PORTLAND 2045

TRANSPORTATION SYSTEM PLAN

Key Destinations Prioritization

December 2025

DRAFT

Contents

Overview....3
Prioritization activity....4
Results....8
Analysis....9
Full rankings of categories....11
Top 5 overall Key Destinations....11
Draft map of Key Destinations....12
Next steps....13

DRAFT

Questions?

Please contact Francesca Jones, PBOT Senior City Planner/ 2045 TSP Project Manager at Francesca.jones@portlandoregon.gov or (503) 865-6214

The City of Portland ensures meaningful access to city programs, services, and activities to comply with Civil Rights Title VI and ADA Title II laws and reasonably provides: translation, interpretation, modifications, accommodations, alternative formats, auxiliary aids and services. To request these services, contact the Portland Bureau of Transportation at 503-823-5185 or 311 (503-823-4000), for Relay Service & TTY: 711.

Overview

As part of the 2045 Transportation System Plan (TSP) update, the Portland Bureau of Transportation (PBOT) is refining the definition and application of Key Destinations to better guide system planning and project prioritization. Key Destinations are defined as "destinations determined locally that are expected to attract a higher-than-average rate of pedestrian, bicycle, or transit trips…[including any] other key destinations determined locally," based on the requirements established in the State of Oregon's Transportation Planning Rules (TPRs) in OAR-660-0012-0360.

Key Destinations serve two primary functions within the TSP framework established by the TPRs. First, they inform the development of the Planned System, a multimodal network designed to connect travelers to key activity centers across the city. The Planned System must align with state requirements and is informed by previously adopted modal plans, including PedPDX: Portland's Citywide Pedestrian Plan, the Portland Bicycle Plan for 2030, and the 2040 Portland Freight Plan, among others.

Second, Key Destinations are used as part of the project prioritization process. They serve as one of the evaluation criteria for identifying and ranking transportation investments. Projects that enhance access to Key Destinations by walking, bicycling, or transit receive greater prioritization, supporting PBOT's broader objectives for equity, safety, and multimodal connectivity, while also meeting TPR requirements.

The Inventory component of the TSP summarizes existing facilities and conditions for each major transportation mode and is also required under the TPRs. Comparing the Inventory to the Planned System allows PBOT to identify gaps and deficiencies, collectively referred to as Needs. These Needs form the basis for project development in subsequent phases of the TSP process.

For more information about how TPRs are applied, visit Oregon Department of Transportation : Transportation System Plan Guidelines : Transportation System Plan Guidelines : State of Oregon.

