

DATE: July 17, 2025  
TO: Ally Holmqvist, Metro  
FROM: Eddie Montejo, Chad Tinsley, Sam Erickson, Ryan Farncomb, Claire Roth  
SUBJECT: FINAL Local Mobility Hub Assessment  
PROJECT: Metro Community Connector Study

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## Introduction

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

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

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

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

## Mobility Hubs Assessment Methodology

### Mobility Hub Focus Areas

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

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

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<sup>1</sup> See the Draft Mobility Hub Toolkit (June 2025) for more information on the proposed mobility hubs' typology.

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

**Table 1. Mobility Hub Criteria**

Evaluation Category	Criteria
<b>Connectivity:</b>  Seamless connections between transit, active transportation, and shared mobility services.	<b>Transit Connectivity</b> <ol style="list-style-type: none"> <li>Existing transit, by mode.</li> <li>Density of transit stops.</li> <li>Density of transit routes.</li> <li>Density of TriMet Frequent Transit Network (FTN) coverage.</li> </ol> <b>Active Transportation</b> <ol style="list-style-type: none"> <li>Linear feet of sidewalk within half a mile.</li> <li>Linear feet of bike routes within half a mile.</li> </ol>
<b>Land Use + Regional Significance:</b>  Alignment with Metro 2040 Regional Centers, Town Centers, and other key growth areas identified in local plans. These areas are planned for higher-density, mixed-use development with strong transit connections, creating ideal conditions for intermodal transportation.	<ol style="list-style-type: none"> <li>Population density (2045).</li> <li>2045 Employment density.</li> <li>Supportive zoning: Type of centers and future growth areas - Metro 2040 Growth Concept.<sup>2</sup></li> <li>Supportive zoning: Multifamily housing land use.</li> <li>Weekday stop-level transit ridership.</li> </ol>
<b>Equity + Community Impact:</b>  Mobility hubs should prioritize accessibility, affordability, and inclusivity, reducing transportation barriers for underserved communities. Successful regional hubs should serve Metro's Equity Focus Areas and historically marginalized neighborhoods, improving connections to key destinations such as jobs, healthcare, and education.	<ol style="list-style-type: none"> <li>Equity Focus Areas. <ol style="list-style-type: none"> <li>Low income.</li> <li>Persons of Color.</li> <li>Limited English proficiency.</li> </ol> </li> <li>Number and unique number of key destinations.</li> <li>Zoning: Affordable housing units.</li> <li>Percentage zero-vehicle households.</li> </ol>

