

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.

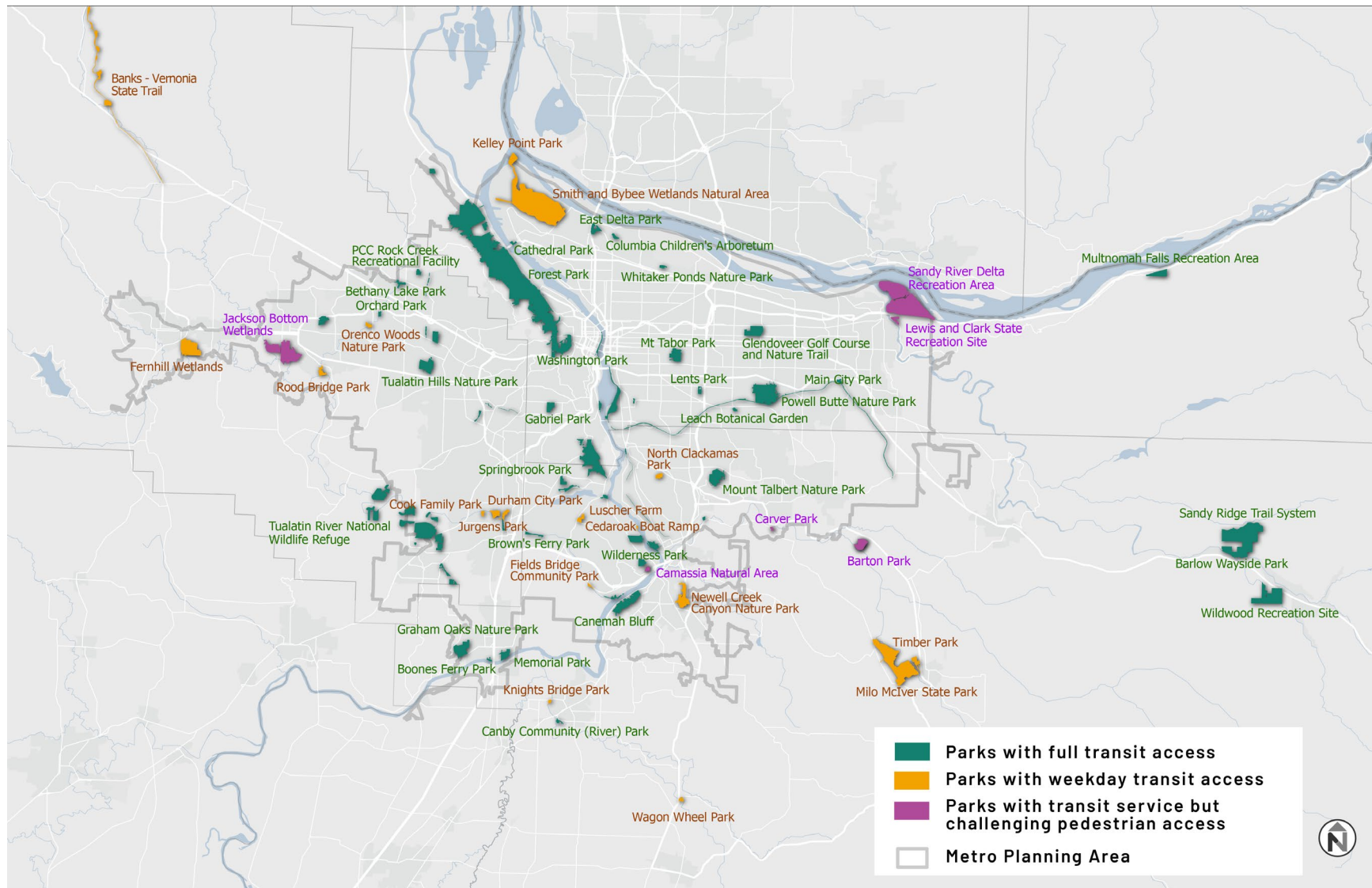
Figure 1 Parks with No or Weak Transit Access

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

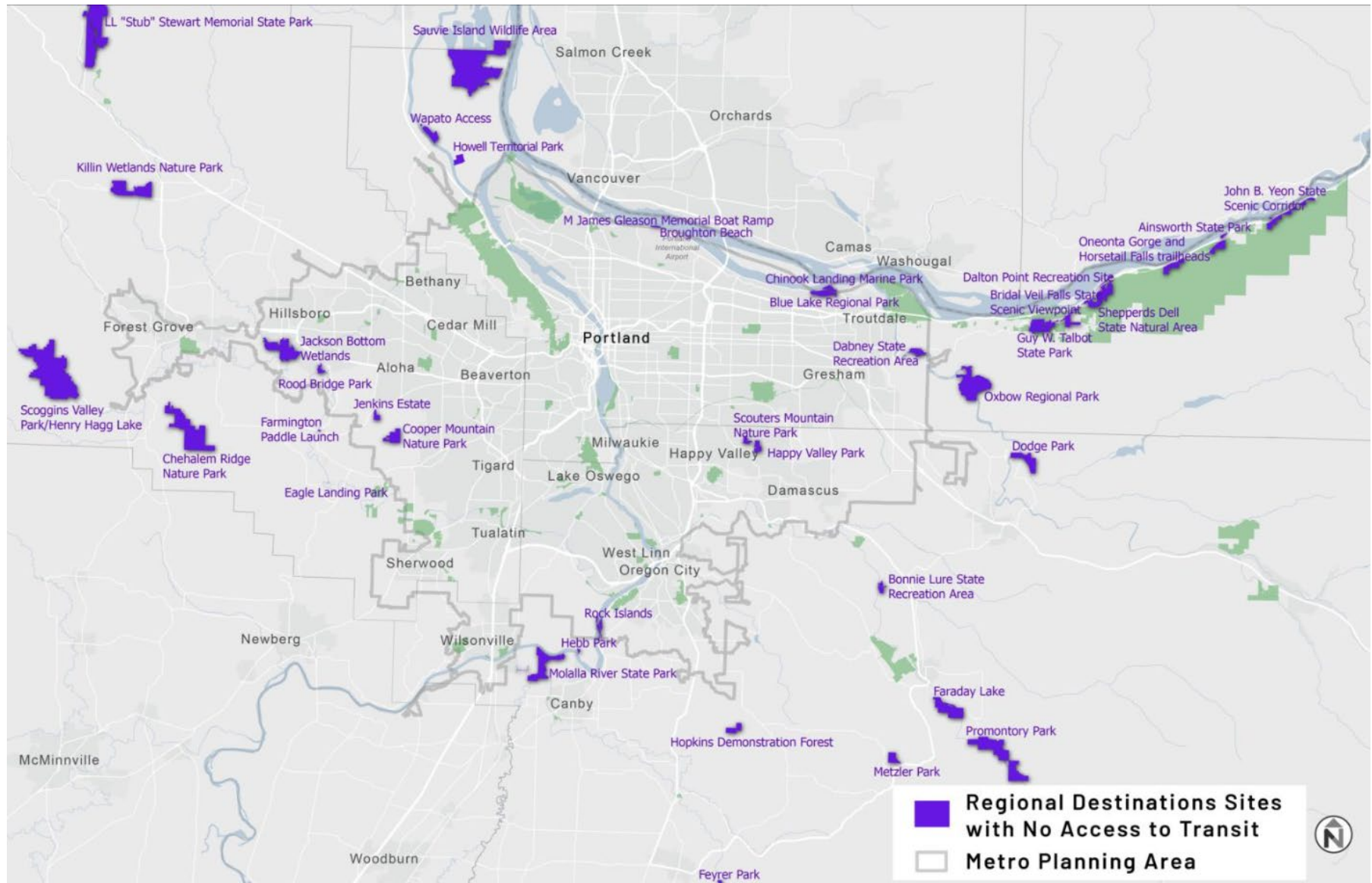
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Figure 2 Map of Regional Destination Sites with Access to Transit