DRAFT

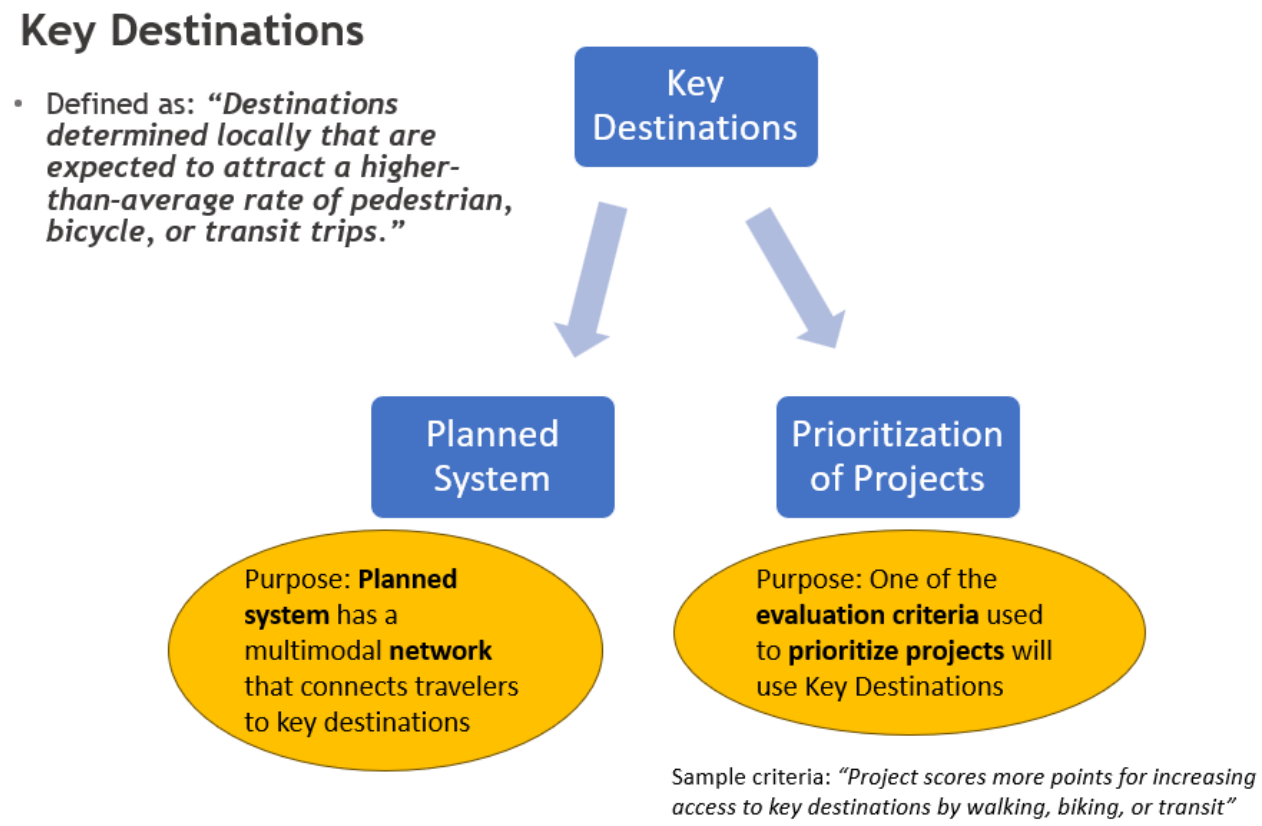

Figure 1: Diagram showing how Key Destinations inform both the Planned System and the Prioritization of Projects.

Prioritization activity

Incorporating local knowledge and community priorities into the Key Destinations framework will ensure that the updated 2045 TSP supports equitable access and an integrated multimodal transportation network for Portland's future. To refine and validate Key Destination categories, PBOT facilitated an engagement activity with the Community Advisory Committee (CAC) on September 25, 2025. Staff provided an overview of how Key Destinations are applied in both the needs inventory and project prioritization processes. Participants, divided into four in-person groups and one virtual group facilitated by PBOT staff, reviewed the existing Key Destination categories and proposed additional ones as needed. Each group then selected and ranked its top five categories for inclusion in the 2045 TSP.

DRAFT

Figure 2: An in-person group working through the Key Destinations activity.

DRAFT

Figure 3: An in-person group working through the Key Destinations activity.