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

<sup>2</sup> <https://www.oregonmetro.gov/2040-growth-concept>

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

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

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

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

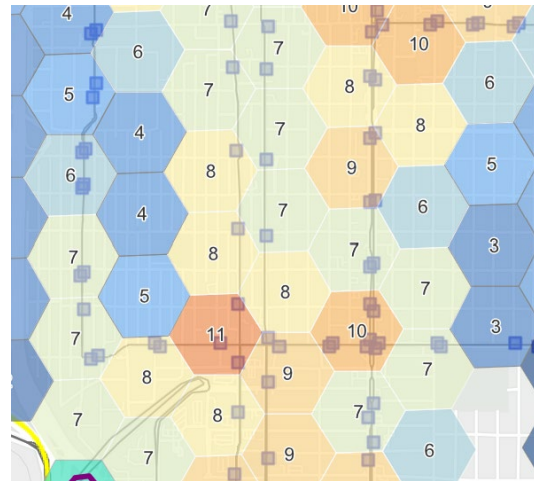


Figure 1. Example of Analysis Scores

## Mobility Hub Typology Designation

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

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

Figure 2. Mobility Hub Types

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

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

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

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

## Results

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

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

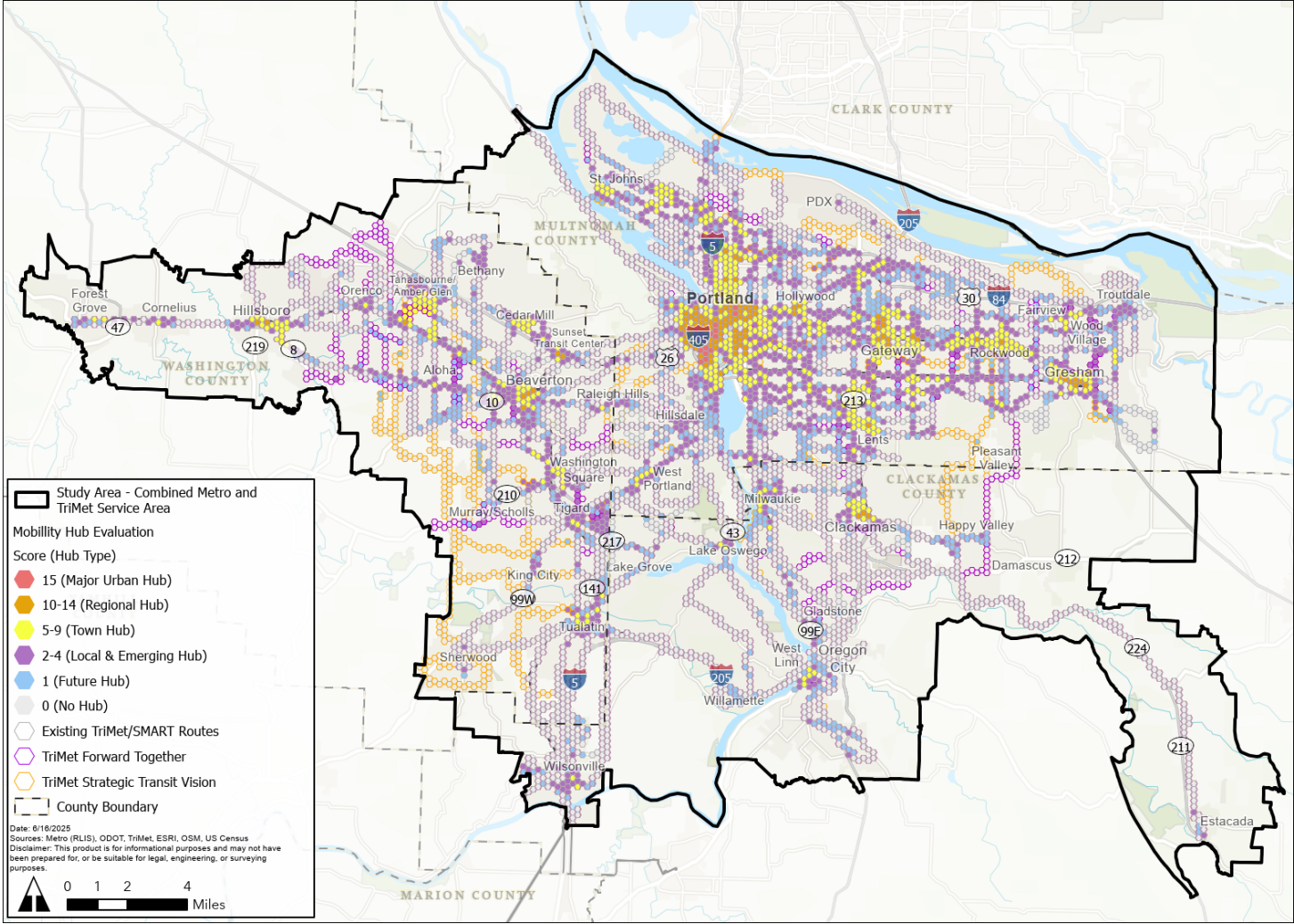


Figure 3. Mobility Hub Scoring



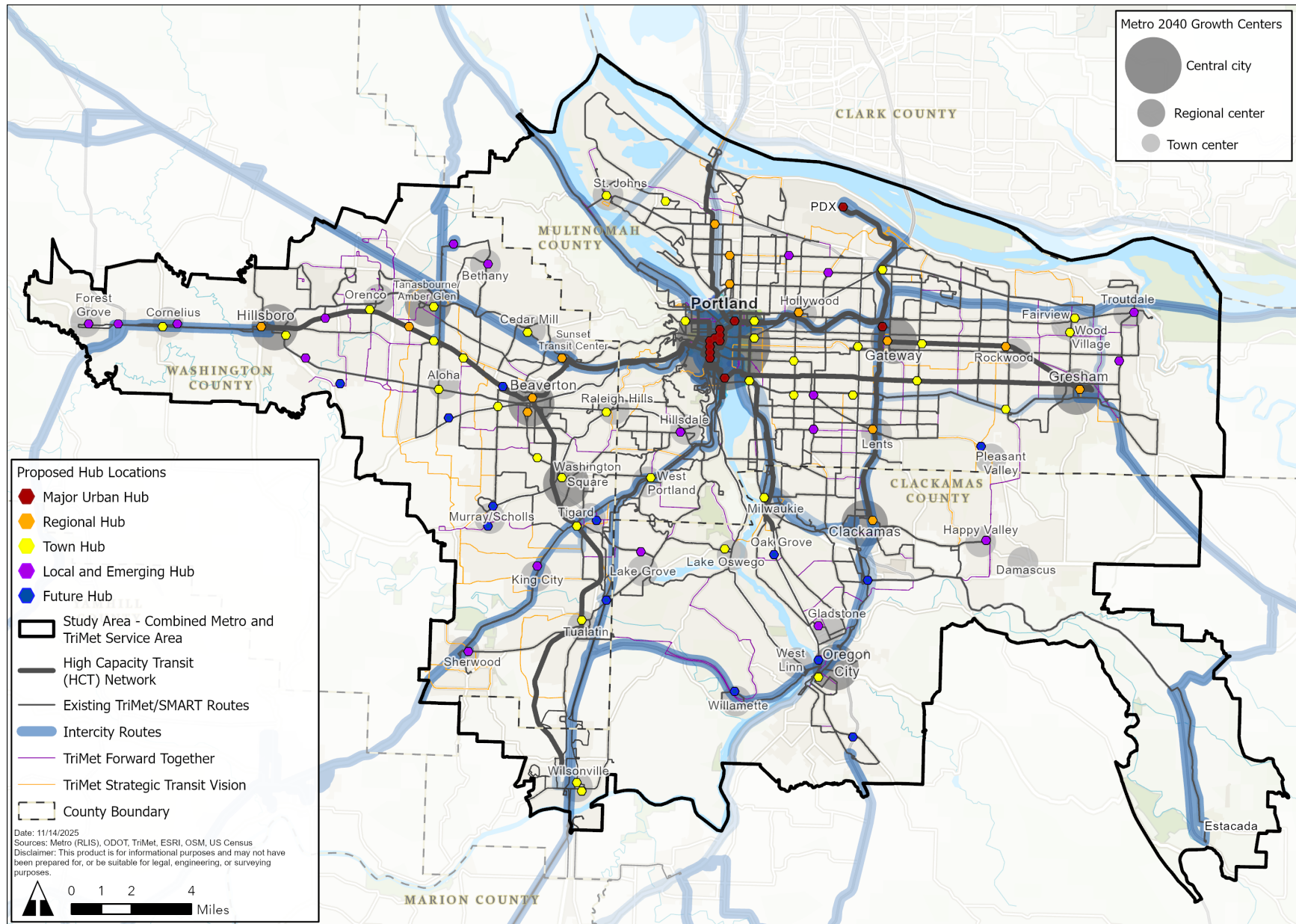


Figure 4. Initial Mobility Hub Recommendations

## Next Steps

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



DATE: March 26, 2025  
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SUBJECT: **Community Connector Mobility Hub Toolkit**  
PROJECT NAME: Connecting First and Last Mile: Accessing Mobility Through Transit Study

