

Washington County Transit Development Plan

December 2022

Washington County, Oregon

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Transit Development Plan

Purpose

In 2017, the Oregon state legislature created the Statewide Transportation Improvement Fund (STIF) as part of House Bill 2017 (HB 2017), known as the Keep Oregon Moving Act. The bill established a dedicated source of funding for improving or expanding public transportation services in Oregon through a tenth of one percent statewide employee payroll tax. The legislation designated Washington County as a public transportation provider eligible to receive a portion of the STIF fund commensurate with the tax revenue generated in the area outside TriMet and South Metro Area Regional Transit (SMART) service districts. The legislation designated TriMet as the Qualified Entity (QE) for the three-county area with responsibility for submitting the Plan for approval by the Oregon Transportation Commission and distributing STIF funds to Washington County and other public transportation providers for investments in the three-county area.

Vision

The Washington County Transit Development Plan (TDP) is intended to guide future transit investments and communicate a coordinated vision for transit service and access to transit across all of Washington County. In particular, this TDP focuses on areas currently lacking transit service. It guides investments of STIF by identifying needed and priority connections and other actions needed to support transit usage throughout the County. The TDP prioritizes investments for STIF funding in the next biennium, FY 2023-24 and FY 2024-25, and potential investments for the next five plus years. The TDP will be updated every two years to prioritize projects for funding for the biennial allocation of STIF revenues from the Oregon Transportation Commission.

Prioritizing Equity

Washington County is one of the most racially and ethnically diverse counties in Oregon. The TDP strives to advance equitable outcomes by improving access to transit for historically marginalized and underrepresented communities including communities of color, low-income households, older adults, persons with disabilities, youth, and other marginalized groups.¹

Washington County's Approach as a Public Transportation Provider

Washington County Transit Committee (WCTC)

The Washington County Board of Commissioners appointed a Transit Advisory Committee to recommend public transportation project priorities to be funded by STIF outside of SMART and TriMet districts and Regional Coordination projects within the TriMet District.

The Transit Advisory Committee is chaired by a member of the Washington County Board and includes County staff from Division of Veterans and Aging Services, one elected representative each from the cities of Banks, Gaston and North Plains, plus five additional members who represent diverse demographic, geographic and transit perspectives. Three ex-officio members represent SMART, TriMet and Ride Connection. The committee provided input on community needs for transit, assisted with

¹ Washington County's February 2020 Resolution on Diversity, Equity and Inclusion
https://www.co.washington.or.us/CAO/upload/BOC_02-25-20_5b_Equity-Resolution.pdf

soliciting public input and recommended project priorities to the Washington County Board of Commissioners.

Contracted Service Provider

Washington County contracts with Ride Connection, Inc., a private, non-profit organization based in Gresham, Oregon, to provide transit services funded by STIF. Administrative oversight and planning support is provided by the Washington County Department of Land Use & Transportation (LUT). Ride Connection, Inc. has provided public transportation services in Washington County for decades using state and federal funding along with private contributions. Washington County is able to leverage STIF funds with these other resources in partnership with Ride Connection Inc. for public transportation services.

Coordination

The TDP accounts for identified community needs and aligns with planned services and policies from the following transit studies and adopted plans:

- Transit Element of the Washington County Transportation System Plan (2019)
- TriMet's Unified Service Enhancement Plan (2018)
- TriMet's Forward Together service plan (to be completed in late 2022)
- Coordinated Transportation Plan for Seniors and Persons with Disabilities (2016)
- SMART Transit Master Plan (2017)
- Tillamook County Transit District Intercity Transit Enhancement Plan (2018)
- Yamhill County Transit Area Transit Development Plan (2018)
- Tri-County Public Transportation Improvement Plan (2018)
- Washington County Near-term Transit Study (2019)
- Washington County Strategic Solutions for First Mile/Last Mile Transit Connections Report (2020)
- Washington County Disability, Aging and Veterans Services Area Plan (2017-2020)
- Washington County Community Connector Study (2022)

Washington County Transit Characteristics

Overview

Washington County covers 727 square miles; the vast majority - 605 square miles - are outside the Metro urban growth boundary (UGB), and outside of the TriMet and SMART service districts. It is bordered by Tillamook County to the west, Yamhill County to the south, Columbia County to the north and Multnomah and Clackamas Counties to the east. Hillsboro, the county seat, and Beaverton are the largest cities in the county. There are twelve additional incorporated cities, the majority of which are in the Metro UGB. Banks, Gaston and North Plains are the only incorporated cities outside the Metro UGB. Over half of the rural area is designated as forest land, which includes tourist and recreational destinations such as the Tillamook State Forest, LL Stub Stewart State Park and Hagg Lake in the western part of the county.

The county, particularly in urban areas, is rapidly growing with increasing numbers of employees and residents, heightening the need for improved non-auto transportation options. The county is served by interregional and regional public transit services, private services, ridesourcing and car sharing.

Impact of COVID-19 Pandemic on Transit Service and Ridership

The COVID-19 coronavirus pandemic that began in March 2020 has had far-reaching impacts on commuting patterns, the labor market, and the ability for transit agencies to provide adequate levels of service to its riders, over two years after its onset. At its lowest point, TriMet reported ridership was 53 percent of pre-pandemic levels. However, ridership remained steadier for non-downtown Portland trips within Washington County.

TriMet cut service by nearly 23 percent compared to pre-pandemic levels and has discontinued low-performing services (particularly those that only operated during weekday peak hours). Emerging from the pandemic, TriMet's efforts to restore service have been impacted by staffing shortages due to a variety of macroeconomic factors, including the mass retirement of older adults during the pandemic, which have left transit agencies and other industries nationwide without the necessary labor force to operate its services. In response, they have offered competitive starting wages and hiring bonuses and accelerated light rail operator training to new hires to restore service closer to pre-pandemic levels. In Washington County, Ride Connection has also increased wages and benefits to recruit new drivers in a competitive market.

Commute Travel Patterns

Washington County attracts many trips from throughout the Portland metro region and beyond. Figure 1 illustrates the number of Washington County working residents as of 2019 (278,000) who work in the county (54 percent) and who work outside the county (46 percent). The largest portion of Washington County employees who live outside of the county commute from Multnomah County. As growth continues in the coming decades, congestion on key thoroughfares like US 26 and parallel roadways will worsen if current trends continue. Increased availability of transit options presents an opportunity to improve transportation viability and community livability.

Commute Mode Split

Single occupancy vehicle trips make up the largest portion of commute trips in Washington County regardless of home or work location. Nearly three quarters of Washington County residents drive alone to work, and non-residents commute to Washington County jobs at an even higher rate (83 percent). Additionally, roughly 10 percent of people who live or work in Washington County carpool to work. Residents who work outside the county are more likely to commute by transit (14 percent) than residents who work in the county (4 percent) or people who live elsewhere and work in the county (4 percent).

Interregional and Regional Transit Services

TriMet is the primary transit service provider in Washington County, offering local and regional bus, MAX light rail, and Westside Express Service (WES) commuter rail. The City of Wilsonville provides South Metro Area Regional Transit (SMART) bus service that links to the TriMet system. There are currently eight other routes connecting communities serving Washington County operated by six different transit providers. The following sections summarize the public transit services available within both urban and rural Washington County. Figure 2 shows existing transit service primarily in the urban area.

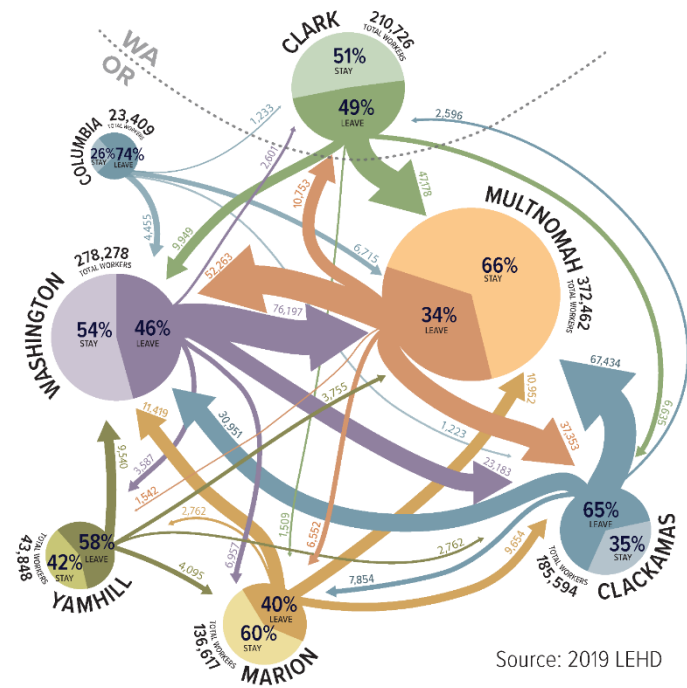


Image source: Oregon Metro 2023 Regional Transportation Plan Transportation Needs Analysis

Figure 1: Work Locations of Portland Metropolitan Region Working Residents

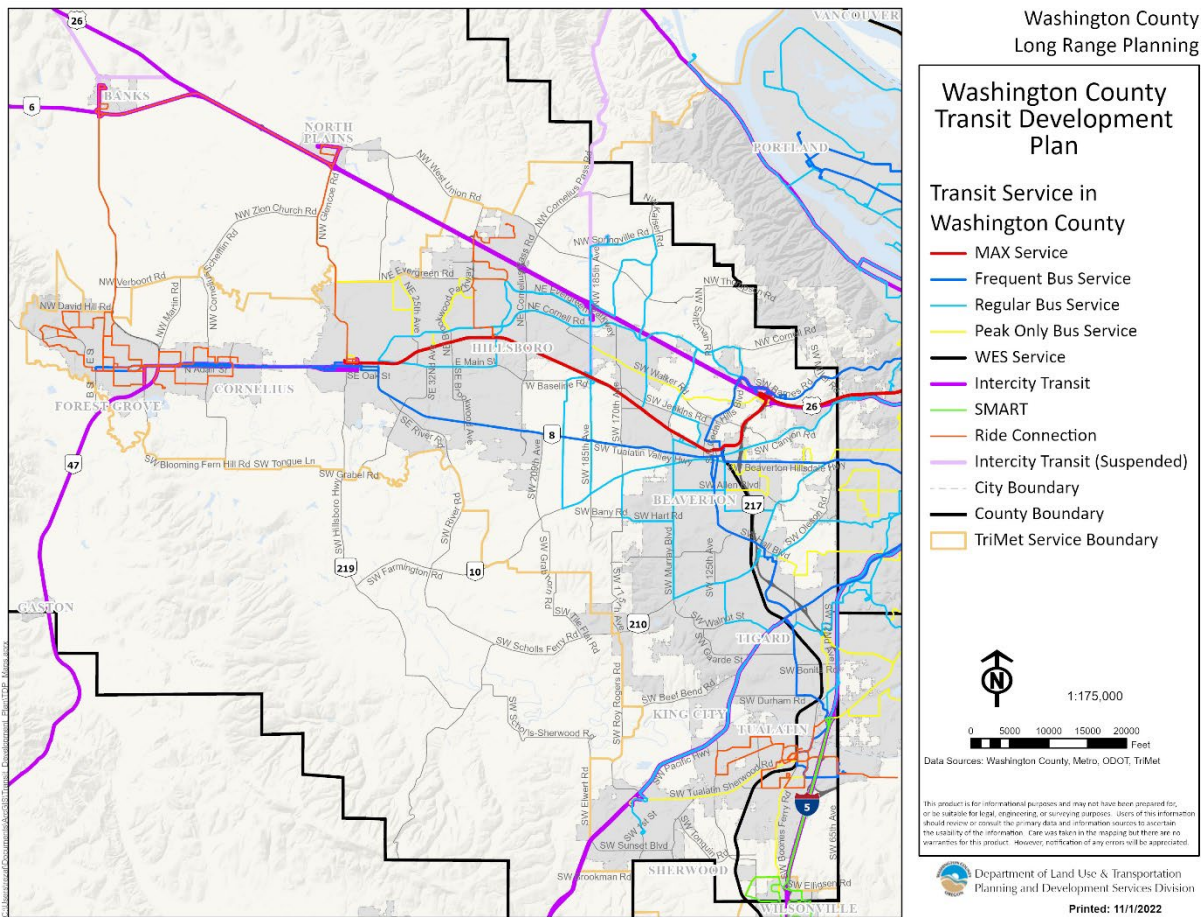


Figure 2: Urban Washington County Transit Service

TriMet Service

TriMet provides transit service to residents and employees throughout urban Washington County. Services include MAX light rail, WES commuter rail, fixed-route bus and LIFT/paratransit.

- Red and Blue MAX lines serve Washington County. The Blue Line connects Hillsboro with Gresham via downtown Portland. The Red Line connects Beaverton and the Portland International Airport via downtown Portland. The Red Line will extend to the Fair Complex/Hillsboro Airport station in 2024 as part of improvements near Gateway and Portland International Airport that will increase the speed and frequency of Red Line trains on this section of the line while improving light rail system reliability and expanding region-wide transit access to and from central Washington County. Together the Red and Blue MAX lines provide the spine for transit mobility, accounting for nearly 40 percent of all weekday ridership in Washington County.²

² TriMet Passenger Census Reports, Spring, 2018.

- Westside Express Service (WES) provides weekday peak-only service between Wilsonville and the Beaverton Transit Center. WES ridership is relatively low with approximately 1,600 weekday boardings.³
- Thirty local and regional bus routes serve Washington County. Four of these routes—Lines 12, 20, 57, and 76—provide frequent service, which is identified by TriMet as service every 15 minutes or better most of the day, every day. Prior to the pandemic, notable future service enhancements identified in TriMet’s Tri-County Public Transportation Improvement Plan (PTIP) included upgrades to Line 54 (entire route to Beaverton TC) to frequent service, extending Line 56 to Progress Ridge and South Cooper Mountain, reroute of Line 47 to South Hillsboro, a new line on Main Street/Baseline Road between Hillsboro and Willow Creek TC, and frequency upgrades to Line 48 on Cornell Road. TriMet had also planned for frequent service upgrades to Line 52. However, COVID-related ridership losses and driver shortages have caused significant reductions of service compared to pre-pandemic levels, postponed some planned service enhancements and led to the recent indefinite cancellation of some peak-hour-only routes (Lines 50 and 92).
- TriMet’s Forward Together, a reevaluation and redesign of the bus service network in response to post-pandemic trends, developed a service plan intended to shift service hours from peak-hour downtown trips and more towards increasing all-day frequencies to better meet the needs of high-equity populations. Forward Together also includes concepts expanding the geographic coverage of the system into new parts of the region that previously did not have fixed-route bus service. Figure 3 shows the draft Forward Together concept shared with the public in October 2022.

³ TriMet Passenger Census Reports, Spring, 2018.

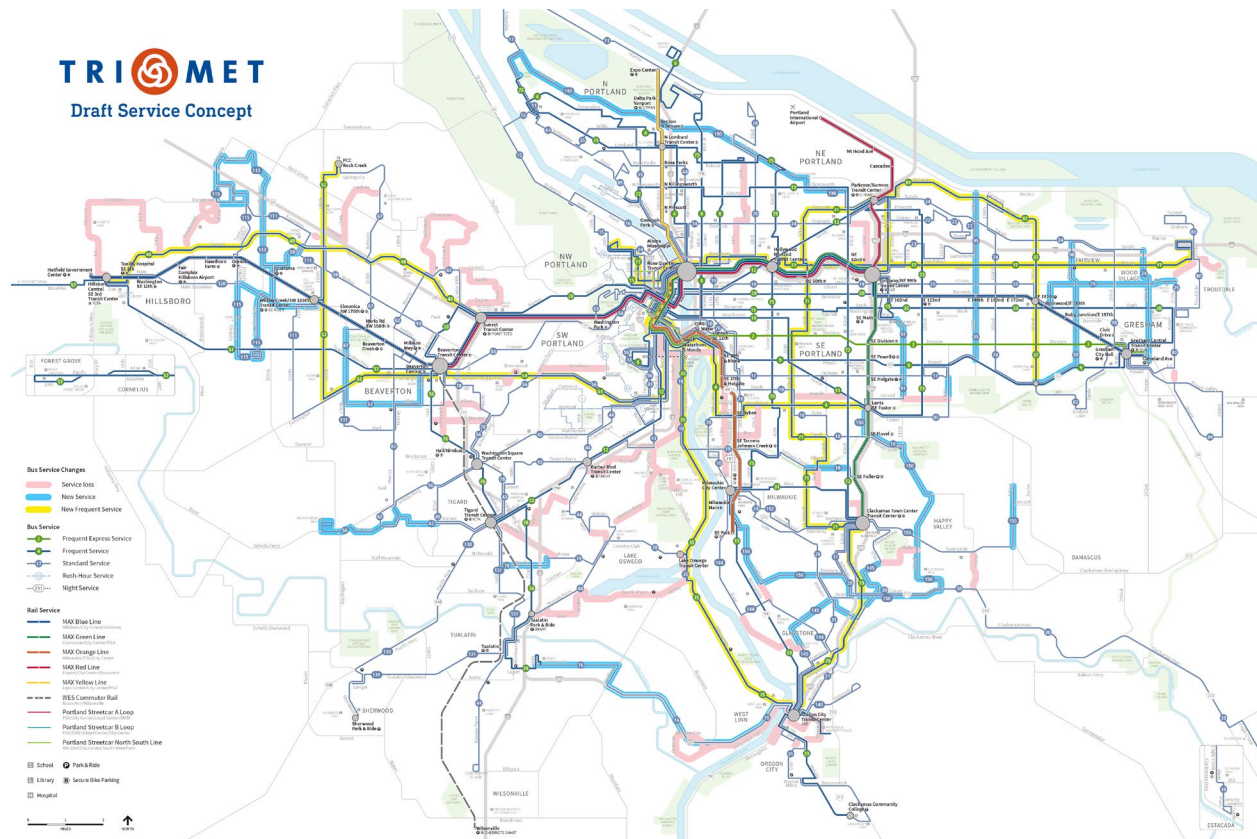


Figure 3: TriMet’s draft Forward Together service concept

Source: <https://trimet.org/forward/img/concept-system-map.png>

SMART Transit

SMART operates seven bus routes throughout Wilsonville and surrounding communities. Wilsonville is in both Washington and Clackamas Counties. There are three bus routes that travel within Washington County:

- Route 2X – Tualatin Park & Ride which is a hybrid local/express service that uses I-5 to connect to the TriMet system at Tualatin Park and Ride
- Route 5 – 95th Avenue which provides a local circulator service in the Commerce Circle and Coffee Creek areas in northwest Wilsonville
- Route 6 – Canyon Creek which runs along the county border east of I-5 in the Canyon Creek area

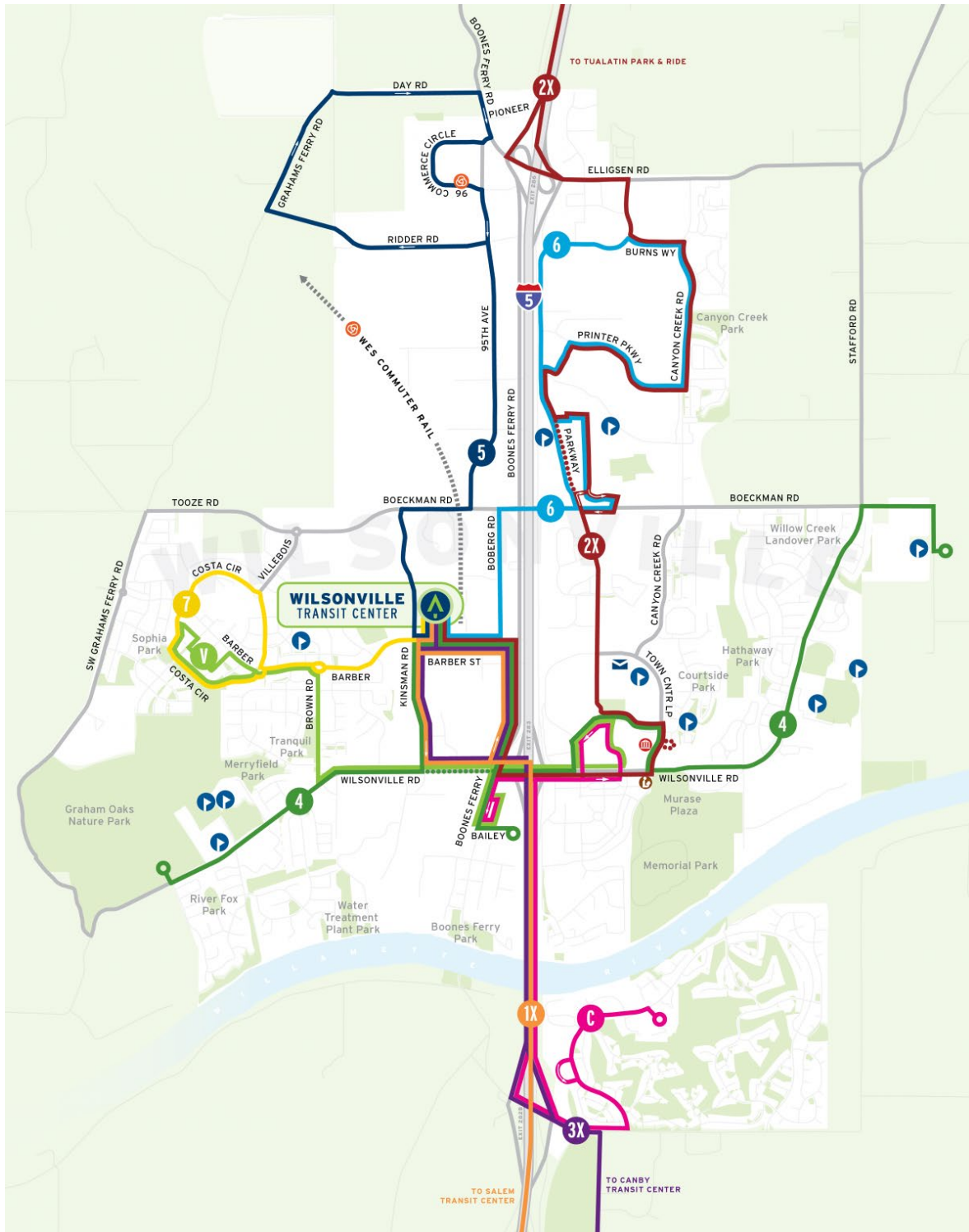


Figure 4: SMART service map from Wilsonville

Interregional Services

Tillamook County Transportation District (TCTD), Yamhill County Transit, Columbia County Rider and NW Connector provide services to Washington County communities and to interregional destinations like the Oregon coastal communities and Portland, as shown in Figure 5. However, Columbia County Rider has suspended their Washington County services as of September 2022 as a result of budget constraints and circumstances extenuating from the COVID-19 pandemic.

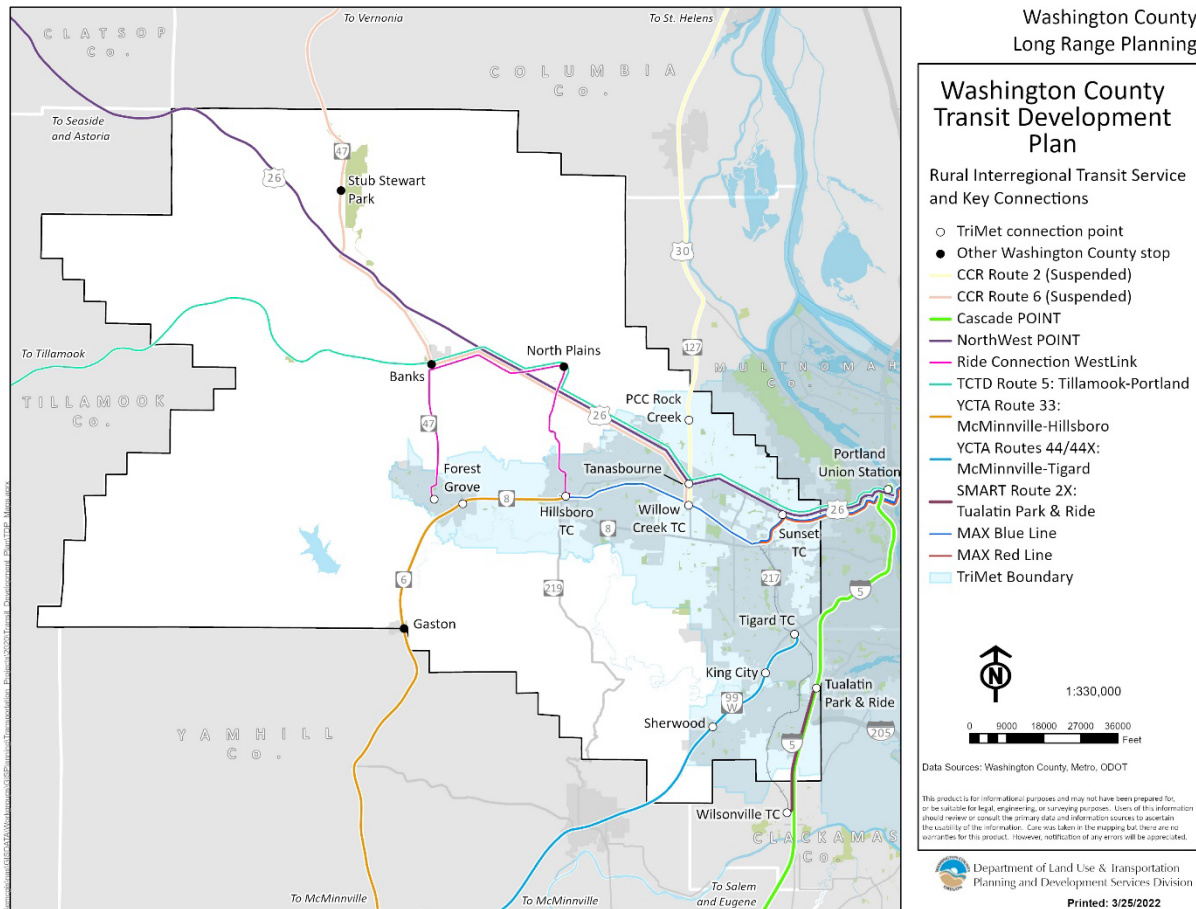


Figure 5: Rural/Interregional Transit Service and Key Connections

Existing Private Services

In addition to publicly-operated transit service, several Washington County employers provide shuttle service for their employees. Although the shuttles require significant operations and capital investment, employers see them as an important strategy encouraging their employees to take transit to work and attracting and retaining quality employees.

Intel Shuttle

Intel provides shuttles between MAX and its three main campuses during peak commute hours (7:00 a.m. to 10:00 a.m. and 4:00 p.m. to 7:00 p.m.). Intel also operates a shuttle from their campuses to the Hillsboro Airport for employees to connect to Intel's headquarters in Santa Clara, California.

Nike Shuttle

Nike operates five shuttle routes that connect employees internally between campus buildings and externally to nearby MAX stations, such as the Beaverton Creek and Merlo/SW 158th Street stations. Nike supplements the shuttles with a taxi program which provides on-demand transportation service.

Nike also launched its corporate bike share program in 2014 with over 350 bikes available for employees at MAX stations and on campus.

Services for Older Adults and Persons with Disabilities

With funding from a variety of state and federal sources, Ride Connection provides services for older adults and persons with disabilities. These include services to senior centers in King City, Tualatin and Beaverton. They also provide services for medical trips and for veterans. In addition, Tri-Met provides door-to-door services for older adults and persons with disabilities within $\frac{3}{4}$ of a mile of fixed-route services.

Washington County Supported Transit Services

This section describes the transit services funded in part through Statewide Transportation Improvement Fund (STIF) administered by Washington County.

Deviated Fixed-Route Service

The following deviated fixed-route services are provided by Ride Connection with STIF revenue or in partnership with Ride Connection through other funding sources. Each of these local routes operates as a deviated fixed-route flag system. This means that Ride Connection has designated stop locations, but between stops riders may stand on the curb and flag down the buses or request that the driver let them off at a particular point along the route. Drivers will stop if it is safe to do so.

Local deviated fixed routes provide local community connector and job access circulation within Cornelius, Forest Grove, Hillsboro and Tualatin city limits using STIF funds.

- GroveLink serves the Forest Grove community by helping link residents with downtown destinations and TriMet bus line 57 (Figure 6). The system includes five routes: two one-way loops (East and West) on weekdays that serve residential neighborhoods, a peak-hour employment route serving industrial job sites east of OR 47 and a Saturday-only one-way loop that encompasses most of the city.
- Recently, Ride Connection launched a Saturday-only loop service in Cornelius serving local destinations that connects to the Forest Grove Saturday service. In the future, weekday service will be offered on the Cornelius loop as well. Ride Connection is also planning minor route changes in the near future, one in Forest Grove to facilitate a new stop planned at Rogers Park, and another in Cornelius to facilitate access to a relocated stop at the Cornelius Library.

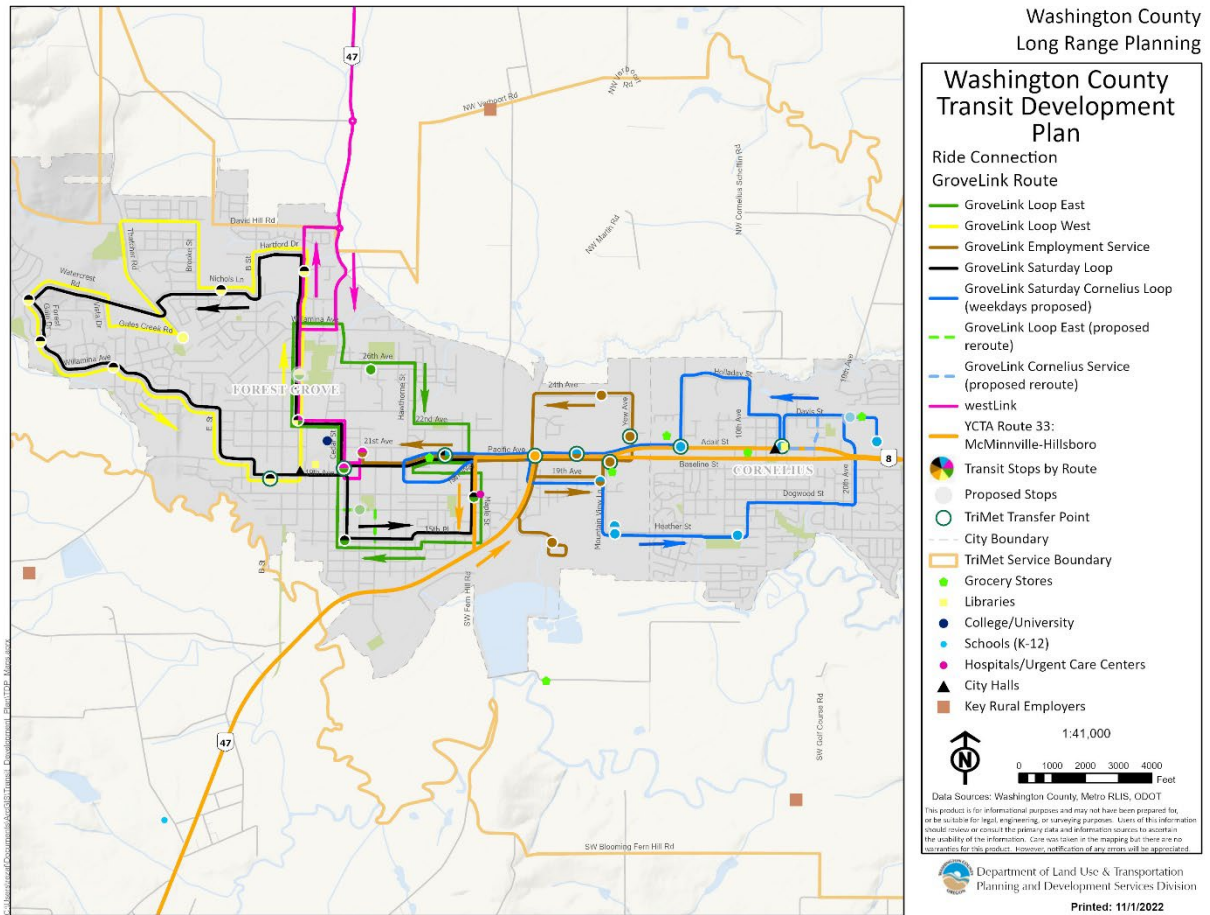


Figure 6: GroveLink Route Map

- North Hillsboro Link serves north Hillsboro industrial area with connections to TriMet MAX at Orenco Station seven days a week.

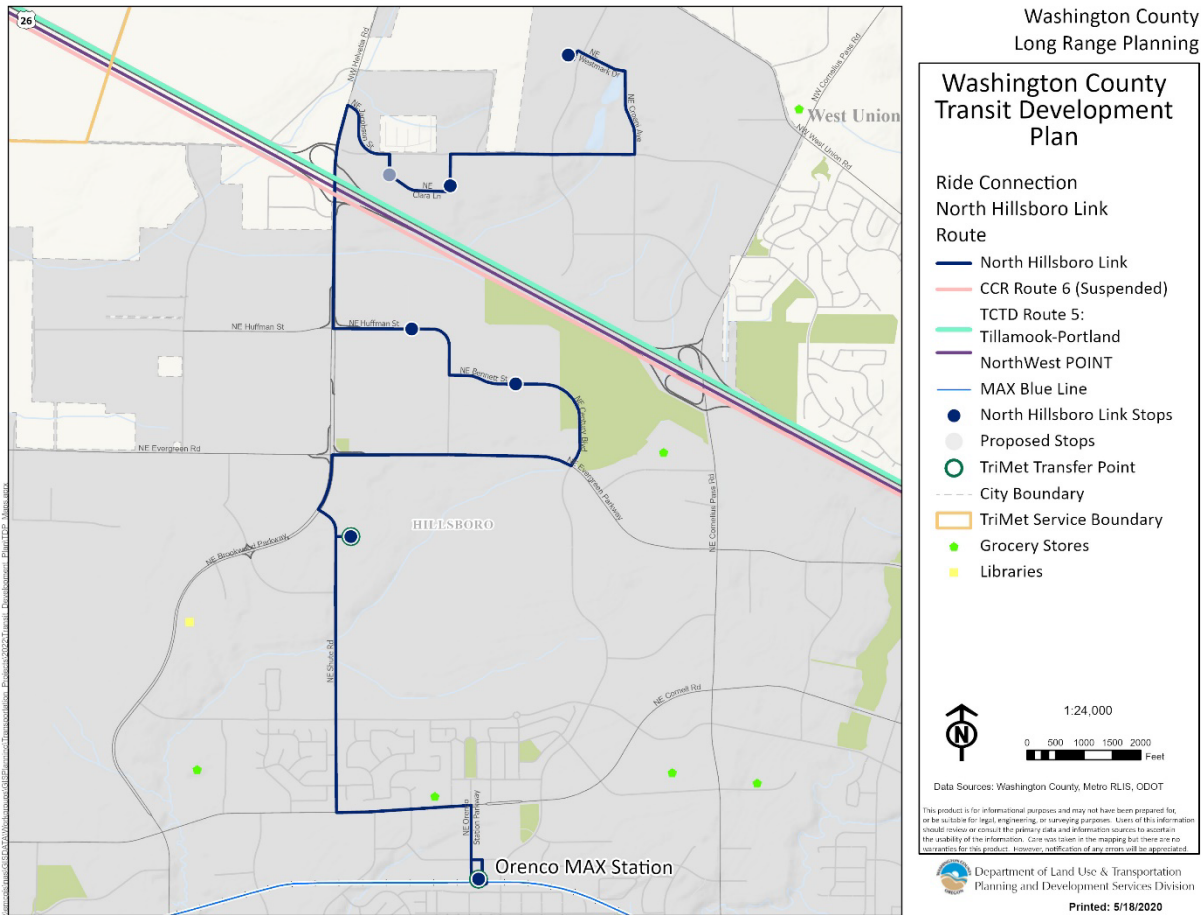


Figure 7: North Hillsboro Link Route Map

- Tualatin Shuttle connects Tualatin residential and employment areas with the Tualatin WES commuter rail station during weekday peak hours. Previously, the shuttle consisted of two one-way loops: a Blue Line that primarily served the Tualatin industrial area in the western part of the city, and a Red Line that served more residential neighborhoods and the Legacy Meridian Park hospital on the eastern half, both of which connected at the WES station.

In late 2022, Ride Connection will open their new Green Line shuttle connecting the Tualatin Park and Ride near Bridgeport Village and the WES station, before continuing east along the previous Red Line route on Nyberg Road towards Legacy Meridian Park hospital and out toward Rolling Hills Community Church on Borland Road in Clackamas County. Unlike the Red and Blue lines, the Green Line’s route is bidirectional. In the future, the Green Line will connect with a new express bus operated by SMART on I-205 somewhere in the vicinity of Stafford Road. As a result of this change, the Red Line loop will be restructured, no longer serving the city east of I-5 but instead being routed further south to serve residential neighborhoods, as well as additional destinations such as the Juanita Pohl Center and the Kaiser Permanente Tualatin Medical Office.

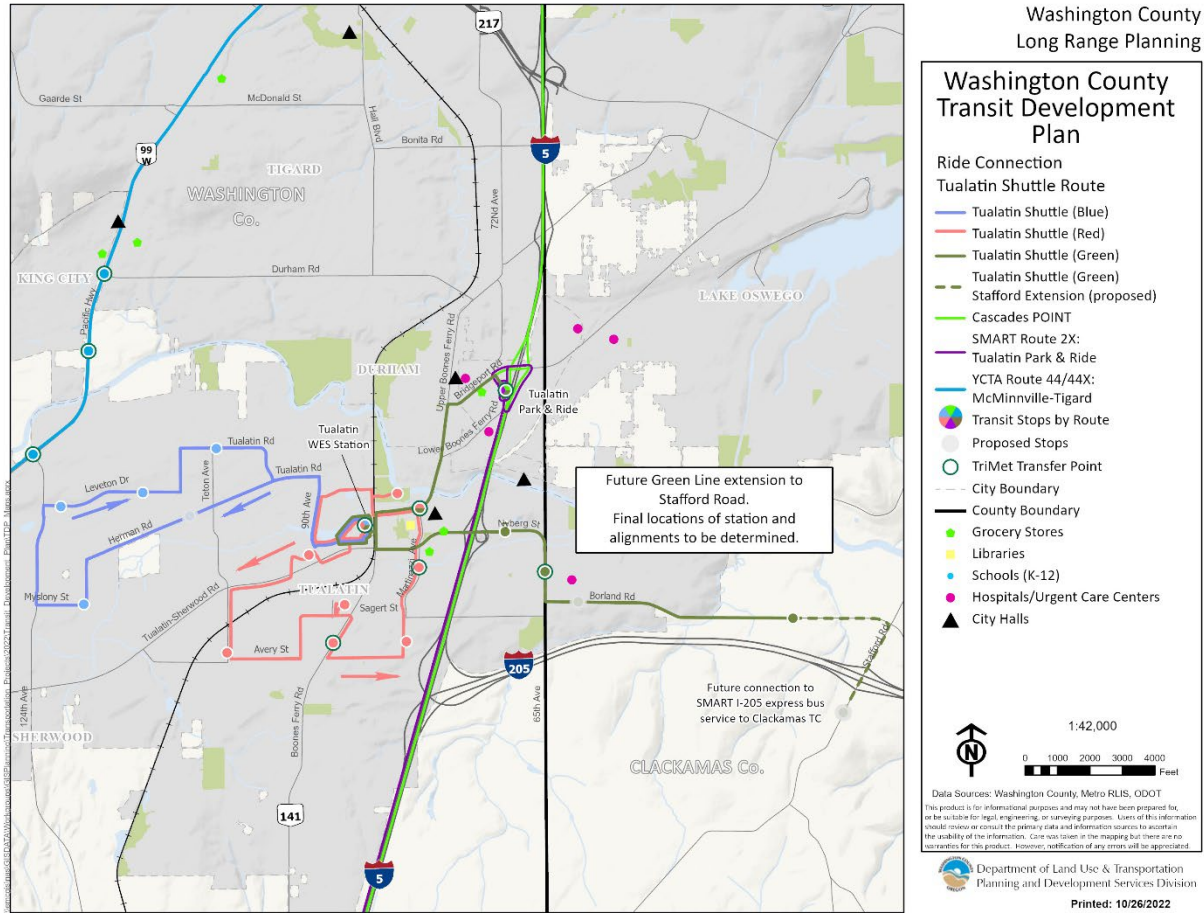


Figure 8: Tualatin Shuttle Route Map

Intercity routes serve longer-distance travel needs between Washington County cities. Ride Connection currently operates the westLink intercity route connecting Forest Grove, Banks, North Plains and Hillsboro using both STIF and federal funding. Ride Connection recently added a new stop at Pacific and Glencoe in North Plains, which is planned to receive improvements including signage and a landing pad in 2023.

