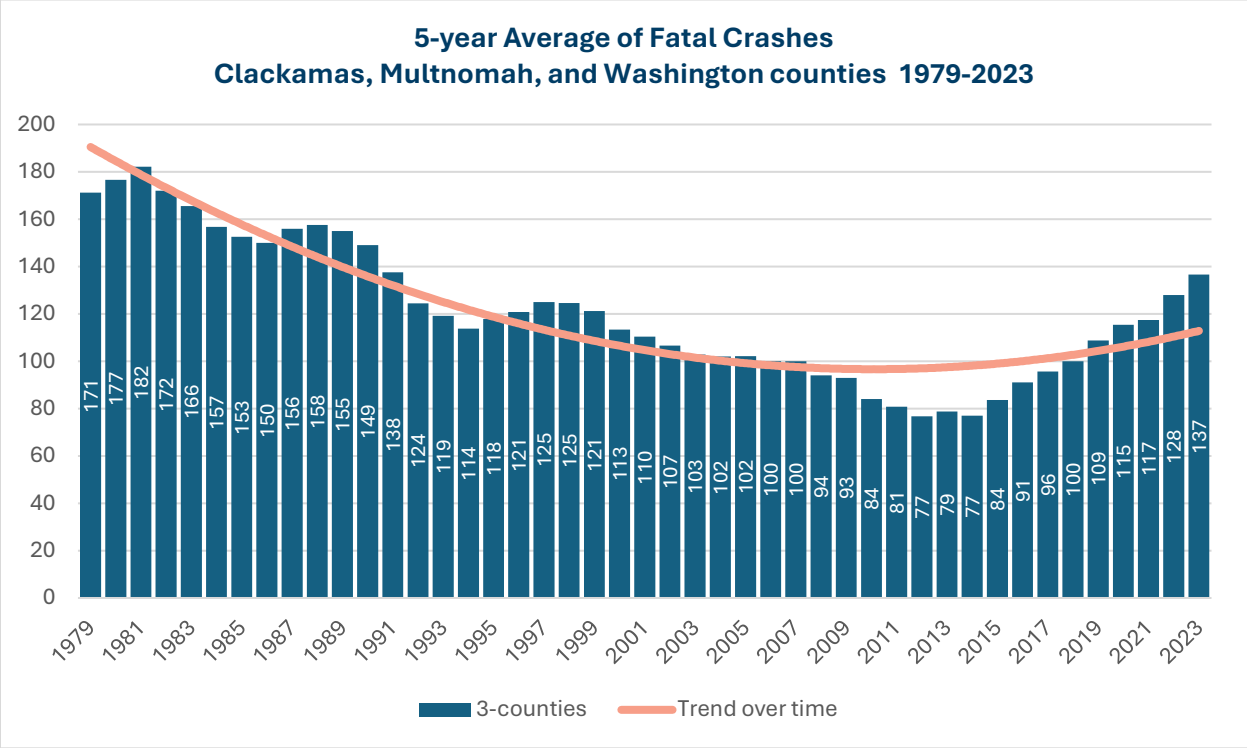


Change in fatal crashes since 1975

Figure 3 puts the change in crashes in a wider perspective, showing the annual average of fatal crashes (based on five years of data) in the three counties from 1979 to 2023. From

1979 to 2013 the average number of traffic deaths decreased 56%. The decrease in number of deaths is most striking in Multnomah County. Oregon's roadway fatality rate per capita dropped from 20.6 deaths per 100,000 residents to 8.5 during that same time-period. Advances in vehicle technology, a focus on seatbelt use and pedestrian and bicycle safety among other things resulted in a dramatic drop in traffic deaths over a few decades.

Figure 3: Average annual fatal crashes by year and county, 1979-2023



Data source: Fatality Analysis Reporting System (FARS), fatal crashes 1975-2023

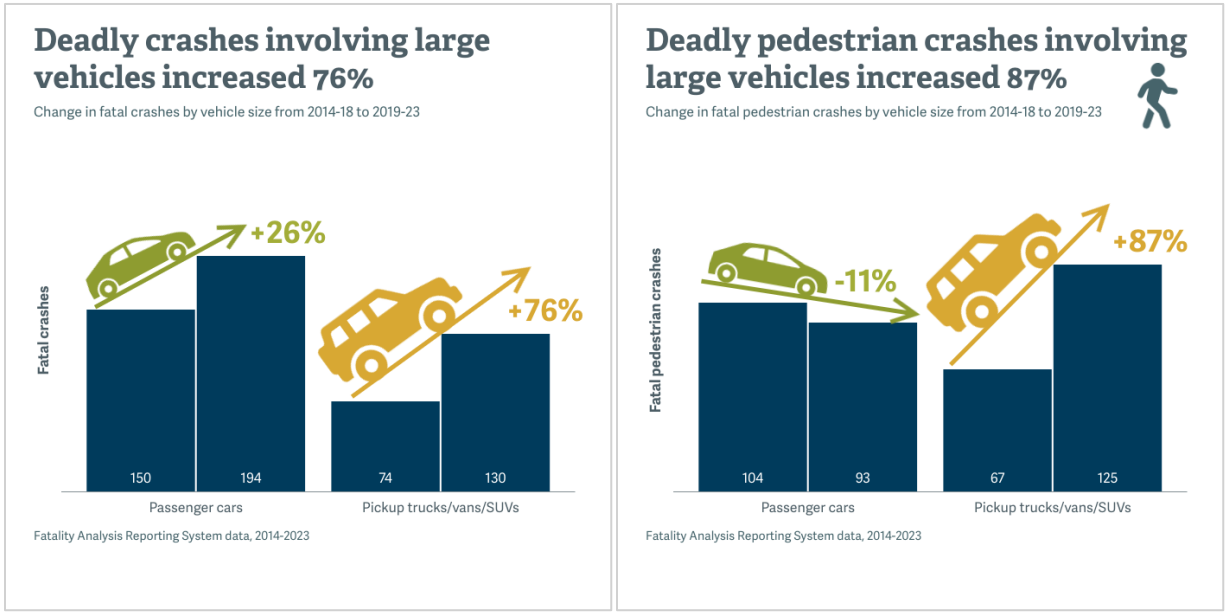
Today there are new challenges leading to an increase in fatal and serious crashes and threatening to eat away at progress made since the 1970s.

The combination of larger vehicles traveling at higher speeds and an increase in risky behaviors, including speeding, impairment, aggressive and distracted driving, may be leading to a greater number of fatal and serious injury crashes.

Change in fatal crashes involving large vehicles

Figure 4 illustrates the increase in deadly crashes involving large vehicles. Comparing fatal crashes in the tri-county area in the 2014-18 time period to the 2019-23 time period, fatal crashes involving large vehicles increased 76%. The increase is even starker for deadly pedestrian crashes; fatal pedestrian crashes involving large vehicles increased 87%, while fatal pedestrian crashes involving sedans decreased11%.

Figure 4: Increase in fatal crashes by vehicle size, tri-county area



As shown in the Safety Emphasis Areas in Section 3, most serious crashes in the region are concentrated on a subset of higher speed streets. Narrowing in on the locations of most serious crashes supports decision making and prioritization of safety projects and programs.

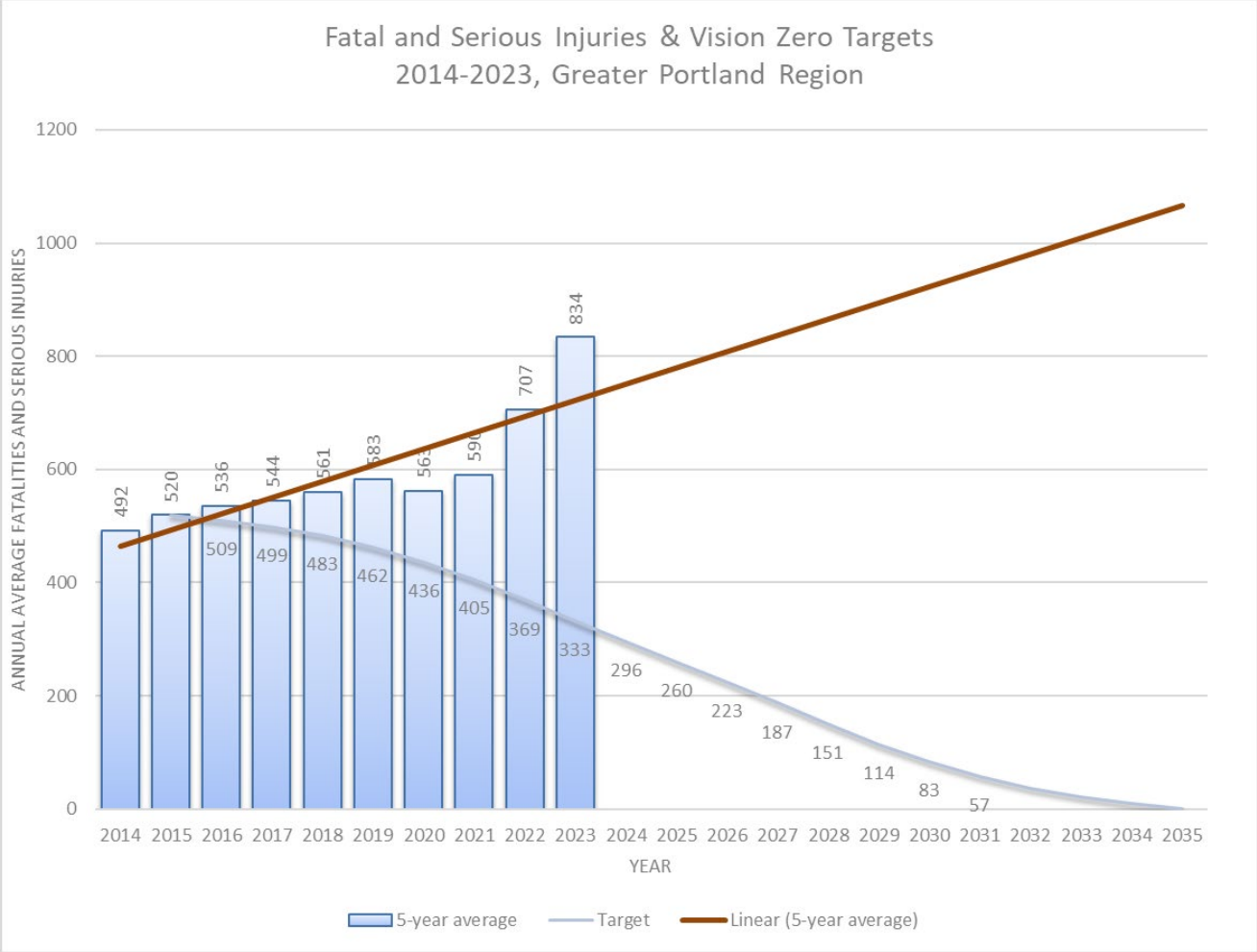
Progress to Vision Zero

Figure 5 shows the increase in fatal and serious injuries from 2015 to 2023, trending up and moving in the wrong direction.

Section 3 highlights areas where serious crashes are occurring and factors contributing to severity.

As demonstrated in the previous charts and data, crash trends can change dramatically over time, often influenced by national factors including fuel prices, the economy, vehicle design and safety features, and world-wide pandemics. While local communities can respond to and advocate for changes outside their direct control, there are many interventions within state and local control that can minimize the impact of larger forces. Section 4 outlines proven Safe System solutions and countermeasures to address the emphasis areas and reduce serious crashes; prioritizing the highest risk areas is a key strategy.

Figure 5: Fatal and serious injuries, targets, and trend, 2014-2023



Section 3: Safety Emphasis Areas

Traffic crashes are the result of multiple contributing factors and cannot be traced back to a single cause, and traffic crashes can occur anywhere. However, there are contributing factors, risks, locations, and populations that are overrepresented in the data – these are Safety Emphasis Areas.

Metro analyzed ten years of Oregon Department of Transportation (ODOT) crash data, 2014-2023, within the Metropolitan Planning Area to identify five safety emphasis areas to focus on for the annual safety update. In addition to ODOT crash data, Metro used data from the Fatality Analysis Reporting System (FARS)[12] and roadway data for posted speeds and number of lanes. Metro used geographic information system (GIS) and crash tree analysis to identify factors disproportionately contributing to serious crashes in the region.

Analysis of the data focused on factors or a combination of factors that contributed to at least 50%, though typically more, of the serious crashes in the region. The resulting safety emphasis areas do not address every factor or population that is overrepresented in the data. Addressing the crash factors identified in the emphasis areas would reduce serious crashes in the region.

Safety emphasis areas:

1. Wide, fast streets
2. Serious pedestrian crashes
3. Impaired driving
4. Intersections
5. Large vehicles

Each emphasis area includes the following:

- Description of the general issue.
- Description of the safety emphasis area.
- Description of the problem, including the percentage of fatal and/or serious. crashes captured by the emphasis area and a map showing their location.
- Additional data providing additional context.

What is clear, when looking across the emphasis areas, is that the same streets and areas of the region appear repeatedly. Section 4 outlines proven Safe System solutions and countermeasures to address the emphasis areas and reduce serious crashes; prioritizing the highest risk areas is a key strategy.

[12] https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

1. Wide, fast streets

Most fatal and serious crashes in the greater Portland region occur on a subset of higher speed streets. These streets tend to be primary routes for people driving, taking transit, walking, and bicycling. Primarily classified as urban arterials, these streets are often wider, with four or more through lanes, and have the highest traffic fatality and serious injury rate by functional class. Focusing on speed instead of functional classification gets closer to the factors contributing to crash severity.