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## Introduction

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

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

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



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

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**Photo 1. Orenco Station in Washington County, OR.**

Source: Michael Mehaffy; CNU Public Square Journal

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

## What is a mobility hub?

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



**Figure 1. Conceptual Mobility Hub Illustration**  
Source: Parametrix

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

## How do mobility hubs benefit our communities?



### Multimodal connectivity

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



### Efficient transfers across modes

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



### Equity and accessibility

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



### Community development and placemaking

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



### Sustainability and climate goals

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

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

## Mobility hub typology

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

- **Major urban hub** (e.g., Downtown Portland Transit Mall): Major Urban Hubs refer to high-capacity transportation hubs located in dense, mixed-use urban cores, offering the greatest variety of mobility options and amenities in the region. In the Portland Metro context, these generally refer to high-capacity transit<sup>1</sup> stations within higher-density urban areas with significant investments in multimodal integration.
- **Regional hub** (e.g., Beaverton Transit Center): Regional Hubs provide important regional transit connectivity and typically have transit connections to the region and downtown Portland. These hubs may support a mix of transit services—such as MAX light rail, FX bus rapid transit (BRT), frequent transit service, and shuttle connections—and may include TOD features. While situated in more suburban contexts, Regional Hubs bridge the gap between urban and suburban mobility needs by providing a variety of transportation options ranging from high-capacity transit to car-share and micromobility.
- **Town hub** (e.g., Orenco Station, Lents): Town Hubs both serve local travel needs and have strong connections to regional transit services. These hubs are typically situated in less dense or suburban areas of the region. Town Hubs balance local accessibility with regional connectivity, acting as community focal points that support multimodal travel and vibrant public spaces. Town hubs can vary in transit levels and may lack high-capacity transit services in some cases.
- **Local and emerging hub** (e.g., Tualatin Park and Ride): Local and emerging hubs refer to hubs in rural centers and emerging suburban areas of the region. They can serve suburban employment districts, campuses, and medical centers. Local and emerging hubs may or may not have frequent bus service, and the surrounding land use is generally auto-oriented. Emerging transit nodes in the outer region can also be considered as future Local Hubs, primarily serving local or area-level travel needs (e.g., Tigard Triangle).

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

## Land use and transportation context

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

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<sup>1</sup> High-capacity transit includes MAX light rail, WES commuter rail, and FX bus rapid transit services.



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

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

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

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

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

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

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



# Mobility hub kit of parts

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

## Mobility hub elements are divided into five categories:

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

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

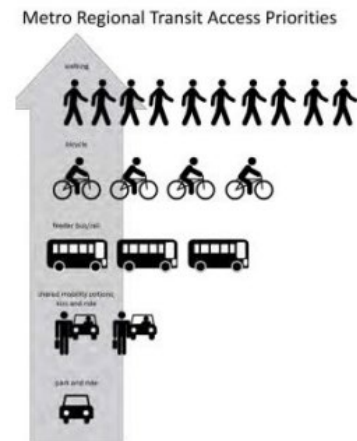
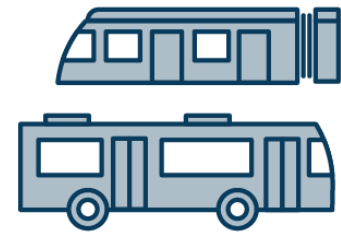


Figure 2. Metro regional transit access priorities

## Transit service

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



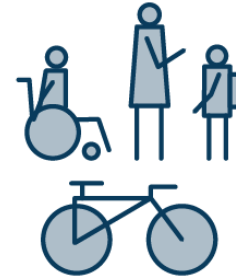
**Table 3. Transit service levels by regional mobility hub type**

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

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

## Active transportation

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



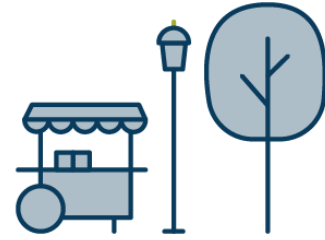
**Table 4. Active transportation integration by regional mobility hub typology**