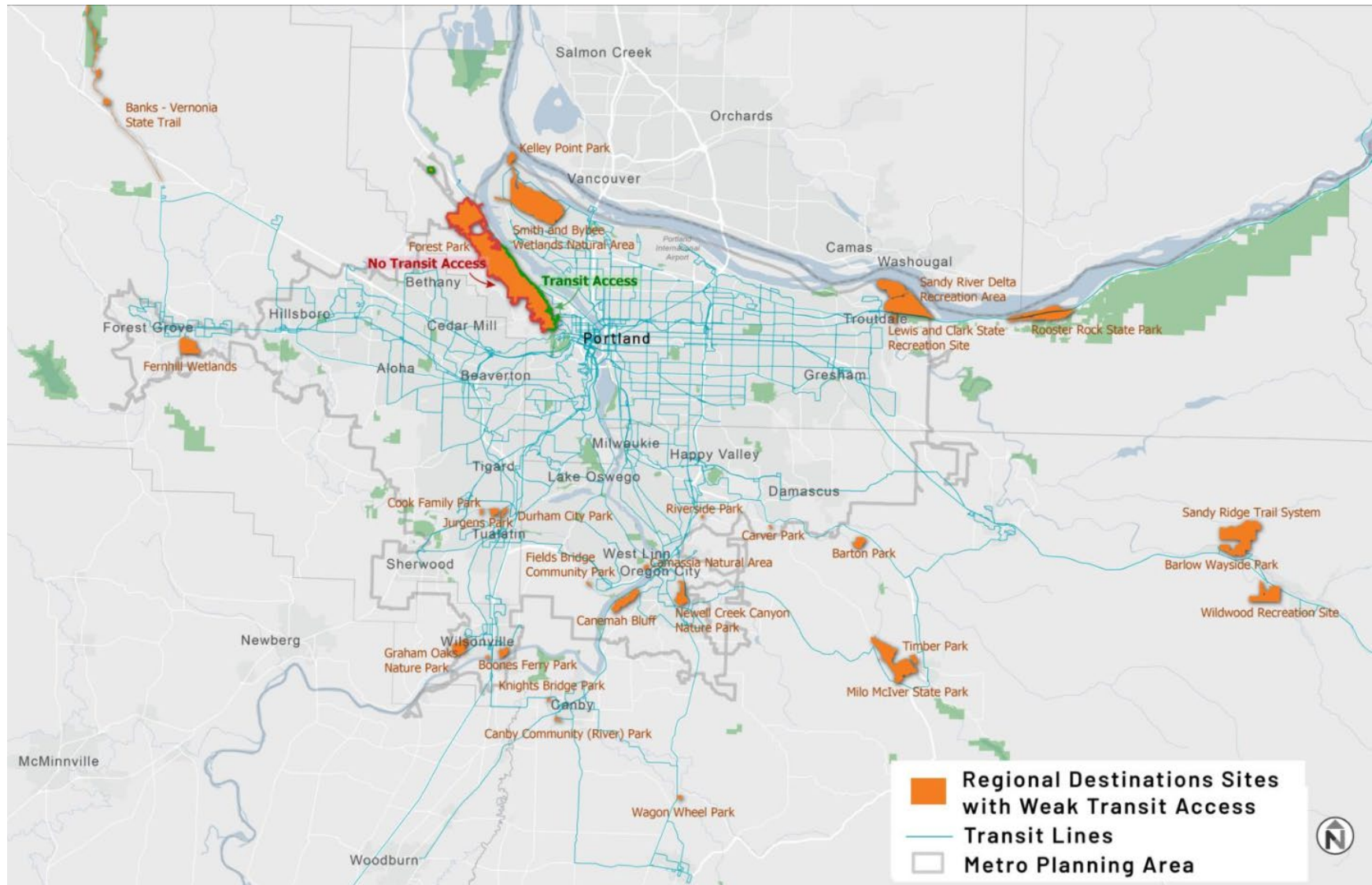
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Figure 3 Map of Regional Destination Sites with No Access to Transit



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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

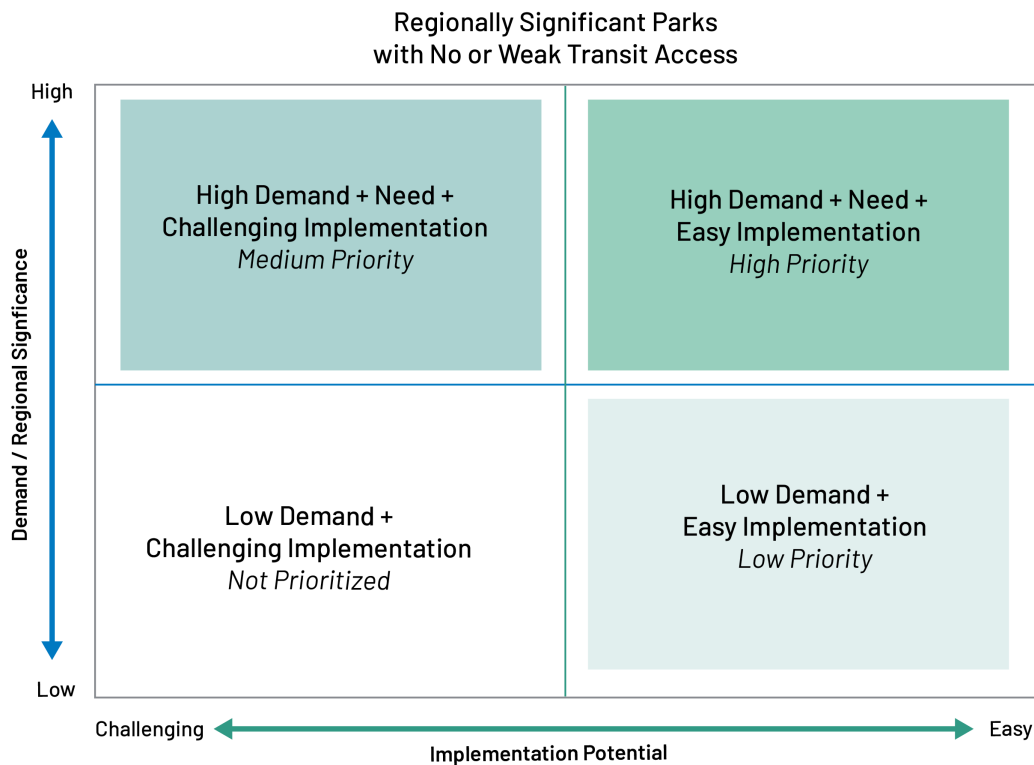


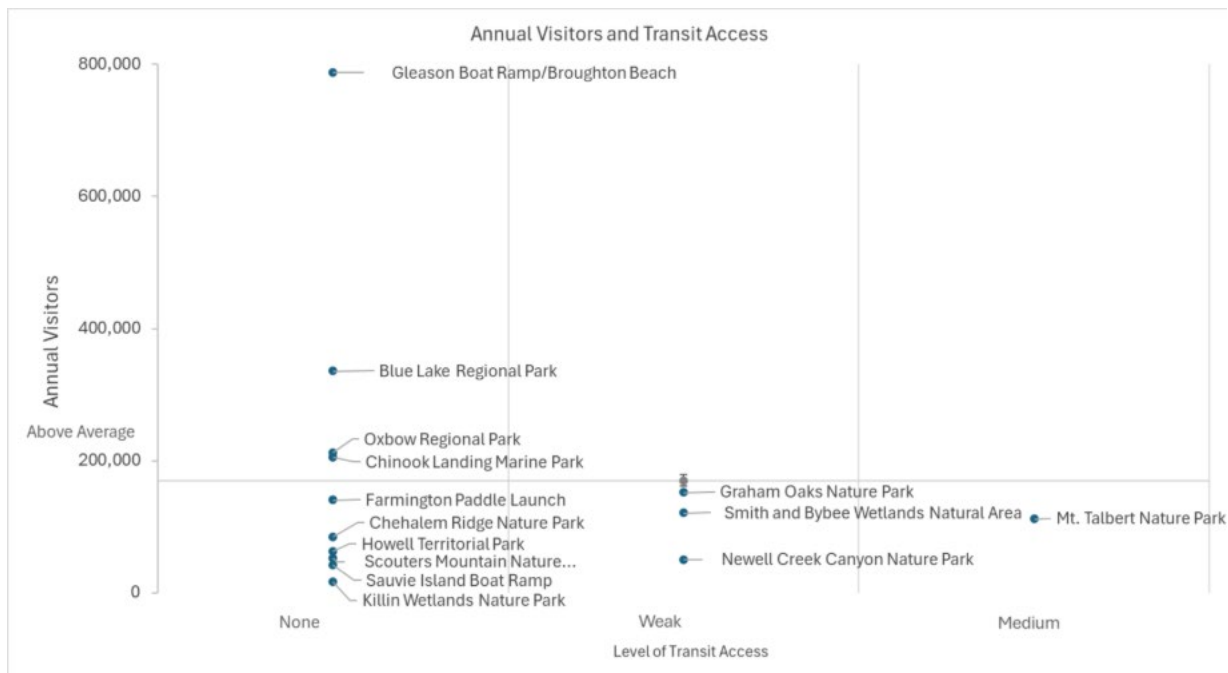
Figure 6 Considerations for Level of Demand and Ease of Implementation

Level of Demand and Need	Relative Ease of Providing Transit Access
Parks that were considered to have higher demand/need: <ul style="list-style-type: none"> ▪ 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: <ul style="list-style-type: none"> ▪ 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
<p>Parks that were considered to have lower demand/need:</p> <ul style="list-style-type: none"> ▪ 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 	<p>Parks that were considered to have more challenging implementation:</p> <ul style="list-style-type: none"> ▪ 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.
- **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

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)

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:

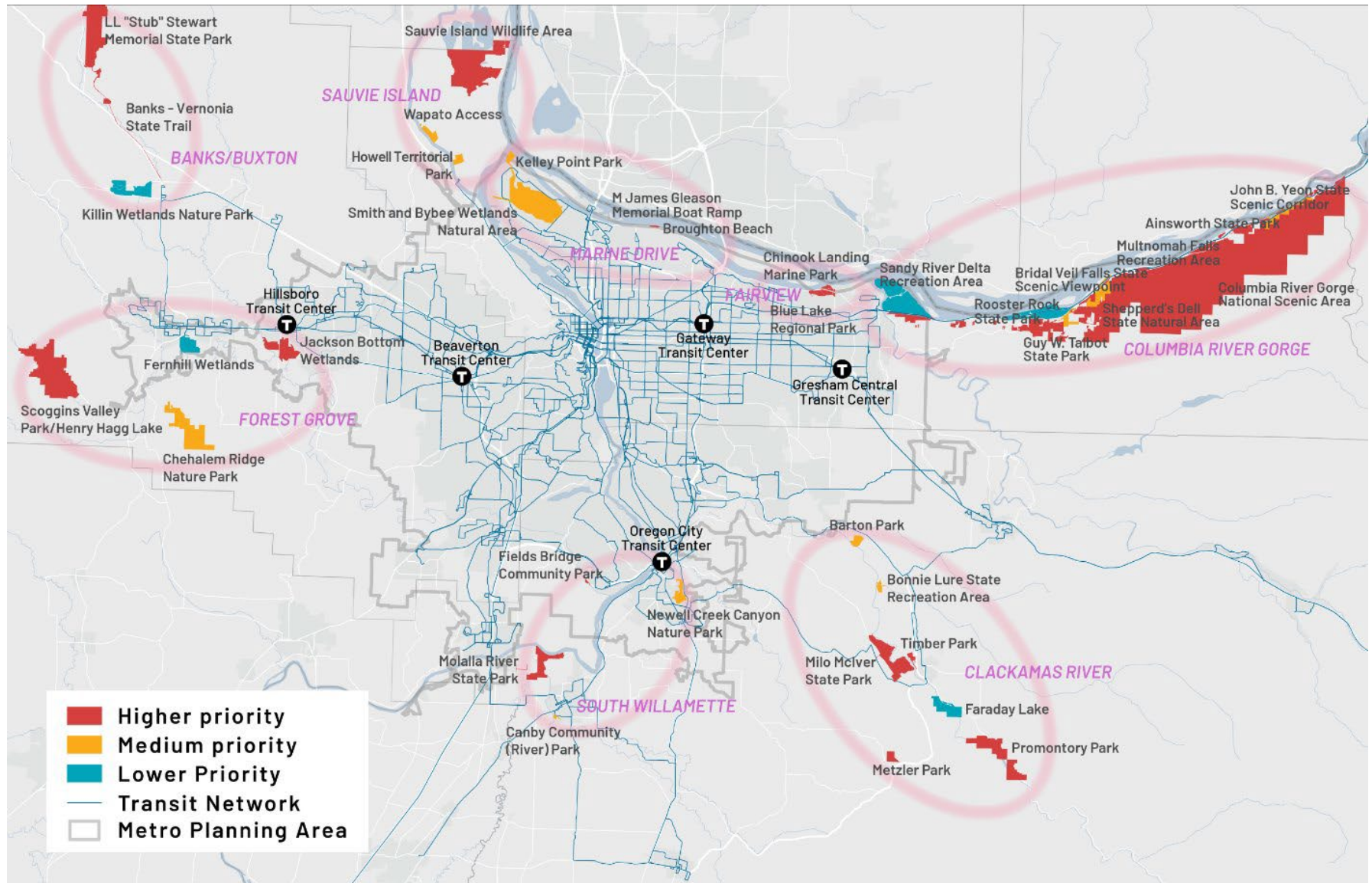
- Parks with high demand and easy implementation are higher priority
- Parks with high demand and challenging implementation are medium priority
- Parks with lower demand and easy implementation are lower priority.

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.

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Figure 8 Potential Park Shuttle Service Areas



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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

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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

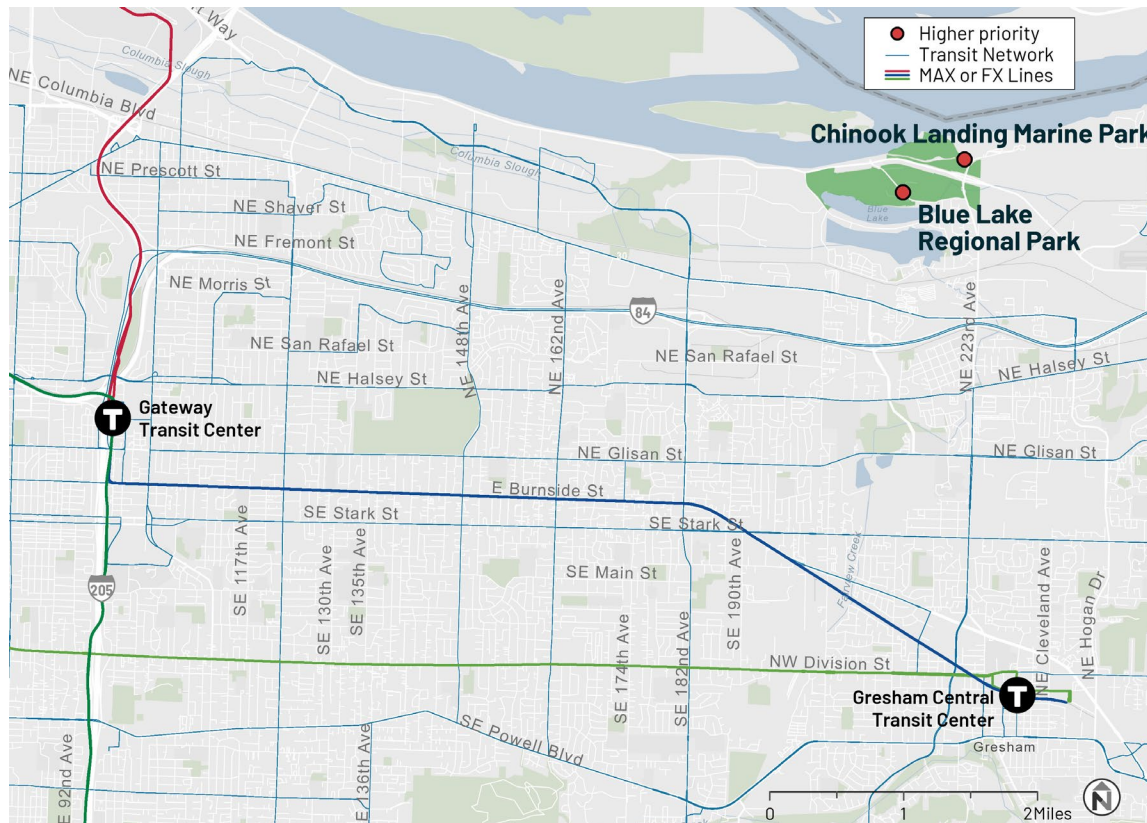


Figure 11 Fairview Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Blue Lake Regional Park	No transit access	<ul style="list-style-type: none"> High visitation numbers Interest in transit access heard during community engagement Space for shuttle pull-out Water access Existing Parking fee 	<ul style="list-style-type: none"> Shuttle from Gresham Central Transit Center Shuttle from Gateway Transit Center
	Chinook Landing Marine Park	No transit access	<ul style="list-style-type: none"> Popular destination with multiple activities Space for shuttle Water access Large boat landing site Existing parking fee 	<ul style="list-style-type: none"> 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



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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	<ul style="list-style-type: none"> Popular hiking spot (Latourell Falls). Space for shuttle to pull off road at Latourell Falls trailhead. 	<ul style="list-style-type: none"> Bi-directional shuttle service from Gateway Transit Center
	Bridal Veil Falls State Scenic Viewpoint	No transit access	<ul style="list-style-type: none"> Space for shuttle to pull off. 	<ul style="list-style-type: none"> Bi-directional shuttle service from Gateway Transit Center
	Columbia River Gorge, Wahkeena Falls trailhead	Part of Columbia River Gorge without transit access	<ul style="list-style-type: none"> Very popular hiking spot. Existing shuttle loading zone. 	<ul style="list-style-type: none"> Bi-directional shuttle service from Gateway Transit Center
	Multnomah Falls	Transit access	<ul style="list-style-type: none"> Already served by transit, but popularity of falls could warrant additional service Space for shuttle pull-out 	<ul style="list-style-type: none"> Bi-directional shuttle service from Gateway Transit Center
	Ainsworth State Park	No transit access	<ul style="list-style-type: none"> Space for shuttle pull-out. Convenient turnaround point. 	<ul style="list-style-type: none"> Bi-directional shuttle service from Gateway Transit Center
Medium priority	John B. Yeon State Scenic Corridor	No transit access	<ul style="list-style-type: none"> Hiking opportunities, but less popular than some of the other nearby trailheads. Just beyond convenient turnaround point at Ainsworth 	<ul style="list-style-type: none"> Bi-directional shuttle service from Gateway Transit Center
	Benson State Recreation Area	No transit access	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Looping shuttle service from Gateway Transit Center
	Shepperd's Dell State Natural Area	No transit access	<ul style="list-style-type: none"> Limited hiking opportunities. No space for bus to pull off the road. 	<ul style="list-style-type: none"> Looping shuttle service from Gateway Transit Center
Additional lower priority opportunities nearby	Rooster Rock State Park	No transit access	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Looping shuttle service from Gateway Transit Center
	Sandy River Delta Recreation Area	Weak access (long walk from bus stop)	<ul style="list-style-type: none"> Could be served if route were a loop. Main use is for dogs. 	<ul style="list-style-type: none"> 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