Emphasis area

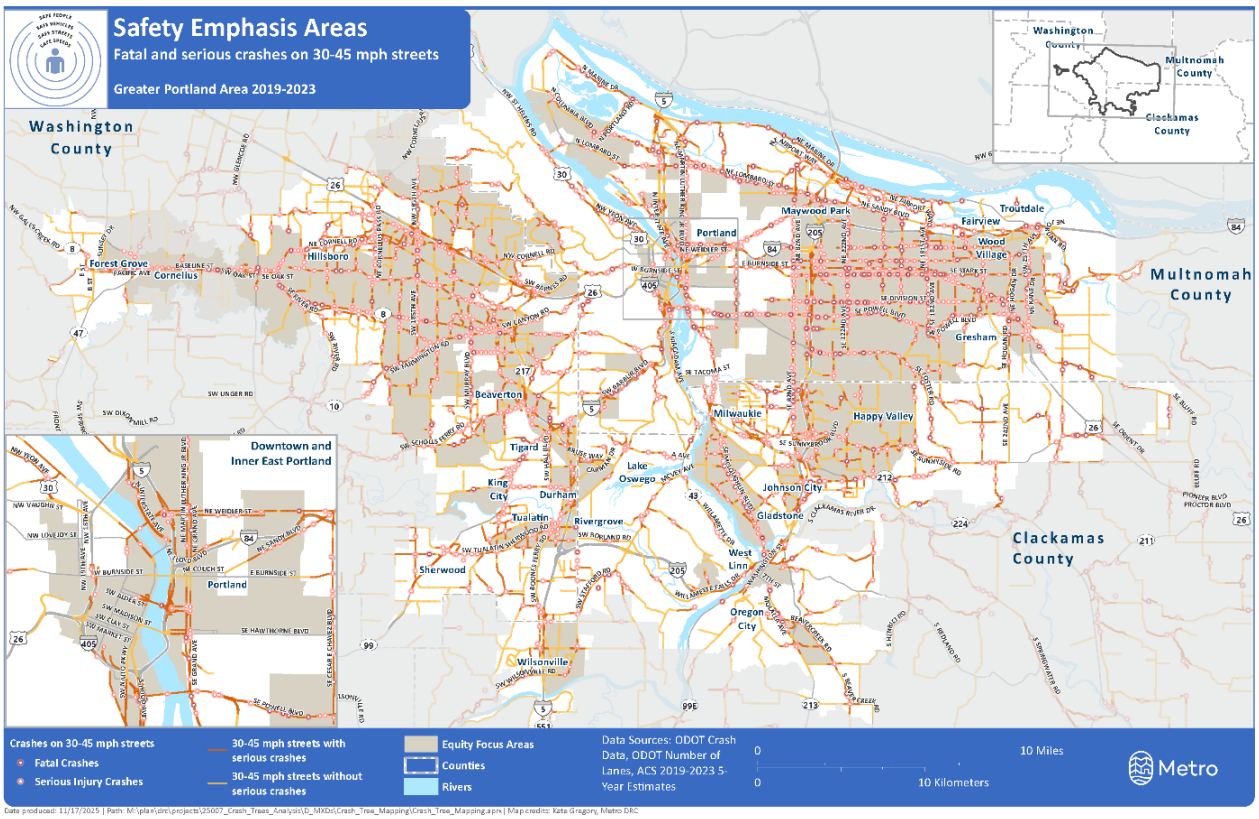
Serious crashes on 30-45 mph streets.

Problem

65% of serious crashes are on 30-45 mph streets.

Map 4 shows the location of serious crashes occurring on 30-45 mph streets; 75% of the crashes are on transit routes, 63% are in Equity Focus Areas, and 62% are on high injury corridors (HICs). Of the crashes shown on the map, 65% are vehicle occupant, 17% pedestrian, 14% motorcycle, and 4% bicycle.

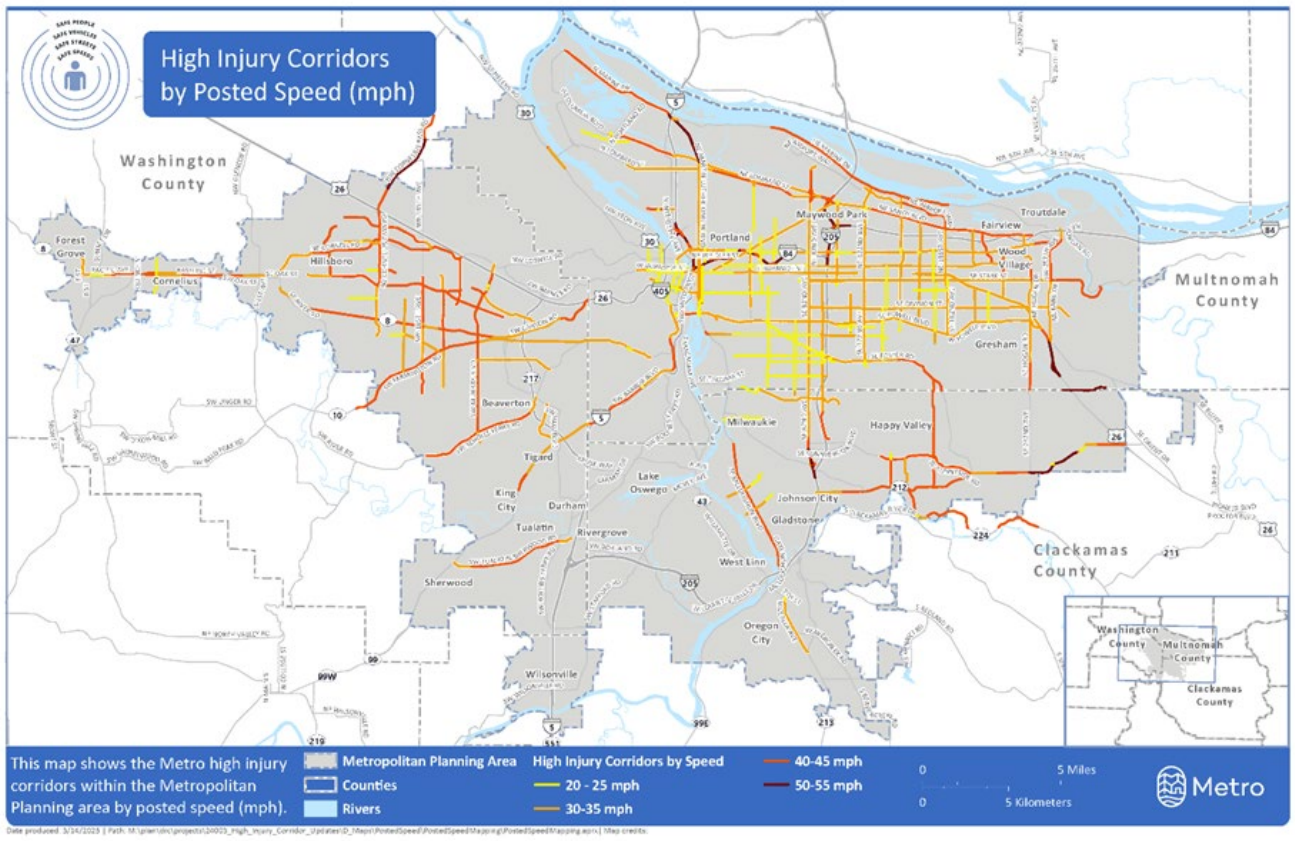
Map 4: Fatal and serious crashes on 30-45 mph streets



Context for wide, fast streets emphasis area

- Most crashes (59%) – in addition to serious crashes- are on 30-45 mph streets.
- Wide, fast streets are especially dangerous for people walking and riding bicycles - 69% of serious pedestrian crashes and 58% of serious bicycle crashes are on 30-45 mph streets.
- But 30-45 mph streets make up just 18% of streets (approximately 1,266 miles).
- Most 30-45 mph streets are arterials (55%), but many are collectors (25%).
- Most arterials (87%) of arterials are posted at 30-45 mph.
- While 60% of streets are 20-25mph, only 15% of serious crashes occur on these streets.
- Map 5 shows 78% of high injury corridors, and all 25 of the most dangerous high injury corridors, are 30-45 mph streets.

Map 5: High injury corridors by posted speed



78% of high injury corridors, and all 25 of the most dangerous high injury corridors, are 30-45 mph streets.

2. Serious pedestrian crashes

While pedestrians are only involved in 3% of traffic crashes, the likelihood of those crashes resulting death or serious injury is high - 35% of people killed in crashes were walking or in a wheelchair, and 22% of all pedestrians hit by a vehicle will die or experience a life-changing injury. Vehicle speed is a significant contributing factor to the likelihood of death or serious injury. A person is about 70% more likely to be killed if they are struck by a vehicle traveling at 30 mph versus 25 mph. A disproportionate number of pedestrian crashes, deaths, and serious injuries are on wide, fast streets, and risk increases with darkness. These streets are critical pedestrian routes with transit and destinations for work, school, shopping, and housing.

Emphasis area

Serious pedestrian crashes in dark-dim conditions on 30-45 mph streets.

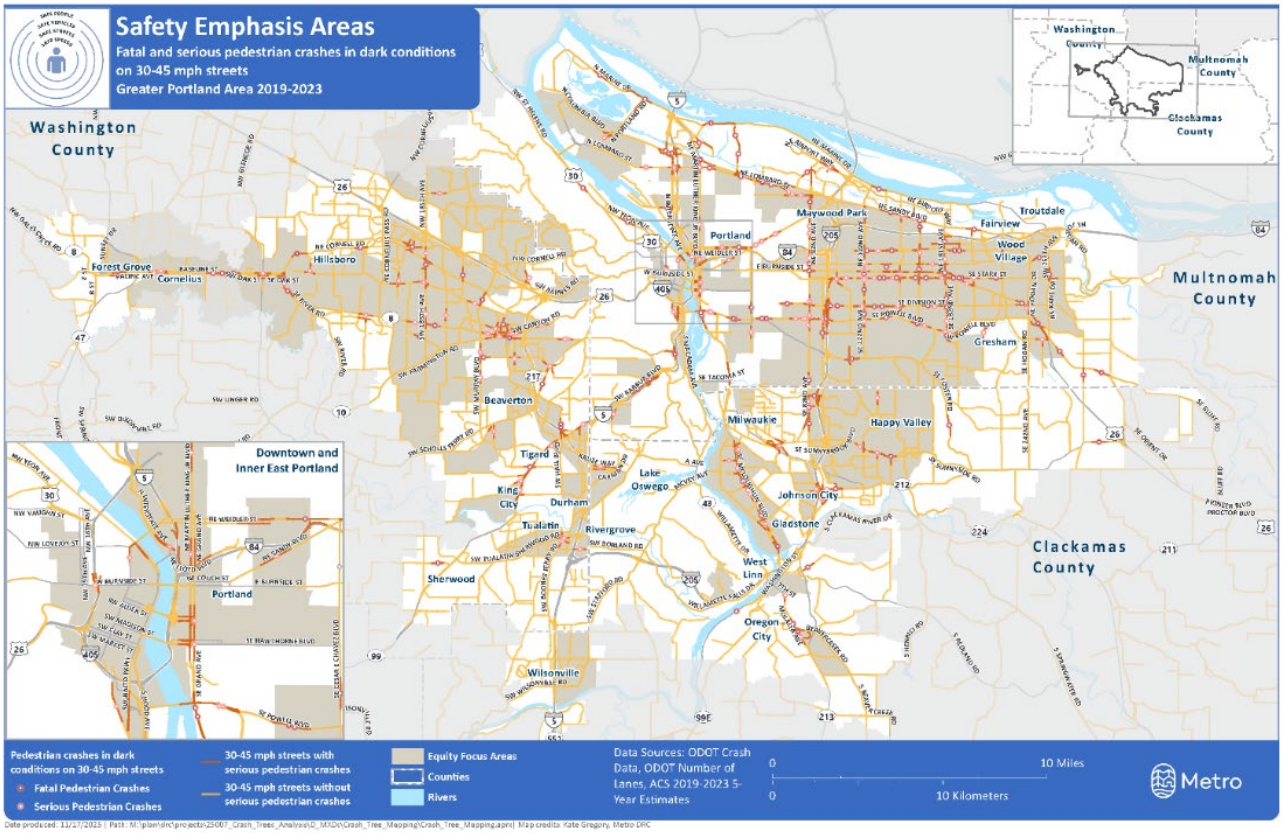
Problem

78% fatal pedestrian crashes and 48% serious pedestrian crashes occur in dark-dim conditions on 30-45 mph streets.

Map 6 shows fatal and serious pedestrian crashes occurring in dark-dim conditions on 30-45 mph streets. Of these crashes, 86% are on transit routes, 73% are on high injury corridors, and 69% are in Equity Focus Areas.

The crashes are clustered in areas including downtown Beaverton, Gresham and east Portland, Tualatin Valley Highway through Corneilus and Forest Grove, and SE McLoughlin Blvd. in Clackamas County.

Map 6: Fatal and serious pedestrian crashes in dark conditions on 30-45 mph streets



Context for serious pedestrian crashes emphasis area

- As injury severity increases, so does the likelihood that a pedestrian crash occurred on a 30-45 mph street - 75% of fatal pedestrian crashes, 70% of serious pedestrian crashes, and 63% of all pedestrian crashes occur on 30-45 mph streets, typically arterials with 4 or more travel lanes.
- 18% of streets are 30-45 mph (approximately 1,266 miles).
- Dark-dim conditions significantly increase the risk of pedestrian crashes - 79% of pedestrian deaths, 66% of serious pedestrian crashes, and 50% of all pedestrian crashes, occur in dark-dim conditions.
- 36% of pedestrian deaths involve alcohol (pedestrian or driver), and of these 92% occur in dark-dim conditions.
- Older adults are over-represented in pedestrian deaths – 21% of pedestrian deaths are people age 65 and older, while 15% of the population is over 65. In collisions at 30 miles per hour, about one in five pedestrians will not survive. For older pedestrians, the odds are significantly worse.

3. Impaired driving

Impairment is a major contributing factor to traffic deaths in the region, and alcohol and/or drug involved traffic deaths have been increasing since 2014. While alcohol and/or drugs are involved in 5% of traffic crashes, 64% of traffic deaths involve alcohol and/or drugs. The combination of alcohol and wide, fast roads is deadly, especially for people walking. Pedestrian deaths involving alcohol and/or drugs are much more likely to occur on wide, fast roads - they almost never occur on a local street.