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

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

## Amenities and placemaking

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



**Table 5. Amenities and placemaking by regional mobility hub typology**

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

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

## Care-share and ride-share integration

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



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

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

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

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

## Wayfinding and information

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

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

### Mobility as a service (MaaS)

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

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

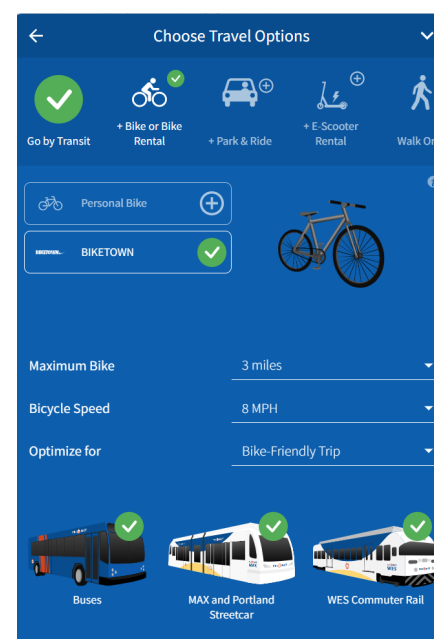
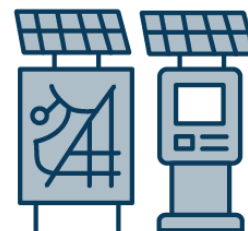