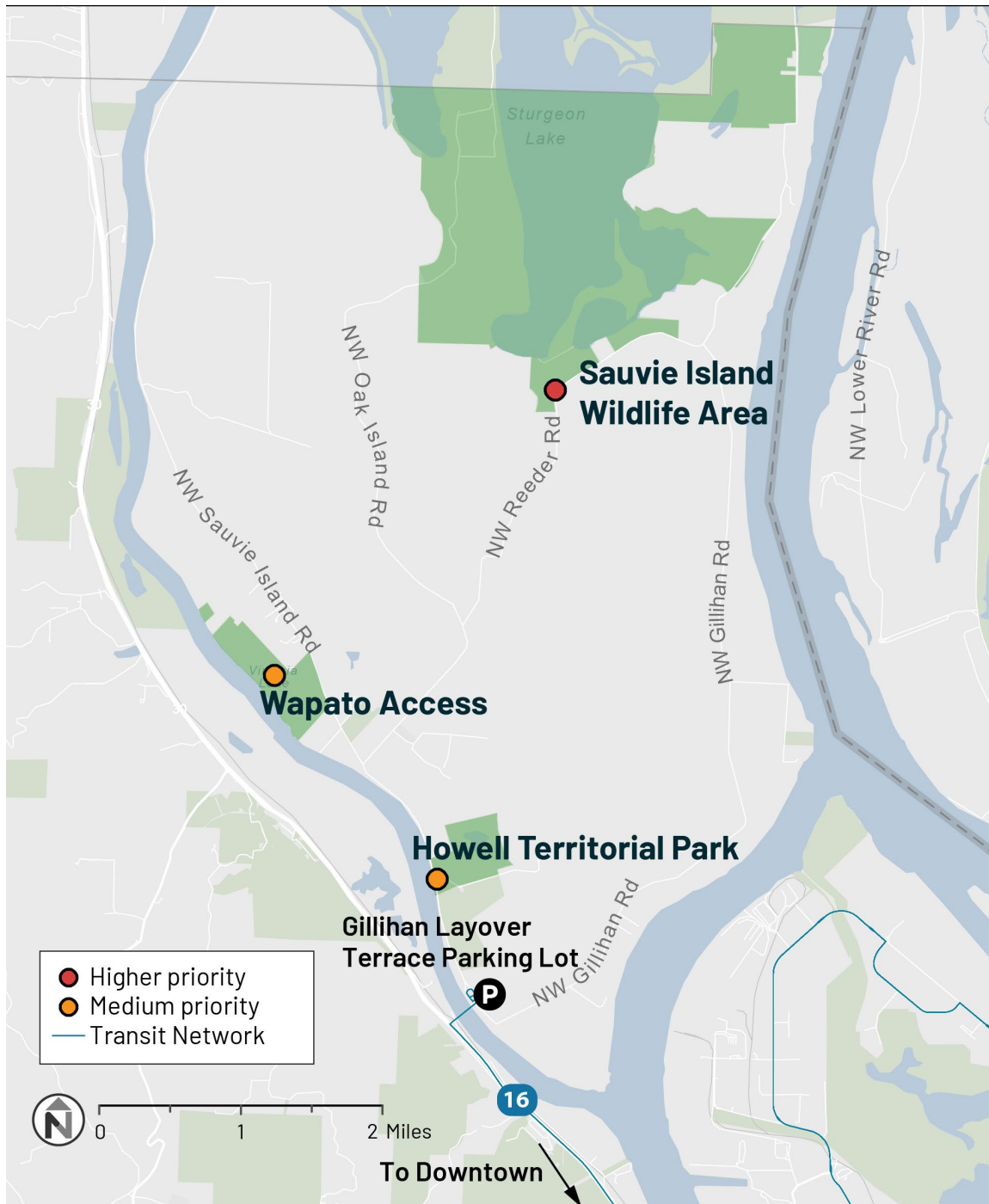


Figure 15 Sauvie Island Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Sauvie Island Wildlife Area	No transit	<ul style="list-style-type: none"> ▪ 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 	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ Fewer activities available and lower demand, but easy to serve with shuttle from Sauvie 	<ul style="list-style-type: none"> ▪ 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	<ul style="list-style-type: none"> ▪ Smaller park with fewer activities 	<ul style="list-style-type: none"> ▪ 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

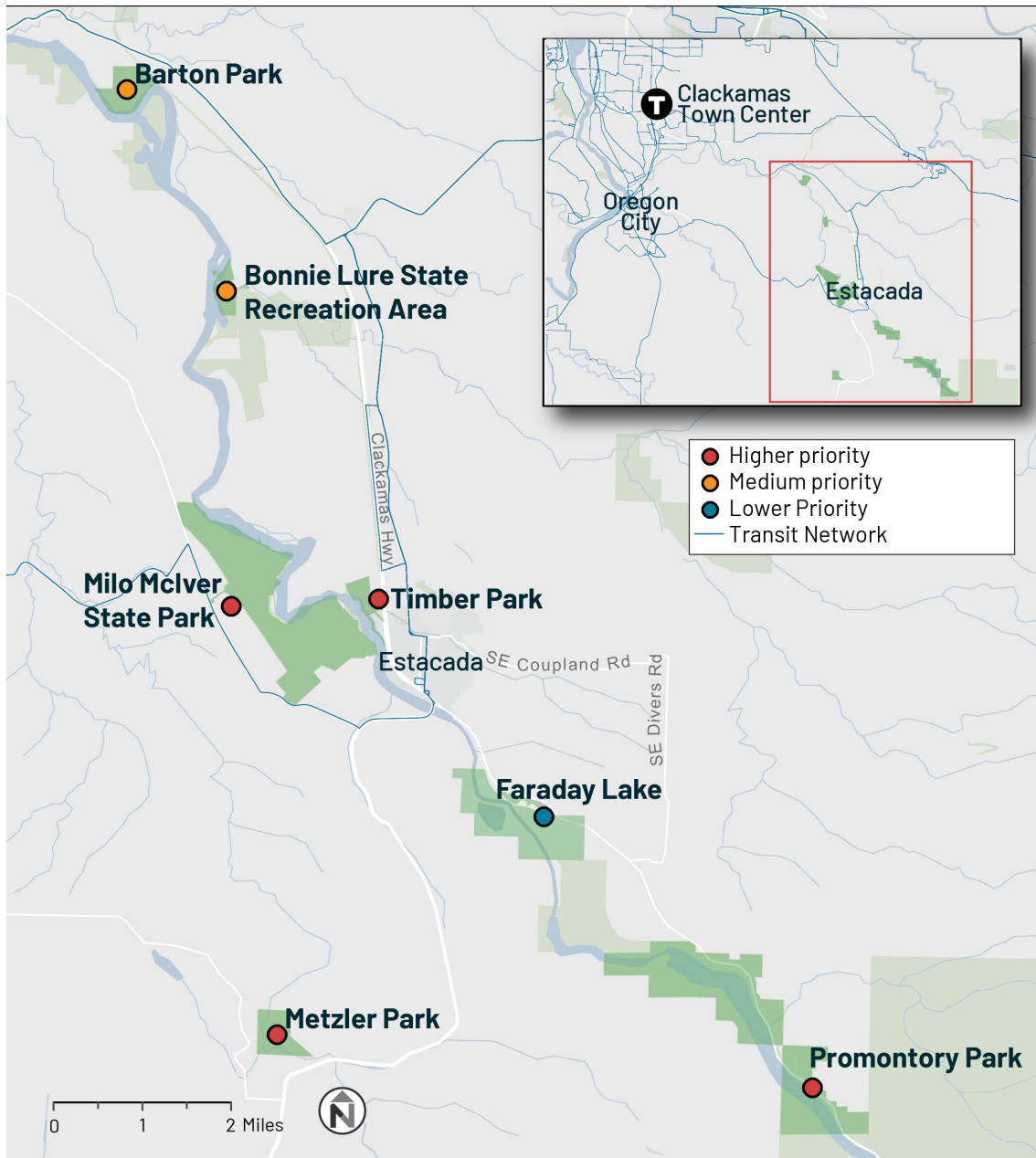


Figure 17 Clackamas River Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Timber Park	No transit access	<ul style="list-style-type: none"> Multiple activities available. Parking lot available for shuttle turnaround 	<ul style="list-style-type: none"> Shuttle from Clackamas Town Center Transit Center
	Metzler Park	No transit access	<ul style="list-style-type: none"> Various activities available 	<ul style="list-style-type: none"> Shuttle from Clackamas Town Center Transit Center
	Promontory Park	No transit access	<ul style="list-style-type: none"> Various activities, including boat rental and campground 	<ul style="list-style-type: none"> Shuttle from Clackamas Town Center Transit Center
	Milo McIver State Park	Weak (no weekend access)	<ul style="list-style-type: none"> Parking lot available for shuttle turnaround Extensive paid parking available (could decrease priority for serving) 	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Medium priority because main use is the boat ramp 	<ul style="list-style-type: none"> Shuttle from Clackamas Town Center Transit Center Improve pedestrian facilities from existing transit service
	Bonnie Lure State Recreation Area	No transit access	<ul style="list-style-type: none"> Relatively few activities available Might require using some existing parking for shuttle pull-out 	<ul style="list-style-type: none"> Shuttle from Clackamas Town Center Transit Center
Additional lower priority opportunities nearby	Faraday Lake	No transit access	<ul style="list-style-type: none"> Limited recreation opportunities (fishing and biking, no boating or swimming) 	<ul style="list-style-type: none"> 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

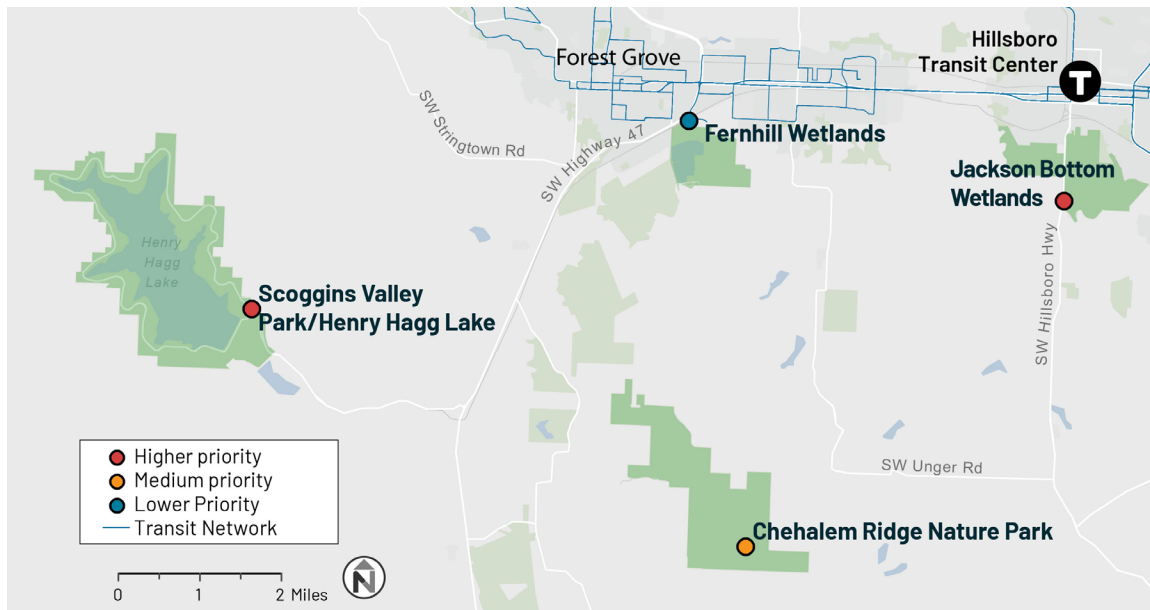


Figure 19 Forest Grove Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	Scoggins Valley Park & Henry Hagg Lake	No transit access	<ul style="list-style-type: none"> Multiple activities dispersed around lake Routing would need to take into account multiple destinations within park/travel time between these destinations 	<ul style="list-style-type: none"> Shuttle from Hillsboro Transit Center
	Jackson Bottom Wetlands Preserve	No transit access	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Improve pedestrian access from existing bus stop
Medium priority locations	Chehalem Ridge Nature Park	No transit access	<ul style="list-style-type: none"> Limited activities (walking and biking) with an average of 85,500 annual visitors Space for shuttle pull-out 	<ul style="list-style-type: none"> Shuttle from Hillsboro Transit Center
Additional lower priority opportunities nearby	Fernhill Wetlands	Weak (no Sunday access)	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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

