

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

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## Introduction

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

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

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

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

## Review of Focus Area Assessment

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





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

**Table 1. Focus Area Evaluation Criteria by Scenario**

Category	Scenario 1a: Existing Weekday	Scenario 1b: Existing Weekday 10 p.m.	Scenario 2a: 2045 Weekday	Scenario 2b: 2045 Weekday with Future TriMet Service Enhancements <sup>1</sup>
Transit Propensity Metrics seek to highlight where people who might ride transit are located.	<ul style="list-style-type: none"> <li>Population per square mile.</li> <li>Employees per square mile.</li> <li>Metro Equity Focus Areas (EFA) score.<sup>2</sup></li> </ul>	<ul style="list-style-type: none"> <li>Population per square mile.</li> <li>Employees per square mile limited to industries with potential for 10 p.m. job shift, based in NAICS codes associated with shift workers.</li> <li>Average score of Metro Equity Focus Areas.</li> </ul>	<ul style="list-style-type: none"> <li>Projected population density.</li> <li>Projected employment density.</li> <li>Average score of Metro Equity Focus Areas.</li> </ul>	
Data Sources	<ol style="list-style-type: none"> <li>Block groups, U.S. Census 2023 ACS.</li> <li>Block groups, OnTheMap 2022 Employment count.</li> <li>Metro Limited English, low income, and Persons of color U.S. Census tracts.</li> </ol>	<ol style="list-style-type: none"> <li>Block groups, U.S. Census 2023 ACS.</li> <li>Block groups, OnTheMap 2022 employee count, limited to specific NAICS codes.</li> <li>Metro Limited English, low income, and Persons of color U.S. Census tracts.</li> </ol>	<ol style="list-style-type: none"> <li>Transportation Analysis Zones from Metro Travel Demand Model TAZ-based population data.</li> <li>Based on population density of TAZ from Metro Travel Demand Model TAZ-based employment data.</li> <li>Metro Limited English, low income, and Persons of color U.S. Census tracts.</li> </ol>	
Community Connector Transit Viability Metrics seek to highlight where transit service could operate.	<p>Number of unique key community destination types within half a mile. Key destinations include airports, city halls, community centers, grocery stores, hospitals, libraries, schools, and parks.</p> <p>Average score of:</p> <ul style="list-style-type: none"> <li>Road network score. This measure looked at the length of roadways within a given hexagon. The intent was to ensure that there is sufficient roadway network to operate transit.</li> <li>Building coverage/footprint score. This measure assessed the relative coverage of building footprints, with higher building coverage meaning greater activity in a given hexagon.</li> <li>Trip volume score. Using origin and destination trip data, this assessed the relative number of trips across all modes occurring on roadway segments within hexagons.</li> </ul>			

<sup>1</sup> As of this writing, TriMet is establishing a fixed-route service vision. This vision is not funded.

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



## CCT Opportunity Qualitative Assessment

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

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

- **Meets an identified need:**

- **Equity.** Serving equity communities across the Metro region is a focus of this study. Equity factors were a part of the focus area analysis, and here the goal is to consider who might benefit from CCT.
- **Compatible with fixed-route transit network operated by TriMet and SMART.** Some CCT operating today—or in the future —may be candidates for eventual replacement by traditional fixed-route service when population, densities, land uses, ridership, and available funding align. Consideration was given for how CCT might complement transit usage regionally.
- **Access to mobility hub or regionally significant park.** Proximity of potential mobility hubs (see *Final Local Mobility Hub Assessment*, July 2025), existing transit centers, or to regionally significant parks with limited or no transit access (see *Final Destination Sites Transit Need* memorandum, July 2025) was considered when looking at the potential usefulness of CCT in each focus area. CCT services that may provide access to regionally significant parks are being considered independently by related study work.

- **Implementation and operations considerations:**

- **Roadway network.** Focus areas with discontinuous street networks with dead-ends and cul-de-sacs, and areas with tight turning radiuses reduce the ability to provide transit service, and make service less efficient to operate, regardless of population size and density. The type of CCT is also impacted by the road network. See Table 1 for various characteristics of transit services by type, and Attachment 1 for more detail by mode. In general, on-demand was considered for areas that do not have a street network compatible with larger vehicles. Flex-route services were considered an option where some level of street connectivity exists.
- **Ease of Implementation.** A new service is assumed to take more time and resources to implement compared to an existing service that is modified to increase access to people in a community. Each focus area was considered for how complex implementing and operating a service might be, which includes coordination with other jurisdictions and partners. To make the review more transparent, Table 2 provides criteria to illustrate how ratings were determined.
- **Benefit relative to cost.** This memo does not quantify costs due to the lack of specification for factors that deeply impact costs, such as type of CCT, level of service, and start up and ongoing operations, maintenance, and capital needs. However, if the amount of resources needed to operate CCT appears disproportionately compared to the number of people served, and more people could be served by other non-CCT solutions, support for the service may be low.
- As this study is not financially constrained and has a 20-year horizon, benefit relative to cost is subjective. While evaluating each area, CCT service should be expected to have higher ridership and boardings per revenue hour than paratransit operations, which have