Figure 3. TriMet Trip Planner App

Table 7. Wayfinding and information by regional mobility hub typology

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



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

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

## Regional mobility hub profiles

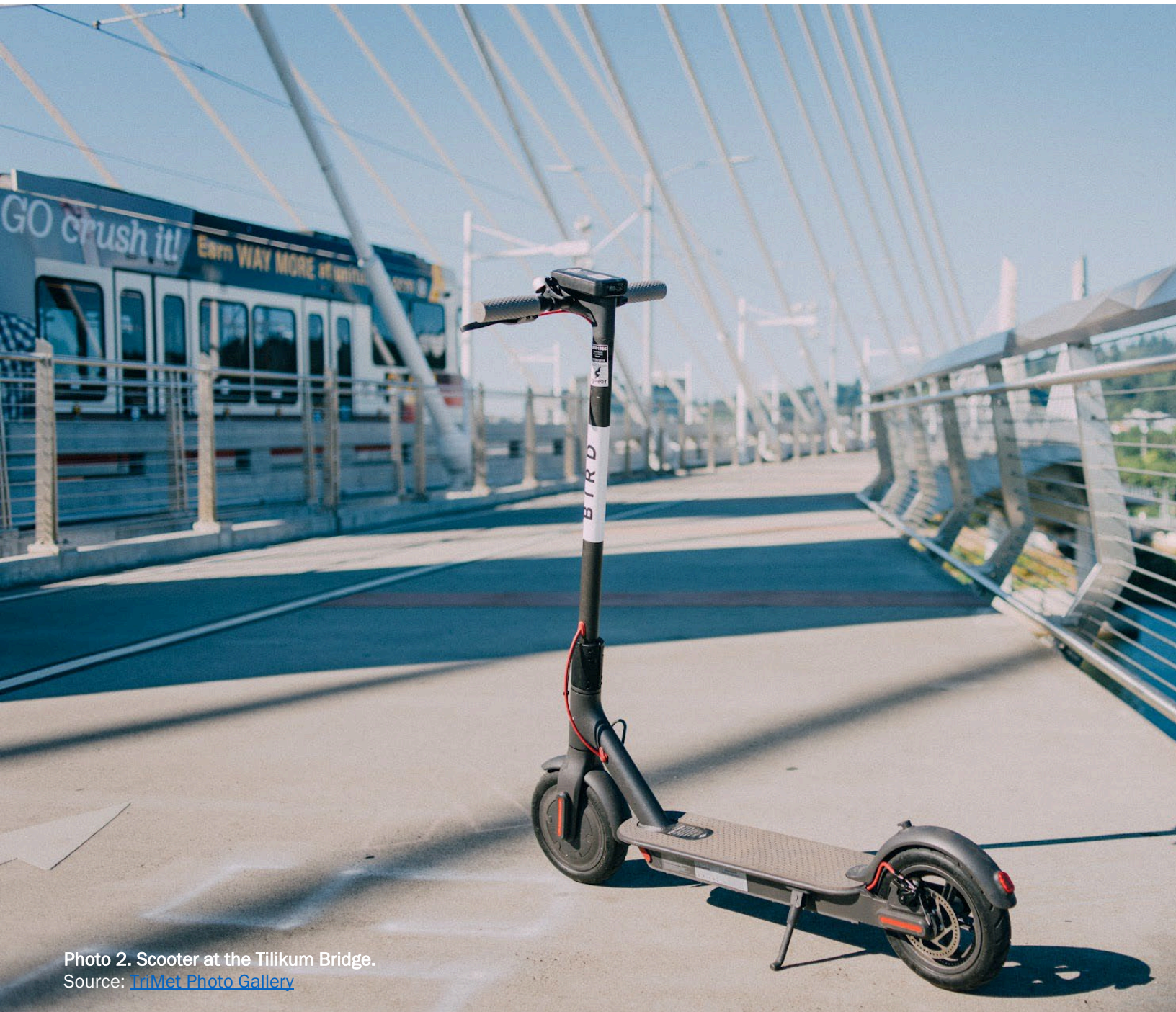


Photo 2. Scooter at the Tilikum Bridge.  
Source: [TriMet Photo Gallery](#)



## Major urban hub



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

### Primary travel market and users

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

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

### 2040 Growth Concept designation

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

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

	Low	Medium	High
<b>Land Use</b>			
Density			•
Mix of uses			•
<b>Transportation</b>			
Transit service			•
Pedestrian network completeness and availability			•
Bicycle network completeness and availability			•
Orientation toward cars	•		

## Typology kit of parts

**Table 9: Major urban hub kit of parts**

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

## Regional hub



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

### Primary travel market and users

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

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

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

## 2040 Growth Concept designation

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

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

	Low	Medium	High
<b>Land Use</b>			
Density		•	
Diversity of uses		•	•
<b>Transportation</b>			
Level of transit service			•
Pedestrian network completeness and availability		•	
Bike network completeness and availability		•	
Orientation toward cars		•	