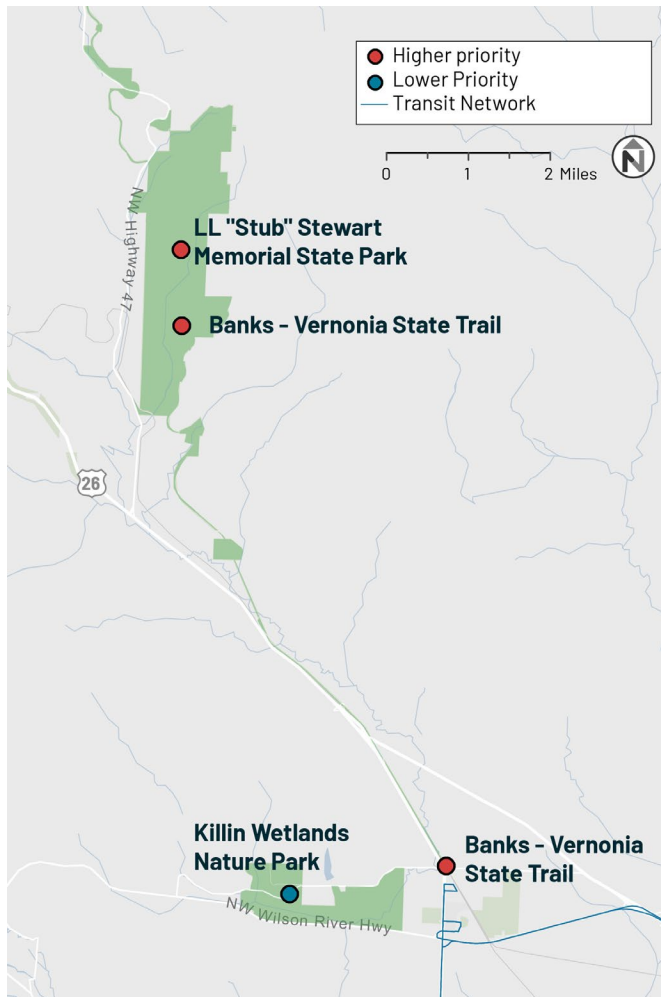


Figure 21 Banks/Buxton Park Group

Category	Park name	Transit access	Considerations	Ways to Serve
Higher priority locations	LL "Stub" Stewart Memorial State Park	No transit access	<ul style="list-style-type: none"> Very popular site with multiple activities Previously served by transit 	<ul style="list-style-type: none"> Shuttle departing from Hillsboro Transit Center
	Banks-Vernonia State Trail	No weekend access, no transit access to northern access point	<ul style="list-style-type: none"> Popular biking spot 	<ul style="list-style-type: none"> 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
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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

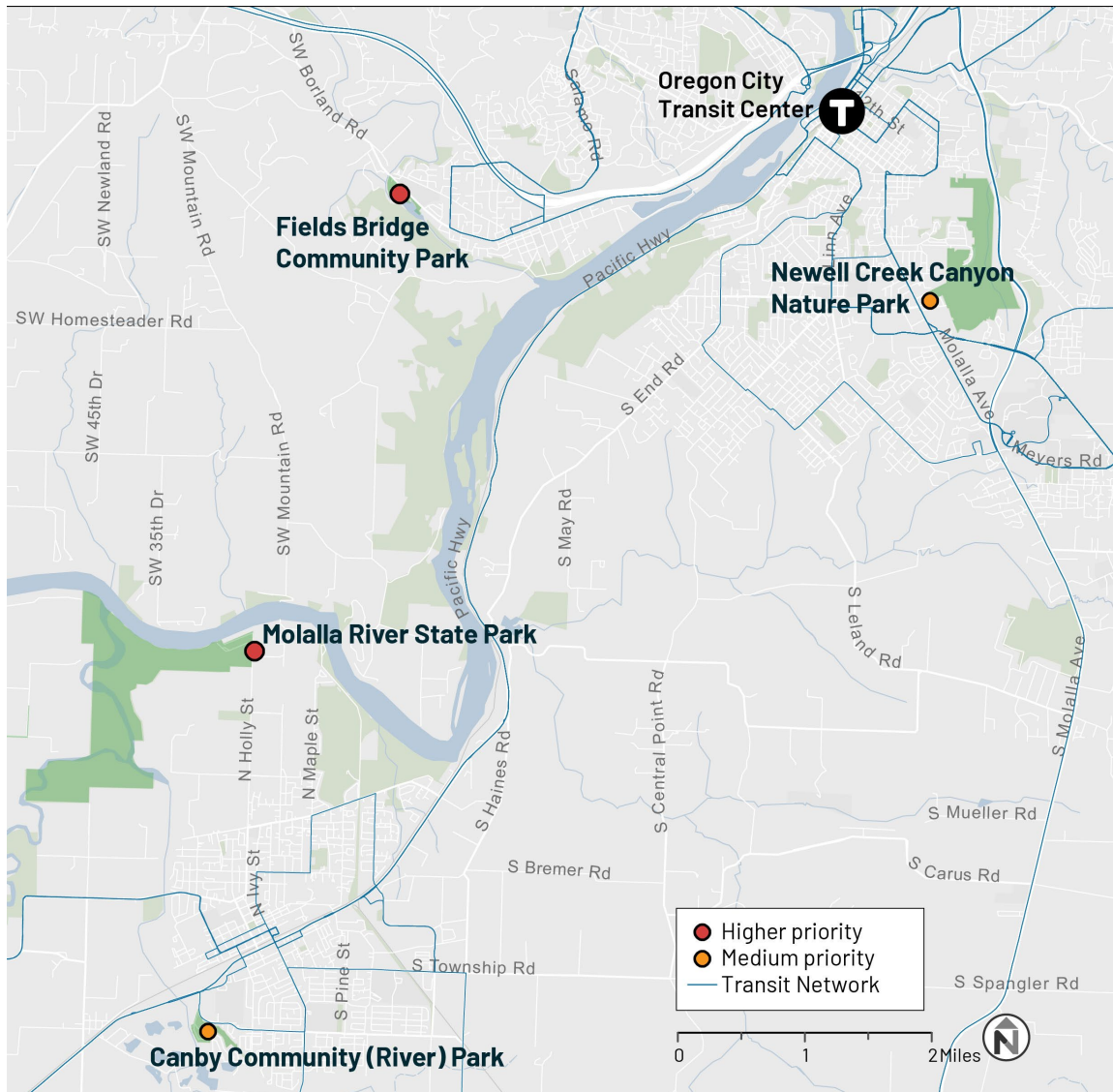


Figure 23 South Willamette Park Group

Category	Park name	Transit Access	Considerations	Ways to Serve
Higher priority locations	Fields Bridge Community Park	Weak (no weekend access)	<ul style="list-style-type: none"> Multiple activity draws Free parking is available but can fill up, especially during baseball games 	<ul style="list-style-type: none"> Shuttle from Oregon City Transit Center
	Molalla River State Park	No transit access	<ul style="list-style-type: none"> Multiple activity draws Space for shuttle turnaround 	<ul style="list-style-type: none"> Shuttle from Oregon City Transit Center

Medium priority locations	Newell Creek Canyon Nature Park	Weak (no weekend access)	<ul style="list-style-type: none"> ▪ Nature park experience with a few activities available. Moderate annual visitation numbers (51,000) ▪ Available space for shuttle pull-out 	<ul style="list-style-type: none"> ▪ Shuttle from Oregon City Transit Center
	Canby Community River Park	Weak (no weekend access)	<ul style="list-style-type: none"> ▪ Multiple activity draws ▪ Lots of parking 	<ul style="list-style-type: none"> ▪ 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