Emphasis area

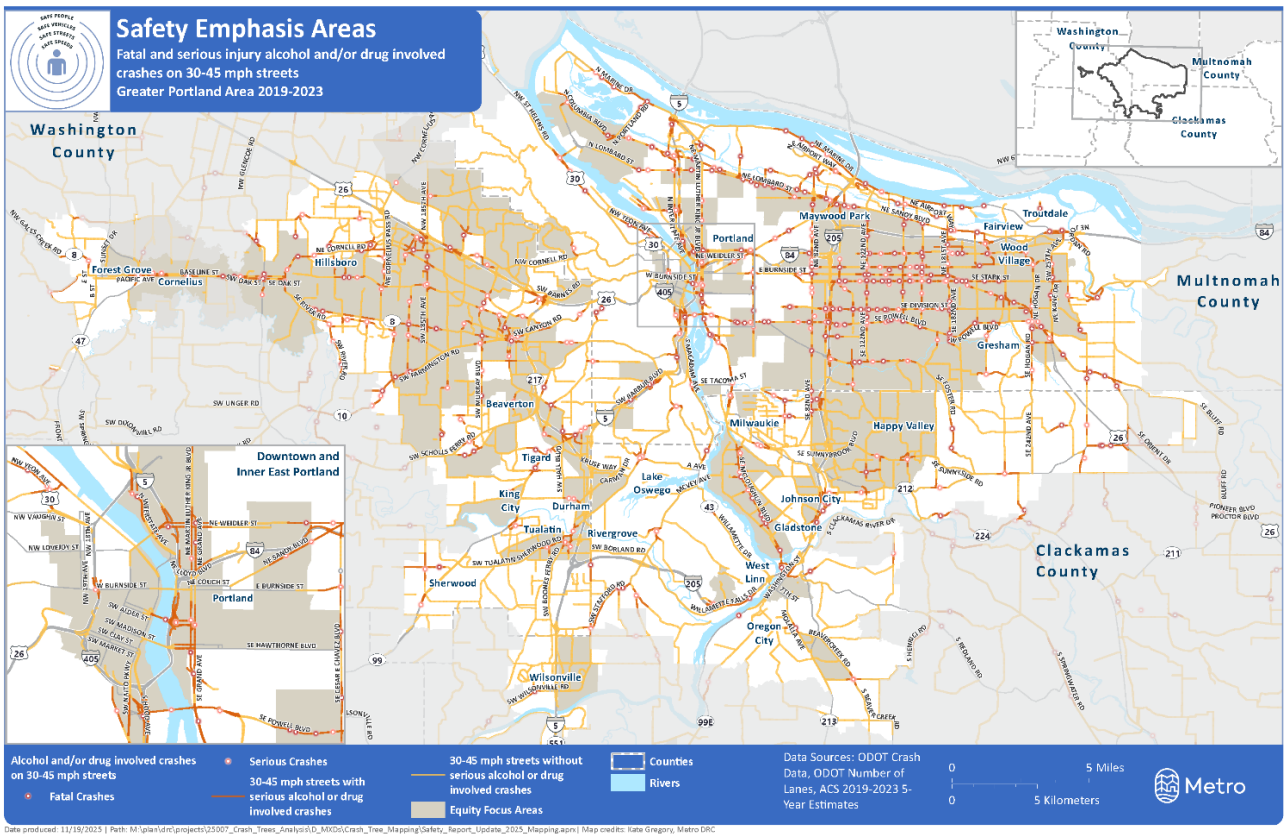
Serious crashes involving alcohol and/or drugs on 30-45 mph streets.

Problem

64% of fatal traffic crashes involve alcohol and/or drugs. Of these crashes, 72% occur on 30-45 mph streets.

Map 7 shows the location of serious alcohol and/or drug involved crashes occurring on 30-45 mph streets; 73% of the crashes are on transit routes, 59% are in Equity Focus Areas, and 67% are on high injury corridors (HICs).

Map 7: Serious alcohol and/or drug crashes on 30-45 mph streets



Context for impaired driving emphasis area

- Men are much more likely to die or be injured in crashes involving alcohol and/or drugs - 76% of people killed in crashes involving alcohol and/or drugs are men.
- Alcohol and/or drugs significantly increase the risk of injury and death in crashes – just 5% of crashes involve alcohol and/or drugs, but 64% of fatal, and 20% of serious crashes involve alcohol and/or drugs.
- Most (55%) alcohol and/or drug involved crashes occur on Friday, Saturday, and Sunday, with more occurring on Saturday than any other day of the week.
- Most crashes involving alcohol and/or drugs occur between 5 pm and 3 am.
- Most (72%) of fatal alcohol and/or drug involved crashes are on 30-45mph streets.
- Nealy all (90%) of alcohol and/or drug involved crashes involve only motor vehicles; 6% also involve pedestrians, 3% motorcycles, and 1% bicycles. However, the likelihood of death or serious injury for vulnerable road users is much higher - 45% of traffic deaths involving alcohol and/or drugs are vehicle occupants, 37% are people walking, 15% people on motorcycles, and 3% people riding bicycles.
- Improper maneuvers, speed and driver behavior issues are the top contributing causes identified for fatal and serious injury alcohol and/or drug involved crashes.

4. Intersections

Over half of serious crashes occur at intersections. Though intersections make up a small portion of the street network, the intersecting travel paths of people walking, bicycling and driving increases the risk of crash – without interventions to prevent serious crashes from occurring. Risk increases for all users at intersections of fast, wide streets. Intersections are the highest risk area for people bicycling.

Emphasis area

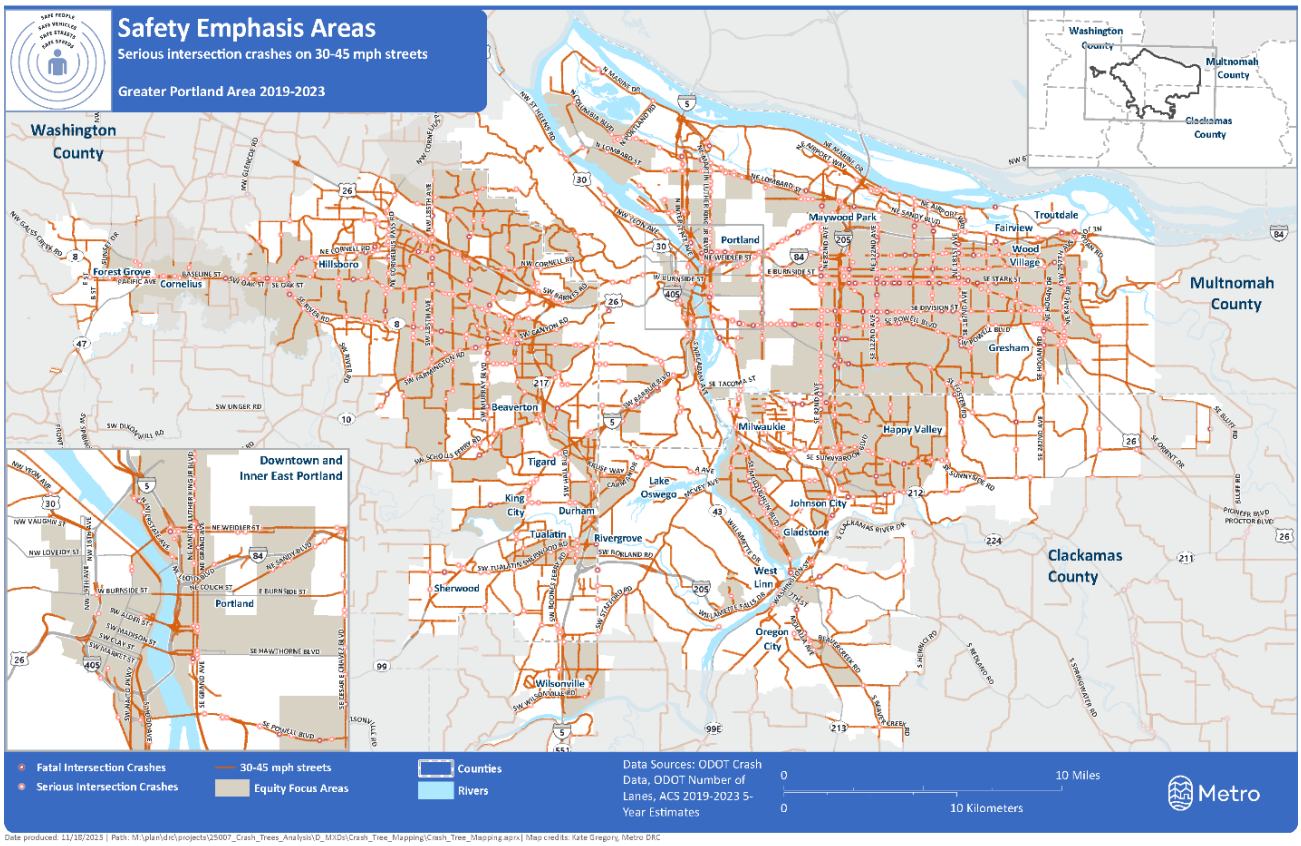
Serious crashes at intersections of 30-45 mph streets.

Problem

51% of serious traffic crashes occur at intersections, and 70% of serious intersection crashes are on 30-45 mph streets.

Map 8 shows the location of serious intersection crashes occurring on 30-45 mph streets; 81% of the crashes are on transit routes, 68% are in Equity Focus Areas, and 73% are on high injury corridors (HICs).

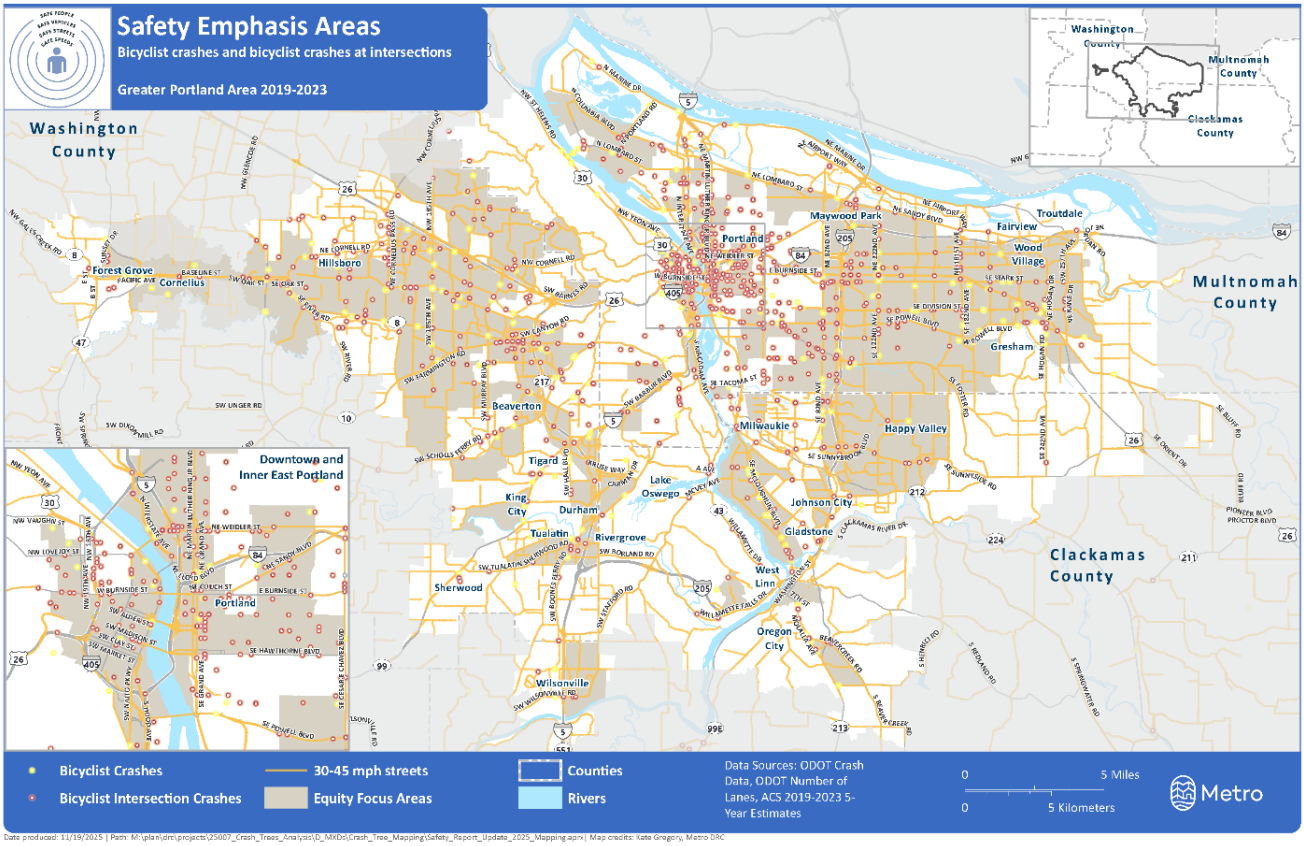
Map 8: Serious intersection crashes on 30-45 mph streets



Context for intersections emphasis area

- Crashes at intersections of arterial roadways are much more likely to be serious - 74% of all fatal and serious injury intersection crashes are on arterial roadways, and 70% of serious intersection crashes are on 30-45 mph streets.
- Intersections without effective countermeasures are considerable risk for people bicycling - 69% of serious bicycle injuries and 72% of all bicycle crashes occur at intersections – see Map 9.
- Serious motorcycle crashes are slightly less likely to occur at intersections (49%) in the region, while just over half of serious pedestrian and motor vehicle occupant injuries occur at intersections.
- Turning movement (31%), angle (22%) and pedestrian (15%) are the most common serious intersection crash types.
- Improper maneuvers (55%) and driver behavior issues (29%) are the most common contributing causes to serious intersection crashes. Separating road users in time and space is an effective countermeasure to improper maneuvers.