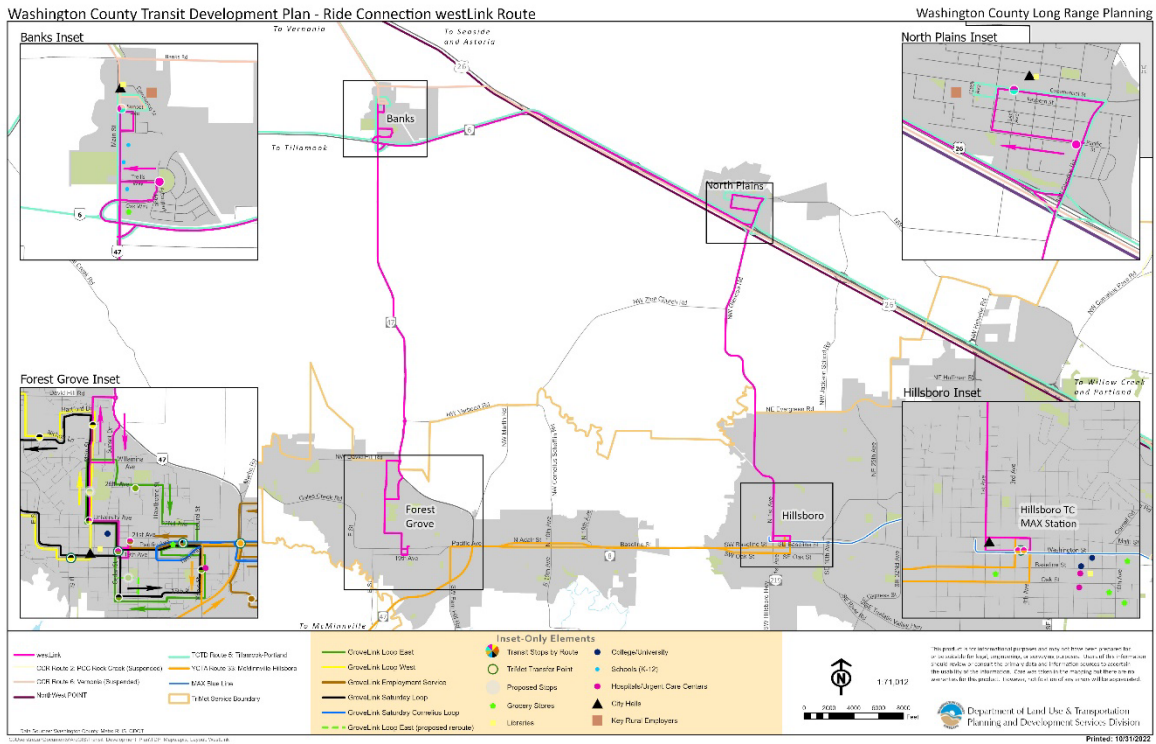


Figure 9: westLink Route Map

Interregional routes serve longer-distance travel needs between Washington County cities and connections outside of the county. Ride Connection currently partners with Tillamook County Transportation District, which provides service between Tillamook and Portland. Fare is free between Banks/North Plains and Portland through a Ride Connection subsidy using federal funding.

Table 1: Route summaries of the five deviated fixed routes operated or subsidized by Ride Connection in Washington County

Route Name	Type	Headways or Departure Times	Span of Service
westLink	Intercity	4 round trips on weekdays; Departure Times from Forest Grove Senior Ctr- 6:52 am, 12:07 pm, 3:07 pm, and 5:22 pm	6:52 AM-8:55 AM, 12:07 PM- 2:10 PM, 3:07 PM-6:15 PM, M-F
GroveLink	Local	20-40 minute headways during AM/PM peak, 60-minute headways during mid-day	6:30 AM-7:50 PM, M-F
North Hillsboro Link	Local	19-30-minute headways during AM/PM peak, 45-60 minutes during off-peak on weekdays 45-60 minute headways on Sat/Sun	5 AM-9:49 PM, M-F; 5:16 AM-12:30, 1:40 PM-9:44 PM, Sat/Sun
Tualatin Shuttle	Local	45-minute headways during AM/PM Peak (changed during Covid 4/6/2020 so that the hours match TriMet WES Commuter train service), no off-peak service	5 AM - 10 AM, 3 PM - 7 PM, M-F
WAVE	Intercity	2 round trips, 7 days a week. Departs Banks/ North Plains for Portland at 9:20 am/9:35 am and 2:00 pm/2:15 pm. Departs Banks/ North Plains to the Coast at 12:05 pm/12:20 pm and 4:30 pm/4:45 pm.	8:10 AM-1:25 PM, 12:50 PM-5:50 PM, 7 days a week

Demand Responsive Services

The demand-responsive service includes door-to-door paratransit for seniors, people with disabilities and transportation-disadvantaged commuters. As of 2019, STIF funding enabled the service to be available to the general public free of charge.

A recent assessment by Ride Connection indicates that more than 40 percent of demand response trips are for personal purposes, more than 30 percent are for work/school, and 10 percent for life-sustaining/ medical/nutritional purposes. Figure 10 below shows the proportion of trips for each purpose category for trips on the Rural Demand Response Service.

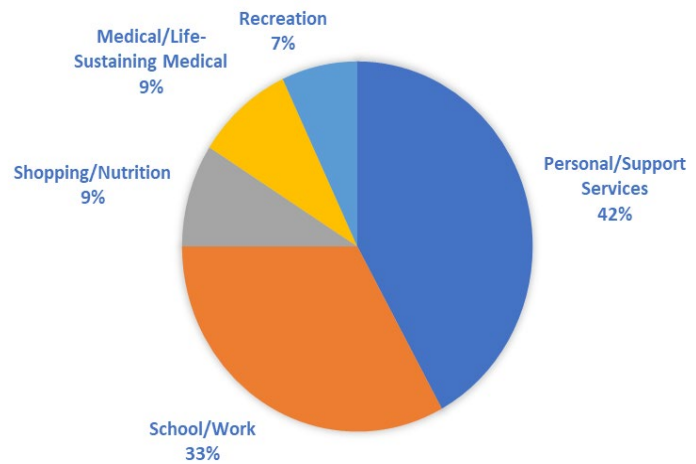


Figure 10: Rural Transit Demand Trip Purposes

DAVS also partners with Ride Connection to provide Veteran to Veteran transportation through their Ride Together program, which recruits veterans to drive other veterans to medical appointments, pick up medications or for trips to the grocery store. Based on rider input, ongoing educational outreach and transit services are needed to assist veterans, their dependents and other veteran representatives, groups and organizations.

The demand response service was recently extended as far east as 185th Avenue and Roy Rogers Road for general door-to-door trips between rural and urban areas, with future plans to extend the boundary to the Willamette River for medical trips (see Figure XX) for the door-to-door boundary.

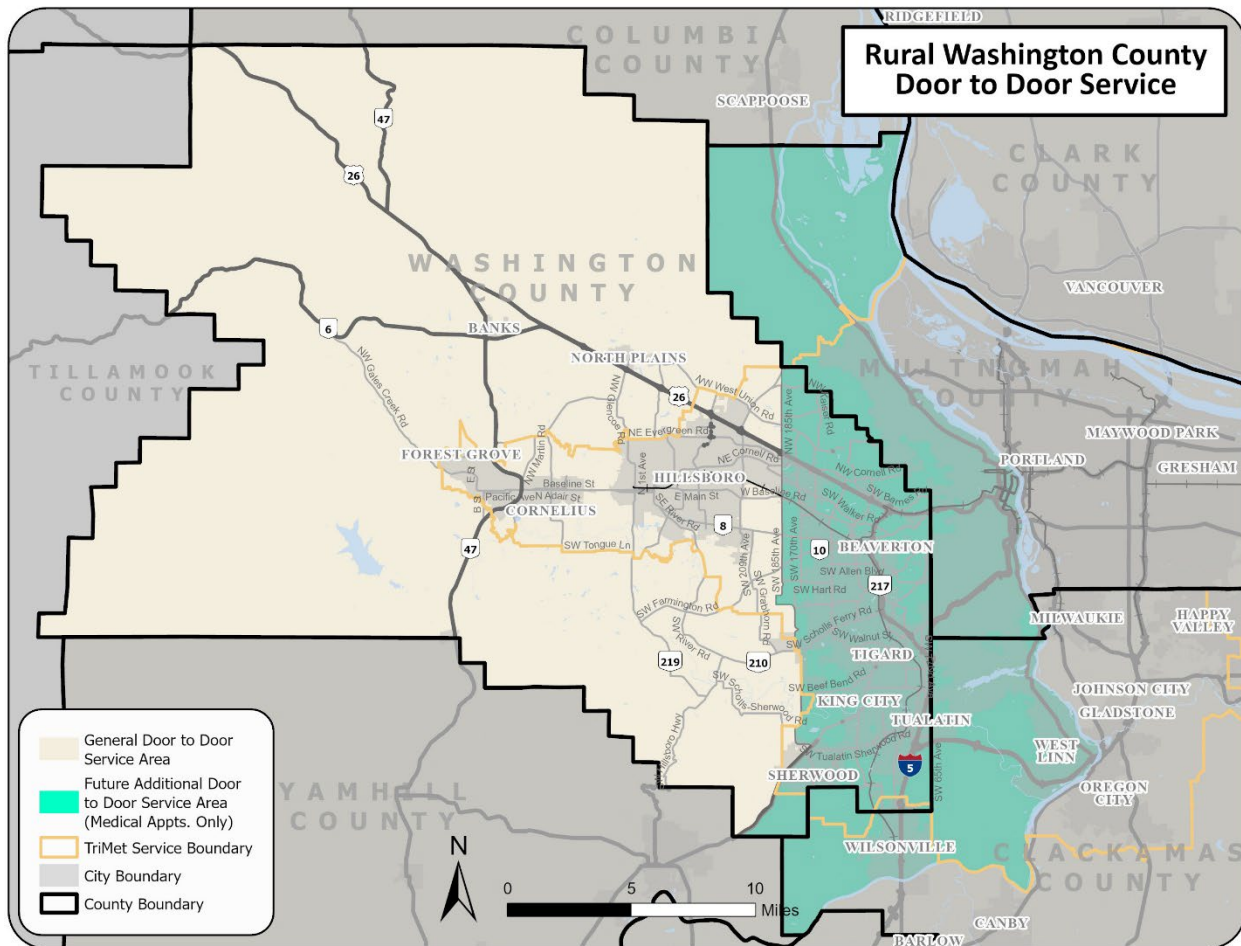


Figure 11: Door-to-Door Service Boundary

Figure 12 shows pick-up locations for calendar year 2019. Some of the areas and businesses with more frequent pick-ups include the following:

- Forest Grove area: Clearwater Growers, Kenyon Growers
- Gaston area: Powell’s Nursery
- Scholls area: Chehalem Mountain Nursery

There are also some more frequented urban destinations, which include the following:

- Cornelius: Walmart, Fred Meyer, Cornelius Elementary School
- Forest Grove: Safeway on Pacific, First Christian Church, Tom McCall Middle School
- Hillsboro: Goodwill/Cash Co, Shute Park Aquatic and Recreation Center, Central MAX station, Tuality Community Hospital, WinCo Grocery store

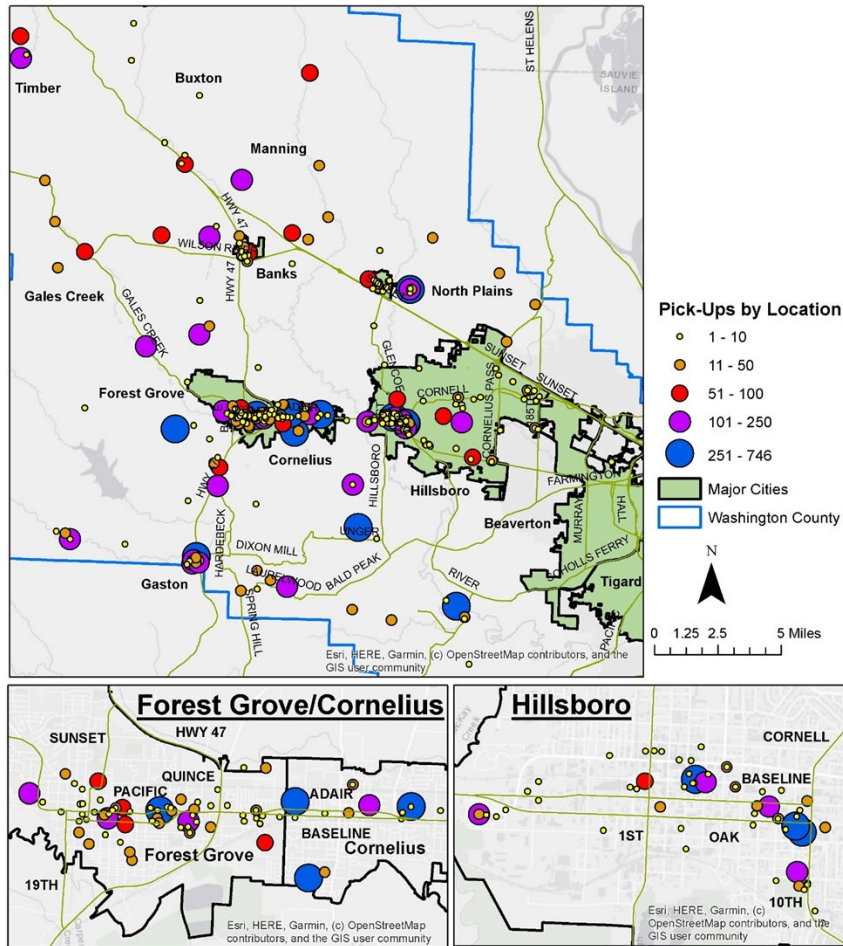


Figure 12: Rural Washington County Demand Response Pick-Ups

Summary of Committed Improvements Funded by STIF

The Washington County transit projects for FY 2021-2023 as shown in TriMet's three-county Public Transportation Improvement Plan are listed in Table 2. Due to Covid-19, some of the improvements have been delayed due to overall reduction in transit use and labor shortages.

Table 2: Washington County FY 2021-23 Public Transportation Improvement Plan (PTIP)

Service/Project	Improvement Task/Description
westLink	<ul style="list-style-type: none"> • Maintain existing midday service (initiated in FY 2021)⁴ • Add weekend service • Add earlier and/or later service
Local Service	<ul style="list-style-type: none"> • Maintain existing services on GroveLink, Tualatin Shuttle and North Hillsboro Shuttle • Expand to meet increased demand; weekend and midday service
Rural Demand Response	<ul style="list-style-type: none"> • Maintain services in expanded service area (initiated in FY 2021)⁵. • Pilot new service structure to add flexibility. • Add efficiency/technology improvements to achieve cost savings and improved customer service
Interregional Coordination	<ul style="list-style-type: none"> • Continue coordination with Yamhill, Columbia and Tillamook Counties to improve services connections⁶ • Add and/or improve service and stop coordination
Rural Workforce Shuttle	<ul style="list-style-type: none"> • Maintain shuttle service initiated in FY 2021 • Expand/adjust based on demand
Marketing	Increase awareness and ease of use of services
Administration	Manage STIF program and comply with Agreed Upon Procedures (AUP) as required by TriMet and ODOT.
Capital	Improve technology, bus stops, fleet, charging stations
Planning	Conduct planning work including evaluating transit priorities and update Transit Development Plan for FY 2024-25

Stop Infrastructure and Access Improvements

Washington County in partnership with Ride Connection was awarded a STIF Discretionary grant to design and construct stop improvements along Ride Connection's local and intercity service routes to improve customer experience and accessibility, including capital upgrades such as benches, shelters and landing pads, as well as stop signage to increase awareness of the system (see Table 3). Where needed, bus zones are also proposed to ensure that buses can access the curb to serve disabled passengers. This project is scheduled to be completed by spring 2023. At stops receiving minor upgrades, accessibility

⁴ STIF funding supplements services provided by Ride Connection using Federal funds.

⁵ STIF funding supplements Demand Response services provided by Ride Connection using other funding sources.

⁶ STIF funding supplements coordination subsidies provided by Ride Connection using other funding sources.

improvements have been identified for future implementation as additional funding becomes available. Highlights of stops slated to receive infrastructure improvements in 2023 include:

- GroveLink - Willamina and Strasburg stop in the northwestern part of the city and the Main and University stop pair near Pacific University.
- North Hillsboro Link - stops on Bennett and Huffman streets, a new stop at Casper Court, along with a slightly relocated stop at Pinefarm Place.
- westLink - stops in Forest Grove at Cedar and Pacific and at the Hillsboro Transit Center.
- Tualatin Shuttle - stop at the Tualatin WES station is planned to be relocated to a new permanent platform at the park-and-ride that will accommodate all three lines, with shelters, benches and accessibility improvements.

Figure 13 depicts a map of the improvements across the system, with individual maps for each city located in Appendix A-3.

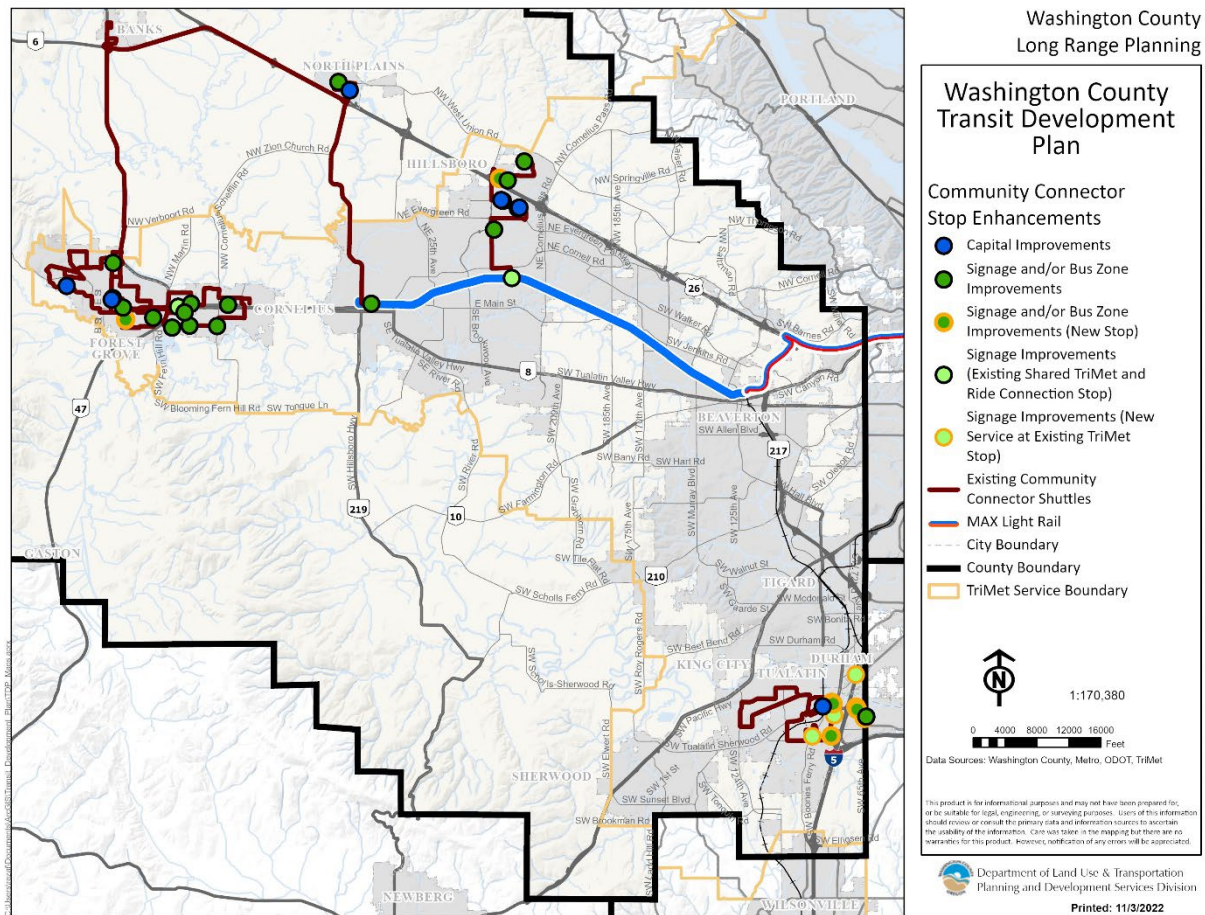


Figure 13: Map of Community Connector Stop Enhancements

STIF Performance Outcome Measures and System-wide Ridership

This section describes current operational performance outcome measures required for STIF reporting as well as other measures that can inform future needs and service improvements, including:

- Rider characteristics
- Key STIF Performance outcome measures
 - Revenue miles
 - Revenue hours
 - # of students (grades 9-12) served
 - # of people within ½ mile of route
 - # of low-income households served
- Ridership trends
- Service productivity in terms of the number of passenger trips served per vehicle revenue hour of service provided
- Service efficiency – measures the cost per hour for each mode
- Cost effectiveness – cost per passenger trip

Rider Characteristics

Ride Connection conducts annual on-board rider surveys. The 2022 annual survey collected 209 responses.

Survey highlights include:

- Approximately 22% of riders identified as older adults or living with a disability.
- Approximately 19% of riders identified as low-income.
- Most people (estimated at 60%) used Ride Connection for travel to/from work.
- Approximately 13% of survey respondents connected to/from a Ride Connection route via a rideshare service on one end of their transit trip.
- More than 70% of respondents indicated COVID has not changed their transportation needs.
- The vast majority of riders (92%) of respondents rate their overall satisfaction with service as a 4 out of 5.
- Approximately 27% of respondents speak a language other than English at home.

Key STIF Performance Outcome Measures

This section describes operational performance outcome and transit access measures for services as of 2020. Ride Connection provided more than 300,000 revenue miles and 18,000 revenue hours (see Table 3). STIF funded services provide transit access to more than 131,000 people within a half mile of the service area, which includes an estimated 3,500 high school students, and more than 35,000 low-income households.

Table 3: STIF performance outcome measures reported in 2020.

	Revenue Miles	Revenue Hours	# Students with Access	# of people w/in 1/2 mile	# of Low income households
Local deviated-fixed route	211,880	18,370	1,000	90,000	28,000
Intercity	31,200	1,370	1,000	11,778	1,729
Demand Response	101,945	4,000	1,500	26,348	4,989
Total	316,125	18,705	3,500	131,976	35,018

Ridership Trends

Table 4 shows a five-year trend for ridership of the local community connector deviated fixed-route services. Due to the Covid-19 pandemic, Ride Connection experienced a level of ridership reduction similar to that experienced nationwide. Although, not shown in the table FY 2021-2022 ridership has rebounded, but not fully returned to pre-pandemic levels.

Table 4: Local Deviated Fixed-Route Existing Weekday Shuttle Total/Average

	Boarding Rides	Average Daily Boarding Rides	Revenue + Layover Hours	Boarding Rides/Hour
FY 2015-16	71,046	275	10,193	7.0
FY 2016-17	106,247	413	14,684	7.2
FY 2017-18	103,696	406	15,206	6.8
FY 2018-19	117,035	456	16,073	7.3
FY 2019-20	108,566	421	16,183	6.7
FY 2020-21	53,905	211	16,173	3.3

Source: Ride Connection

Service effectiveness

Ride Connection provides moderately productive service relative to the amount of service it provides. Pre-pandemic, Ride Connection, averaged approximately 7 passenger trips per vehicle revenue hour of service provided on the local community connector shuttles, which is generally considered an acceptable level for deviated fixed route shuttle services.⁷

Fleet Asset Management

Washington County STIF funding supports one-time capital expenses as well as on-going maintenance and vehicle replacement. Several key takeaways from reviewing Ride Connection’s fleet condition in relation to useful life benchmarks of average age, average mileage and a combination of age and mileage include:

- Many of the vehicles used for demand response are nearing their useful life based on age. However, its fleet has approximately 40% remaining useful life based on age and about 63%

⁷ Federal Transit Administration, National Transit Database – National Transit Summaries and Trends (2019)

based on mileage. With the inclusion of the sedans recently purchased the sedan fleet is acceptable, however three minivans have exceeded their useful age.

- The local service vehicles have useful life remaining, with an average of 60 percent remaining useful life based on age and 36 percent based on mileage, including the recent purchase of four new buses. Three shuttles are approaching their useful life (one has exceeded its useful life based on mileage and two others are within 10 percent. One of those is within 10 percent based on age). Costs for vehicle replacement is factored into the overhead and included in the cost per revenue hour. Service expansion beyond currently planned levels may require additional vehicle purchases.
- From an efficiency perspective, shuttle bus fuel economy averages eight miles per gallon, however, recently purchased buses are expected to have a higher average.

Needs Assessment

This section describes existing and projected transportation needs, land use and employment conditions and community input.

Transit Demand

This section describes land use context, population, and employment data within Washington County. Public transportation service is generally designed to be compatible with the surrounding land use context and development intensity, which are often measured using population and employment densities. There is no universally accepted set of standards for what constitutes transit-supportive densities. However, higher residential densities reflect the presence of greater numbers of potential riders, while activity centers are destinations that people need to get to and from on a regular basis.

Land Use Context

Land use and development in Washington County is guided by adopted Comprehensive Plans, consistent with the 2040 Growth Concept inside the UGB and implemented by local development codes.

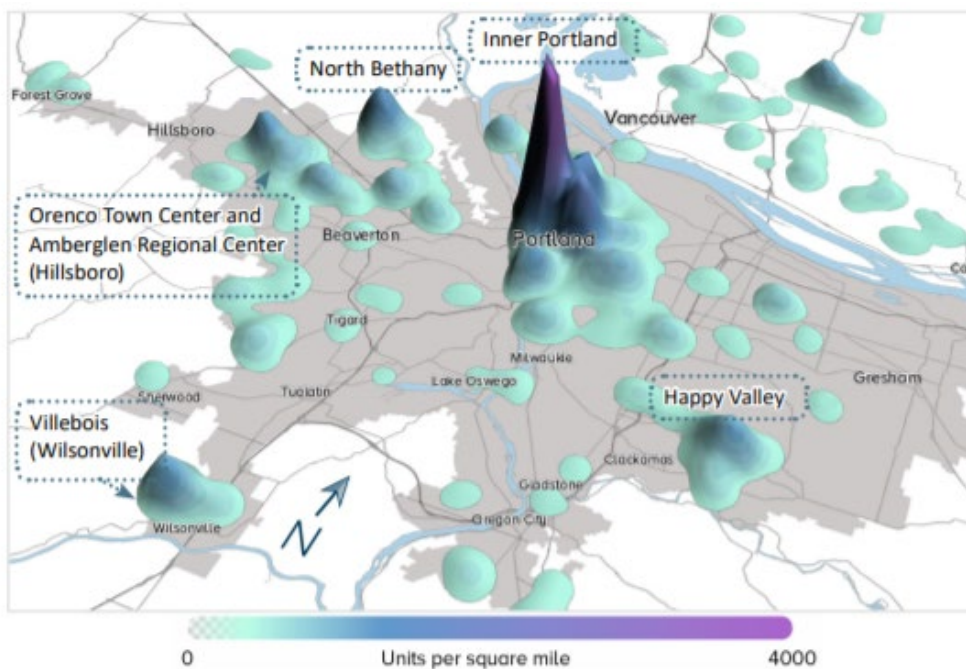


Figure 14: Housing permits in the Portland Metro area, 2009-2017 - units per square mile

Source: Metro's 2018 Urban Growth Report

Past and Near-term Development Trends

Figure 14 illustrates housing permits measured in units per square mile in the Portland Metro area, 2009-2017. Since 2009 the region has experienced significant growth. As the graphic illustrates, much of the growth has occurred in mixed-use centers served by transit like inner Portland, Orenco Station and Amberglen. Since 2017 new urban areas in North Bethany, South Cooper Mountain (Beaverton) and River Terrace (Tigard), have also seen substantial growth and are expected to add 8,200 housing units over the next two-five years:

- 3,600 units in North Bethany (approximately 75 percent single-family, 25 percent multi-family)
- 2,800 units in South Cooper Mountain (approximately 70 percent single-family, 30 percent multi-family)
- 1,800 units in River Terrace (approximately 90 percent single-family and 10 percent multi-family).

The county has seen an increase in development of affordable housing since the approval of Metro’s regional affordable housing bond measure in 2019. Within Washington County, affordable housing funds are administered by the County, Beaverton and Hillsboro. In partnership with non-profit organizations, several affordable housing projects have been built. More are expected and these locations are ideal for transit service enhancements. Figure 15 shows affordable housing projects funded in part by the Metro bond, the number of units and project status.

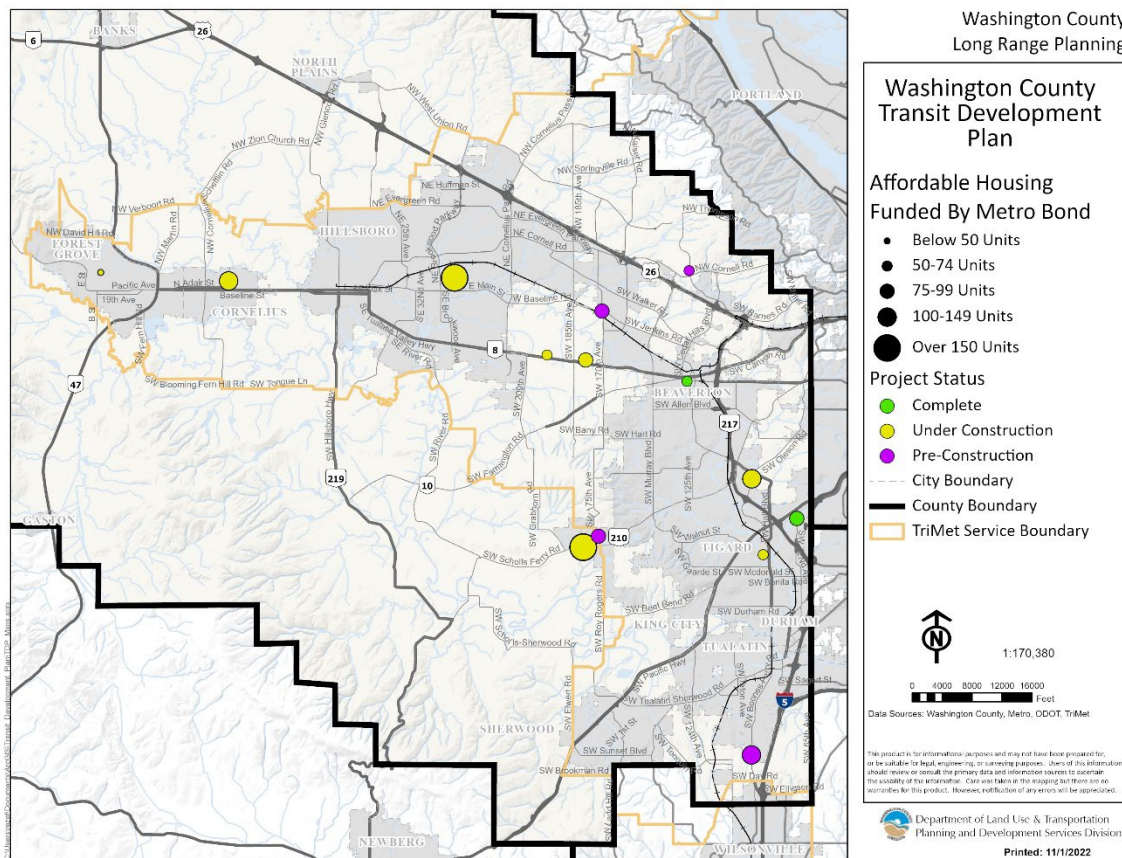


Figure 15: Metro Bond Affordable Housing Sites in Washington County

Near-term growth outside the Metro UGB:

- North Plains, a city of just over 3,200 people, is one of the fastest growing communities in Washington County. Recent annexations of the City’s Urban Growth Boundary (UGB) areas will result in more than 700 new homes and a new 600-student elementary school in the next 5-10 years.

- Banks has 78 acres within city limits planned for residential (single family and multi-family) development. However, due to a moratorium on development, the City expects little to no development within the next five years (by 2025).
- Gaston has one subdivision in the southwest quadrant of the city that was previously approved for up 400 units. However, development approval lapsed and will require a renewed permit to proceed. No other significant development is anticipated in Gaston within the next two to five years.

Land Use Designations – Future Growth

Figure 16 illustrates essential destinations including schools, grocery stores, parks, medical, social and human service locations.

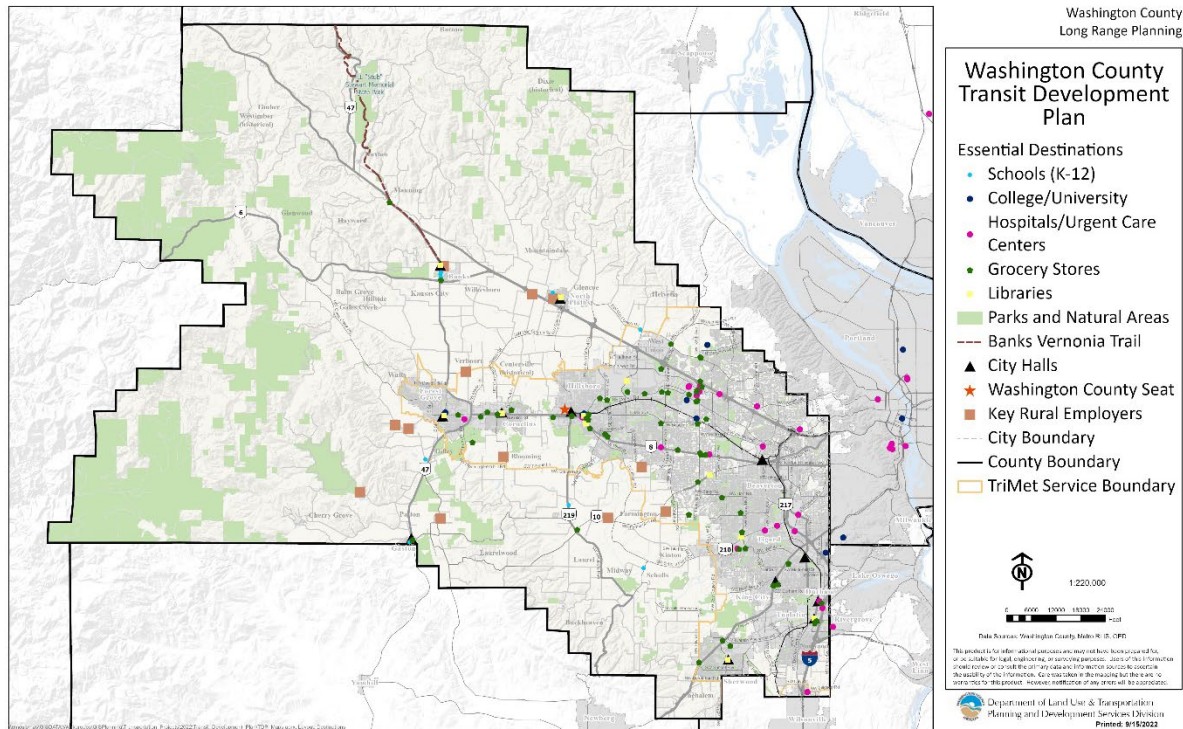


Figure 16: Washington County Essential Destinations

Figure 17 illustrates existing urban incorporated and unincorporated area as well as future urban areas.

- Land use patterns outside UGBs are primarily forestry and agricultural zones with pockets of low density rural residential and employment lands primarily along transportation corridors like Hwy 47, Hwy 219, US 26, Hwy 6 as well as pockets in Laurel, Scholls and outskirts of Sherwood.
- New urban areas including South Cooper Mountain (Beaverton), River Terrace (Tigard) and South Hillsboro are expected to develop with a mix of residential neighborhoods and commercial nodes.
- North Hillsboro, the Tigard Triangle and the Basalt Creek area (Tualatin and Wilsonville) are planned for an intensification of industrial and other employment land uses.

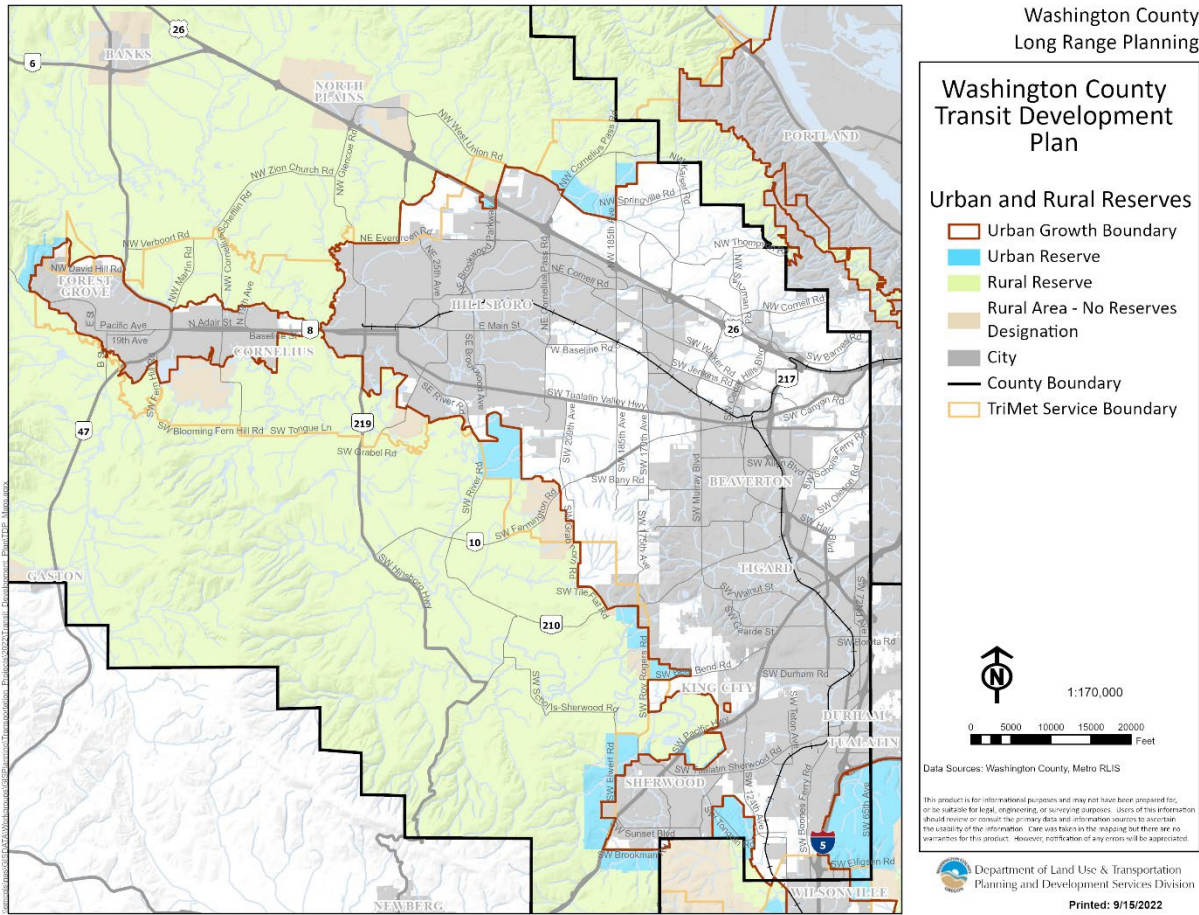


Figure 17: Washington County Rural and Urban Reserves

Population and Employment Trends

Over the past 40 years, population has grown by 385%, from 158,000 people to 606,000 people and employment by 530%, from 52,000 jobs to 276,000 jobs within Washington County. Current population, employment, and future trends in communities across Washington County indicate where the greatest transit demand is likely to be today and in the future.

Existing and Future Population

This section describes existing population and employment characteristics and future trends. Table 5 provides current population (2020) and growth forecasts through 2030 for the cities and urban unincorporated areas in Washington County and the resulting population densities per gross acre.

Several key takeaways include:

- Unincorporated urban Washington County is larger than any of the cities and will contain 45% of the future growth. Over time, much of this growth area is expected to be annexed by cities.
- Hillsboro and Beaverton, the county’s two most populous cities, contain 33% of the county population; each city is forecast to gain more than 15,000 new residents over the 10-year period, nearly 34% of the total growth that is forecast for the County.
- Among smaller cities outside the Metro UGB, North Plains is projected to grow by about 49% and Banks is projected to grow by 8%.

Table 5: Washington County Existing and Future Population Forecasts, 2019-2030

Jurisdiction	Population, 2020	Population, 2030	Change in Population, 2020-2030	% Change, 2020-2030	Share of Growth, 2030	Density, 2020 (Pop/Acre)	Density, 2030 (Pop/Acre)
Washington County	622,082	718,412	96,330	15%	100%	1.34	1.54
Within Metro UGB	588,112	682,629	94,517	16%	98%	7.18	8.33
Beaverton	99,490	114,525	15,035	15%	16%	7.90	9.10
Cornelius	12,534	14,606	2,072	17%	2%	8.38	9.77
Durham	1,878	1,859	-19	-1%	0%	7.20	7.12
Forest Grove	26,370	30,702	4,332	16%	4%	6.90	8.04
Hillsboro	105,153	122,598	17,445	17%	18%	6.37	7.43
King City	4,718	6,961	2,243	48%	2%	9.42	13.89
Sherwood	19,747	20,118	371	2%	0%	6.33	6.45
Tigard	54,591	63,813	9,222	17%	10%	6.68	7.80
Tualatin (part)	24,197	24,481	284	1%	0%	5.01	5.07
Unincorporated	234,884	278,416	43,532	19%	45%	7.83	9.28
Outside Metro UGB	35,805	37,871	2,066	6%	2%	0.09	0.10
Banks	1,865	2,022	157	8%	0%	3.91	4.24
Gaston	655	655	0	0%	0%	4.15	4.15
North Plains	3,480	5,194	1,714	49%	2%	4.99	7.44
Unincorporated	30,000	30,000	0	0%	0%	0.08	0.08

Population Density: As shown in Figure 18, the highest population densities within the TriMet Service District are in the cities of Beaverton, Hillsboro, and Tigard, and in the unincorporated urban areas of Aloha and Bethany. As shown in Table 6, rural areas outside of the TriMet service area have substantially lower population density of less than one person per acre. Ninety-five percent of the population lives within the Metro urban growth boundary (UGB) today and this share is projected to increase, with 98% of growth projected to occur within the Metro UGB.