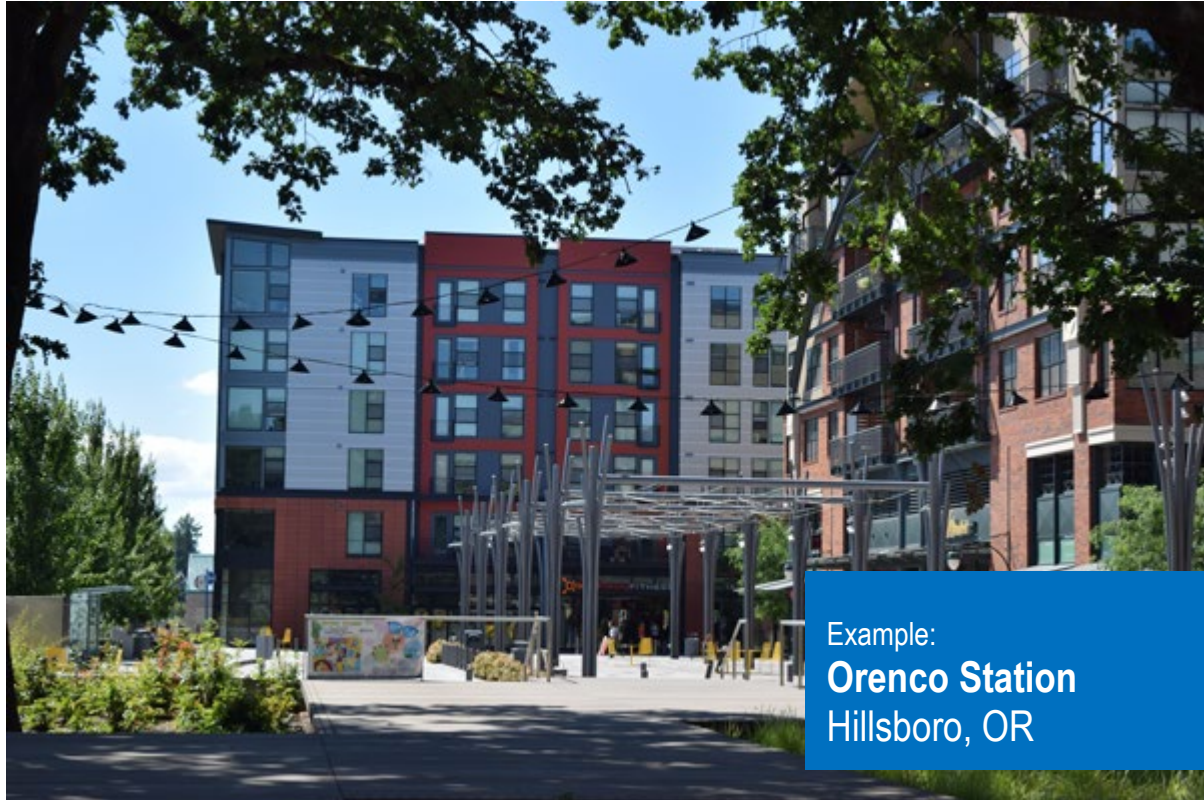
## Typology kit of parts

**Table 11: Regional hub kit of parts**

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



## Town hub



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

### Primary travel market and users

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

## 2040 Growth Concept designation

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

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

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

## Typology kit of parts

**Table 13: Town hub kit of parts**

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

## Local and emerging hub



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

### Primary travel market and users

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

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

### 2040 Growth Concept designation

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

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

	Low	Medium	High
<b>Land Use</b>			
Density	•		
Mix of uses	•	•	
<b>Transportation</b>			
Level of transit service	•	•	
Pedestrian network completeness and availability		•	
Bike network completeness and availability	•	•	
Orientation toward cars			•