Map 9: Bicyclist crashes at intersections



69% of serious bicycle injuries and 72% of all bicycle crashes occur at intersections.

5. Large vehicles

More large vehicles - light trucks, vans, and SUVs – are on the road today than there were 10 years ago, with the share continuing to grow. Crashes involving larger vehicles tend to be deadlier due to their taller hood height, heavier weight, ability to reach high speeds quickly, and in some cases, reduced braking performance.[13] Compared to passenger cars, vehicles with taller hood heights are disproportionately more likely to injure and kill pedestrians. In the event of a crash, these types of vehicles hit pedestrians higher on their body which increases the severity of injury. These differences and the severity of injuries become starker at speeds greater than 20mph.

Emphasis area

Fatal pedestrian crashes involving large vehicles (light trucks, vans and SUVs).

Problem

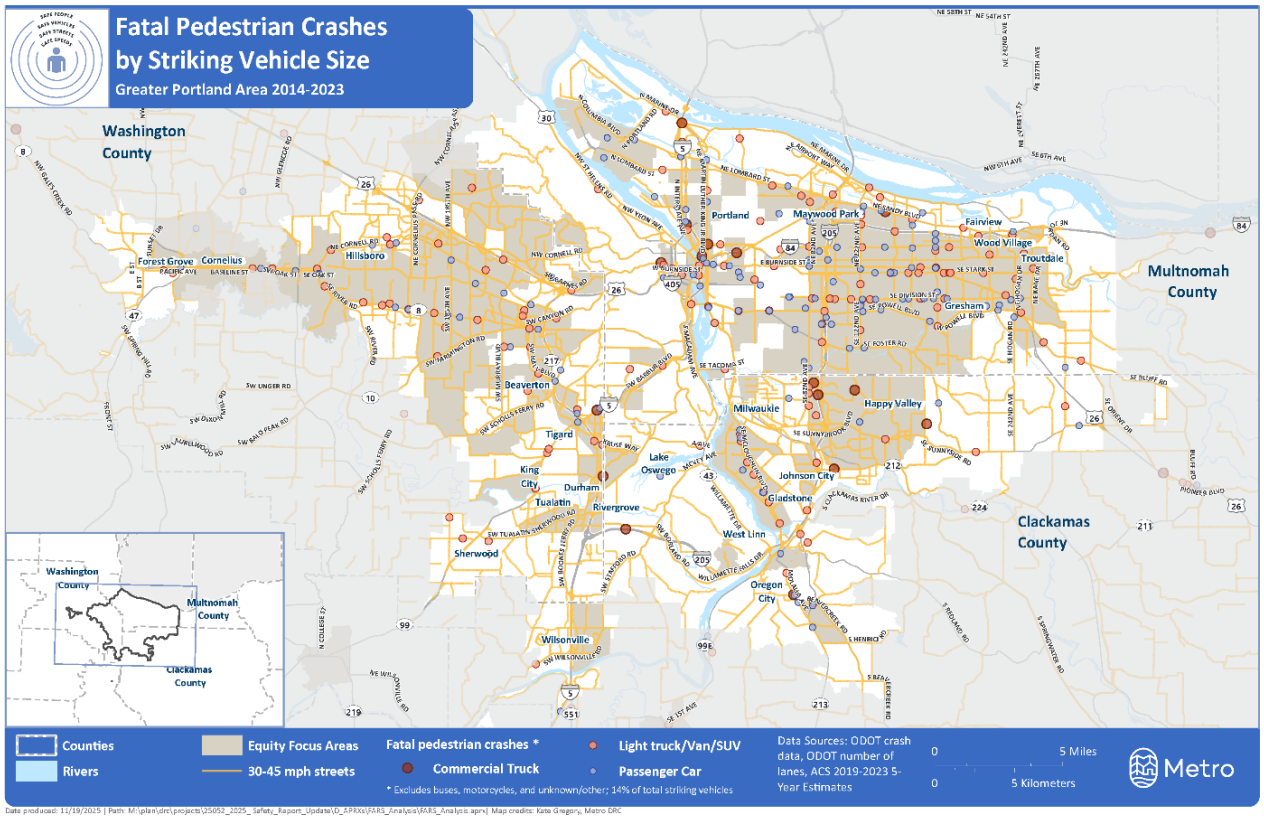
43% of vehicles striking and killing pedestrians are light trucks, vans and SUVs. Deadly crashes involving pedestrians and larger vehicles increased 87% between the 2014-18 and 2019-23 time periods.

Map 10 shows fatal crashes by the size of the striking vehicle.[14] Most of the crashes occur on 30-45 mph streets, pointing to the role of speed in severity. Faster speed streets are also wider with more through lanes, increasing exposure of pedestrians crossing the street. Most of the crashes occur in Equity Focus Areas and on high injury corridors and transit routes.

[13] Research indicates that battery electric vehicles on average accelerate much faster from 0 - 60 mph compared to other light duty vehicles, but do not have comparable braking performance. And the gap in braking performance (70mph - 0 in feet) of SUVs/pickup trucks versus the rest of the light-duty fleet gets worse as the acceleration (0 - 60mph in seconds) gets faster and heavier. U.S Light Duty Vehicle (LDV) Performance Trends and Implications for Safety. MIT Mobility Initiative Research Briefing. https://www.mmi.mit.edu/vehicle-performance-trends

[14] Crashes where the striking vehicles are a motorcycle, bus or unknown/other are not shown on the map - 14% of total striking vehicles.

Map 10: Fatal pedestrian crashes by striking vehicle size



Context for large vehicles emphasis area

- Fatal crashes involving large vehicles – pickup trucks, SUVs and vans –increased 76% between 2014-18 to 2019-23 (see Figure 4)
- Older pedestrians (age 65+) are at a much higher risk of death if hit by a taller and heavier vehicle.
- Pedestrian impairment increases odds of death when struck by taller and heavier vehicles.

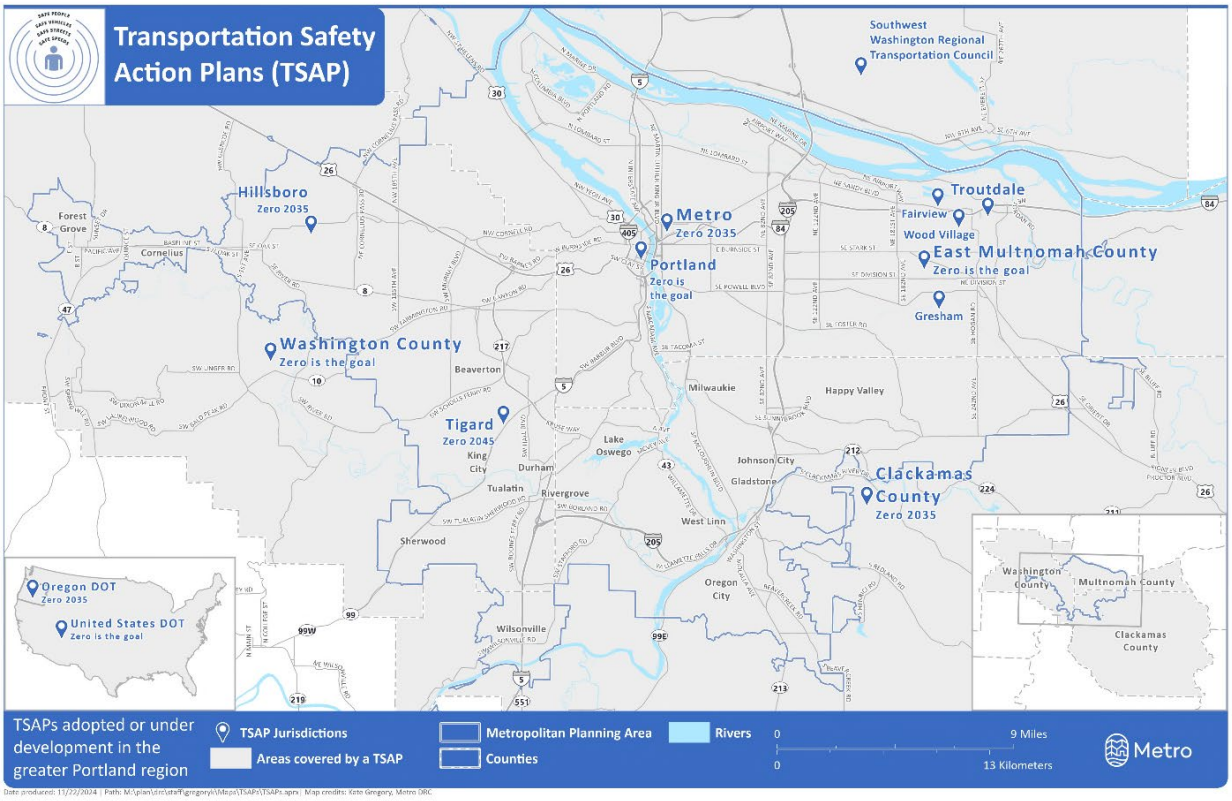
Section 4: Path to zero deaths – countermeasures

In the past decade, jurisdictional and community partners have made progress towards safer streets in the greater Portland region. While there are factors contributing to crashes that are outside of local control – such as the vehicle design – communities have advanced safer street designs, lowered speeds, increased automated enforcement, increased collaboration and cooperation, and developed and updated safety action plans that center the Safe System approach, equity and zero deaths policies.

Map 11 shows how Transportation Safety Action Plans (TSAPs) from the national, to the state, regional, city and county levels overlap, providing coordinated and comprehensive plans, policies, strategies, actions, projects and programs for the greater Portland region.

Metro's Regional Transportation Safety Strategy includes an action where every jurisdiction in the region has an adopted safety strategy. Local plans are essential to providing locally specific analysis and safety solutions. Many cities and all three counties have TSAPs. Expanding funding and capacity for cities and counties to develop new and update TSAPs is critical to advancing safety solutions in the region.

Map 11: Transportation Safety Action Plans in the greater Portland region

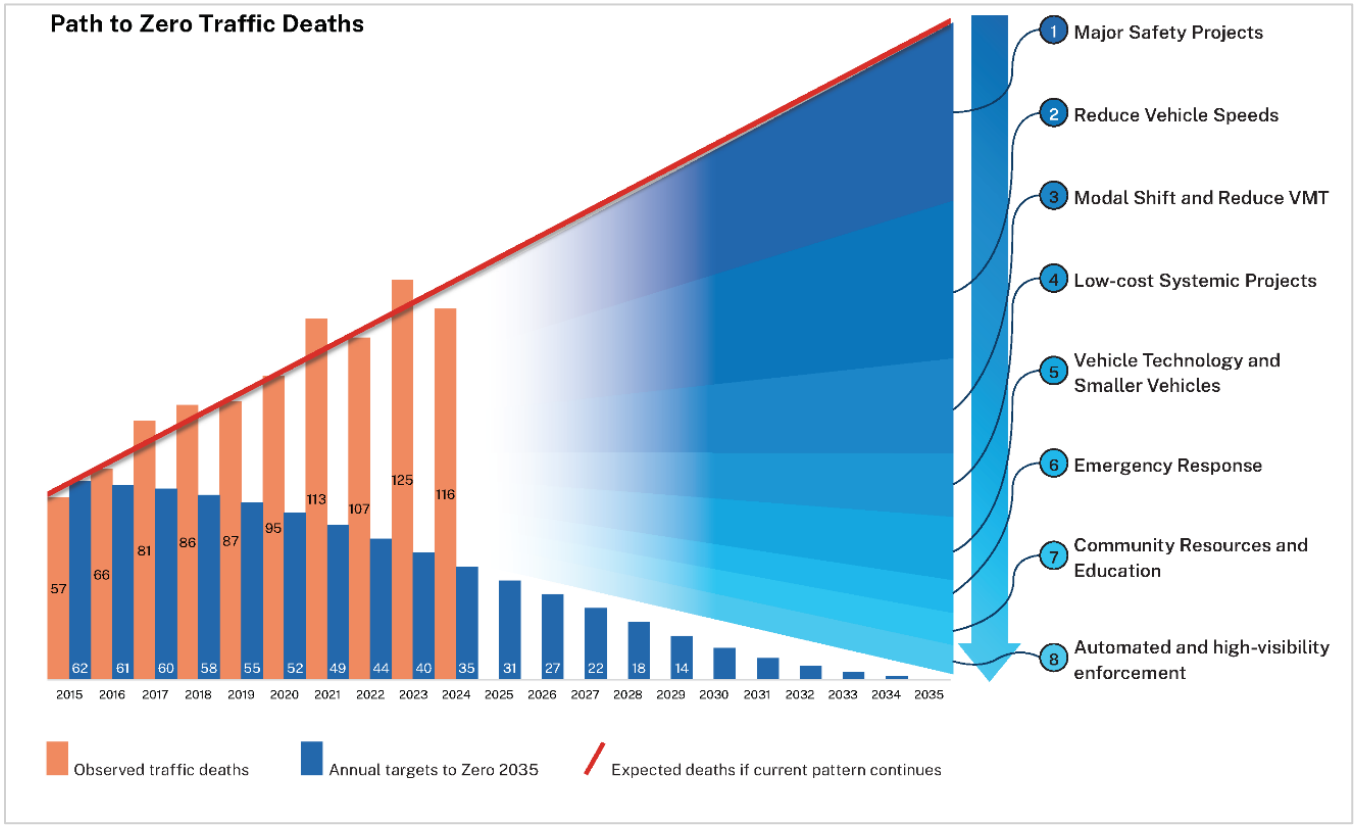


Zero is our goal – a safe system is how we get there

Research and best practices show that implementing a combination of policy changes, modernized road designs, and advanced technologies would significantly reduce traffic deaths by more than 75%.[15]

Figure 6 illustrates strategies that have demonstrated effectiveness in reducing serious crashes in the region and in other places.