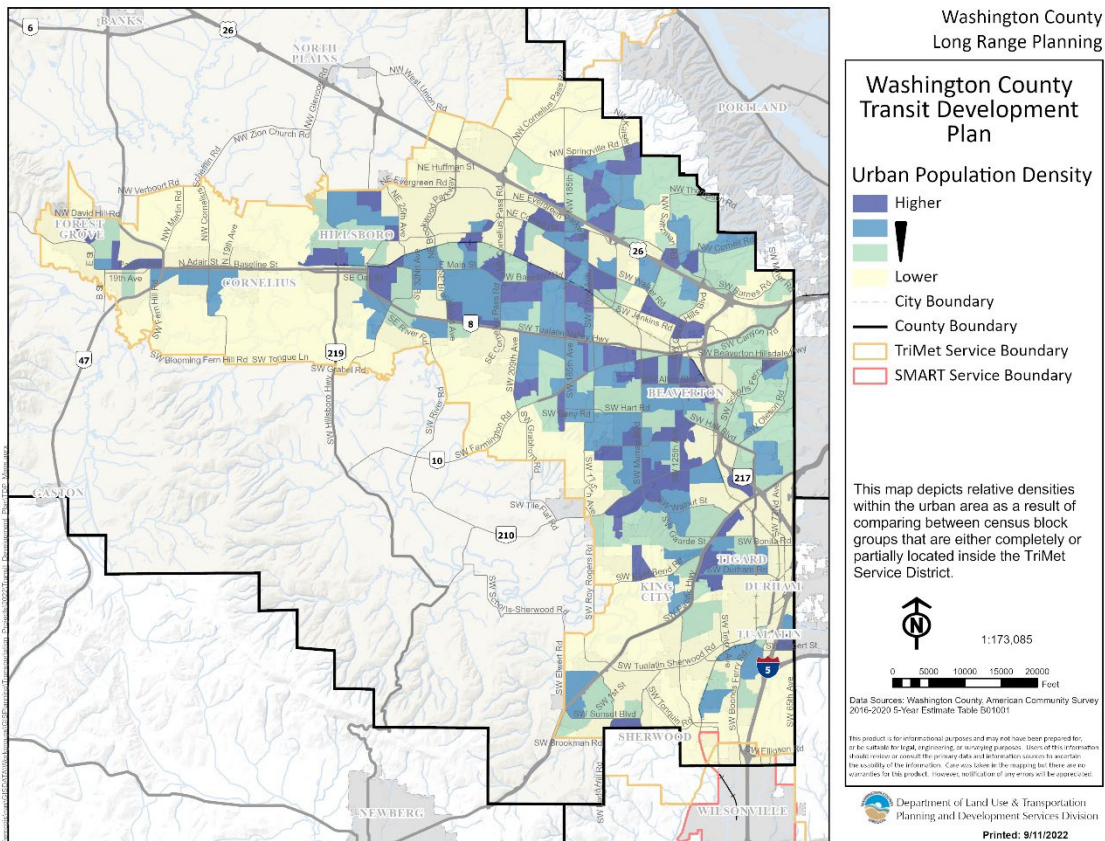


Figure 18: Population Density in Washington County within TriMet District

Figure 19 shows the population density outside the TriMet Service District. By far the highest observed densities are in the cities of Banks and North Plains, while areas of southern Washington County have low to moderate population density.

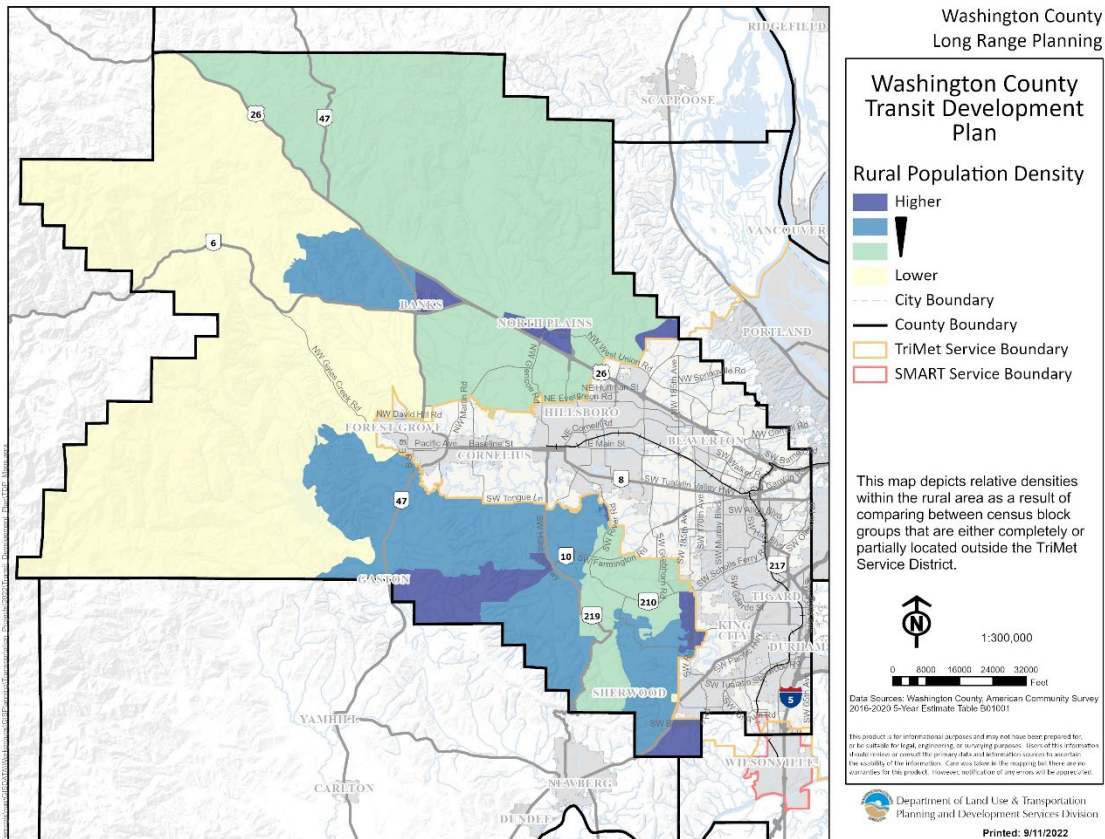


Figure 19: Rural Population Density in Washington County

Demographics

The analysis presented in this section identifies locations of high concentrations of target populations for transit service needs. The target populations were identified as:

- People of color
- Low-income population (200 percent of poverty)
- Limited English proficiency
- Senior population (65 and over)
- Youth population (17 and below)
- People with disabilities
- Limited vehicle access
- Low and medium wage jobs

Understanding the transit needs of these groups and their locations helps identify where potential transit customers live and better serve population groups that have unique transportation needs. Transportation is often a primary barrier cited by individuals who are unable to access employment, medical services, and educational opportunities (among other key public services). Transit provides people who do not have access to a vehicle or are unable to drive with a crucial lifeline to jobs, services, family and friends, and medical providers.

Figure 20 illustrates a composite of where these demographic groups are located in the Metro urban area. Several key takeaways from the analysis include:

- **Race/Ethnicity and non-English Speakers:** The highest concentrations of people of color and non-English speaking residents are along TV Highway in Forest Grove, Aloha, Beaverton and Hillsboro, Hall Blvd in Tigard and Tualatin-Sherwood Road in Tualatin.
- **Zero-Vehicle Households:** People who do not have access to a vehicle are more likely to utilize transit. The highest densities of zero vehicle households are concentrated in areas with multiple transit services available, such as the intersection of MAX, WES, and frequent bus service in Beaverton, and the intersection of the MAX blue line and frequent bus service in Hillsboro.
- **Low-Income Residents:** Individuals who are identified as low-income (a person whose income totals less than 200% of the poverty level) may be more likely to use transit. The highest concentrations of low-income residents are in Aloha, Beaverton and Hillsboro in proximity to TV Highway, 185th Ave, Farmington Road and Hall Blvd. Forest Grove and Tigard also have some areas with a high density of low-income residents.
- **Young Adult Residents:** Recent trends have shown that younger adults (persons between the age of 18 and 29) are less likely to own vehicles and more likely to use travel options, such as taking transit, walking, or biking.^{8,9} Young adults make up a large portion of the Washington County population—approximately 16%—making the trends of this age cohort influential on the travel demands of county.¹⁰ Beaverton and Hillsboro have the highest concentrations of residents who are young adults.
- **Older Adult Residents:** Older Adults, people ages 65 and older, make up approximately 13% of Washington County’s population.¹¹ Studies show that the generation known as the Baby Boomers (generally defined as people born between 1946 and 1964) are aging in place, and will have an increased need for travel options as driving becomes less viable with age.^{12,13} Areas with the highest density of older adults are located in Beaverton, Hillsboro, Forest Grove, and Tigard.

⁸ A study conducted by the American Public Transportation Association (APTA) found that Millennials are multimodal, choosing the best transportation mode based on the trip they’re planning to take. Taking transit and riding a bike were the most preferred modes of transportation, while driving a car was the least preferred mode. This study was conducted in 2013 and retrieved from

<http://www.apta.com/resources/reportsandpublications/Documents/APTA-Millennials-and-Mobility.pdf>

⁹ Pew Research Center. April 2016. Retrieved from <http://www.pewresearch.org/fact-tank/2016/04/25/millennials-overtake-baby-boomers/>

¹⁰ Portland State University Certified Population Estimates, 2017.

¹¹ Ibid.

¹² Pew Research Center. April 2016. Retrieved from <http://www.pewresearch.org/fact-tank/2016/04/25/millennials-overtake-baby-boomers/>

¹³ AARP recently reported that 87% of adults ages 65 and older want to stay in their current home and community as they age. Similarly, 71% of the preceding age cohort—people ages 50 to 64—want to age in place. This study was conducted in April 2014 and retrieved from <http://www.aarp.org/livable-communities/info-2014/aarp-ppi-survey-what-makes-a-community-livable.html>

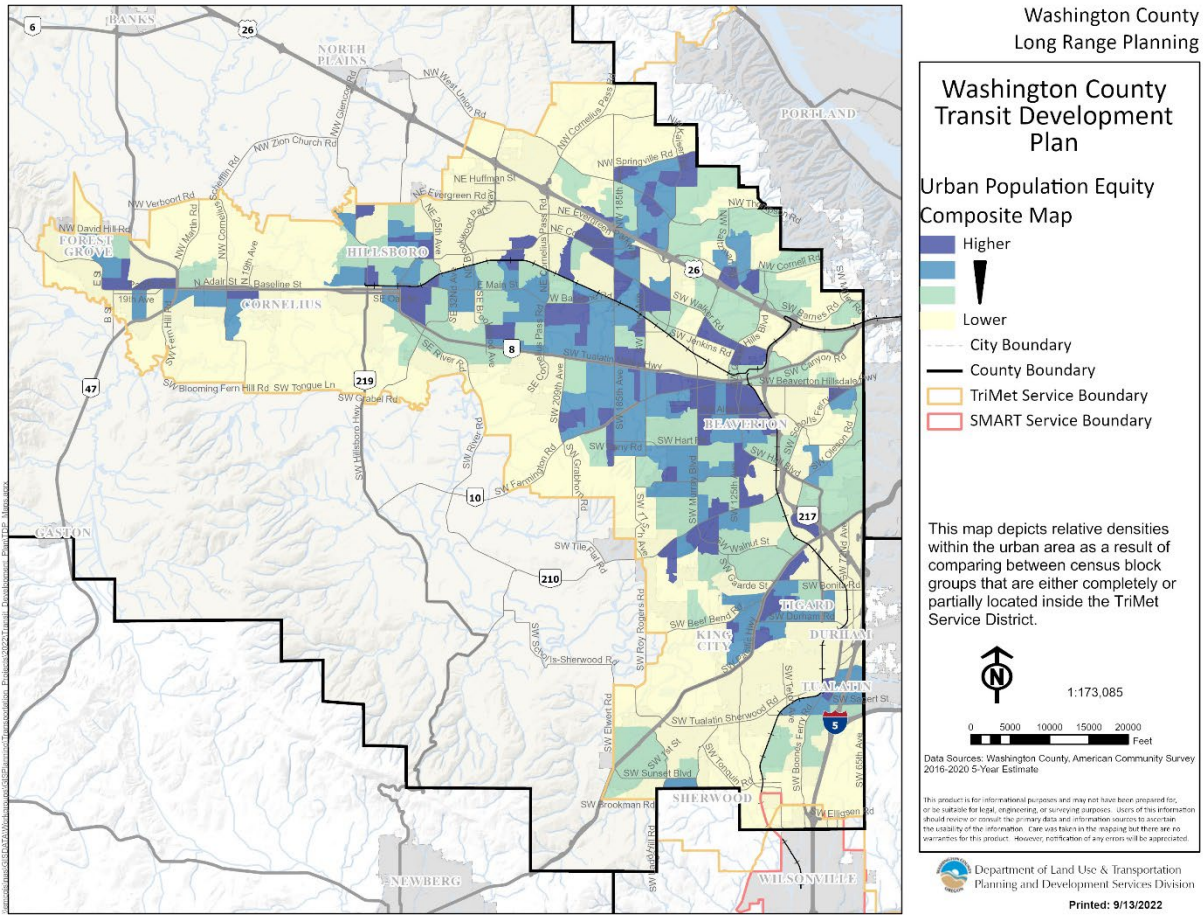


Figure 20: Population Equity Demographic Composite Map, Inside TriMet District

As shown in Figure 21, outside the TriMet district North Plains sees relatively high population density and key demographic characteristics of more transit dependent populations. Banks, Gaston, and the southern portion of the rural area near Scholls and Chehalem also have higher concentrations of transit dependent populations.

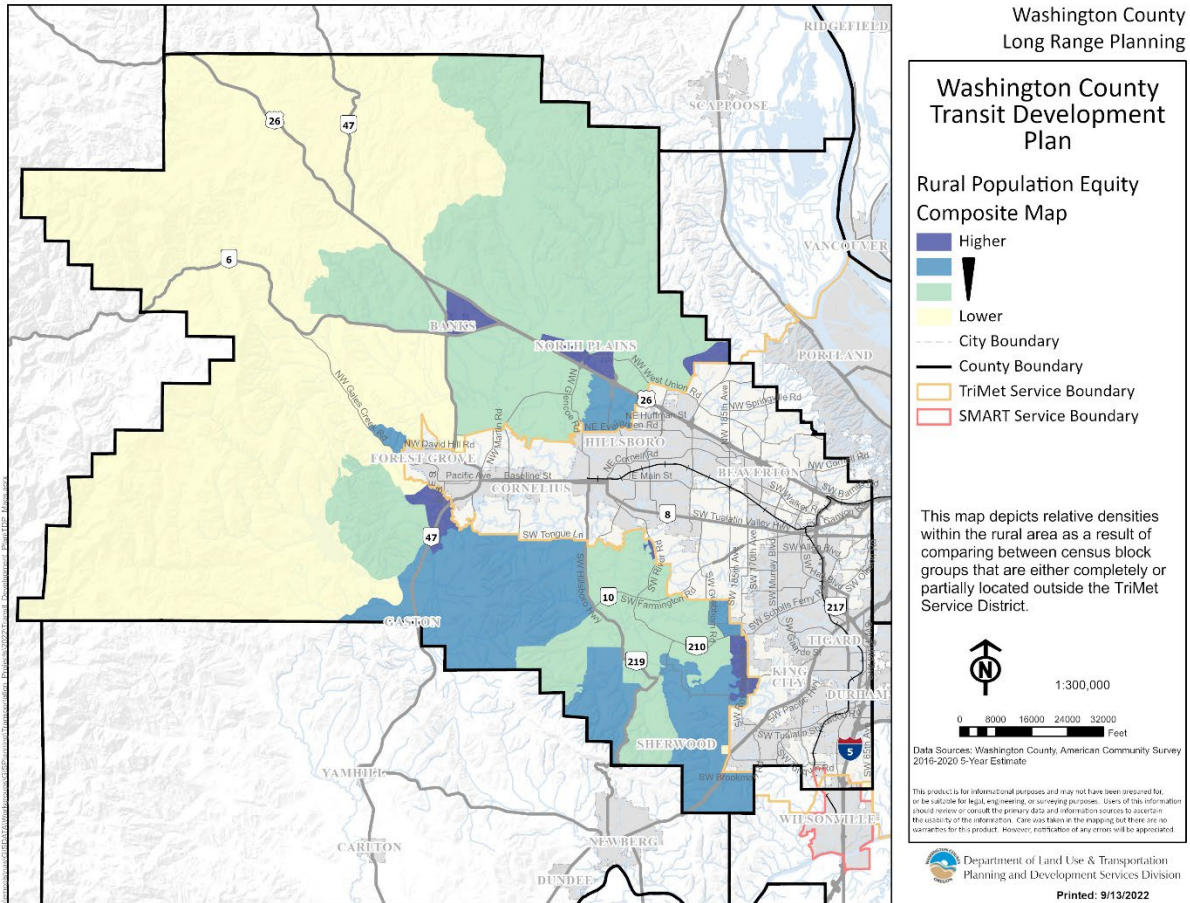


Figure 21: Population Equity Demographic Composite Map, Outside TriMet District

Existing and Future Employment

Major employment centers represent destinations that people need to get to and from on a regular basis. This section summarizes major employer locations and employment demographic information related to persons who are most likely to ride transit.

Employers in Washington County: Washington County has several major employment sites including more than ten major employers with 1,000 or more employees. However, most employers (98%) in the County have less than 100 employees.¹⁴ 26% of Washington County employers are in the Hillsboro area and 23% are in the Beaverton area. Hillsboro has more large employers, while Beaverton has a greater number of smaller employers. Twenty-five percent of employers are in parts of the county outside Beaverton, Hillsboro, Tigard, and Tualatin. The highest concentration of jobs is in major employment centers in Beaverton, Hillsboro, Tigard, and Tualatin.

Employment Density: Figure 22 shows the density of employment inside the TriMet district. Since 2010, the County has added over 70,000 jobs (8,500 jobs per year) and is projected to add over 100,000 jobs by 2040. High employment density is concentrated along the Sunset and Highway 217 corridors within Beaverton, Hillsboro, and Tigard. North Hillsboro, Tigard Triangle and Basalt Creek are all anticipated to experience significant job growth. The two largest employers are Nike and Intel. Employment densities are overall significantly lower outside of the Portland metro region, and farms and nurseries are largely prevalent in rural unincorporated areas.

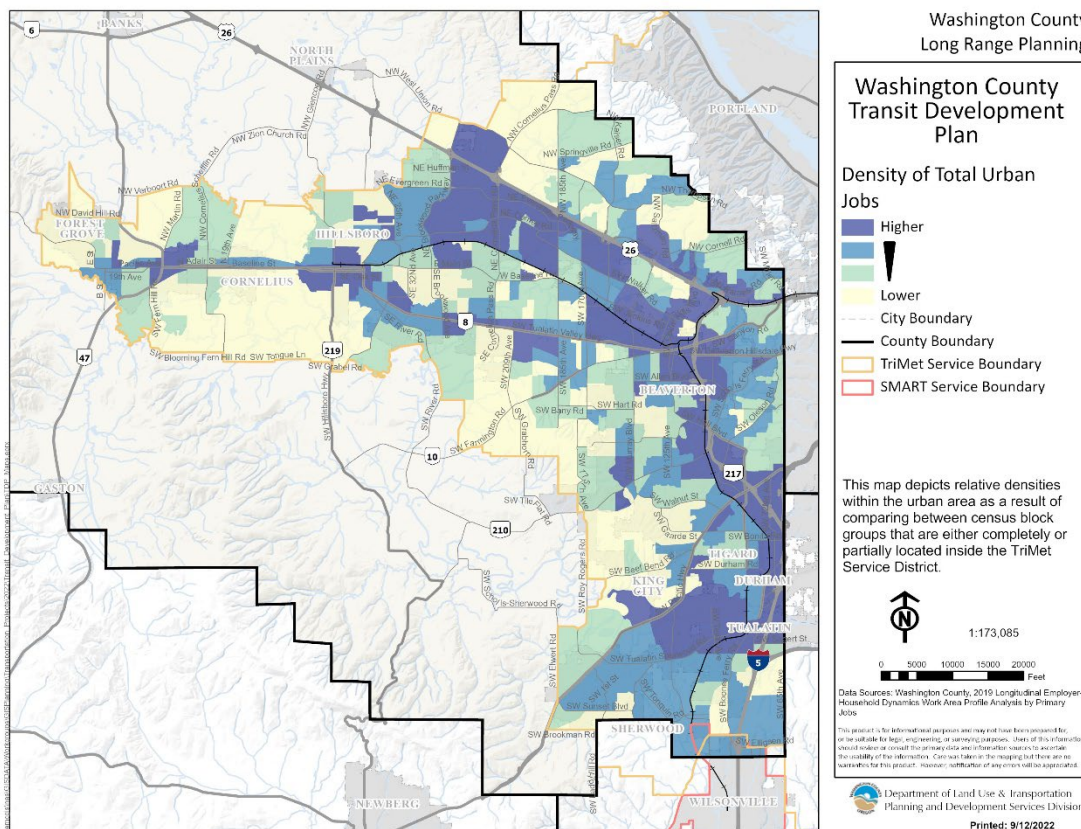


Figure 22: Density of Jobs inside TriMet District

¹⁴ Coordinated Transportation Plan – Attachment Table H2.

Low-Income Employees: Figure 23 shows the density of low-wage jobs inside the TriMet district. Low-wage jobs are concentrated along the major transportation corridors in the County: TV Highway (OR 8), OR 26, OR 217, OR 99W, and Tualatin-Sherwood Rd. Beaverton has the most low-income employees, primarily in the northwestern portion of the city.

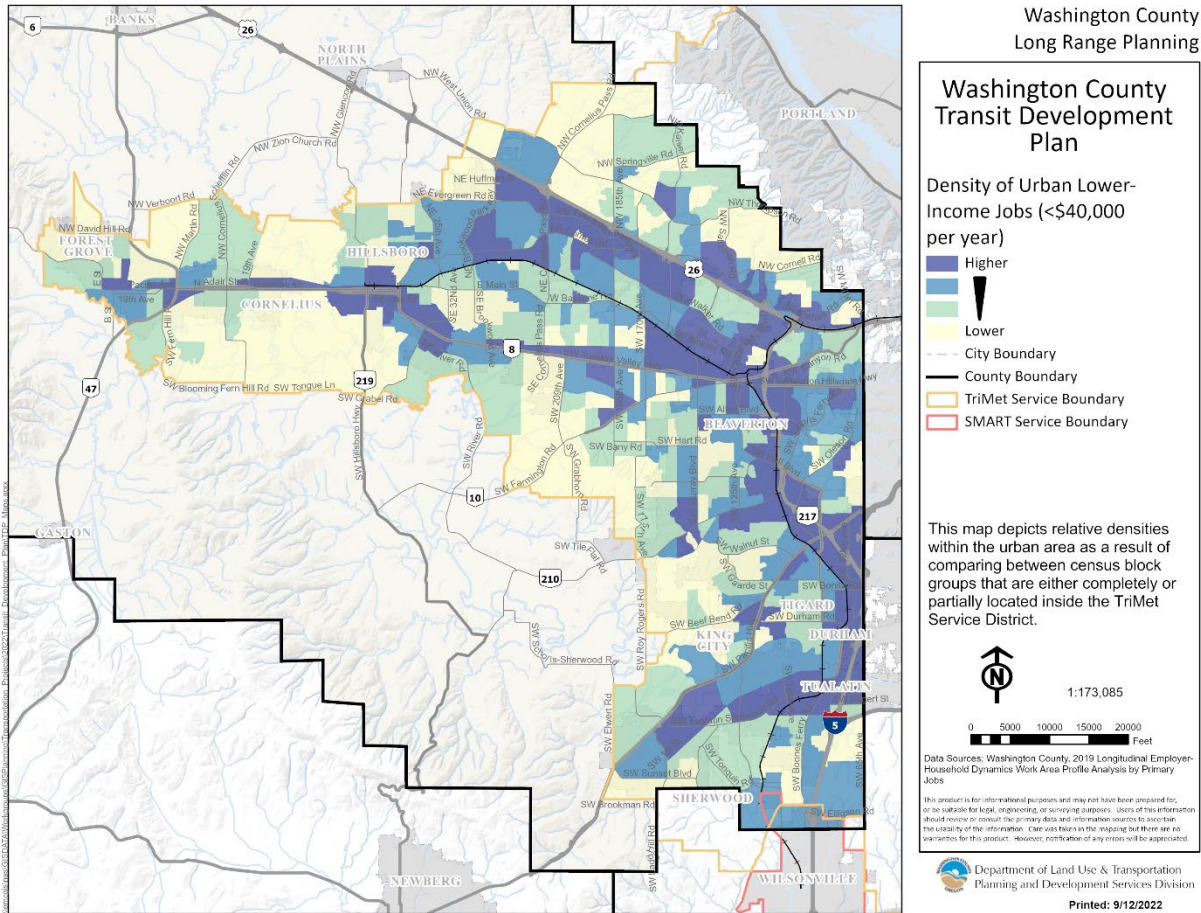


Figure 23: Density of Lower-Income Jobs Within TriMet District in Washington County

Rural workers: Figure 24 shows the density of employment in the area outside of the Metro urban area with concentrations of employment in North Plains, in the South County Industrial area near Tualatin and Sherwood, and south of Forest Grove. There is also relatively high job density observed south of Forest Grove. Approximately 61% are low-wage earners (under \$3,334/month), about 8% are nonwhite, 22% are Latinx and about 49% are either under age 29 or over age 55.

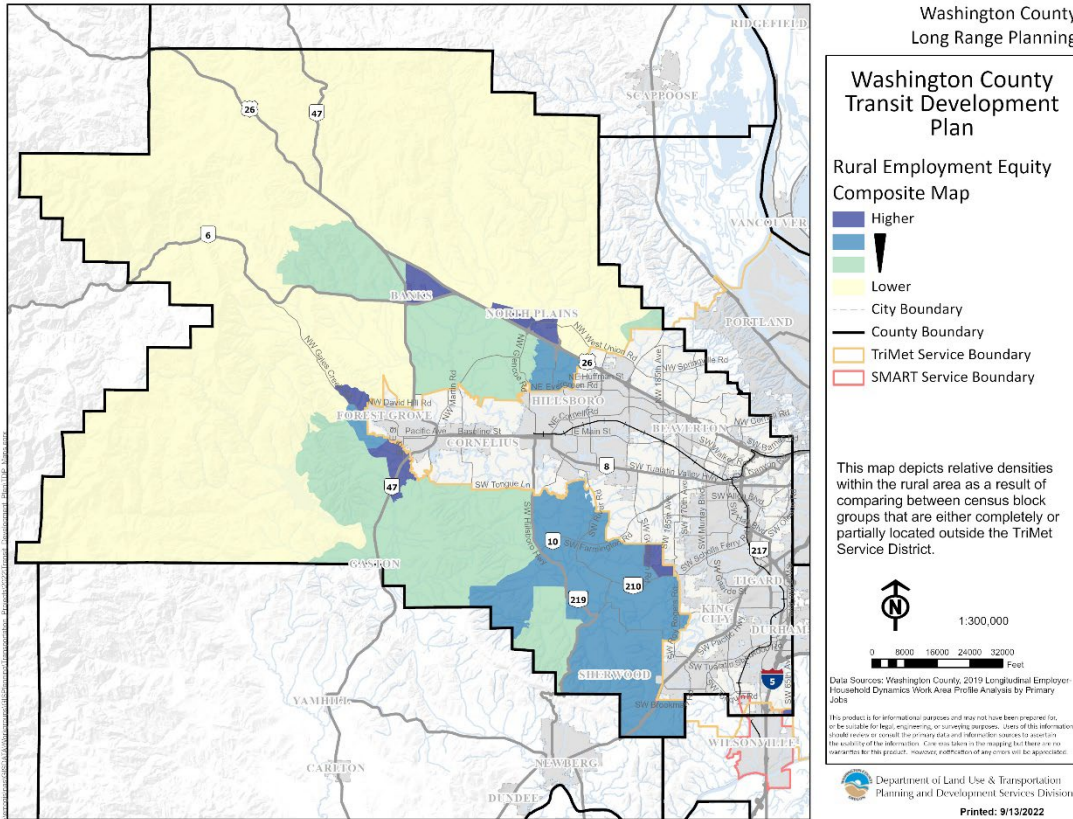


Figure 24: Composite of Job Demographic Characteristics Outside Metro UGB

Emerging Transit Markets

Washington County completed the Strategic Solutions for First Mile/Last Mile Transit Connections Report in 2020, which developed strategies for improving access to public transportation in the county. The study analyzed areas inside the urban area that are not within typical walking distance to transit service and density of households and jobs to identify need for future transit service in several emerging growth areas. A Fall 2019 community engagement survey for the study found a high level of interest in shuttles as a viable option in areas not currently served by scheduled fixed-route transit. These community connector opportunity areas are shown in Figure 25 .

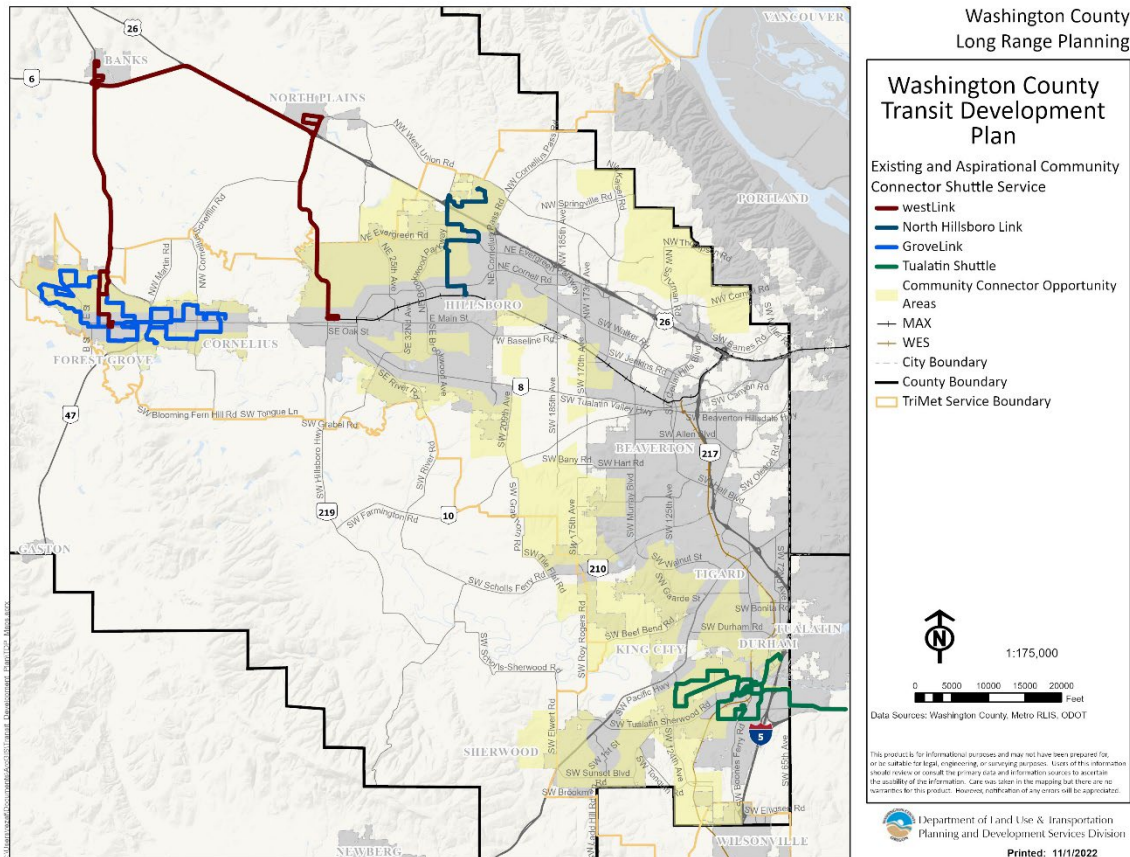


Figure 25: Existing and Aspirational Shuttle Service Areas

A subsequent assessment of feasibility and viability for shuttle service in these areas was completed in 2022. Two categories of quantitative measures were used to assess the candidate areas: equity needs and ridership propensity. The study assessed need and potential demand based on an analysis of typical transit-dependent populations, current and forecast travel demand and travel patterns. Several sketch-level service concepts to address need were evaluated. A summary report of the study can be found in Appendix A-2. Areas that score high on both the equity and ridership dimensions can be considered more viable candidates for near-term funding opportunities. Those that score high on only one dimension may be candidates for future funding and/or other service options. Those that score low on both dimensions may be reevaluated in future TDP updates.

- Equity needs measure the percentage of population within 200% of poverty level, percent population aged 65 and older, percent population under 18, number of low-wage jobs, and affordable housing units.
- Ridership propensity indicates ridership demand for service based on area characteristics including population and job density, zero-car household density, and number of connecting weekday fixed route bus or rail trips.

In addition to the quantitative measures, the following qualitative considerations are important in the overall evaluation process. Information on these measures is based on stakeholder consultation and additional research into local plans and programs.

- Local support includes complementary investments such as transportation demand management/travel options programs, marketing, and transit-supportive land uses and street designs.
- Future transit investments include committed improvements to fixed route bus and rail service (local, regional, and intercity services) that would connect with the opportunity area. TriMet's Forward Together Service Concept, a draft five-year service plan, includes potential service changes to fixed-route bus service that overlaps some of the existing and new community connector service concepts. Where those expansions occur in areas that Ride Connection currently operates community connector shuttles, the analysis considered new and revised community connector shuttle routes in response to the Forward Together service concept.
- Timing of new development and trip generators requires local knowledge of travel needs and trip generators that align with STIF criteria, as well as the amount of development likely to occur in the next few years, and pedestrian connectivity within the area.

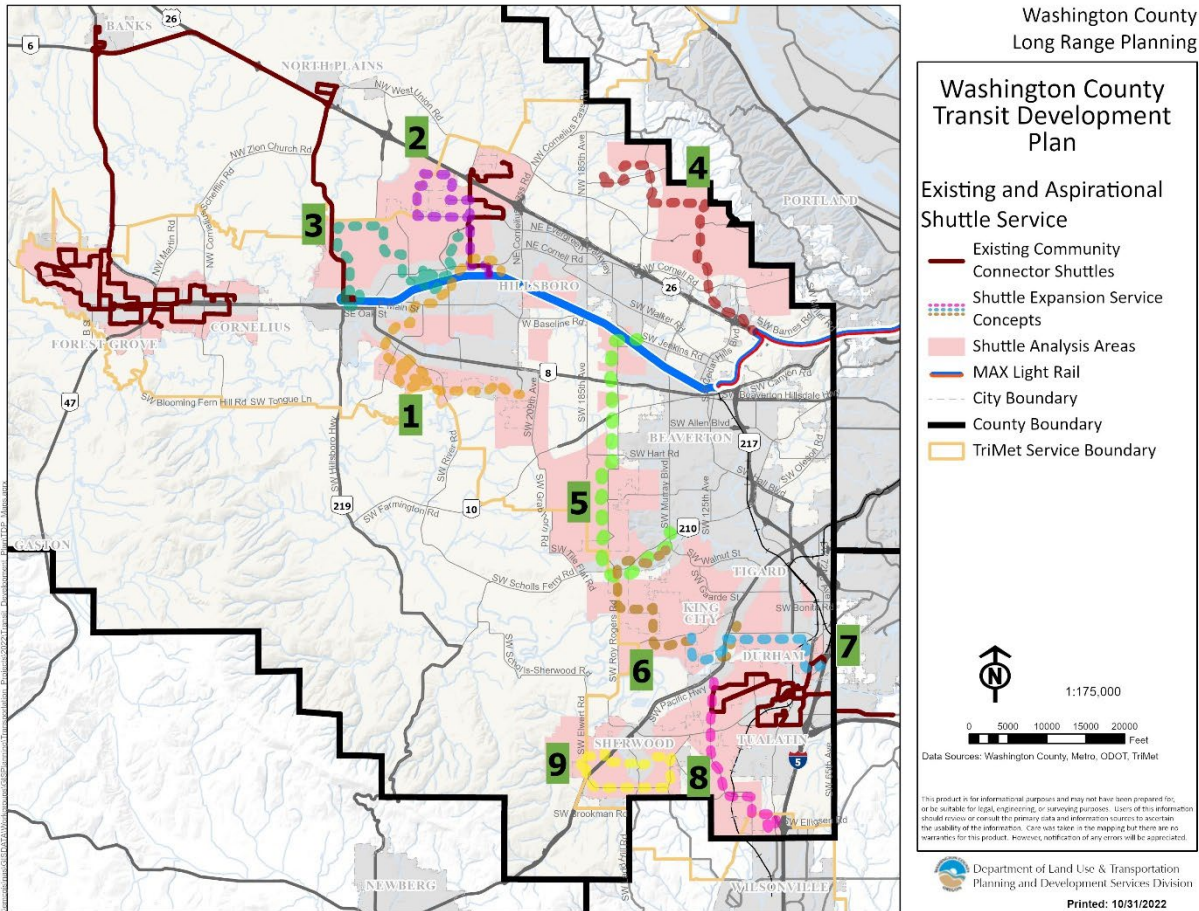


Figure 26: Map of Conceptual Community Connector Shuttle Routes

As shown in Figure 26, sample routes were developed for each candidate area to generate statistics for each route’s service area (within 1/4 mile of the route).

The shuttle expansion concept routes are summarized below, ranked in no specific order:

1. **Witch Hazel – Orenco:** A route between South Hillsboro and Orenco possibly serving Hillsboro High School, Sunset Esplanade, Nueva Esperanza Affordable Housing (2023) and the Orenco Town Center with connections to the MAX Blue and Red lines and the North Hillsboro service.
2. **North Hillsboro (Extension):** A new or restructured route between North Hillsboro Industrial District and Orenco possibly serving multiple employers north and west of the Brookwood/Evergreen intersection, residential communities along Shute Road and the Orenco Town Center with connections to Witch Hazel service.
3. **Northwest Hillsboro:** A shuttle serving residential neighborhoods in northwest Hillsboro and facilitating transfers to the MAX Blue and Red lines at Fair Complex/Hillsboro Airport station, with possible connections to Glencoe High School, Intel Jones Farm campus, and Hillsboro Brookwood Library.
4. **Bethany/Cedar Mill:** A route between Portland Community College Rock Creek Campus and the MAX Blue and Red lines and other bus routes at Sunset Transit Center, with possible connections to North Bethany, Bethany Village, Columbia Sportswear and Cedar Mill.

5. **Aloha/South Beaverton:** A route between Murray Scholls Town Center and the Merlo/SW 158th Ave. MAX station possibly serving Progress Ridge, Mountainside High School, two new affordable housing projects in South Cooper Mountain and the TV Highway commercial area.
6. **River Terrace/Bull Mountain** A route between Murray Scholls Town Center and King City with possible connections to Progress Ridge, River Terrace and commercial and multifamily locations along OR 99W near King City, facilitating transfers to TriMet bus lines and the King City-Durham service.
7. **King City/Durham:** A route from King City to the Tualatin Park and Ride, where connections are available to TriMet, SMART and Cascades POINT service, possibly serving the Tigard Promenade, Bridgeport Village, Tigard High School and select employment sites in the Tigard industrial area.
8. **Basalt Creek:** Last mile service connecting employment locations along Basalt Creek Parkway and SW 124th Avenue to fixed route bus or WES.
9. **Sherwood:** A circulator route in Sherwood with possible connections with TriMet service in downtown Sherwood, YCTA Line 44 at SW Langer Drive, shopping, Stewart Center Senior Apartments, The Ackerly, Avamere, Senior Community Center, City Hall, and Sherwood High School.

Table 6 presents the results of the screening. Areas that scored at the median or higher for each category are indicated with a check mark.

Table 6: Summary of Evaluation Results

Screening Criteria	North Hillsboro	Witch Hazel / Orengo	Bethany / Cedar Mill	Aloha / South Beaverton	River Terrace / Bull Mountain	Durham / King City	Sherwood	Basalt Creek	Northwest Hillsboro
Percent population within 200% poverty level				✓	✓	✓			✓
Percent population 65 and older	✓	✓			✓	✓		✓	
Percent population under 18		✓	✓	✓			✓		✓
Lower-wage jobs (up to \$3,333/ month)	✓	✓			✓	✓			
Affordable (regulated) housing units	✓	✓	✓					✓	
Existing population plus jobs per acre		✓	✓		✓	✓			
Zero-car households per acre		✓		✓	✓	✓			
Number of weekday connecting transit trips		✓	✓	✓		✓			✓

Note: Measures are based on ¼-mile distance from sample route. Some rows have more than six areas because more than one area has the median value for a criterion.

Intercommunity Connection Needs

Based on an analysis of existing and planned transit service gaps several population and employment centers and regional corridors in the county lack transit services and connectivity. The following areas lack transit service or have service fragmentation and can be considered for future service improvements:

- Sherwood to Hillsboro corridor
- Hwy 219 corridor between Newberg and Hillsboro
- Tualatin–West Linn–Oregon City along the I-205 corridor
- Many small rural communities like Scholls, Timber, Verboort, Roy, Manning and Buxton do not have intercommunity transit service.

- Lack of awareness of cross county transit services connecting the Portland region to the Oregon coastal communities limits utilization.

The analysis further identified the need for better marketing and stop coordination between service providers to reduce service fragmentation. The following are opportunities for improved coordination:

- westLink has added a new stop at Glencoe/Pacific. TCTD Route 5 could reroute in North Plains to increase coverage and add a stop at Glencoe/Pacific.
- North Hillsboro Link connection with US 26 services (NorthWest POINT, TCTD Route 5, CCR Route 6) at Brookwood Parkway/Helvetia Road
- Tualatin Shuttle Blue Line connection with YCTA Route 44 and TriMet Line 93/94 at OR 99W/124th Ave.
- NorthWest POINT connection with CCR Route 6 and westLink in North Plains and/or Banks.
- YCTA Route 33 planned new stop in Cornelius at OR 8/4th Ave (Wal-Mart), will provide connection to GroveLink and TriMet Line 57
- YCTA Route 44 reroute for improved connection to TriMet Lines 93, 94, 97 in Sherwood at Langer Drive (Six Corners)
- Tanasbourne
 - Difficult connections between TCTD Route 5 and NorthWest POINT with CCR/TriMet services on 185th Avenue
 - Add or relocate CCR stops from 185th Avenue and Cornell to Evergreen
- Trip planning tools, coordinated marketing and other strategies to improve awareness of cross county services.

Summary of Community Input

Public engagement is a critical part of any planning effort and essential to understanding unmet transit needs and how Washington County can help address those needs. The following summarizes the community and targeted engagement that informed Washington County's TDP and STIF priorities. Additional outreach and public engagement are conducted by Ride Connection when adjustments to individual shuttle routes or schedules are proposed. A detailed summary of the TDP survey can be found in Appendix A-1.

Focused Community Surveys and Targeted Engagement

The following community surveys and more targeted expansion planning for GroveLink, westLink and Tualatin Shuttle helped inform the development of the TDP.

Washington County TDP Survey

Washington County in partnership with Ride Connection conducted an online survey to help understand travel patterns, transit needs, and likelihood of taking transit among the general public. The survey was available from July 25, 2022 through August 31, 2022. The survey was available online in both English and Spanish. A paper version of the survey was available at events, including farmer's markets and the Washington County Fair, attended by staff. In total 282 surveys were collected.