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

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



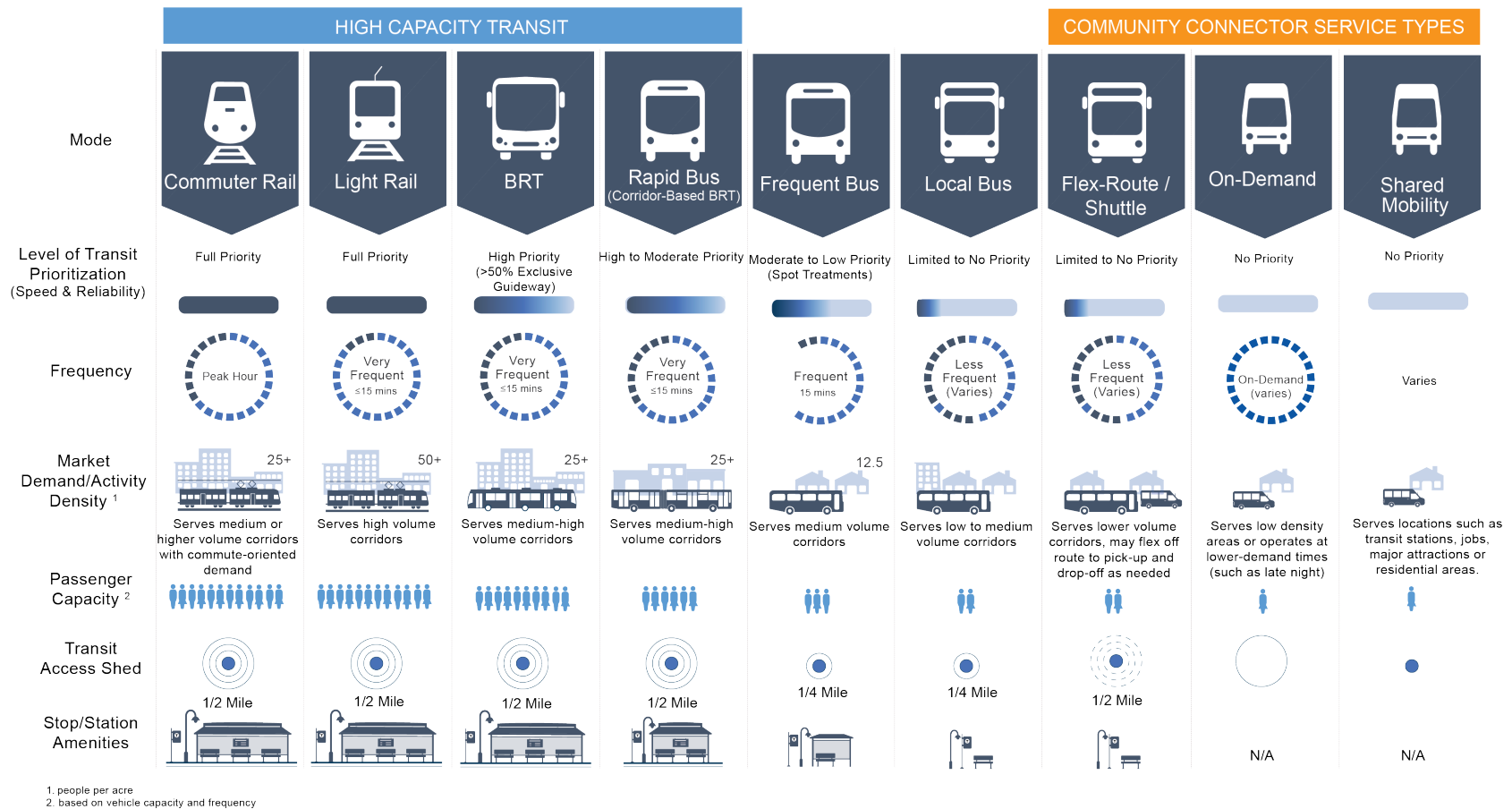


Figure 1. Regional Transit Service Types, Portland Metro 2023, Modified 2025



Table 2. Implementation Difficulty Assessment Criteria

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



## Proposed Opportunity Areas

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

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

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



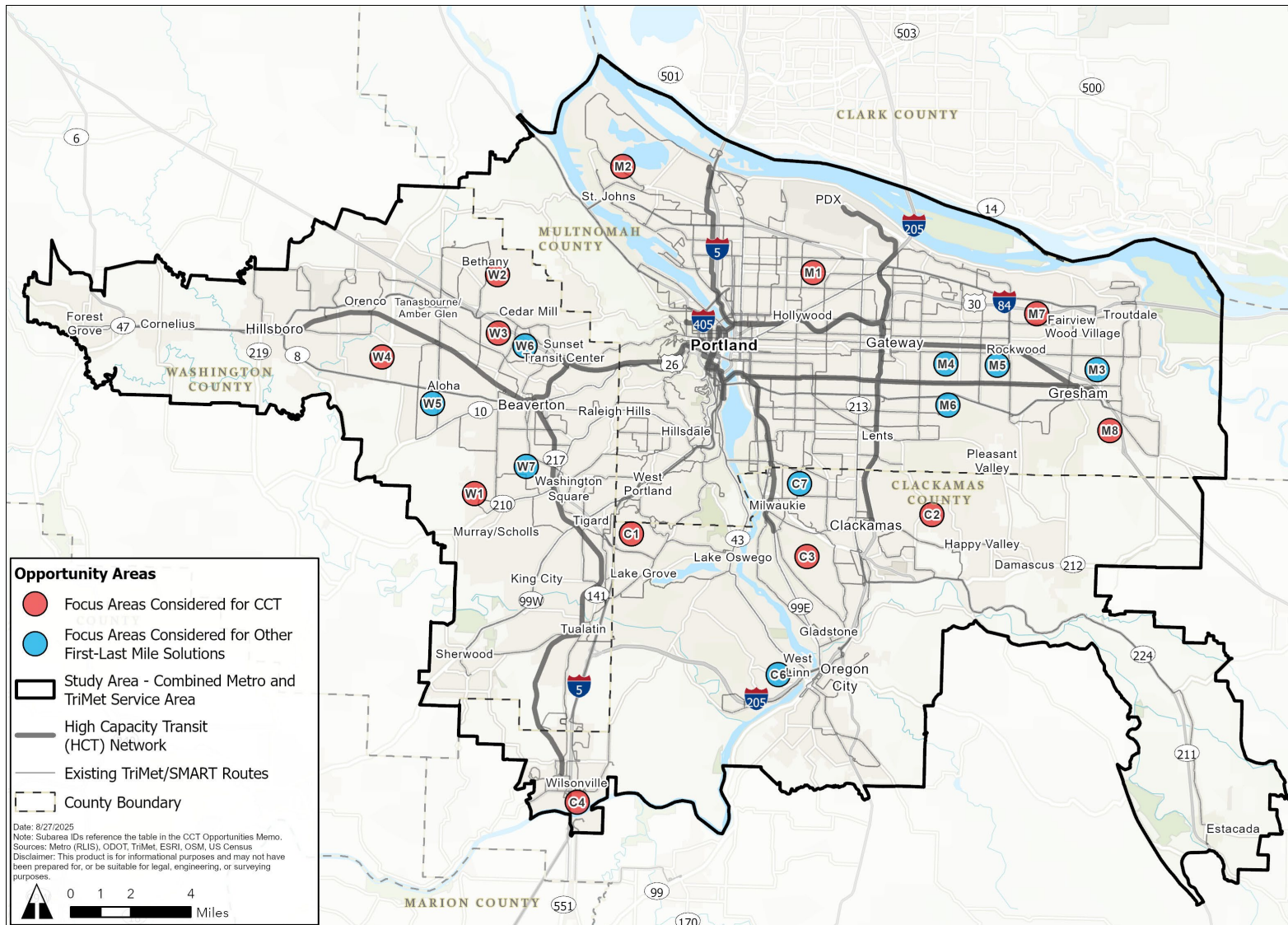


Figure 2. Opportunity Areas Considered



Table 3. Community Connector Opportunities

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



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



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



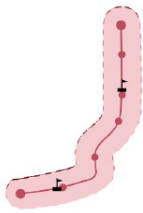
ACCESS = Alderwood-Cornfoot-Columbia Employment Shuttle Service; CCT = community connector transit

