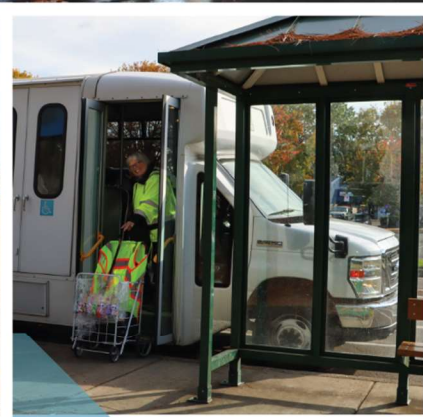


# Washington County

—  —  
**Transit Development Plan**

FY 2025-27



December 2024



Department of  
Land Use & Transportation

# Acknowledgements

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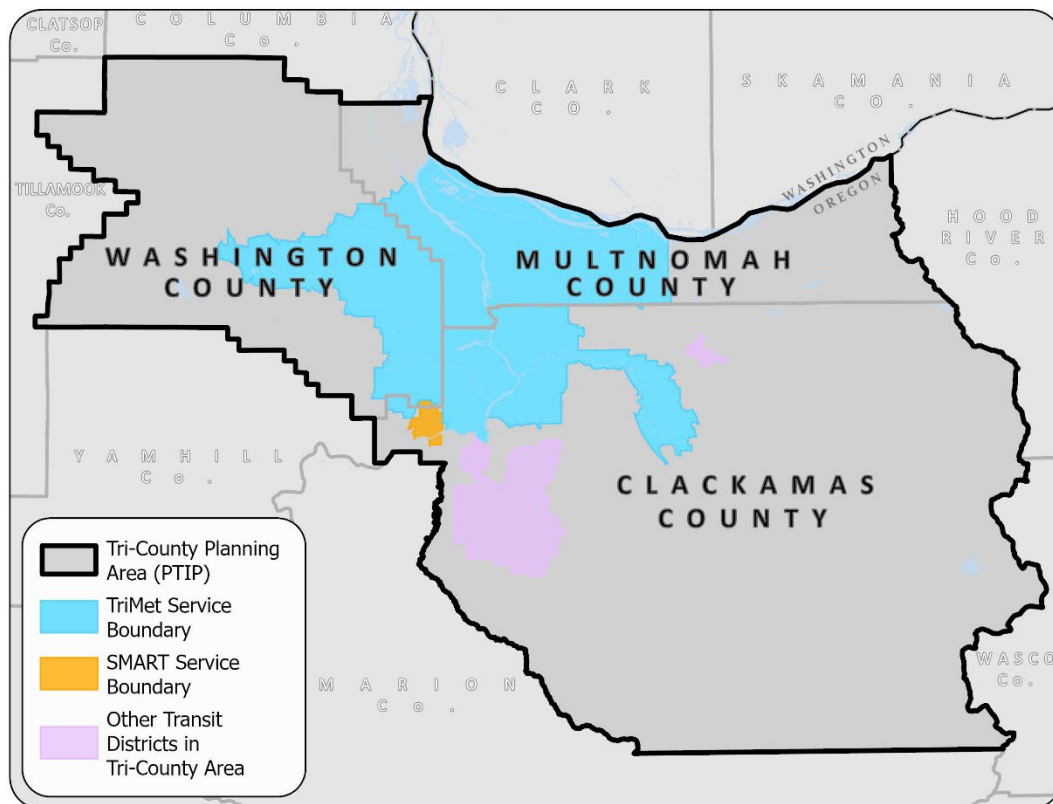
# Transit Development Plan

## 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”.<sup>1</sup> The bill established a dedicated source of funding for improving or expanding public transportation services in Oregon through a 1/10<sup>th</sup> of 1% statewide employee payroll tax.

HB 2017 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 the Tri-County Metropolitan Transportation District of Oregon (TriMet) and South Metro Area Regional Transit (SMART) service districts. The legislation designated TriMet as the Qualified Entity (QE) for the three-county metro region (Washington, Multnomah and Clackamas) with responsibility for submitting their STIF Plan, known as the Tri-County Public Transportation Improvement Plan (PTIP), for approval by the Oregon Transportation Commission (OTC) and for distributing STIF funds to Washington County and other public transportation providers to be used for investments in the three-county area. Figure 1 illustrates the PTIP planning area.

Figure 1. Tri-County Public Transportation Improvement Plan Area



<sup>1</sup> Oregon HB 2017: <https://olis.oregonlegislature.gov/liz/2017R1/Downloads/MeasureDocument/HB2017/Enrolled>

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, the TDP focuses on areas currently lacking transit service. It guides investments of STIF funds by identifying and prioritizing transit needs and opportunities to support transit usage throughout the county.

The 2024 TDP update prioritizes investments for STIF funding in the next biennium, FY 2025-26 and FY 2026-27, and outlines potential investments for the next five or more years. The TDP is updated every two years to account for the biennial allocation of STIF revenues from the OTC.

## Vision

A successful transit system helps more people get to more places and meets the needs of riders. In partnership with Ride Connection and other transit providers, the TDP helps guide future transit investments and communicates a coordinated vision for transit service and access to transit across all of Washington County. The TDP supports the vision by identifying needs, opportunities, and priorities to:

- Reduce service fragmentation and better connect people to and from transit.
- Add new service or enhance existing service
- Increase the frequency of bus service in communities with a high percentage of low-income households
- Expand bus routes and bus services to reach communities with a high percentage of low-income households
- Improve the frequency and reliability of service connections between communities inside and outside of the urban area
- Improve student transit services for students in grades 9 through 12

## 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.<sup>2</sup>

## Washington County's Approach as a Public Transportation Provider

### Washington County Transit Committee (WCTC)

In June 2020, the Washington County Board of Commissioners (Board) appointed the Washington County Transit Advisory Committee (known as the Transit Committee, or WCTC) to advise the Board on prioritizing public transportation projects to be funded by STIF for areas

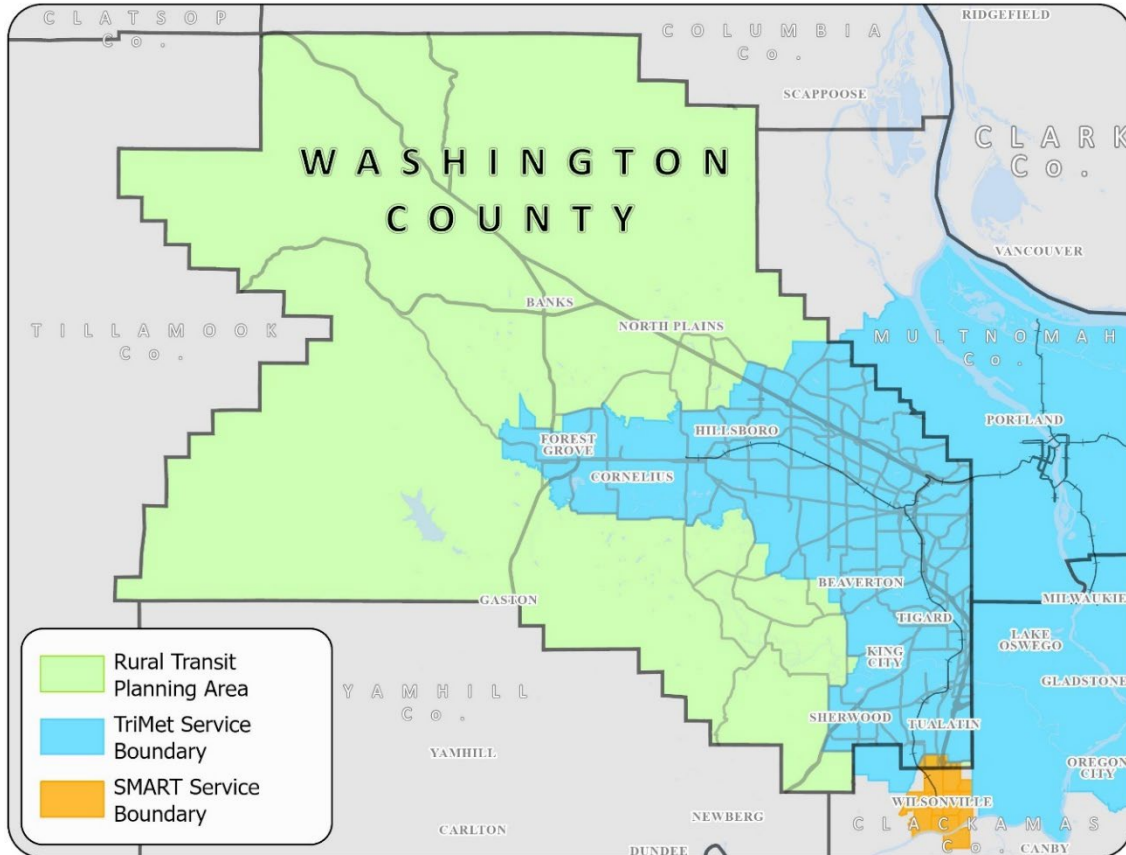
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<sup>2</sup> Washington County's Resolution on Diversity, Equity and Inclusion, February 2020:  
<https://washingtoncounty.civicweb.net/filepro/document/65582/Equity%20Resolution%202020.pdf>



outside of the TriMet and SMART service districts and for regional coordination projects within the TriMet District; Figure 2 illustrates these areas.

Figure 2. Washington County Rural Transit Planning Area and Transit District Boundaries



The WCTC is chaired by an appointed member of the Washington County Board and includes County staff from Disability, Aging and Veteran Services (DAVS), one elected representative each from the cities of Banks, Gaston and North Plains, and five additional members who represent diverse demographic, geographic and transit perspectives. Three ex-officio members represent SMART, TriMet and Ride Connection. The committee provides input on community needs for transit, assists with soliciting public input and recommends project priorities to the Board.

## Ride Connection

Since 2018, Washington County has contracted with Ride Connection, Inc., a private, non-profit organization based in Portland, 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 has provided public transportation services in Washington County for decades through state and federal funding and private contributions. Washington County leverages STIF funds with these other resources in partnership with Ride Connection to provide public transportation services.

## Coordination

The TDP is informed by 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 \(2024\)](#)
- [TriMet Revised Forward Together Service Concept \(2024\)](#)
- [Tillamook County Transportation District Coordinated Transportation Plan \(2024\)](#)
- [TriMet Coordinated Transportation Plan for Seniors and Persons with Disabilities \(2020\)](#)
- [SMART Transit Master Plan \(2023\)](#)
- [Washington County Countywide Transit Study \(2023\)](#)
- [TriMet Tri-County Public Transportation Improvement Plan \(2022\)](#)
- [Washington County Community Connector Study \(2022\)](#)
- [Washington County Disability, Aging and Veterans Services Area Plan \(2021-2025\)](#)
- [Washington County Strategic Solutions of First Mile/Last Mile Transit Connections \(2021\)](#)
- [Yamhill County Transit Area Transit Development Plan \(2018\)](#)

# Washington County Transit Characteristics

## Overview

Washington County covers 727 square miles; the vast majority – 568 square miles – are outside the TriMet and SMART service districts. The county 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 Urban Growth Boundary (UGB); Banks, Gaston and North Plains are the only incorporated cities outside of the Metro UGB. Over half of the county’s 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.

Washington County, particularly in urban areas, is rapidly growing with increasing numbers of workers and residents, heightening the need for improved non-auto transportation options. The county is currently served by interregional and regional public transit services, private transportation services and services for older adults and people with disabilities.

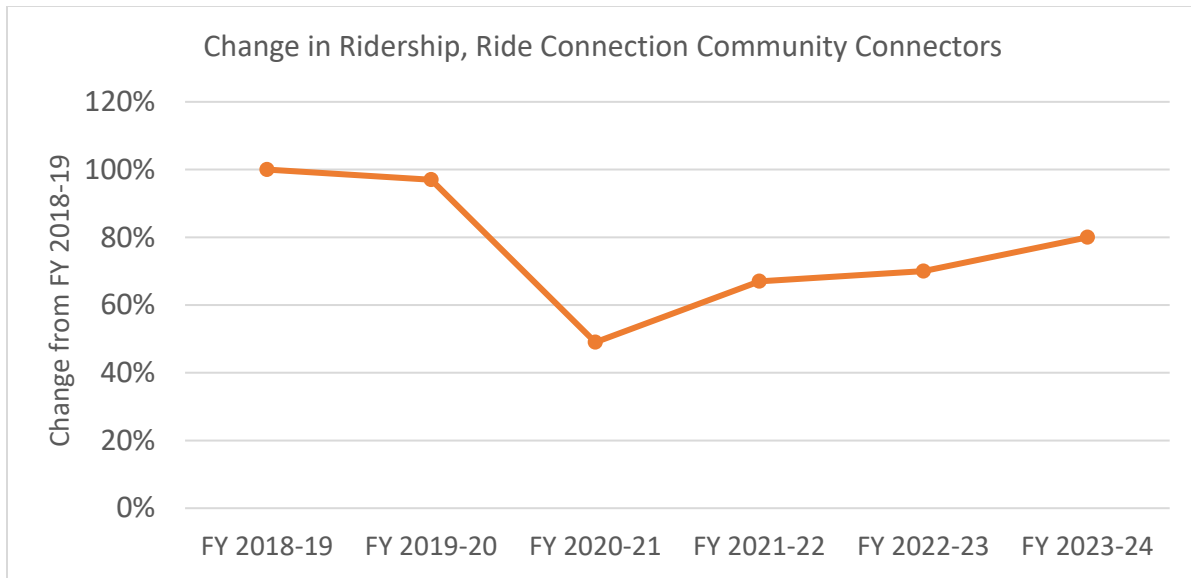
## Post-Pandemic Transit Service and Ridership Recovery

The COVID-19 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. 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 Washington County, Ride Connection has increased wages and benefits to recruit new drivers in a competitive market.

Throughout the peak of the pandemic, transit ridership remained steadier for non-downtown Portland-oriented trips within Washington County, highlighting a need for intracommunity transit connections. Many workers in Washington County work remotely, an ongoing trend that has stabilized over four years after the onset of the COVID-19 pandemic. While commute trips still make up a large portion of transit ridership, transit providers in Washington County are increasingly focused on serving non-commute trips, such as to shopping, recreation and essential services.

Figure 3, below, reflects transit ridership recovery for Ride Connection Community Connector shuttles in Washington County, based on ridership numbers in FY 2018-19. In FY 2023-24, Ride Connection’s ridership was measured at more than 80% pre-pandemic levels.

Figure 3. Post-Pandemic Transit Ridership Recovery in Washington County<sup>3</sup>



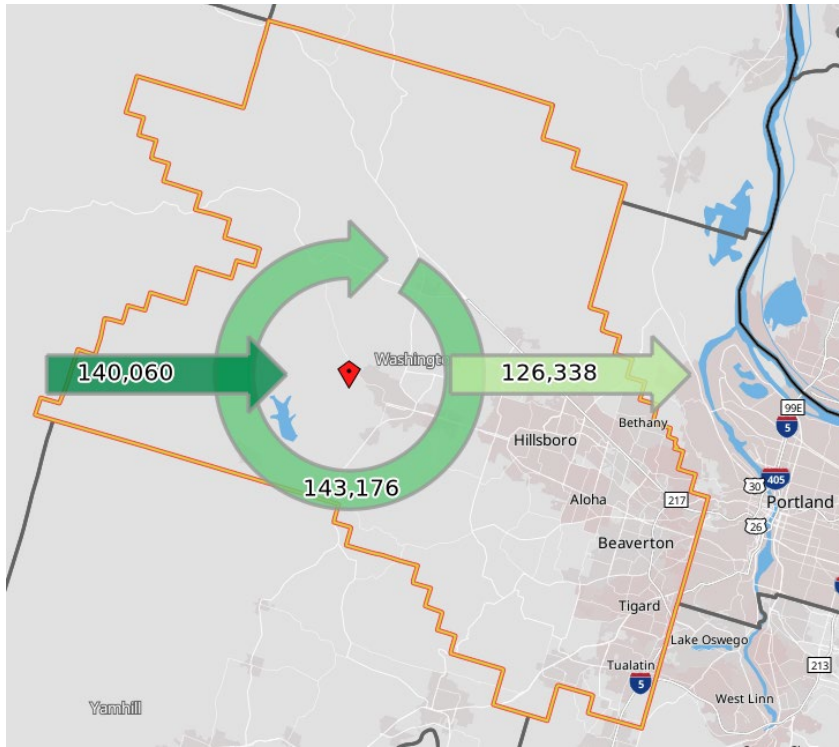
## Commute Travel Patterns and Mode Split

Washington County attracts many trips from throughout the Portland metro region and beyond. Figure 4 illustrates the commute patterns of working residents in the region; 53% of Washington County’s working residents work inside the county, while 47% work elsewhere. Nearly half of all employees in Washington County live outside the jurisdiction. The largest portion of cross-county commuting in the region is workers commuting to and from Washington and Multnomah counties; 74,000 workers commute from Washington to Multnomah County to work while 50,000 commute from Multnomah to Washington County.<sup>4</sup> As growth continues in the coming decades, congestion on key thoroughfares like US 26 and its parallel roadways will worsen if current trends continue. Increased availability of transit options presents an opportunity to improve transportation viability and community livability.

<sup>3</sup> TriMet Passenger Census Reports, Fall 2018 to Spring 2024; Ride Connection staff

<sup>4</sup> Longitudinal Employer-Household Dynamics (LEHD), 2021

Figure 4. Worker Inflow/Outflow for All Primary Jobs in Washington County<sup>5</sup>



Single occupancy vehicle trips make up the largest portion of commute trips for working residents of Washington County. As shown in Table 1, about 2/3 of Washington County residents drive alone to work; additionally, roughly 8% of people carpool to work. About 4% of residents utilize public transportation to commute, while another 4% walk or use other means of transportation (including bike and e-scooter) for commuting.

Commuter modes have shifted dramatically, with working from home seeing an increase of nearly 40,000 workers from 2019 to 2022. Decreases in drive alone, carpool and public transit commute trips is likely explained by the increase in remote work.

Table 1. Mode of Commuting to Work, Washington County Residents, 2019 and 2022<sup>6</sup>

	2019		2022	
<b>Drove alone</b>	222,514	73.3%	204,127	65.4%
<b>Carpooled</b>	29,372	9.7%	24,077	7.7%
<b>Public transportation</b>	18,530	6.1%	12,682	4.1%
<b>Walked</b>	7,422	2.4%	7,486	2.4%
<b>Other means</b>	5,500	1.8%	5,189	1.7%

<sup>5</sup> Ibid.