Figure 6: Path to zero deaths



Each of the following strategic areas implements elements of the Safe System approach, shown in Figure 7.

1. Major safety projects (safe streets)

Redesign wide, fast, high injury corridors with separation and safe speeds for all users.

- Install medians and separated bicycle facilities.
- Increase pedestrian scale lighting, especially at intersections.

[15] See, for example, https://visionzeronetwork.org/vision-zero-is-possible-analysis-shows-path-to-safe-mobility/ and https://www.iihs.org/news/detail/alcohol-detection-systems-could-prevent-more-than-a-fourth-of-u-s-road-fatalities

- Increase the number of controlled intersections and adding enhanced pedestrian crossings.
- Limit driveways.
- Narrow lanes.
- Add transit only lanes.

2. Reduce vehicle speeds (safe speeds)

Slow speeds with street design, speed cameras and other strategies.

- Change laws to allow counties to use fixed speed cameras.
- Increase automated enforcement across the region.
- Lower posted speeds in urban areas to 25mph or lower.
- Make school zones safer, prioritizing safety over speed.
- Retime signals to slow vehicles down.

3. Modal shift and reduce VMT (safe streets)

Make it easier to walk, bike, and take transit by improving service, filling out networks, and supporting development near transit.

- Support projects and policies that increase safe travel options and lower vehicle miles traveled.

4. Low-cost systemic projects (safe streets)

Quickly install proven treatments at high-risk locations.

- Add leading pedestrian intervals.
- Use ‘no-turn on red’ at high-injury intersections.
- Install turn calming armadillos.
- Daylight intersections.

5. Vehicle technology and smaller vehicles (safe vehicles)

Support people friendly vehicles with driver assistance systems, automatic emergency braking, collision warnings, and blind spot detection.

- Advocate for stronger national regulations for vehicle safety features.
- Support Interventions that reduce adoption of larger vehicles (pricing, education, marketing, etc.)
- Advocate for state-level policies adopting intelligent speed technology systems and alcohol detection systems in new vehicles.
- Identify changes to improve safety municipal fleet vehicles.

6. Emergency response (post-crash care)

Improve dispatch speeds, comprehensive on-scene care, direct transport to trauma centers, and coordinated care.

- Support best practices in emergency response, such as prehospital blood transfusions and onboard AI technology, to save more lives.

7. Community resources and education (safe people)

Investing in communities and programs that give people the resources, skills, knowledge, and tools they need to live and travel safely.

- Continue investments in stable housing, harm prevention, and behavioral health.
- Support strategies to reduce intoxicated driving, including enforcing Oregon law to not serve people who are visibly intoxicated.
- Public awareness campaigns.
- Engage communities on safety plans and major safety projects.
- Host events and raise awareness on traffic safety, including collaborating with culturally specific groups and groups who are over-represented as victims of traffic violence.
- Place variable message signs at the site of deadly crashes, and signs at high injury intersections.
- Integrate Safe System approach into traffic safety education materials for elementary-, middle-, and high-schoolers.

8. Automated and high visibility enforcement (safe streets)

Focusing automated and high-visibility enforcement of the most serious safety problems, including speeding, and impaired, aggressive and distracted driving.

- Support legislation to lower Oregon's legal blood alcohol content (BAC) limit from 0.08% to 0.05% or lower.
- Change laws to allow counties to use fixed speed cameras.
- Increase equitable, automated enforcement on high injury roadways.

Figure 7: The Safe System Approach

About Metro

Metro is the regional government in greater Portland. Metro manages public services and regional systems that protect the environment, support the local economy and ensure every community can thrive.

Metro coordinates regional planning and funds new affordable homes and supportive housing services. It manages 19,000 acres of parks and natural areas and the region's garbage and recycling system. Metro also runs the Oregon Convention Center, Portland'5 Centers for the Arts, the Portland Expo Center and the Oregon Zoo.

Metro is led by a nonpartisan elected council. It serves 1.7 million people in 24 cities across Clackamas, Multnomah and Washington counties..

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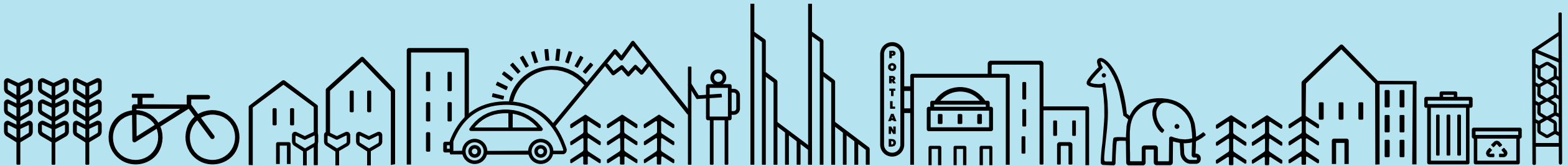
Metro

Annual update to JPACT

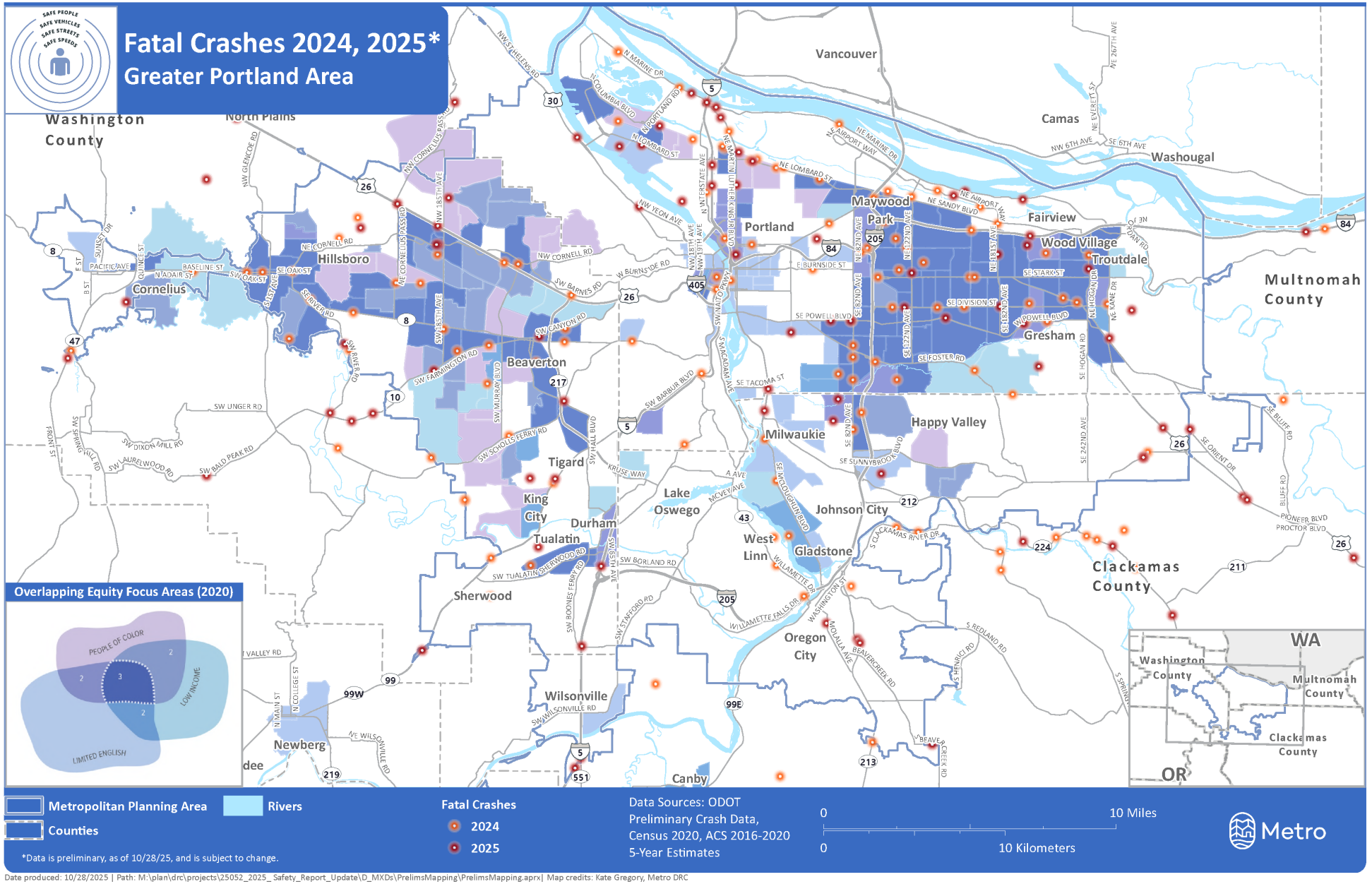
Safe Streets for All

December 2025



Remembering those killed in traffic crashes in 2024 and 2025.

There were at least 257 traffic deaths in the 3-counties in 2024 and 2025.



Date produced: 10/28/2025 | Path: M:\plan\drc\projects\25052_2025_ Safety_Report_Update\D_MXDs\PrelimsMapping\PrelimsMapping.aprx| Map credits: Kate Gregory, Metro DRC

Presentation overview

- 2025 JPACT wins for safety
- Safety stats & trends
- Safety emphasis areas and countermeasures
- On the Path to Zero – strategic actions
- JPACT safety workplan for 2026
- Looking ahead – next steps
- Discussion

2025 JPACT wins for safe streets

Building a culture of safety and vision and championing safety investments

Supporting regional data dashboards, tools and resources for local communities

Lobbying for safer streets and safe people in Washington DC

Advancing major transit-safety projects: 82nd Avenue & Tualatin Valley Highway

Awarding regional flexible funds ($142+million) to projects that will improve safety (2028-30)

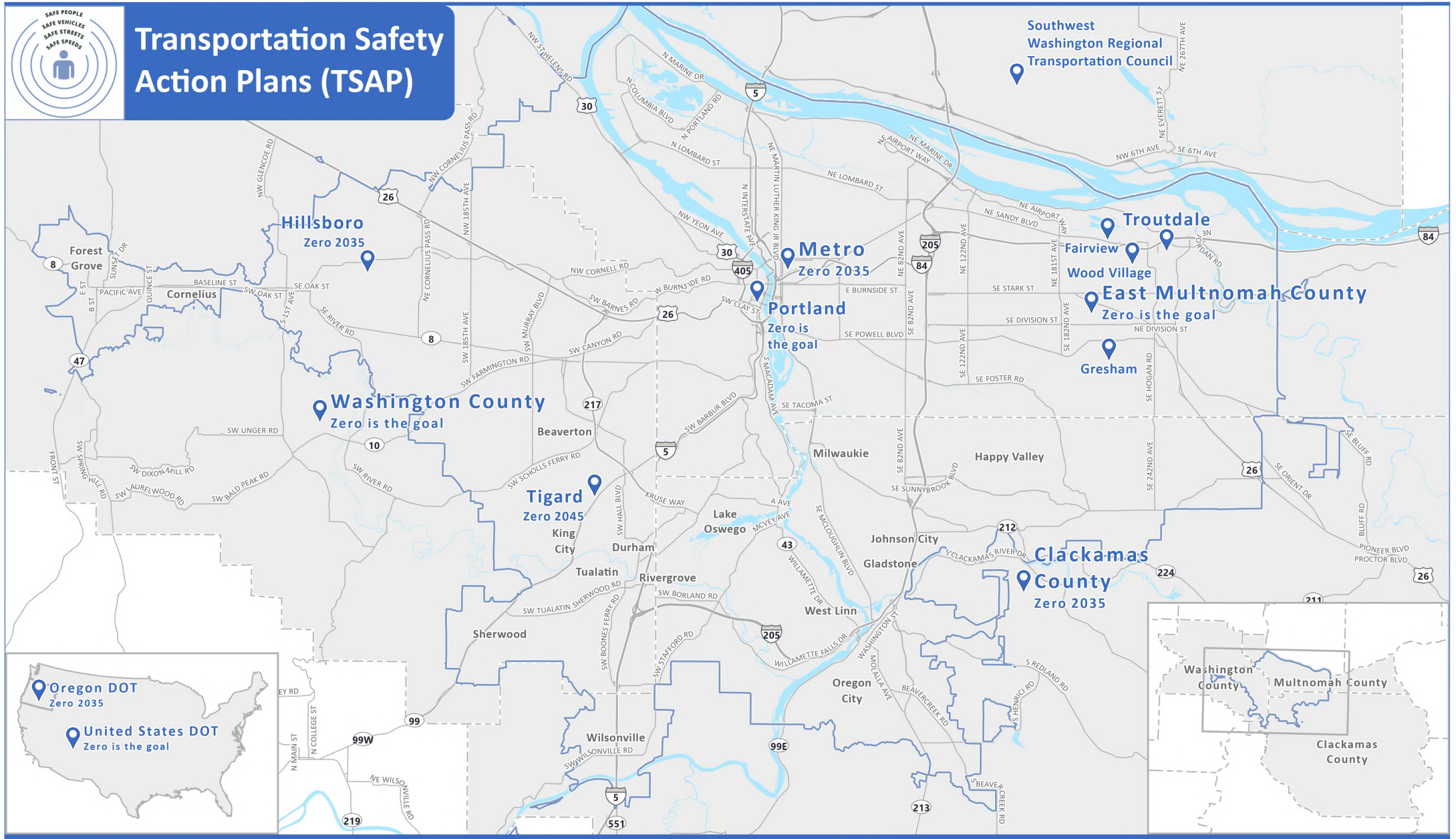
Funding $155+million in safety projects, 80% on high injury corridors, in 2024-27 MTIP

Leading a region with one of the lowest traffic death rates in the country

Developing, adopting and implementing Transportation Safety Action Plans (TSAPs)

Increasing Safe Routes to School, Regional Travel Options, TDM and TOD for safer streets

Transportation Safety Action Plans (TSAP)



TSAPs adopted or under development in the greater Portland region

- TSAP Jurisdictions
- Areas covered by a TSAP
- Metropolitan Planning Area
- Counties
- Rivers