Highlights from the focused community surveys and targeted engagement include:

- Lack of awareness of services, first/last mile connections, frequency, travel time and abundance of free parking are big barriers to transit use.
- Need for new and better coordination with other transit services
- More comfortable walks to transit stops and improved stop amenities (shelters, lighting, schedule information, benches and bike racks).
- Connecting to other regional transit services as well as major regional, jobs and shopping centers like Portland and Hillsboro followed by coastal communities and recreational opportunities were identified as key destinations. Other noted destinations include Downtown Hillsboro, Tanasbourne, Beaverton, Forest Grove, Portland Community College campuses at Rock Creek and Willow Creek, Banks and North Hillsboro.
- The top service improvement priorities among existing riders include:
 - Service expansion on weekdays (19%)
 - Service expansion on weekends (36%)
 - Service area expansion (10%) - 25% of riders of westLink expressed a desire to see expanded or changed route.
- Improvements that may encourage more ridership:
 - More frequent, direct or express transit, reduced service fragmentation and improved access
 - Better connections to recreational opportunities, work, other transit, and shopping
 - Universal pass, coordinated planning tools and stops would encourage use of cross-county services

Other Related Public Input

Strategic Solutions for First Mile/Last Mile Transit Connections

Washington County conducted an online survey for its Strategic Solutions for First Mile/Last Mile Transit Connections Study in fall, 2019 with over 320 participants. Key findings from the survey are summarized below.

- Transit riders are nearly twice as likely to say that safer streets would encourage more transit use.
- High level of interest in shuttles as a viable option in areas not currently served by transit.
- Non-riders were twice as likely to say that information about time and cost savings would encourage them to use transit.

Washington County Disability, Aging and Veteran Services Needs Assessment

Washington County Disability, Aging and Veteran Services (DAVS) completed a needs assessment survey among their target populations in August 2020 with over 700 participants. Two questions related to Disabilities and Accessible Transportation revealed the following:

- At least 55% of all respondents reported living with at least one disability (ambulatory/cognitive/hearing/independent living/self-care/vision or other difficulty)
- Accessible transportation ranked as the second most cited need.
- At least 30% of all respondents expressed some level of interest in receiving more information and assistance with accessible transportation.

Stop Infrastructure and Access Needs

Many of the stops served by Ride Connection lack adequate signage, which can make it difficult for riders to know where to access the service. Ride Connection conducted a bus stop inventory to identify needs for infrastructure and amenity improvements on its local and intercity services. Appendix A-3 illustrates the identified bus stop and access needs.

Summary of Issues and Opportunities

Table 7 below lists key issues and opportunities identified from both community input and analysis of existing conditions.

Table 7: Issues and Opportunities

Issue / Topic	Description/Comments	Opportunities
Awareness and importance of transit in the community		
Awareness of service	<ul style="list-style-type: none"> The general public are not aware of current services. 	<ul style="list-style-type: none"> Better marketing materials translated in other languages Bus stop signs and shelters
Importance of transit in the community	<ul style="list-style-type: none"> Transit is important to improving mobility especially for older adults, students and people living with disabilities who can't drive 	<ul style="list-style-type: none"> Addresses equity issues and helps strengthen connections between communities
How to better serve current and new markets		
Rural Workers	<ul style="list-style-type: none"> Agricultural work starts early in the morning 	<ul style="list-style-type: none"> New partnership to serve the reverse commute – from urban areas to employment sites in rural area
Special Events	<ul style="list-style-type: none"> Transit could improve access and reduce congestion during special events 	<ul style="list-style-type: none"> Events like North Plains Garlic Festival, vineyard tours, local sporting events (weekends)
Students	<ul style="list-style-type: none"> Parents want transportation options for their children, especially for after school activities Safety on transit is a primary concern 	<ul style="list-style-type: none"> Earlier and later local and intercity service to accommodate student activities Better marketing and information sharing targeted to high schools in proximity of existing and new routes.
Homeless	<ul style="list-style-type: none"> Numerous perceived barriers to transit. TriMet is costly, and many feel low-income fare is inaccessible 	<ul style="list-style-type: none"> Better marketing services as free. Driver sensitively training to work with those experiencing homelessness Better coordination on low-income fare program
Barriers to using existing services		
Lack of signage and fixed stops	<ul style="list-style-type: none"> Stops should have signs (or at minimum, some sort of painted marking), benches, and shelters Flag stops not ideal, but should be better advertised 	<ul style="list-style-type: none"> Improve stops that have high ridership and/or transfers and where the need is highest based on equity and age of riders. Graphical communication of how to use flag stops Improve legibility of readerboards for visually-impaired people, especially at stops served by multiple routes
Safety of stops and ability to access to destinations	<ul style="list-style-type: none"> Lack of sidewalks and bike lanes on streets access transit stops Major roadways and crossings are challenging for kids, older adults and people with disabilities Long distances to access transit and destinations 	<ul style="list-style-type: none"> Expanded Grovelink service (e.g. weekend service, earlier weekday service, access to shopping in Cornelius) Improve access to aquatic center, libraries, area parks, clinics and major shopping centers in Aloha, Beaverton, Cornelius, Hillsboro and Tualatin

Issue / Topic	Description/Comments	Opportunities
	<ul style="list-style-type: none"> • Perceived safety concerns along TV Highway 	
Demand response	<ul style="list-style-type: none"> • Limited awareness of service • Inconvenient – need to reserve in advance – but is appealing to some people –get picked up closer to home than fixed-route service 	<ul style="list-style-type: none"> • Seek alternative service models, e.g., feeder service to fixed-routes, central connection points, point deviation, shopper shuttles, deviated fixed-routes, etc.
Information	<ul style="list-style-type: none"> • Difficult to obtain printed materials • An online trip planner would be useful – website • The many community organizations in the county can help raise awareness of transit 	<ul style="list-style-type: none"> • Place printed materials at key locations in the community • Ride Connection technology upgrades will help enhance capabilities • Various groups, including community-based organizations and Aging and Disability Services present opportunities for improved coordination • Cross-county service provider marketing campaign
How to attract more riders and improve services?		
Service Hours (“Span”)	<ul style="list-style-type: none"> • Earlier and later hours are needed for work and school, as early as 5:30 AM 	<ul style="list-style-type: none"> • Consider alternative models for early and late night service; partner with employers • Seasonal hours (e.g., agricultural workers) – see rural workers
Frequency	<ul style="list-style-type: none"> • Mixed opinions on importance of convenience (more stops and shorter walk) and faster travel times/more direct service • Improved frequency on weekdays was a high priority among existing riders. 	<ul style="list-style-type: none"> • Additional weekday runs on all local and intercity services
Expanded service	<ul style="list-style-type: none"> • Improve connections between communities • Service to Portland, Hillsboro and other regional centers, jobs and shopping followed by recreational opportunities and access to coastal communities were identified as key destinations • Adding weekend service was highest priority amongst existing riders 	<ul style="list-style-type: none"> • Coordinate with and connect to SMART’s pilot service connecting Wilsonville and Clackamas Town Center along I-205 • Non-work trip purposes and service improvements • Priority destinations include Downtown Hillsboro, Tanasbourne, Beaverton, Forest Grove, Portland Community College campuses at Rock Creek and Willow Creek, Banks, North Hillsboro • Better stop coordination and well-timed transfers between local and intercity services

Assessment of Opportunities

Table 8 categorizes opportunities as potential improvements and summarizes how they meet priority criteria, as defined in the STIF rules (OAR 732-042-0020) as well as provides a sketch-level qualitative assessment to address needs based on equity, input from community and the transit advisory committee, potential ridership and cost effectiveness.

STIF Formula fund project evaluation criteria

Whether the improvement will:

- (A) Increase the frequency of bus service in communities with a high percentage of low-income households.
- (B) Expand bus routes and bus services to reach communities with a high percentage of low-income households.
- (C) Implement programs to reduce fares for public transportation in communities with a high percentage of low-income households.
- (D) Procure buses that are powered by natural gas, electricity or other low or no-emission propulsion for use in areas with populations of 200,000 or more.
- (E) Improve the frequency and reliability of service connections between communities inside and outside of the Qualified Entity's service area.
- (F) Foster coordination between Public Transportation Service Providers to reduce fragmentation in the provision of transportation services.
- (G) Provide student transit services for students in grades 9 through 12.
- (H) Maintain and expand the existing system.

Table 8 shows the applicable criteria as A, B, E, F and G for services funded by STIF in Washington County. All Washington County services funded by STIF are free to the public, so criteria C is met. Criteria D is applicable for fleet purchases, which are not identified as a need in the near term and are always a future option. The description of the potential improvement indicates whether maintaining or expanding the existing service, so H is not shown. Service improvements that address and/or meet the intent of the criteria are shown with a check-mark (✓). Where more information and/or analysis is needed (U) is shown.

The assessment also considers other factors as described below:

- Diversity and Transit Equity – considers benefits to targeted populations as described in the needs assessment. (x) indicates a benefit to targeted populations.
- Public and Committee Priority - (x) indicates whether the opportunity was identified as a high priority by public and/or committee.
- Overall demand - projected ridership based on combined population/jobs density. (x) suggests the potential for increased ridership sufficient enough to warrant service.
- Cost – considers the overall cost of service (revenue hours, miles). (x) suggests lower and/or more cost effective.

Table 8: Evaluation of Potential Improvements Opportunities

		Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Expand Service to Reach Low Income Communities	Student Transportation	Diversity and Transit Equity	Public and Committee Priority	Overall Demand	Cost
1	Intercity Services									
1A	Maintain existing westLink midday service (initiated in FY 2021)						X	X	X	X
1B	Add westLink weekend service		✓	✓		✓	X	X		X
1C	More frequent westLink weekday service	✓		✓		✓	X	X	X	X
1D	Add earlier and/or later westLink service		✓	✓	✓	✓	X	X	X	X
1E	Expand westLink service or routes to improve access to jobs, shopping and regional connections reduce service fragmentation		✓		✓	✓	X			X
1F	Better information and marketing coordination with adjacent county service providers		✓				X	X	X	X
1G	Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks		✓				X	X	X	X

		Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Expand Service to Reach Low Income Communities	Student Transportation		Diversity and Transit Equity	Public and Committee Priority	Overall Demand	Cost
1H	Assess the need and feasibility of service connecting Sherwood to Hillsboro	U	U	U	U	U	U	U	U	U	U
1I	Weekend service from North Plains to Sunset Transit Center/Portland	U	U	U	U	U	U	U	U	U	U
1J	Assess the need and feasibility of service connecting to small rural communities like Scholls, Timber, Verboort, Roy, Manning and Buxton	U	U	U	U	U	U	U	U	U	U
1K	Assess the need and feasibility of service Hwy 219 between Newberg and Hillsboro	U	U	U	U	U		U	U	U	U
1L	Rural service plan	✓	✓	✓	✓	✓		X			X
2	Local Shuttle Services										
2A	Maintain existing GroveLink, North Hillsboro Link and Tualatin Shuttle services	✓	✓	✓		✓		X	X	X	X
2B	Expand or modify existing services or routes to improve access, more frequency and span of service based on demand		✓	✓		✓		X	X		X

		Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Expand Service to Reach Low Income Communities	Student Transportation	Diversity and Transit Equity	Public and Committee Priority	Overall Demand	Cost
2C	More frequent weekday service		✓	✓		✓	x	x	x	x
2D	New service in northwest Hillsboro	✓	✓		✓	✓	x	x		x
2E	Better information and marketing of services		✓				x	x	x	x
2F	Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks		✓				x	x	x	x
2G	New service in Aloha, South Beaverton, Cooper Mountain, and Progress Ridge area		✓		✓		x			
2H	New service connecting Witch Hazel and Orencia Station				✓	✓	x	x	x	
2I	New service connecting South Hillsboro to Tanasbourne				✓		x		x	
2J	New service in Basalt Creek area						x		U	
2K	New service in Bull Mountain/River Terrace				✓		x			
2L	New service in Cornelius north and south of OR8			✓			x			

		Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Expand Service to Reach Low Income Communities	Student Transportation		Diversity and Transit Equity	Public and Committee Priority	Overall Demand	Cost
2M	New service in downtown Sherwood					✓					
2N	New service in King City/Durham		✓		✓			x			x
2O	New service in Cedar Mill/Bethany/North Bethany		✓			✓		x		x	
2P	Tualatin shuttle expansion – Bridgeport Village to Stafford Rd/1205 Interchange	✓	✓		✓	✓		x			
3	Rural Demand Response										
3A	Maintain services in expanded service area	✓	✓			✓		x	x	x	x
3B	Seek alternative service models, e.g., feeder service to fixed-routes, central connection points, point deviation, shopper shuttles, deviated fixed-routes, etc.	✓	✓	✓		✓		x	x	x	x
3C	Improve access and convenience of general public rural demand response service (trip planning, reservation)		✓					x	x	x	x
3D	Better marketing services as free to general public		✓					x	x	x	x

		Improve Frequency/Reliability Between Communities	Reduce Fragmentation in Services	Increase Service Frequency to Low Income Communities	Expand Service to Reach Low Income Communities	Student Transportation		Diversity and Transit Equity	Public and Committee Priority	Overall Demand	Cost
3E	Electric charging stations for new sedans							x			
4	New and Emerging Markets										
4A	Maintain rural work force vanpool service (initiated in FY 2021)		✓		✓				x		
4B	Expand rural work force vanpool service in Gaston, south of Forest Grove/Hillsboro		✓		✓				x	U	U
4C	Expand rural work force vanpool service to the weekends		✓		✓				x	U	U
4D	Serve parks and recreation areas	U	U	U	U	U		U	U	U	U
4E	Special events and agritourism connections	U	U	U	U	U		U	U	U	U

Financial Plan

This section provides operating cost and funding assumptions for transit services over the next 5 years and beyond. It describes:

- Transit operating and capital cost assumptions
- Revenue forecasts and assumptions

Operating Costs Assumptions

Ride Connection's cost per revenue hour has increased due to inflationary factors experienced locally and nationally but is typically lower than the national average for the type of services offered.¹⁵ The financial plan assumes annual inflation of 3% for the FY 23-25 biennium. The Ride Connection cost per revenue hour is fully loaded including vehicle amortization costs. The financial plan assumes that Ride Connection will continue to receive federal and state funding to support a share of the costs for westLink and the Rural Demand Response service.

Funding Assumptions

The financial plan assumes that revenue and operating expense trends will continue and that there will be no major changes in local, state, and federal transit grant programs. Starting with the fiscal year 2023 budget, revenues and expenses were projected using the assumptions described below.

Washington County is eligible to receive STIF funds, which generally fall into two categories: formula-based or discretionary, as explained below.

Formula funds

State Transportation Improvement Fund (STIF)

Consolidation of the Special Transportation Fund (STF) and STIF public transportation funding programs was directed by Senate Bill. The purpose of the merger was to increase efficiency and funding reliability for public transportation providers throughout Oregon. Revenues from cigarette taxes, ID card fees, and the non-highway gas tax are included with the payroll tax revenues. The STF was created in 1985 by the Oregon Legislature to provide transportation services needed to access health, education, work, social, and recreational opportunities so that seniors and people with disabilities may live as independently and productively as possible. The STIF was established in Section 122 of House Bill 2017 (also known as Keep Oregon Moving) to provide a dedicated source of funding for improving, maintaining, or expanding public transportation for all users.

With the consolidation, 10.2% of the STIF funds are allocated for population basis distribution to support older adults and persons with disabilities. Washington County's population-based formula funds are being allocated by TriMet's Special Transportation Fund Advisory Committee.

The forecasted payroll-based STIF funding within Washington County, which is revenue generated outside of the TriMet and SMART Service Districts, is summarized in this section for the 2-year period of FY 2023 – FY 2025. Based on ODOT guidance, revenues were assumed to be 20 percent higher than the September 2022 forecast. This allows Washington County to budget accordingly should actual revenue

¹⁵ Federal Transit Administration, National Transit Database – National Transit Summaries and Trends (2019)

be higher than ODOT’s forecasts. The budget also includes projected carry forward funds, including additional revenue not expended from the prior biennium.

TriMet’s HB 2017 Transit Advisory Committee created the Regional Coordination Program (RCP) to directly address STIF Rule requirements. The purpose of the RCP is to guide STIF funding for two key services: (1) last mile shuttle services within TriMet’s service district, and (2) regional, coordinated public transportation services that reduce fragmentation between TriMet and communities outside the TriMet service district, but inside Clackamas, Multnomah, and Washington counties. HB 2017 Transit Advisory Committee recommended increasing the RCP to over \$16M for the FY 2023 – FY 2025 biennium. Washington County is a recipient of RCP funds for the community and job connector shuttles inside the TriMet District and accounts for the largest share of Washington County’s STIF program. Table 9 lists the forecasted STIF program revenue for Washington County, estimated at just under \$7.1 million.

Table 9: Projected FY 2023-25 Funding – Washington County

Source	FY 2023-25 Total
Outside TriMet district ¹⁶	~\$ 875,000 ¹⁷
Carry forward ¹⁸	~\$ 515,000
Regional Coordination	~\$ 5,687,400
Total	~\$ 7,078,400

Discretionary Funds

The FTA and ODOT offer discretionary funding programs (grants) on varying schedules. Discretionary transit funding programs typically fund capital investments such as vehicles, equipment, and bus stops. These funds may also support pilot projects, such as alternative fuel vehicles and new service models, and major capital projects (e.g., transit center construction or expansion). Some of these programs are specific to public transportation, while others fund transportation improvements statewide and have more limited project eligibility requirements.

- **State Transportation Improvement Fund (STIF) Discretionary.** The STIF program allocates a total of 9% of available funds for two discretionary funding programs. STIF Discretionary and Intercommunity funds are awarded to Public Transportation Service Providers to improve public transportation through a competitive grant process. The STIF Discretionary fund supports a wide variety of project types but cannot be used to fund ongoing operations. The Intercommunity Discretionary fund supports maintaining, expanding, and improving public transportation services between two or more communities. The Oregon Transportation Commission finalizes award decisions using criteria derived from statute and the Oregon Public Transportation Plan. The local

¹⁶ Outside TriMet district in Washington County includes SMART. The funds allocated to Washington County is based on the proportion (55.54 percent, as of 2020) of employee payroll tax generated outside the SMART service boundary inside Washington County.

¹⁷ In order to ensure that ODOT is able to fully distribute all STIF Formula funds during the 2023-25 biennium, ODOT recommend that all Qualified Entities and Public Transportation Service Providers add an additional 20% to the Sept. 16, 2022 STIF Allocation Estimate

¹⁸ Carry forward represents funds anticipated to be unspent and/or additional revenue generated that exceeded the FY 2021-23 biennium budget.

match is generally 20% of the total cost but may be reduced to 10% for projects that predominantly serve or provide access to rural communities (50,000 population or less and outside of urban areas). Washington County, on behalf of Ride Connection, has been awarded two direct STIF Discretionary grants and one in partnership with Clackamas County and SMART, totaling over \$1.3 million to fund technology and stop upgrades and new service connecting Tualatin to Oregon City and Clackamas Town Center.

- FTA Section 5339 Bus and Bus Facilities. This program is used to replace, rehabilitate and purchase buses, equipment and bus-related facilities. Vehicle replacements must meet age and mile requirements. The local match rate is 20%.
- State Transportation Improvement Program (STIP) – Non-Highway. ODOT’s statewide program to fund transportation projects that enhance, expand, or improve the transportation system. The local match rate is 20%. The program is updated every two years. The program’s public transportation funding is typically limited to vehicles and equipment supporting services that improve the state transportation system. However, for the 2024-2027 period the OTC approved
 - \$50 million in funding - an increase of one-third over past levels - for transit service benefitting seniors and individuals with disabilities. This federal funding in the STIP supplements other federal and state funds.
 - \$7.5 million for Transportation Options programs focused on reducing single occupancy vehicle trips by managing demand across the transportation system.

Service and Improvement Plan Overview

This section provides an implementation plan for near and longer-term priorities. Table 9 summarizes the near-term (FY 2023-25), mid-term (FY 2025-27) and long-term (FY 2028+) transit priorities that were identified with input from the Transit Committee.

Table 10: Recommended Service and Improvement Plan

		Near-term	Mid-Term	Long-term
1	Intercity Services			
1A	Maintain existing westLink service	X		
1B	Add westLink weekend service	X		
1C	More frequent westLink weekday service	X		
1D	Add earlier and/or later westLink service	X		
1E	Expand westLink service or routes to improve access to jobs, shopping and regional connections reduce service fragmentation			X
1F	Better information and marketing coordination with adjacent county service providers	X		
1G	Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks	X		
1H	Assess the need and feasibility of service connecting Sherwood to Hillsboro			X
1I	Weekend service from North Plains to Sunset Transit Center/PDX			X
1J	Assess the need and feasibility of service connecting to small rural communities like Scholls, Timber, Verboort, Roy, Manning and Buxton			X
1K	Assess the need and feasibility of service Hwy 219 between Newberg and Hillsboro			X
1L	Rural service plan	X		
2	Local Shuttle Services			
2A	Maintain existing GroveLink, North Hillsboro Link and Tualatin Shuttle services	X		
2B	Expand or modify existing services or routes to improve access to jobs, education, recreation, essential services, add more frequency and span of service based on demand	X		
2C	More frequent weekday service	X		
2D	New service in northwest Hillsboro		X	
2E	Better information and integration with trip planning platforms, as well as coordinated marketing of services	X		
2F	Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks	X		
2G	New service in Aloha, South Beaverton, Cooper Mountain, and Progress Ridge area	X		
2H	New service connecting Witch Hazel and Orenco Station		X	

		Near-term	Mid-Term	Long-term
2I	New service in South Hillsboro area			X
2J	New service in Basalt Creek area		X	
2K	New service in Bull Mountain/portions of King City west of OR 99W		X	
2L	New service in portions of Cornelius north and south of OR8	X		
2M	New service in downtown Sherwood			X
2N	New service in King City and Durham	X		
2O	New service in Cedar Mill/Bethany/North Bethany	X		
2P	Tualatin shuttle expansion – Bridgeport Village to Stafford Rd/I205 Interchange	X		
3	Rural Demand Response			
3A	Maintain services in expanded service area (initiated in FY 2021)	X		
3B	Seek alternative service models, e.g., feeder service to fixed-routes, central connection points, point deviation, shopper shuttles, deviated fixed-routes, etc.	X		
3C	Improve access and convenience of general public rural demand response service	X		
3D	Better marketing services as free to general public	X		
3E	Electric charging stations for new sedans	X		
4	New and Emerging Markets			
4A	Maintain rural work force vanpool service (initiated in FY 2021)	X		
4B	Expand rural work force vanpool service in Gaston, south of Forest Grove/Hillsboro	X		
4C	Expand rural work force vanpool service to the weekends		X	
4D	Serve parks and recreation areas			X
4E	Special events and agritourism connections			X

Near-term Improvement Priorities

Table 11 summarizes the near-term (FY 2023-25) transit priorities that were identified with input from the Transit Committee. The near-term priorities can be funded by projected revenue but also allow for scaling back if that funding does not become available. Maintaining existing service is the highest priority and service expansion and capital investment could be delayed if necessary due to lack of revenue. These priorities are included in Tri-Met's Public Transportation Improvement Plan for the three-county area with support from the Washington County Board of Commissioners.

Table 11: Near-Term Transit Priorities (FY 2023-25)

Project description	Priority improvement
westLink: Deviated fixed route operations serving Forest Grove, Hillsboro, Banks and North Plains.	<ul style="list-style-type: none"> Maintain existing and committed service (to be initiated in FY 2023)¹⁹ Add weekend service, earlier and/or later service based on community input
Local Service: Provides community connections and employment area access with service to MAX, WES and Frequent Bus stops. (Community Connectors funded through TriMet's Regional Coordination program)	<ul style="list-style-type: none"> Maintain existing services on GroveLink, Tualatin Shuttle and North Hillsboro Shuttle Enhance and/or modify existing services in Cornelius, Hillsboro and Tualatin to meet increased demand and in coordination with potential near-term TriMet service changes Serve new areas not currently served by fixed- route transit based on priorities in Washington County's TDP and in coordination with potential near-term TriMet service changes
Rural Demand Response: Provides rides for any purpose including medical, meals, shopping, recreation, volunteering or work. Services are provided door-to-door.	<ul style="list-style-type: none"> Fund general public access for rural door-to-door service Maintain services in expanded service area (initiated in FY 2021)²⁰ Improve efficiency and customer service through use of third-party platform to schedule and manage point-to-point rideshare services
Interregional Coordination: Improves coordination with services provided by adjacent counties.	<ul style="list-style-type: none"> Continue coordination with Yamhill, Columbia and Tillamook Counties to improve services connections²¹ Add and/or improve service and stop coordination Build service awareness through increased marketing
Rural Workforce Shuttle	<ul style="list-style-type: none"> Initiate point-to-point service to rural employment areas from urban areas Expand/adjust based on demand Expand/adjust based on demand
Marketing	<ul style="list-style-type: none"> Increase awareness and ease of use of services through developing printed materials, media buys, branding and other marketing strategies

¹⁹ STIF funding supplements services provided by Ride Connection using Federal funds.

²⁰ STIF funding supplements Demand Response services provided by Ride Connection using other funding sources.

²¹ STIF funding supplements coordination subsidies provided by Ride Connection using other funding sources.

Administration	<ul style="list-style-type: none"> Manage STIF program and comply with Agreed Upon Procedures (AUP) as required by TriMet and ODOT.
Capital and Infrastructure	<ul style="list-style-type: none"> Improve technology, bus stops, fleet, charging stations Match set-aside for discretionary grants as leverage to fund capital and infrastructure investments
Planning	<ul style="list-style-type: none"> Update Transit Development Plan and identify priorities for FY 2025-27 including evaluation of current services for meeting STIF goals

Estimated STIF Program Budget

Table 12 shows the proposed two-year budget breakdown for operational costs by service type, administration, capital, marketing, and planning. The Local Services budget includes operational costs and capital expenses for vehicle purchase.

Table 12: Summary of 2-Year, Washington County Transit Budget Proposal (only STIF formula funds)

Program	FY 2024	FY 2025	Total
westLink	\$205,000	\$211,150	\$416,150
Demand Response	\$50,000	\$51,500	\$101,500
Inter-regional Coordination	\$60,000	\$61,800	\$106,575
Rural Workforce Shuttle	\$104,400	\$107,500	\$211,900
Local Services (Regional Coordination funded)	\$2,750,900	\$2,936,500	\$5,687,400
Capital	\$197,000	\$50,000	\$247,000
Planning	\$47,500	\$75,000	\$122,500
Marketing	\$30,000	\$35,000	\$65,000
Administration	\$52,000	\$53,000	\$105,000
Total	\$3,496,800	\$3,581,450	\$7,078,250

Implementation and Monitoring

Implementation of projects identified in the TDP will include public outreach to obtain input on routing and schedule details. Minor adjustments will be made periodically based on input from the public and staff as well as performance to ensure that routes are running as expected. System goals, objectives, performance measures, public input, and actual operation of service are all part of an ongoing process to continually evaluate and improve service (see Figure 27). Washington County and Ride Connection will regularly monitor and evaluate services in a meaningful way. Changes will be scheduled to avoid confusion for riders and all major and minor service changes will be clearly communicated to riders.

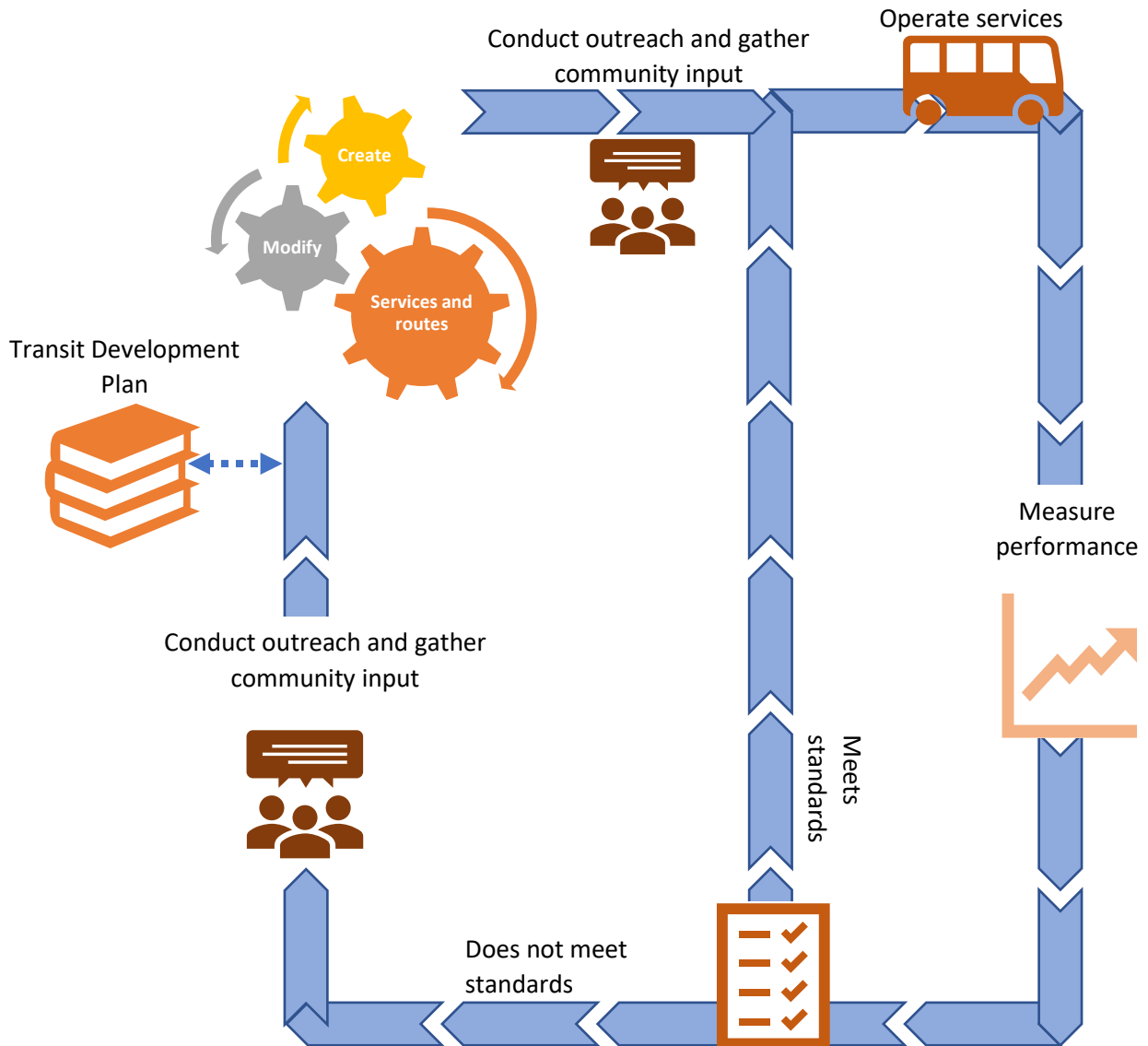


Figure 27: Process for Ongoing Monitoring

Appendix

Appendix A Needs Identification

- Appendix A-1. Transit Development Plan Online Survey Results Summary
- Appendix A-2. Community Connector Service Analysis Summary
- Appendix A-3. Bus Stop Needs Inventory



Transit Development Plan

Transportation Development Plan

Communications Plan Summary and Results

Brenda Schaffer, Melissa De Lyser,
Emma Ross, Diane Overstreet

September 2022

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Open House Survey Summary (Complete results, Appendix page 21-31)

- Online open house (July 25-August 31): 167 responses in English; 1 response in Spanish; 168 total
- Outreach events (between July 30-August 31); paper surveys: 114

URLs: English: <https://tdp.washcoopenhouses.org/>; Spanish: <https://tdp.washcoopenhouses.org/es/>

Q1. Before March 2020/COVID-19, how often did you use TriMet or other transit service?

Asked online only. (For all responses see Appendix page 21)

- 64 3 or more/1-2 days per week
- 24 1-2 days per month
- 62 Less than once a month/just for events
- 18 Not at all

Q2. How often did you use TriMet or other transit service in the last year?

Asked online only. (For all responses see Appendix page 21)

- 42 3 or more/1-2 days per week
- 19 1-2 days per month
- 52 Less than once a month/just for events
- 55 Not at all

Q3. How likely are you to use TriMet or other transit services regularly in the future?

Asked online only. (For all responses see Appendix page 21)

- 106 Very/somewhat
- 32 No change
- 10 Less
- 20 Not at all

Q4. What would encourage you to use transit more frequently? (Select all that apply)

(For all responses see Appendix page 22)

- 120 More direct or express transit service
- 101 More comfortable ways to walk to transit
- 99 More frequent transit service
- 96 Improve connections among services operated by different transit agencies
- 80 More Community Connector shuttle services
- 76 Better and more Park-and-Ride facilities
- 75 More comfortable ways to bike to transit
- 61 Expand service hours to better serve work shift times
- 65 Other

Comments Summary

On board safety/cleanliness	21
Don't want/don't use	7
Specific stops/schedules	6
Pedestrian accommodations	3
Bicycle accommodations	1
Overnight parking	1
Lower cost	1

Q5. Have you used any of these services in the last year? (Select all that apply)

(For all responses see Appendix page 23)

- 240 No/not sure
- 11 GroveLink
- 7 Tualatin Shuttle
- 6 Cross county services
- 5 North Hillsboro Link
- 5 WestLink
- 5 Door-to-door

Q5a-5d: What one change to [insert shuttle name] would better serve you?

Asked online only. (For all responses see Appendix page 23)

- Expand Monday-Friday hours 2 WestLink; 1 GroveLink; 1 North Hillsboro; 1 Tualatin Shuttle
- Expand Saturday service hours 1 North Hillsboro
- Add Sunday service hours 1 North Hillsboro
- Keep service the same 1 GroveLink; 2 Tualatin Shuttle
- Other 1 WestLink; 1 Tualatin Shuttle

Q6: What changes would encourage you to use cross county services? (Select all that apply)

Asked online only. (For all responses see Appendix page 23)

- 78 Universal pass program
- 74 Coordinated planning tools and scheduling
- 56 Better coordinated stops to make transfers more convenient
- 55 More transit connections to cross-county services
- 43 Better marketing
- 41 More frequent cross-county service trips
- 23 The system works well for me as is

Q7: What destinations do you most need to access with transit? (Select all that apply)

(For all responses see Appendix page 24)

- 141 Parks, recreation and destinations
- 129 Work
- 118 Other transit providers
- 103 Shopping
- 89 Essential services
- 37 Schools
- 25 Affordable housing
- 17 Other

Comments Summary

Don't want/don't use	6
PDX airport	2
Portland places of worship	1

Q8: Do you agree with the proposed for expanding community-connector shuttles?

(For all responses see Appendix page 25)

- 158 Yes
- 17 No
- 96 Not sure
- 11 Other

Comments Summary

Better connection of communities and outlying areas	5
---	---

Q9: Are there other areas you would like for future community-connector shuttle services?

(For all responses see Appendix page 26-27)

Comments Summary Responses: 45

Specific stops/areas within the county	13
Connections in/out of the county	4
On board safety/cleanliness	4
Light rail related	3
Good as is	3
Better scheduling/coordinated connections	2
Didn't know shuttles existed	2

Q10: Anything else you want to share about needed transit improvements?

(For all responses see Appendix page 28-30)

Comments Summary Responses: 101

Specific stops/schedules	16
On board safety/cleanliness	6
Pedestrian accommodations	6
Reliability/speed	5
Light rail (pro/con)	4
Bicycle accommodations	3
Overnight parking	2
Don't want transit	2

Q11. Which ZIP code do you live in?

(For all responses see Appendix page 30)

- 41 97124
- 34 97229
- 28 97116
- 21 97007
- 20 97005
- 17 97123
- 16 97006
- 15 97223
- 13 97003
- 12 97113
- 9 97078
- 8 97106
- 6 97008, 97224, 97225
- 3 97062, 97133
- 2 97140, 97214, 97219
- 1 97018, 97034, 97051, 97101, 97119, 97126, 97127, 97201, 97210, 97220, 97221, 97233, 97301, 98683

Q12. Which of the following includes your age?

(For all responses see Appendix page 31)

- 64 35-44
- 53 55-64
- 43 45-54
- 42 25-34
- 41 65-74
- 13 18-24
- 13 75 and older
- 10 Prefer not to answer
- 2 Under 18

Q13. Within the broad categories below, where do you place your racial or ethnic identity?

(For all responses see Appendix page 31)

- 170 White
- 33 Prefer not to answer
- 23 Hispanic or Latino/a/x
- 17 Asian or Asian American
- 17 2 or more races/ethnicities
- 6 Native American, American Indian, Alaska Native
- 5 Black or African American
- 5 Ethnicity not listed
- 2 Native Hawaiian or other Pacific Islander

Q17. What language or dialect is used most in your home? (Select one)

(For all responses see Appendix page 31)

- 247 English
- 16 Spanish
- 14 Prefer not to answer
- 1 Arabic, ASL, Karen, Persian, Portuguese, Vietnamese, Language not listed

Q18. What is your household income before taxes?

(For all responses see Appendix page 32)

- 59 Don't know/Prefer not to answer
- 50 \$100,000 to \$149,000; \$150,000 or more
- 33 \$75,000 to \$99,000
- 24 \$50,000 to \$74,999
- 21 \$40,000 to \$49,000
- 11 \$20,000 to \$29,999
- 10 \$30,000 to \$39,999
- 10 \$10,000 to \$19,000
- 9 Less than \$10,000

Social Media Analytics Summary

Social Media Analytics

TWITTER	Impressions	Engagements	Clicks	Likes	Retweets	Comments
English	13316	144	54	25	54	3
Spanish	9756	36	14	5	2	0

Facebook	Reach	Clicks	Likes/Loves	Shares	Comments
English	5903	33	12	11	4
Spanish	1296	14	4	3	0

Nextdoor	Impressions	Reactions	Comments
English	9845	3	1
Spanish	14,793	1	23

Online Open House Webpage Analytics:

(For full analytics see Appendix page 20)

English:

- Unique pageviews: 1,197
- Average time on page: 00:01:45
- Bounce rate: 60.5%

Spanish:

- Unique pageviews: 35
- Average time on page: 00:02:54
- Bounce rate: 100%

Media Release Webpage Analytics:

(For full analytics see Appendix page 48)

English:

- Unique pageviews: 32
- Average time on page: 00:04:26
- Bounce rate: 60.5%

Spanish:

- Unique pageviews: 5
- Average time on page: 00:00:13
- Bounce rate: 66.67%

Constant Contact Email Service Analytics

Open rate industry average: 17.8%

Click-through rate industry average: 8.87%

Media release

Email date	7/25	Open rate	40.6%
Sent	144	Not opened	82
Opened	56	Click rate	8%

Links	Unique Click-thrus	Click-thru distribution
https://tdp2022.washcoopenhouses.org/	<u>8</u>	53.3%
https://www.co.washington.or.us/LUT/News/transitdevelopmentplan2022.cfm	<u>2</u>	13.3%
https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/PublicTransportation/transitdevelopment.cfm	<u>2</u>	13.3%
https://tdp2022.washcoopenhouses.org/es/	<u>1</u>	6.7%
https://www.co.washington.or.us/LUT/News/transitdevelopmentplan2022-es.cfm	<u>1</u>	6.7%

Project Update: Transit Development Plan

Email date	8/12	Open rate	33.2%
Sent	616	Not opened	403
Opened	200	Click rate	4.6%

Links	Unique Click-thrus	Click-thru distribution
https://tdp2022.washcoopenhouses.org/	23	82.1%
https://tdp2022.washcoopenhouses.org/table/transit-development-plan/meet-committee	4	14.3%

LUT News (Week 1)

Email date	7/29	Open rate	39.2%
Sent	1873	Not opened	1124
Opened	724	Click rate	5.2%

Links	Unique Click-thrus	Click-thru distribution
http://tdp2022.washcoopenhouses.org/	<u>18</u>	15.7%

LUT News (Week 1-corrected)

Email date	7/29	Open rate	41.6%
Sent	1873	Not opened	1079
Opened	768	Click rate	3.9%

Links	Unique Click-thrus	Click-thru distribution
https://tdp2022.washcoopenhouses.org/	<u>20</u>	20.7%
https://tdp2022.washcoopenhouses.org/table/transit-development-plan-online-open-house/share-your-voice#content-top	<u>15</u>	15.5%
https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/PublicTransportation/transitdevelopment.cfm	<u>3</u>	3.1%
https://files.constantcontact.com/5964d513301/083bce0a-3520-41e5-936a-159df577ffc8.pdf?rdr=true	<u>2</u>	2.1%

LUT News (Week 2)

Email date	8/5	Open rate	40.7%
Sent	1872	Not opened	1094
Opened	752	Click rate	6.6%
Links		Unique Click-thrus	Click-thru distribution
https://tdp2022.washcoopenhouses.org/		5	3.3%

LUT News (Week 3)

Email date	8/12	Open rate	40.2%
Sent	1865	Not opened	1105
Opened	744	Click rate	4.2%
Links		Unique Click-thrus	Click-thru distribution
https://tdp2022.washcoopenhouses.org/		7	7.6%

LUT News (Week 4)

Email date	8/19	Open rate	40.2%
Sent	1860	Not opened	1102
Opened	742	Click rate	4.3%
Links		Unique Click-thrus	Click-thru distribution
https://tdp2022.washcoopenhouses.org/		8	7%

LUT News (Week 5)

Email date	8/26	Open rate	41.6%
Sent	1861	Not opened	1078
Opened	767	Click rate	5.7%
Links		Unique Click-thrus	Click-thru distribution
https://tdp2022.washcoopenhouses.org/		6	4.5%

Transit Development Plan Communications Plan

Communication/outreach goals:

1. To reach many people living, working and visiting Washington County
2. To inform decision-makers about how to best meet the public transportation needs
3. To focus outreach to areas and community members that lack adequate access to transit, especially students (grades 9-12), low-income households and other historically marginalized persons.