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



# Attachment 1. CCT Transit Spectrum by Mode

## Local Bus: Fixed Route

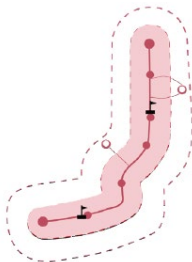


Transit service that travels along a consistent route and has a published timetable is called a fixed route. Fixed routes serve people traveling to key destinations and have marked bus stops or, depending on agency policy and surrounding land use, may also use flag stops where riders can wave to a driver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

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

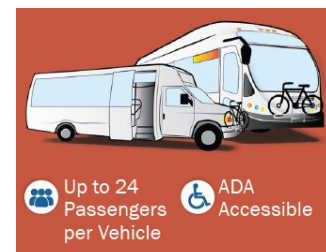


## Flex Route/Shuttle<sup>3</sup>



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

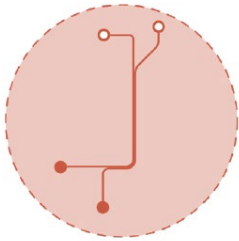
This type of service is considered a community connector and is a focus of this study. Flex routes often use vehicles that can better maneuver on non-arterial streets on which fixed-route services travel. Ridership is generally expected to be lower than 10 riders per hour on average. Operating costs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



<sup>3</sup> FTA classifies these as "Deviated Fixed Route" services.

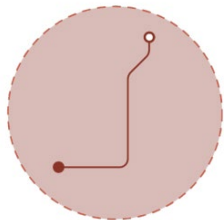
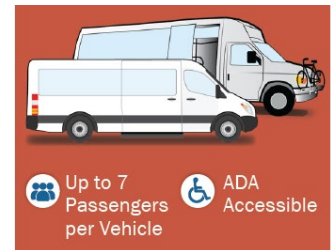


## On-Demand



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

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



**Shared Mobility** is an umbrella term for transportation services that allow users to share a vehicle as a group—such as vanpool—or at different times—such as ride-hailing, car-share, or scooter/bike-share. Shared mobility includes some services that are considered transit and others that are considered transit-supportive services. *Vanpool* is a form of shared mobility in which a group of passengers shares the use and cost of a vehicle in traveling to and from pre-arranged destinations together, most often to access employment

sites but also to access high capacity transit stations. Vanpools are considered transit by the National Transit Database when they are publicly sponsored, open to the public, advertised actively to the public, and ADA accessible. Employer-sponsored vanpools are not considered transit due to eligibility requirements. As vanpools are the focus of Metro's Regional Vanpool Strategy, due in spring 2026, vanpools are excluded from this study.

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

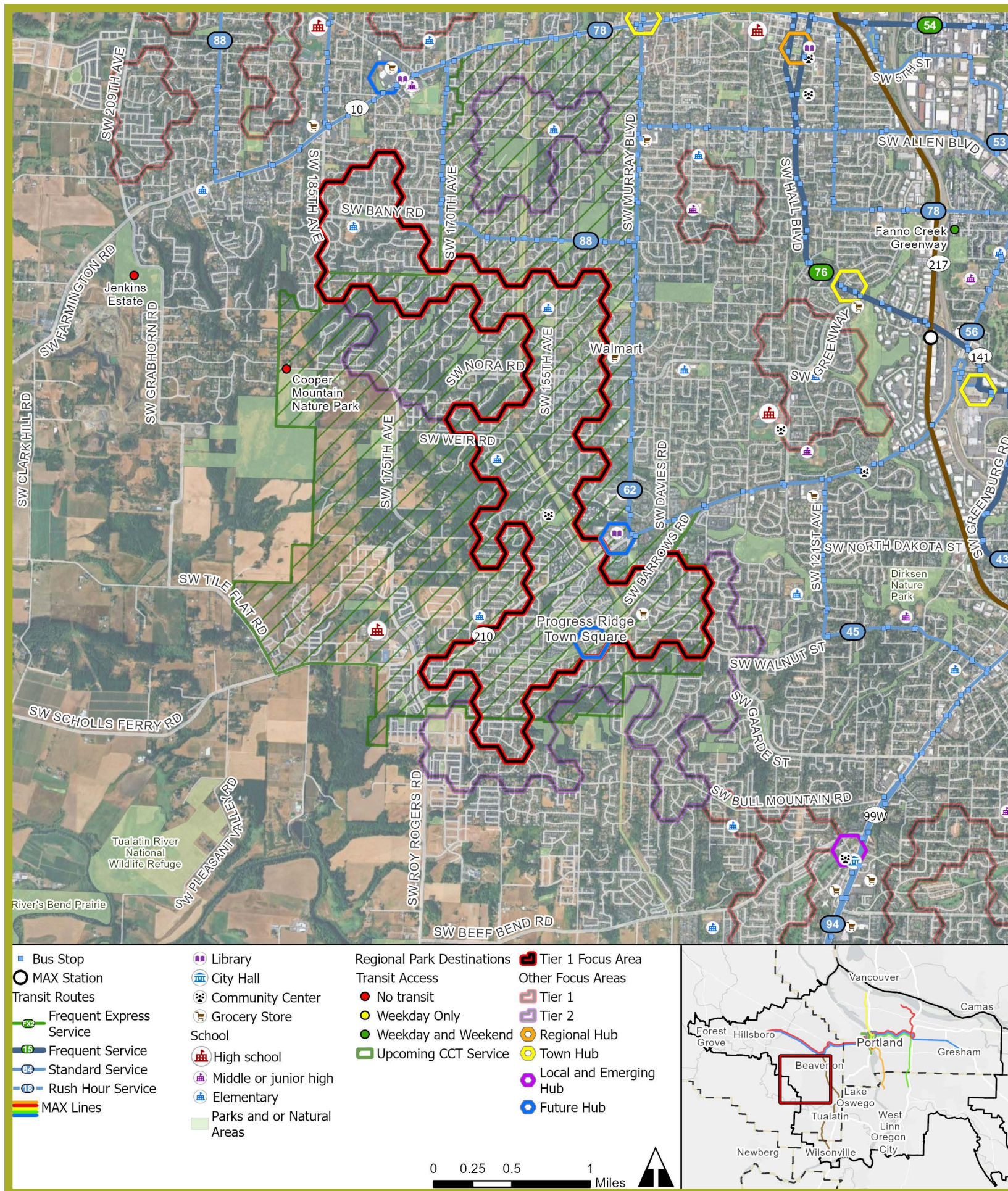


# Attachment 2. Cut Sheets



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# W1. South Beaverton/Progress Ridge