<sup>6</sup> American Community Survey 5-year Estimates, 2015-2019 and 2019-2023

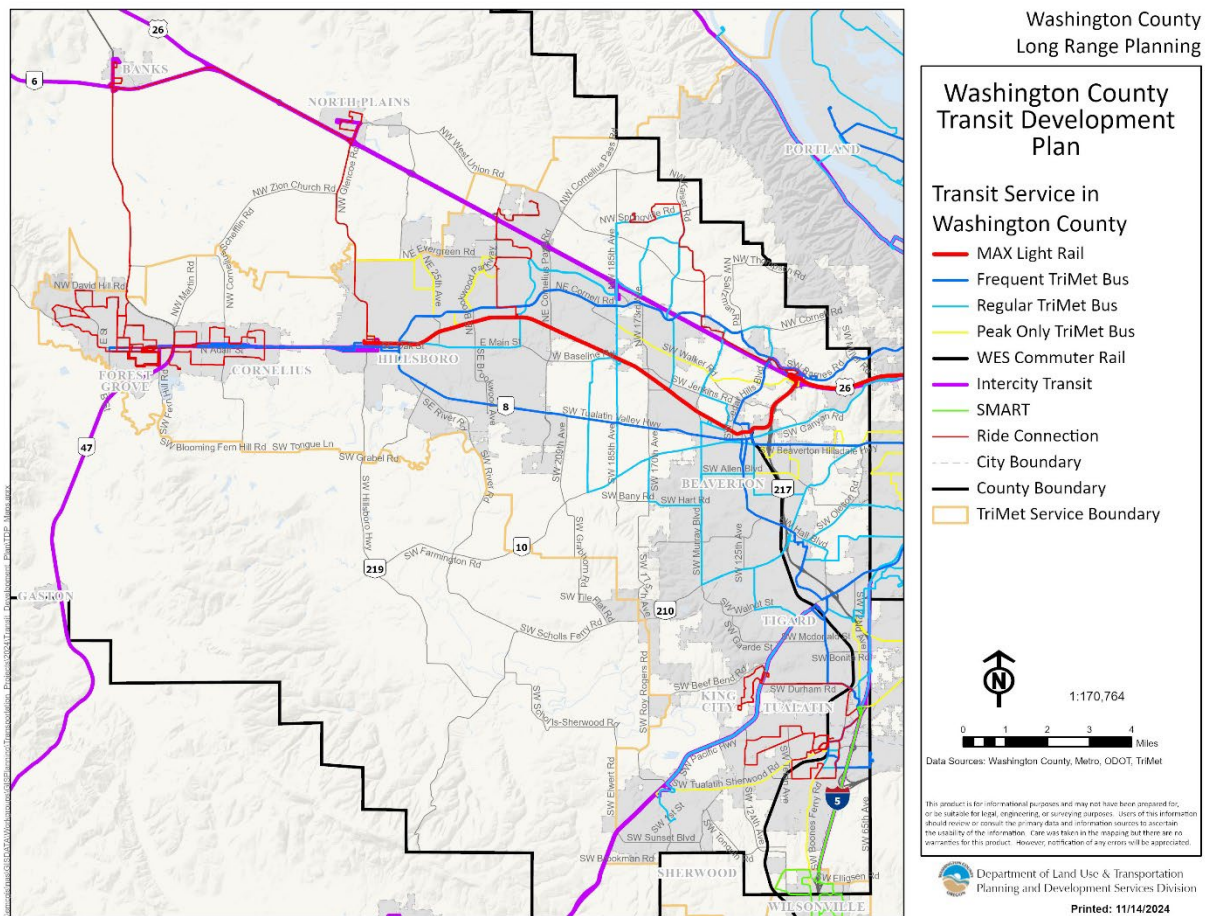
<b>Worked from home</b>	<b>20,143</b>	<b>6.6%</b>	<b>58,459</b>	<b>18.7%</b>
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Residents who work outside the county are more likely to commute by transit (11%) than residents who work in the county (4%).<sup>7</sup>

## Interregional and Regional Transit Services

TriMet is the primary transit service provider in Washington County, offering local and regional bus, Metropolitan Area Express (MAX) light rail and Westside Express Service (WES) commuter rail. The City of Wilsonville provides SMART bus service that links to the TriMet system. POINT Intercity Bus, Yamhill County Transit (YCT) and Tillamook County Transportation District (TCTD) provide interregional services to link Washington County’s cities with Eugene, McMinnville and cities on Oregon’s North Coast. The transit services in urban Washington County are illustrated in Figure 5.

Figure 5. Urban Washington County Transit Service



<sup>7</sup> American Community Survey 5-Year Estimates, 2019-2023

## 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.

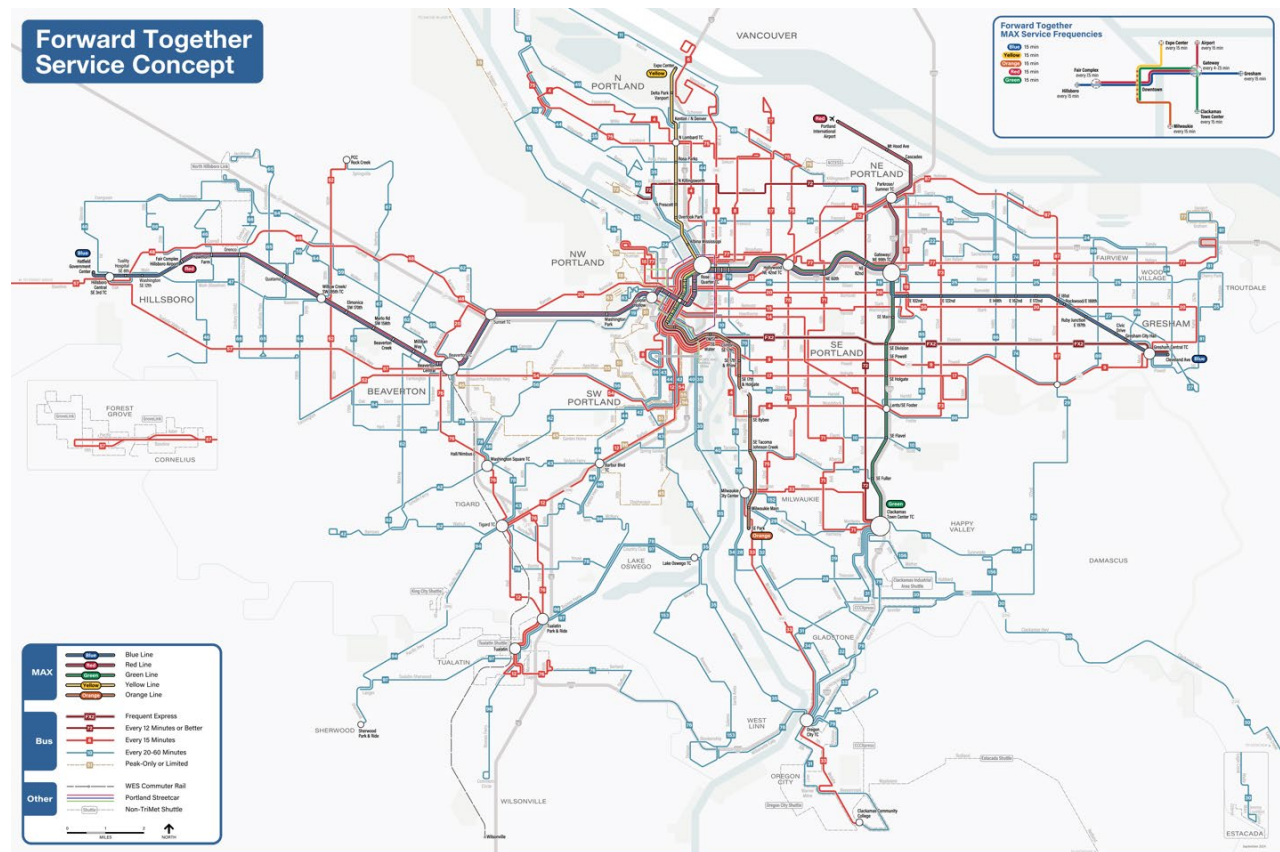
- MAX Blue and Red lines serve Washington County. The Blue Line connects Hillsboro with Gresham via Beaverton and downtown Portland. The Red Line connects Hillsboro Airport with Portland International Airport via Beaverton and downtown Portland. Together, the MAX Blue and Red lines provide the spine for transit mobility in Washington County, accounting for 34% of all weekday ridership in Washington County.<sup>8</sup>
- WES commuter rail provides weekday peak-only service between Wilsonville and the Beaverton Transit Center, with stops in Tigard, Washington Square and Tualatin. WES ridership accounts for approximately 400 weekday boardings in the county.<sup>9</sup> WES ridership has declined in the past few years, with today's ridership being only a quarter that of 2018.
- Twenty-six local and regional TriMet bus routes serve Washington County communities. Six of these routes – Lines 12, 20, 48, 54, 57 and 76 – provide frequent service, which is defined by TriMet as service every 15 minutes or better for most of the day, every day.
- TriMet's Forward Together Service Concept, a reevaluation and redesign of the bus service network in response to post-pandemic ridership trends, developed a service plan intended to shift service hours to increase all-day frequencies and to expand the geographic coverage of the transit system. Figure 6 shows the updated Forward Together Service Concept from September 2024. Since the completion of the Forward Together plan in 2023, TriMet has implemented services changes throughout Washington County, including the addition of frequent service on Lines 48, 54 and 76 and the expansion of Line 76 to Oregon City via Borland Road. Line 52 is scheduled to be upgraded to Frequent Service by spring or summer 2025.

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<sup>8</sup> TriMet Passenger Census Reports, Spring 2024

<sup>9</sup> Ibid.

Figure 6. TriMet Revised Forward Together Service Concept (September 2024)<sup>10</sup>



## SMART Transit

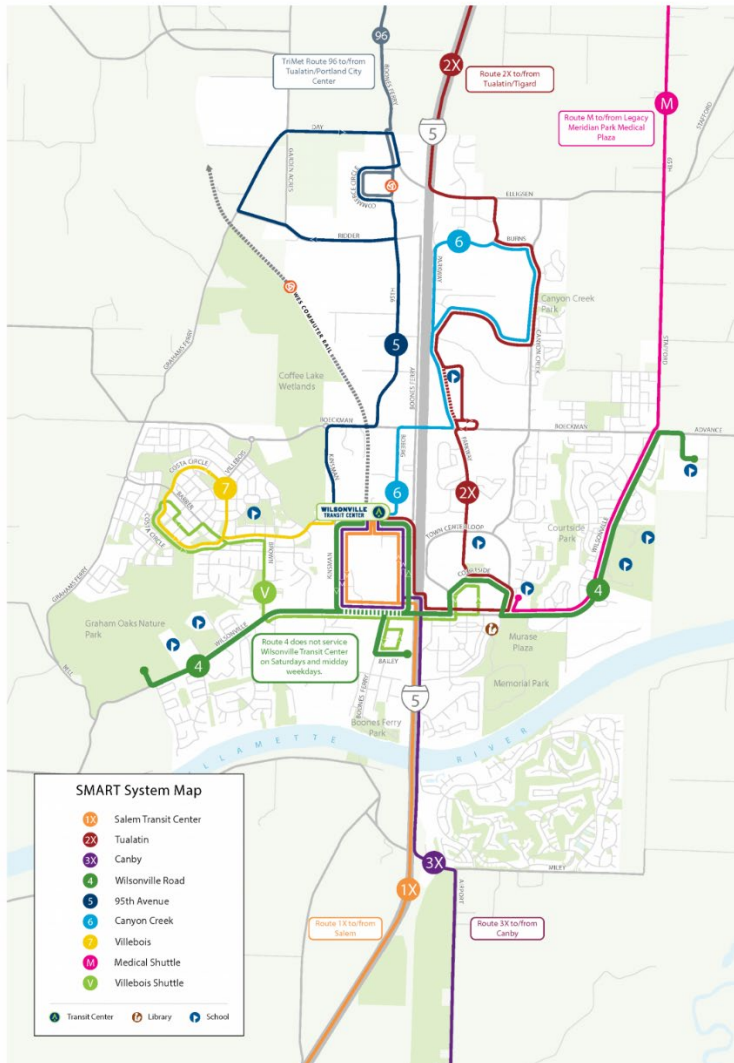
SMART operates seven bus routes throughout Wilsonville and its surrounding communities (illustrated in Figure 7). Three of these bus routes travel within Washington County:

- **Route 2X – Tualatin Park & Ride** is a hybrid local/express service that uses I-5 to connect Wilsonville to the TriMet and Ride Connection systems at the Tualatin Park & Ride.
  - Note: Route 2X was upgraded to all-day 30-minute frequency in October 2024. Future plans include extending this route to the Tigard Transit Center and adding stops in Tualatin in the Nyberg Rivers area.
- **Route 5 – 95<sup>th</sup> Avenue** provides local circulator service in the Commerce Circle and Coffee Creek areas of northwest Wilsonville.
- **Route 6 – Canyon Creek** runs along the county border east of I-5 in the Canyon Creek area of Wilsonville.

<sup>10</sup> Forward Together Service Concept, September 2024: <https://trimet.org/forward/>



Figure 7. SMART System Map



## Interregional Services

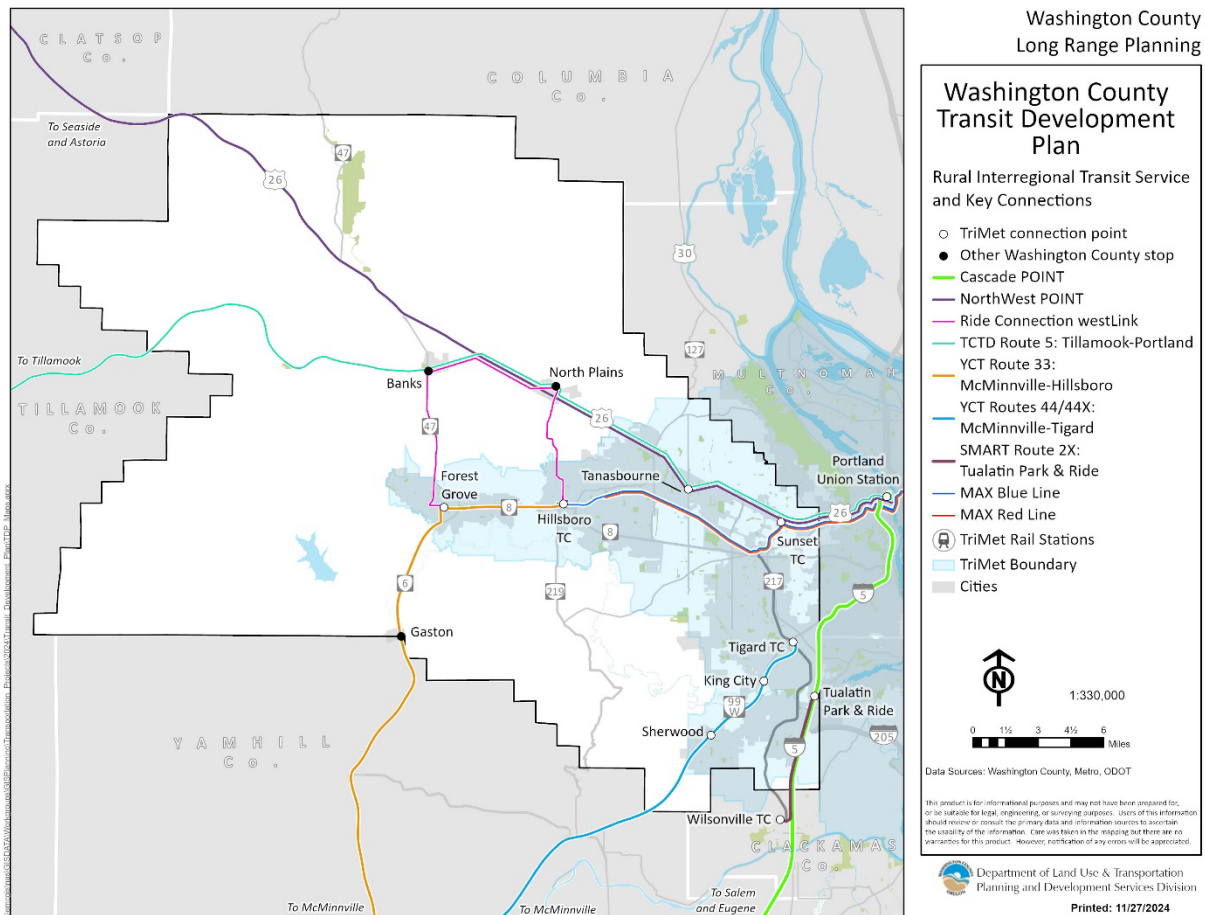
Tillamook County Transportation District (TCTD), Yamhill County Transit (YCT) and POINT Intercity Bus provide services to Washington County communities and to interregional destinations like the Oregon Coast and Willamette Valley communities and Portland, as shown in Figure 8. These routes are:

- **Cascades POINT** connects Portland to Eugene with four daily roundtrips, stopping at the Tualatin Park & Ride (a fifth roundtrip skips this stop).
- **NorthWest POINT** connects Portland to Astoria and other coastal cities with two daily roundtrips, stopping at the Sunset Transit Center and the Tanasbourne regional center in Hillsboro.
- **TCTD Route 5: Tillamook-Portland**, also known as “The WAVE,” connects Tillamook to Portland with two daily roundtrips, with stops at the Sunset Transit Center, Tanasbourne,

North Plains and Banks. Fare is free between Banks or North Plains and Portland as part of a Ride Connection subsidy.

- **YCT Route 33: McMinnville-Hillsboro** connects McMinnville to the Hillsboro Transit Center with five weekday round trips, stopping in Gaston and Forest Grove.
  - Note: YCT is planning to reroute the line in late 2024 to serve the Forest Grove Safeway, improving connections to Ride Connection’s GroveLink, CorneliusLink and westLink services. There will also be additional stops added at the Cornelius Walmart and Fred Meyer.
- **YCT Routes 44/44X: McMinnville-Tigard** connects McMinnville to the Tigard Transit Center with nine weekday round trips, stopping in Sherwood, Tualatin and King City along OR 99W. An additional roundtrip runs express.

Figure 8. Rural Interregional Transit Service and Key Connections



## Private Services

In addition to publicly-operated transit service, several Washington County employers provide shuttle service for their employees. Employers see shuttles as an important strategy to encourage their employees to take transit to work and to attract and retain quality employees.

- **Intel Shuttle:** Intel provides shuttles between TriMet MAX stations and its Jones Farm and Ronler Acres campuses. Shuttle service operates during peak hours: service to Jones Farm from 6:45-9:30 AM and 4:00-6:30 PM and service to GMP from 7:00-9:00 AM and 4:15-8:00 PM. Additionally, Intel operates a shuttle from its campuses to the Hillsboro Airport for connections to Intel's headquarters in Santa Clara, California.
- **Nike Shuttle:** Nike operates the Beaverton Creek, Millikan Direct and Merlo shuttles to provide employees with last mile service between TriMet MAX stations and the Nike campus. These shuttles operate Monday through Thursday during peak commute hours (7:00-11:00 AM and 3:00-7:00 PM) on 10-minute headways. Nike supplements the shuttles with an accessible taxi program that provides on-demand service. Nike also launched a 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 door-to-door services for older adults and persons with disabilities. These include services to senior centers, medical trips and grocery trips throughout Washington County. In addition, TriMet LIFT provides door-to-door services for older adults and persons with disabilities for trips that begin and end within  $\frac{3}{4}$  of a mile of existing fixed-route TriMet services.