Target audiences:

- Communities of Aloha, Banks, Bethany, Beaverton, Cedar Mill, Cornelius, Hillsboro, Forest Grove, Gaston, North Plains, Sherwood, Tigard and Tualatin
- Community members who could use transit services, with specific focus on:
 - Students
 - Older adults
 - Workers
 - Those without vehicles
- Employers
- Community/social services organizations
- Elected officials
- Transit providers

Communication/outreach objectives:

- Gain understanding of community public transit needs
- Learn specific transit improvements that would improve access/ease/convenience
- Provide education on the transit improvement options available

Key messages:

- How can we make access to transit more useful/convenient for your daily life needs?
- Help us prioritize transit improvements
- Visit the online open house and complete the survey
- Learn about the Transit Development Plan

Communications/outreach strategies (support objectives; utilize key messages)

1. Online Open House/Survey (supports all objectives; utilizes key messages)
 - a. Encourage public input on services/times they would use if available
 - b. Supply educational information on the possible improvements
 - c. Learn public ranking of improvement priorities
2. Promotion
 - a. Encourage visits to Open House with a goal of gathering input
 - Attendance at community events such as farmer's markets, county fair, etc.
 - Washington County Fair—July 30-31
 - Cornelius NNO—August 2
 - Hillsboro Tuesday Night –August 2 and 9
 - Cedar Mill Saturday –August 6
 - Aloha Market—August 11
 - North Plains Garlic festival (Saturday only)—August 13
 - Big Truck Day—August 13
 - Tigard Market—August 14
 - Beaverton Market—August 27
 - Orenco Market –August 28
 - Forest Grove—August 31
 - b. Increase awareness of the potentials for transit expansion
 - c. Share with partners and key stakeholders
 - Library System
 - N Plains
 - Banks
 - Forest Grove
 - Cornelius
 - Hillsboro-Central
 - Hillsboro Shute Park
 - Sherwood
 - Beaverton
 - Beaverton at Murray/Scholls
 - Tualatin
 - Tigard
 - West Slope
 - City newsletters
 - North Plains August water bill insert
 - Transit Committee members
 - Tualatin Rotary
 - Hillsboro Transportation Committee
 - CPO-1
 - Westside Economic Alliance

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Appendix

Glossary of terms

Analytics (Web pages)

- **Bounce:** A bounce is a single-page session on a website. A bounce is calculated as a session with only one action. Example: When a user opens a single page on website and then exits without any other action.
- **Bounce rate:** The percentage of visitors to a website who navigate away from the site after viewing only one page.
- **Clicks:** How many times a hyperlink was clicked by a user
- **Clickthrough rate (CTR):** The number of clicks a page/link receives divided by the number of times link is shown: $\text{clicks} \div \text{impressions} = \text{CTR}$. For example, if there were 5 clicks and 100 impressions, then the CTR is 5%.
- **Email open rate:** The percentage of the total number of subscribers who opened an email campaign.
- **Exit rate:** Indicates how often visitors exit from a webpage after visiting any number of pages on the site; as a percentage, exit rate is calculated as the number of exits divided by the number of pageviews for the specified page.
- **Pageviews:** Represent each individual time a webpage is loaded by a user. A single session can include many pageviews, if a user navigates to any other pages on the same website without leaving.
- **Sessions:** A single visit to a website. Whether a User lands on a webpage and leaves a few seconds later, or spends an hour reading every blog post on a site, it still counts as a single session.
- **Unique pageviews:** Aggregates pageviews that are generated by the same user during the same session. A unique pageview represents the number of sessions during which that page was viewed one or more times.

Constant Contact Emails

- **Click-through rate:** Comparison of the number who clicked a link against the unique number of opens.
- **Click-through distribution rate:** The click-through rate of a particular link calculated against the click-through rate of all links in an email
- **Open rate:** Measures the percentage of emails opened compared to the number sent.
- **Unique clicks:** The number of users who click on a link during one visit. If the same visitor clicks the same link multiple times during the same visit, the unique click is remains "1."

Facebook

- **Clicks:** The number of times a user clicks on a hyperlink, hashtag or Twitter handle; a form of engagement
- **Comments:** When someone submits a comment on piece of content on Facebook.
- **Followers:** The number of people who have opted-in to "follow" a page. They will receive updates from pages they follow in their timeline.
- **Reaction:** Predefined emoticons that users click on to demonstrate love, haha, wow, sad, angry or like.
- **Reach:** Represents the number of users who saw the content of a post.
- **Shares:** When a user clicks the share button to share content on his/her own Facebook page.

Nextdoor

- **Impressions:** The number of residents who viewed a post in their newsfeed, the number of opens of email notifications sent when a public agency posts to Nextdoor and the number of clicks on an agency's post in the Daily Digest sent to Nextdoor members.
- **Reactions:** Predefined emoticons that users click on to demonstrate thanks, like, agree, haha, wow or sad.

Twitter

- **Clicks:** The number of times a user clicks on a hyperlink, hashtag or Twitter handle; a form of engagement.
- **Detail expands:** The number of times people "expanded" a tweet to read/view the entire message.
- **Engagements:** The number of interactions with a tweet; includes retweets, comments, clicks and likes.
- **Engagement rate:** The number of engagements divided by the number of impressions.
- **Followers:** People who follow a Twitter account.
- **Impressions:** Represent how many times a tweet has been seen. This includes how many times it has appears in a followers' timeline, how many times it has appeared in a search or as a result of someone liking or commenting on it.
- **Likes:** The number of times people clicked on the heart emoticon.
- **Media engagements:** Engagement specifically with media; the number of clicks on videos, vines, gifs and images.
- **Mentions:** When a Twitter handle is included in another user's tweet.
- **Retweets:** The number of times an original tweet was shared by others.

Open House Survey Summary

DATES: 8 a.m. Aug. 25, 2022 – 6 p.m. September 3, 2022

English: <https://tdp.washcoopenhouses.org/> Spanish: <https://tdp.washcoopenhouses.org/es/>

RESPONSES: 169 (English: 168; Spanish 1)

Online Open House webpage analytics

English:

	1,394 Pageviews	1,197 Unique Pageviews	00:01:45 Avg. Time on Page	60.50% Bounce Rate
/share-your-voice	318	287	00:04:37	50%
/background	267	235	00:01:39	72.73%
/community-connector-opportunities	242	208	00:01:20	92.59%
/cross-county-services	218	175	00:01:23	30.00%
/timeline	166	148	00:00:18	80.00%
/meet-committee	136	119	00:00:27	0.00%
/community-connectors	26	6	00:00:55	0.00%

Spanish:

	51 Pageviews	35 Unique Pageviews	00:02:52 Avg. Time on Page	100% Bounce Rate
/oportunidades-de-conexion-en-la-comunidad	12	8	00:04:15	100%
/servicios-en-todo-el-condado	11	5	00:02:14	0.00%
/comparta-su-opinion	8	7	00:05:43	0.00%
/antecedentes	7	5	00:00:52	0.00%
/conozca-al-comite	5	4	00:00:11	0.00%
/cronologia	4	3	00:00:09	0.00%

Q1. Before March 2020/COVID-19, how often did you use TriMet or other transit service?

<i>Asked online only</i>	ONLINE SURVEY	
	Total	%
3 or more days a week	53	31.5%
1-2 days per week	11	6.6%
1-2 days per month	24	14.3%
Less than once a month	19	11.3%
Just for events	43	25.6%
Not at all	18	10.7%
Total	168	100 %

Q2. How often did you use TriMet or other transit service in the last year?

<i>Asked online only</i>	ONLINE SURVEY	
	Total	%
3 or more days a week	22	13.1%
1-2 days per week	20	11.9%
1-2 days per month	19	11.3%
Less than once a month	27	16.1%
Just for events	25	14.9%
Not at all	55	32.7%
Total	168	100%

Q3. How likely are you to use TriMet or other transit services regularly in the future?

<i>Asked online only</i>	ONLINE SURVEY	
	Total	%
Very	57	33.9%
Somewhat	49	29.2%
No change	32	19.0%
Less	10	6.0%
Not at all	20	11.9%
Total	168	100%

Q4. What would encourage you to use transit more frequently? (Select all that apply)

	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	%	Total	%
More Community Connector shuttle services	54	11.0%	26	9.2%	80	10.3%
More frequent transit service	73	14.9%	26	9.2%	99	12.8%
Improve connections among services operated by different transit agencies	57	11.7%	39	13.7%	96	12.4%
More comfortable ways to walk to transit	55	11.2%	46	16.2%	101	13.1%
More comfortable ways to bike to transit	41	8.4%	34	12.0%	75	9.7%
Better and more Park-and-Ride facilities	39	8.0%	37	13.0%	76	9.8%
More direct or express transit service	80	16.4%	40	14.1%	120	15.5%
Expand service hours to better serve work shift times	39	8.0%	22	7.7%	61	7.9%
Other	51	10.4%	14	4.9%	65	8.4%
Total	489	100%	284	100%	773	100%

<ul style="list-style-type: none"> More North/South connections 		
<ul style="list-style-type: none"> more secure bike parking at transit stops 		
<ul style="list-style-type: none"> Overnight parking areas 		
<ul style="list-style-type: none"> Build protection against inclement weather in bus stops (TV Highway is an example of the deficit of this) 		
<ul style="list-style-type: none"> Cost - not economical for a family of 5; Access/shuttle service to local hiking trailheads 		
<ul style="list-style-type: none"> Improve greenway crossings for pedestrians and and bikes, especially on HWY 10. More traffic calming devices. 		
<ul style="list-style-type: none"> There is no way to cross the street along 185th to get to the numerous bus stops. The traffic is too heavy and fast. Those that try are a safety hazard to everyone. More crossing points would help along with benches for us seniors. Years ago I used Max al 		
<ul style="list-style-type: none"> Stop/Access not close enough: I live out in the country. Public Transportation is not convenient.; I live in Bethany but work in Salem, so Trimet is not feasible for me; My nearest Transit is on 185th 2 miles from my house; I can walk to a bus stop for line 76, but it's a long walk. I am 76 years old and I am finding it more and more difficult to walk so far. I would not be able to carry much with me on this fairly long walk. I would like to have bus stops on SW Main Ave. 	4	
<ul style="list-style-type: none"> CLEAN! Cleaner & safer; Cleaner interiors inside the buses, trains, trams; enforcement of covid protocols, too many defying protocols; less covid; Clean up and update our bus stop in Banks! 	6	
<ul style="list-style-type: none"> Safety concerns stop me from using public transportation; Safety and enforcement; Keep the criminal element off the service; Safety, increase police presence; Safety Officers on board at all times; Address safety issues and create a cleaner trimet; Safety on trains; more fare inspectors; No longer feel safe on Max; Having monitors on the train to help with unruly riders or those who make it unsafe to ride; (reduce thefts and break-ins too), and on the Max; more Tri-Met personnel on trains (like WES does) to discourage unruly behavior; I actually consider our public transit very dirty and dangerous; Safety, both health and community-wise; It's not safe and trips take much longer than going by car 	15	
<ul style="list-style-type: none"> No interest in using transit Nothing currently; I would not choose to use it at all.; It can hardly be considered a viable alternative to personal vehicle travel.; None; I enjoy using my car like an adult and not be told when and where I'm allowed to go; take away my car.; No issue. I plan on getting a job walking distance, so no longer need Trimet as much. 	7	

Q5. Have you used any of these services in the last year? (Select all that apply)

	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	%	Total	%
No	146	86.9%	84	75.7%	230	82.4%
Door-to-door	1	0.6%	4	3.6%	5	1.8%
Grovelink	6	3.6%	5	4.5%	11	3.9%
North Hillsboro Link	3	1.8%	2	1.8%	5	1.8%
Tualatin Shuttle	4	2.4%	3	2.7%	7	2.5%
WestLink	2	1.2%	3	2.7%	5	1.8%
Cross county services (WAVE, Yamhill Co. Transit, etc.)	4	2.4%	2	1.8%	6	2.2%
Not sure	2	1.2%	8	7.2%	10	3.6%
Total	168	100%	111	100.0%	268	100.0%

Q5a-5d: What one change to [insert shuttle name] would better serve you

ONLINE SURVEY ONLY				
Asked online only	Westlink	GroveLink	N. Hillsboro	Tualatin Shuttle
Expand Monday-Friday hours	2	1	1	1
Expand Saturday service hours	0	0	1	0
Add Sunday service hours	0	0	1	0
Keep the service the same	0	1	0	2
Other	1	0	0	1
Total	3	5	3	4

Grovelink: Rethink the separate east and west side loops. If you are on the west side you have to take 2 buses to reach a grocery store, new developing business areas or senior center.

Tigard Shuttle: The amount of time taking shuttles can be a barrier. Reduced time spent on the shuttle would help make it feel more comparable to driving and encourage those folks to opt for the shuttle rather than drive into work.

Q6: What changes would encourage you to use cross county services? (Select all that apply)

Asked online only	ONLINE SURVEY	
	Total	%
More transit connections to cross-county services	55	13.0%
More frequent cross-county service trips	41	9.7%
Better coordinated stops to make transfers more convenient	56	13.5%
Universal pass program among transit providers	78	18.5%
Reduced fares to destinations like the Coast	51	12.1%
Better marketing	43	10.2%
Coordinated planning tools and scheduling	74	17.5%
The system works well for me as is	23	5.5%
Other	0	13.0%
Total	421	100%

Q7: What destinations do you most need to access with transit? (Select all that apply)

	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	%	Total	%
Connect to work	81	19.7%	48	19.4%	129	19.6%
Connect to area schools	20	4.9%	17	6.9%	37	5.6%
Connect to parks, recreation and destinations	90	21.9%	51	20.6%	141	21.4%
Connect to shopping	61	14.8%	42	16.9%	103	15.6%
Connect to and other transit providers	68	16.5%	50	20.2%	118	17.9%
Connect to other essential services	62	15.1%	27	10.9%	89	13.5%
Connect to affordable housing	13	3.2%	12	4.8%	25	3.8%
Other	16	3.9%	1	0.4%	17	2.6%
Total	411	100%	248	100%	659	100.0%

I would love to have closer transit available, especially on Friday evenings and Saturday mornings, that stop near several synagogues in Portland.	
Restaurants, wine country	
Airport, Portland and events	
Connect to PDX	
downtown Portland System works well as is	
It takes too long to get to my place of work on Swan Island.	
easy, frequent connection between tanasbourne, orenco and downtown hillsboro areas (inspiring example - the 'Hop' in Boulder, CO)	
I don't; Currently I don't need transit and in its current state, it isn't a viable alternative; None; None; None; None. I have a job. I pay taxes. I don't need to catch covid or get stabbed and mugged on transit.	6

Q8: Do you agree with the proposed for expanding community-connector shuttles?

	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	%	Total	%
Yes	75	44.6%	83	72.8%	158	56.0%
No	12	7.1%	5	4.4%	17	6.0%
Not sure	71	42.3%	25	21.9%	96	34.0%
Other	10	6.0%	Not in paper		10	3.5%
If no/not sure, what changes would you propose?	Not asked online		1 response=Don't know, no publicity		1	0.4%
Total	168	100%	114	100%	282	100%

It looks like most of the plans focus on connecting housing areas to the MAX - which is good. But I'd like to see a little more balance with plans to better connect areas around the county with each other.
I would like to see better detailed plans about North/South lines in the Hillsboro area.
I like the short and long term timing overall, but I have friends in north Hillsboro who have been unable to work due to disability and they live too far from bus service to reach trimet. I think in addition to the proposed route service needs expansion into the residential areas of ne and now Hillsboro, and/or expansion of ride connection to pick up individuals who would otherwise lose out
Make what we have useable. Its not cost effective to have a system that the community can't safely access.
"It needs to be frequent enough and be able to reserve it. How will the riders be selected? What if there are more people waiting for it than the available seats ?
Needs to be electric, no gas, diesel or natural gas.
Neighborhood penetration is the key.
We need more and better coverage in NW Washington County. Banks has two options with very restricted times. If more times were added and maybe additional connectors & service providers (CC rider) and then you actually promote it out here, Riders will come! Our bus stop is hardly used because it is not promoted well and times are limited. New housing is coming to the City in a couple years with up to 165 new units. We need the additional transit to get people around. If you want to help with climate change, then provide transit equally throughout the county!
Pay more attention to serving the outlying areas. The current services are buried within dense traffic areas, giving me an unpleasant drive to get to MAX or bus. For my needs, it's almost always better to take back roads to within a mile of my destination, and then suffer the traffic for a limited time. Very simply, taking TriMet does not reduce my time in congestion, and it certainly isn't faster than my car. Even at current gas prices, it's still only marginally cheaper than driving myself. When I include the value of my own time, TriMet isn't in the mix of reasonable options.
My answer would be no, but the survey does not allow that. I think the poorer communities in the far west of the county have the most need. It is extremely underserved
No idea what the plan is - you have an * but no reference to where to get the info???

Q9: Are there other areas you would like for future community-connector shuttle services?

	ONLINE SURVEY	PAPER SURVEY	COMBINED
Responses	45		

Spanish:
(translated) Bus 96 needs to operate more hours during the day. If you don't take it in the morning you miss out and have to walk a mile or more to access the 76 bus. With the new housing development in Norwood and Boones Ferry there should be more transportation opportunities. My elderly mother relies on public transportation when I can't get her to medical appointments. Not everyone in Tualatin has access to a car.
English:
Wine country and those small cities/towns. Adding weekend options.
Better connectivity between Intel Jones Farm campus and the light rail.
add services to Cooper Mountain- North and South.
keep it moving east.
Provide short lift from remote areas or parking lots to downtown BT near the Farmers Market.
Earlier pick up times for Grovelink and weekend service
Banks, Manning area, L.L. Stub Stewart State park. Then promote the heck out of the fact you have it!!
I work in washington county, i shop in washington county, yet, there is no availability for me to get on in columbia county to get to these places.
Walkable routes from residential neighborhoods north of Hwy 26 to Sunset Transit Center. St. Vincent's and Catlin Gabel (incl OCAC) could partner better with the neighborhood to offer walkable routes that are more direct and safer in the winter months.
We'd use connectors to the coast and to shopping/rec destinations like Bethany Village, but not sure if those are intended for this service.
Why are all the opportunities Hillsboro and east? The west side of the County, parts of Hillsboro and Aloha are lower income areas that can use the most access.
Any area in the county where the low-income families live should have priority (equity!)
I live in Beaverton, between SW Erickson Avenue and SW Main Avenue. I am close to SW 7th Street.
Tigard
park and ride that is safe and secure to the airport.
I want to be able to get to coast towns and several cities outside of Washington County, including Bend, McMinnville, Salem, and Eugene. I also want to be able to get to scenic places like Multnomah Falls.
Re-activate the route that serves Vernonia.
I think for cross county service making sure there are both morning and evening times so that people can make a roundtrip in one day.
Please focus on arrival and departure times matching up to make longer trips between multiple communities easier.
Information is limited. I have newly moved here and do not understand the system. I do not do computer so I have no way to get information on your services. I used the bus always when I lived in Denver.
I'd didn't know many of these services even existed. At least there should be a website that has information about each of these services that is easy for the public to find. It was nice to see them and a description of each here.
Information is limited. I have newly moved here and do not understand the system. I do not do computer so I have no way to get information on your services. I used the bus always when I lived in Denver.
I'd didn't know many of these services even existed. At least there should be a website that has information about each of these services that is easy for the public to find. It was nice to see them and a description of each here.
COVID precautions. I am older and have compromised immunity.
Focus on growing elder population
Cheaper

A ride connect that can be hailed using a cell phone, like a ride share.
These seem like they cover the needs.
None that I can think of at the moment.
I am impressed at the scope of the system and enhancements, and no other opportunities come to mind.
Force people to get jobs and pay taxes. Show ID. LESS criminals riding transit the better.
Please ensure that Trimet is clean and safe before expanding. Most homes along Trimet lines face increased crime.
Express service into Portland would also help anyone who needs to get up to Vancouver/Clark County. The max service is great, but for folks with long trips it really adds time compared with an express bus that can drive on the freeway. Actually, a whole fleet of express buses on the freeway would benefit everyone, not just long distance transit riders.
Would like to see MAX extended to Forest Grove
Trains
No, I don't especially think shuttle services are the answer. I'd rather see expanding light rail, and more stops like Beaverton Central.

Q10: Anything else you want to share about needed transit improvements?

	ONLINE SURVEY	PAPER SURVEY	COMBINED
Responses	101	0	

Transit would be much more usable if there were more late night routes
Just more weekend schedule availability with buses.
more bike lockers, please
more electric charging stations with fast chargers
Please, help people waiting for the bus to be protected when raining or sun.
Would love to see some decent overnight parking options in the smaller communities.
park and ride that is safe and secure to the airport
Suburb to suburb connections. Not just to a center. Think circle.
add services to Cooper Mountain- North and South
Better transit service to south 8th Hillsboro
We need more service availability and reliability.
Better personal security
Public transportation needs to be cleaner and safer. They are currently a shadow of its former self. The max especially used to be much cleaner and safer.
Need to promote that this is a safe service.
provide short lift from remote areas or parking lots to downtown BT near the Farmers Market
It would be wonderful to be able to get to Salem without having to do two transfers (max to WES to 1X) and pay two separate fees.
There is no transit option at or near the county line or anywhere on cornelius pass (from highway 30 to west union as an example) to park and ride. With scarce resources, concerned that we are spending funds for shuttles that have zero to low ridership.
We'd really like expanded transit to help us get to and from performances and other arts/entertainment events in Portland, Hillsboro, and Beaverton. But weekend service often stops at night or is so infrequent it forces us to drive. We'd also like to be able to walk to most frequent service stops and know there's a bus coming every 15 minutes so we don't have the friction of schedule planning. We'd also like more and more frequent neighborhood connections to the Max from Bethany area , so we could walk less than 15 minutes and be at a bus stop that takes us to Max at least every hour and preferably more frequently than that. Those changes would allow us to stop driving our fossil fueled car and just rely on bikes, walking, and transit.
If we want to promote alternative modes of transportation for our citizens and visitors to Washington County, then we need to adequately provide better transit options in all areas of the county. Housing is a need in all areas of the county but as we grow, we need to help with traffic congestion by having these resources. Western Washington County is some of the last land available to be developed but why would we do that if we do not have the transit infrastructure in place or start planning for it. Banks is due to have multiple large housing projects start within the next 5 years but yet right now for the 2000 citizen of Banks and the additional community members in surrounding areas, transit is almost non-existent. Routes and times are very limited. Ridership is low because of that and lack of promotion. Please think seriously of updating current route with more times, adding additional connectors & vendors and then promoting it to local citizens. This will also help with the visitor experiences for out-of-town guests that come to enjoy recreation adjacent to Banks like the Banks-Vernonia State Trail and L.L. Stub Stewart State Park.
You are wasting money on the River Terrace, Durham and Central Tigard locations. People have cars and use them. The River Terrace area has multi-family homes selling for over \$400,000. There is a very small area in the Tigard plan that is considered low income/equity, and living in the area north of MacDonald I can definitely tell you that people have and use cars, even (and especially) if they are lower income. And while there is a cluster of apartments they are not all low income.
More dependable schedules. If the Tri-Met Planner gives a suggested schedule, it needs to be reliable for connections.

If it's not in development already, a shuttle service that connects major transit hubs to medical centers , like Kaiser and Providence. That would make it a lot easier to make medical appointments without the need for multiple transfers or traveling long distance on foot/via mobility aid
I would be happy to use public transportation more often if there were more direct or express services or the services ran more frequently. The main constraints for me are time and safety.
Grovelink (Forest Grove) needs to be outfitted to run when winter conditions are rough (chains). Right when I want to use transit most, they stop running.
I would like to see more bus shelters instead of nothing at all at many stops or just a small bench for one or two people to sit on. Also, some of the bus stops are right next to busy streets and there should be some protection from traffic for people waiting or who are getting off the bus. Sometimes, people then have to cross a busy street and there's no light or pedestrian crosswalk . I am amazed that there aren't more accidents due to people having to cross these streets or walk along the street for awhile.
Crosswalks where there are bus stops. 45 mph traffic whizzing by multiple lanes is not conducive to accessing bus stops when you need to cross the street.
We need protected bike lanes and expanded opportunities to secure bikes onto buses
It should be much easier to cross ODOT speedways (fka 'highways'). Pedestrians have to wait excessively at lights, even when trying to cross with traffic -- currently vehicles are prioritized and pedestrians expected to wait, even when there are no vehicles using the intersection or approaching.
Concentrate your routes in areas where the residents don't have the resources to have their own transportation
I'm an educator at West Union Elementary. Due to our location many parents dependent on public transportation are not able to access our school or if there is a way for them to none of us are aware of it. A quarter of our families live at Quatama Crossing and many do not have cars. Being able to access our school if they miss the bus, there's an accident or illness, an appointment or a school event is an equity issue at our school. Many kids will miss an entire school day for appointments because there is no transportation available for their parent to get them to school late or pick them up early. School staff have had to transport I'll students home because parents had no way to come pick them up.
These kinds of connecting services really help create community and comfort.
Transporting from home to transit centers is not feasible for most.
Why are people allowed to get on without paying? Also, why are they allowed to bring animals aboard that are clearly not service animals.
I am concerned about users who use the service to harass or harm others.
All light rail did was bring the crime out for Portland
Keep MAX out of Cornelius/Forest Grove. Trimet bus is enough
Less buses, more trains
Honestly the light rail is far easier to use just because you always know exactly where it's going without having to do research before your journey. There are tracks it follows and they are permanent and obvious.
Airport express, safer Max rides
Beaverton Central is amazing, and a model for what our major light rail drops should be - destinations in of themselves instead of out of the way inconveniences.
I would not feel safe on Trimet today. Please fix the issues in the base system. It is also much less frequently used with a lot of people working from home.
1x an hour non-stop Max runs or fewer stops anyway just stopping at high traffic destinations not all the piddly stops that take forever... time is a huge deterrent for using MAX - I'd love to commute from Vancouver to Hillsboro but it take FOREVER... longer than sitting in traffic.
Roadway expansion is not a solution to increased traffic. In most every instance, road expansion has simply led to more vehicle usage and a repeat of traffic saturation.
Stop 9667 - if you get off the bus at the back door, you end up in the bushes instead of on pavement. There should not be bushes there.
Beaverton Central is amazing, and a model for what our major light rail drops should be - destinations in of themselves instead of out of the way inconveniences.

Better bike infrastructure that connects major destinations, better crossings along Hall Blvd, and better crossroad infrastructure at the intersections of major thoroughfares (Farmington, Canyon Rd, Murray, TV Highway, etc). Overall make it more enjoyable/safer to walk and bike around Washington County, and make some of these unnecessarily multilane roads into complete streets.

We need Waterhouse Trail to connect across 26, so people can get to shops. There is currently no safe way to get from Bronson to Cornell except by car. It's a huge missed opportunity for community and commerce.

Get rid of it.

It's a waste of money

I am impressed at the quality of these surveys. I recently took the MSTIP survey and recognize use of the same platform. Nice going.

Q11. Which ZIP code do you live in?

ZIP	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	TOTAL	%	TOTAL	%	TOTAL	%
97003	7	4.2%	6	5.6%	13	4.7%
97005	11	6.5%	9	6.5%	20	7.2%
97006	11	6.5%	5	4.6%	16	5.8%
97007	13	7.7%	8	7.4%	21	7.6%
97008	5	3.0%	1	0.9%	6	2.2%
97018	0	0%	1	0.9%	1	0.4%
97034	0	0%	1	0.9%	1	0.4%
97051	1	0.6%	0	0%	1	0.4%
97062	2	1.2%	1	0.9%	3	1.1%
97078	3	1.8%	6	5.6%	9	3.3%
97101	1	0.6%	0	0%	1	0.4%
97106	6	3.6%	2	1.9%	8	2.9%
97113	9	5.4%	3	2.8%	12	4.3%
97116	12	7.1%	16	14.8%	28	10.1%
97119	0	0%	1	0.9%	1	0.4%
97123	11	6.5%	6	5.6%	17	6.2%
97124	26	15.5%	15	13.9%	41	14.9%
97126	1	0.6%	0	0%	1	0.4%
97127	0	0%	1	0.9%	1	0.4%
97133	2	1.2%	1	0.9%	3	1.1%
97140	1	0.6%	1	0.9%	2	0.7%
97201	0	0%	1	0.9%	1	0.4%
97210	1	0.6%	0	0%	1	0.4%
97214	1	0.6%	1	0.9%	2	0.7%
97219	1	0.6%	1	0.9%	2	0.7%
97220	1	0.6%	0	0%	1	0.4%
97221	1	0.6%	0	0%	1	0.4%
97223	6	3.6%	9	8.3%	15	5.4%
97224	5	3.0%	1	0.9%	6	2.2%
97225	5	3.0%	1	0.9%	6	2.2%
97229	23	13.7%	11	10.2%	34	12.3%
97233	0	0%	1	0.9%	1	0.4%
97301	1	0.6%	0	0%	1	0.4%
98683	1	0.6%	0	0%	1	0.4%
Total	168	100%	108	100%	276	100%

Q12. Which of the following includes your age?

Age	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	%	Total	%
Under 18	0	0.0%	2	1.8%	2	0.7%
18-24	7	4.2%	6	5.3%	13	4.6%
25-34	23	13.7%	19	16.8%	42	14.9%
35-44	45	26.8%	19	16.8%	64	22.8%
45-54	30	17.9%	13	11.5%	43	15.3%
55-64	26	15.5%	27	23.9%	53	18.9%
65-74	21	12.5%	20	17.7%	41	14.6%
75 and older	7	4.2%	6	5.3%	13	4.6%
Prefer not to answer	9	5.4%	1	0.9%	10	3.6%
Total	168	100%	113	100%	281	100%

Q13. Within the broad categories below, where do you place your racial or ethnic identity?

	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	%	Total	%
Native American, American Indian, Alaska Native	2	1.2%	4	3.6%	6	2.2%
Asian or Asian American	4	2.4%	13	11.8%	17	6.1%
Black or African American	3	1.8%	2	1.8%	5	1.8%
Native Hawaiian or other Pacific Islander	2	1.2%	0	0%	2	0.7%
White	107	63.7%	63	57.3%	170	61.2%
2 or more races/ethnicities	8	4.8%	9	8.2%	17	6.1%
Hispanic or Latino/a/x	14	8.3%	9	8.2%	23	8.3%
Ethnicity not listed	3	1.8%	2	1.8%	5	1.8%
Prefer not to answer	25	14.9%	8	7.3%	33	11.9%
Total	168	100%	110	100%	278	100

Q17. What language or dialect is used most in your home? (Select one)

	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	%	Total	%
Arabic	1	0.6%	0	0%	1	0.4%
English	142	84.5%	105	90.5%	247	87.0%
Spanish	9	5.4%	7	6.2%	16	5.6%
Prefer not to answer	13	7.7%	1	0%	14	4.9%
American Sign Language	1	0.6%	0	0%	1	0.4%
Karen	1	0.6%	0	0%	1	0.4%
Persian	0	0%	1	0.9%	1	0.4%
Portuguese	1	0.6%	0	0%	1	0.4%
Vietnamese	0	0%	1	0.9%	1	0.4%
Language not listed	0	0%	1	0.9%	1	0.4%
Total	168	100%	116	100%	284	100%

Q18. What is your household income before taxes?

Income range	ONLINE SURVEY		PAPER SURVEY		COMBINED	
	Total	%	Total	Total	%	Total
Less than \$10,000	3	1.8%	6	5.5%	9	3.2%
\$10,000 to \$19,999	4	2.4%	6	5.5%	10	3.6%
\$20,000 to \$29,999	5	3.0%	6	5.5%	11	4.0%
\$30,000 to \$39,999	4	2.4%	6	5.5%	10	3.6%
\$40,000 to \$49,999	9	5.4%	12	11.0%	21	7.6%
\$50,000 to \$74,999	13	7.7%	11	10.1%	24	8.7%
\$75,000 to \$99,999	20	11.9%	13	11.9%	33	11.9%
\$100,000 to \$149,000	32	19.0%	18	16.5%	50	18.1%
\$150,000 or more	29	17.3%	21	19.3%	50	18.1%
Don't know/Prefer not to answer	49	29.2%	10	9.2%	59	21.3%
Total	168	100%	109	100 %	277	100%

Social Media Metrics Summary Detail

Twitter – English

Total impressions: 14,024

DATE	TIME	CHANNEL	MESSAGE	IMPRESSIONS	ENGAGEMENTS	ENGAGEMENT RATES	MEDIA ENGAGEMENT	RETWEETS	CLICKS	LIKE HEARTS	REPLIES
Monday, July 25, 2022	7 a.m.	TwCo	Improve your connections! Help us update our transit development plan to shape the future of public transportation by participating in the Transit Development Plan online open house. Visit tdp2022.washcoopenhouses.org #TransitPlan	514	8	1.56	1	1	6	0	0
Tuesday, July 26, 2022	11 a.m.	TwCo	What rural transit improvements will help you get to work, school, shopping, appointments and more? Learn how you can help with the Transit Development Plan! Visit tdp2022.washcoopenhouses.org #TransitPlan	356	2	0.56	0	0	2	0	0
Friday, July 29, 2022	9:45 a.m.	TwCo	Do you find it difficult to access transit in Washington County? Give us your opinions by participating in the Transit Development Plan online open house. tdp2022.washcoopenhouses.org #TransitPlan	526	10	1.9	2	0	2	2	0
Sunday, July 31, 2022	1 p.m.	twCo	Do you take public transit in rural Washington County? Would you like to see more buses? Expanded bus routes? Better connections between buses, shuttles and MAX? Tell us more! Visit tdp2022.washcoopenhouses.org and give us your feedback. #TransitPlan	2,064	46	2.23	0	8	16	11	3
Monday, August 1, 2022	1:30 p.m.	TwCo	Give us your input! Visit the Transit Development Plan online open house. Help identify transit priorities and service improvements in the rural areas. Take the survey: tdp2022.washcoopenhouses.org #TransitPlan	629	6	0.95	0	1	2	1	0
Saturday, August 6, 2022	9 a.m.	TwCo	Would you benefit from better transit service in rural Washington County and other areas not well served by bus routes? Take a 10-minute Transit Development Plan survey at tdp2022.washcoopenhouses.org #TransitPlan	622	6	0.96	0	0	6	0	0
Sunday, August 7, 2022	1:15 p.m.	TwCo	More community connector services, more door-to-door services, better cross county transit coordination. What's your vision for public transit in Washington County and other areas not well served by bus routes? Tell us! Visit tdp2022.washcoopenhouses.org #TransitPlan	693	7	1.01	0	1	2	0	0

Thursday, August 11, 2022	4 p.m.	TwCo	Do you take public transit in Washington County? Would you like to see better connections between buses, shuttles and MAX? Tell us more! Visit tdp2022.washcoopenhouses.org and give us your feedback. #TransitPlan	634	7	1.1	0	1	5	0	0
Friday, August 12, 2022	1 p.m.	TwCo	Where do you want to go? Tell us how we can improve transit in rural Washington County and other areas not well served by bus routes. Participate in the updating Transit Development Plan by completing the survey at tdp2022.washcoopenhouses.org #TransitPlan	618	6	0.97	0	0	1	1	0
Sunday, August 14, 2022	2:15 p.m.	TwCo	Improve transit in the rural Washington County and other areas not well served by bus routes. Let us know what improvements you'd like to see. Visit tdp2022.washcoopenhouses.org #TransitPlan	794	4	0.5	0	0	2	0	0
Wednesday, August 17, 2022	7 p.m.	TwCo	Improve transit in the rural Washington County and other areas not well served by bus routes! Join us in updating our Transit Development Plan. We need your feedback. Share your thoughts at tdp2022.washcoopenhouses.org #TransitPlan	702	7	1	0	0	1	1	0
Thursday, August 18, 2022	5 p.m.	TwCo	Tell us how we can improve transit in rural Washington County and other areas not well served by bus routes. Participate in updating the Transit Development Plan by completing the survey at tdp2022.washcoopenhouses.org #TransitPlan	708	2	0.3	0	0	1	0	0
Saturday, August 20, 2022	8:40 AM	TwCo	Improve transit in rural Washington County and other areas not well served by bus routes. Let us know what improvements you'd like to see. Visit tdp2022.washcoopenhouses.org #TransitPlan	1,259	11	0.87	0	2	5	3	0
Monday, August 22, 2022	7:20 a.m.	TwCo	How can we help you? More shuttles? Expanded shuttle routes? More door-to-door services? Better connections? Tell us! Visit tdp2022.washcoopenhouses.org #TransitPlan	666	3	0.45	0	0	0	2	0
Thursday, August 25, 2022	4 p.m.	TwCo	Join us in updating our Transit Development Plan to improve transit in rural Washington County and other areas not well served by bus routes. We need your feedback. Share your thoughts at tdp2022.washcoopenhouses.org #TransitPlan	554	1	0.2	0	0	0	0	0
Saturday, August 27, 2022	7 a.m.	TwCo	We want to hear from you! Do you find it difficult to access transit in Washington County? Give us your opinions online at: tdp2022.washcoopenhouses.org #TransitPlan	839	5	0.6	0	1	1	2	0
Sunday, August 28, 2022	4:45 p.m.	TwCo	Your chance to be a part of the future of transit in rural Washington County and other areas not well served by bus routes ends at 5 p.m. on Wednesday. Visit tdp2022.washcoopenhouses.org and share your comments. #TransitPlan	1,026	14	1.4	0	4	3	2	0

Tuesday, August 30, 2022	2:15 p.m.	TwCo	Improve your connections! Help us update our transit development plan to shape the future of public transportation by participating in the Transit Development Plan online open house. Visit tdp2022.washcoopenhouses.org #TransitPlan	496	1	0.2	0	0	0	0	0
Wednesday, August 31, 2022	10:25 a.m.	TwCo	Your chance to be a part of the future of transit in rural Washington County and other areas not well served by bus routes ends at 5 p.m. on Wednesday. Visit tdp2022.washcoopenhouses.org and share your comments. #TransitPlan	324	0	0	0	0	0	0	0
TOTAL				14,024	146		0	55	55	25	3

Facebook – English

Total impressions: 5,903

DATE	TIME	CHANNEL	MESSAGE	REACH	CLICKS/ ACTIO	LIKES	LOVE	SHARES	COMMENTS
Monday, July 25, 2022	7 a.m.	FbCo	We're asking for comments on the creation of a Transit Development plan to meet the transportation needs of those living, working and visiting rural Washington County. Visit the online open house here tdp2022.washcoopenhouses.org and take the survey.	123	0	2	0	1	0
Wednesday, July 27, 2022	11:15:00 a.m.	FbCo	Comment now! Help us identify rural transit improvements needed in the next two to five years. We're creating a Transit Development Plan and need your input. Take the survey at tdp2022.washcoopenhouses.org	2,246	9	2	0	8	0
Tuesday, August 2, 2022	2:15 p.m.	FbCo	Better stops? Cheaper fares? More frequent service? More park-and-rides? What would encourage you to use rural transit more often? We're putting together a transit plan and could use your input. Visit tdp2022.washcoopenhouses.org	44	0	2	0	1	1
Friday, August 5, 2022	7 a.m. /7:10 a.m.	FbCo	What transit improvements will help you get to work, school, shopping, appointments and more? Learn how you can help with the Transit Development Plan! Visit tdp2022.washcoopenhouses.org #TransitPlan	4	0	1	0	0	0
Monday, August 8, 2022	4:30 p.m.	FbCo	Is it hard for you to find convenient public transportation? We're looking for input on how to improve transit in rural Washington County and other areas not well served by bus routes. You can help! Share your voice! Comment here: tdp2022.washcoopenhouses.org	2	0	2	0	0	0
Wednesday, August 10, 2022	6:20 a.m.	FbCo	Comment now! Help us identify transit improvements needed over in the next two to five years in rural Washington County and other areas not well served by bus routes. We're updating our Transit Development Plan and need your input. Take the survey at tdp2022.washcoopenhouses.org	639	4	1	0	1	0

Saturday, August 13, 2022	9 a.m.	FbCo	Do you take public transit in Washington County? Would you like to see better connections between buses, shuttles and MAX? Tell us more! Visit tdp2022.washcoopenhouses.org and give us your feedback. #TransitPlan	429	0	1	0	0	0
Wednesday, August 17, 2022	6 p.m.	FbCo	What's your vision for public transit in the rural Washington County and other areas not well served by bus routes? More shuttles? Expanded shuttles routes? More door-to-door services? Better connections. Tell us! Visit tdp2022.washcoopenhouses.org	561	2	1	0	0	0
Saturday, August 20, 2022	9 a.m.	FbCo	Improve transit in rural Washington County and other areas not well served by bus routes. Let us know what improvements you'd like to see. Visit tdp2022.washcoopenhouses.org	446	1	0	0	0	0
Tuesday, August 23, 2022	7:45 a.m.	FbCo	How can we help you? More shuttles? Expanded shuttle routes? More door-to-door services? Better connections? Tell us! Visit tdp2022.washcoopenhouses.org	515	12	0	0	0	3
Saturday, August 27, 2022	7 a.m.	FbCo	We want to hear from you! Do you find it difficult to access transit in Washington County? Give us your opinions online at: tdp2022.washcoopenhouses.org	331	2	0	0	0	0
Monday, August 29, 2022	3:15 p.m.	FbCo	Your chance to be a part of the future of transit in rural Washington County and other areas not well served by bus routes ends at 5 p.m. on Wednesday. Visit tdp2022.washcoopenhouses.org and share your comments. #TransitPlan	272	1	0	0	0	0
Wednesday, August 31, 2022	10:25 a.m.	FbCo	Your chance to be a part of the future of transit in rural Washington County and other areas not well served by bus routes ends at 5 p.m. on Wednesday. Visit tdp2022.washcoopenhouses.org and share your comments.	291	2	0	0	0	0
			TOTAL	5,903	33	12	0	11	4