0 9 Miles

0 13 Kilometers

Metro

Date produced: 11/22/2024 | Path: M:\plan\drc\staff\gregoryk\Maps\TSAPs\TSAPs.aprx| Map credits: Kate Gregory, Metro DRC

Safety stats, MPA, 2019-23

- 566 people were killed in traffic crashes, 39 more than the previous 5-year period; vehicle occupant and pedestrian deaths went up
- Fatality rates increased for all races, especially for Black and American Indian people
- Regional traffic fatality rates per population and vehicle miles traveled are lower compared to Oregon and the US
- However, some communities have traffic death rates much higher than the regional average
- 48% of serious crashes in the region are in Portland

Safety trends, MPA, 2014 to 2023

- Minor crashes are decreasing
- Serious crashes for all modes increased, except bicycles
- Vehicle occupants saw the highest increase in serious crashes (+90%)
- Fatal crashes involving large vehicles (pickups/SUVs/vans) increased, especially for pedestrians (+86%)
- People of color are killed at higher rates in traffic crashes
- The region is not on track to zero deaths and serious injuries, but upward trends may be leveling out, looking ahead
- Traffic deaths decreased 26% in 2025 from 2020-24, with the highest decrease in Portland (-38%), -34% Multnomah County, -5% Washington County, & -4% Clackamas County

Safety emphasis areas

Problem, map, context, countermeasures

1. **Wide, fast streets**
   Serious crashes on 30-45 mph streets
2. **Serious pedestrian crashes**
   Serious pedestrian crashes in dark-dim conditions on 30-45 mph streets
3. **Impaired driving**
   Serious crashes involving alcohol and/or drugs on 30-45 mph streets
4. **Intersections**
   Serious crashes at intersections of 30-45 mph streets
5. **Large vehicles**
   Fatal pedestrian crashes involving large vehicles

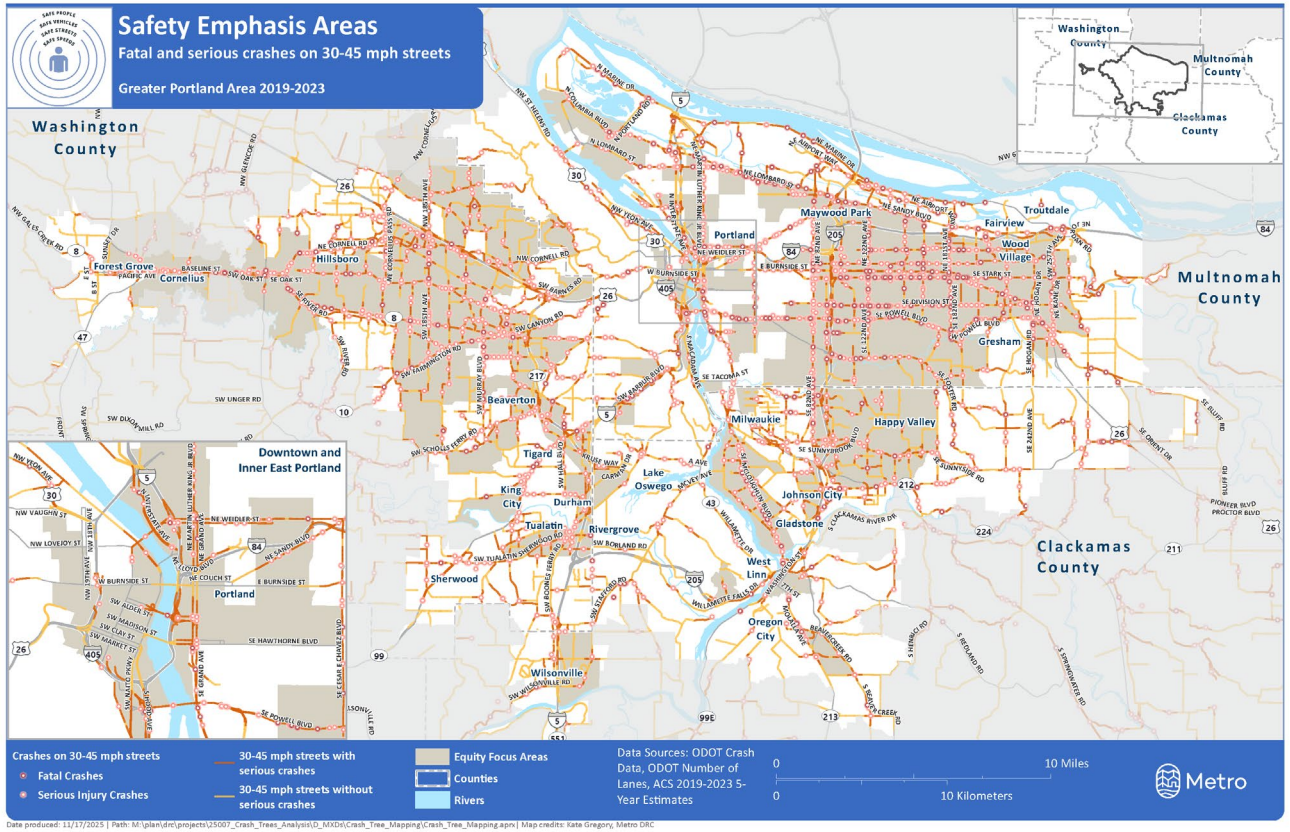
1. Wide, fast streets

Emphasis area: Serious crashes on 30-45 mph streets.

Problem: 65% of serious crashes are on 30-45 mph streets.

Context: Nearly 60% of all crashes are on 30-45 mph streets, which make up 18% of all streets.

Washington County has the highest percentage– 75% off serious crashes in the county are on 30-45 mph streets.



75% of the crashes on the map are on transit routes, 63% are in Equity Focus Areas, and 62% are on high injury corridors

Countermeasures for wide, fast streets

Serious crashes on streets with 30-45 mph speed limit and four or more lanes.

Crashes where raised center medians were installed on SE Division decreased dramatically, nearly 2.5 times more than crashes at all locations.

Appropriate speed limits
up to 26% reduction

Speed safety cameras
up to 54% reduction

Traffic signal timing
slows speeds and reduces aggressive driving

Roadway reconfiguration
up to 19-47% reduction

Medians with pedestrian crossing islands
up to 46-56% reduction

Protected bike lanes and complete sidewalks
up to 49-89% reduction

Tighter corner turns
up to 18-59% reduction in pedestrian crashes

Lighting
up to 42% reduction

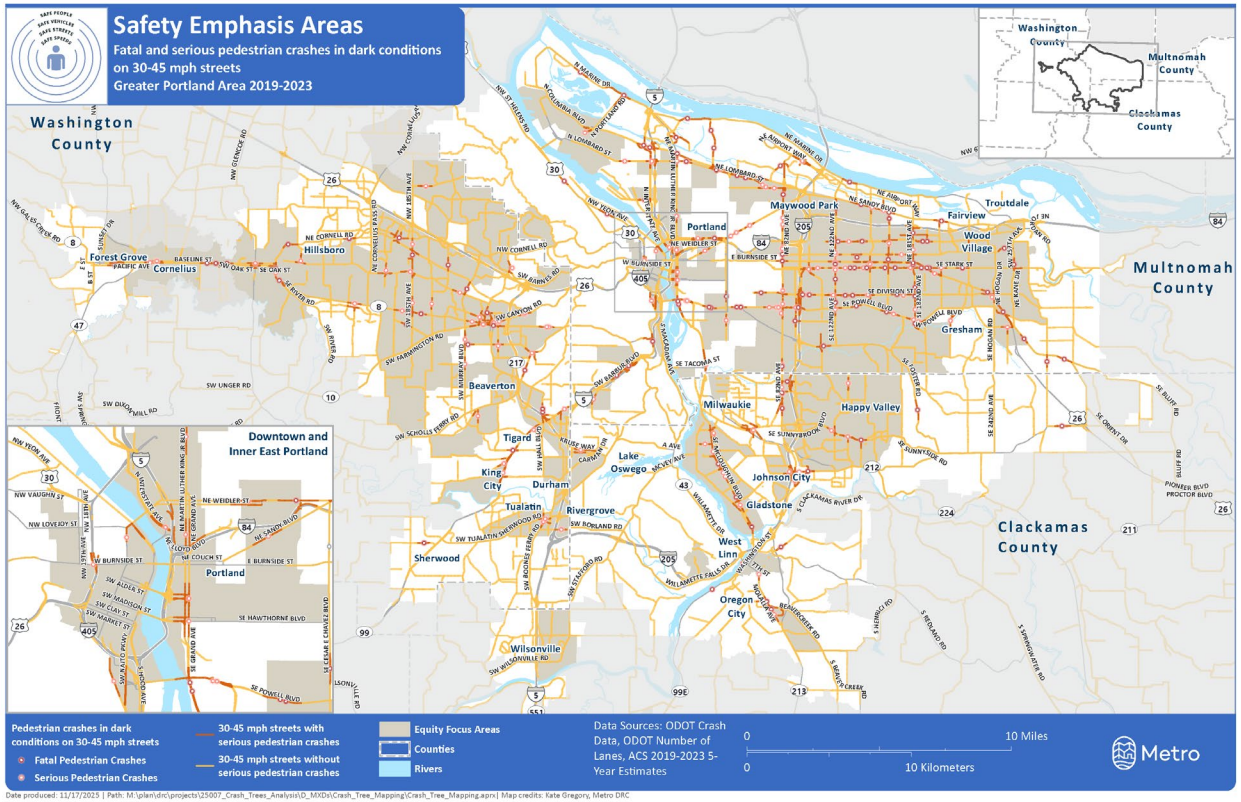
Driveway consolidation
up to 25-31% reduction

2. Serious pedestrian crashes

Emphasis area: Serious pedestrian crashes in dark-dim conditions on 30-45 mph streets.

Problem: 78% of fatal and 48% serious pedestrian crashes occur in dark-dim conditions on 30-45 mph streets.

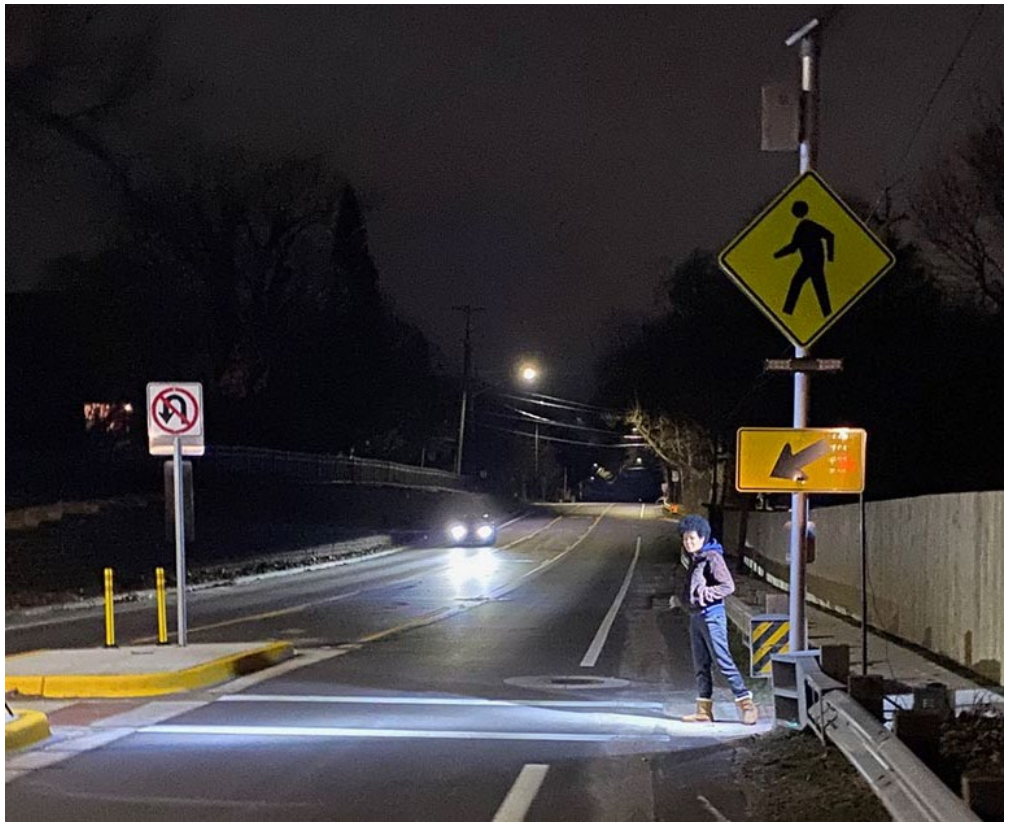
Context: 25% of all fatal crashes are pedestrians in dark-dim conditions on 30-45 mph streets.



86% of the crashes on the map are on transit routes, 73% are on high injury corridors, and 69% are in Equity Focus Areas

Countermeasures for serious pedestrian crashes

Serious pedestrian crashes in dark-dim conditions on 30-45 mph streets.



Increasing pedestrian visibility at night saves lives.