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

## OPPORTUNITY

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



On-Demand



Flex-Route / Shuttle

## CONNECTIONS

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

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

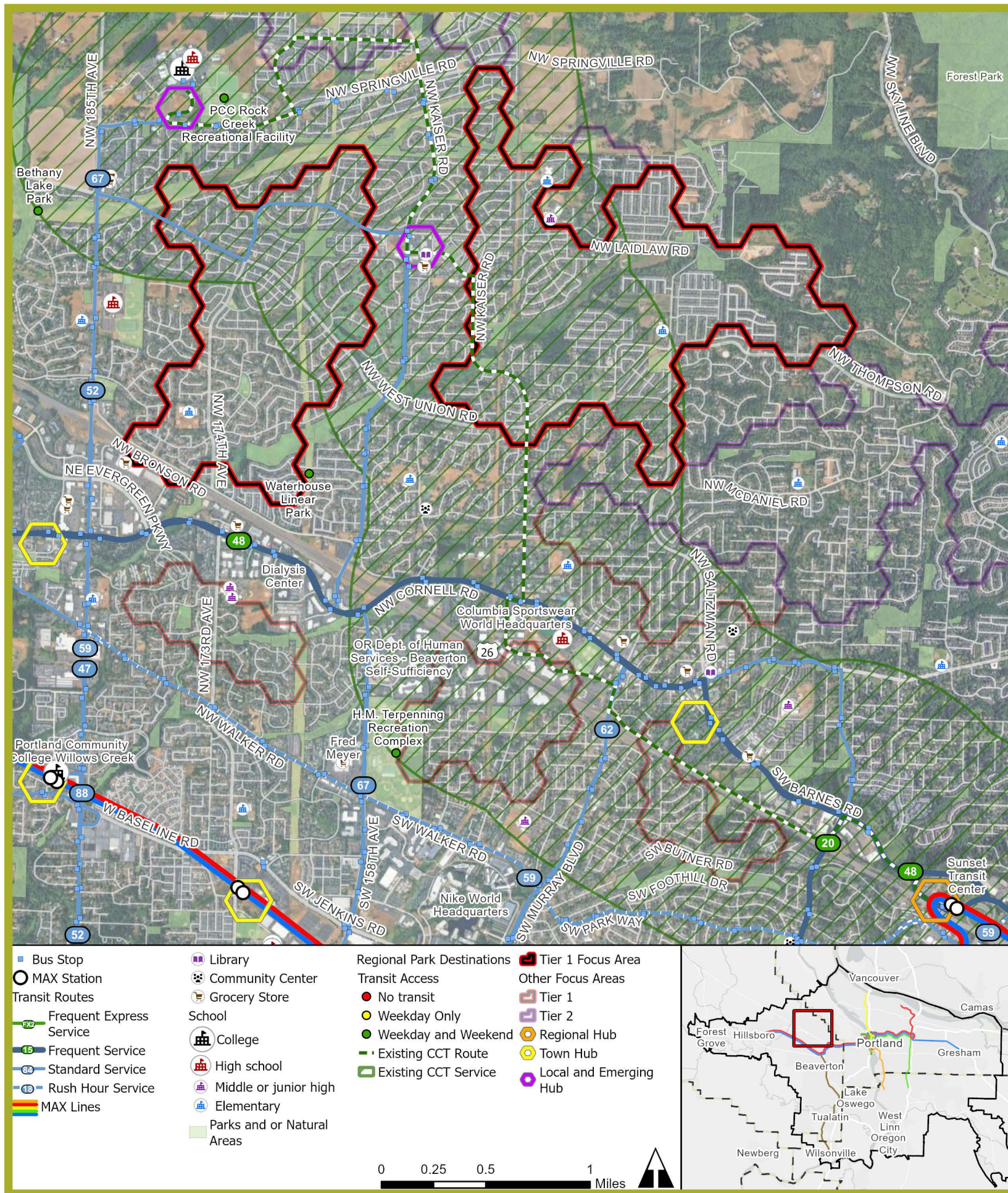
**Mobility hubs:** Two potential future mobility hubs are proposed in Murray/Scholls, and a town hub is proposed at the intersection of SW Farmington Road and SW Murray Boulevard.