Nextdoor – English

Total impressions: 9,845

DATE	TIME	CHANNEL	POSTS	IMAGE	IMPRESS IONS	REACTI ONS	COMMENTS
Friday, August 12, 2022		Nextdoor	<p>Share your thoughts- take the Transit Development Plan survey. Visit the Transit Development Plan online open house at https://tdp2022.washcoopenhouses.org and take the survey to help identify improvements to public transportation in rural Washington County and other areas not well served by bus routes. The survey runs through August 31.</p> <p>Washington County, in partnership with Ride Connection Inc. is preparing a new round of public transportation priorities, continuing to meet Keep Oregon Moving (House Bill 2017) legislation requirements.</p> <p>The online open house survey asks for feedback on:</p> <ul style="list-style-type: none"> - Maintain, enhance and add first-last leg community connector services - Rural door-to-door and workforce vanpool programs - Better bus stop improvement program - Better cross county transit coordination <p>A Transit Committee, appointed by the Washington County Board of Commissioners, is helping to develop the plan. Meetings are open to the public and include time for public comment.</p> <p>The Transit Development Plan online open house survey takes about 10 minutes to complete. The Transit Committee will consider all comments received when developing the plan.</p>	tdp-social	14793	1	23

Twitter – Spanish

Total impressions: 9,756

DATE	TIME	CHANNEL	MESSAGE	IMPRESS	ENGAG	ENGAG	MEDIA	RETWEETS	CLICK	LIKE	REPLIES
Monday, July 25, 2022	7 a.m.	TwCo	¡Mejore sus conexiones! Ayúdenos a actualizar nuestro plan de desarrollo de transporte público participando en la jornada de puertas abiertas en línea del Plan de Desarrollo del Transporte Público. Visite tdp2022.washcoopenhouses.org #TransitPlan	426	4	0.94	0	0	2	1	0
Tuesday, July 26, 2022	11 a.m.	TwCo	¿Qué mejoras en el transporte público ayudarán a llegar al trabajo, a la escuela, a salir a hacer las compras, a sus citas y más? ¡Obtenga información sobre cómo puede ayudar con el Plan de Desarrollo del Transporte Público! Visite tdp2022.washcoopenhouses.org #TransitPlan	338	2	0.59	0	0	1	1	0
Friday, July 29, 2022	9:45 a.m.	TwCo	¿Le resulta difícil acceder al transporte público en el condado de Washington? Comparta su opinión participando en la jornada de puertas abiertas del Plan de Desarrollo del Transporte Público. Comente aquí: tdp2022.washcoopenhouses.org #TransitPlan	493	2	0.41	0	0	2	0	0
Monday, August 1, 2022	1:30 p.m.	TwCo	Visite la jornada de puertas abiertas en línea del Plan de Desarrollo del Transporte Público. Ayúdenos a identificar las prioridades en los áreas que no tienen suficientes servicios de autobuses. Realice la encuesta: tdp2022.washcoopenhouses.org #TransitPlan	551	2	0.36	0	0	0	0	0
Sunday, August 7, 2022	1:15 p.m.	TwCo	Más servicios de conexión en la comunidad, o puerta a puerta; mejor coordinación de tránsito entre condados. ¿Qué opina sobre el transporte público del condado de Washington y otras áreas no bien comunicadas por rutas de autobús? Visite https://tdp2022.washcoopenhouses.org/es #TransitPlan	692	3	0.43	0	0	3	0	0
Thursday, August 11, 2022	4 p.m.	TwCo	¿Usa el transporte público del condado de Washington? ¿Le gustaría ver mejores conexiones entre los autobuses, los servicios de enlace y MAX? ¡Cuéntenos más! Visite https://tdp2022.washcoopenhouses.org/es y haga sus comentarios. #TransitPlan	573	1	0.17	0	0	1	0	0

Friday, August 12, 2022	1 p.m.	TwCo	Cuéntenos cómo podemos mejorar el transporte público del condado de Washington y otras áreas no bien comunicadas por rutas de autobús. Participe en la actualización de nuestro Plan de Desarrollo del Transporte Público completando la encuesta: https://tdp2022.washcoopenhouses.org/es #TransitPlan	601	1	0.17	0	0	0	0	0
Sunday, August 14, 2022	2:15 p.m.	TwCo	¡Mejore el transporte público en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús! Cuéntenos qué mejoras le gustaría ver. Visite https://tdp2022.washcoopenhouses.org/es #TransitPlan	755	3	0.4	2	0	0	1	0
Wednesday, August 17, 2022	7 p.m.	TwCo	¡Mejore el transporte público en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús! Cuéntenos qué mejoras le gustaría ver. Visite https://tdp2022.washcoopenhouses.org/es #TransitPlan	709	1	0.14	0	0	0	0	0
Thursday, August 18, 2022	5 p.m.	TwCo	Cuéntenos cómo podemos mejorar el transporte público del áreas del condado de Washington no bien comunicadas por rutas de autobús. Participe en la actualización de nuestro Plan de Desarrollo del Transporte Público completando la encuesta en https://tdp2022.washcoopenhouses.org/es #TransitPlan	654	2	0.31	0	1	1	0	0
Saturday, August 20, 2022	8:40 AM	TwCo	Mejore el transporte público en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús! Cuéntenos qué mejoras le gustaría ver. Visite https://tdp2022.washcoopenhouses.org/es #TransitPlan	658	3	0.46	0	0	0	0	0
Monday, August 22, 2022	7:20 a.m.	TwCo	¿En que podemos servirle? Más servicios de enlace? Rutas de transporte ampliadas? Más servicios puerta a puerta? Mejores conexiones? ¡Cuéntenos! Visite https://tdp2022.washcoopenhouses.org/es #TransitPlan	544	2	0.37	0	0	1	1	0
Thursday, August 25, 2022	4 p.m.	TwCo	Únase a nosotros en la actualización de nuestro Plan de Desarrollo del Transporte Público para mejorar el transito en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús. Comparta sus ideas en https://tdp2022.washcoopenhouses.org/es #TransitPlan	562	4	0.7	0	0	0	0	0

Saturday, August 27, 2022	7 a.m.	TwCo	¡Queremos saber lo que piensa! ¿Le resulta difícil acceder al transporte público en el condado de Washington? Comparta su opinión a: https://tdp2022.washcoopenhouses.org/es #TransitPlan	688	4	0.6	1	0	2	1	0
Sunday, August 28, 2022	4:45 p.m.	TwCo	Su oportunidad para ser parte del futuro del transporte en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús finaliza hoy a las 5 p. m. el Miercoles. Visite https://tdp2022.washcoopenhouses.org/es y comparta sus comentarios. #TransitPlan	721	2	0.3	0	1	1	0	0
Tuesday, August 30, 2022	2:15 p.m.	TwCo	¡Mejore sus conexiones! Ayúdenos con nuestro plan de desarrollo del transporte público para dar forma al futuro del transporte público participando en la jornada de puertas abiertas en línea del Plan de Desarrollo del Transporte Público. https://tdp2022.washcoopenhouses.org/es #TransitPlan	463	0	0	0	0	0	0	0
Wednesday, August 31, 2022	10:25 a.m.	TwCo	Su oportunidad para ser parte del futuro del transporte en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús finaliza hoy a las 5 p. m. Visite https://tdp2022.washcoopenhouses.org/es y comparta sus comentarios.	328	0	0	0	0	0	0	0
TOTAL				9756	36		3	2	14	5	0

Facebook – Spanish

Total impressions: 1,296

DATE	TIME	CHANN EL	Message ES	REACH	CLICKS/ ACTIOI	LIKES	LOVE	SHARES	COMMENTS
Monday, July 25, 2022	7 a.m.	FbSp	Comentar la elaboración de un Plan de Desarrollo del Transporte Público para abordar las necesidades de transporte de quienes viven, trabajan y visitan las zonas rurales del Condado de Washington. Visite la jornada de puertas abiertas en línea en tdp2022.washcoopenhouses.org .	0	0	0	0	0	0
Wednesday, July 27, 2022	11:15:00 a.m.	FbSp	¡Comente ahora! Ayúdenos a identificar las mejoras en el transporte público de las zonas rurales y de conectores de la comunidad en el primer-último tramo necesarias para los próximos dos a cinco años. Estamos actualizando nuestro Plan de Desarrollo del Transporte Público y necesitamos sus ideas. Realice la encuesta en tdp2022.washcoopenhouses.org	295	2	0	0	1	0
Tuesday, August 2, 2022	2:15 p.m.	FbCo	¿Mejores paradas de transporte? ¿Tarifas más baratas? ¿Servicios más frecuentes? ¿Más instalaciones para estacionamientos combinados con el transporte público? ¿Qué le motivaría a usar el transporte público de las zonas rurales más a menudo? Estamos elaborando un plan de transporte público y nos vendrían bien sus ideas. Visite https://tdp2022.washcoopenhouses.org/es	2	0	1	0	0	0
Thursday, August 4, 2022	5 p.m.	FbCo	¡Hoy! Visite la jornada de puertas abiertas en línea del Plan de Desarrollo del Transporte Público para compartir sus ideas sobre el transporte público del condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús. Comente aquí: https://tdp2022.washcoopenhouses.org/es #TransitPlan	1	0	0	0	0	0
Friday, August 5, 2022	7 a.m./7:10 a.m.	FbSp	¿Qué mejoras en el transporte público lo ayudarán a llegar al trabajo, a la escuela, a salir a hacer las compras y más? ¡Obtenga información sobre cómo puede ayudar con el Plan de Desarrollo del Transporte Público! Visite https://tdp2022.washcoopenhouses.org/es	44	0	0	0	0	0

Saturday, August 6, 2022	9 a.m.	FbSp	¿Se beneficiaría de un mejor servicio de transporte público en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús? Haga una encuesta de 10 minutos sobre el Plan de Desarrollo del Transporte Público en https://tdp2022.washcoopenhouses.org/es #TransitPlan	255	11	0	0	0	0
Monday, August 8, 2022	4:30 p.m.	FbSp	¿Es difícil para usted encontrar transporte público conveniente? Buscamos ideas sobre cómo mejorar el transporte público en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús. ¡Usted puede ayudar! ¡Comparta su opinión! Comente aquí: https://tdp2022.washcoopenhouses.org/es	0	0	0	0	0	0
Wednesday, August 10, 2022	6:20 a.m.	FbSp	¡Comente ahora! Ayúdenos a identificar las mejoras del transporte público necesarias para los próximos dos a cinco años en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús. Estamos actualizando un Plan de Desarrollo del Transporte Público y necesitamos sus ideas. Realice la encuesta en https://tdp2022.washcoopenhouses.org/es	73	0	0	0	0	0
Saturday, August 13, 2022	9 a.m.	FbSp	¿Usa el transporte público del condado de Washington? ¿Le gustaría ver mejores conexiones entre los autobuses, los servicios de enlace y MAX? ¡Cuéntenos más! Visite https://tdp2022.washcoopenhouses.org/es y comparta sus comentarios.	51	0	0	0	0	0
Wednesday, August 17, 2022	6 p.m.	FbSp	¿Qué opina sobre el transporte público del condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús? Más servicios de enlace? Rutas de transporte ampliadas? Más servicios puerta a puerta? Mejores conexiones. ¡Cuéntenos! Visite https://tdp2022.washcoopenhouses.org/es	42	0	2	0	1	0
Saturday, August 20, 2022	9 a.m.	FbSp	¡Mejore el transporte público en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús! Cuéntenos qué mejoras le gustaría ver. Visite https://tdp2022.washcoopenhouses.org/es	24	0	0	0	0	0

Tuesday, August 23, 2022	7:45 a.m.	FbSp	¿En que podemos servirle? Más servicios de enlace? Rutas de transporte ampliadas? Más servicios puerta a puerta? Mejores conexiones? ¡Cuéntenos! Visite https://tdp2022.washcoopenhouses.org/es	53	0	0	0	0	0
Saturday, August 27, 2022	7 a.m.	FbSp	¡Queremos saber lo que piensa! ¿Le resulta difícil acceder al transporte público en el condado de Washington? Comparta su opinión a: https://tdp2022.washcoopenhouses.org/es	31	0	0	0	0	0
Monday, August 29, 2022	3:15 p.m.	FbCo	Su oportunidad para ser parte del futuro del transporte en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús finaliza hoy a las 5 p. m. el Miercoles. Visite https://tdp2022.washcoopenhouses.org/es y comparta sus comentarios.	404	1	0	0	0	0
Wednesday, August 31, 2022	10:25 a.m.	FbSp	Su oportunidad para ser parte del futuro del transporte en el condado rural de Washington y otras áreas no bien comunicadas por rutas de autobús finaliza hoy a las 5 p. m. Visite https://tdp2022.washcoopenhouses.org/es y comparta sus comentarios.	21	0	1	0	1	0
			TOTAL	1296	14	4	0	3	0

Nextdoor – Spanish

Total impressions: 14,793

DATE	TIME	CHANNEL	POSTS	IMAGE	IMPRESS IONS	REACT IONS	COMMENTS
Friday, August 12, 2022		Nextdoor	<p>Comente en la jornada de puertas abiertas del Plan de Desarrollo del Transporte Público - https://tdp2022.washcoopenhouses.org/es. Visite a la jornada de puertas abiertas del Plan de Desarrollo del Transporte Público antes del 31 de Agosto para ayudar a identificar mejoras para el transporte público en el área rural del condado de Washington y otras áreas que no tienen suficientes servicios de autobuses.</p> <p>La encuesta de la jornada de puertas abiertas en línea solicita comentarios sobre los siguientes temas:</p> <ul style="list-style-type: none"> • Mantener, mejorar y agregar servicios de conectores comunitarios de primera y última etapa • Programas rurales puerta a puerta y de vanpool para la fuerza laboral • Mejorar programa de mejora de paradas de autobús • Mejorar coordinación de tránsito entre condados • Ampliar los servicios de transporte para llenar las brechas de servicio <p>El Condado de Washington, en colaboración con Ride Connection, Inc., está preparando el plan para identificar las prioridades del transporte público para cumplir los requisitos legales de Keep Oregon Moving [Mantener a Oregon en Movimiento] (Ley de la Cámara 2017).</p>	tdp-social	14793	1	23

Comments not included as they were unrelated to transit.

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Media Release



Transit Development Plan

Comment on the Transit Development Plan open house

Visit the Transit Development Plan online open house and take the survey to help identify improvements to public transportation in rural Washington County and other areas not well served by bus routes.

Washington County, in partnership with Ride Connection Inc., is preparing a new round of public transportation priorities, continuing to meet [Keep Oregon Moving](#) (House Bill 2017) legislation requirements. [Learn more](#)

The [online open house survey](#) asks for feedback on:

- Expansion of bus routes and more frequent service
- More service hours earlier and/or later in the day
- Improved connections among services offered by different transit providers in Washington, Clackamas, Columbia, Tillamook and Yamhill counties
- Improved access to transit including bike lanes, sidewalks, ADA ramps and crosswalks
- Transit stop improvements such as lighting, seating, curb ramps and more
- More park-and-ride facilities

A [Transit Committee](#), appointed by the Washington County Board of Commissioners, is helping to develop the plan. Meetings are open to the public and include time for public comment.

The [Transit Development Plan online open house survey](#) takes about 10 minutes to complete. The Transit Committee will consider all comments received when developing the plan.

Comente en la jornada de puertas abiertas del Plan de Desarrollo del Transporte Público

Realice una encuesta en línea sobre el proyecto del Plan de Desarrollo del Transporte Público para ayudar a identificar mejoras para el transporte público en el área rural del condado de Washington y otras áreas que no tienen suficientes servicios de autobuses.

El Condado de Washington, en colaboración con Ride Connection, Inc., está preparando el plan para identificar las prioridades del transporte público para cumplir los requisitos legales de Keep Oregon Moving [Mantener a Oregon en Movimiento] (Ley de la Cámara 2017). [Obtenga más información](#)

La encuesta de [la jornada de puertas abiertas en línea](#) solicita comentarios sobre los siguientes temas:

- Expansión de las rutas de autobús y servicios más frecuentes
- Horarios de servicio adicionales más temprano o más tarde en el día
- Conexiones mejoradas entre los servicios ofrecidos por los distintos proveedores de transporte público en los condados de Washington, Clackamas, Columbia, Tillamook y Yamhill
- Acceso mejorado al transporte público, incluyendo bicisendas, aceras, rampas en virtud de ADA y cruces peatonales
- Mejoras en las paradas de transporte, como el alumbrado, los asientos, las rampas para aceras y más
- Más instalaciones para estacionamientos combinados con el transporte público

Un [Comité de Transporte Público](#), designado por la Junta de Comisionados del Condado de Washington, está ayudando desarrollar el plan. Las reuniones son abiertas al público e incluyen tiempo para los comentarios del público.

La encuesta de [la jornada de puertas abiertas en línea](#) sobre el Plan de Desarrollo del Transporte Público presenta 18 preguntas breves sobre los servicios de transporte de las zonas rurales y sobre las características demográficas de los participantes. Los participantes también tienen la oportunidad de compartir comentarios adicionales que las preguntas no cubran. La encuesta lleva menos de 10 minutos en completarse. El Comité de Transporte Público tendrá en cuenta todos los resultados de la encuesta cuando desarrolle el plan.

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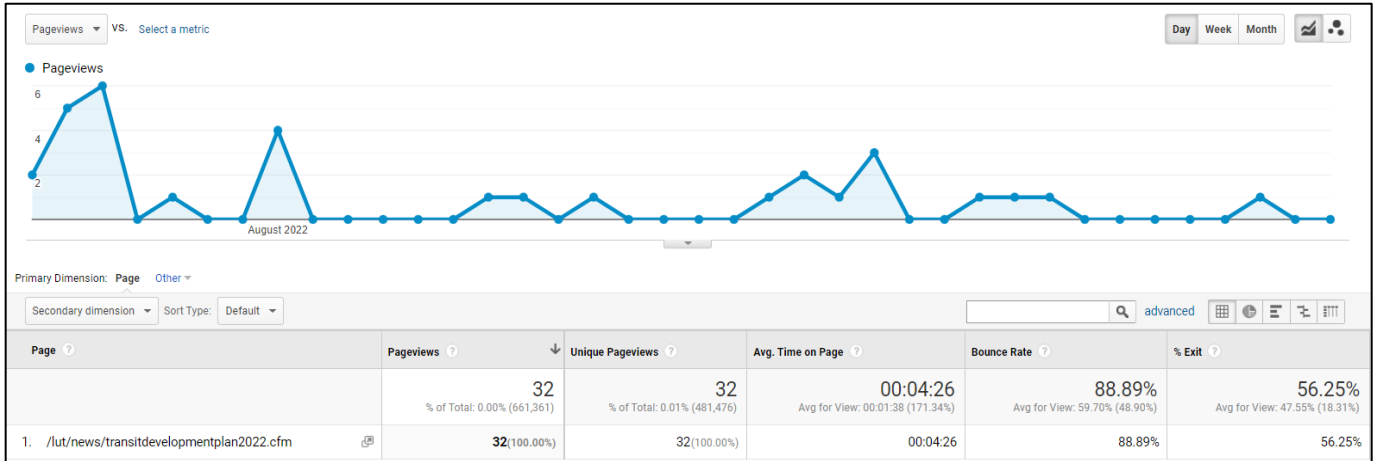
Español



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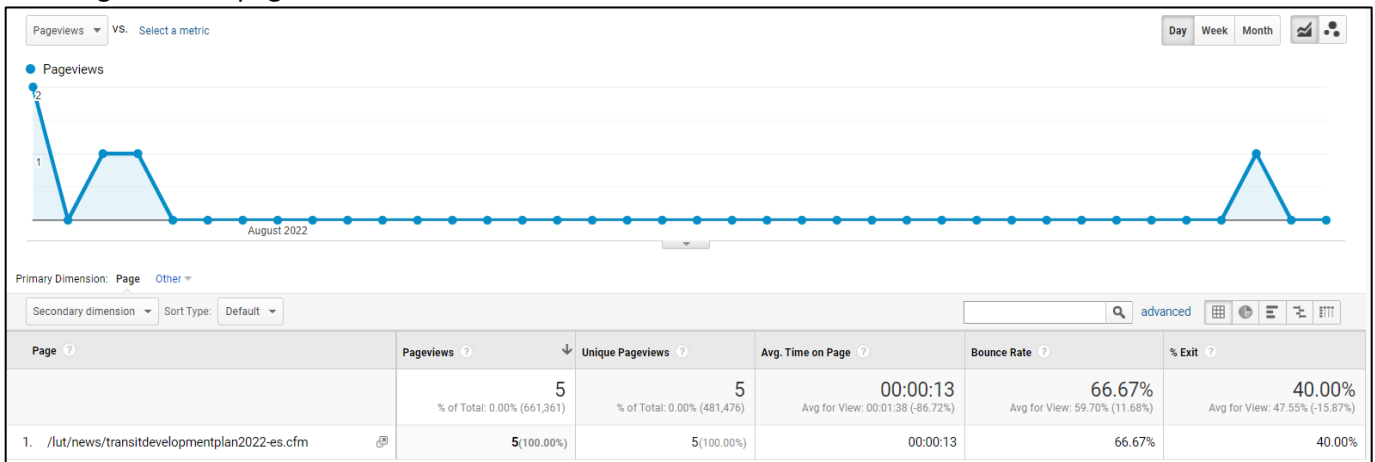
English:

- Unique pageviews: 32
- Average time on page: 00:04:26



Spanish:

- Unique pageviews: 5
- Average time on page: 00:00:13



WASHINGTON COUNTY COMMUNITY CONNECTOR SHUTTLE SERVICE

STIF REGIONAL COORDINATION FY24-25 CRITERIA & PROPOSAL



WASHINGTON COUNTY DEPARTMENT OF LAND USE & TRANSPORTATION
MAY 19, 2022

**Updated November 10, 2022, to include Glencoe/Brookwood opportunity area.*

INTRODUCTION

This report provides an update on work to develop Washington County’s proposal for FY24-25 Statewide Transportation Improvement Fund (STIF) Regional Coordination funding to maintain and improve Community Connector shuttle service. The final proposal, including selection of a new service area, will be incorporated into the update to the Washington County Transit Development Plan.

Existing Service Summary

Washington County has a long history of shuttle service, starting with the Tualatin Shuttle in 1997, and followed by the Forest Grove GroveLink in 2013, and North Hillsboro Link in 2015. These services have achieved respectable ridership and since their inauguration have been enhanced with additional trips in response to ridership needs. The following is a snapshot of the services:

- Local deviated fixed route services: Tualatin, Forest Grove, North Hillsboro
- Pre-Pandemic ridership increased since FY2015-16, totaling more than 115,000 weekday boardings and over seven boardings per hour in FY 2018-19
- New East Tualatin pilot service funded with STIF discretionary funds is planned to start in 2023

Table 1 presents annual service and ridership performance statistics.

Table 1 Existing Weekday Shuttle Ridership

	Boarding Rides	Average Weekday Boarding Rides	Revenue + Layover Hours	Boarding Rides/Hour
FY 2015-16	71,046	275	10,193	7.0
FY 2016-17	106,247	413	14,684	7.2
FY 2017-18	103,696	406	15,206	6.8
FY 2018-19	117,035	456	16,073	7.3
FY 2019-20	108,566	421	16,183	6.7
FY 2020-21	53,905	211	16,173	3.3

Source: Ride Connection

Service Needs

Recent planning work reinforced the role of shuttles in the countywide transit system and identified priorities for shuttle service:

- A Fall 2019 community engagement survey for the study “Strategic Solutions for First Mile/Last Mile Transit Connections” found a high level of interest in shuttles as a viable option in areas not currently served by scheduled fixed-route transit.
- The 2021 Washington County Transit Development Plan (TDP) assessed improvement opportunities for shuttles, using criteria from the STIF rules as well as additional needs based on equity, input from the community and the transit advisory committee, ridership potential, and cost effectiveness.

FY24-25 STIF REGIONAL COORDINATION FUNDING RECOMMENDATION

The FY24-25 STIF Regional Coordination funding recommendation is organized into three categories:

- A. Maintain current and committed service through FY25, accounting for inflationary costs.
- B. Enhance existing service (e.g., longer service span, increased frequency).
- C. Provide service to one new area.

Initial proposals for the improvements in the first two categories are presented in Sections A and B below. Section C presents a summary of the initial screening and the ongoing process to select a new service area for FY24-25.

A. MAINTAIN CURRENT/COMMITTED SERVICE THROUGH FY24/25

Three existing service areas, which have successfully operated for many years, need funding to maintain service in FY24-25.

1. **Forest Grove GroveLink** began in August 2013 and was expanded in 2021 with new Saturday service and more weekday service. Two weekday loops (East and West), and an employment loop operate on weekdays and a single loop runs on Saturdays.
2. **North Hillsboro Link** started in November 2015 and was expanded in October 2018 with more weekday service and new Saturday and Sunday service. It operates weekdays and weekend, with weekday service running about every 20-25 minutes and weekend service about every 45-60 minutes.
3. **Tualatin Shuttle** service began in 1997 (sponsored by the Tualatin Chamber of Commerce) with Ride Connection assuming operations in 2014. Two routes (Red and Blue) operate during weekday rush hours about every 30-45 minutes. In FY23 enhancements in response to user and stakeholder input will expand the span of service to serve more shift times at existing businesses.

B. ENHANCEMENTS TO EXISTING SERVICE

Enhancements to three services, Cornelius, North Hillsboro and Tualatin, are priorities to address existing and near-term needs.

Cornelius Weekday Service

The Saturday Cornelius loop started in February 2021 with service running about an average of every 55 minutes from 11:00 am-6:00 pm. It serves several shopping locations, civic and social service facilities, and low-income housing developments. Weekday service to these locations was identified as a key need in discussions with stakeholders.

Much of Cornelius, particularly north of OR 8, is a TriMet equity area. The area served by the loop route has high percentages of low-income and minority population as well as older adults.

TriMet's Service Enhancement Plan identifies the areas north and south of Line 57 in Cornelius for Community Connector service. Line 57 provides Frequent Service, with regional connections to Hillsboro and Beaverton.

Further discussions and analysis will consider the potential to serve existing developments in east Cornelius and opportunities to combine the Cornelius and Forest Grove route to provide direct service between locations in the two cities. At present, transfers with the Forest Grove GroveLink are near the Safeway on Pacific Avenue.

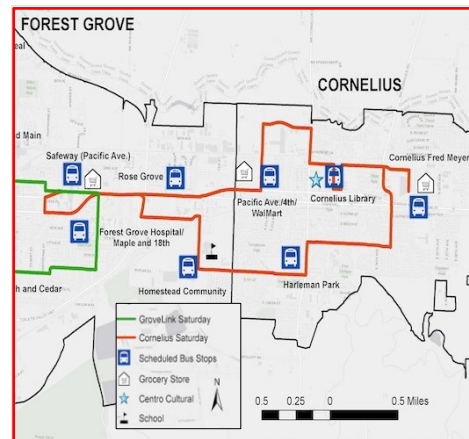


Figure 1. Existing Cornelius Saturday Loop

North Hillsboro Expanded Deviation Zone and Peak Frequency Improvements

North Hillsboro Link connects employment and residential areas with the Orenco Station. Service started in 2015 and in 2018 more frequent weekday service and new weekend service was added in response to growing ridership demand and needs.

Large passenger loads occur on some trips that serve shift times, including the Amazon Sort Center, and are approaching capacity. In addition, there have been passenger requests for service to Genentech's Hillsboro Technical Operations Center (northwest corner of NE Brookwood Parkway and NE Evergreen Road), which is currently outside the deviation zone. The area west of NE Brookwood and north of the airport is being developed with large-lot, high-technology, advanced manufacturing, and corporate campuses. It is likely that there will be a need to serve this area with an extension of the shuttle route in the future.

Regional connections between the Community Connector and TriMet are in the Orenco Station area (MAX Blue Line, Lines 47-Evergreen and 48-Cornell). The MAX Red Line extension to Fair Complex/Hillsboro Airport in Fall 2024 will double the frequency of rail service to Beaverton. TriMet's Service Enhancement Plan identified the North and Northwest Hillsboro areas for Community Connector service.

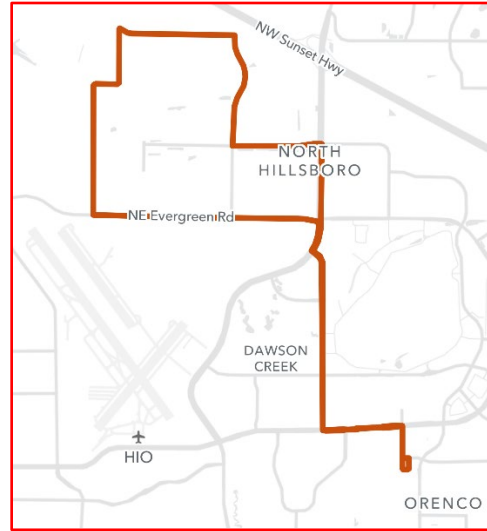


Figure 2. Sample North Hillsboro Link Route

Tualatin Green Line

The Tualatin Shuttle has successfully operated for 25 years by providing weekday peak period service on two routes to a large employment area west of downtown Tualatin.

A third route (Green) is planned to start in FY23 and will run between the Tualatin Park & Ride and the Rolling Hills Community Church (Borland Free Clinic) near SW Borland and SW Stafford roads. This service is funded on an interim basis with STIF Discretionary grant funding. STIF rules specify that Discretionary grants can be used for operations (such as a pilot program) but is not a source of ongoing operations funding. This service will complement SMART express bus service (Wilsonville and Clackamas Town Center) that is funded in part with the same STIF discretionary grant and will start in the next year or two.

C. OPPORTUNITY AREAS

Area Identification

The Washington County Transit Development Plan (2021) identified opportunity areas for Community Connector service. These areas are within the TriMet district but are not served by fixed route transit or are near areas that have low fixed route ridership and, therefore, could be discontinued in the future. They have emerging transit markets due to existing and forecasted growth. Table 5 lists candidate areas that are being evaluated for potential FY 24-25 STIF Regional Coordination funding.

Table 5 Community Connector Candidate Areas

Item	Area
1	Northwest Hillsboro
2	Witch Hazel/Orenco
3	Bethany/Cedar Mill
4	South Hillsboro
5	South Beaverton/Cooper Mountain
6	River Terrace/Bull Mountain
7	Durham/King City
8	Central Tigard
9	Sherwood
10	Basalt Creek
11	Glencoe/Brookwood

Sample routes were developed for each candidate area to generate statistics for each route's service area (within 1/4 mile of the route). Sample routes are assumed to have similar spans of service (13 hours) and headways (30-35 minutes), resulting in similar peak vehicle requirements and weekday vehicle hours. This allows an apples-to-apples comparison of the candidate areas.

Evaluation Measures for Screening Areas

The STIF criteria, which are summarized below, provide a basis for the development of quantitative and qualitative measures to assess the candidate areas.

- Expand services to reach communities with a high percentage of low-income households
- Coordination between transit providers to reduce service fragmentation
- Improve the frequency and reliability of service connections between communities
- Provide student transit services for students in grades 9 through 12
- Maintain and expand the existing system

Two categories of quantitative measures are used to assess the candidate areas: Equity Needs and Ridership Propensity. Areas that score high on both the equity and ridership dimensions are the most likely candidates for near-term funding opportunities. Those that score high on only one dimension may be candidates for future funding and/or other service options. Those that score low on both dimensions can be reevaluated in future TDP updates.

- **Equity Needs** measures the percentage of population in various equity categories and the presence of lower-wage jobs. Measurements include percent population within 200% poverty level, percent population aged 65 and older, percent population under 18, number of low-wage jobs, and affordable housing units.

- **Ridership Propensity** indicates ridership demand for service based on area characteristics including density, mixed land uses, and household characteristics. Measurements include population and job density, zero-car household density, and number of connecting weekday fixed route bus or rail trips.

In addition to the quantitative measures, the following qualitative considerations are important and will be included in the overall evaluation process. Information on these measures will be based on stakeholder consultation and additional research into local plans and programs.

- **Local support** includes complementary investments such as transportation demand management/travel options programs, marketing, and transit-supportive land uses and street designs.
- **Future transit investments** include committed improvements to fixed route bus and rail service (local, regional, and intercity services) that would connect with the opportunity area.
- **Timing of new development and trip generators** includes local knowledge of travel needs and trip generators that align with STIF criteria, as well as the amount of development likely to occur in the next few years, and pedestrian connectivity within the area.

Screening of Sample Routes

The quantitative factors for equity needs and ridership propensity were used as an initial screening of the candidate areas. Those that score highest on these dimensions will be recommended to the Transit Committee for qualitative analysis, stakeholder discussions and public review.

Table 6 presents the results of the screening. Areas that scored at or above the median for each category are indicated with a check mark. Based on this screening, the following shortlist of areas is recommended to be developed further based on more the qualitative measures, stakeholder discussions, and public comments:

- Witch Hazel/Orengo
- South Hillsboro
- South Beaverton/Cooper Mountain
- Durham/King City
- Central Tigard

The other six areas can be reassessed during subsequent TDP updates and considered for longer-term service expansion as funding becomes available.

Table 6 Summary of Evaluation Results

Screening Criteria	Northwest Hillsboro	Witch Hazel / Orenco	Bethany / Cedar Mill	South Hillsboro	South Beaverton / Cooper Mountain	River Terrace / Bull Mountain	Durham / King City	Central Tigard	Sherwood	Basalt Creek	Glencoe/Brookwood
Equity Needs											
Percent population within 200% poverty level				✓	✓	✓	✓	✓			✓
Percent population 65 and older	✓	✓				✓	✓	✓		✓	
Percent population under 18		✓	✓	✓	✓			✓	✓		✓
Lower-wage jobs (up to \$3,333/ month)	✓	✓		✓	✓	✓	✓				
Affordable (regulated) housing units	✓	✓	✓	✓				✓		✓	
Ridership Propensity											
Existing population plus jobs per acre		✓	✓	✓		✓	✓	✓			
Zero-car households per acre		✓		✓	✓	✓	✓	✓			
Number of weekday connecting transit trips		✓	✓	✓	✓			✓			✓

Note: Measures based on 1/4-mile distance from sample route. Some criteria show more than six areas because that criterion has one or more areas with the median value for that criterion.

Overview of Tier 1 Areas

The following section provides an overview of the five Tier 1 candidate areas.

Witch Hazel/Orenco: The service concept is a route between South Hillsboro and Orenco. The service would provide new coverage south of TV Highway and a new north/south connection via SE 32nd and NE 53rd avenues. It could potentially connect with the North Hillsboro service.

- Trip generators include Hillsboro High School, Sunset Esplanade, Nueva Esperanza Affordable Housing (2023) and the Orenco Town Center.
- The South Hillsboro area was added to the region’s urban growth boundary in 2011 and housing construction started in 2016. Reed’s Crossing Town Center near the intersection of Cornelius Pass Road and TV Highway is being developed with commercial, employment, residential (including multifamily), mixed-use, and civic uses.

- A priority in TriMet’s Service Enhancement Plan is to extend Line 47 from Century Blvd via Main and Cornelius Pass Road to South Hillsboro within the next several years. The service is being considered in TriMet’s Forward Together Comprehensive Service Analysis. A fixed route is also shown on SE Brookwood between South Hillsboro and Intel Jones Farm.

South Hillsboro: The service concept is a route between Witch Hazel and Tanasbourne. The service would provide new coverage south of TV Highway and a new north/south connection west of SW 198th Avenue.

- Trip generators include Kaiser Westside Hospital and Reeds Crossing Senior Living (2023).
- The South Hillsboro area was added to the region’s urban growth boundary in 2011 and housing construction started in 2016. Reed’s Crossing Town Center is near the intersection of Cornelius Pass Road and TV Highway is being developed with commercial, employment, residential (including multifamily), mixed-use, and civic uses.
- A priority in TriMet’s Service Enhancement Plan is to extend Line 47 from Century Blvd via Main and Cornelius Pass Road to South Hillsboro within the next several years. The service is being considered in TriMet’s Forward Together Comprehensive Service Analysis. The area is not identified for community connector service in the Plan.

South Beaverton/Cooper Mountain: The service concept is a route between Murray Scholls Town Center and the Merlo/SW158th Avenue MAX station via SW Scholls Ferry Road, SW 175th/170th avenues, and SW Merlo Road.

- Trip generators include the Murray Scholls Town Center (a mix of higher-density residential and commercial uses), Mountainside High School, and the TV Highway commercial area.
- The Cooper Mountain area is composed of over 1,300 acres of existing residential, developing urban and future growth.
- TriMet’s Service Enhancement Plan shows Line 67 extending south from SW Merlo Road along SW 170th Avenue to Progress Ridge and Tigard. Line 56 is shown extending out SW Scholls Ferry Road and SW Barrows Road past SW 175th Avenue/Roy Rogers Road. Both services are being considered in TriMet’s Forward Together Comprehensive Service Analysis.

Durham/King City: The service concept is a route from King City to the Tualatin Park and Ride via SW Durham Road, SW Upper Boones Ferry Road, and Bridgeport Village.

- The Tigard Promenade and Bridgeport Village anchor the ends of the service area and Tigard High School is in the middle.
- RideConnection provides the RideAbout King City with on-demand service to Tigard Promenade. Wednesdays through Fridays.
- TriMet’s Service Enhancement Plan shows fixed route service along SW Durham Road and community connector service between SW Upper Boones Ferry Road and I-5.

Central Tigard: The service concept is a route between Murray Scholls Town Center and the Tigard Transit Center via SW Walnut Street, SW Gaarde Street, and SW McDonald Street.

- The Murray Scholls Town Center and Progress Ridge are a mix of higher-density residential and commercial uses. Commercial uses are also along Highway 99W in Tigard. Most of the remainder of the area is single-family residential.
- Trip attractors include the Murray Scholls Town Center and downtown Tigard.
- TriMet’s Service Enhancement Plan shows coverage on SW McDonald, SW Gaarde, and SW Walnut streets provided by several routes.

Overview of Tier 2 Areas

The following section is an overview of areas that scored in the second tier.

River Terrace/Bull Mountain: The service concept is a route between Murray Scholls Town Center and King City via SW Barrows Road, SW River Terrace Boulevard, SW Bull Mountain Road, SW 150th Avenue, and SW Beef Bend.

- The Murray Scholls Town Center and Progress Ridge along SW Barrows Road are a mix of higher-density residential and commercial uses. Commercial and multifamily uses are also along Highway 99W near King City. Most of the remainder of the area is single-family residential.
- The River Terrace area was added to the Urban Growth Boundary in 2002 and 2011.
- TriMet's Service Enhancement Plan identified community connector service in the Bull Mountain/River Terrace area. Line 56 is shown extending out SW Scholls Ferry Road and SW Barrows Road past SW 175th Avenue/Roy Rogers Road.

Bethany/Cedar Mill: The service concept is a route between Portland Community College Rock Creek Campus and the Sunset Transit Center via NW Springville Road, North Bethany, NW Kaiser Road, NW Laidlaw Road, and SW Barnes Road.

- Bethany is largely single-family residential, with multifamily residential and commercial near NW Laidlaw Road and NW Bethany Boulevard. The Cedar Mill area along NW Barnes Road is mixed use, higher-density residential and commercial.
- Trip generators include Bethany Village, libraries in Bethany Library and Cedar Mill, and the Portland Community College Rock Creek Campus.
- North Bethany was added to the regional Urban Growth Boundary in 2002.
- TriMet's Service Enhancement Plan (identified the area east of NW Bethany Boulevard and north of NW Cornell Road for community connector service.

COMMUNITY CONNECTOR SHUTTLE SERVICE ANALYSIS PROFILE SHEETS

WASHINGTON COUNTY DEPARTMENT OF LAND USE & TRANSPORTATION

REVISED DRAFT

NOVEMBER 2022

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SUMMARY

PURPOSE

This report provides an overview of the candidate areas for the Washington County Community Connector Shuttle Service Analysis. This information will be used by Washington County staff to identify projects that will be submitted to TriMet as part of the FY2024-2025 Statewide Transportation Improvement Fund Regional Coordination process.

The profile sheets provide baseline information for each of the nine candidate areas. They are a deliverable under Task 2 (Candidate Areas, Existing Services, Best Practices) and are an intermediate step in developing a more robust analytical evaluation of the candidate areas. Task 3 (Scoring Criteria) will identify specific criteria to measure the need for service. Task 4 will consider options and refine the sample routes. Task 5 analysis will apply the scoring criteria to the candidate areas and develop a comparative evaluation for the nine areas.

CANDIDATE AREA LIST

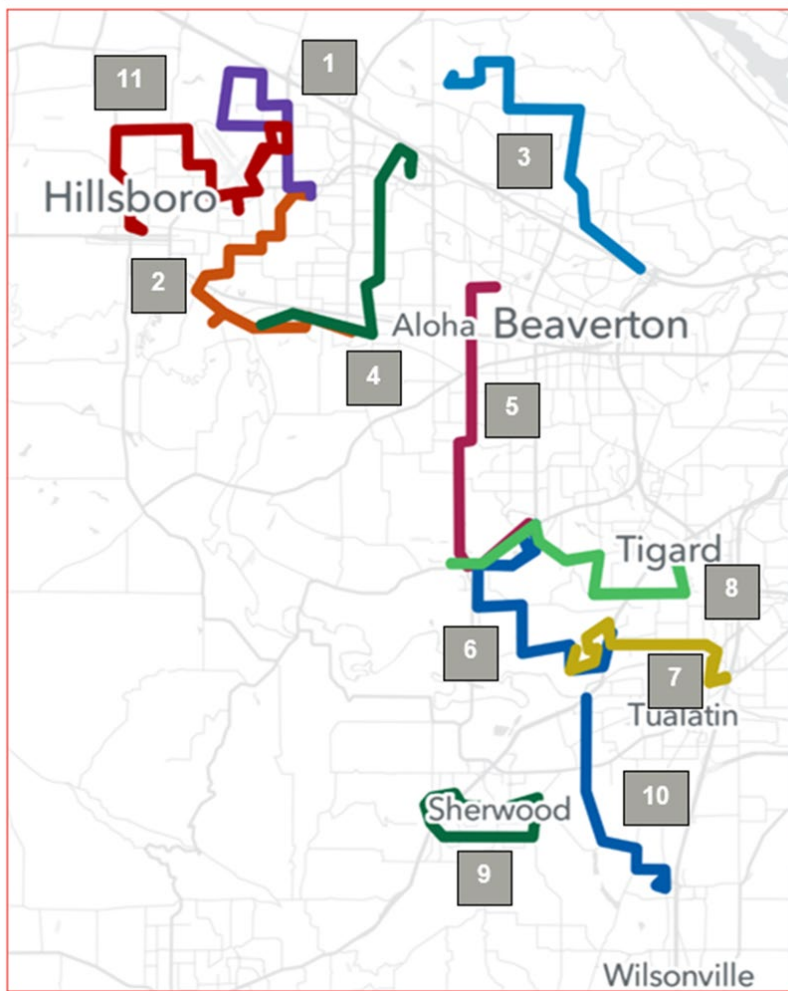
The Washington County Transit Development Plan (2021) identified opportunity areas for community connector service. These areas are not served by fixed route transit and have emerging transit markets due to existing and forecasted growth. They warrant further analysis to determine the viability of potential future shuttle service. The following candidate areas were based on the list of areas in the Washington County Transit Development Plan (January 2021) and discussions with County staff. In addition to the areas identified in the Transit Development Plan, the Northwest Hillsboro was added because of future development as a high-tech industrial area.