# Washington County Supported Transit Services

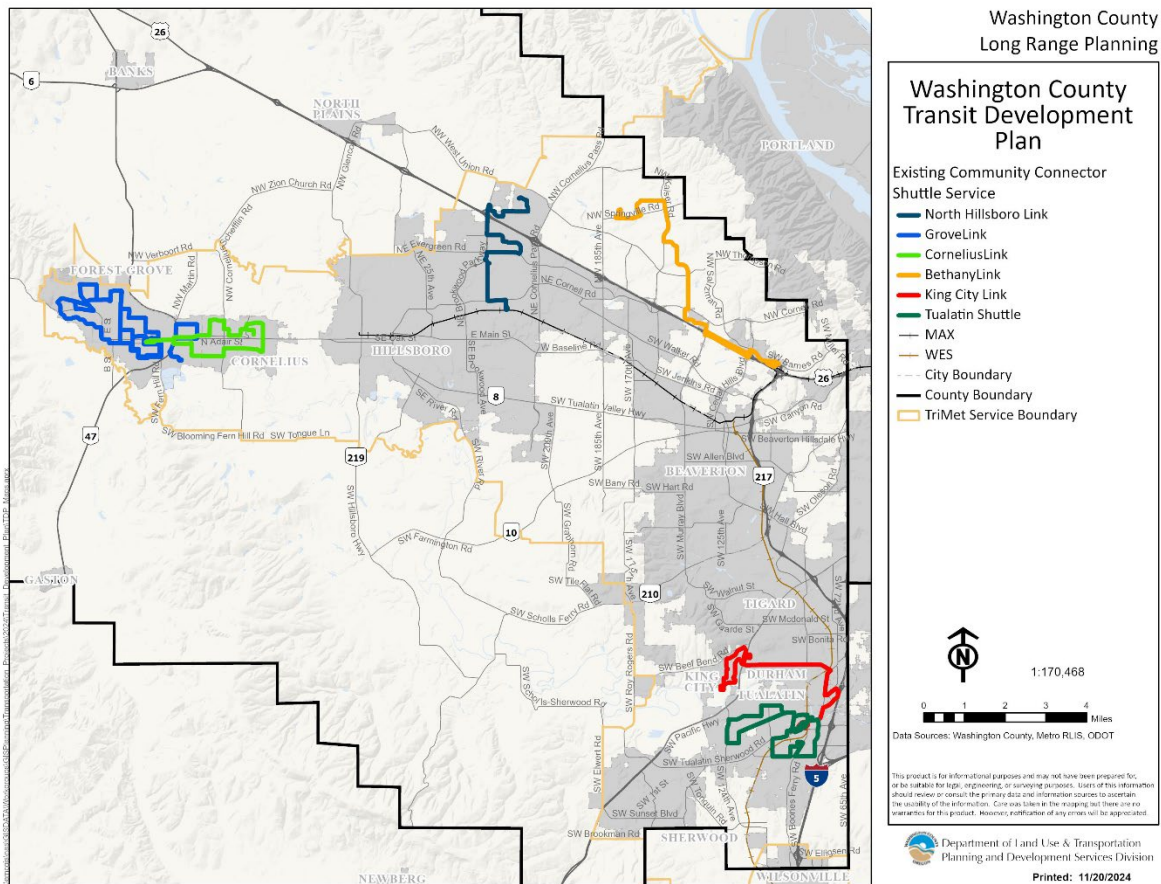
This section describes the transit services funded in part through STIF and administered by Washington County.

## Deviated Fixed-Route Service

The following deviated fixed-route services (shown in Figure 9) 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, meaning that Ride Connection has designated stop locations, but riders may stand on the curb and flag down the bus between stops or request that the driver let them off a particular point. Drivers will stop if it is safe.

**Local deviated fixed-routes** provide local community connector and job access circulation within Cornelius, Forest Grove, Hillsboro, King City, Tigard, Durham and Tualatin city limits and in unincorporated areas of Washington County using an allocation of STIF formula funds generated in the TriMet District.

Figure 9. Community Connector Shuttles



Each local deviated fixed-route shuttle fills a need in a different region of the county:

- **BethanyLink** (Figure 10) serves the North Bethany, Bethany and Cedar Mill communities in the unincorporated area. This new service launched in October 2024. Buses run on weekdays, with service between the Portland Community College – Rock Creek campus and the Sunset Transit Center, with connections available to the TriMet MAX Blue and Red lines, NorthWest POINT, TCTD Route 5 and other bus service.
- **CorneliusLink** (Figure 11) is a recent weekday expansion of GroveLink’s Saturday Cornelius service, operating six days a week in Forest Grove and Cornelius. This expansion launched in August 2024. It includes a one-way loop and two peak-hour employment routes with connections to TriMet Line 57. CorneliusLink also connects to GroveLink and westLink at the Forest Grove Safeway, where YCT Route 33 service is scheduled to begin in late 2024.
- **GroveLink** (Figure 11) serves the Forest Grove community, linking residents with downtown destinations and TriMet Line 57. The system includes four routes: two one-way loops (East and West) that operate on weekdays and serve residential neighborhoods and downtown areas, a peak hour employment route serving industrial job sites east of OR 47 and a Saturday-only one-way loop that encompasses the area served by both weekday loops.
- **King City Link** (Figure 13) serves the King City, Tigard, Durham and Tualatin communities on weekdays. The shuttle connects King City to the Tualatin WES station, with stops at shopping centers along OR 99W, Tigard High School, Bridgeport Village and the Tualatin Park & Ride. Connections are available to TriMet Lines 76 and 94, SMART Route 2X, Cascades POINT and other TriMet bus routes. This new service launched in September 2024 as the successor to Ride Connection’s King City RideAbout shopping shuttle.
- **North Hillsboro Link** (Figure 12) serves the North Hillsboro employment area seven days a week, with connections to TriMet MAX Blue and Red lines and other TriMet bus routes at Orenco station.
- **Tualatin Shuttle** (Figure 13) serves the Tualatin community with two separate routes. The Blue Line serves employment sites in northwest Tualatin and the Red Line serves residential and commercial districts in central and south Tualatin. These services connect to the Tualatin WES rail station, TriMet Line 76 and other TriMet bus routes. The shuttle system also includes an early morning trip to Legacy Meridian Park Medical Center and the Nyberg Woods neighborhood.
  - Note: Service was discontinued on the Tualatin Shuttle Green Line as of September 2024 due to low ridership in Nyberg Woods as well as the extension of TriMet Line 76 to Oregon City, which resulted in duplication of transit service.

Figure 10. BethanyLink Route Map

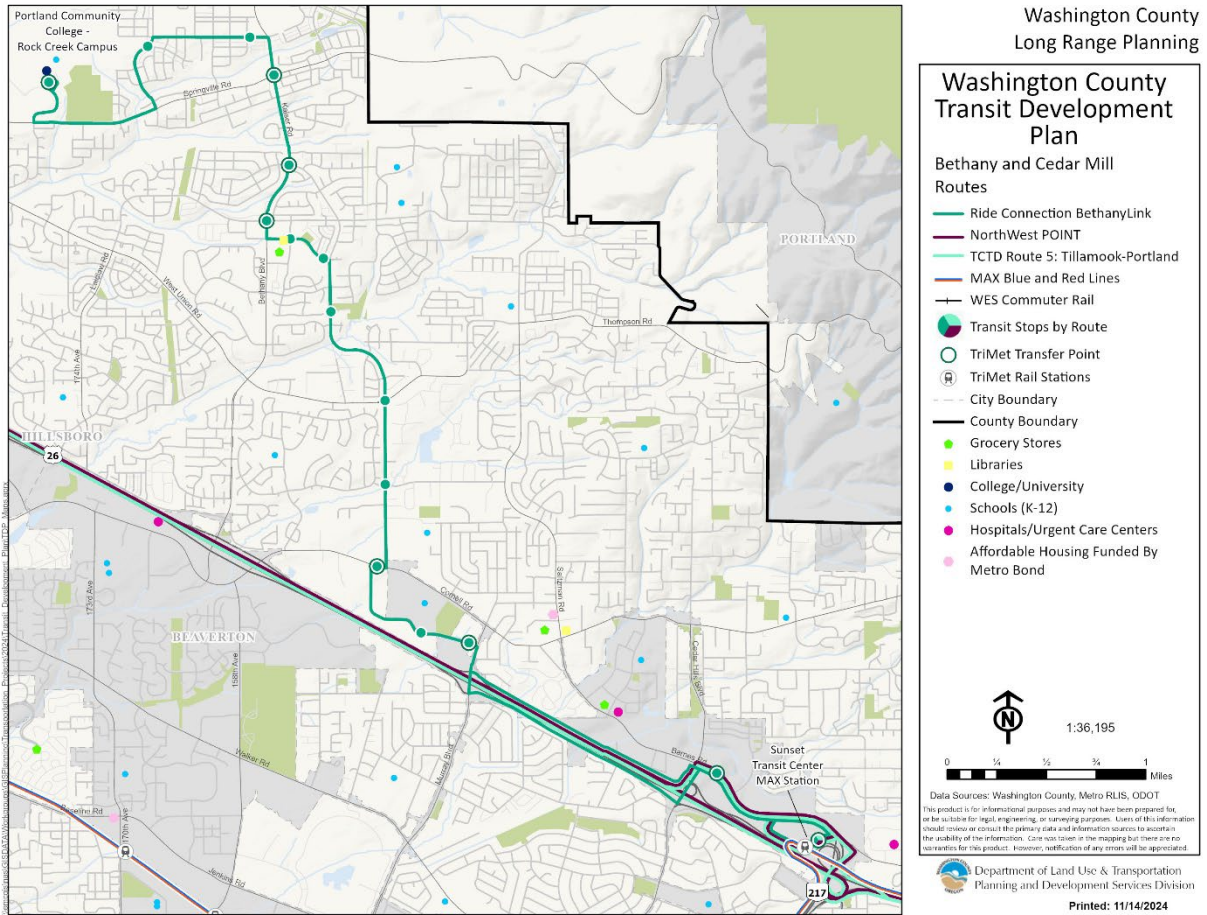


Figure 11. GroveLink and CorneliusLink Route Map

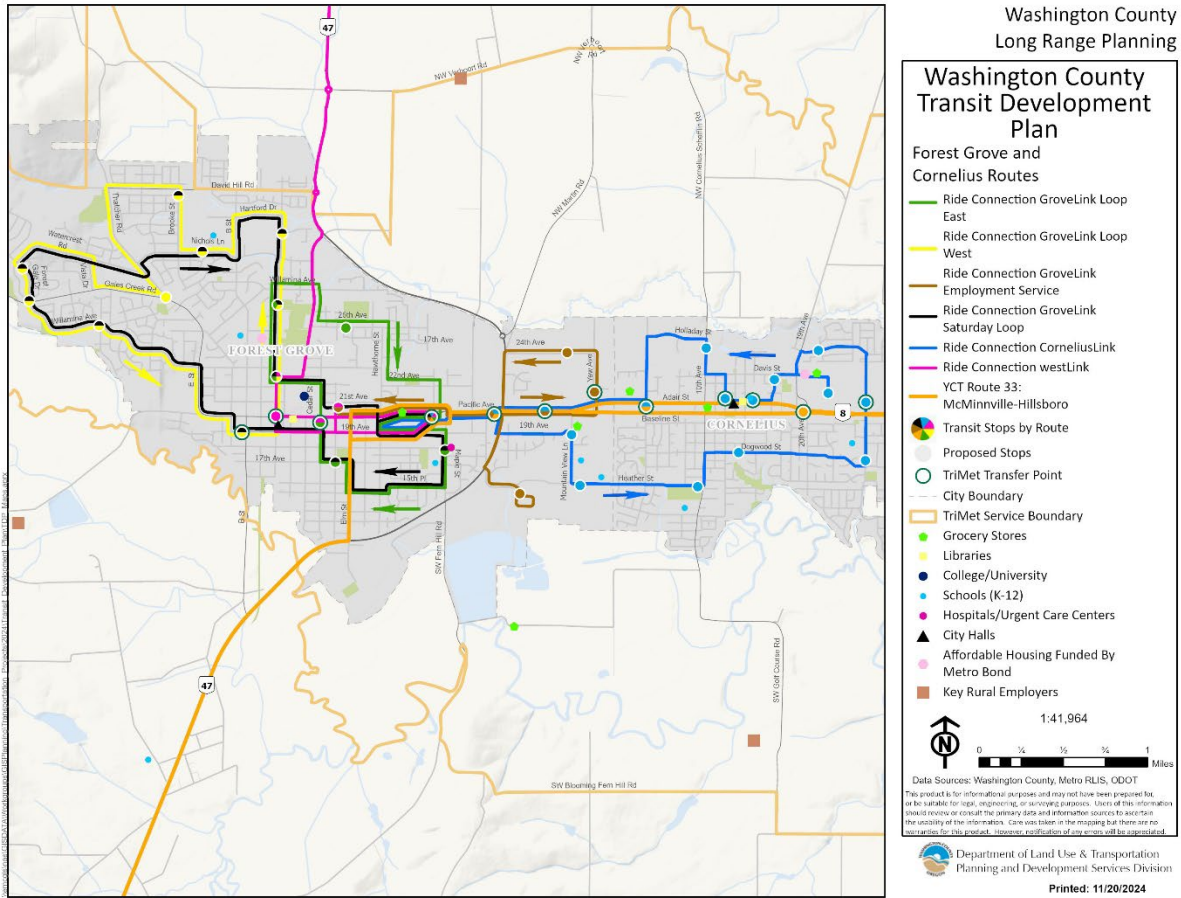


Figure 12. North Hillsboro Link Route Map

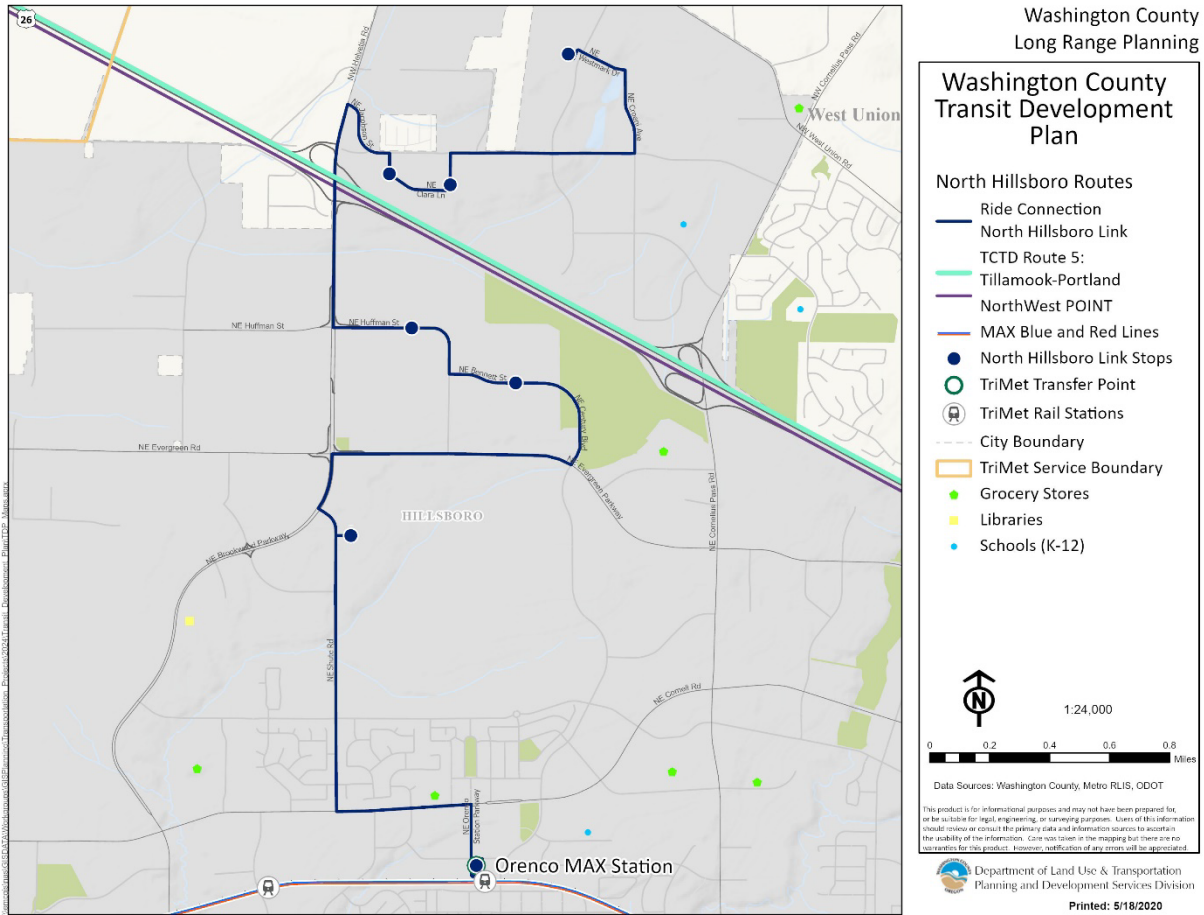
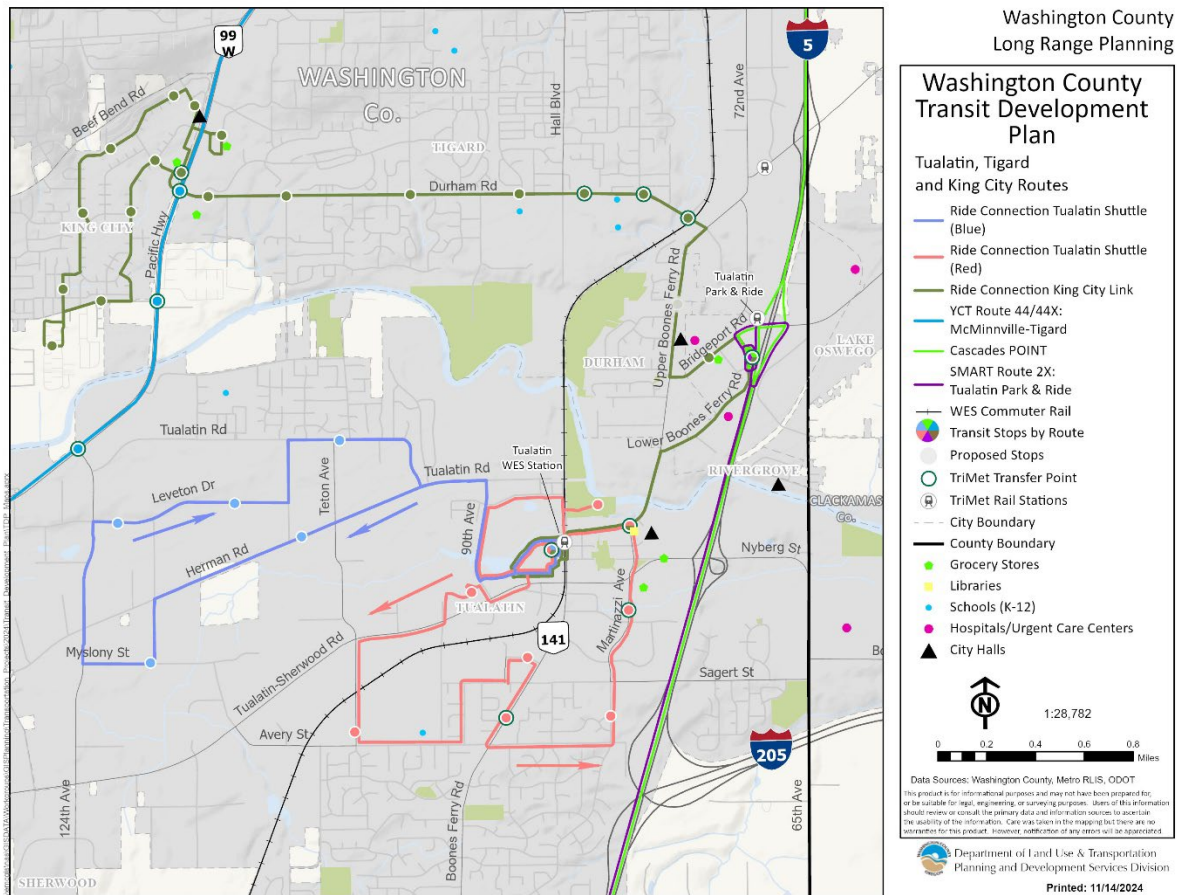