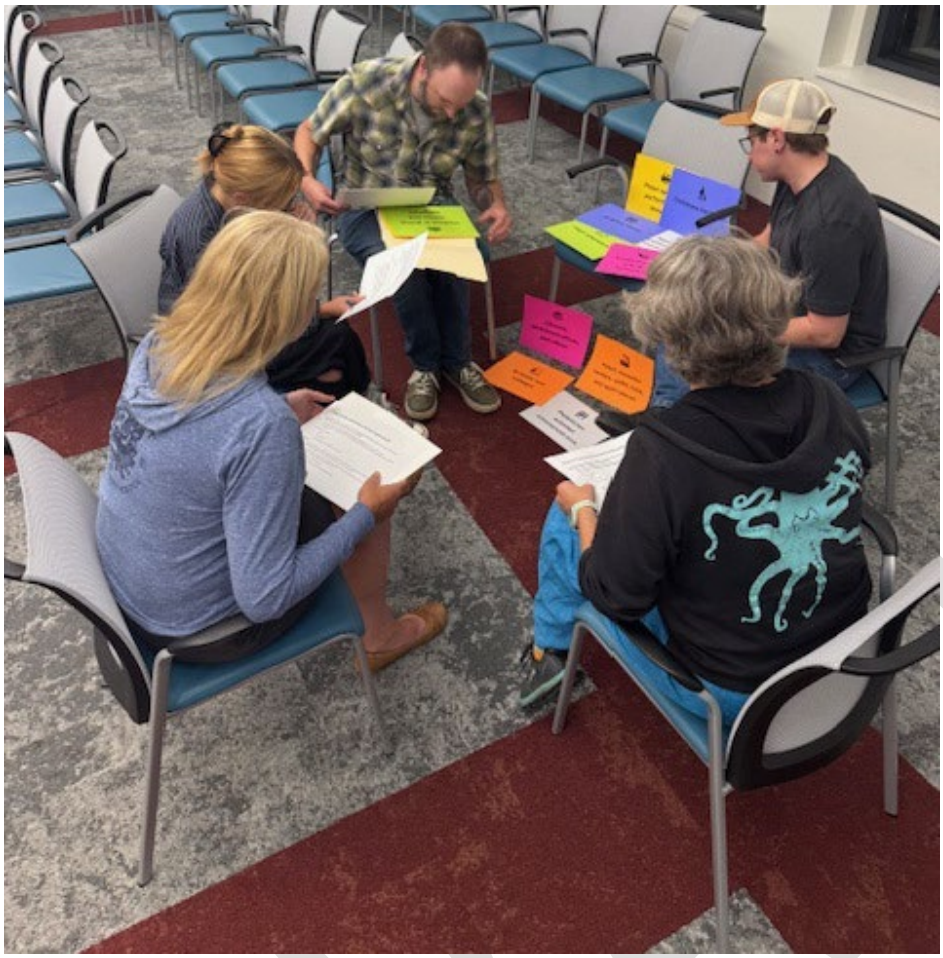

Figure 4: An in-person group working through the Key Destinations activity.

Figure 5: An in-person group working through the Key Destinations activity.

Results

Out of eleven prompted Key Destination category alternatives, plus the option to write-in new ideas, nine categories were among the top five for all groups. Only major employers and childcare facilities did not rank.

Figure 6: Photo of CAC feedback provided by each of the five groups -the ranked top five categories from each group.

Figure 7: Initial 12 prompts for Key Destination categories (including "other").

Group 1

1. Schools and colleges
2. Parks, recreation, centers, paths, trails, and open spaces
3. Community centers, arts facilities, farmers markets
4. (minor +) major sports or performance venues (Revolution Hall, Pickles games)

5. Culturally specific institutions (church, grocery)

Group 2

1. Major transit stations, stops, and terminals (airport)
2. Community centers, art facilities, farmers markets, (libraries/parks/K-12 school)
3. Medical or dental clinics and hospitals
4. Schools and colleges (fewer than k-12 schools)
5. Major sports of performance venues (art facilities/museums)

Group 3

1. Schools and colleges
2. Major transit stations, stops, and terminals
3. Community centers, arts facilities, farmers markets (libraries)
4. Medical or dental clinics and hospitals
5. Pedestrian-oriented commercial area

Group 4

1. Medical or dental clinics and hospitals
2. Grocery stores
3. Major transit stations, stops, and terminals
4. Schools and colleges
5. Pedestrian-oriented commercial area

Group 5 (due to division of groups, there was no Group 5)

Group 6 (online group)

1. Schools and colleges
2. Major transit stations, stops, and terminals
3. Grocery stores
4. Parks, recreation centers, paths, trails, and open spaces
5. Libraries, government offices, post offices

Analysis

The total scores for each category were tallied based on the weighted rankings from all five groups. The results were as follows:

1. Schools & Colleges

- Group 1: 5 pts
- Group 2: 4 pts (k-12) + 2 pts (other schools/colleges) = 6 pts
- Group 3: 5 pts
- Group 4: 2 pts
- Group 6: 5 pts
  Total: 23 pts