Table 1 Community Connector Candidate Areas

Item	Area
1	Northwest Hillsboro
2	Witch Hazel/Orengo
3	Bethany/Cedar Mill
4	South Hillsboro
5	South Beaverton/Cooper Mountain
6	River Terrace/Bull Mountain
7	Durham/King City
8	Central Tigard
9	Sherwood
10	Basalt Creek
11	Glencoe/Brookwood

Figure 1 shows the 11 candidate opportunity areas for community connector service.

Figure 1 Candidate Community Connector Service Areas (FY24-25)



PROFILE SHEETS

PROFILE SHEET OUTLINE

Each profile sheet includes:

1. Sample route
 2. Summary description of area
 3. Major trip attractors such as retail, medical, institutions/education, large employment centers
 4. Equity information based on TriMet's equity analysis¹
 5. Key roadway connections
 6. Nearby existing and transit connections
 7. Land use and transportation plans
-

SAMPLE ROUTES

An initial draft sample route is identified for each candidate area. The sample route is an initial step in route development and a basis for further analysis and discussions with stakeholders. The sample routes will be revised in coordination with Washington County staff based on stakeholder discussions. The refined routes will then be used to estimate operating costs and ridership as part of the quantitative analysis and scoring of the candidate areas.

Considerations used for placing the sample routes include:

1. Serves Community Connector Opportunity Areas (Figure 1)
2. Avoids duplicating existing service
3. Connects into regional transit network
4. Has compatible job/population density and mix of uses (existing and near-term future)
5. Provides access to students and low-income/target populations
6. Provides access to key destinations such as public institutions, recreation, medical facilities, grocery stores
7. Has trip generator anchors on both ends of line

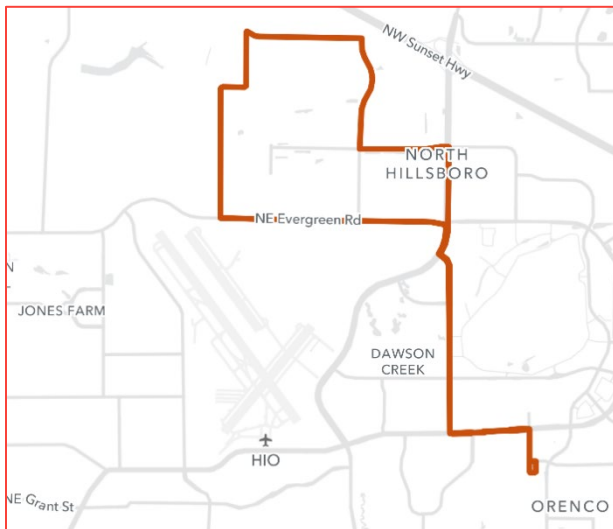
¹ TriMet's Equity Index is based on 10 Factors: low-income population (200% of poverty), youth population, low & medium wage jobs, people of color, limited vehicle access, limited English proficiency, people with disabilities, senior population, affordable housing units, and key retail/human/social services.

1 NORTHWEST HILLSBORO

SAMPLE ROUTE

The sample concept routing for the Northwest Hillsboro area, like the existing North Hillsboro shuttle, connects to the Orenco MAX station. The sample route follows the existing North Hillsboro Link between Orenco Station and NE Evergreen Road/Brookwood Parkway. It then serves NE Huffman Street, NE Starr Boulevard, NE Meek Road, NE Sewell Avenue. The extension of Red Line service west of Beaverton in 2024 will double the midday service MAX frequency between Beaverton Transit Center and Fair Complex/Hillsboro Airport.

Figure 2 Sample Northwest Hillsboro Route



AREA SUMMARY

- Located north of the Hillsboro Airport, the area is generally bounded by NE Evergreen Road, NW Jackson School Road, Sunset Highway (US26), and NE Starr Boulevard.
- Low density, largely vacant land with some light industrial (data centers). Future development will be industrial, non-residential uses. The Hillsboro Technology Park includes 700-acres designated for high technology, advanced manufacturing companies, and corporate campuses. Approximately half of the area must be developed in large lots for single users.
- Much of area is within [Hillsboro's Enterprise Zone](#).

MAJOR TRIP ATTRACTORS

- Residential: Orenco Station
- Institutions: Hillsboro Public Work Department
- Employment: Hillsboro Technology Park, Intel, Genentech

EQUITY AREA

- No overlap with TriMet Equity Areas

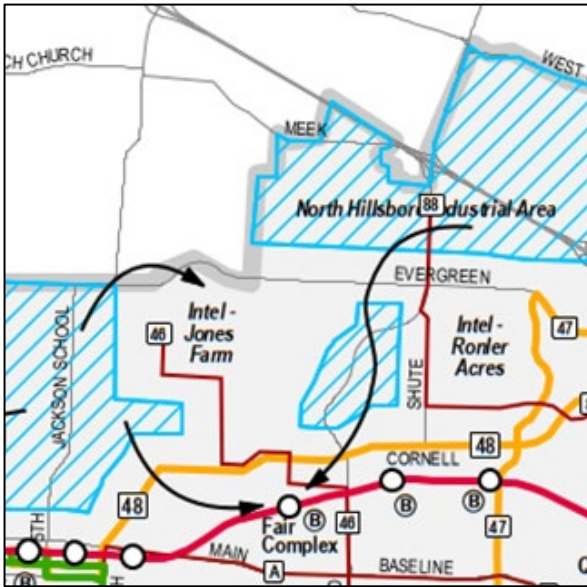
KEY ROADWAYS

- East-West: NE Meek Road and NE Huffman Street
- North-South: NE Sewell Avenue and NE Starr Boulevard

TRANSIT SERVICE

- MAX Blue Line (Fair Complex/Hillsboro Airport, Hawthorn Farms, Orenco stations) and MAX Red Line extension to Fair Complex/Hillsboro Airport (Fall 2024)
- Bus lines: Line 46 and North Hillsboro Link
- TriMet’s Westside Service Enhancement Plan (September 2013) identified the Northwest Hillsboro area for community connector (blue crosshatch), with fixed route service along NE Shute Road.

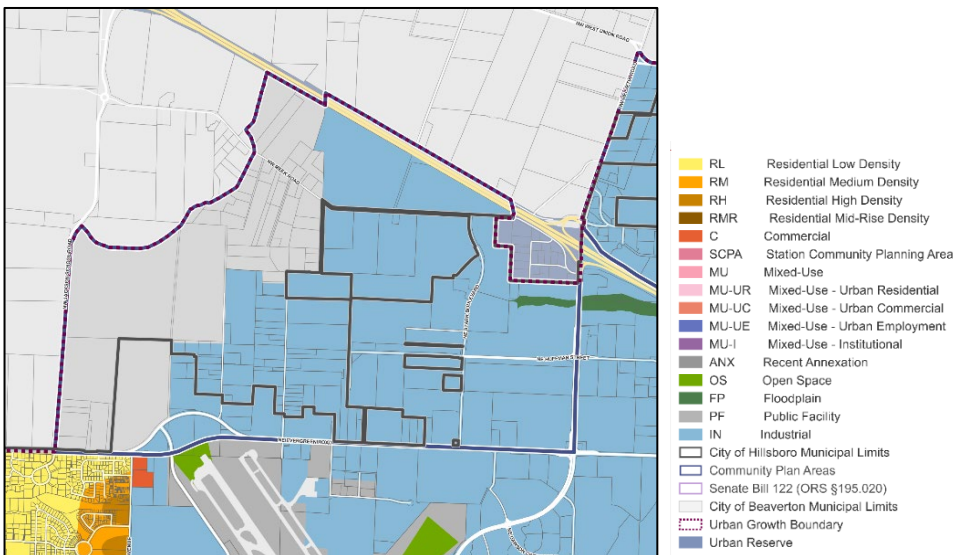
Figure 3 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

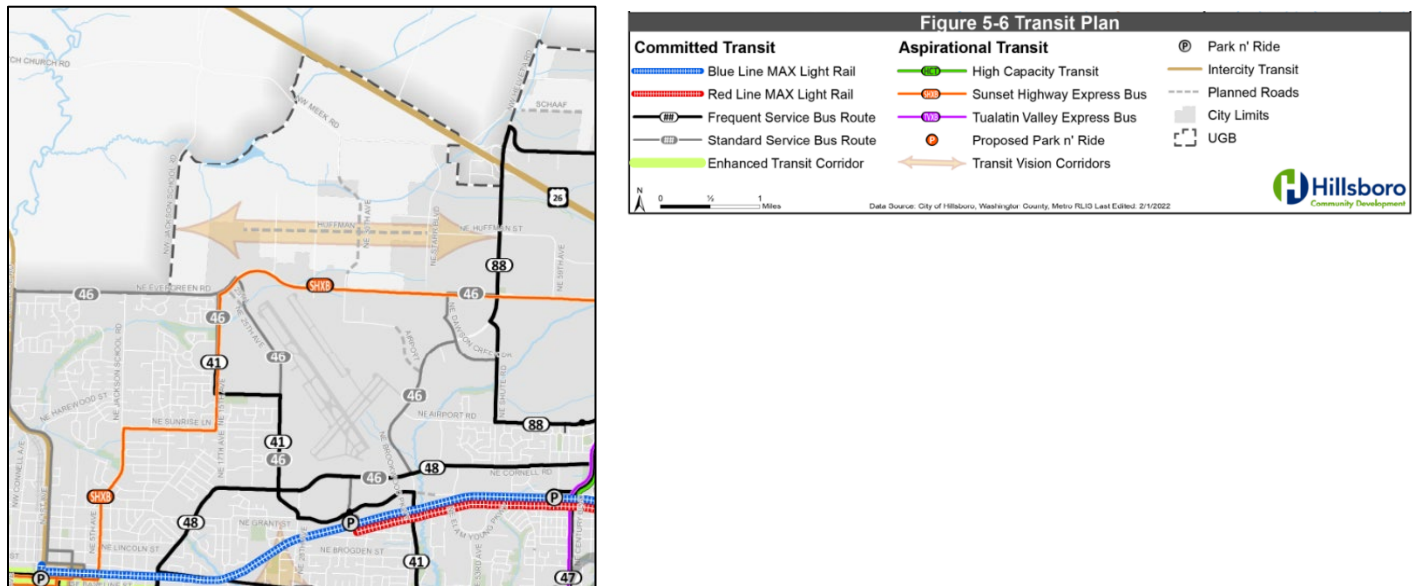
- Much of the area is within the [North Hillsboro Urban Renewal Area](#) approved in 2016.
- Most land is designated as “Industrial” under the [Hillsboro Comprehensive Plan](#) map. It is anticipated that parcels located on unincorporated County land, but outside of City limits, will be annexed to the City and have City zoning applied at time of redevelopment over the duration of the Plan.

Figure 4 Hillsboro Comprehensive Plan Land Use



The [Draft Hillsboro Transportation System Plan Update](#) (Revised Planning Commission Hearing Draft 2/9/2022) includes a transit vision corridor in the area along NE Huffman Street to prompt discussion about where additional investment is needed to provide a well-connected transit system.

Figure 5 Hillsboro Draft Transportation System Plan

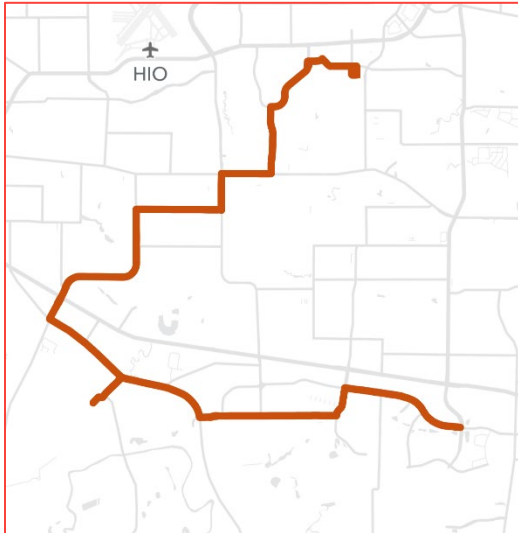


2 WITCH HAZEL/ORENCO

SAMPLE ROUTE

The sample route is between South Hillsboro and Orenco. The service would provide new coverage south of TV Highway and a new north/south connection between TV Highway and Orenco. Sample routing is from Reeds Crossing, SE Blanton Street, SE Century Boulevard, SE Davis Road, SE River Road (Hillsboro High School), SE Minter Bridge Road, SE Cypress Street, SE 32nd SE Cedar Street, SE Brookwood, E Main Street/W Baseline Road, SE 53rd, NE Elam Young Parkway, NE Ray Circle, NE Cherry Drive to Orenco Station.

Figure 6 Witch Hazel/Orenco Sample Route



AREA SUMMARY

- Located between SE Cornelius Pass Road and downtown Hillsboro
- Hillsboro and Forest Grove on OR 8

MAJOR TRIP ATTRACTORS

- Shopping: Sunset Esplanade, Orenco Town Center
- Residential: Nueva Esperanza Affordable Housing (opening 2023)
- Education: Hillsboro High School, South Meadows Middle School

EQUITY AREA

- The area along both sides of TV Highway is a TriMet FY24-25 equity area (top 25th percentile of block groups)

KEY ROADWAYS

- OR 8 (TV Highway) is main east-west arterial
- Brookwood is main north-south connection

TRANSIT SERVICE

- Frequent service on TriMet Line 57-Forest Grove connects Forest Grove, Cornelius, Hillsboro, and Beaverton. MAX connects at Orenco Station.

- A priority in TriMet’s Service Enhancement Plan is to extend Line 47 from Century Blvd via Main and Cornelius Pass Road to South Hillsboro within the next several years. The service is being considered in TriMet’s Forward Together Comprehensive Service Analysis. A fixed route is also shown on SE Brookwood between South Hillsboro and Intel Jones Farm.

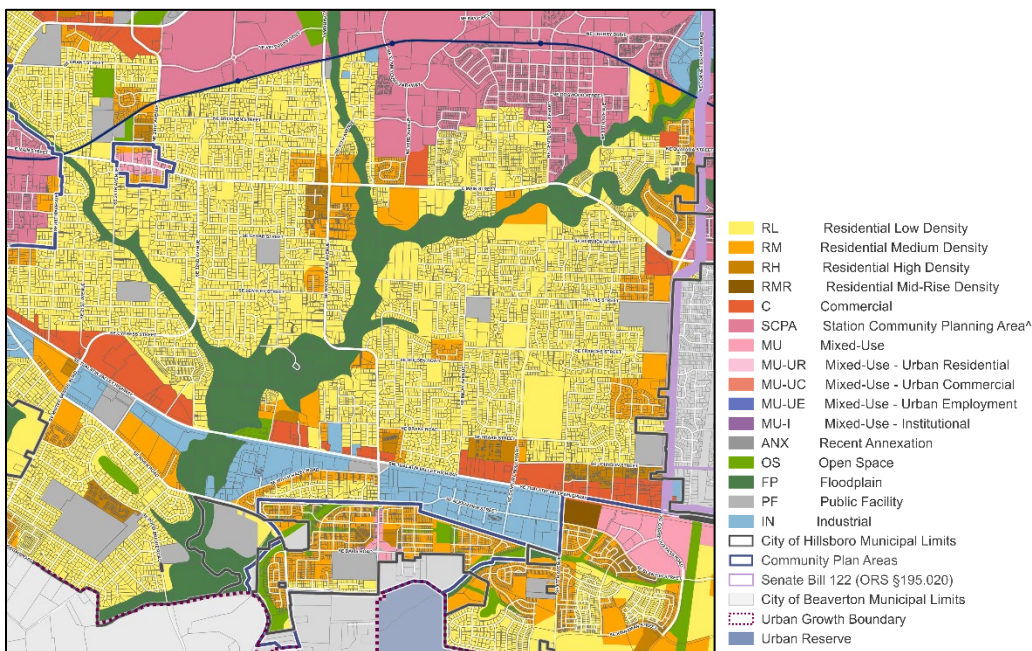
Figure 7 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

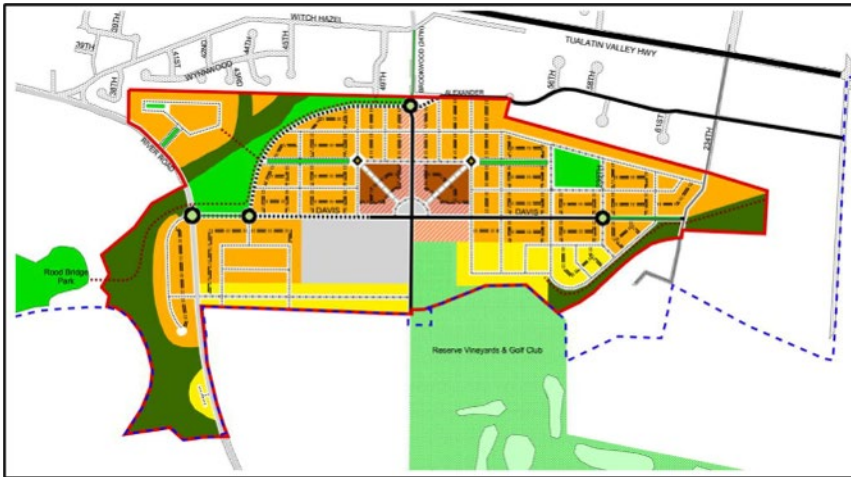
- The Hillsboro Comprehensive Plan designates commercial, mixed-use and medium-density residential areas along River Road, South Hillsboro, near E Main Street and SE Brookwood Avenue, and in the Orenco Town Center.
- Much of the area is designated for single-family residential.

Figure 8 Hillsboro Comprehensive Plan



- The Witch Hazel Community Plan, which is incorporated in the Comprehensive Plan, provides a framework for development of a community that maintains the existing small-town atmosphere of the area.

Figure 9 Witch Hazel Community Plan

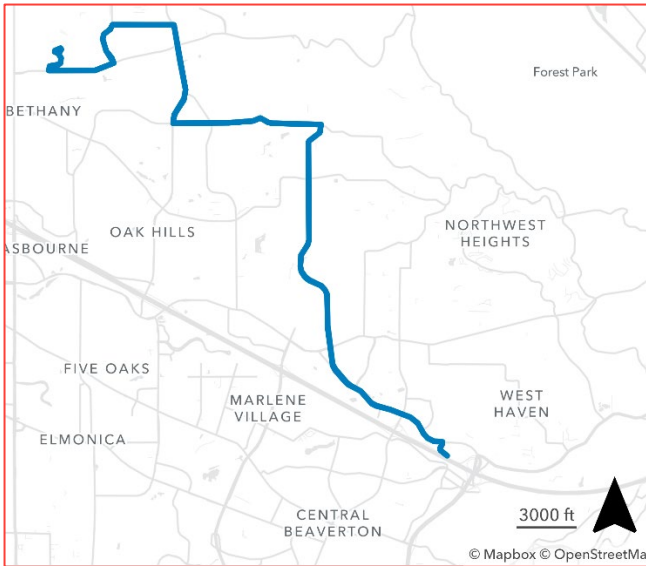


3 BETHANY/CEDAR MILL

SAMPLE ROUTE

The sample concept routing for the Bethany/Cedar Mill area is between Portland Community College Rock Creek Campus and the Sunset Transit Center via NW Springville Road, North Bethany, NW Kaiser Road, NW Laidlaw Road, and SW Barnes Road. Main connections with TriMet are at PCC Rock Creek and the Sunset Transit Center.

Figure 10 Bethany/Cedar Mill Sample Route



AREA SUMMARY

- The Bethany area is located generally north of NW West Union Road and west of NW Saltzman Road. The Cedar Mill area is generally east of NW Saltzman Road.
- Bethany area is largely single-family residential, with multifamily residential and commercial near NW Laidlaw Road and NW Bethany Boulevard. The Cedar Mill area along NW Barnes Road is mixed use, higher-density residential and commercial.

MAJOR TRIP ATTRACTORS

- Shopping/Grocery: Bethany Village
- Medical: Cornell Urgent Care
- Institutions: Bethany Library, Cedar Mill Library
- Education: Portland Community College Rock Creek Campus, Stoller Middle School

EQUITY AREA

- Cedar Mill and Bethany are TriMet FY24-25 equity areas (top 25th percentile of block groups)

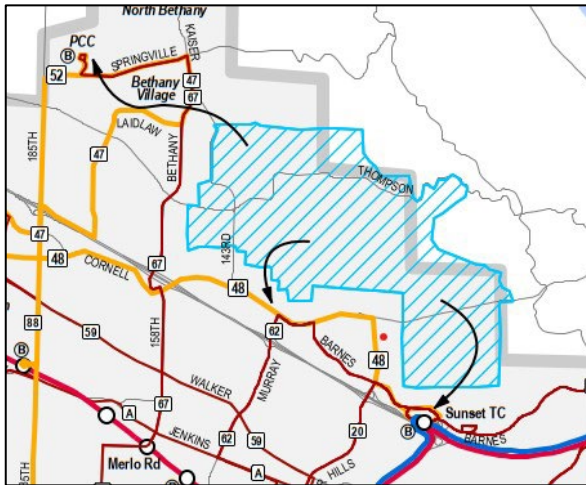
KEY ROADWAYS

- NW Springville Road, NW Laidlaw Road, and NW West Union Road are primary east-west arterials
- NW Bethany Boulevard, NW Kaiser Road/NW 143rd Ave, and NW Saltzman Road are primary north-south arterials

TRANSIT SERVICE

- PCC Rock Creek: Lines 47, 52, 67
- Sunset Transit Center: MAX Blue, MAX Red, 20, 48, 50, 59, 62, Tillamook County Route 5 (Tillamook-Portland), Forest Heights Shuttle, PCC Shuttle (Sylvania-Rock Creek), Northwest POINT (Astoria-Portland)
- TriMet's Westside Service Enhancement Plan (September 2013) identified the area east of NW Bethany Boulevard and north of NW Cornell Road for community connector service

Figure 11 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

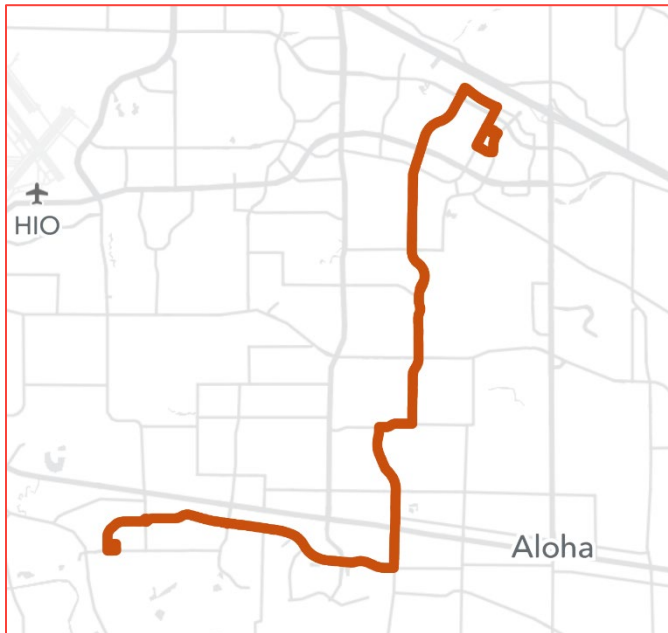
- North Bethany was added to the regional Urban Growth Boundary in 2002. The [North Bethany Subarea Plan](#) was adopted by Washington County in 2010. This Subarea is north of NW Springville Road and east of NW 185th Avenue, except for Arbor Oaks. The plan called for a more densely developed complete community including a range of housing types, retail and urban services, a complete street network, parks, open space, and a greater emphasis on design.
- The [Bethany Community Plan](#) was adopted in 1983 and has been updated to address state and regional planning initiatives, urban growth boundary (UGB) expansions.

4 SOUTH HILLSBORO

SAMPLE ROUTE

The sample concept routing for the South Hillsboro area is between Witch Hazel and Tanasbourne via SE Alexander/Blanton streets, SW 209th /205th avenues, NE John Olsen Avenue, to NE Evergreen Parkway. Main connections with TriMet are at TV Highway (Line 57), Quatama MAX Station (MAX Blue and future Red MAX) and Line 48 at NE Cornell Road.

Figure 12 South Hillsboro Sample Route



AREA SUMMARY

- The area is south of TV Highway between SE River Road and SW 209th Avenue and north of TV Highway to Tanasbourne between SW Cornelius Pass Road and SW 198th Avenue.
- The area south of TV Highway is higher density mixed use and single-family, predominately single family residential between TV Highway and SW Baseline Road, and higher density mixed use and commercial north of Baseline.

MAJOR TRIP ATTRACTORS

- Medical: Kaiser Westside Hospital
- Residential: Reeds Crossing Senior Living (2023)
- Education: South Meadows Middle School

EQUITY AREA

- TriMet FY24-25 equity area (top 25th percentile of block groups)

KEY ROADWAYS

- TV Highway, W Baseline Road, NE Cornell Road, NE evergreen Parkway are primary east-west arterials
- NE Cornelius Pass Road, SW 209th/206th/205th/NE John Olsen Avenue are primary north-south arterials

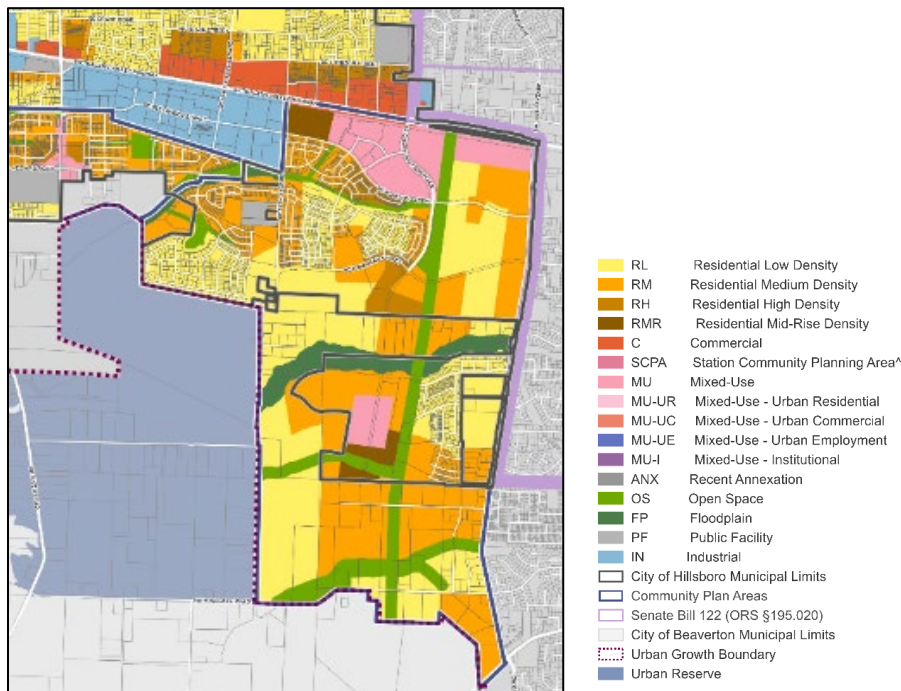
TRANSIT SERVICE

- TV Highway: Line 57
- Quatama: MAX Blue and future MAX Red (2024)
- Tanasbourne: Lines 47, 48
- TriMet’s Westside Service Enhancement Plan (September 2013) identified service on Line 47 to South Hillsboro as a priority. Subsequently the proposed routing from Orenco Station was changed from SW 231st to be via Main and Cornelius Pass Road to Reed’s Crossing Town Center. The area is not identified for community connector service in the Plan.

LAND USE AND TRANSPORTATION PLANS

- The South Hillsboro area was added to the region’s urban growth boundary in 2011. Housing construction started in 2016. The Hillsboro Comprehensive Plan includes a town center near the intersection of Cornelius Pass Road and TV Highway with commercial, employment, residential (including multifamily), mixed-use, civic, and transit center and a village center along the Cornelius Pass Road extension south of Butternut Creek. Higher-density housing is located near the Town and Village Centers, along Cornelius Pass Road.

Figure 13 Hillsboro Comprehensive Plan Land Use

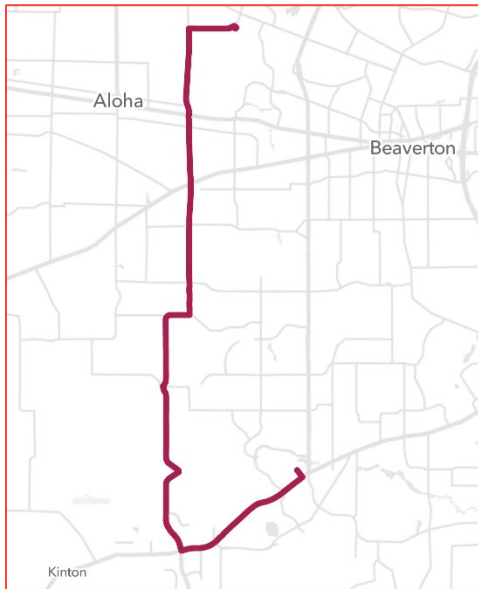


5 SOUTH BEAVERTON/COOPER MOUNTAIN

SAMPLE ROUTE

The sample concept routing for the South Beaverton/Cooper Mountain area is between Murray Scholls Town Center and the Elmonica/SW 170th Ave. MAX station via SW Scholls Ferry Road, SW 175th/170th avenues, SW Kinnaman Road, SW 198th Avenue, SW Blanton Street/TV Highway, SW 170th Avenue.

Figure 14 South Beaverton/Cooper Mountain Sample Route



AREA SUMMARY

- The South Beaverton area includes parts of Murrayhill and Progress Ridge. Cooper Mountain includes areas west of Beaverton.
- South Beaverton includes the Murray Scholls Town Center, a mix of higher-density residential and commercial uses. TV Highway/SW Blanton Street are a commercial strip. SW 170th Avenue north of TV Highway is primarily single-family residential.

MAJOR TRIP ATTRACTORS

- Shopping/Grocery: Progress Ridge, Murray Scholls, Aloha Mall/Villa
- Medical: Murrayhill, Progress Ridge
- Institutions: Murray Scholls and Aloha community libraries
- Education: Mountainside and Aloha high schools

EQUITY AREA

- Not a TriMet FY24-25 equity area

KEY ROADWAYS

- SW Scholls Ferry Road, SW Farmington Road, SW TV Highway are primary east-west arterials
- SW 175th Avenue, SW 170th Avenue are primary north-south arterials

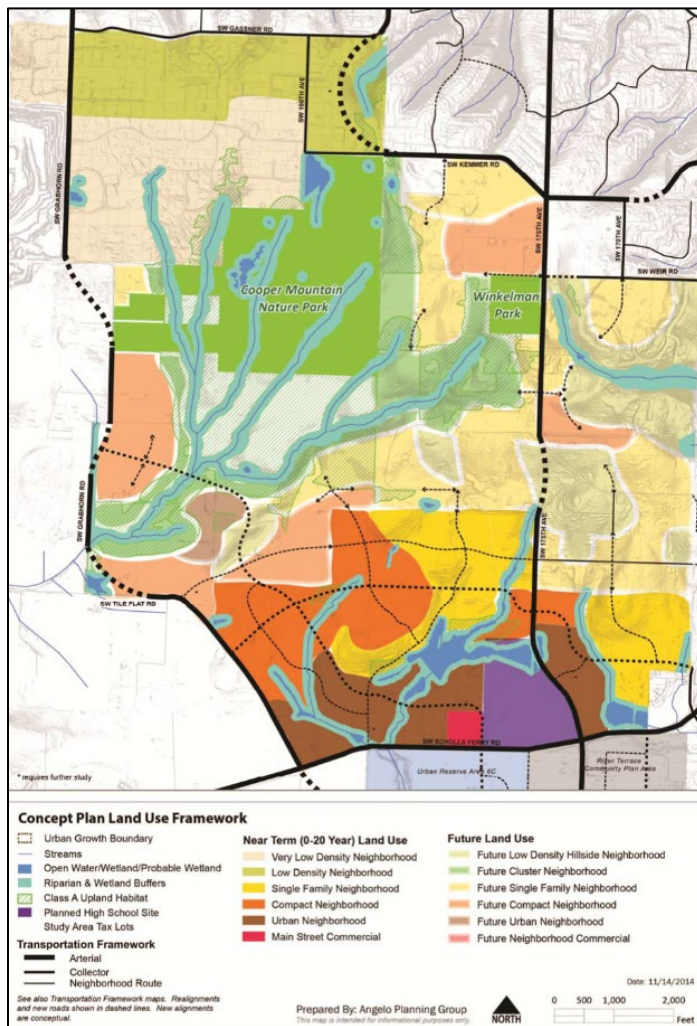
TRANSIT SERVICE

- Murray Scholls: Lines 62, 92
- Aloha: Lines 52, 57, 88
- Elmonica: MAX Blue and 2024 MAX Red extension
- TriMet's Westside Service Enhancement Plan (September 2013) did not identify community connector service in the area. Line 67 is shown extending south on SW 170th to Progress Ridge and Tigard

LAND USE AND TRANSPORTATION PLANS

- The Cooper Mountain area is composed of a 510-acre unincorporated Washington County area to the north inside the urban growth boundary, a 544-acre area to the south that was annexed by Beaverton in 2012, and a 1,242-acre urban reserve area in between.
- The [South Cooper Mountain Community Plan](#) (2014) anticipates longer-term, limited-stop commuter-oriented transit service from Sherwood to Hillsboro along Roy Rogers Road and 175th Avenue.

Figure 15 South Cooper Mountain Concept Plan

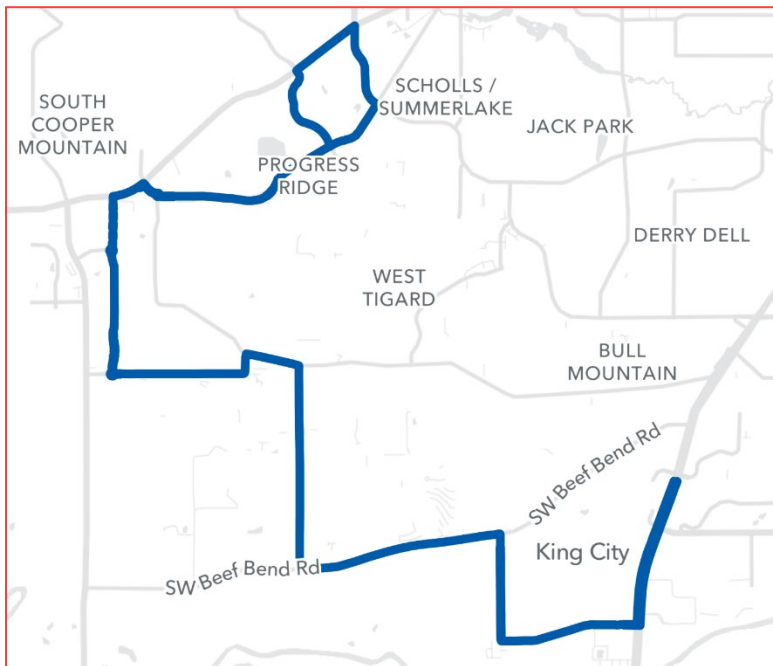


6 RIVER TERRACE/ BULL MOUNTAIN

SAMPLE ROUTE

The sample concept routing for the Bull Mountain/River Terrace area is between Murray Scholls Town Center and King City via SW Barrows Road, SW River Terrace Boulevard, SW Bull Mountain Road, SW 150th Avenue, SW Beef Bend, SW 131st Avenue, SW Fischer Road to OR 99W (SW Pacific Highway).

Figure 16 River Terrace/Bull Mountain Sample Route



AREA SUMMARY

- The Murray Scholls Town Center and the Progress Ridge area along SW Barrows Road is a mix of higher-density residential and commercial uses. Commercial and multifamily uses are also along OR 99W near King City.
- Most of the remainder of the area is single-family residential.

MAJOR TRIP ATTRACTORS

- Shopping/Grocery: Progress Ridge Town Square, Murray Scholls Town Center, Tigard Promenade
- Medical: Murrayhill, Progress Ridge
- Institutions: Murray Scholls Community Library
- Education: Mountainside High School

EQUITY AREA

- Not a TriMet FY24-25 equity area

KEY ROADWAYS

- SW Scholls Ferry Road, SW Bull Mountain Road, and SW Beef Bend Road, are primary east-west arterials
- SW Roy Rogers, SW River Terrace (future through connection) and OR 99W (Pacific Highway) are primary north-south streets

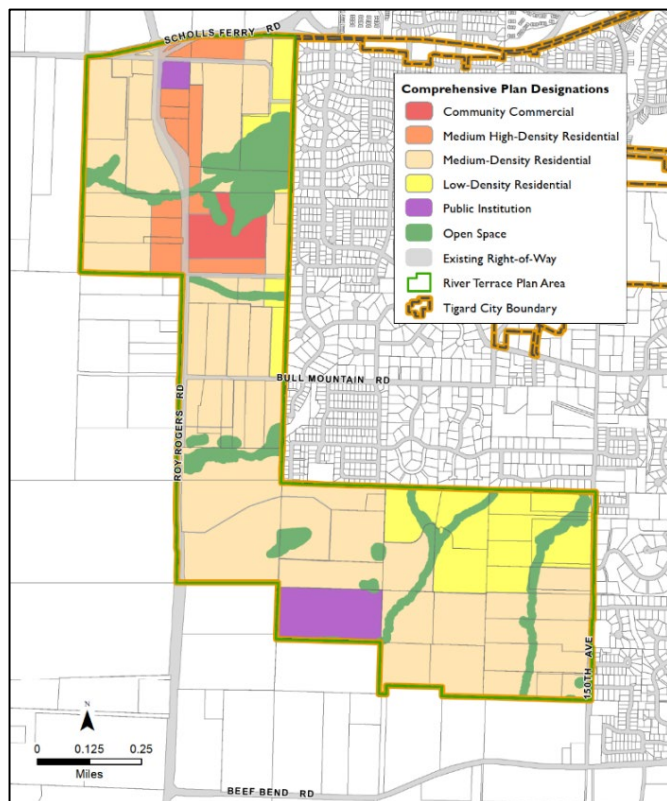
TRANSIT SERVICE

- Murray Scholls: Lines 62, 92
- OR 99W: Line 94
- Durham: Line 76
- Tualatin Park and Ride: Lines 36, 37, 38, 76, 96, SMART 2x. Northwest POINT (Portland-Eugene)
- TriMet’s Southwest Service Enhancement Plan (September 2015) identified community connector service in the Bull Mountain/River Terrace area. Line 56 is shown extending out SW Scholls Ferry Road and SW Barrows Road past SW 175th Avenue/Roy Rogers Road.

LAND USE AND TRANSPORTATION PLANS

- The River Terrace area was added to the Urban Growth Boundary in 2002 and 2012 and annexed into the City of Tigard. The City adopted the [River Terrace Community Plan](#) (2014) based on the land use designations from the West Bull Mountain Concept Plan. The area just east of River Terrace is unincorporated.
- The [West Bull Mountain Concept Plan](#) (most recent update in 2015) included transit service as an important part of the planning area's transportation system: “Improvements to the road system will be insufficient to accommodate anticipated employment and population growth unless transit service is expanded and ridership increases. The plan assumes that public transit service to the community will be improved generally, with greater frequency of service and better intra-community and inter-community access.”
- The [Tigard TSP](#) (2022) identified the need for transit along Roy Rogers Road, Barrows Road, Walnut Street, Gaarde Street, Bull Mountain Road, and Durham Road. It noted that this lack of transit service can make key destinations such as River Terrace, Progress Ridge shopping center, Cook Park, and Tigard High School inaccessible to those without regular access to a car. (Tigard TSP page 53).

Figure 17 River Terrace Comprehensive Plan Land Use

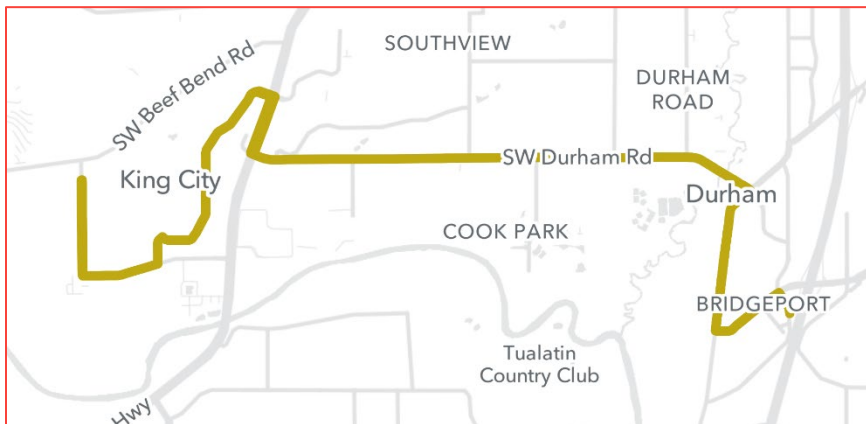


7 DURHAM/KING CITY

SAMPLE ROUTE

The sample concept route is between King City to the Tualatin Park and Ride via SW 131st Ave, SW Durham Road, SW Fischer Road, SW Royalty Parkway, SW Upper Boones Ferry Road, and Bridgeport Village. The Tigard Promenade and Bridgeport Village anchor the ends of the service area and Tigard High School is in the middle.