## CONSIDERATIONS

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

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





## W2. Bethany

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

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

### OPPORTUNITY

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



Flex-Route / Shuttle



On-Demand



### CONNECTIONS

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

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

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

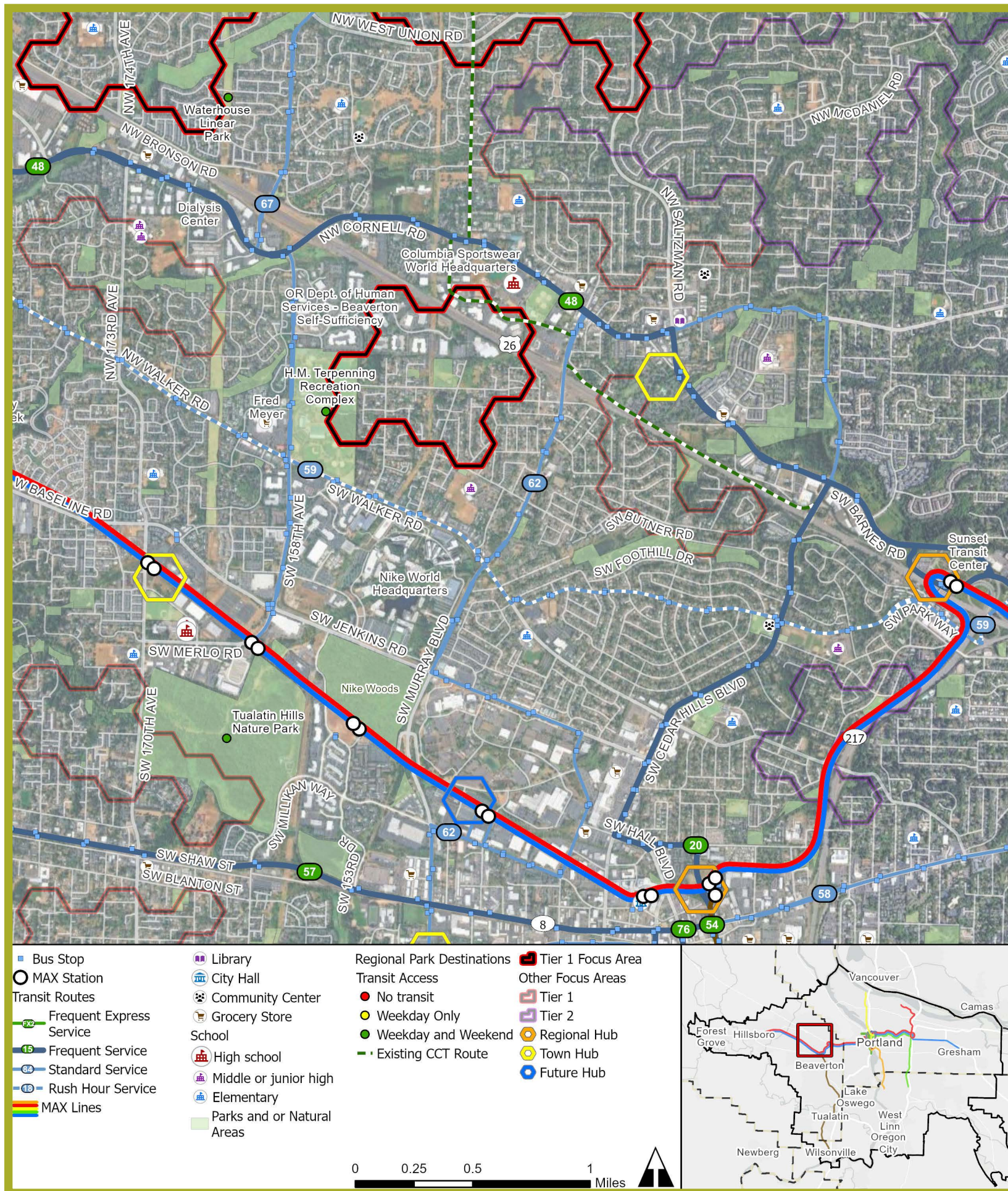


### CONSIDERATIONS

**Implementation difficulty:** ● ○ ○ ○

This change would entail modifying an existing service.