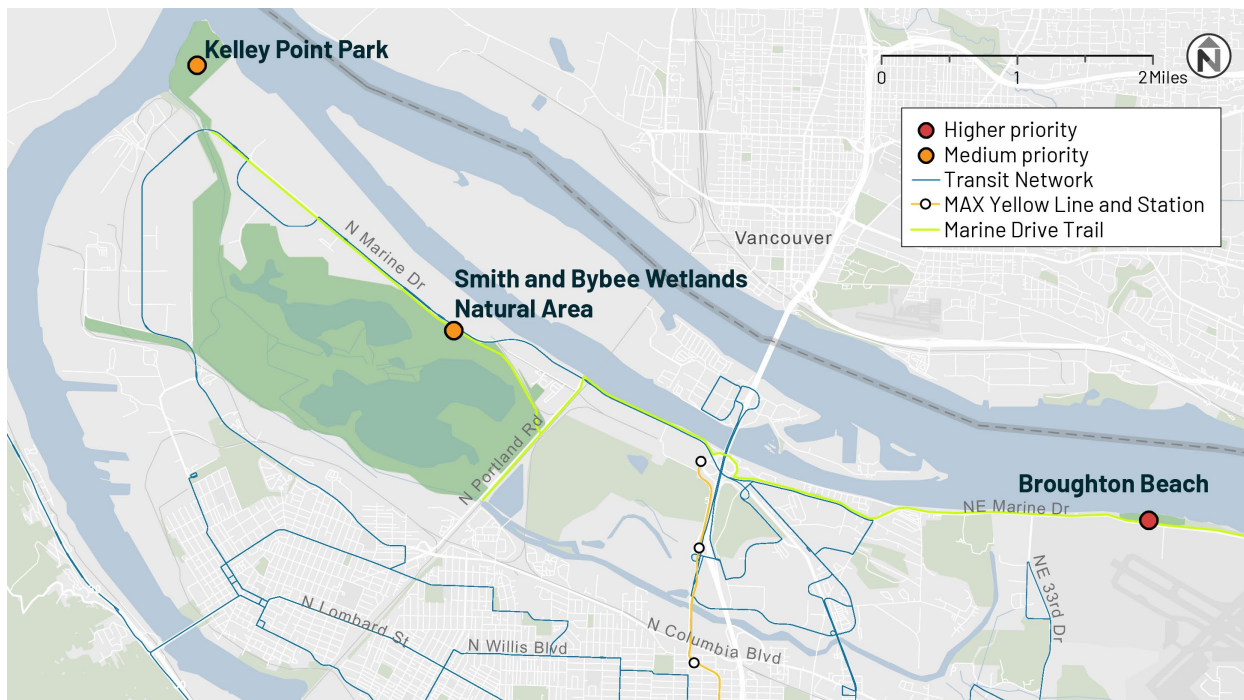


Figure 25 Marine Drive Park Group

Category	Park name	Transit Access	Considerations	Ways to Serve
Higher priority locations	Broughton Beach/Gleason Boat Ramp	No transit access	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Shuttle from Delta Park/Vanport Transit Center
Medium priority locations	Smith & Bybee Wetlands	Weak (no weekend access)	<ul style="list-style-type: none"> Large urban wetlands with multiple activity draws 	<ul style="list-style-type: none"> Shuttle from Delta Park/Vanport Transit Center
	Kelley Point Park	Weak (no weekend access)	<ul style="list-style-type: none"> Popular boating spot Portland Parks & Recreation discourages swimming here 	<ul style="list-style-type: none"> 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



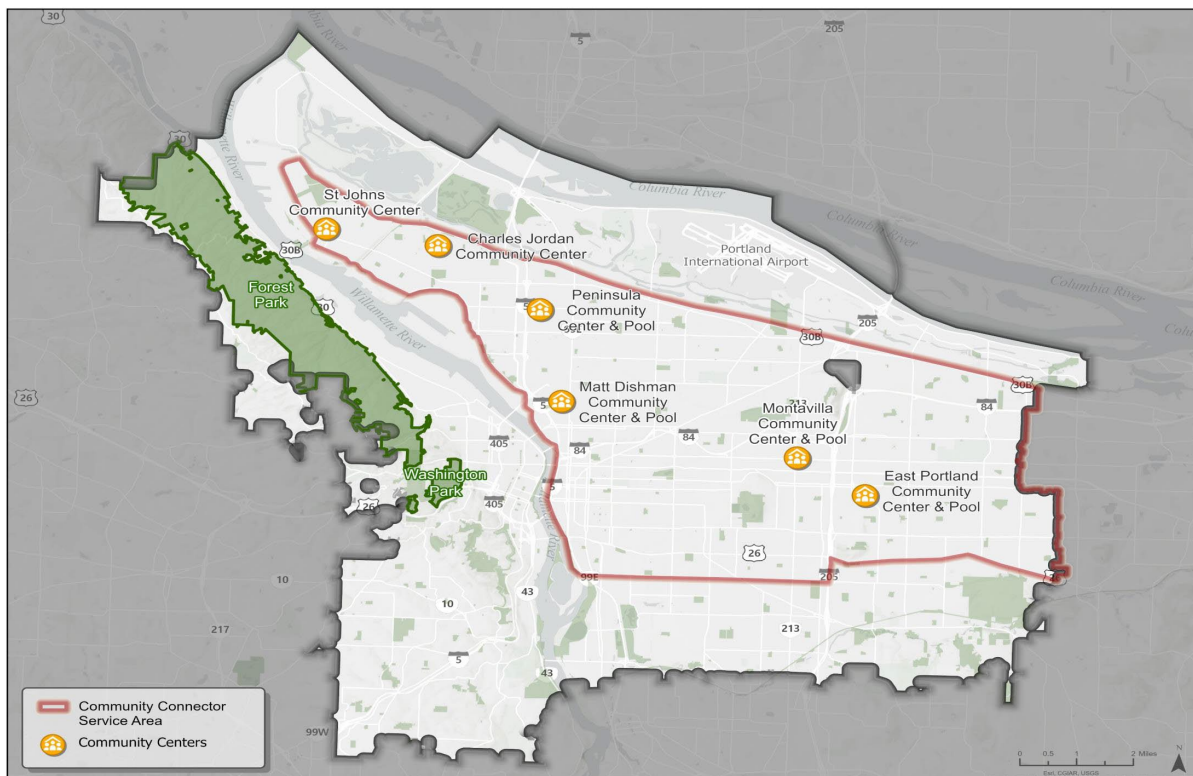
Conservancy, and community-based organizations, is exploring a shuttle service that would serve popular trailheads in **Forest Park**, including sections identified in this study as inaccessible via transit today, like the Upper Macleay Trailhead. Sections of the park are already reachable with transit, 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

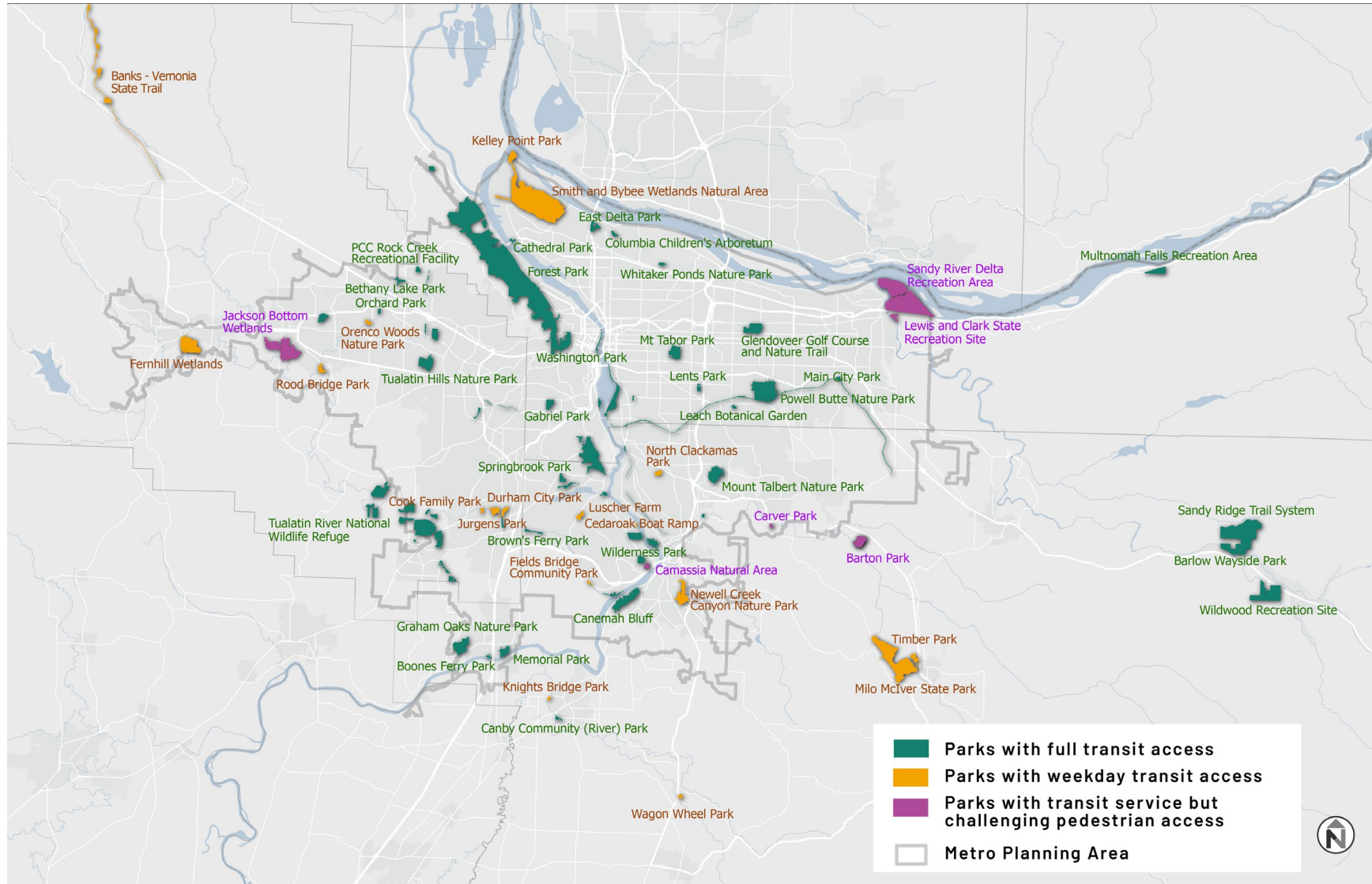
There are seven parks that have a potential connection to existing transit if pedestrian access to these services is enhanced (Figure 29). There are 13 sites that aren't served on weekends or on Sundays, which are days that people are likely to want to access recreation, and three sites that have long 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 Connector 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.