Pedestrian scale lighting
up to 42% reduction

Pedestrian crossing signals
up to 47-69% reduction, depending on signal type

Medians & pedestrian refuge islands
up to 46-56% reduction

Highly visible crossings
Up to 45% reduction, depending on facility type

Curb extensions
shortens crossings and improves visibility

Leading pedestrian interval
up to 13% reduction

Appropriate speed limits
up to 26% reduction

Speed safety cameras
up to 54% reduction

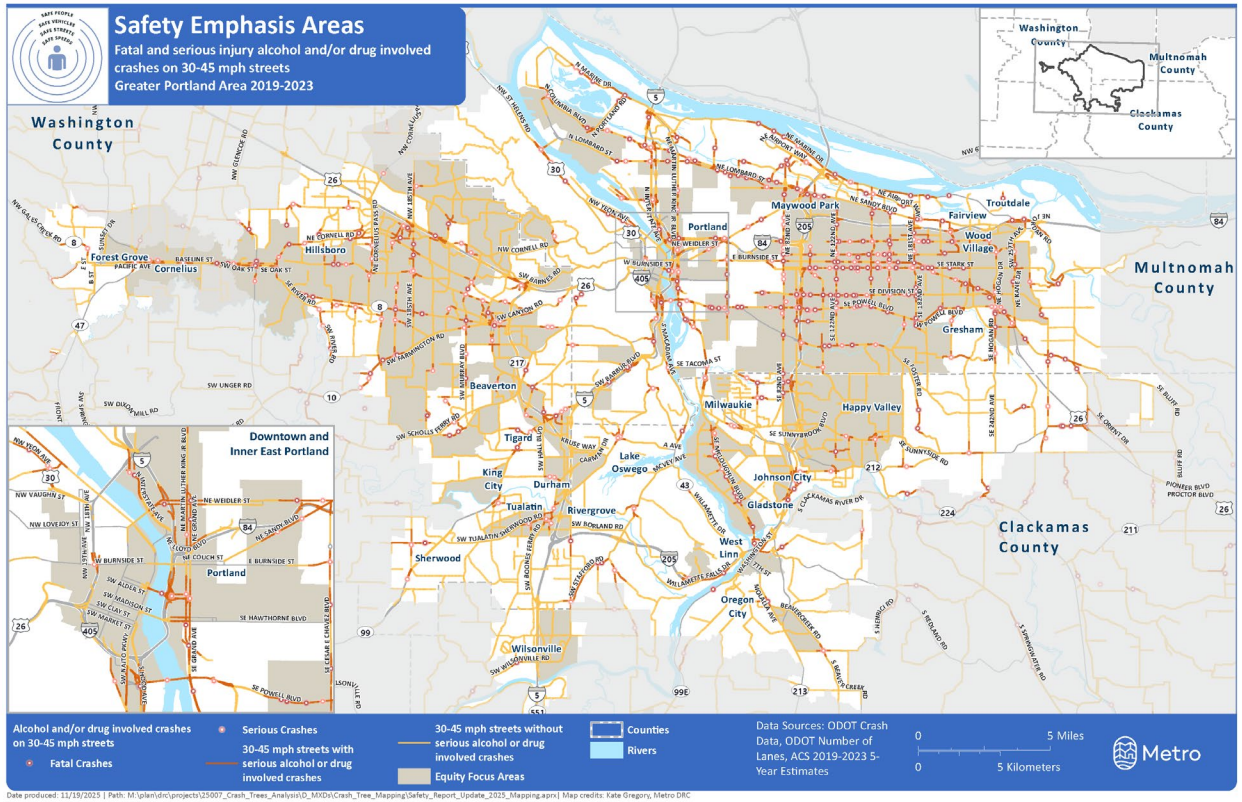
3. Impaired driving

Emphasis area: Serious crashes involving alcohol and/or drugs on 30-45 mph streets.

Problem: 64% of fatal traffic crashes involve alcohol and/or drugs. Of these crashes, 72% occur on 30-45 mph streets.

Context: Men are much more likely to die or be injured in crashes involving alcohol and/or drugs - 76% of people killed in crashes involving alcohol and/or drugs are men.

Over 60% of the crashes are in Multnomah County.



73% of the serious crashes shown are on transit routes, 59% are in Equity Focus Areas, and 67% are on high injury corridors

Countermeasures for impaired driving

Serious crashes involving alcohol and/or drugs on 30-45 mph streets.

Stopping impaired driving is most effective, designing streets to separate users and slow speeds reduces injury severity.

Rumble strips
up to 37-44% reduction

Safer curves
up to 8-44% reduction

Medians & pedestrian refuge islands
up to 46-56% reduction

Collision warnings and braking
up to 11-44% reduction

Speed safety cameras
up to 47-54% reduction

Community harm reduction
housing, behavioral health, and substance treatment

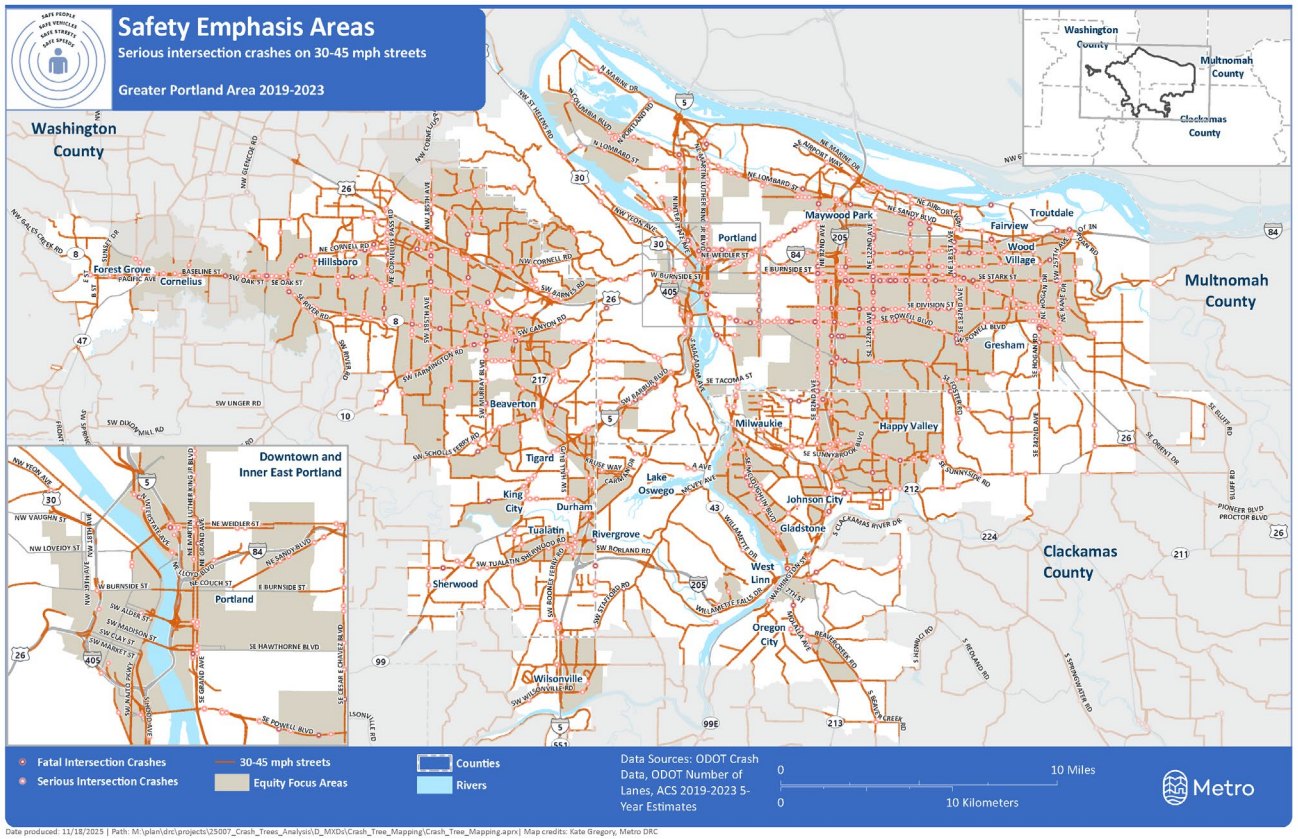
High-visibility enforcement & lower BAC
Visible campaigns at high-risk times/locations, 0.05 BAC

4. Intersections

Emphasis area: Serious crashes at intersections of 30-45 mph streets.

Problem: 51% of serious traffic crashes occur at intersections, and 70% of serious intersection crashes are on 30-45 mph streets.

Context: 69% of serious bicycle injuries and 72% of all bicycle crashes occur at intersections.



81% of the serious crashes shown are on transit routes, 68% are in Equity Focus Areas, and 73% are on high injury corridors

Countermeasures for intersections

Serious crashes at intersections of 30-45 mph streets.

There have been no fatal crashes at the busy traffic circle at Glisan and Cesar Chavez Blvd. in Portland since crash data has been available (2007)

Roundabout
up to 82% reduction

Dedicated turn lanes
up to 14-48% reduction

Turn calming
up to 13-60% speed reduction, depending on treatments

Traffic signal improvement
up to 80-89% reduction, depending on configuration

Leading pedestrian interval
up to 13% reduction

Protected pedestrian crossing
up to 25-40% reduction, depending on facility type

Better visibility
up to 15-42% reduction, depending on facility type

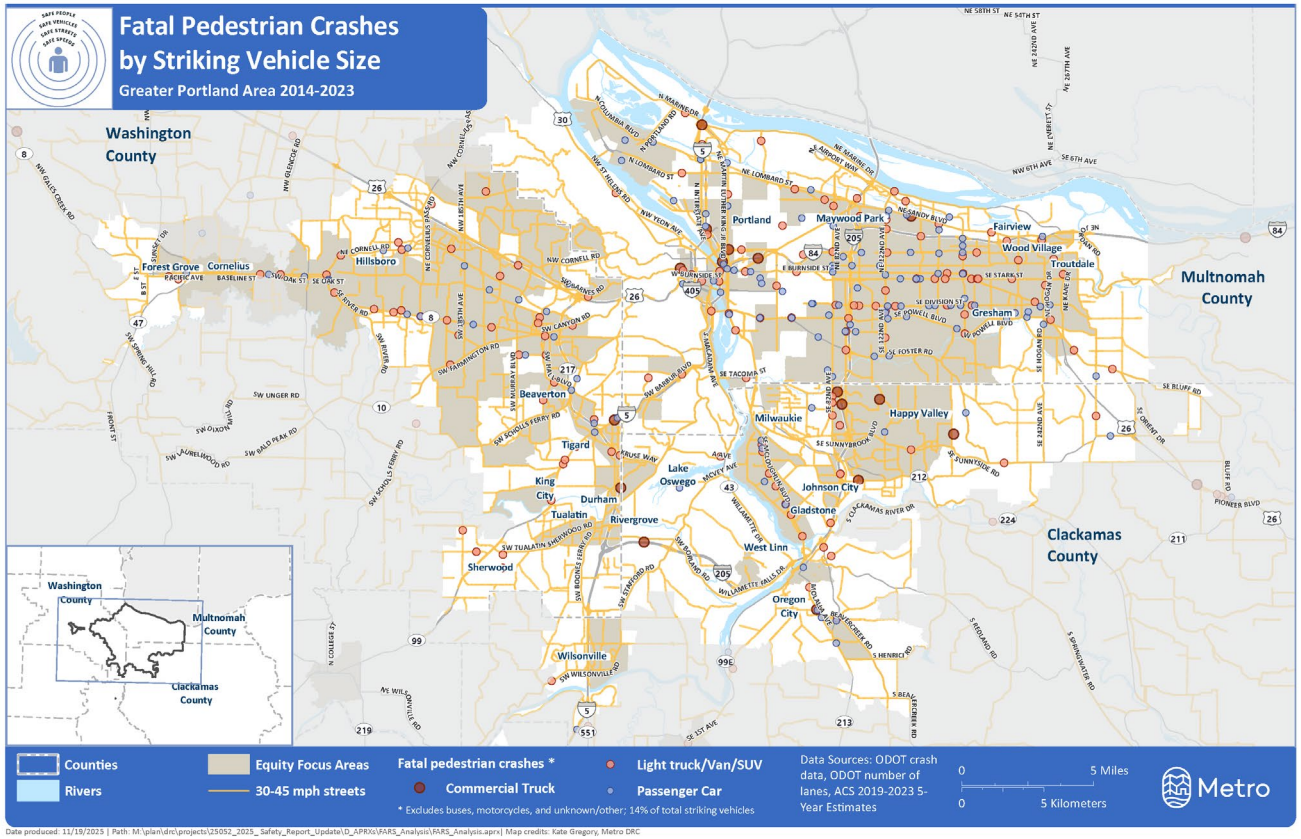
No right on red
reduces pedestrian-vehicle conflicts

5. Large vehicles

Emphasis area: Fatal pedestrian crashes involving large vehicles (pickup trucks, vans and SUVs).

Problem: Deadly crashes involving pedestrians and larger vehicles increased 87% between the 2014-18 and 2019-23 time periods.

Context: Vehicle weights are increasing for all body types, especially pickups (13% increase since 2009 in Oregon)



Of the fatal pedestrian crashes involving large vehicles, 85% are on 30-45mph streets, 63% on high injury corridors (HICs), and 65% are in Equity Focus Areas, and 82% are on transit routes.

Countermeasures for large vehicles

Fatal pedestrian crashes involving large vehicles, such as light trucks, vans and SUVs.

Slowing speeds reduces the impact and severity when crashes occur.