Figure 18 Durham/King City Sample Route



AREA SUMMARY

- Much of the area is single-family residential
- Commercial zoning is along OR 99W and around Bridgeport Village and the Tualatin Park and Ride.
- Industrial uses are along parts of SW Upper Boones Ferry Road

MAJOR TRIP ATTRACTORS

- Shopping/Grocery: Tigard Promenade, Bridgeport Village
- Education: Tigard High School

EQUITY AREA

- Not a TriMet FY24-25 equity area

KEY ROADWAYS

- SW Durham Road is the primary east-west arterial
- OR 99W (Pacific Highway) and SW Upper Boones Ferry Road are primary north-south streets

TRANSIT SERVICE

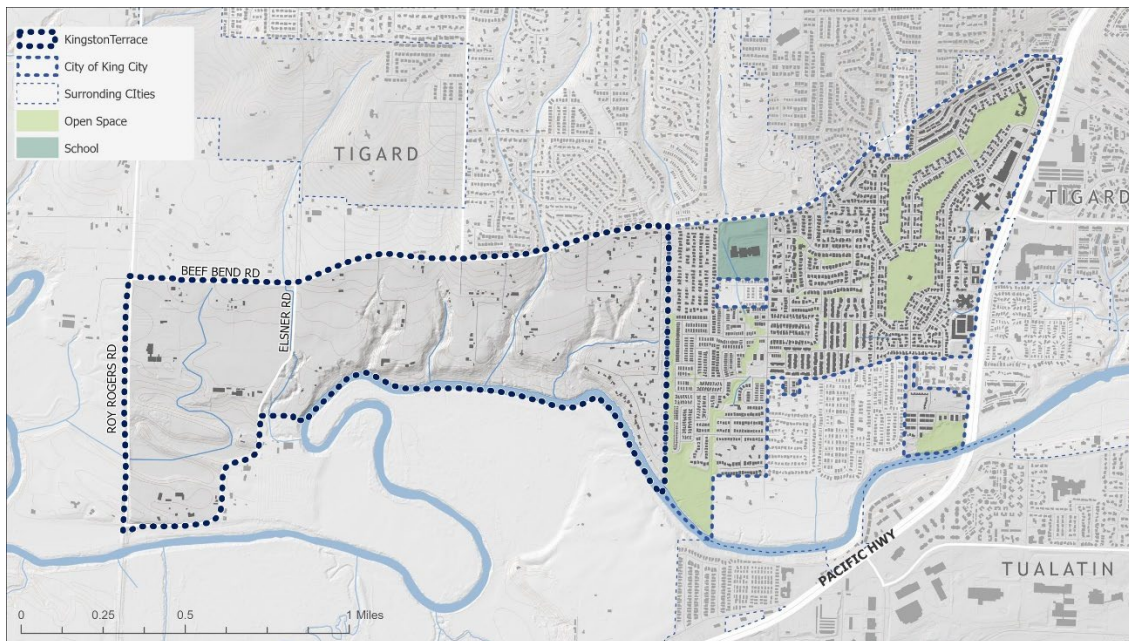
- OR 99W (SW Pacific Highway): Line 94
- Durham: Line 76
- Tualatin Park and Ride: Lines 36, 37, 38, 76, 96, SMART 2x. Northwest POINT (Portland-Eugene)
- TriMet's Southwest Service Enhancement Plan (September 2015) shows fixed route service along SW Durham Road (Line 36) and community connector service between SW Upper Boones Ferry Road and I-5.

- RideConnection provides the RideAbout King City with on-demand service to Tigard Promenade (Wednesdays through Fridays).

LAND USE AND TRANSPORTATION PLANS

- The Tigard TSP (2022) identified the need for transit along Roy Rogers Road, Barrows Road, Walnut Street, Gaarde Street, Bull Mountain Road, and Durham Road. It noted that this lack of transit service can make key destinations such as River Terrace, Progress Ridge shopping center, Cook Park, and Tigard High School inaccessible to those without regular access to a car. (Tigard TSP page 53).
- The [Durham Comprehensive Plan](#) (1995) policies include “City shall encourage development of bus stops at regular intervals along Upper Boones and Lower Boones Ferry Roads.”
- The City of King City preparing a [Kingston Terrace Master Plan](#), for the 528-acre Kingston Terrace area bounded by the city limits to the east, SW Beef Bend Road on the north, the Tualatin River/SW Elsner Road on the south, and SW Roy Rogers Road to the west. Metro approved the expansion of the UGB in 2018.
- King City is developing a [Transportation System Plan](#) for the area north of the Tualatin River and South of SW Beef Bend Road between OR99W and SW Roy Rogers Road. Concepts include a continuous east-west collector between SW Roy Rogers Road and continuing into SW Fischer Road.

Figure 19 Kingston Terrace/King City Master Plan

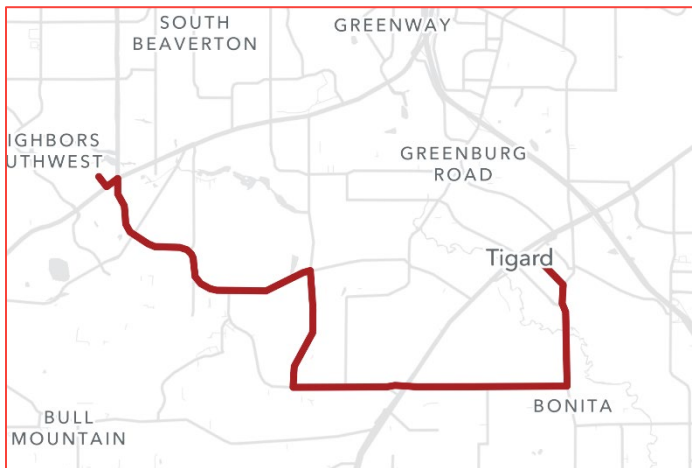


8 CENTRAL TIGARD

SAMPLE ROUTE

The sample concept routing for the Central Tigard area is between Murray Scholls Town Center and the Tigard Transit Center via SW Murray Boulevard, SW Walnut Street, SW 121st Avenue, SW Gaarde Street, SW McDonald Street, and SW Hall Boulevard. It serves the Scholls/Summerlake, Jack Park, Derry Dell, and Southview neighborhoods.

Figure 20 Central Tigard Sample Route



AREA SUMMARY

- The Murray Scholls Town Center and the Progress Ridge area along SW Barrows Road is a mix of higher-density residential and commercial uses. Commercial uses are also along OR 99W where the sample route crosses south of downtown Tigard.
- Most of the remainder of the area is single-family residential.

MAJOR TRIP ATTRACTORS

- Shopping/Grocery: Murray Scholls Town Center, OR 99W, downtown Tigard
- Medical: Murrayhill, Progress Ridge, OR 99W, downtown Tigard
- Institutions: Murray Scholls Community Library, Tigard Library, Tigard City Hall
- Education: Fowler Middle School

EQUITY AREA

- TriMet FY24-25 equity area along OR 99W just north of McDonald Street

KEY ROADWAYS

- SW Walnut Street and SW Gaarde/McDonald streets are primary east-west arterials
- SW 121st Ave and OR 99W (Pacific Highway) are primary north-south streets

TRANSIT SERVICE

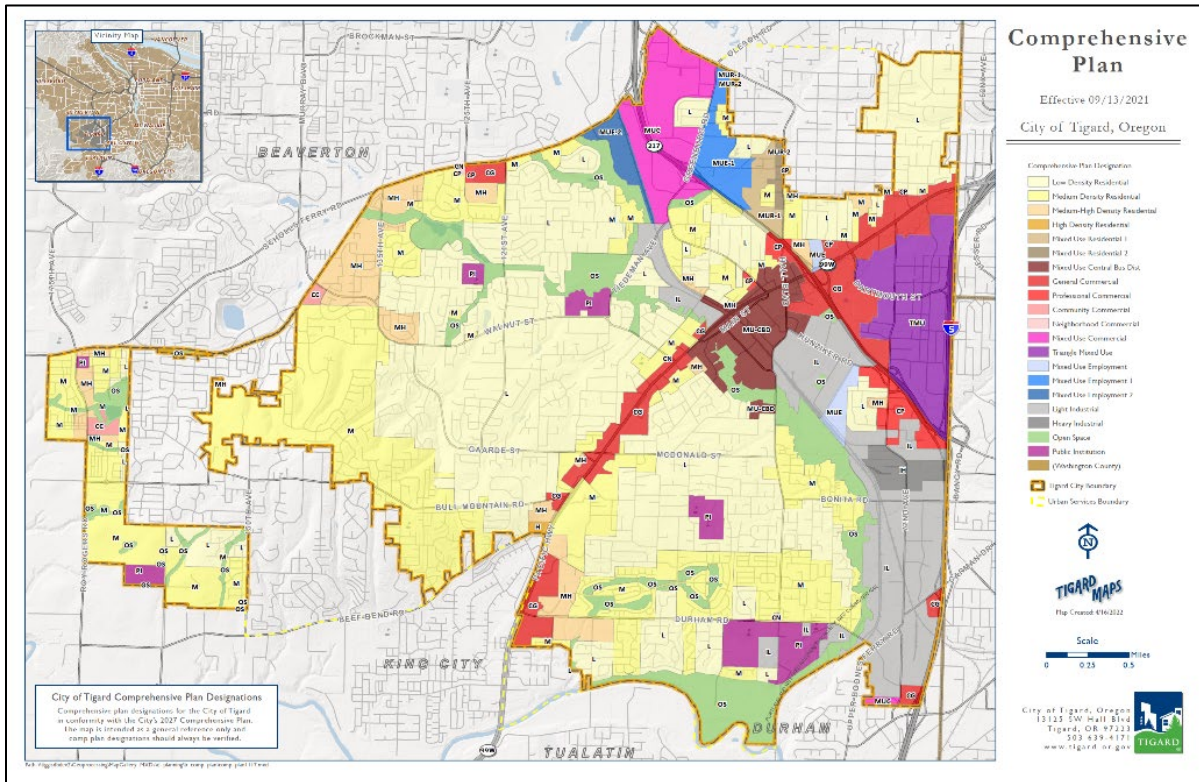
- Murray Scholls: Lines 62, 92
- OR 99W (SW Pacific Highway): Line 94

- Parts of SW 121st Avenue and SW Walnut Street: Line 45
- Tigard Transit Center: Lines 12,45,64, 76,78,94,WES Commuter Rail, Yamhill County Line 44
- TriMet’s Southwest Service Enhancement Plan (September 2015) included an extension of Line 37 from Tualatin Park and Ride to Murray Scholls via Tigard Transit Center and SW Walnut Street. Line 38 peak-only service is shown on SW McDonald Street between SW Hall Boulevard and OR 99W.

LAND USE AND TRANSPORTATION PLANS

- The Tigard TSP (2022) identified the need for transit along Walnut Street, Gaarde Street, and Durham Road. It noted that this lack of transit service can make key destinations such as Cook Park and Tigard High School inaccessible to those without regular access to a car.

Figure 21 Tigard Comprehensive Plan

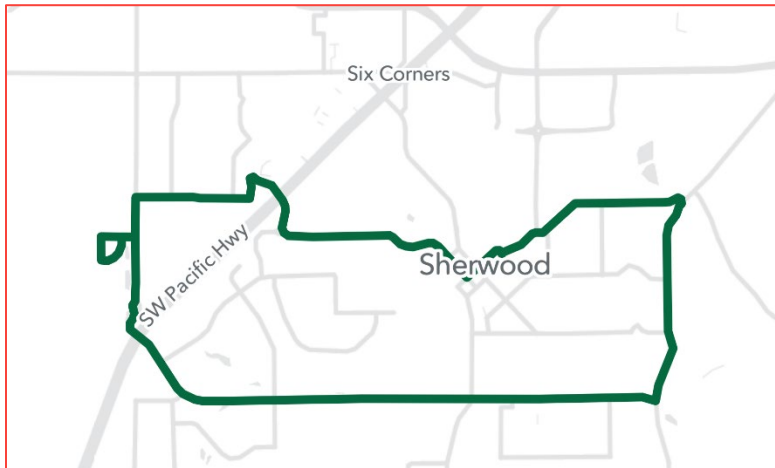


9 SHERWOOD

SAMPLE ROUTE

The proposed route in Sherwood provides local coverage connecting with TriMet service in downtown Sherwood. It also connects with Yamhill County Line 44 at SW Langer Drive. Sample routing is a two-way loop via SW Oregon Street, SW Murdock Road, SW Sunset Boulevard, Sherwood High School, SW Handley Road, and SW Meineke to downtown Sherwood.

Figure 22 Sherwood Sample Route



AREA SUMMARY

- 2020 Census population estimate for Sherwood was 20,450
- Commercial development is oriented along Highway 99W connecting Tigard, Sherwood, and Newberg
- Housing is predominantly single-family detached (75%). The remaining one-quarter is multifamily (duplexes or apartments) and single-family attached (townhomes).

MAJOR TRIP ATTRACTORS

- Shopping: Safeway, Target, Walmart
- Residential: Stewart Center Senior Apartments, The Ackerly, Avamere
- Institutions: Senior Community Center, City Hall
- Education: Sherwood High School

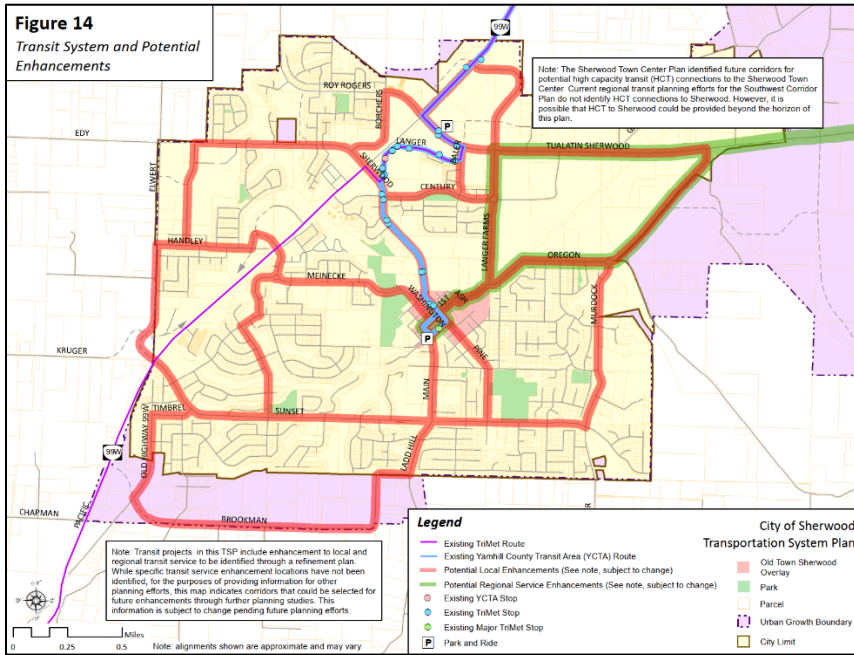
EQUITY AREA

- Sherwood is not an equity area (top 25% of TriMet’s Equity Index) in TriMet’s FY24-25 equity analysis.

KEY ROADWAYS

- OR 99W (Pacific Highway) is main north-south route connecting Tigard and Newberg
- Other east-west streets are SW Roy Rogers Road, SW Tualatin-Sherwood Road, SW Edy Road, SW Sherwood Boulevard, SW Sunset Boulevard

Figure 25 Sherwood Transportation System Plan Potential Transit Enhancements

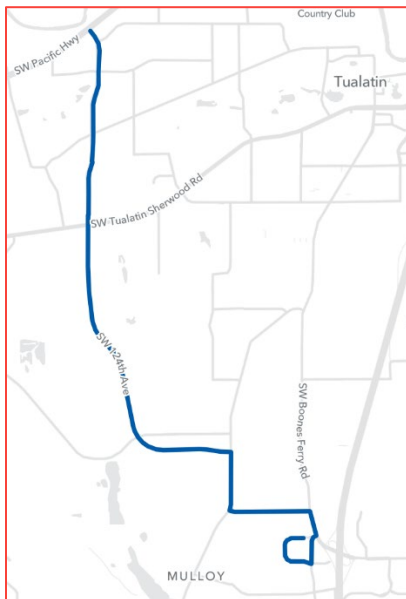


10 BASALT CREEK

SAMPLE ROUTE

The proposed route in runs between Commerce Circle, SW Day Road, SW Grahams Ferry Road, Coffee Creek Correctional Facility, Basalt Creek Parkway, SW 124th Avenue to OR 99 and SW 124th Avenue. Basalt Creek will be extended between SW Grahams Ferry and SW Boones Ferry roads, which would provide another routing option.

Figure 26 Basalt Creek Sample Route



AREA SUMMARY

- The area north of Tualatin-Sherwood Road is in the City of Tualatin and the Coffee Creek Facility and Commerce Circle are in Wilsonville.
- Scattered industrial development is along Basalt Creek Parkway. The primary existing land uses are rural agriculture, industrial, and rural residential consisting of low-density single-family housing.
- The area was added to the urban growth boundary in 2004 for residential and industrial uses. Tualatin and Wilsonville adopted the Basalt Creek Concept Plan in August 2018, which presents a unified framework for future development.

MAJOR TRIP ATTRACTORS

- Residential: Basalt Creek affordable housing development (116 units subsidized with the 2018 Metro affordable housing bond fund) is on SW Boones Ferry about 2/3 mile north of Day Road.
- Institutions: Coffee Creek Correctional Facility
- Employment: Riverwood Business Center, Commerce Center South, Tonquin Employment Area (future)

EQUITY AREA

- Basalt Creek is not an equity area (top 25% of TriMet’s Equity Index) in TriMet’s FY24-25 equity analysis.

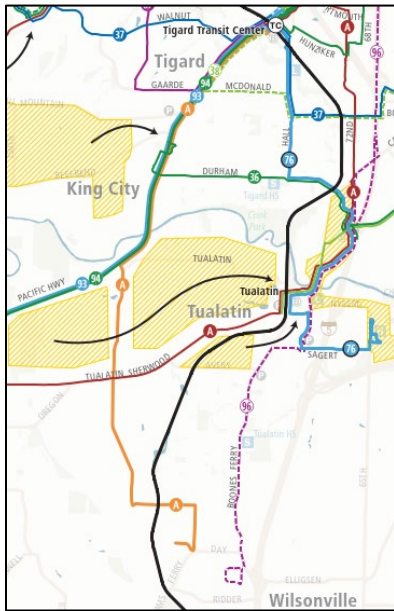
KEY ROADWAYS

- SW Tonquin Road, SW 124th Avenue and SW Grahams Ferry Road are main north-south roads.
- SW Tualatin Sherwood Road and OR 99W are main east west roads.

TRANSIT SERVICE

- OR 99W (SW Pacific Highway): TriMet line 94 provides daily service and Yamhill County Line 44 provides weekday/Saturday service between McMinnville, Newberg, and Tigard with a stop at SW124th and OR 99W (Pacific Highway).
- I-5/SW Boones Ferry Road: TriMet Line 96 and SMART Line 5 provide weekday service to Commerce Circle.
- TriMet’s Southwest Service Enhancement Plan (December 2015) identified a new bus line between Coffee Creek Correctional Facility and Tigard Transit Center via on Basalt Creek Parkway and SW 124th Avenue, and OR 99W. Community Connector service is shown in the area west of SW 124th and South of OR 99W in addition to the existing service area for the Tualatin Shuttle.

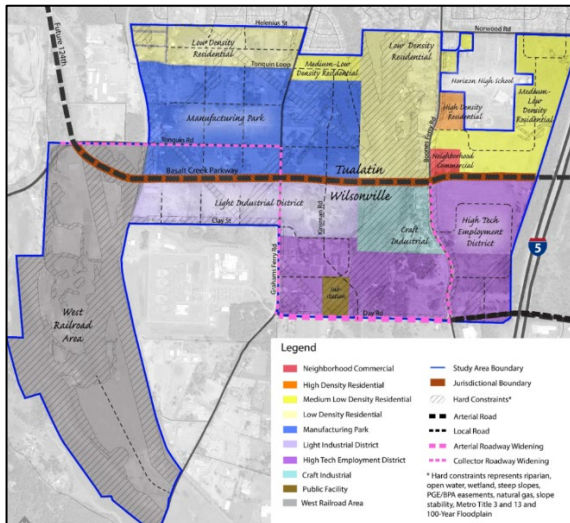
Figure 27 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

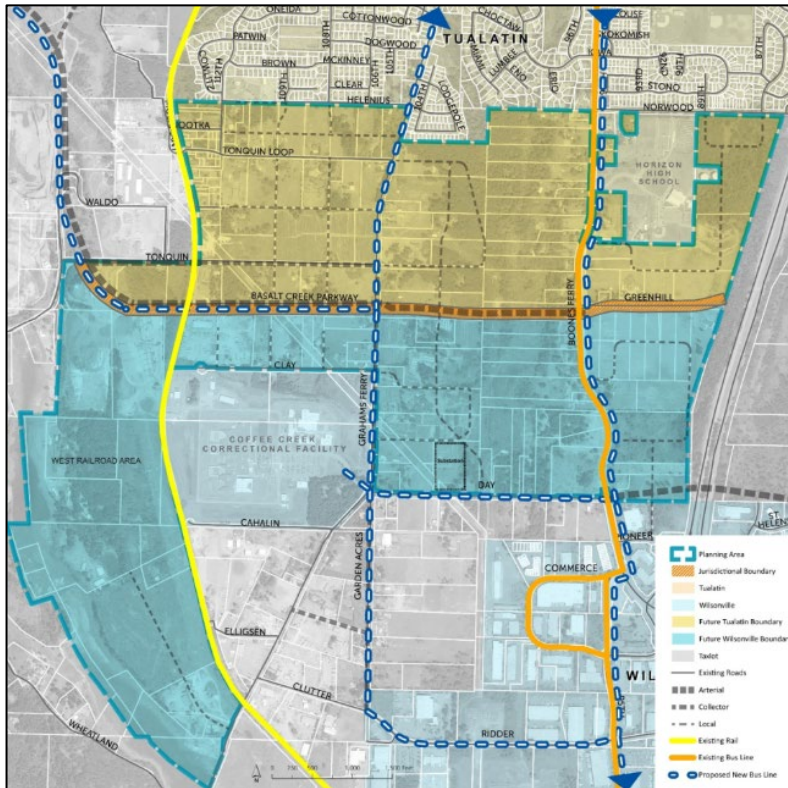
- The [Basalt Creek Concept Plan](#) (2018) identifies land uses with employment land uses in Wilsonville and a mix of employment and housing in Tualatin.

Figure 28 Basalt Creek Concept Plan



The Concept Plan indicates that additional bus lines will be necessary to increase connectivity and to support the job and household growth envisioned for this area. Transit service in the area requires coordination between TriMet and SMART to enhance service along existing bus routes and to provide effective connections north-to-south and east-to-west through the Planning Area.

Figure 29 Future Transit Framework Basalt Creek Concept Plan

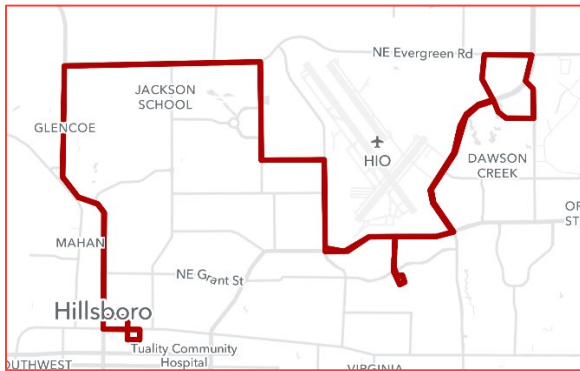


11 GLENCOE/BROOKWOOD

SAMPLE ROUTE

The sample concept routing for the Glencoe/Brookwood area connects to the Hillsboro Central Transit Center and the Fairplex Complex/Hillsboro Airport MAX station. The sample route follows the existing TriMet Line 46-North Hillsboro along N 1st Avenue, NW Glencoe Road, NW Evergreen Road, NE 15th Avenue, NE Griffin Oaks Street, NE 25th Avenue, NE Cornell Road, NE 34th Avenue, NE Brookwood Parkway (Hillsboro Brookwood Library) and NE Dawson Creek Drive. The extension of the MAX Red Line service west of Beaverton in 2024 will double the midday service MAX frequency between Beaverton Transit Center and Fair Complex/Hillsboro Airport stations.

Figure 30 Sample Glencoe/Brookwood Route



AREA SUMMARY

- Located north and northeast of downtown Hillsboro, the area is generally bounded by NE Glencoe Road, NE Evergreen Road, NE Brookwood Parkway, and the MAX line.
- Most of the area west of the airport is low density residential, with industrial employment areas and some commercial around and east of the airport.

MAJOR TRIP ATTRACTORS

- Shopping/Grocery: Hillsboro Market Center
- Institutions: Hillsboro Airport, Westside Commons (Washington County Fair Complex), Hillsboro Brookwood Library
- Education: Glencoe High School, Evergreen Middle School
- Employment: Intel, Genentech, Dawson Creek, downtown Hillsboro, Sunset West Business Park

EQUITY AREA

- Glencoe/Brookwood is not an equity area (top 25% of TriMet's Equity Index) in TriMet's FY24-25 equity analysis (except for small areas near NE 25th Avenue and NE Cornell Road and near N 1st Avenue and NE Grant Street).

KEY ROADWAYS

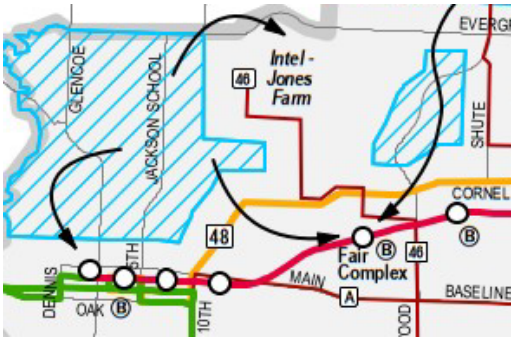
- East-West: NW Cornell Road, NE Evergreen Road
- North-South: NE Glencoe Road, NE Jackson School Road, NE 25th Avenue, NE Brookwood Parkway

TRANSIT SERVICE

- MAX Blue Line (Fair Complex/Hillsboro Airport, Hillsboro Central Transit Center stations) and MAX Red Line extension to Fair Complex/Hillsboro Airport (Fall 2024)

- TriMet Lines 47 (E Main Street), 48 (NE Cornell Road), 57 (SE TV Highway/SE 10th Avenue)
- Yamhill County Line 33 connection to McMinnville via Forest Grove, Gaston, Yamhill, and Carlton
- RideConnection North Hillsboro Link and westLink to North Plains and Banks
- TriMet's Westside Service Enhancement Plan (September 2013) identified the area for community connector (blue crosshatch), with fixed route service to Intel Jones Farm Campus via NE 25th Avenue.

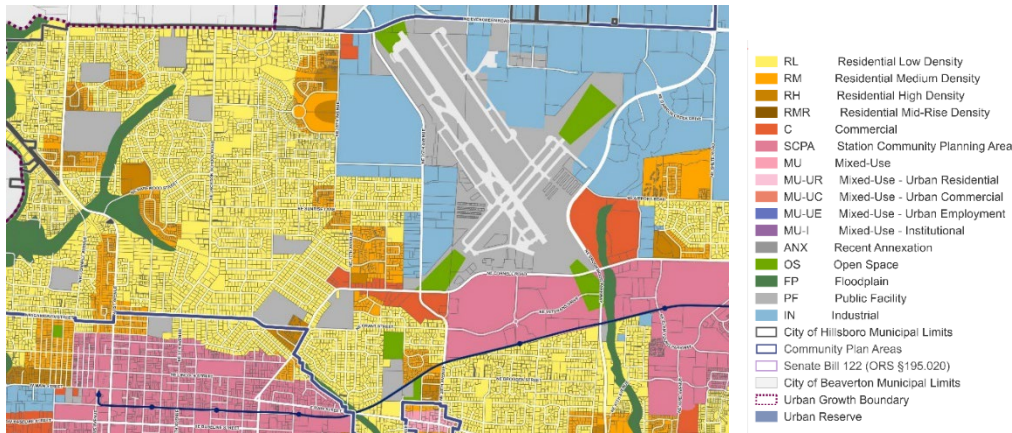
Figure 31 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

- The Hillsboro Comprehensive Plan designates most of the area west of the airport as low density residential with some spots of medium density residential. Areas around the airport along NE 25th Avenue as well as north and west of the airport are designated industrial areas. The area south of the airport and north of the MAX line is a station community planning area.

Figure 32 Hillsboro Comprehensive Plan Land Use



The [Draft Hillsboro Transportation System Plan Update](#) shows a limited-stop bus route via Sunset Highway connecting downtown Portland and the North Hillsboro Industrial Area, and potentially continue on to downtown Hillsboro through the area along NE Jackson School Road.

Figure 33 Hillsboro Draft Transportation System Plan



Appendix A-3: Bus Stop Needs Inventory

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
westLink	Hillsboro Transit Center	In/Outbound	Bus stop sign, pole, schedule holder, need a bay at the redesigned TC	Various TriMet bus and MAX; YCTA Route 33	Same complex	Mostly internal access improvements within transit center; bicycle access lacking in downtown Hillsboro
N. Hillsboro Link	Orenco Station	In/Outbound	Bus stop sign and schedule holder affixed to existing TriMet stop pole	TriMet Lines 47 and 48 and MAX	MAX: Same complex; Line 47: same stop; Line 48: ¼ mile	Bicycle facilities on Orenco Station Parkway and Cherry Drive
WestLink	North Plains: Commercial/ 314 th	In/Outbound	Bus stop sign on existing pole, schedule holder, relocate pole closer to curb, new shelter and bench	TCTD Route 5	Same stop	Complete street on NW Commercial; crossing improvements at NW 314 th
Tualatin Shuttle	Tualatin WES Station	Blue/Red/ Green	Bus stop sign/ pole, schedule holder, landing pad, bench, shelter	TriMet Lines 76, 96 and 97 and WES	WES: Same complex; Line 97 and 76 SB: 1 block; Line 76 NB: 2 blocks	Sidewalk infill on Boones Ferry Rd; bicycle facilities on Tualatin-Sherwood Rd
Tualatin Shuttle	Tualatin Library	Red	Bus stop sign pole, schedule holder	TriMet Lines 76 and 96	Line 96 NB: Same stop; Line 96 SB: Across street; Line 76: 1 block	None
GroveLink/ GroveLink Cornelius Loop	Forest Grove Safeway	East on GroveLink, Outbound for Cornelius	Schedule holder, bus zone, relocate Rotary bench	TriMet Line 57	WB: same stop; EB: 1 block	None

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
GroveLink Cornelius Loop	Cornelius City Library	Outbound	Bus stop sign and pole, schedule holder, bus zone at relocated stop	TriMet Line 57	WB: 1 block; EB: 2 blocks	Crossing enhancement at Adair/13th; bicycle facilities and sidewalk infill on 14 th
GroveLink Cornelius Loop	WalMart	Outbound	Schedule holder affixed to existing TriMet stop pole	TriMet Line 57	WB: Same stop; EB: 1 block	Sidewalk infill on N Adair St and N 4 th Ave; bicycle facilities on N 4 th Ave
GroveLink Cornelius Loop/ Employment Loop	Rose Grove	Outbound	Bus stop sign and schedule holder affixed to existing TriMet stop pole	TriMet Line 57; YCTA Route 33	WB: Same stop; EB: across street; YCTA: ¼ mile	Enhanced crossing at stop; sidewalk infill on OR 8; difficult connection with YCTA (currently M-F only)
GroveLink Employment Loop	Yew and Adair	Outbound	Schedule holder, Simme Seat or bench, bus zone	TriMet Line 57	WB: ½ block; EB: 1.5 blocks	Enhanced crossings at Adair/Yew and Pacific/Yew; sidewalk infill on Yew St and Pacific/Adair Ave; bicycle lanes on Yew St
N. Hillsboro Link	Huffman Street	Inbound	Bus stop sign and pole schedule holder, landing pad, bench seat, shelter	None	N/A	Enhanced crossing at stop
Tualatin Shuttle	65 th and Meridan Park (NB)	Green	Bus stop sign and pole, schedule holder, landing pad	TriMet Line 76	Across street	Enhanced crossing at stop; bicycle lanes on SW 65th
GroveLink Cornelius Loop	Harleman Park	Outbound	Bus stop sign and pole, schedule holder, bus zone	None	N/A	Sidewalk infill on Heather; bicycle facilities on 10th and Heather
GroveLink Employment Loop	Yew and Pacific	Inbound	Bus stop sign and pole, schedule holder	TriMet Line 57	EB: ½ block; WB: 2 blocks	Enhanced crossings at Adair/Yew and Pacific/Yew; sidewalk infill on Yew St and Pacific/Adair Ave; bicycle lanes on Yew St; missed connection with YCTA on OR 8

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
N. Hillsboro Link	Bennett Street	Inbound	Bus stop sign and pole, schedule holder, landing pad, bench , shelter	None	N/A	Enhanced crossing at stop
westLink	Banks: Log Cabin Park	In/Outbound	Schedule holder, bus zone	TCTD Route 5; CCR Route 6	Same stop	Crossing improvements at OR 47/Sunset; bike lanes on OR 47
GroveLink	University & Main	West	Schedule holder, landing pad, bus zone	None	N/A	Bicycle facilities on Main and University; safety improvements at intersection
GroveLink	Forest Grove High School	West	Schedule holder	None	N/A	Sidewalk and bicycle lane infill on Nichols
GroveLink	Main & University	East	Schedule holder, landing pad, bus zone	None	N/A	Bicycle facilities on Main and University; safety improvements at intersection
GroveLink	Forest Grove Hospital (18 th & Maple)	East	Schedule holder, landing pad, bus zone	None	N/A	Bicycle facilities on Maple and 19th; crossing enhancements at Maple/18th
GroveLink Cornelius Loop	Homestead Community	Outbound	Bus stop sign and pole, schedule holder, landing pad, bus zone	None	N/A	Bicycle facilities on Heather; enhanced crossing at stop
GroveLink	19th & B	West	Schedule holder, bench or Simme seat, landing pad, bus zone	TriMet Line 57	Across street	Bicycle facilities on B Street
N. Hillsboro Link	Pinefarm Court	Inbound	Bus stop sign and pole, schedule holder, landing pad, bus zone	None	N/A	Sidewalk infill on Clara Lane

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
Tualatin Shuttle	Marquis Tualatin	Red	Bus stop sign and pole, schedule holder , seat/shelter	TriMet Line 96	1 block	Sidewalk and bike lane infill on Sagert
GroveLink	Main Street & 26 th (proposed)	West	Bus stop sign and pole, schedule holder, bus zone	None	N/A	ADA ramp upgrades at intersection; bicycle facilities on Main
GroveLink Employment Loop	24th Ave	In/Outbound	Bus stop sign and pole, schedule holder, landing pad, seating	None	N/A	Sidewalks and bicycle facilities on 24th Ave; enhanced crossing at OR 47
GroveLink Cornelius Loop	Cornelius Fred Meyer	Outbound	Bus stop pole and sign, schedule holder, landing pad	Line 57	1 block	None
N. Hillsboro Link	Shute Road	Outbound/ Inbound	Bus stop sign and pole, schedule holder	TriMet Line 46	1/4 mile	Enhanced crossing and NB bike lane on Shute; co-locate with Line 46 stop?
N. Hillsboro Link	Westmark Center	Outbound/ Inbound	Bus stop sign and pole, schedule holder	None	N/A	Crossing enhancements at Century/Westmark
WestLink	North Plains: Pacific St/ Glencoe Rd	In/Outbound	Bus stop sign and pole, schedule holder, landing pad, bus zone	None	N/A	Crossing improvements at NW Glencoe/Pacific; sidewalk infill and bicycle lanes on NW Pacific
GroveLink	Thatcher & Gales Creek Road	West	Bus stop sign and pole, schedule holder, bench, landing pad	None	N/A	Sidewalks on Gales Creek and Thatcher; bicycle facilities on Thatcher; crossing enhancements at intersections
GroveLink	Forest Gale Dr & Gales Creek Hwy	West	Bus stop sign and pole, schedule holder, bench, bus zone	None	N/A	Sidewalks on Gales Creek and Forest Gale; bicycle facilities on Forest Gale; enhanced crossing at

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
						intersection (across Forest Gale)
GroveLink	Willamina/ Strasburg	West	Bus stop sign and pole, schedule holder, landing pad, bus zone	None	N/A	Bicycle facilities on Willamina; crossing enhancements at intersection
GroveLink Employment Loop	TTM Technologies	In/Outbound	Bus stop sign and pole, schedule holder	None	N/A	Sidewalks on Poplar Ln
N. Hillsboro Link	Bennett Street	Outbound	Bus stop sign and pole, schedule holder, landing pad	None	N/A	Enhanced crossing at stop
N. Hillsboro Link	Huffman Street	Outbound	Bus stop sign and pole, schedule holder, landing pad	None	N/A	Enhanced crossing at stop
N. Hillsboro Link	Pinefarm Court	Outbound	N/A (drop off only)	None	N/A	Sidewalk infill on Clara Lane
GroveLink Cornelius Loop/ Employment Loop	19th and Mountain View Ln	Outbound	Bus stop sign and pole, schedule holder, bus zone	TriMet Line 57	1 block	Crossing enhancements at intersection; bicycle facilities on Mountain View Ln
westLink	Banks: Greenville City Park	In/Outbound	Schedule holder, bus zone	None	N/A	Crossing improvements at NW Arbor Park/Trellis
Tualatin Shuttle	Teton at Avery	Red	Schedule holder	None	N/A	Bike lane infill on Teton and Avery
Tualatin Shuttle	118th at Myslony	Blue	Pole for bus stop sign, schedule holder	None	N/A	Sidewalks and bicycle facilities on south side of Myslony; crossing

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
						enhancements at intersection
Tualatin Shuttle	DPI/ JAE	Blue	Schedule holder	None	N/A	Enhanced crossing at stop
Tualatin Shuttle	LAM/ Fujimi	Blue	Schedule holder	None	N/A	Enhanced crossing at stop
Tualatin Shuttle	Tualatin at Teton	Blue	Schedule holder	None	N/A	Crossing enhancements at intersection; sidewalk and bike lane infill on Teton
Tualatin Shuttle	Tualatin Public Works (proposed)	Blue	Bus stop sign and pole, schedule holder, landing pad on sidewalk	None	N/A	Sidewalk on south side of Herman Road; bicycle lane infill on 108th Ave.
GroveLink	Main & Beal	West	Pole for bus stop sign, schedule holder, landing pad, bus zone	None	N/A	Bicycle facilities on Main Street; crossing enhancements at intersection
GroveLink	26th & Williams	East	Schedule holder, landing pad	None	N/A	Sidewalks and bicycle facilities on 26th Ave; crossing enhancements at intersection
westLink/ GroveLink	Forest Grove: Cedar & Pacific	Outbound, East	Bus stop sign and pole, Simme seat or bench, bus zone	TriMet Line 57	WB: Around corner; EB: 1 block	Bicycle facilities on Cedar Street
westLink	Forest Grove: Cedar & 19th	Inbound	N/A (drop off only)	TriMet Line 57	EB: Across street; WB: 1 block	Bicycle facilities on Cedar Street
Tualatin Shuttle	65 th & Meridian Park (SB)	Green	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	TriMet Line 76	Same stop	Enhanced crossing at stop; bicycle lanes on SW 65th
GroveLink Cornelius Loop	19 th & Davis (proposed)	Inbound	Bus stop sign and pole, schedule holder, bus	TriMet Line 57	¼ mile	Sidewalks on Davis; sidewalks and bike lanes on

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
			zone, Simme seat or bench			19th; enhanced crossing near stop
GroveLink	Rogers Park (17 th & Douglas) (proposed)	East	Bus stop sign and pole, schedule holder, landing pad, bus zone	TriMet Line 57	3-4 blocks	Crossing enhancements at intersection
N. Hillsboro Link	Casper Court (proposed)	Inbound	Bus stop sign and pole, landing pad, bus zone	N/A	None	Sidewalks on Clara Lane; crossing enhancements at cul-de-sac entrance
Tualatin Shuttle	Tualatin Park & Ride	Green	Ride Connection signage and schedule holder on existing SMART stop pole or shelter	TriMet Lines 36, 37, 38, 76, 96; SMART Route 2x; Cascades POINT	Same complex	N/A
Tualatin Shuttle	Boones Ferry and Martinazzi (WB)	Green	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	TriMet Lines 76, 96, 97	Lines 76 and 97: Same stop and across street; Line 96: 1 block	N/A
Tualatin Shuttle	Boones Ferry and Martinazzi (EB)	Green	Bus stop sign and schedule holder	TriMet Lines 76, 96, 97	Lines 76 and 97: 1 block; Line 96: 2 blocks	N/A
Tualatin Shuttle	Martinazzi Square	Red	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	TriMet Line 96	Same stop and across street	Bicycle facilities on Martinazzi Ave
Tualatin Shuttle	Boones Ferry and Apache	Red	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	TriMet Line 96	Same stop and across street	Enhanced crossing at stop

Community Connector	Bus Stop Name	Direction	Infrastructure Need details	Transit Connections	Distance	Access Needs
Tualatin Shuttle	Martinazzi and Avery	Red	Bus stop sign and pole, schedule holder	TriMet Line 76	1/8 mile	Sidewalk improvements on Martinazzi, enhanced crossing at stop
Tualatin Shuttle	Nyberg Woods (WB)	Green	Bus stop sign and pole, schedule holder	None	N/A	Sidewalk improvements on Nyberg; enhanced crossing at stop
Tualatin Shuttle	Nyberg Woods (EB)	Green	Bus stop sign and pole, schedule holder	None	N/A	Sidewalk improvements on Nyberg; enhanced crossing at stop
Tualatin Shuttle	Kaiser Tualatin	Red	Bus stop sign and pole, schedule holder	TriMet Line 97	1 block	N/A
Tualatin Shuttle	Juanita Pohl Center	Red	Bus stop sign and pole, schedule holder	TriMet Lines 76, 96, 97	¼ mile	N/A
Tualatin Shuttle	Rolling Hills Community Church	Green	Bus stop sign and pole, schedule holder	None	N/A	N/A
Tualatin Shuttle	Borland and 61st (proposed stop)	Green	Bus stop sign and pole, schedule holder, landing pad	TriMet Line 76	¼ mile	Enhanced crossing at stop, bicycle lanes on Borland west to 65th