Community Connector Transit Study: Task 7.1.3 Regional Parks Transit Development Strategy
Oregon Metro

Figure 28 Map of Parks with Access to Transit



Community Connector Transit Study: Task 7.1.3 Regional Parks Transit Development Strategy

Oregon Metro

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	<ul style="list-style-type: none"> TriMet Line 30 provides closest stop (2882, 2881). 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> TriMet Line 76 provides closest stop (11762, 11763). 	<ul style="list-style-type: none"> Create a safe way for pedestrians to cross Willamette Falls Drive near the bus stop.
Carver Park	Poor Ped Access	Medium	<ul style="list-style-type: none"> Has river access TriMet Line 30 provides closest stop. (2874, 2875) 	<ul style="list-style-type: none"> Fill in sidewalk gaps on Market and Springwater Roads. Add pedestrian path from Springwater into park.
Jackson Bottom Wetlands	Poor Ped Access	Higher	<ul style="list-style-type: none"> Park falls within an Equity Focus Area TriMet Line 57 stops just over half a mile away from the northern entrance (6496, 6495). 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> TriMet Line 88 (7064, 7071) stops 0.6 miles away from trailhead on Farmington; no action. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Consider serving with the Sandy River pilot shuttle.
Sandy River Delta Recreation Area	Requires long walk from existing bus stop	Medium	<ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> Consider serving with the Sandy River pilot shuttle. Consider promoting a doggie vanpool or rideshare with parking discount for users.

Community Connector Transit Study: Task 7.1.3 Regional Parks Transit Development Strategy

Oregon Metro

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	<ul style="list-style-type: none"> Southern access point served by Ride Connection's WestLink shuttle on weekdays 	<ul style="list-style-type: none"> Expand WestLink shuttle to weekend Banks/Buxton shuttle
Milo Mclver State Park	No Weekend Access	Higher	<ul style="list-style-type: none"> Served by deviation of Clackamas County Connects' Estacada Shuttle 	<ul style="list-style-type: none"> Expand existing shuttle to weekend and create more public awareness about this free shuttle service Clackamas River shuttle
Luscher Farm	No Weekend Access	Higher	<ul style="list-style-type: none"> Served by TriMet Line 153 	<ul style="list-style-type: none"> Extend existing transit service to weekends
North Clackamas Park	No Weekend Access	Higher	<ul style="list-style-type: none"> Served by TriMet Line 152 	<ul style="list-style-type: none"> Extend existing transit service to weekends Incorporate into proposed C3. McLouglin/Oatfield Community Connector Service.
Canby Community (River) Park	No Weekend Access	Medium/higher	<ul style="list-style-type: none"> Park with playground, swimming, fishing, picnic tables, bathrooms. 	<ul style="list-style-type: none"> Extend existing transit to weekends
Canemah Bluff	No Sunday Access	Medium/higher	<ul style="list-style-type: none"> Nature area and children's park 	<ul style="list-style-type: none"> Extend existing transit to Sundays
Fernhill Wetlands	No Sunday access	Medium	<ul style="list-style-type: none"> Large natural area 	<ul style="list-style-type: none"> Extend existing transit to Sundays
Fields Bridge Community Park	No Weekend Access	Medium	<ul style="list-style-type: none"> Lots of activities 	<ul style="list-style-type: none"> Extend existing transit to weekends South Willamette Area shuttle
Smith and Bybee Wetlands Natural Area	No Weekend Access	Medium	<ul style="list-style-type: none"> Primarily a nature preserve with some trails 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Parks require long travel time for all modes, including transit. SAM shuttle connects parks to Gresham 	<ul style="list-style-type: none"> Create better awareness for existing shuttle
Sandy Ridge	Weak Access	Medium	<ul style="list-style-type: none"> Parks require long travel time for all modes, including transit. SAM shuttle connects parks to Gresham 	<ul style="list-style-type: none"> Create better awareness for existing shuttle

Community Connector Transit Study: Task 7.1.3 Regional Parks Transit Development Strategy

Oregon Metro

Park Name	Barrier to Transit Access	Priority level	Considerations	Way to Serve Park
Wildwood	Weak Access	Medium	<ul style="list-style-type: none"> Parks require long travel time for all modes, including transit. SAM shuttle connects parks to Gresham 	<ul style="list-style-type: none"> Create better awareness for existing shuttle
Kelley Point Park	No Weekend Access	Lower/Medium	<ul style="list-style-type: none"> Secluded, surrounded by industrial areas Access to river 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Large municipal park in Wilsonville 	<ul style="list-style-type: none"> Extend existing transit to Sundays
Jurgens Park	No Weekend Access	Low	<ul style="list-style-type: none"> Nearby parks with similar uses have transit access (Cook and Durham) 	<ul style="list-style-type: none"> No action recommended If park becomes a priority to serve, consider extending existing transit to weekends
Knights Bridge Park	No Weekend Access	Low	<ul style="list-style-type: none"> No amenities. May be temporarily closed. 	<ul style="list-style-type: none"> No action recommended
Newell Creek Canyon Nature Park	No Weekend Access	Medium	<ul style="list-style-type: none"> Moderate visitation numbers 	<ul style="list-style-type: none"> South Willamette shuttle
Wagon Wheel Park	No Weekend Access	Low	<ul style="list-style-type: none"> Small park with very low population density surrounding 	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Boat ramp only
Dalton Point	No transit access	<ul style="list-style-type: none"> Primary use is boat access
Dodge Park	No transit access	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Challenging spot to serve No restrooms
Jurgens Park	No weekend access	<ul style="list-style-type: none"> Nearby parks with similar uses have transit access
Farmington Paddle Launch	No transit access	<ul style="list-style-type: none"> Boat put-in only Reports of erosion and deterioration at site High equipment needs
Graham Oaks	Weak (lowest quartile of population in transit-shed)	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Small park with more limited activities, available parking Difficult to serve with shuttle route due to river
Hopkins Demonstration Forest	No transit access	<ul style="list-style-type: none"> Remote location Privately owned land
Knights Bridge Park	Weak (no weekend access)	<ul style="list-style-type: none"> Temporarily closed No amenities Consider extending existing service to weekends if it reopens
Oneonta Gorge and Horsetail Falls	No transit access	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> Served by transit, located in lower-density area
Rock Island	No transit access	<ul style="list-style-type: none"> Little evidence of demand for this park Challenging access, would require extensive out-of-direction travel
Wagon Wheel Park	Weak (lowest quartile of population)	<ul style="list-style-type: none"> Served by transit, located in lower-density area

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Park Name	Transit Access	Considerations
Willamette Park (West Linn)	Weak (lowest quartile of population)	<ul style="list-style-type: none">▪ 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	<ul style="list-style-type: none">Space for shuttle pull-out. Convenient turnaround point for Columbia River Gorge shuttle route	<ul style="list-style-type: none">Develop Columbia River Gorge Shuttle
Banks - Vernonia State Trail	State	State of Oregon Parks & Recreation Department	Yes	Yes	Weak	Higher	<ul style="list-style-type: none">Lowest quartile of population access	<ul style="list-style-type: none">Develop Banks/Buxton ShuttleExtend WestLink to Weekend
Barlow Wayside Park	Regional	Clackamas County	Yes	Yes	Weak	Lower	<ul style="list-style-type: none">Park requires long travel time for all modes, including transitSAM shuttle connects parks to Gresham	<ul style="list-style-type: none">Create better awareness for existing shuttle
Barton Park	Regional	Clackamas County	Yes	Yes	Weak	Medium	<ul style="list-style-type: none">Poor pedestrian accessTriMet Line 30 provides closest stop (2882, 2881)Boat ramp and other non-boat facilities	<ul style="list-style-type: none">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 shoulderServe with Clackamas River Shuttle
Benson State Recreation Area	State	State of Oregon Highway Commission	No	No	None	Medium	<ul style="list-style-type: none">Only accessible from Eastbound I-84	<ul style="list-style-type: none">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	<ul style="list-style-type: none">High Metro visitation numbersCommunity feedback has asked for transit service here	<ul style="list-style-type: none">Develop Fairview Shuttle
Bonnie Lure State Recreation Area	Regional	State of Oregon Parks & Recreation Department	No	No	None	Medium	<ul style="list-style-type: none">Few activities availableMight require using some existing parking for shuttle pull-out	<ul style="list-style-type: none">Develop Clackamas River Shuttle
Boones Ferry Park	Regional	Wilsonville	Yes	Yes	Weak	Lower	<ul style="list-style-type: none">Lowest quartile of population access	<ul style="list-style-type: none">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	<ul style="list-style-type: none">Space for shuttle to pull off	<ul style="list-style-type: none">Develop Columbia River Gorge Shuttle
Broughton Beach	Regional	Metro	No	No	None	Higher	<ul style="list-style-type: none">High Metro visitation numbers	<ul style="list-style-type: none">Develop Marine Drive ShuttleExtend 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	<ul style="list-style-type: none">Poor pedestrian accessSmaller parkTriMet Line 76 provides closest stop (11762, 11763)	<ul style="list-style-type: none">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	<ul style="list-style-type: none">No weekend access	<ul style="list-style-type: none">Extend existing transit to SundayDevelop South Willamette Shuttle
Canemah Bluff	Regional	Metro	Yes	Yes	Weak	Medium/Higher	<ul style="list-style-type: none">No Sunday access	<ul style="list-style-type: none">Extend existing transit to Sunday
Carver Park	Regional	Clackamas County	Yes	Yes	Weak	Medium	<ul style="list-style-type: none">Poor pedestrian accessHas river accessTriMet Line 30 provides closest stop (2874, 2875)	<ul style="list-style-type: none">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		