Figure 13. Tualatin Shuttle and King City Link Route Map

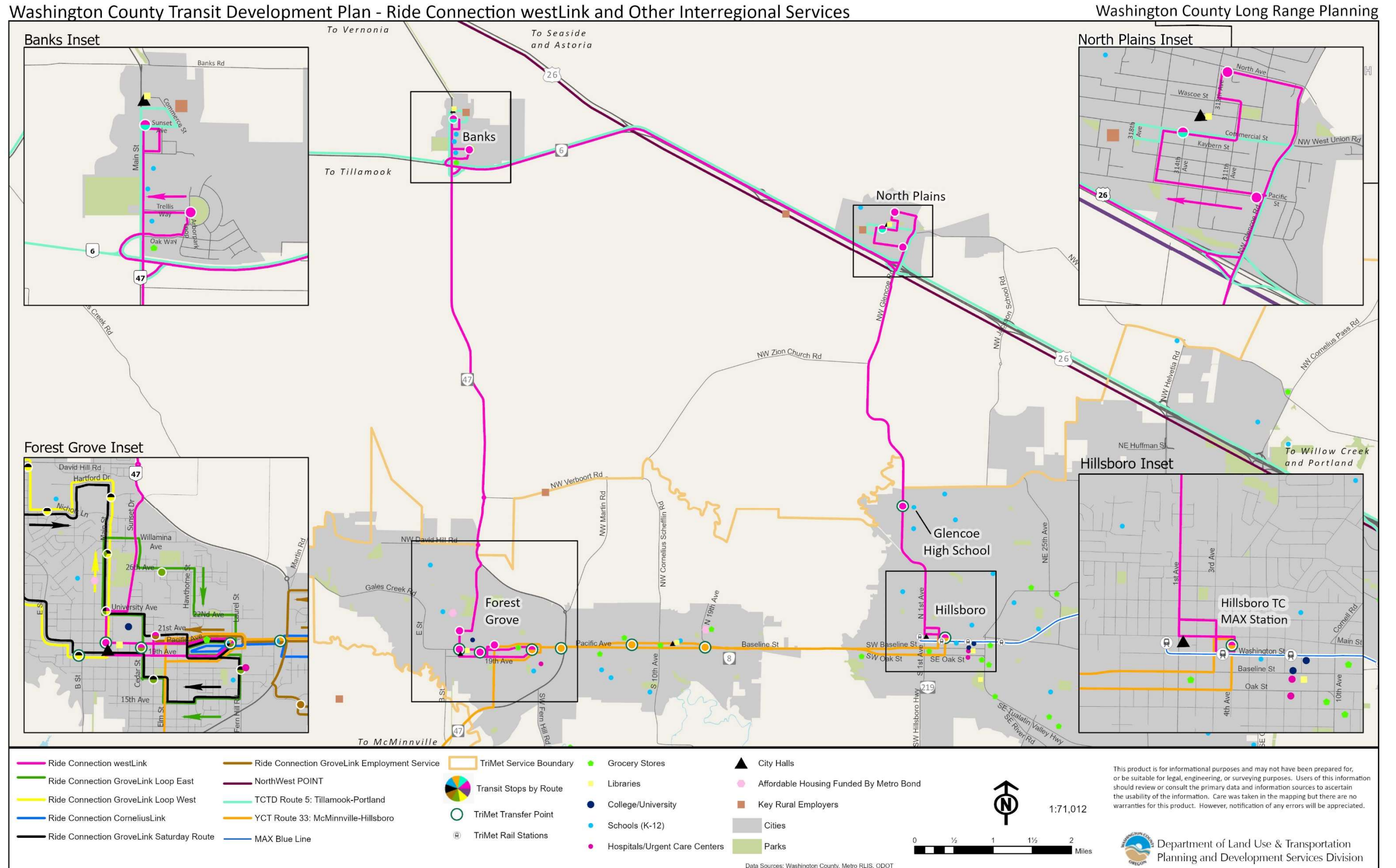


**Intercity routes** serve longer-distance travel needs between Washington County cities outside of the TriMet district. Ride Connection currently operates the westLink intercity route (Figure 14), connecting Forest Grove, Banks, North Plains and Hillsboro, using both STIF formula funds generated in rural Washington County and Section 5311 federal funds.

In August 2024, Ride Connection modified the routing and added stops in North Plains at North & 313<sup>th</sup> avenues; in Forest Grove at the Safeway and downtown; and in Hillsboro at Glencoe High School. Along with these stop additions, the route was expanded to six daily weekday trips.

These changes were intended to improve service coverage, enhance interregional connections and increase access for students. Connections are available to the MAX Blue Line in Hillsboro, TCTD Route 5 in North Plains and Banks, YCT Route 33 in Forest Grove and other TriMet bus lines.

Figure 14. westLink Route Map



Ride Connection currently partners with TCTD, which provides intercity interregional service twice daily between Tillamook and Portland, known as Route 5 or “The WAVE”. Fare is free between Banks or North Plains and Portland through a Ride Connection subsidy using federal funding.

Table 2. Summary of the Eight Deviated Fixed-route Services Operated or Subsidized by Ride Connection in Washington County

<b>Route Name</b>	<b>Type</b>	<b>Headways or Departure Times</b>	<b>Span of Service</b>
BethanyLink	Local	40-minute headways during weekdays	5:45 AM-10:15 PM M-F
CorneliusLink	Local	40–55-minute headways during weekdays	6:15 AM-7:00 PM M-F
GroveLink	Local	25–40-minute headways during AM/PM peak, 55–70-minute headways during weekdays off-peak; 40–55-minute headways on Saturday	6:30 AM-7:45 PM M-F; 5:15 AM-6:45 AM and 2:45 PM-3:00 PM employment loops; 10:30 AM-6:00 PM Saturday
King City Link	Local	45–65-minute headways during weekdays	6:30 AM-8:15 PM M-F
North Hillsboro Link	Local	20–30-minute headways during AM/PM peak, 45–60-minute headways during weekdays off-peak; 45–60-minute headways on Saturday/Sunday	5 AM-9:45 PM M-F; 5:15 AM-12:30 PM and 1:45 PM-9:45 PM Sat/Sun
Tualatin Shuttle	Local	45-minute headways during AM/PM peak, 50-minute headways during midday Red Line service	5:45 AM-7:15 PM M-F
westLink	Intercity	6 round trips on weekdays roughly every 150-180 minutes;	5:30 AM-7:45 PM M-F
TCTD Route 5, “The WAVE”	Intercity	2 round trips roughly 7-8 hours apart, 7 days a week.	8:00 AM-8:30 PM, daily

## Demand Response Service

Washington County’s rural demand response service includes door-to-door paratransit service 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.

Recent assessment by Ride Connection indicates that the most common trip purpose is school/work, with 35% of trips. Personal/support services and medical purpose trips are common, with 27% and 22% of trips having those purposes, respectively. Figure 15 shows the proportion of trips for each purpose category for rural demand response service trips.

The demand response service area was recently extended as far east as Kaiser Road, 158th Avenue and Roy Rogers Road for general purpose door-to-door trips between rural and urban areas and to the Willamette River for medical purpose trips. The service area is shown in Figure 16, below.

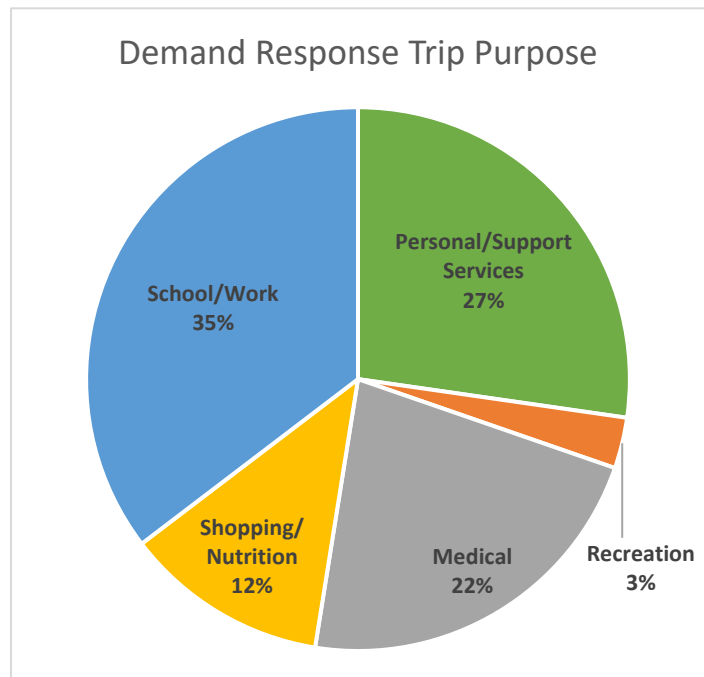


Figure 15: Rural Demand Response Trip Purposes

Figure 16. Door-to-Door Service Boundary

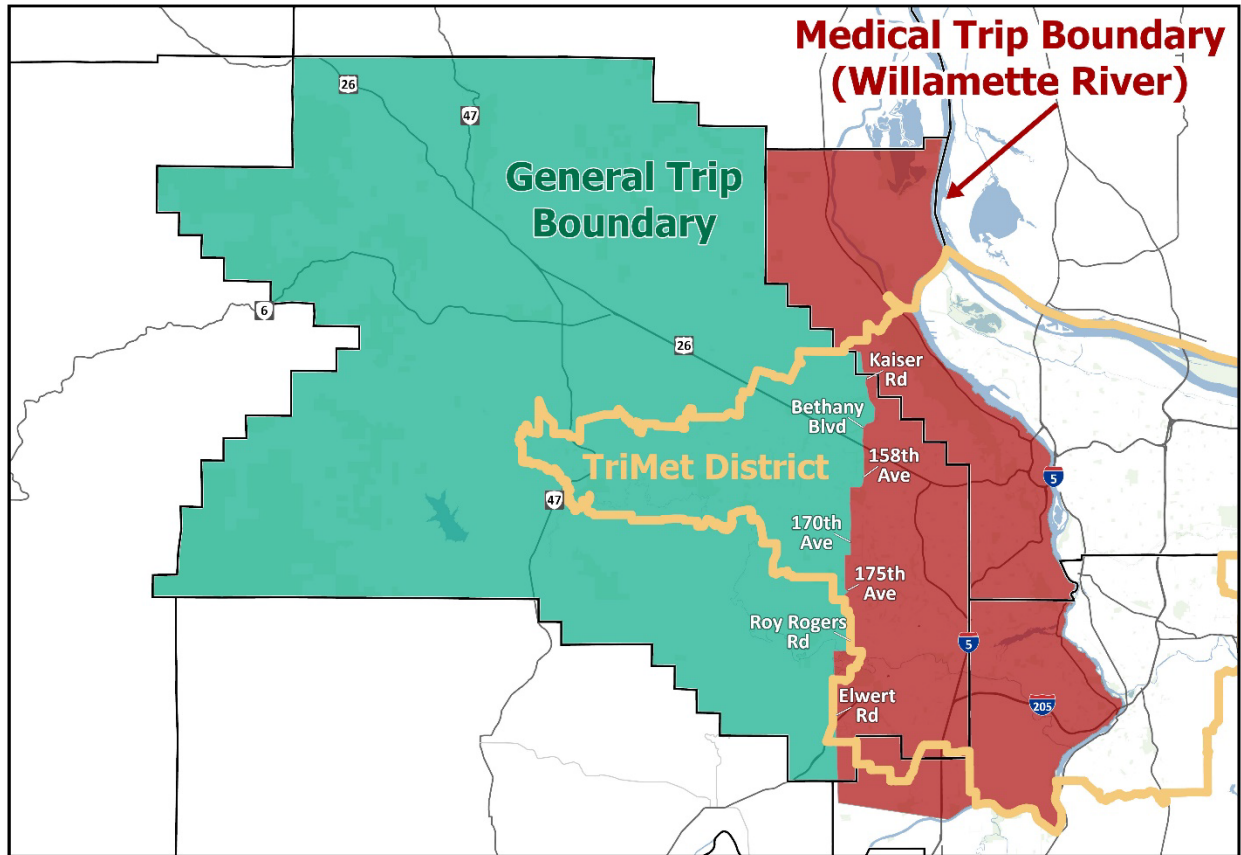


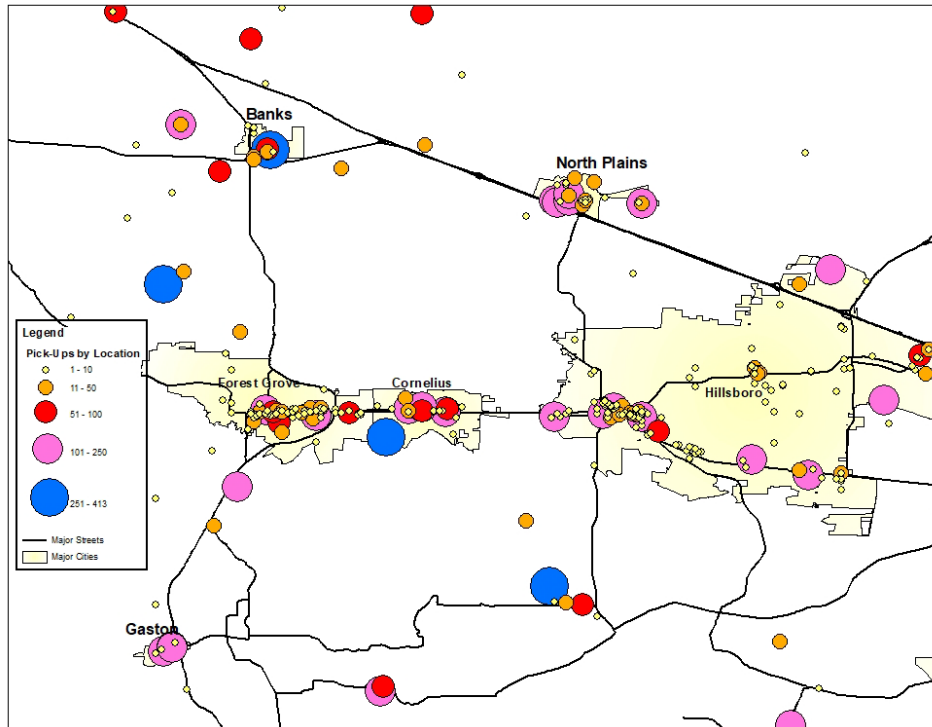
Figure 17, below, shows pick-up locations for FY 2024. Some of the areas and businesses with more frequent pick-ups are:

- North Plains Senior Center
- Henry Hagg Lake
- St Francis Church and Cemetery
- Subway – North Plains

There are also some more frequented urban destinations, including:

- Homeward Bound – Cornelius
- Beaverton Foods – Hillsboro
- Fred Meyer – Cornelius
- Centro Cultural
- Raines Dialysis Fresenius – Forest Grove
- WinCo - Hillsboro

Figure 17. Rural Washington County Demand Response Pick-Ups



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, pharmacies or grocery stores. Based on rider input, ongoing educational outreach and transit services are needed to assist veterans, their dependents and other veteran representatives, groups and organizations.

## Summary of Committed Improvements Funded by STIF

The current Washington County transit projects for FY 2023-25 as adopted in TriMet’s 2022 Tri-County Public Transportation Improvement Plan are listed in below.

Table 3. Washington County FY 2023-25 Public Transportation Improvement Plan (PTIP)<sup>11</sup>

Project	Priority Improvements
westLink	<ul style="list-style-type: none"> <li>Maintain existing and committed service (to be initiated in FY 2023)<sup>12</sup></li> <li>Add weekend service, earlier and/or later service based on community input</li> </ul>

<sup>11</sup> TriMet Public Transportation Improvement Plan, FY 2023-25 (pg. 64):

<https://trimet.org/meetings/hb2017/pdfs/public-transportation-improvement-plan-fy23-25.pdf>

<sup>12</sup> STIF funding supplements westLink services that are provided by Ride Connection using Federal funds.

Local Service	<ul style="list-style-type: none"> <li>• Maintain existing services in Forest Grove, Cornelius, Hillsboro and Tualatin</li> <li>• 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</li> <li>• 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</li> </ul>
Demand Response	<ul style="list-style-type: none"> <li>• Fund general public access for rural door-to-door service</li> <li>• Maintain services in expanded service area (initiated in FY 2021)<sup>13</sup></li> <li>• Improve efficiency and customer service through use of third-party platform to schedule and manage point-to-point rideshare services</li> </ul>
Interregional Coordination	<ul style="list-style-type: none"> <li>• Continue coordination with Yamhill, Columbia and Tillamook counties to improve service connections<sup>14</sup></li> </ul>
Rural Workforce Shuttle	<ul style="list-style-type: none"> <li>• Initiate point-to-point service to rural employment areas from urban areas<sup>15</sup></li> <li>• Expand/adjust based on demand</li> </ul>
Marketing	<ul style="list-style-type: none"> <li>• Increase awareness and ease of use of services through developing printed materials, media buys, branding and other marketing strategies</li> </ul>
Administration	<ul style="list-style-type: none"> <li>• Manage STIF program and comply with Agree Upon Procedures (AUP) as required by TriMet and Oregon Department of Transportation (ODOT)</li> </ul>
Capital and Infrastructure	<ul style="list-style-type: none"> <li>• Improve technology, bus stops, fleet, charging stations</li> </ul>
Planning	<ul style="list-style-type: none"> <li>• Update Transit Development Plan and identify priorities for FY 2025-27 including evaluation of current services for meeting STIF goals</li> </ul>

<sup>13</sup> STIF funding supplements Demand Response services that are provided by Ride Connection using other funding sources.

<sup>14</sup> STIF funding supplements coordination subsidies that are provided by Ride Connection using other funding sources.

<sup>15</sup> Analysis and community engagement conducted by Washington County and Ride Connection staff has shown that a demand-response model, with service beginning by 6 am (or earlier), is best suited to serve rural employment areas. Further exploration of this service will be carried out in the upcoming FY2025-27 biennium, with plans to launch in the FY2027-29 biennium.