## Typology kit of parts

**Table 15: Local and emerging hub kit of parts**

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

## **APPENDIX A: Regional Mobility Hub Profile Cut-Sheets**



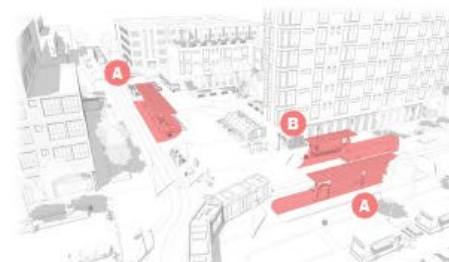


# Major Urban Hub

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

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



## Transit Facilities

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



## Active Transportation

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



## Placemaking

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



## Vehicle Connections

- A** Parking and car-share



## Wayfinding and Information

- A** Wayfinding integrated into stops





# Regional Hub

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

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

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



## Transit Facilities

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

## Active Transportation

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

## Placemaking

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

## Vehicle Connections

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

## Wayfinding and Information

- A** Wayfinding integrated into stops



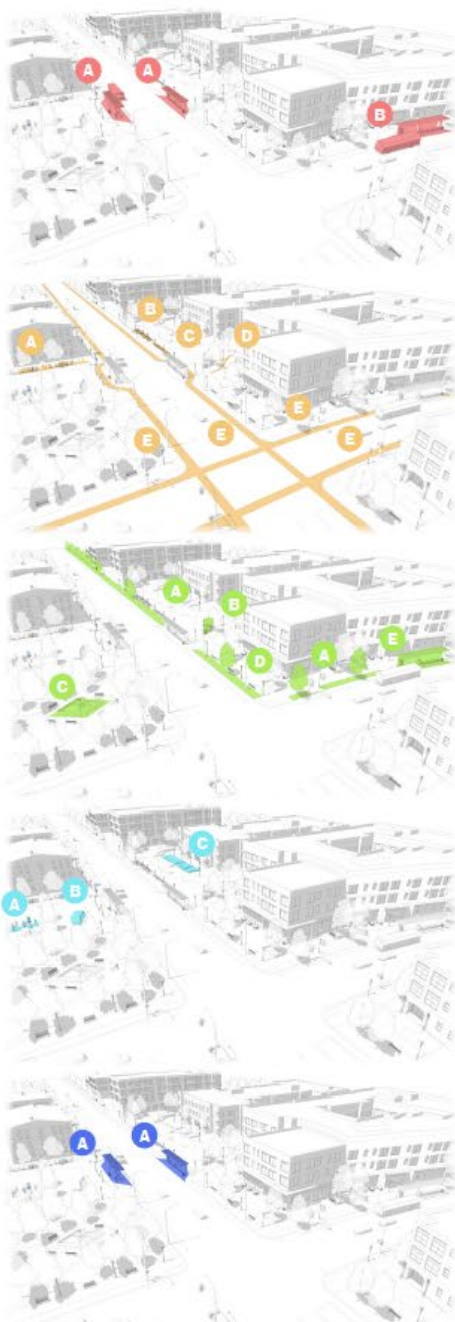


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<b>Land Use</b>			
Density	•	•	
Mix of uses		•	
<b>Transportation</b>			
Level of transit service		•	
Pedestrian network completeness and availability		•	•
Bicycle network completeness and availability		•	•
Orientation toward cars		•	•



## Transit Facilities

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

## Active Transportation

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

## Placemaking

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

## Vehicle Connections

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

## Wayfinding and Information

- A Wayfinding integrated into high-capacity transit stops

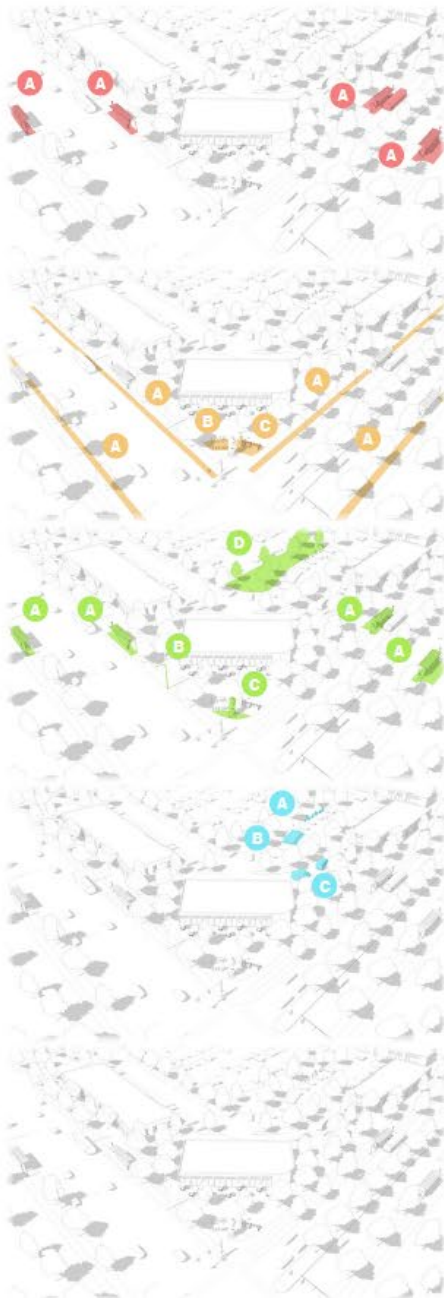


# Local Emerging Hub

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



## Transit Facilities

- A Bus (local only)

## Active Transportation

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

## Placemaking

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

## Vehicle Connections

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

## Wayfinding and Information

None