2. Transit Hubs (includes major transit stations, stops, terminals, airport)

DRAFT

- Group 2: 5 pts × 4 = 20 pts
- Group 3: 4 pts × 3 = 12 pts
- Group 4: 3 pts × 3 = 9 pts
- Group 6: 4 pts × 3 = 12 pts
  Total: 53 pts

3. Community & Cultural Facilities (includes community centers, arts facilities, farmers markets, libraries, museums, culturally specific institutions)

- Group 1: 3 pts (community/arts/farmers) + 1 pt (culturally specific) = 4 pts
- Group 2: 4 pts × 6 = 24 pts (community, arts, farmers, libraries, parks, k-12) + 1 pt × 4 = 4 pts (arts, museums)
- Group 3: 3 pts × 4 = 12 pts
- Group 6: 1 pt (libraries)
  Total: 45 pts

4. Medical Facilities (includes clinics, dental, hospitals)

- Group 2: 3 pts × 3 = 9 pts
- Group 3: 2 pts × 3 = 6 pts
- Group 4: 5 pts × 3 = 15 pts
  Total: 30 pts

5. Parks & Open Spaces (includes parks, trails, paths, open space, recreation centers)

- Group 1: 4 pts
- Group 2: 4 pts
- Group 6: 2 pts
  Total: 10 pts

6. Grocery Stores

- Group 4: 4 pts
- Group 6: 3 pts
  Total: 7 pts

7. Sports & Performance Venues

- Group 1: 2 pts × 2 = 4 pts
- Group 2: 1 pt × 3 = 3 pts
  Total: 7 pts

8. Pedestrian-Oriented Commercial Areas

- Group 3: 1 pt
- Group 4: 1 pt
  Total: 2 pts

9. Government Services (includes government offices, post offices)

DRAFT

- Group 6: 1 pt × 2 = 2 pts
  Total: 2 pts

Full rankings of categories

Rank	Category	Total Analysis Points	Notes
1	**Transit Hubs**	53 pts	Includes major transit stations, stops, terminals, airport
2	**Community & Cultural Facilities**	45 pts	Includes community centers, arts facilities, farmers markets, libraries, museums, culturally specific institutions
3	**Medical Facilities**	30 pts	Includes clinics, dental offices, hospitals
4	**Schools & Colleges**	23 pts	Includes K-12 and higher education
5	**Parks & Open Spaces**	10 pts	Includes parks, trails, paths, open space, recreation centers
6 (tie)	**Grocery Stores**	7 pts	—
6 (tie)	**Sports & Performance Venues**	7 pts	Includes major and minor venues
8 (tie)	**Pedestrian-Oriented Commercial Areas**	2 pts	—
8 (tie)	**Government Services**	2 pts	Includes government offices, post offices

Top 5 overall Key Destinations

Additional changes were made to category titles and their elements mapped as Key Destinations to reflect the CAC priorities and TAC input. The table below reflects those changes and shows the destination type(s) within each category and the number of destinations mapped from each type of destination.

Rank	Category	Mapped type and number* of Key Destinations within the category	Notes
1	**Transit Hubs**	Rail stations (134)	
2	**Community & Cultural Centers**	Community centers (34) Sports, performance centers, and museums (16) Libraries (15)	Changed category title from "…facilities" to "…centers" for versatility. Moved Sports and Performance centers to this category from separate category and paired with Museums.

DRAFT

		Farmers markets (20)	Libraries moved to this category from the Government offices and Post offices category, reflecting CAC-suggested edits.
3	**Medical Facilities**	Hospitals (11)	
4	**Schools & Colleges**	K-12 and colleges (191)	
5	**Parks & Open Spaces**	Access points (188)	
6	**Grocery stores**	(130)	
7	**Climate-Friendly Areas**	Comprehensive Plan Centers and Metro 2040 Centers (34)	Transportation Planning Rule requirement (OAR 660-012-0310)

* These numbers may change if/as destinations are edited. For example, if park access points were missed, they may be added.