## Stop Infrastructure and Access Improvements

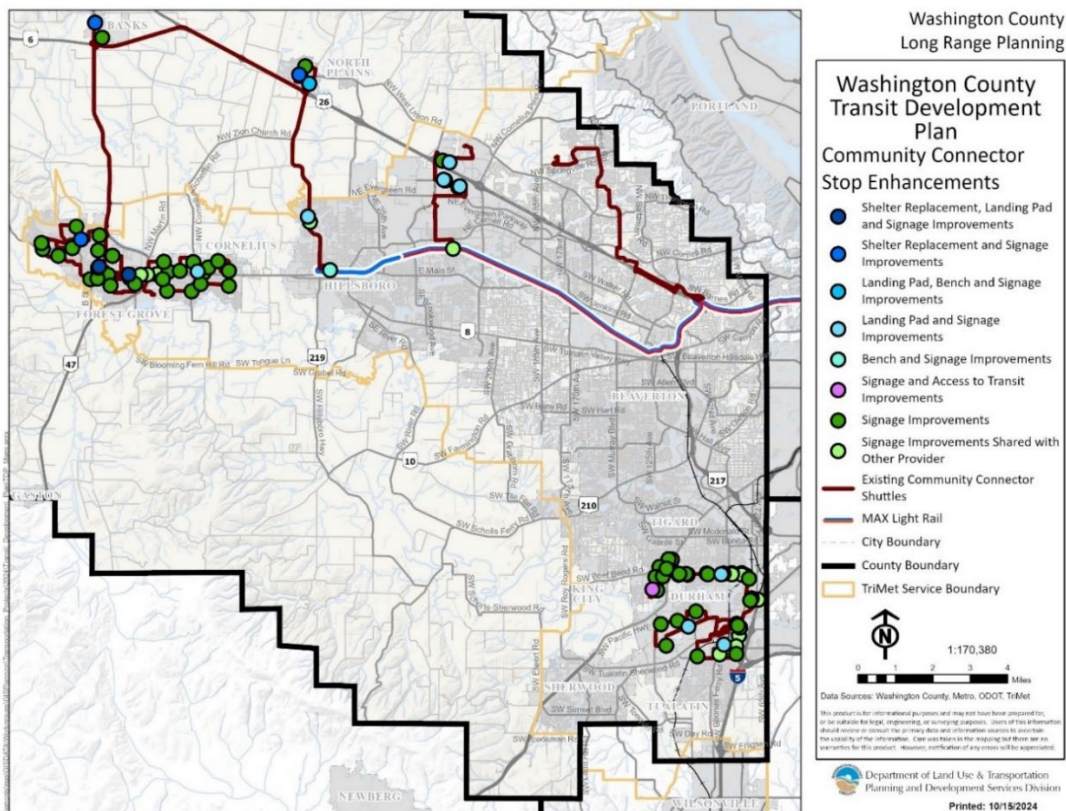
To date, Washington County, in partnership with Ride Connection, has been awarded two STIF Discretionary grants to design and construct stop improvements along Ride Connection’s local and intercity service routes. The goal of these improvements is to improve customer experience and accessibility, including capital upgrades such as benches, shelters and landing pads, as well as unified stop signage and schedule information to increase awareness and improve legibility of the system. Where needed, bus zones are also proposed to ensure that buses can access the curb and serve disabled passengers. The first grant-funded phase was completed in June 2024, and the current phase is scheduled to be completed by spring/summer 2025.

The first two project phases, shown in Figure 18, will install or update signage on all routes, with the exception of the new BethanyLink shuttle. Additional stop enhancements, including accessibility improvements and safe-crossing enhancements have been identified for future implementation as additional funding becomes available. Improvements for each city are isolated in Appendix A-3.

Highlights of stops slated to receive infrastructure improvements in 2025 include:

- Forest Grove High School
- Tigard High School
- Glencoe High School
- Forest Grove Safeway

Figure 18. Map of Community Connector Stop Enhancements, Phases 1 and 2





## 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 hours 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. Highlights from this year's survey include:

- Approximately 21% of riders identified as older adults or living with a disability.
- Approximately 30% of riders identified as low-income.
- More than 1/3 of riders (estimated at 35%) used Ride Connection for travel to/from work.
- Approximately 75% of riders connected to/from a Ride Connection route via another transit service on one end of their transit trip.
- 100% of riders rate their overall satisfaction with service as a 4 or 5 out of 5.
- Approximately 31% of riders speak a language other than English at home.

### Key STIF Performance Outcome Measures

Ride Connection provided nearly 300,000 revenue miles and more than 25,000 revenue hours in FY 2024 (see Table 4). STIF funded services provide transit access to more than 140,000 people within a half-mile of the service area, which includes more than 7,000 high school students and more than 9,000 low-income households.

Table 4. STIF Performance Outcome Measures

	<b>Revenue Miles<sup>16</sup></b>	<b>Revenue Hours<sup>17</sup></b>	<b># of Students with Access</b>	<b># of People within ½ mile</b>	<b># of Low-Income Households</b>
Local deviated fixed-route	239,404	20,836	5,690	107,400	7,750
Intercity	44,846	1,952	890	16,800	480
Demand response	14,064	3,400	1,500	26,350	1,440
<b>Total<sup>18</sup></b>	<b>298,314</b>	<b>26,188</b>	<b>7,240</b>	<b>140,950</b>	<b>9,300</b>

## Ridership Trends and Service Effectiveness

Table 5 shows a six-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, though has since recovered a large portion of ridership. Ride Connection provides moderately productive service relative to the amount of service it provides.<sup>19</sup>

Table 5. Local Deviated Fixed-Route and Intercity Shuttles Ridership Trends<sup>20</sup>

	<b>Boarding Rides</b>	<b>Average Daily Boarding Rides</b>	<b>Revenue &amp; Layover Hours</b>	<b>Boarding Rides/Hour</b>
FY 2018-19	121,334	475	18,393	22.4
FY 2019-20	117,114	459	18,822	20.1
FY 2020-21	59,836	234	19,350	9.9
FY 2021-22	81,334	318	20,200	13.0
FY 2022-23	84,773	332	22,475	13.2
FY 2023-24	96,802	379	22,788	14.8

## 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:

<sup>16</sup> Data for FY 2023

<sup>17</sup> Data for FY 2023

<sup>18</sup> Totals for demographic data are calculated by removing duplications in populations where local, intercity and/or demand response service areas overlap. Values are estimates based on Census (2020) and ACS (2022) data.

<sup>19</sup> FTA National Transit Database – National Transit Summaries and Trends, 2019 and 2021

<sup>20</sup> As the services launched after the end of FY 2023, this data does not include ridership for new CorneliusLink, King City Link or BethanyLink services.

- Many of the wheelchair accessible vans used for demand response are nearing their useful life based on age. However, its fleet has approximately 20% remaining useful life based on age and about 54% based on mileage. With the inclusion of the sedans that were recently purchased, the sedan fleet is acceptable; however, two minivans have exceeded their useful age.
- The cutaway buses used for shuttles and demand response have useful life remaining, with an average of 52% remaining useful life based on age and 36% based on mileage, including the four most recently purchased buses. Nine shuttles are approaching or have reached their useful life. Costs for vehicle replacement are factored into the overhead and included in the cost per revenue hour. Service expansion beyond currently planned levels may require additional vehicle purchases.
- For 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 within Washington County. It also outlines feedback gained from community input.

### Transit Demand

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. This section describes land use context, population and employment data within Washington County.

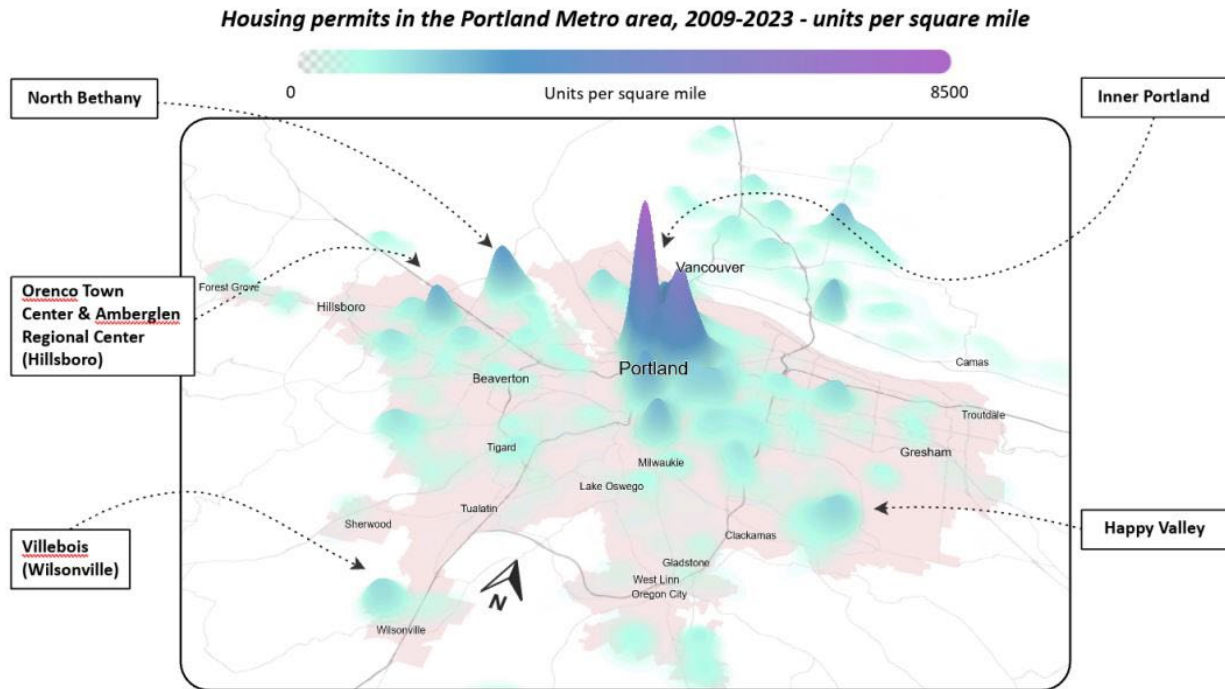
### Land Use Context

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.

### Past and Near-term Development Trends

Figure 19, below, illustrates housing permits measured in units per square mile in the Portland Metro area, 2009-2023. The region has experienced significant growth, particularly in mixed-use centers served by transit like inner Portland, Orenco Station and Amberglen. Emerging urban areas in Washington County such as North Bethany, South Cooper Mountain (Beaverton) and River Terrace (Tigard) have also seen substantial growth.

Figure 19. Housing Permits in the Portland Metro Area, 2009-2023 – Units Per Square Mile<sup>21</sup>

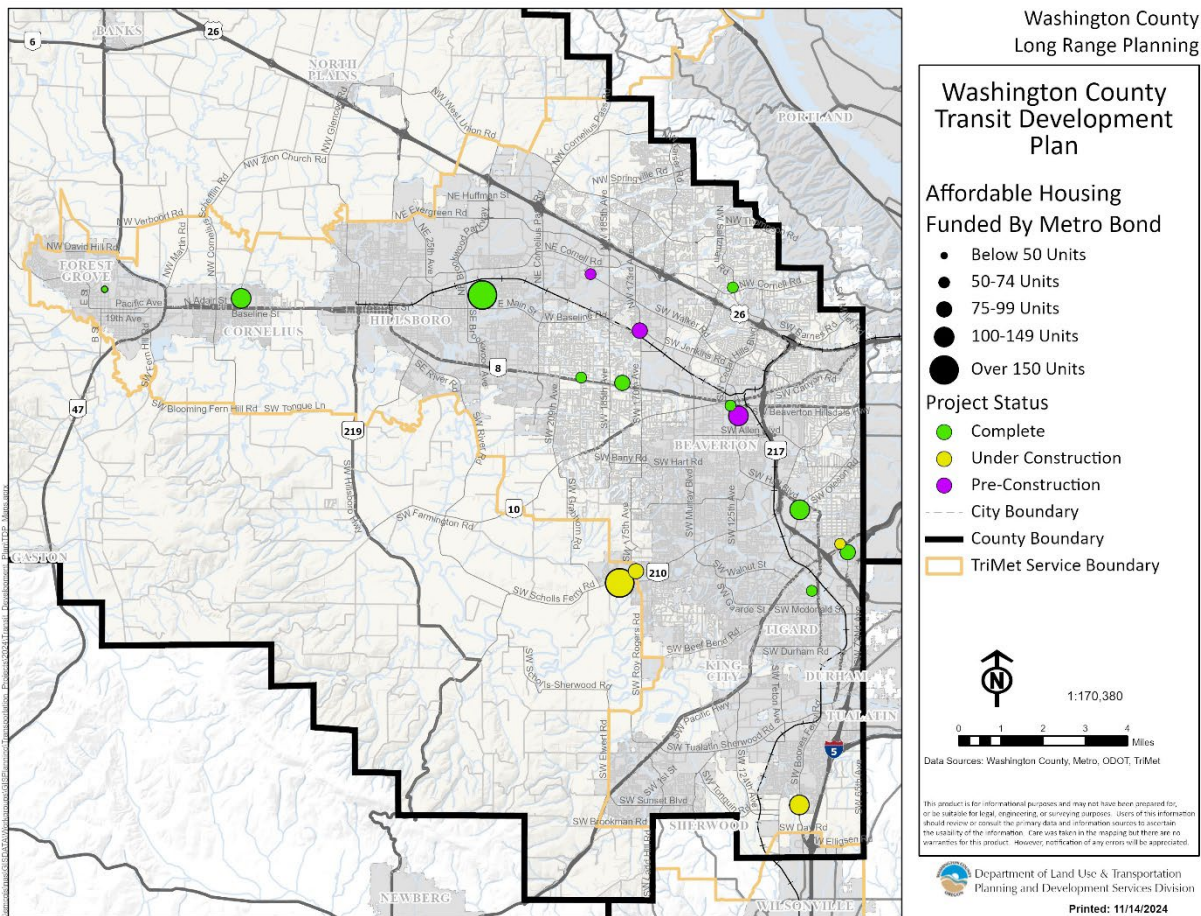


Source: Construction Monitor data report Q1 2009 - Q2 2023. Created September 2023

The county has seen an increase in development of affordable housing since the approval of Metro’s regional affordable housing bond measure in 2018. 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. These locations are ideal for transit service enhancements, and more affordable housing project development is expected in the near- and mid-term. Figure 20 shows affordable housing projects funded in part by the bond measure, the number of units for each development and the project status.

<sup>21</sup> Metro 2024 Urban Growth Report, Draft – July 2024 (pg. 25)

Figure 20. Metro Bond Affordable Housing Sites in Washington County



Near-term grown outside the Metro UGB:

- North Plains, a city of just over 3,600 people, is one of the fastest growing communities in the county. Its population grew by 7% between 2020 and 2023. A proposal to expand the city’s UGB was defeated by a voter referendum in 2024. In the past 6 years, North Plains has built 364 new homes.
- Banks, a city of about 1900 people, has roughly 228 acres of land within their UGB. The city’s population grew by 4% between 2020 and 2023. The city is currently considering multiple annexation and development proposals. In the past 6 years, Banks has built 69 new homes.
- Gaston’s population of 668 has been relatively stable. Should future growth require it, the city has 168 acres within their UGB that are available for annexation. In the past 6 years, Gaston has built 5 new homes.

## Land Use Designations: Future Growth

Figure 21 illustrates essential destinations including schools, grocery stores, parks, hospital/urgent care centers and social and human services locations. These destinations are accessed on a regular basis by people in Washington County. They are served to a varying degree by existing public transit services.

Figure 21. Washington County Essential Destinations

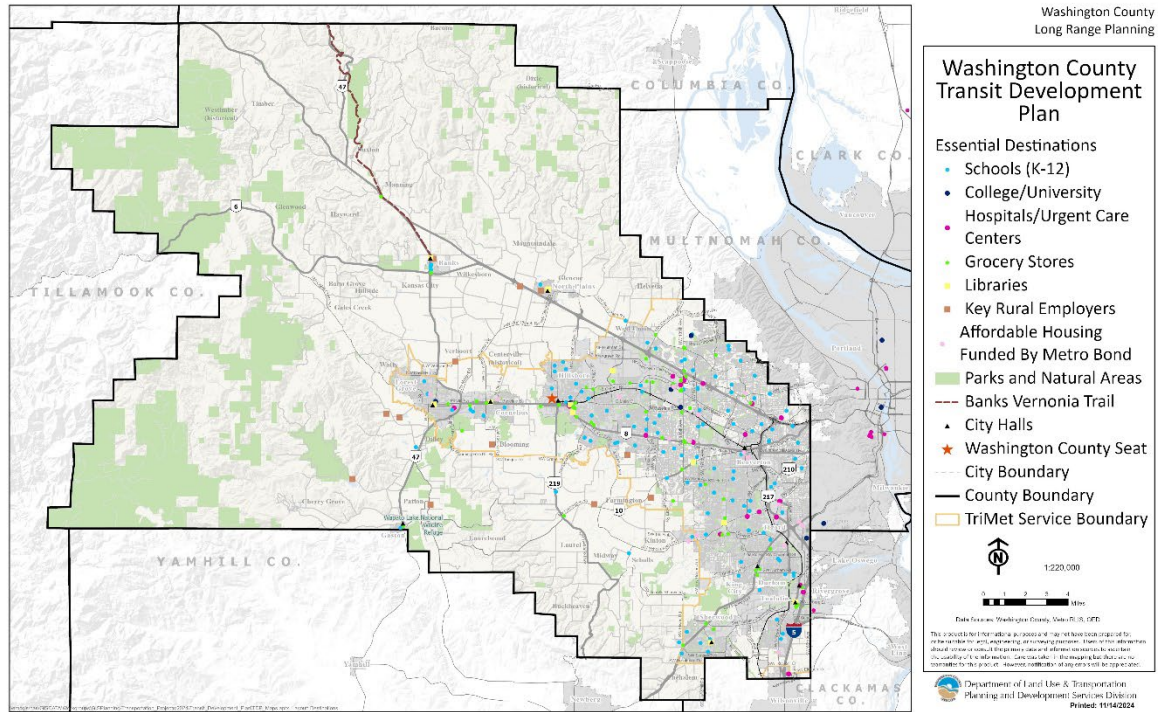
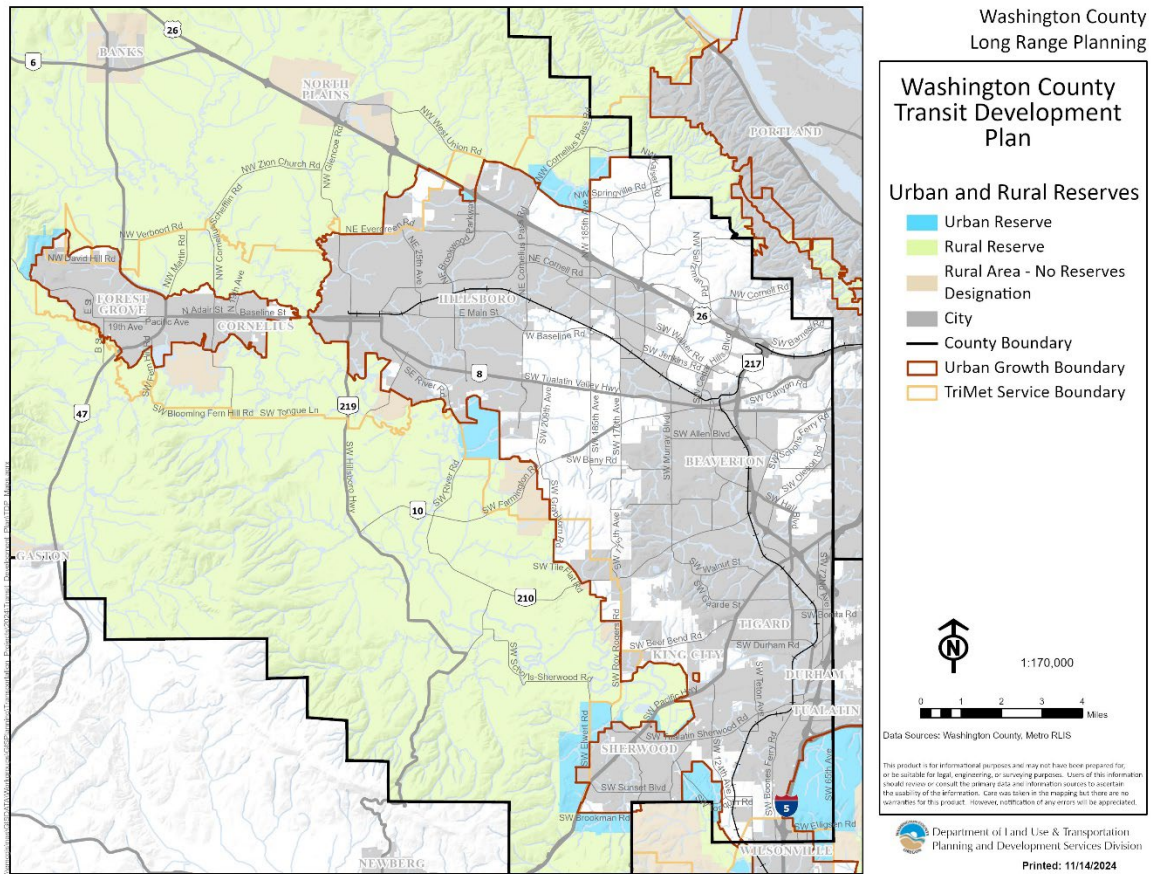


Figure 22, below, illustrates existing urban incorporated and unincorporated area as well as future urban areas.