## W3. Marlene Village

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

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

### OPPORTUNITY

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



Flex-Route / Shuttle



### CONNECTIONS

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

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

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

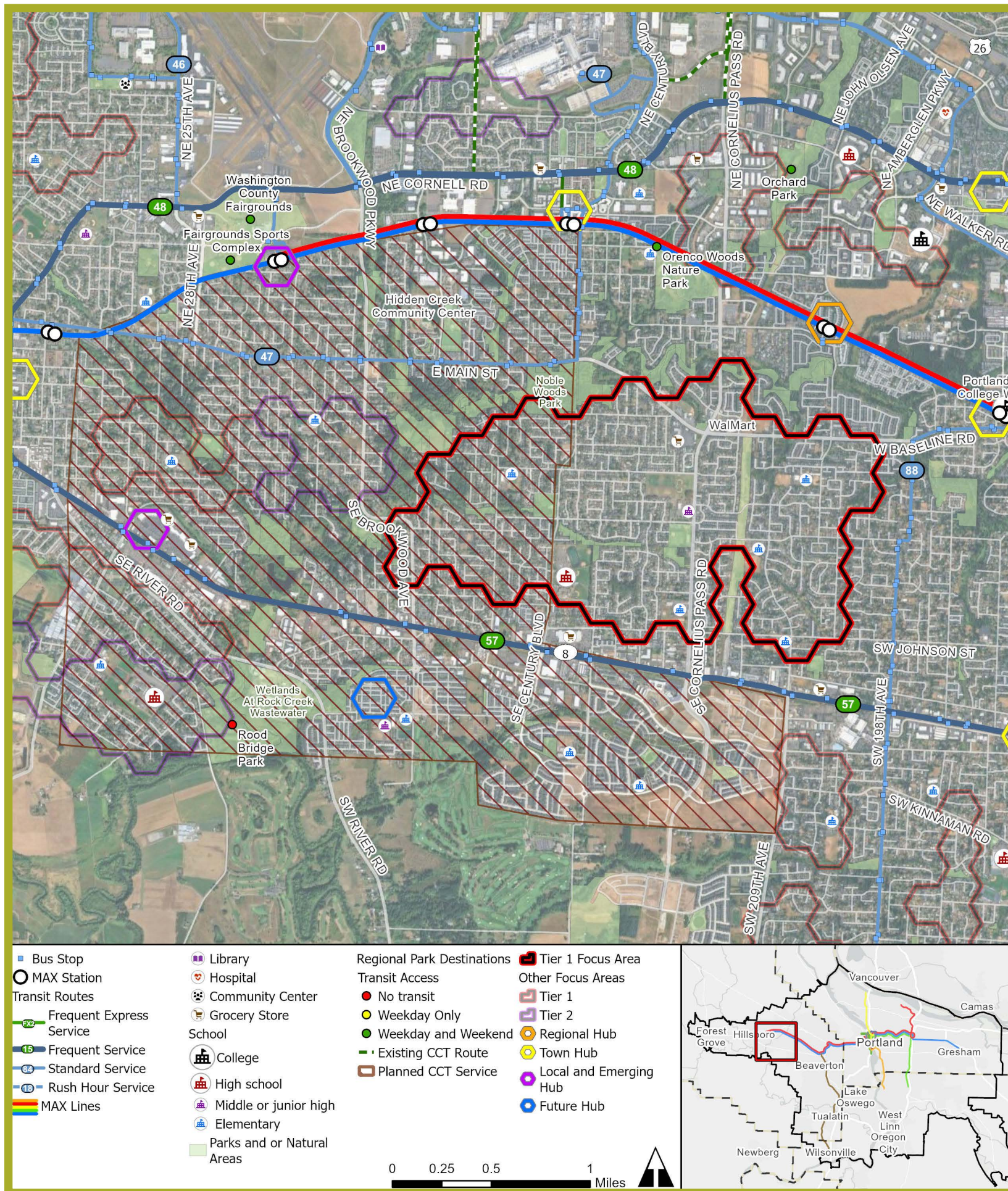


### CONSIDERATIONS

**Implementation difficulty:** ● ● ● ○

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





# W4. Southeast Hillsboro

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

## OPPORTUNITY

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



Flex-Route / Shuttle



## CONNECTIONS

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

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

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

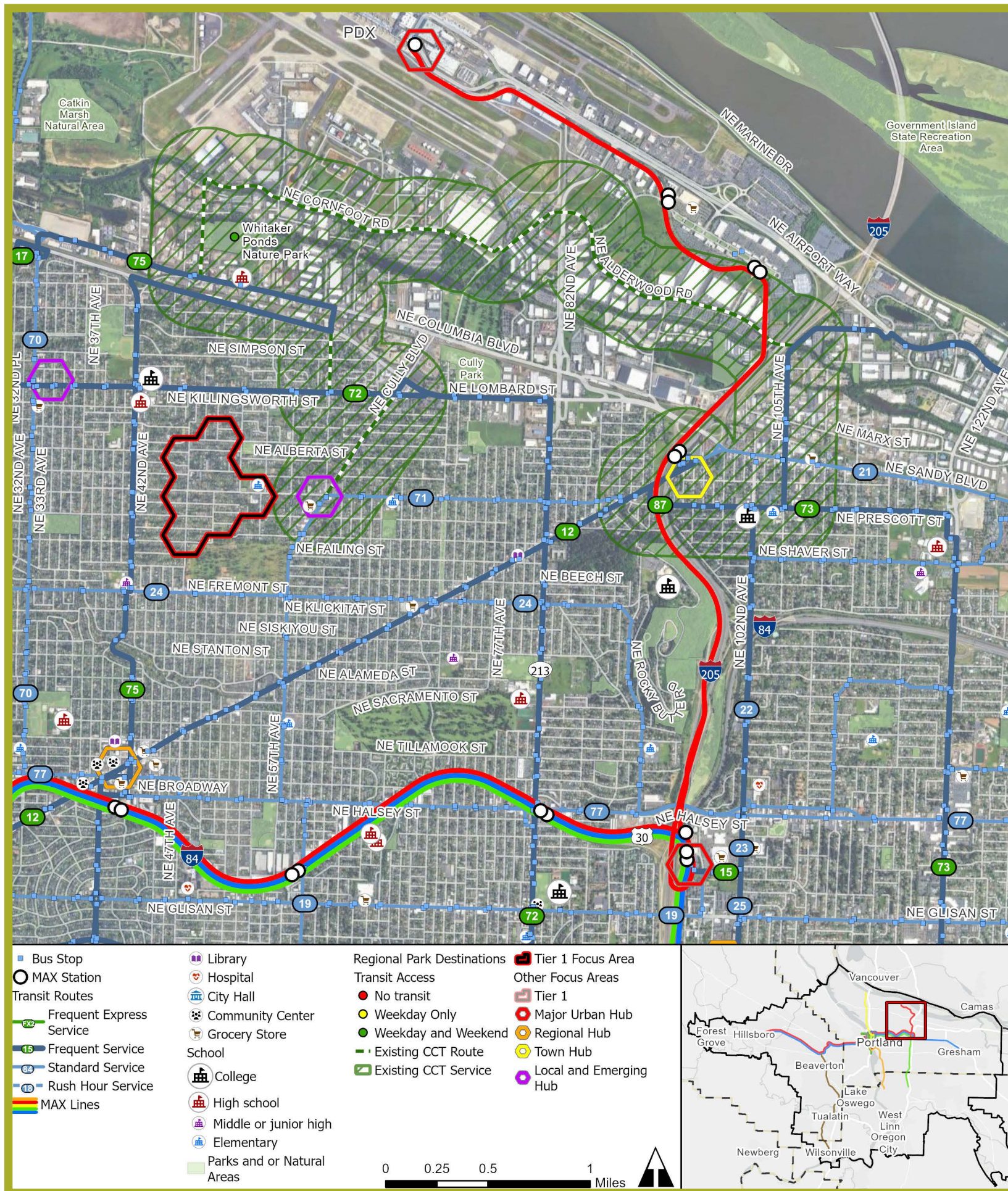


## CONSIDERATIONS

**Implementation difficulty:** ● ● ○ ○

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





# M1. Cully

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



## OPPORTUNITY

Extend the ACCESS Shuttle past its western terminus at Albertsons.



Flex-Route / Shuttle



## CONNECTIONS

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

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

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



## CONSIDERATIONS

**Implementation difficulty:** ● ● ○ ○

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





# M2. Peninsula Industrial

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

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

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

## OPPORTUNITY

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



Flex-Route / Shuttle

## CONNECTIONS

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

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

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

## CONSIDERATIONS

**Implementation difficulty:** ● ● ● ○

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





# M7. Fairview

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

## OPPORTUNITY

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

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

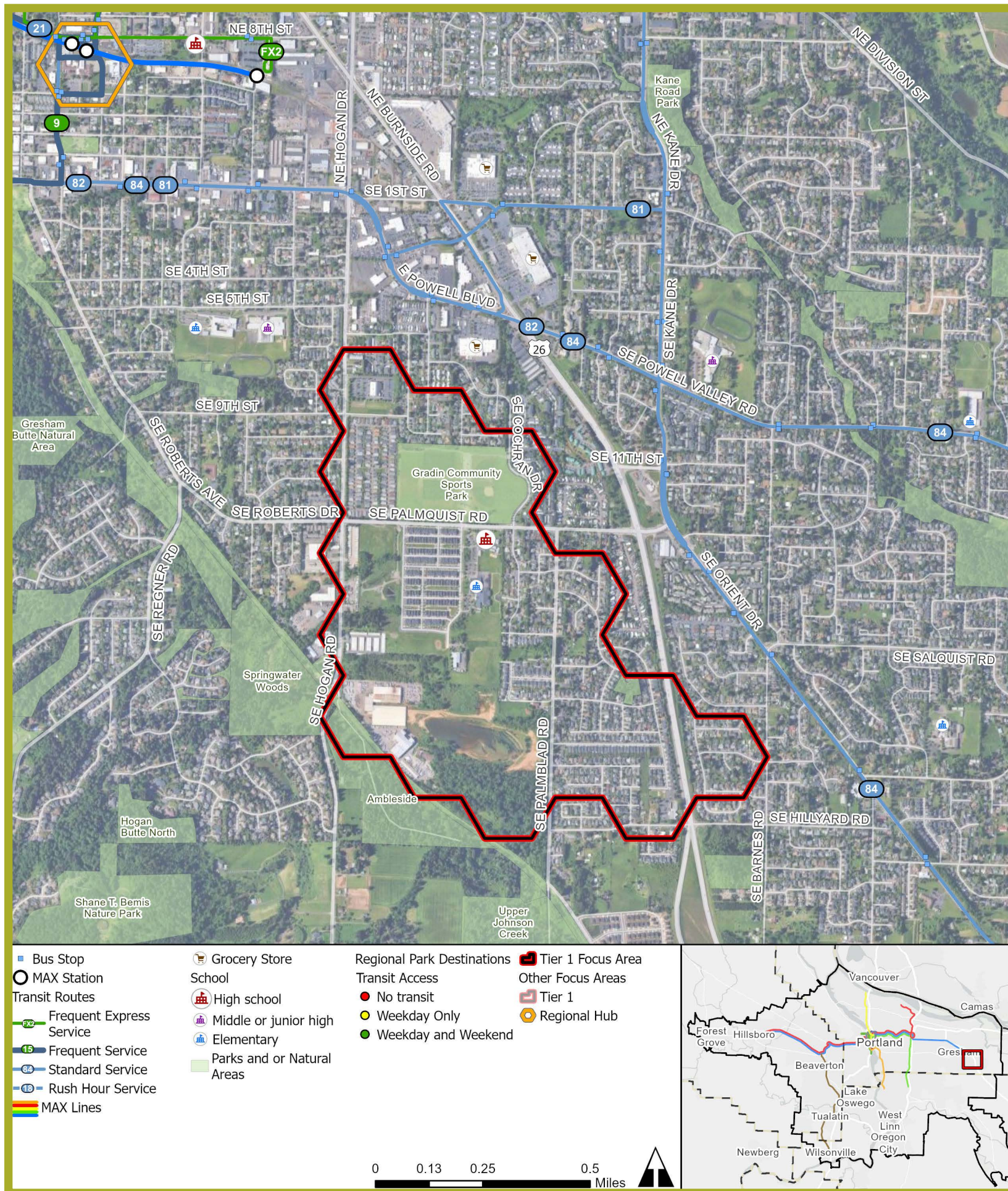
## CONNECTIONS

**Destinations:** Industrial/warehouse employment near I-84.

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

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





# M8. Historic SE Hogan

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

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

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

## OPPORTUNITY

A new deviated fixed-route CCT service could travel on SE Hogan Road, SE Palmquist Road, and SE Palmblad Road, but would likely need to use residential streets such as SE 23rd Street, SE Kane Avenue, and SE 25th Street to turn around at the southern end of the focus area. The street network includes local roads that would allow a bus to travel closer to higher density residential clusters unserved by transit today. An on-demand service available without eligibility restrictions could also serve this area.