Automatic braking and collision warning
up to 12-44% reduction

Lane and blind spot warnings
up to 11-23% reduction

Truck side guards
up to 20-61% reduction

Medians & pedestrian refuge islands
up to 46-56% reduction

Protected bike lanes and complete sidewalks
up to 49-89% reduction

Appropriate speed limits
up to 26% reduction

Better night visibility
up to 40-42% reduction

Not every solution is in local control, but many are

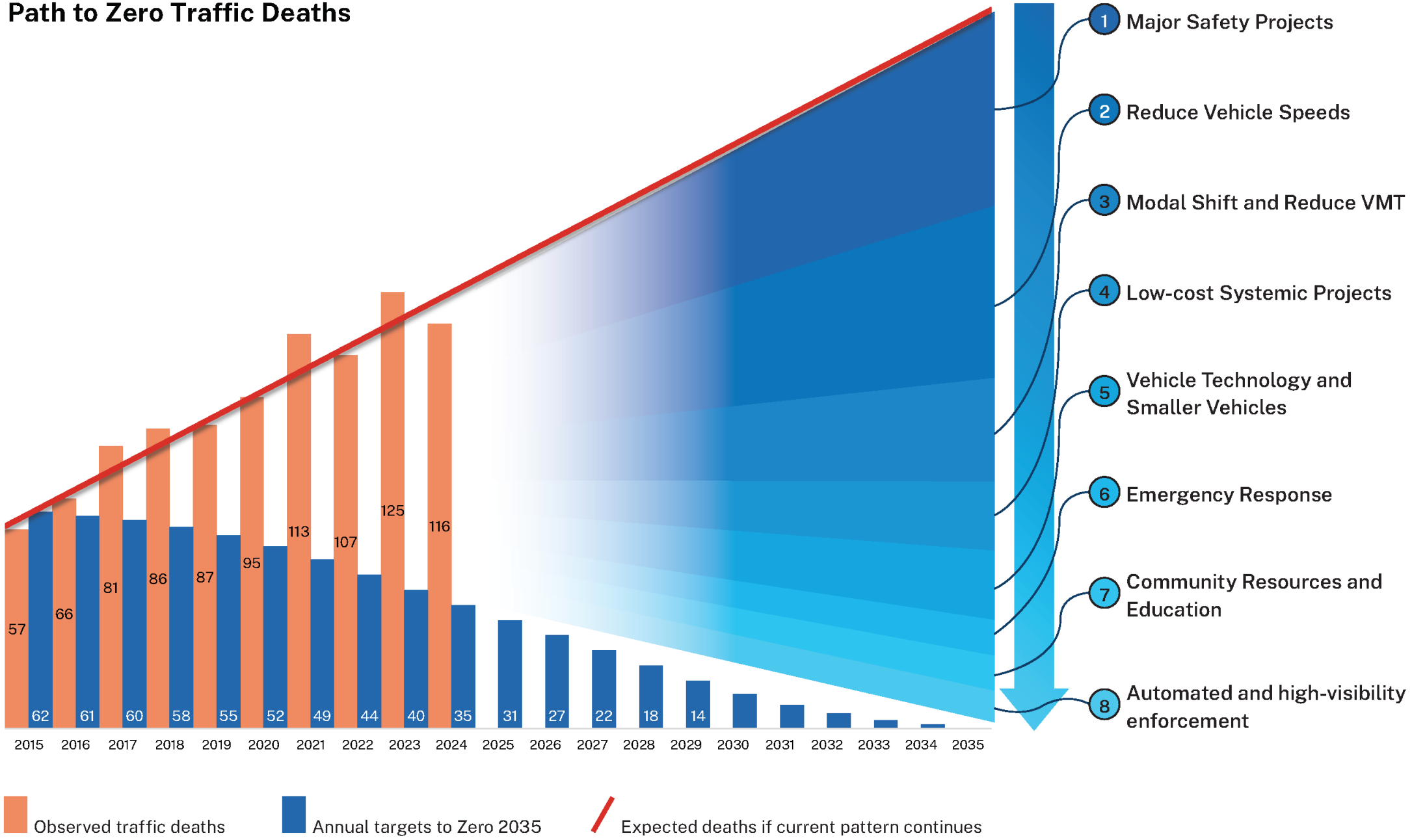
Serious traffic crashes cannot be traced back to a single cause – there are multiple factors that contribute to a serious crash occurring.

There are no single solutions to traffic safety problems.

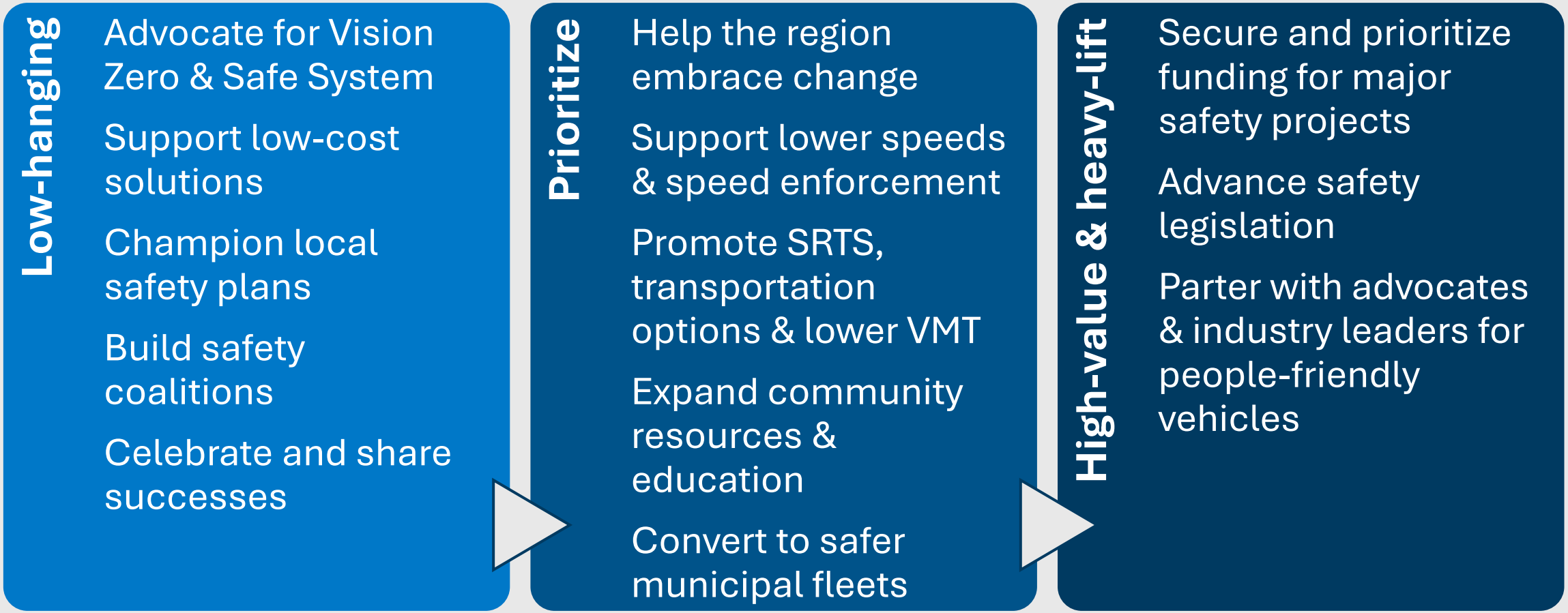
And, some very effective solutions, such as vehicle technologies and size, are beyond the control of local governments and communities.

However, there are many things that local and state governments and community partners can do to address the most serious crashes.

Path to Zero Traffic Deaths



JPACT leading the way on strategic actions



Regional strategic actions organized by level of effort, cost, and political coordination and collaboration

JPACT workplan to advance safety in 2026

Federal	Continue to bring Federal $$ to the region in alignment with an updated safe streets platform
State	Coordinate legislative priorities for safer streets
Region	Continue to align funding policy and decisions with desired safety outcomes and vision

Looking ahead

- Develop workplan for JPACT 2026 strategy to advance safety
- Use and promotion of new tools and data
- Consider approach for 2026 SS4A grants and other funding
- Implement SS4A funded Multnomah County, Tigard, and Washington County and other transportation safety action plans
- Elevate safety in 2028 Regional Transportation update

Discussion questions

- **Are there safety trends, emphasis areas, and/or strategic actions and countermeasures that would benefit from a deeper dive with JPACT?**

- **What benefits and/or challenges do you see in developing a JPACT safety strategy workplan for 2026? Does it align with local strategies and actions?**

Metro

oregonmetro.gov/safe-streets-for-all

Thank you

Working together, the greater Portland region can eliminate traffic deaths and achieve safe and sustainable communities.

Zero is our goal, a Safe System is how we get there.

Memo

Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Date: December 3, 2025
To: Joint Policy Advisory Committee on Transportation (JPACT)
From: Lake McTighe, Principal Planner
Subject: Safe Streets for All (SS4A) update and 2026 JPACT safety workplan

Purpose

Provide annual Safe Streets for All update, including serious traffic crash trends in the region and progress towards regional safety goals, safety emphasis areas, and effective countermeasures. Outline proposed JPACT safety workplan for 2026.

Outcome

JPACT members understand how the region is making progress on traffic safety and what JPACT can continue doing to make streets safer for everyone. JPACT members provide direction on 2026 safety workplan.

Annual JPACT safe streets update

In 2018, the Metro Council and JPACT adopted a Regional Transportation Safety Strategy with a goal of eliminating traffic deaths and life changing injuries by 2035. The strategy's safety policies, goals, strategies, actions, performance measures, safety projects and programs comprise the safety element of the Regional Transportation Plan and support implementation of the Safe System approach.

Metro provides an annual update to JPACT to track progress made in implementing the Regional Transportation Safety Strategy, assess new safety problems and trends, and collaboratively develop and advance strategies for safer streets. The attached Draft Safe Streets for All Annual Report (November 2025) provides an update on serious crash statistics and trends and identifies new safety emphasis areas and countermeasures to keep the region on the path to zero traffic deaths.

JPACT 2025 safety wins

The Joint Policy Advisory Committee on Transportation (JPACT) JPACT has a unique role in coordinating and developing transportation policy and programming transportation funding. This role positions the committee to serve as the de-facto transportation safety task force for the region. Many strategic actions, especially those related to funding and legislation, benefit from regional coordination and cooperation. While not every safety solution is within local control, many are, and JPACT has led the way on several safety wins in 2025, including:

- Leading a region with one of the lowest traffic death rates in the country.
- Building a culture of safety and vision and championing safety investments.
- Supporting regional data dashboards, tools and resources for local communities
- Lobbying for safer streets and safe people in Washington DC.
- Advancing major transit-safety projects: 82ndAvenue & Tualatin Valley Highway.
- Awarding regional flexible funds (2028-30) ($142+million) to safety projects.
- Funding $155+million in safety projects, 80% on high injury corridors, in 2024-27 MTIP.
- Increasing Safe Routes to School, Regional Travel Options, Transportation Demand Management, and Transit Oriented Development for safer streets.
- Developing, adopting and implementing Transportation Safety Action Plans.

JPACT leading the way on strategic actions

JPACT leads the way on safe streets in multiple ways, from simple, local actions to actions that require intense collaboration and prioritization, including the following:[1]

Low-hanging

- Advocate for Vision Zero & Safe System
- Help communities embrace change
- Lead the way with low-cost solutions
- Champion local safety plans
- Build safety coalitions

Prioritize

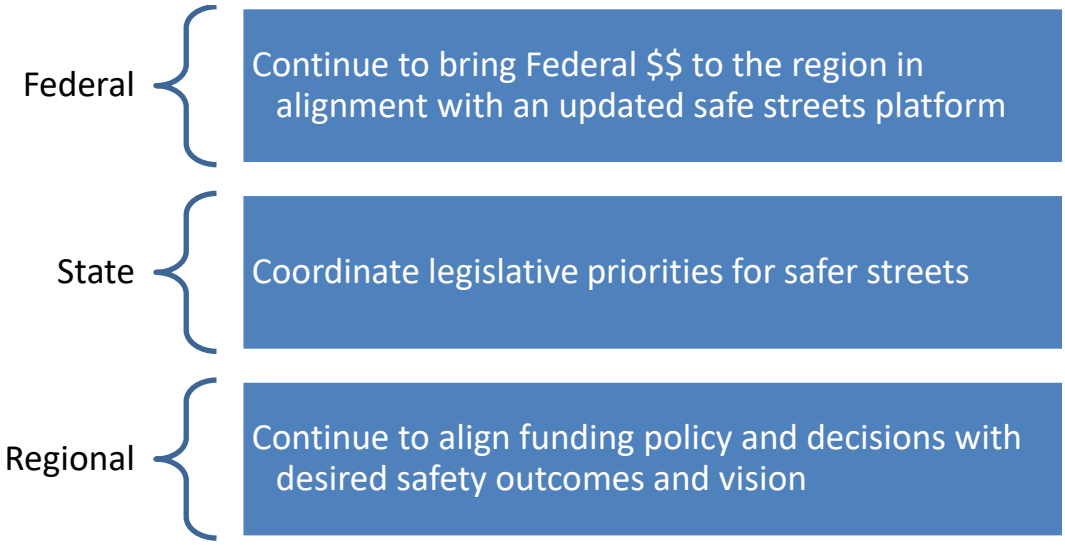
- Support lower speeds & speed enforcement
- Promote transportation options & lower VMT
- Expand community resources & education
- Convert to safer municipal fleets

High value & heavy lift

- Prioritize funding for major safety projects
- Advance safety legislation
- Parter with advocates & industry leaders for people-friendly vehicles

JPACT 2026 safety workplan

JPACT and regional partners are already leading the way on many of the strategic actions. A JPACT safety workplan would focus on three primary tracks – Federal funding, state legislative priorities and regional funding and policy.



[1] Regional strategic actions organized by level of effort, cost, and political coordination and collaboration.

- Low-hanging is lower effort, lower cost, lower political capital
- Prioritize is higher lower effort, cost, and political capital
- High-value & heavy-lift requires coordination, more effort, more resources and more political capital

A workplan for each of these tracks would identify options where JPACT coordination and collaboration would support and advance local, regional and state safe streets priorities. In many ways strategic work plan would be highlighting actions that JPACT already takes within a safety framework, emphasizing and elevating safety.

JPACT discussion

- Are there safety trends, emphasis areas, and/or strategic actions and countermeasures that would benefit from a deeper dive with JPACT?
- What benefits and/or challenges do you see in developing a JPACT safety workplan for 2026? Does it align with local strategies and actions?

Looking ahead – next steps

- Winter-spring further develop 2026 JPACT work plan
- Use and promotion of new tools and data
- Consider approach for 2026 SS4A grants
- Elevate safety in 2028 Regional Transportation Plan update

Attached

Draft Safe Streets for All Annual Report (Nov 2025)

SS4A Transportation Safety Action Plans (TSAP) update
Funded through the Metro SS4A grant

- City of Tigard Safe Streets for All Action Plan adopted by City Council in Nov 2025
- East Multnomah County TSAP proposed for endorsement the by East Multnomah County Transportation Committee in Dec 2025
- Washington County TSAP proposed for adoption by the County Board of Commissioners by June 2026