Figure 22. Washington County Rural and Urban Reserves



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

### Population and Employment Trends

Since 1980, population in Washington County has grown by 244%, from 246,000 people to 600,000 people; the number of jobs has grown by 295%, from 107,000 in 1980 to 316,000 in 2022.<sup>22</sup> Current and projected population and employment trends in communities across Washington County indicate where the greatest transit demand is likely to be in the future.

<sup>22</sup> Decennial Census, 1980; American Community Survey 5-Year Estimates, 2022



## Existing and Future Population

This section describes existing population and employment characteristics and forecasted trends. Table 6 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. Key takeaways include:

- Unincorporated urban Washington County is, in total, larger in population than any of Washington County’s cities. These areas will contain 45% of future growth within the county. 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 projected 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%.

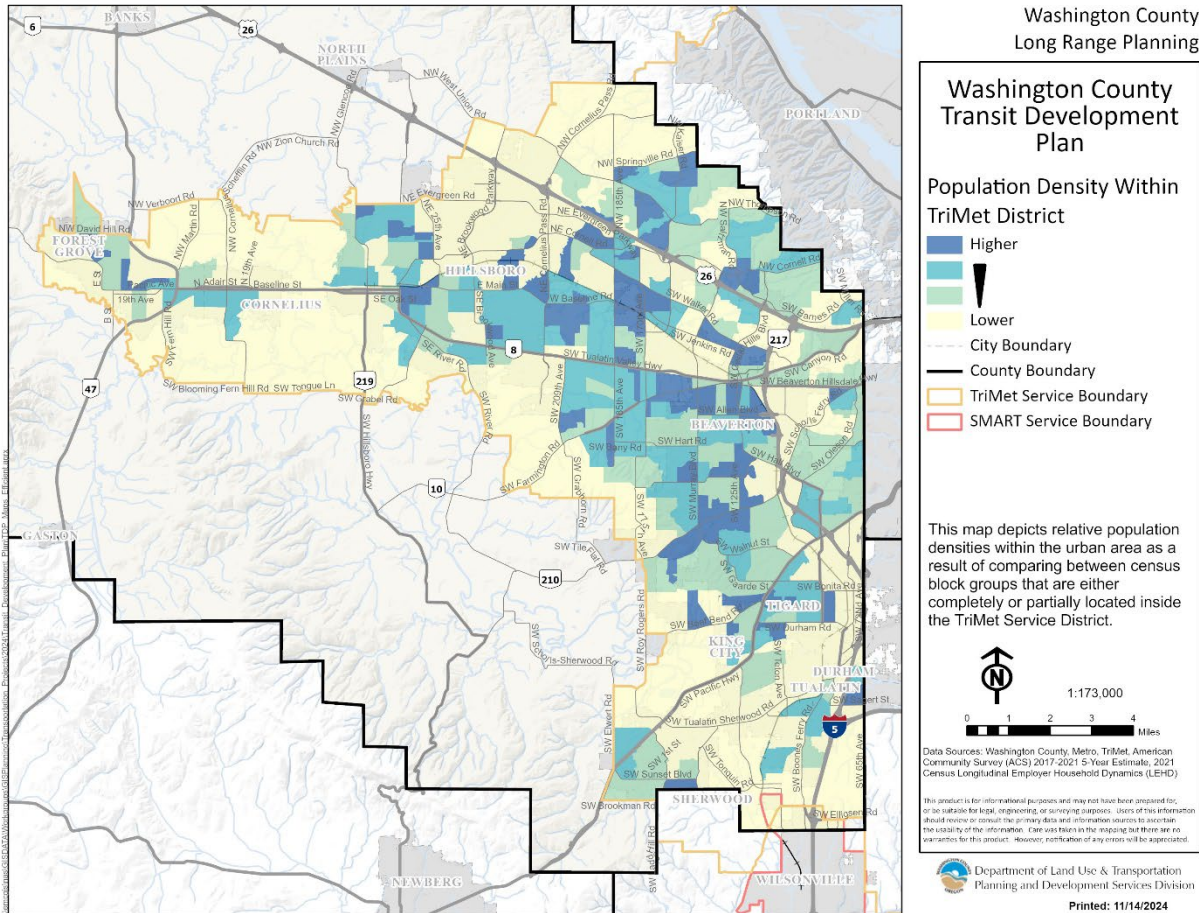
Table 6. Washington County Existing and Future Population Forecasts, 2020-2030<sup>23</sup>

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)
<b>Washington County (Total)</b>	<b>622,082</b>	<b>718,412</b>	<b>96,330</b>	<b>15%</b>	<b>100%</b>	<b>1.34</b>	<b>1.54</b>
<b>Within Metro UGB</b>	<b>588,112</b>	<b>682,629</b>	<b>94,517</b>	<b>16%</b>	<b>98%</b>	<b>7.18</b>	<b>8.33</b>
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	2,245	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
<b>Outside Metro UGB</b>	<b>35,805</b>	<b>37,871</b>	<b>2,066</b>	<b>6%</b>	<b>2%</b>	<b>0.09</b>	<b>0.10</b>
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

<sup>23</sup> Metro ORD 21-1457, Exhibit B: “2019 Distributed Forecast of Population Households and Employment”

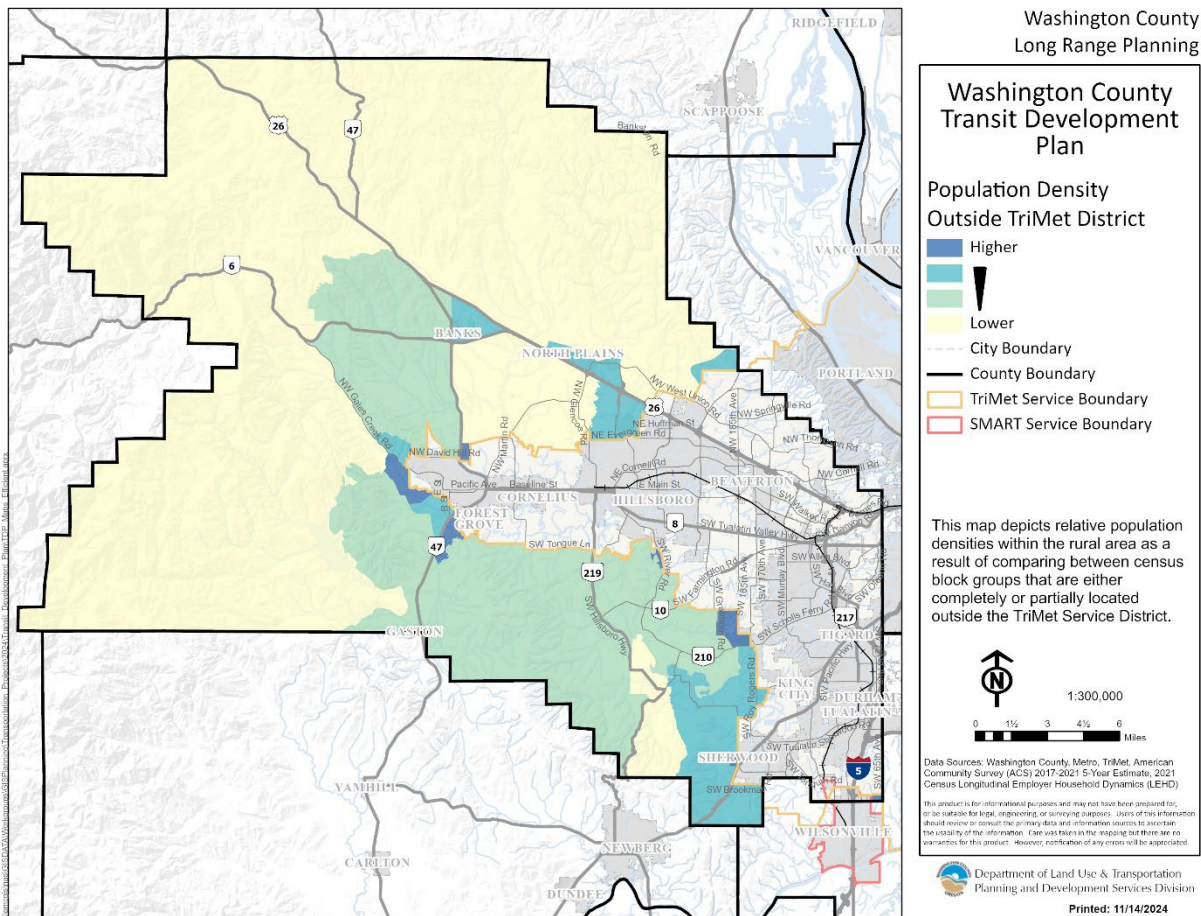
The highest population densities within the TriMet service district are in the cities of Beaverton, Hillsboro and Tigard and in the unincorporated urban areas of Aloha and Bethany (illustrated in Figure 23). Today, 95% of the county’s population lives within the Metro UGB; this share is projected to increase, as 98% of projected growth is within the UGB.

Figure 23. Population Density in Washington County, Within TriMet District



Population density outside of the TriMet district is reflected in Figure 24. Areas directly outside of the TriMet district, including South Cooper Mountain in Beaverton and communities just outside of Forest Grove have the highest observed densities, followed by the communities of Banks and North Plains. Areas further from the urban area have low to moderate population density. Overall, rural areas outside of the TriMet service area have substantially lower population density of less than one person per acre.

Figure 24. Population Density in Washington County, Outside TriMet District



## Demographics

Transportation is often cited as a primary barrier by individuals who are unable to access employment, medical services and educational opportunities (among other key public services). Public transit services provide people who do not have access to a vehicle or who are unable to drive with a connection to jobs, services, family and friends and medical providers. This analysis helps staff to better understand the unique transportation needs of these population groups and to identify where potential transit customers are located.

The analysis presented in this section identifies locations of high concentrations of target populations for transit service needs. Washington County utilizes the Diversity and Transit Equity Index developed by the TriMet Transit Equity Advisory Committee to identify areas of high equity need and aid in planning transit service investments. The Index scoring regiment includes measures of Low-Income Populations summarized by individual Census block groups. Ten factors are normalized, scored and integrated into the Index to describe and identify locations of high concentrations of Low-Income Populations for the three-county region, including:

- People of color
- Low-income households (200% of federal poverty level)
- Limited English proficiency
- Senior population (age 65 and older)
- Youth population (age 21 and younger)
- People with disabilities
- Households with limited vehicle access
- People working low- and medium-wage jobs
- Access to affordable housing
- Access to essential services (grocery stores, schools and healthcare)

The index was updated and approved by the TriMet HB 2017 Advisory Committee in March 2024. For each of the region’s Census block groups, the composite index values are divided into quartiles. Scoring within Washington County is separated between those areas within the TriMet district and the areas outside the district. The top 25<sup>th</sup> percentile for both the portion of the county within and outside the TriMet district are designated as equity areas and are shown in Figures 25 and 26.

Figure 25. Washington County Equity Areas, Within TriMet District

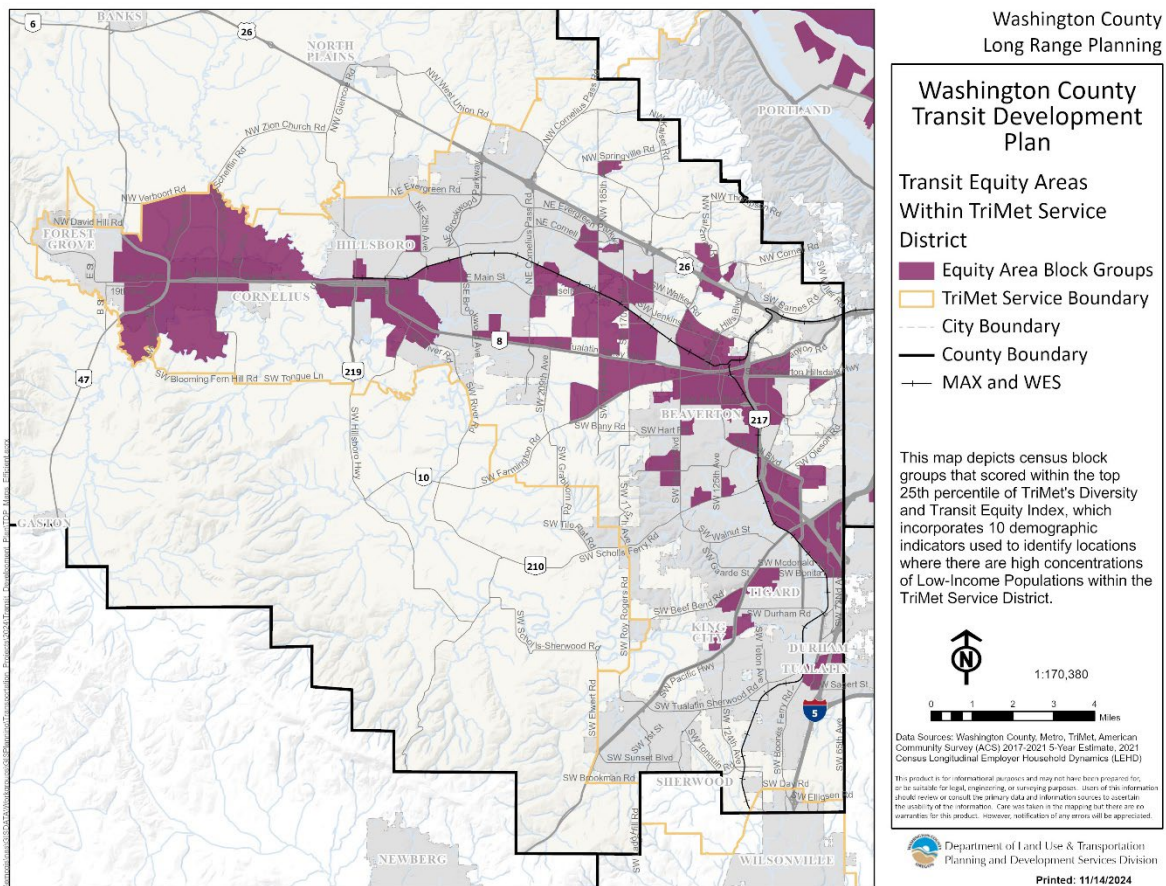
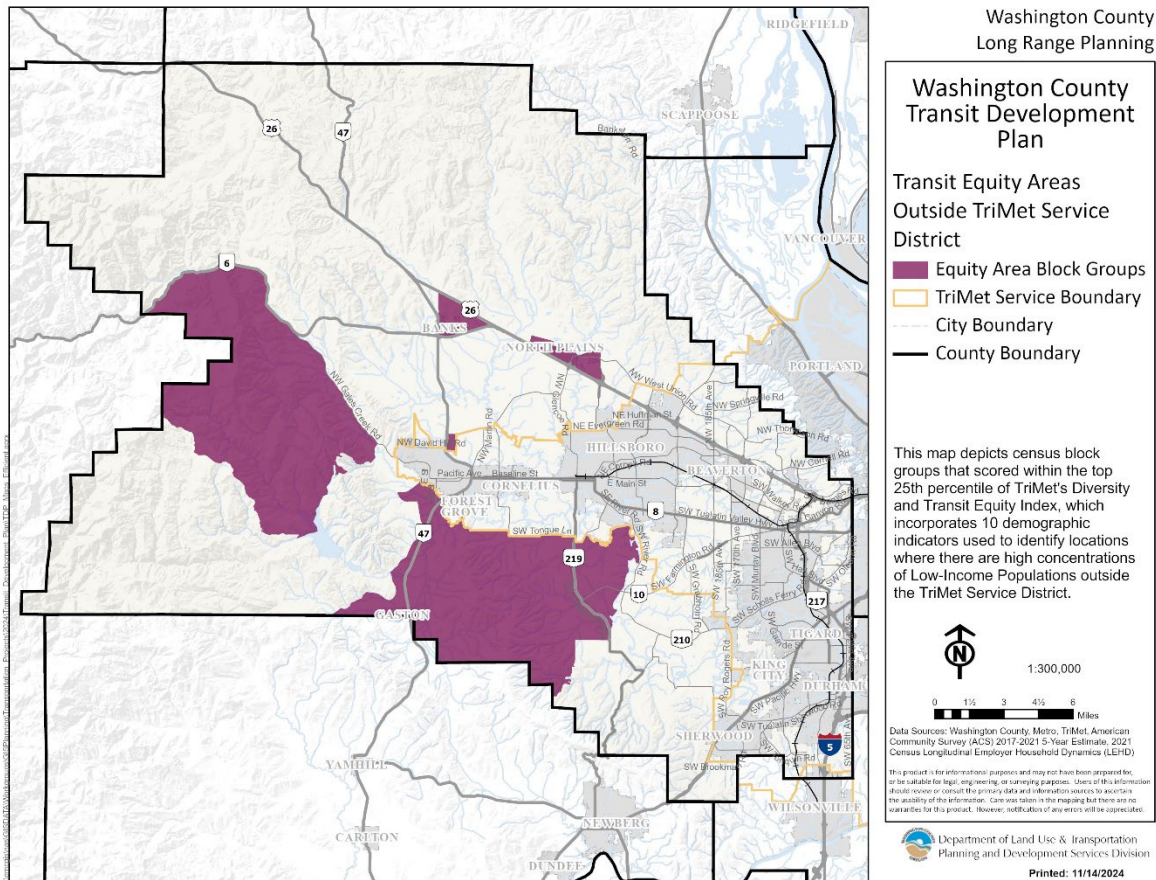


Figure 26. Washington County Equity Areas, Outside TriMet District



Figures 27 and 28 illustrates a composite of where these demographic groups are located in the areas within and outside of the TriMet district. Individual maps for each of the 10 equity demographic factors are in Appendix A-1. 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 Boulevard in Tigard and Tualatin Sherwood Road in Tualatin.
- Limited-Vehicle Households:** People who do not have access to a vehicle are more likely to utilize transit. The highest densities of households with poor vehicle access 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 MAX and frequent bus service in Hillsboro.
- Low-Income Households:** Individuals who are classified as low-income 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, 185<sup>th</sup> Avenue, Farmington Road and

Hall Boulevard. Forest Grove and Tigard also have some areas with a high density of low-income residents. All Ride Connection Community Connector shuttles are fareless.