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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	<ul style="list-style-type: none"> Primary purpose is a boat ramp 	<ul style="list-style-type: none"> No action recommend
Chehalem Ridge Nature Park	Regional	Metro	No	No	None	Medium	<ul style="list-style-type: none"> Lower visitation numbers from Metro 	<ul style="list-style-type: none"> Develop Forest Grove Shuttle
Chinook Landing Marine Park	Regional	Metro	No	No	None	Higher	<ul style="list-style-type: none"> Higher visitation numbers Close to Blue Lake Regional Park 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Major destination for tourists and locals 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Would be served in Washington County microtransit pilot 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Will be served by Sandy River shuttle 	<ul style="list-style-type: none"> Support Sandy River Shuttle Pilot
Dalton Point Recreation Site	Regional	State of Oregon Parks & Recreation Department	No	No	None	Not a priority	<ul style="list-style-type: none"> Primarily a boat launch Only accessible from Westbound I-84 	<ul style="list-style-type: none"> No action recommended
Dodge Park	Regional	City of Portland Water Bureau and State of Oregon	No	No	None	Not a priority	<ul style="list-style-type: none"> Sandy River shuttle will serve similar parks along the Sandy River 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Small park, no restrooms 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Small fishing spot 	<ul style="list-style-type: none"> Potential to serve with Clackamas River Shuttle
Farmington Paddle Launch	Regional	Metro	No	No	None	Lower	<ul style="list-style-type: none"> Small park, mostly a boat launch 	<ul style="list-style-type: none"> No action recommended
Fernhill Wetlands	Regional	Clean Water Services	Yes	No	Weak	Lower	<ul style="list-style-type: none"> No weekend access 	<ul style="list-style-type: none"> Potential to serve with Forest Park Shuttle
Feyrer Park	Regional	Clackamas County	No	No	None	Lower	<ul style="list-style-type: none"> Small park with low population density 	<ul style="list-style-type: none"> No action recommended
Fields Bridge Community Park	Regional	City of West Linn	Yes	No	Weak	Higher	<ul style="list-style-type: none"> No Weekend Access Parking demand outstrips supply 	<ul style="list-style-type: none"> Develop South Willamette Shuttle

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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	<ul style="list-style-type: none"> Transit access only on east side of park 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Lowest quartile of population access due to population density around existing transit. 	<ul style="list-style-type: none"> No action recommended
Guy W. Talbot State Park	State	State of Oregon Highway Commission	No	No	None	Higher	<ul style="list-style-type: none"> State park with extensive hiking 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> More of a community park 	<ul style="list-style-type: none"> Could be served with potential Community Connector Service in C2. Happy Valley
Hebb Park	Regional	Clackamas County	No	No	None	Lower	<ul style="list-style-type: none"> Very small with limited activities Lots of existing parking 	<ul style="list-style-type: none"> Could be served with South Willamette Shuttle
Hopkins Demonstration Forest	Regional	Forests Forever Inc	No	No	None	Lower	<ul style="list-style-type: none"> Far away from existing fixed route transit and not near other regional destination sites Privately owned 	<ul style="list-style-type: none"> No action recommended
Howell Territorial Park	Regional	Metro	No	No	None	Medium	<ul style="list-style-type: none"> On Sauvie Island close to TriMet Line 16 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Park falls within an Equity Focus Area TriMet Line 57 stops just over half a mile away from the northern entrance (6496, 6495). 	<ul style="list-style-type: none"> Develop Forest Grove Shuttle Fill in sidewalk gaps to park
Jenkins Estate	Regional	Tualatin Hills Park & Recreation District	No	No	None	Medium	<ul style="list-style-type: none"> TriMet Line 88 (7064, 7071) stops 0.6 miles away from trailhead on Farmington; no action. 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Similar activities to other Gorge parks, and just past convenient turnaround point at Ainsworth Park 	<ul style="list-style-type: none"> Could be served by Columbia River Gorge Shuttle
Jurgens Park	Regional	City of Tualatin	Yes	No	Weak	Lower	<ul style="list-style-type: none"> No weekend access 	<ul style="list-style-type: none"> No action recommended
Kelley Point Park	State	City of Portland Bureau of Parks & Recreation	Yes	No	Weak	Medium	<ul style="list-style-type: none"> No weekend access Served by TriMet Line 11 	<ul style="list-style-type: none"> Extend existing access to weekend Develop Marine Drive Shuttle

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Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
							<ul style="list-style-type: none"> City of Portland discourages swimming here 	
Killin Wetlands Nature Park	Regional	Metro	No	No	None	Lower	<ul style="list-style-type: none"> Lowest visitation numbers of the Metro Parks 	<ul style="list-style-type: none"> Could be served by Banks/Buxton Shuttle
Knights Bridge Park	Regional	Clackamas County	Yes	No	Weak	Lower	<ul style="list-style-type: none"> No weekend access No amenities and may be temporarily closed 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Had service pre-pandemic 	<ul style="list-style-type: none"> Develop Banks/Buxton Shuttle Reinstate previous service
Luscher Farm	Regional	City of Lake Oswego	Yes	No	Medium	Higher	<ul style="list-style-type: none"> No weekend access 	<ul style="list-style-type: none"> Extend existing transit service
M James Gleason Memorial Boat Ramp	Regional	Metro	No	No	None	Lower	<ul style="list-style-type: none"> Boat ramp next to Broughton Beach High visitations numbers 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No Sunday access 	<ul style="list-style-type: none"> Extend existing transit service to Sunday
Metzler Park	State	Clackamas County	No	No	None	Higher	<ul style="list-style-type: none"> Various activities available. 	<ul style="list-style-type: none"> Develop Clackamas River Shuttle
Milo McIver State Park	State	State of Oregon Parks & Recreation Department and Portland General Electric Company	Yes	No	Weak	Higher	<ul style="list-style-type: none"> No weekend access 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Multiple activities Space for shuttle turnaround 	<ul style="list-style-type: none"> 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		

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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	<ul style="list-style-type: none"> No weekend access 	<ul style="list-style-type: none"> Extend existing transit service to weekends Could be served by South Willamette Shuttle
North Clackamas Park	Regional	City of Milwaukie	Yes	No	Medium	Higher	<ul style="list-style-type: none"> No weekend access 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Camping facilities 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Various activities, including boat rental and campground 	<ul style="list-style-type: none"> Develop Clackamas River Shuttle
Riverside Park	Regional	Clackamas River Water District	Yes	Yes	Weak	Lower	<ul style="list-style-type: none"> Low access due to small population-shed around park 	<ul style="list-style-type: none"> No action recommended
Rock Islands	Regional	Metro	No	No	None	Not a priority	<ul style="list-style-type: none"> Challenging access Would require out-of-direction travel of shuttle 	<ul style="list-style-type: none"> No action recommended
Rood Bridge Park	Regional	City of Hillsboro	Yes	No	Weak	Medium/Higher	<ul style="list-style-type: none"> No weekend access 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Ample paid parking Would require loop to serve CAT used to serve park 	<ul style="list-style-type: none"> Develop Columbia Gorge River Shuttle
Sandy Ridge Trail System	State	Clackamas County (Bureau of Land Management)	Yes	Yes	Weak	Higher	<ul style="list-style-type: none"> Park requires long travel time for all modes, including transit SAM shuttle connects parks to Gresham 	<ul style="list-style-type: none"> Create better awareness for existing shuttle
Sandy River Delta Recreation Area	Regional	United States Forest Service	Yes	Yes	Weak	Medium	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Develop Sauvie Island Shuttle

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Name	Category	Owner	Weekday Transit Access?	Weekend Transit Access?	Level of Transit Access	Priority to Serve	Considerations	Ways to Serve Park
							<ul style="list-style-type: none"> Shuttle could make multiple stops within the park 	
Scoggins Valley Park/Henry Hagg Lake	State	United States Bureau of Reclamation	No	No	None	Higher	<ul style="list-style-type: none"> Multiple activities dispersed around lake Routing would need to take into account multiple destinations within park/travel time between these destinations 	<ul style="list-style-type: none"> Develop Forest Grove Shuttle
Scouters Mountain Nature Park	Regional	Metro	No	No	None	Lower/Medium	<ul style="list-style-type: none"> Low visitation numbers compared to other Metro parks 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No space for pull-out 	<ul style="list-style-type: none"> Consider serving with Columbia Gorge River Shuttle
Smith and Bybee Wetlands Natural Area	Regional	Metro	Yes	No	Weak	Medium	<ul style="list-style-type: none"> No weekend access Served by TriMet Line 11 	<ul style="list-style-type: none"> 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		<ul style="list-style-type: none"> No access to nearby transit due to street network 	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> No weekend access Small park with surrounded by very low population density 	<ul style="list-style-type: none"> No action recommended
Wapato Access	State	State of Oregon Parks & Recreation Department	No	No	None	Medium	<ul style="list-style-type: none"> On Sauvie Island 	<ul style="list-style-type: none"> 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		

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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	<ul style="list-style-type: none">▪ Park requires long travel time for all modes, including transit.▪ SAM shuttle connects parks to Gresham	<ul style="list-style-type: none">▪ Create better awareness for existing shuttle
Willamette Park (West Linn)	Regional	City of West Linn	Yes	Yes	Weak	Lower	<ul style="list-style-type: none">▪ Has full transit access but falls into low population access due to location.	<ul style="list-style-type: none">▪ No action recommended
Willamette Park (Portland)	Regional	City of Portland Bureau of Parks & Recreation	Yes	Yes	High	NA		