What is a mobility hub?

Mobility hubs are places in a transportation network where people can access and make efficient connections between multiple modes, services, and emerging mobility options.

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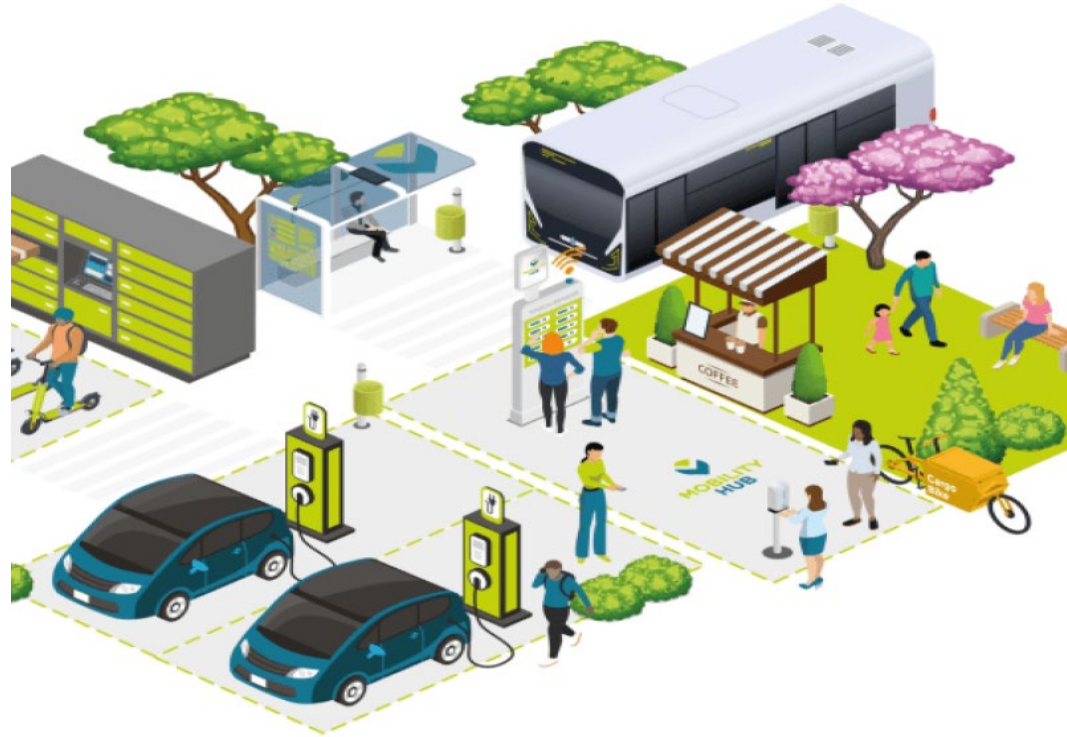
What is a mobility hub?

What does this mean in the Portland Metro context?

- Hubs include existing transit centers, such as MAX stations and FX bus stops

- Can incorporate existing services such as Biketown and scooter share

- Can incorporate Park & Rides

Mobility Hub Evaluation Approach

Mobility hub success factors

Connectivity

Land Use + Regional Significance

Equity + Community Impact

Transit Access

Overall Approach

- **Establish Mobility Hub typology**, defining different types of hubs with different features and contexts
- **Screen #1: initial universe of areas of interest**
  - Hubs identified in local or regional plans
  - Minimum transit service thresholds
- **Screen #2: apply criteria by typology type**
  - Land use, population/employment density, stop-level activity, etc.
- **Identify highest-performing locations**
  - High scoring based on criteria
  - Local priority based on plans

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Mobility Hubs Typology

Not all hubs are the same. Team will identify a regional mobility hub typology, drawing from local, regional, and national work. For example:

- **Regional Hub**: mobility hubs with regional draw and impact at key locations across the region (e.g., busy transit centers)
- **Neighborhood Hub**: hubs that serve key activity nodes in neighborhoods, such as commercial centers next to intersecting frequent transit bus lines

The typologies will include both **function** (what services do they have and who do they serve) and **context** (what environment makes them successful). The context will help us select criteria to identify promising locations for each type of hub.

Draft Evaluation Criteria – Screen 1

SCREEN 1

This step will screen the Metro region for the initial universe of possible mobility hub locations. Generally, locations with higher-frequency transit stops will represent the initial universe of possible mobility hub locations:

- TriMet FX/MAX Stations
- TriMet Frequent Transit Network stops
- TriMet Transit Centers
- Portland Streetcar Stations

The team will also identify mobility hubs called out in local plans for inclusion at this step.

Draft Evaluation Criteria – Screen 2

Evaluate mobility hub opportunities based on criteria tailored to the mobility hub typology. The table on the next slide includes a list of general criteria that will be applied tailored as appropriate for each hub type. For example:

Mobility Hub Type (Illustrative)	Transit Criteria	Land Use Criteria
Regional Hub	MAX stop, FX stop, or Transit Center	Metro Region or Town Center
Neighborhood Hub	Frequent Transit Network stop served by two or more bus lines	On Main Street or Corridor

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Draft Evaluation Criteria – Screen 2

SCREEN 2 **Objective**: Evaluate Hub Opportunities and Prioritize Potential

Success Factor	Evaluation Criteria	Measures	Data Sources/Methods
Connectivity	• **Transit connections** (including intercity) • **Connections to active transportation (AT) facilities** • **Existing Multimodal Integration** (bike, scooters, shuttles, etc.)	• Ability to make transit transfers • Active transportation network completeness • Availability of different modes (e.g., bike share)	• Transit provider stop-level GIS layers • Metro AT facilities GIS layers • Vendor data (e.g. Biketown)
Land Use + Regional Significance	• **2040 Land use designations** • **Supportive land use and zoning**	• In Metro centers and corridors • Transit-supportive land-uses (ex: high density housing, commercial, employment)	• Metro RLIS GIS layers (centers, corridors, land use, etc.) • Census data (pop/emp)
Equity + Community Impact	• **Serves underserved communities** • **Access to key destinations** • **Streetscape/placemaking opportunities**	• Presence of equity populations • Presence of community destinations	• Metro equity GIS layer • Metro key destinations GIS layer • Local plans/Metro RTP
Transit Access	• **Passenger Activity** • **Level of transit service**	• Stop-level activity (net boardings – alightings) • Level of transit service	• Transit provider stop-level ridership • Transit provider data

Draft Evaluation Criteria – Screen 2

SCREEN 2 **Example: Clackamas Town Center**

✅ **Strengths:**
- High transit connectivity (MAX Green Line + bus routes).
- Potential for public-private partnerships with mall ownership and developers.

⚠️ **Challenges:**
- Car dependent land use
- Limited AT connections
- Safety concerns for ped crossings

📌 **Final Verdict:**
- Moderate hub candidate
- Best suited for phased implementation, starting with ped and micro improvements

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Prioritization

Highest scoring locations for each type will be identified. This will be the basis for identifying priority along with local plans and feedback from the Transit Working Group and the public.

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