- **Young Adult Residents:** Recent trends have shown that younger adults (between the ages of 18 and 29) are less likely to own vehicles and more likely to use multimodal travel options, such as taking transit, walking or biking.<sup>24</sup> 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 the county.<sup>25</sup>
- **Older Adult Residents:** Older Adults, people ages 65 and older, make up approximately 14% of Washington County’s population.<sup>26</sup> 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.<sup>27</sup> Areas with the highest density of older adults are located in King City, Beaverton, Hillsboro, Forest Grove and Tigard.
- **Rural Area:** Outside the TriMet District, North Plains sees relatively high population density, and its population meets the 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.

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<sup>24</sup> A 2021 study from the UC Davis National Center for Sustainable Transportation found that millennials are more multimodal than previous generations, with the highest proportion of multimodal travelers being in their 20s and early 30s. Retrieved from: <https://doi.org/10.7922/G20C4T3W>

<sup>25</sup> American Community Survey 5-Year Estimates, 2022

<sup>26</sup> Ibid.

<sup>27</sup> AARP 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. Retrieved from: <https://www.aarp.org/livable-communities/info-2014/livable-communities-facts-and-figures.html>

Figure 27. TriMet Diversity and Transit Equity Index, Within TriMet District

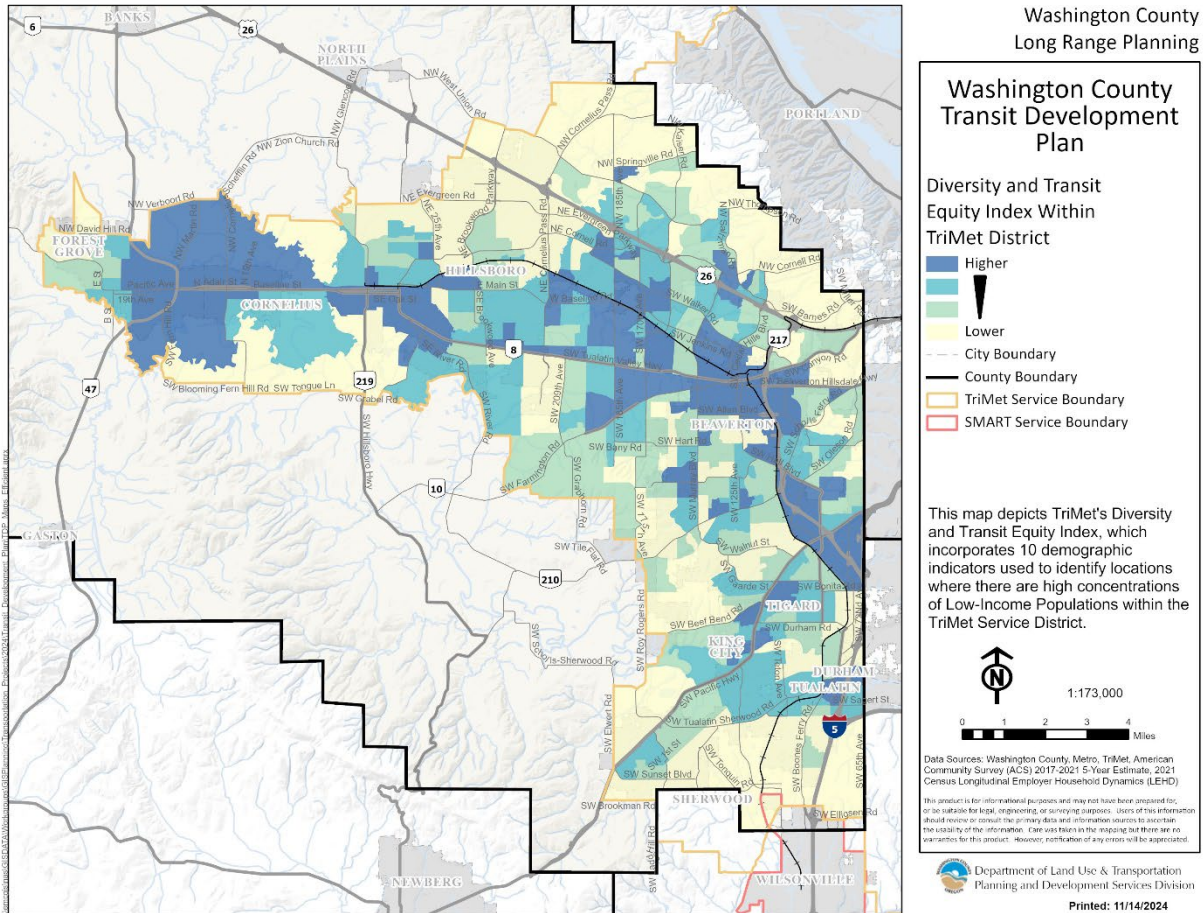
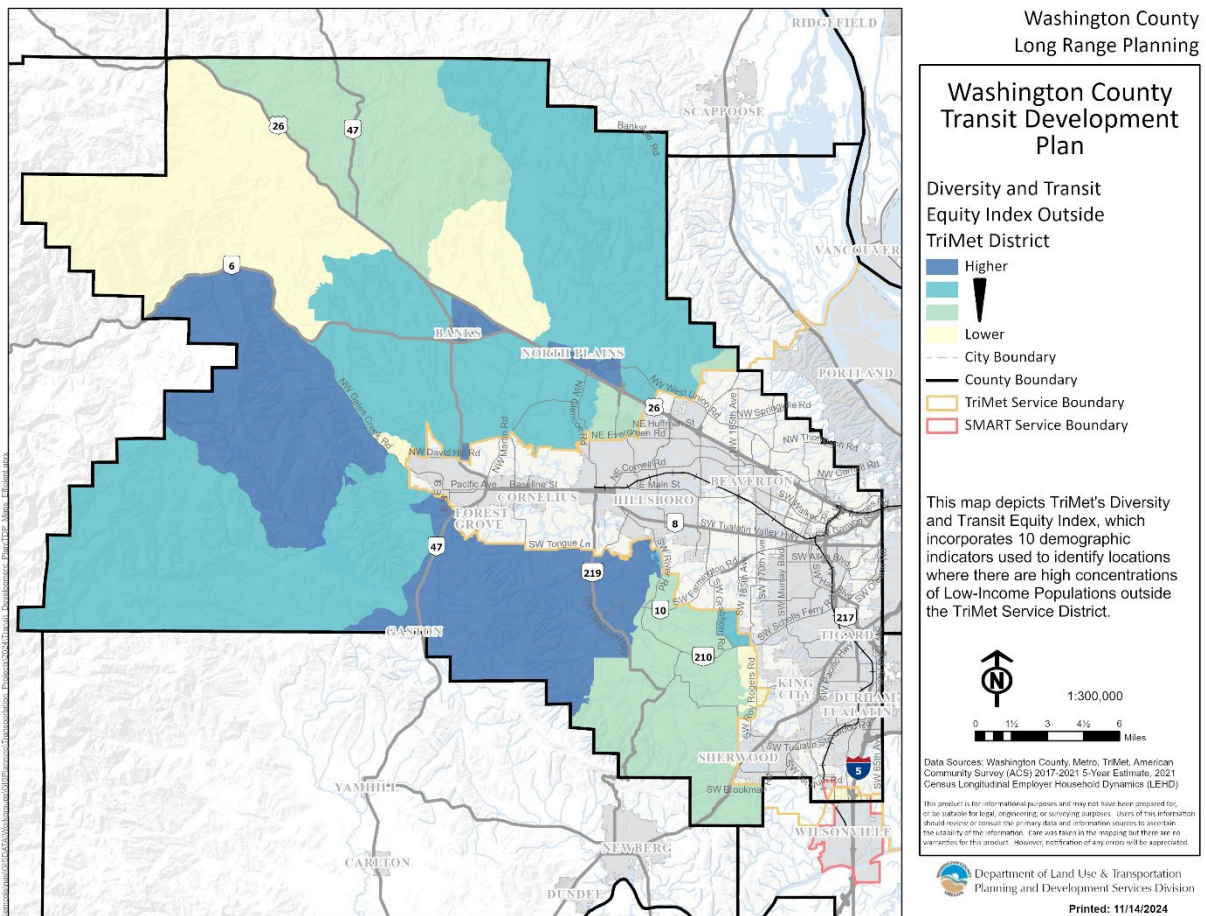


Figure 28. TriMet Diversity and Transit Equity Index, Outside TriMet District



## 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:** Washington County has several major employment sites including more than ten major employers with 1,000 or more employees.<sup>28</sup> However, more than 90% of employers in the county have less than 100 employees.<sup>29</sup> Hillsboro has more large employers, while Beaverton has a greater number of smaller employers. The two largest employers in Washington County are Nike and Intel, located in Beaverton and Hillsboro, respectively.

<sup>28</sup> Metro Coordinated Transportation Plan for Seniors and People with Disabilities, Attachment H2, 2023

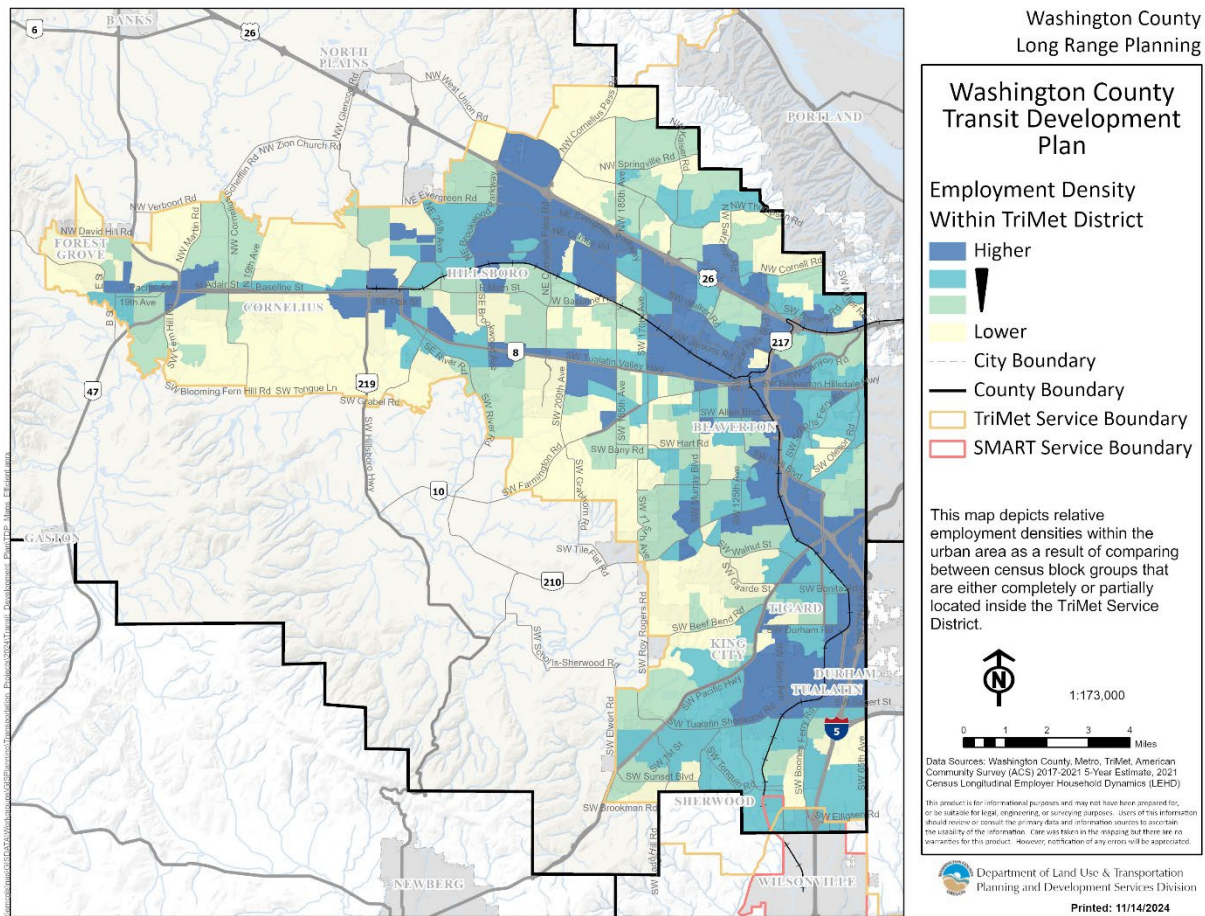
<sup>29</sup> US Census, County Business Patterns, 2021



**Employment Density:** While the highest concentration of jobs is in major employment centers in Beaverton, Hillsboro, Tigard and Tualatin, about a quarter of employers are in parts of the county outside these areas.

Figure 29 reflects the density of employment in Washington County within the TriMet district. Since 2010, the county has added over 60,000 jobs (5,500 jobs per year) and is projected to add over 100,000 jobs by 2045.<sup>30</sup> High employment density is concentrated along the US 26 and OR 217 corridors within Beaverton, Hillsboro and Tigard. The North Hillsboro, Tigard Triangle and Basalt Creek areas are projected to experience significant job growth. Employment densities are overall significantly lower outside of the urban area, where farms and nurseries are common employers.

Figure 29. Density of Jobs, Within TriMet District

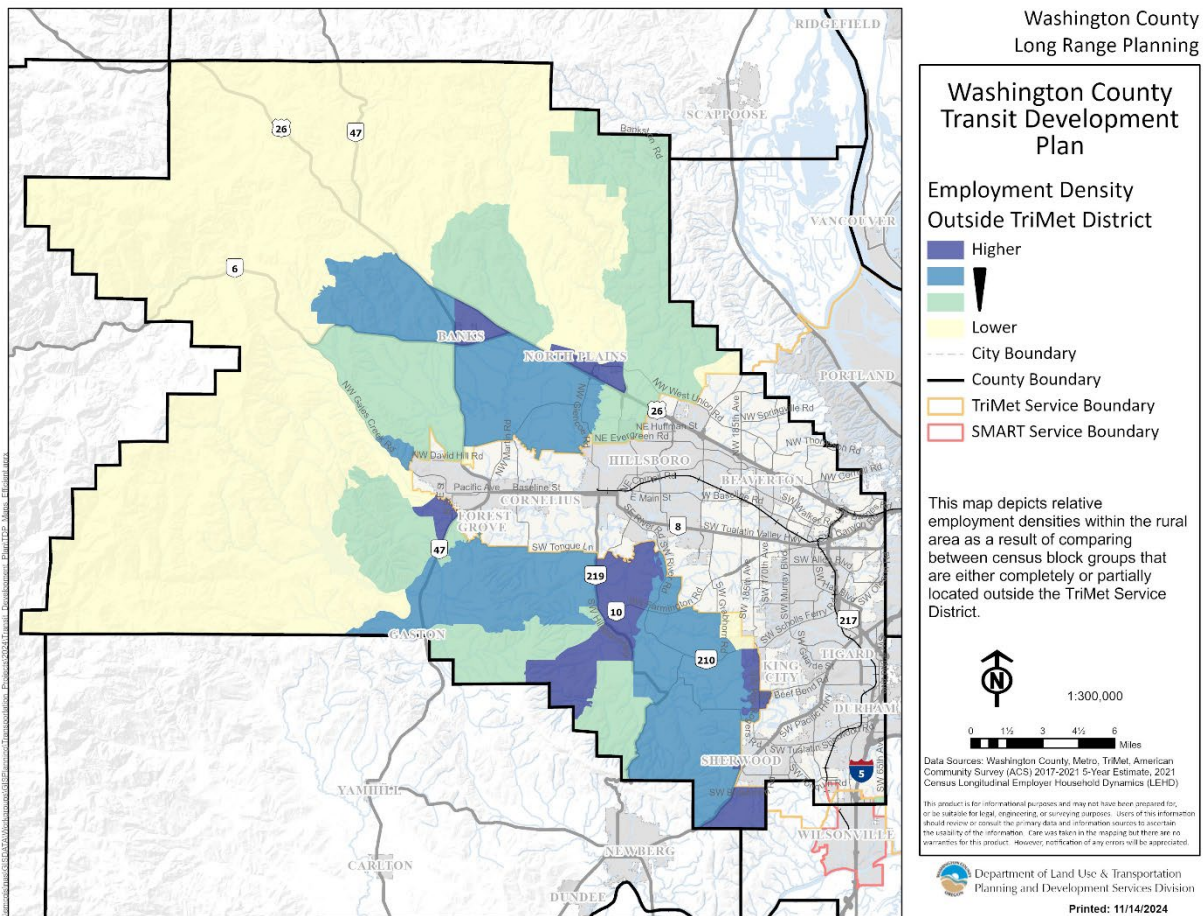


**Rural Workers:** Overall employment density in Washington County is much lower in the rural area compared to the area within TriMet’s district. Figure 30 shows the density of employment

<sup>30</sup> Longitudinal Employer-Household Dynamics (LEHD), 2021; Metro ORD 21-1457, Exhibit B: “2019 Distributed Forecast of Population Households and Employment”

in the area outside of the TriMet district, with concentrations of employment in North Plains, Banks and in the South County Industrial area near Tualatin and Sherwood. There is also a relatively high job density observed south of Forest Grove.

Figure 30. Density of Jobs, Outside TriMet District



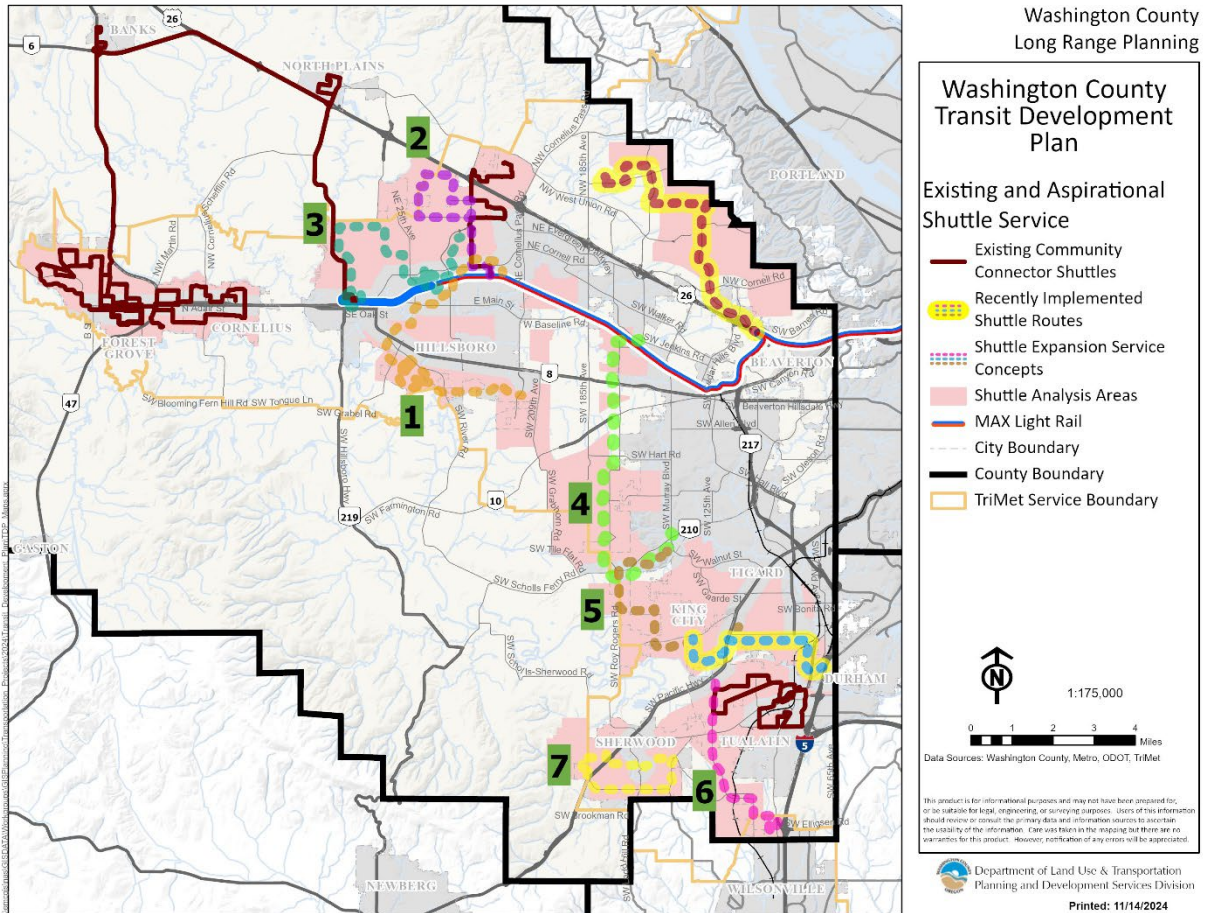
## Emerging Transit Markets

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 within the urban area that have greater density of households and jobs but are not within typical walking distance to existing transit services, identifying emerging growth areas to consider for future transit service.