Flex-Route / Shuttle



On-Demand

## CONNECTIONS

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

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

## CONSIDERATIONS

**Implementation difficulty:** ● ● ● ●

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



# C1. Lake Oswego

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

## OPPORTUNITY

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



Flex-Route / Shuttle

## CONNECTIONS

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

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

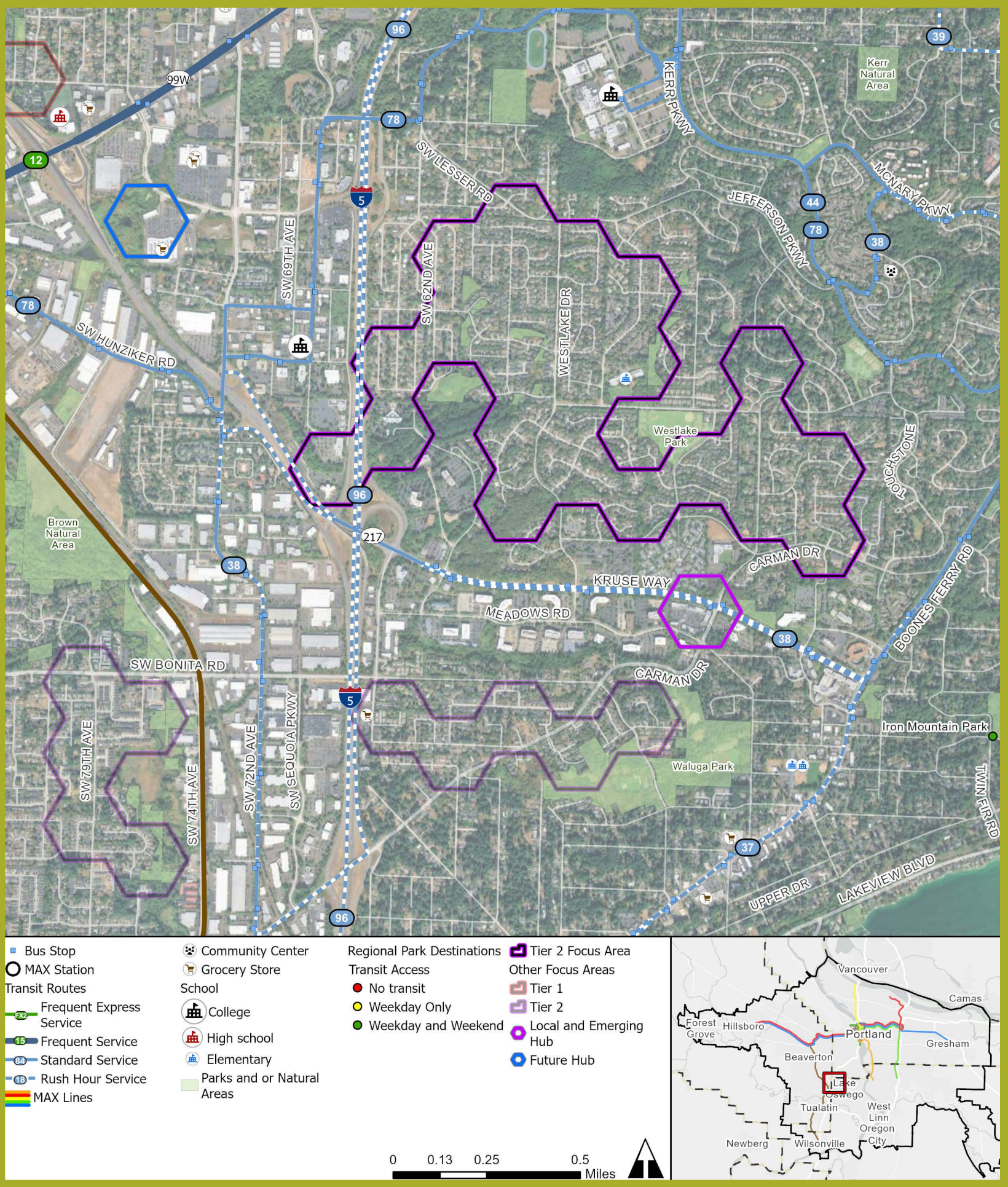
**Mobility hubs:** The closest potential local or emerging hub is on Kruse Way.