Draft map of Key Destinations

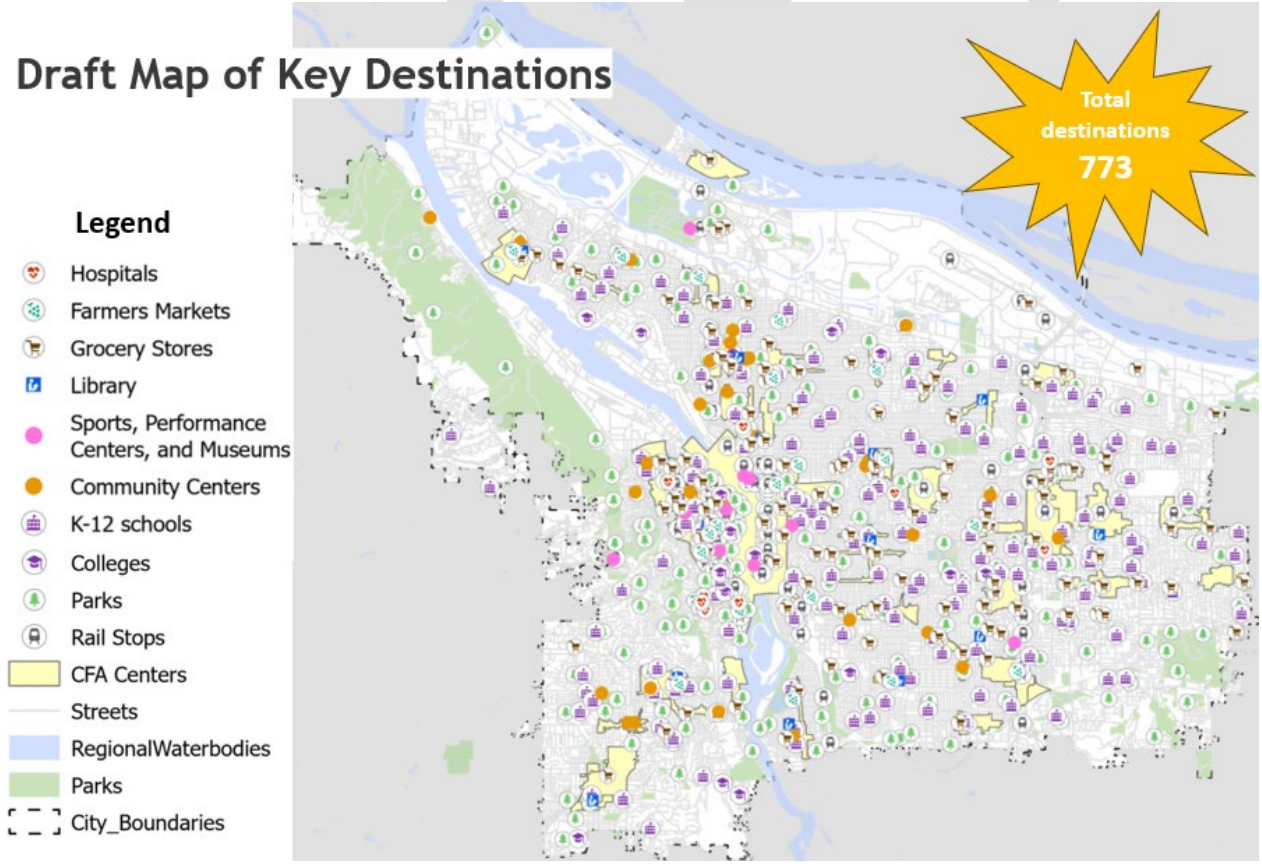

Figure 8: Draft map of Key Destinations results showing 773 total destinations.

Next steps

The project team will be able to show the CAC how the Key Destinations get put to use in developing the needs analysis and major capital projects list prioritization process in Spring 2026 where they will be able to provide additional feedback to shape these elements of the work. This work will then be shared more broadly in the next phase of public engagement anticipated to occur in summer 2026, and subsequently will be formally document as part of the legislative adoption process of the 2045 TSP in 2027.

DRAFT