## CONSIDERATIONS

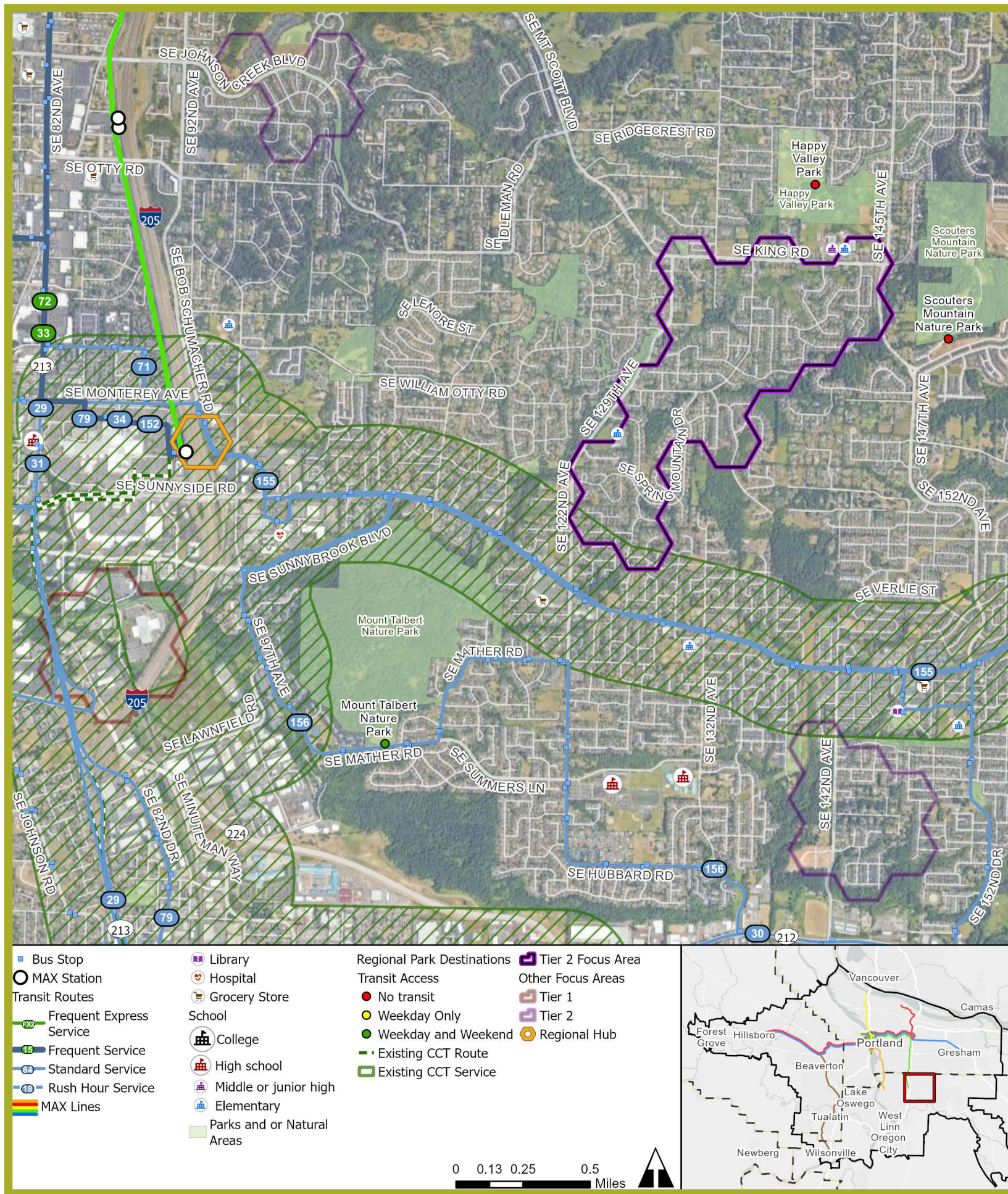
**Implementation difficulty:** ● ● ● ●

The area has a low equity score.

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







## C2. Happy Valley

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

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

### OPPORTUNITY

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



On-Demand

### CONNECTIONS

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

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

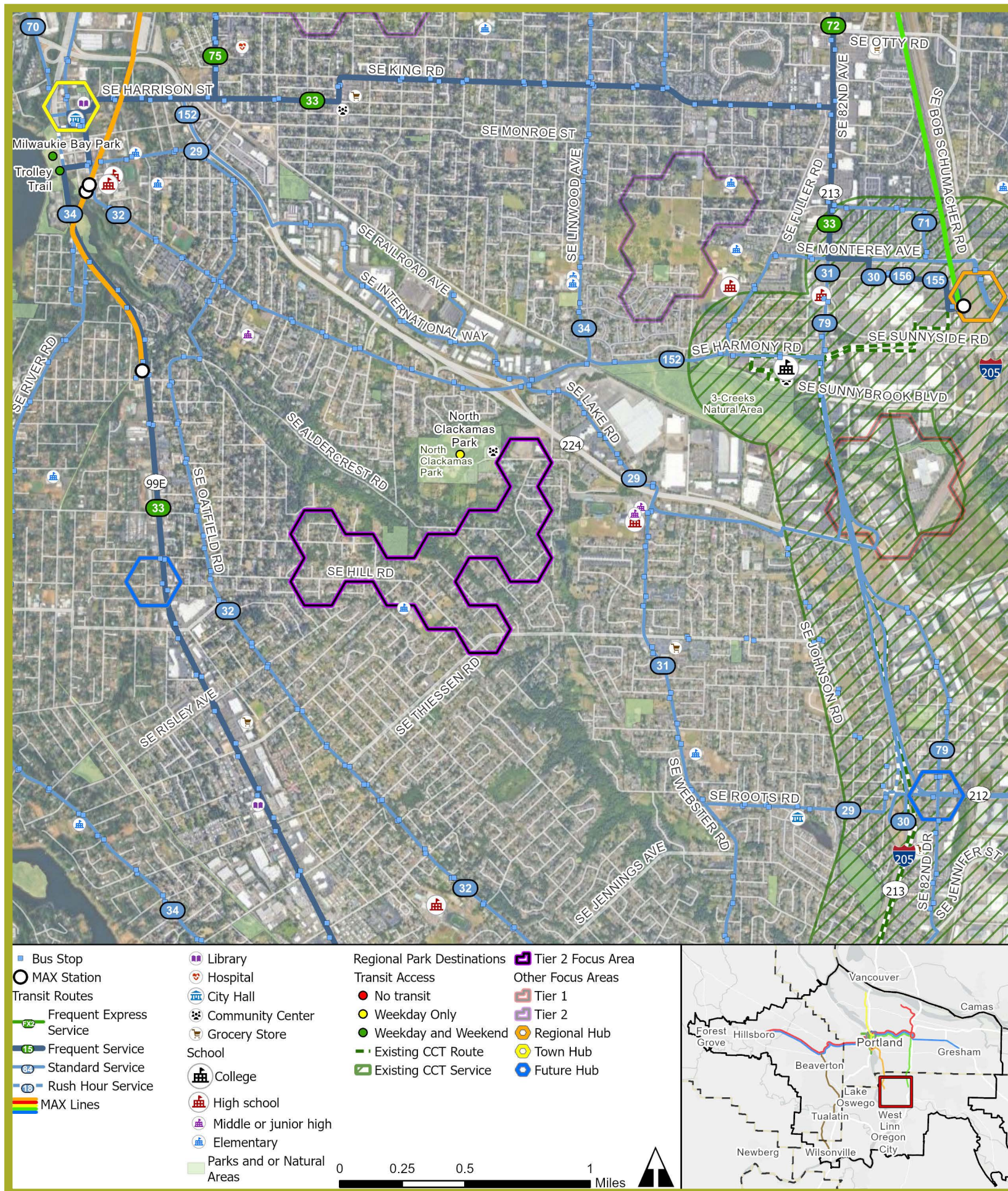
**Mobility hubs:** The hub west of I-205 at Clackamas Town Center is the closest mobility hub in the area.

### CONSIDERATIONS

**Implementation difficulty:** ● ● ● ●

Low equity scores in the area.





## C3. McLoughlin/Oatfield

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

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

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

### OPPORTUNITY

An on-demand service could be considered.



On-Demand

### CONNECTIONS

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

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

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

### CONSIDERATIONS

**Implementation difficulty:** ● ● ● ●

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



# C4. South Wilsonville

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

## OPPORTUNITY

No CCT service is recommended. Areas with higher residential density are within a half mile of SW Wilsonville Road, and the road network would make this a better target for non-CCT investment. The area has a low equity score, low population density, and low employment density.