Additionally, in 2022, Washington County completed an assessment of feasibility and viability for shuttle service in these emerging growth areas. The study assessed need and potential demand based on an analysis of transit-dependent populations, current/forecast travel demand and travel patterns. A summary report of this study can be found in Appendix A-2.

Combined, these studies provided the guiding basis for implementation of two new Ride Connection shuttle services, BethanyLink and King City Link, in 2024. Figure 31 illustrates additional potential new shuttle routes as conceptualized in the 2020 and 2022 studies and adapted based on recent Ride Connection and TriMet service changes.

Figure 31. Existing and Aspirational Community Connector Shuttle Routes



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

1. **Witch Hazel – Orenco:** A shuttle 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 existing North Hillsboro Link shuttle.
2. **North Hillsboro (Extension):** A new or restructured shuttle 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 the conceptual Witch Hazel – Orenco shuttle service.

3. **Northwest Hillsboro:** A shuttle serving residential neighborhoods in northwest Hillsboro and facilitating transfers to the MAX Blue and Red lines at the Fair Complex/Hillsboro Airport station and with the existing westLink shuttle at Hillsboro Central station, with possible connections to Glencoe High School, Intel Jones Farm campus and Hillsboro Brookwood Library.
4. **Aloha/South Beaverton:** A shuttle between Murray Scholls Town Center and the Merlo/SW 158<sup>th</sup> MAX station, possibly serving Progress Ridge, Mountainside High School, two new affordable housing projects in South Cooper Mountain and the TV Highway commercial area.
5. **River Terrace/Bull Mountain:** A shuttle 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 existing King City Link shuttle.
6. **Sherwood:** A circulator shuttle in Sherwood with possible connections with TriMet service in downtown Sherwood, YCT Line 44 and SW Langer Drive, shopping centers, Stewart Center Senior Apartments, The Ackerly, Avamere, Senior Community Center, City Hall and Sherwood High School.
7. **Basalt Creek:** Last mile service connecting employment locations along Basalt Creek Parkway and SW 124<sup>th</sup> Avenue to fixed-route bus or WES.

In the upcoming 2025-27 biennium, Ride Connection does not plan to launch any new shuttle services. Having recently launched three new weekday shuttles (BethanyLink, CorneliusLink, and King City Link), Washington County and Ride Connection will use this biennium to evaluate and refine existing and new shuttle service routes and schedules, including frequency and span of service, to better accommodate community and employment needs. Additionally, as TriMet implements service changes and launches new bus lines as part of the Forward Together plan, Washington County's shuttle expansion concept routes may require adaptation to avoid duplication of service. Existing services, such as North Hillsboro Link, are anticipated to be revised or discontinued entirely as TriMet expands into that area. Ride Connection plans to reallocate those shuttle service hours to underserved areas elsewhere in the county.

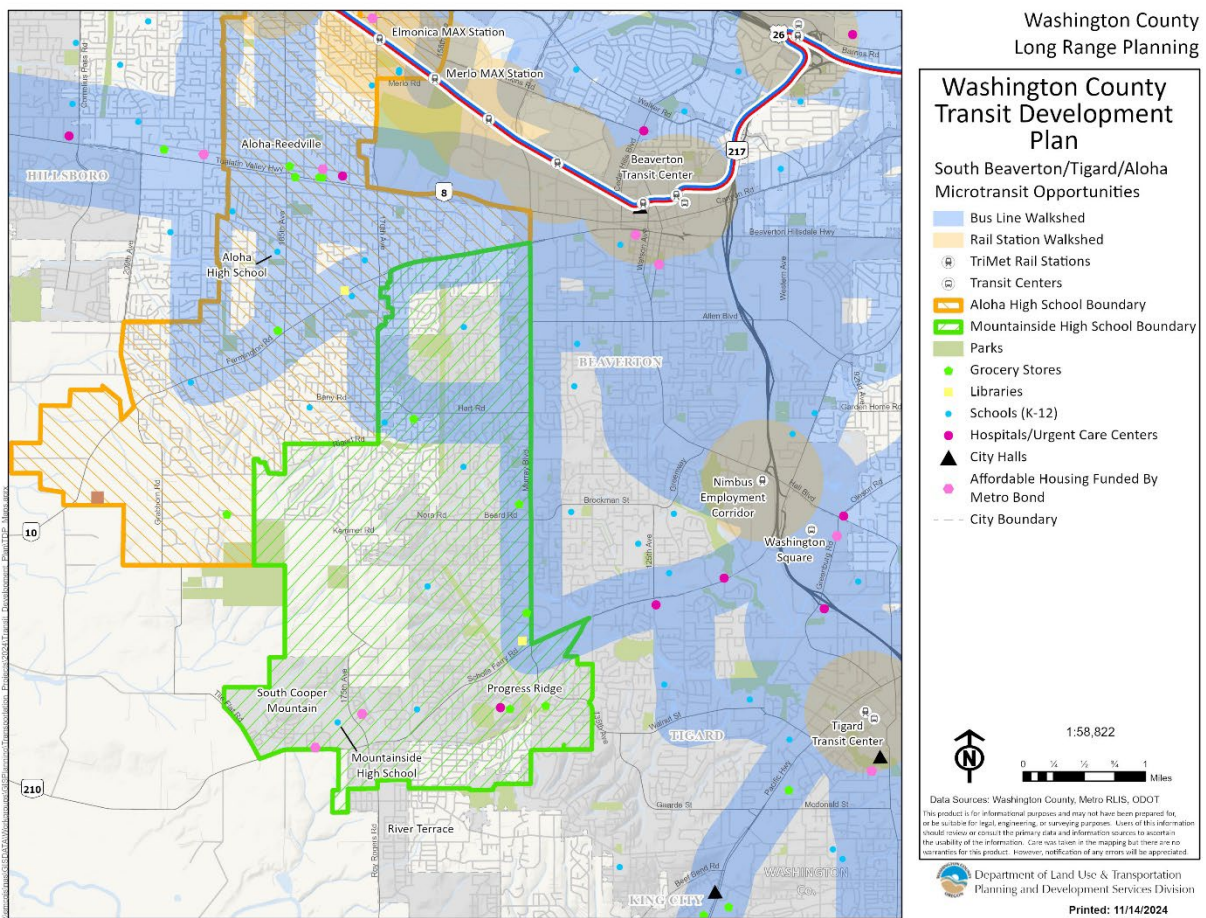
#### Microtransit Pilot

Washington County was awarded a STIF Discretionary grant for FY 2023-25 to fund a microtransit pilot. This pilot project is intended to serve the South Beaverton/Tigard/Aloha communities, an area which is currently transit-deficient and not scheduled to receive TriMet service until 2026 or 2027. This pilot would potentially serve the student population at Mountainside and/or Aloha high schools, along with two affordable housing developments in the area, providing connections to essential destinations as well as existing TriMet service hubs. Options for TriMet connections include the Washington Square or Tigard transit centers, or the MAX Blue and Red lines in Beaverton. The employment corridor along Nimbus Avenue has also been identified as an area with additional transit need.

The pilot will be an opportunity for Ride Connection to test an on-demand rideshare service model in areas not currently served by fixed-route or demand response transit, as the microtransit software will allow for grouping of trips to provide efficient and timely service for riders. This project will provide Ride Connection and the County with insight into the cost-effectiveness of microtransit and its potential suitability for deployment elsewhere in Washington County where there are transit service needs, such as in the rural area to serve employment sites.

Below is a map of the service area opportunities, Figure 32, which will be refined through planning efforts and community engagement in early 2025. The pilot is expected to launch in late 2025 or early 2026 and run for a 12-to-18-month duration.

Figure 32. Microtransit Pilot Service Area Opportunities



## Intercommunity Connection Needs

Based on existing and planned transit services analysis, several population and employment centers and regional corridors in the county have been identified as transit-deficient. The following areas lack transit service or have service fragmentation and can be considered for future service improvements:

- Sherwood to Hillsboro corridor
- OR 219 corridor between Newberg and Hillsboro
- Small rural communities like Scholls, Timber, Verboort, Roy, Manning and Buxton that lack intercommunity transit service
- Additional service between North Plains/Banks and Sunset Transit Center or Portland
- Lack of community awareness of cross-county transit services connecting the Portland region to the Oregon coastal communities, limiting utilization of these services

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

- Additional NorthWest POINT stop in North Plains or Banks to allow connections with westLink and improve access to the northern Oregon Coast
- North Hillsboro Link connection with US 26 services (NorthWest POINT, TCTD Route 5) at Brookwood Parkway/Helvetia Road
- Improved connection between YCT Route 44 and Tualatin Shuttle Blue Line near OR 99W and 124<sup>th</sup> Avenue
- Difficult connections at Tanasbourne between TCTD Route 5 and NorthWest POINT with TriMet services on 185<sup>th</sup> Avenue
- Trip planning tools, coordinated marketing and other strategies to improve awareness of cross county services

Further, Washington County residents and workers rely on YCT Route 33 to provide crucial access between McMinnville and Hillsboro, with stops in Gaston, Forest Grove and soon to open in Cornelius. YCT Route 33 is currently the only fixed-route transit service in Gaston. YCT's planned new Route 33 stops in Forest Grove (at Safeway) and in Cornelius (at Walmart and Fred Meyer) will provide improved connections to westLink, CorneliusLink, GroveLink and TriMet Line 57

Due to a budget shortfall, YCT may require ongoing operations assistance from Washington County in order to continue Route 33 service. To sustain this lifeline service, Washington County has committed to approximately \$30,000 of leftover interregional coordination funds during the current biennium and an additional \$60,000 in funding during the next biennium.

## Summary of Community Input

Public engagement is a critical part of any planning effort and is essential to understanding unmet transit needs and how Washington County can address them. Washington County and Ride Connection staff underwent an in-depth community and targeted engagement process to inform the STIF priorities laid out in this plan.

The following items summarize community engagement activities and community input.

### Washington County TDP Survey

This online and paper survey was available from August 2 to September 6, 2024, through an online open house and at various in-person events throughout the county. Washington County received 94 total responses, four of which were completed in Spanish.

- About a third of survey respondents have used Ride Connection or cross-county transit services in the past year.
- The top identified improvements that would encourage transit use are:
  - More comfortable ways to walk to transit stops
  - Routes serving areas that currently have inadequate transit
  - More frequent transit service
  - More direct or express transit service
  - More comfortable ways to bike to transit stops / Additional transit stop amenities
- The top identified destination types that respondents wish to access through transit are:
  - Parks, recreational opportunities and destinations
  - Essential services (clinics, medical offices, etc.)
  - Shopping
- Survey respondents are interested in using transit to access destinations outside of the urbanized area of the county, including:
  - Hagg Lake
  - Oregon Coastal cities
  - Mt. Hood
  - Salem, Eugene and other Willamette Valley urban areas
- The majority of respondents (72%) agreed with the County's draft STIF priorities.

### Washington County Summer 2024 Tabling Activities

During the summer of 2024, Washington County and Ride Connection staff spoke with community members at events throughout the county. In total, staff interacted with nearly 2,000 individuals, having important conversations about the unique transit needs of individuals and communities.

These events were:

- Viva Tualatin
- North Plains Garlic Festival
- Farmers markets (Aloha, Beaverton, Cedar Mill, Forest Grove, Hillsboro, Tigard)
- National Night Out events in Banks and Cornelius

Generally, comments included:

- Interest in using transit to connect to essential services, shopping and recreational opportunities
- Equal support for both adding new transit routes and increasing frequency and hours of existing services
- Concern over pedestrian and bike safety while accessing transit
- Work patterns have changed in the last several years, with many individuals continuing to work from home
- Post-pandemic, employers are less likely to offer incentives to use transit
- Mixed opinions on microtransit – some are supportive of increased flexibility while others prefer fixed-route bus services

## Summary of Issues and Opportunities

Table 7 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
<b>Awareness and importance of transit in the community</b>		
Awareness of service	The general public are not aware of current services.	<ul style="list-style-type: none"> <li>• Better marketing materials translated into other languages</li> <li>• Bus stop signs and shelters</li> </ul>
Importance of transit in the community	Transit is important to improving mobility, especially for those who face barriers to driving, such as older adults, students, people with low incomes and people living with disabilities.	<ul style="list-style-type: none"> <li>• Addresses equity issues and helps strengthen connections between communities</li> </ul>
<b>How to better serve current and new markets</b>		
Rural Workers	Agricultural work starts early in the morning.	<ul style="list-style-type: none"> <li>• New partnership to serve the reverse commute – from urban areas to employment sites in rural areas</li> </ul>



Special Events	Transit could improve access and reduce congestion during special events.	<ul style="list-style-type: none"> <li>• Service to events like North Plains Garlic Festival, vineyard tours, local sporting events (weekends)</li> </ul>
Students	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"> <li>• Earlier and later local and intercity service to accommodate student activities</li> <li>• Better marketing and information sharing targeted to high schools in proximity of existing and new routes</li> </ul>
Homeless Populations	There are numerous perceived barriers to transit. TriMet is relatively costly, and many feel low-income fare is inaccessible.	<ul style="list-style-type: none"> <li>• Better marketing of services as free</li> <li>• Driver sensitivity training to work with those experiencing homelessness</li> <li>• Better coordination on low-income fare program</li> </ul>
<b>Barriers to using existing services</b>		
Lack of signage and fixed stops	Stops should have signs (or at minimum, some sort of painted marking), benches and shelters. Flag stops are not ideal but should be better advertised.	<ul style="list-style-type: none"> <li>• Improve stops that have high ridership and/or transfers and where the need is highest based on equity and age of riders</li> <li>• Graphical communication of how to use flag stops</li> <li>• Improve legibility of informational boards for visually-impaired people, especially at stops served by multiple routes</li> </ul>
Safety of stops and ability to access destinations	Lack of sidewalks and bike lanes on streets where accessing transit stops. Major roadways and crossings are challenging for kids, older adults and people with disabilities. Long distances to access transit and destinations. Perception of safety concerns along TV Highway.	<ul style="list-style-type: none"> <li>• Expanded GroveLink service (more weekend, earlier/later weekday service, better connections to Cornelius)</li> <li>• Improve access to community centers, libraries, parks, clinics and major shopping centers</li> </ul>

Demand response	Limited awareness of service. Inconvenient – need to reserve in advance – but is appealing to some people to get picked up closer to home.	<ul style="list-style-type: none"> <li>• Seek alternative service models, e.g., feeder service to fixed-routes, central connection points, point deviation, shopper shuttles, deviated fixed-routes, etc.</li> </ul>
Information	It is 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"> <li>• Place printed materials at key locations in the community</li> <li>• Ride Connection technology upgrades will help enhance capabilities</li> <li>• Various groups, including community-based organizations and DAVS present opportunities for improved coordination</li> <li>• Cross-county service provider marketing campaign</li> </ul>
<b>How to attract more riders and improve services?</b>		
Service Hours (Span)	Earlier and later hours are needed for work and school, as early as 5:30 AM.	<ul style="list-style-type: none"> <li>• Consider alternative models for early and late night service; partner with employers</li> <li>• Seasonal hours (e.g., agricultural workers) – see rural workers</li> </ul>
Frequency	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"> <li>• Additional weekday runs on all local and intercity services</li> </ul>
Expanded Service	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"> <li>• Non-work trip purposes and service improvements</li> <li>• Priority destinations include Downtown Hillsboro, Tanasbourne, Beaverton, Forest Grove, Portland Community College campuses at Rock Creek and Willow Creek, Banks and North Hillsboro</li> <li>• Better stop coordination and well-timed transfers between local and intercity services</li> </ul>

## Evaluation of Potential Improvement Opportunities

Table 8 categorizes potential improvement opportunities 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.

The STIF Formula Fund project evaluation criteria are marked by 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

The applicable criteria for A, B, E, F and G for services funded by STIF in Washington County is shown in Table 8. 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 the improvement is 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 need (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 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
<b>1</b>	<b>Intercity Services</b>									
1A	Maintain existing westLink service	✓	✓	✓		✓	X	X	X	X
1B	Add westLink weekend service		✓	✓		✓	X	X		X
1C	Increase westLink weekday service frequency	✓		✓		✓	X	X	X	X
1D	Add earlier and/or later weekday westLink service		✓	✓	✓	✓	X	X	X	X
1E	Expand westLink service or routes to improve access to jobs, shopping and regional connections and reduce service fragmentation		✓		✓	✓	X			X
1F	Better information and marketing coordination with adjacent county service providers		✓				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
1G	Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks		✓				X	X	X	X
1H	Assess the need and feasibility of service connecting Sherwood to Hillsboro	U	U	U	U	U	U	U	U	U
1I	Assess need and feasibility of additional service from North Plains to Sunset Transit Center/Portland	U	U	U	U	U	U	U	U	U
1J	Assess the need and feasibility of deviated fixed-route service connecting to small rural communities and recreation locations like Scholls, Timber, Verboort, Roy, Manning and Buxton	U	U	U	U	U	U	U	U	U
1K	Assess the need and feasibility of service on OR 219 between Newberg and Hillsboro	U	U	U	U	U	U	U	U	U

		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
1L	Provide operations assistance for Yamhill County Transit Route 33 (McMinnville-Hillsboro)	✓	✓			✓	X	X	X	X
<b>2</b>	<b>Local Shuttle Services</b>									
2A	Maintain existing BethanyLink, CorneliusLink, GroveLink, King City Link, North Hillsboro Link and Tualatin Shuttle services	✓	✓	✓		✓	X	X	X	X
2B	Modify existing services or routes based on demand	✓	✓	✓		✓	X	X		X
2C	Increase weekday service frequency and span of service on local shuttles and expand routes, as needed, to improve access to jobs, education, recreation and/or essential services, based on demand	✓	✓	✓		✓	X	X		X
2D	Plan reallocation of shuttle service to new areas in conjunction with TriMet's service expansion efforts, as needed	✓	✓				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
2E	New service in northwest Hillsboro	✓	✓		✓	✓	X	X		X
2F	Better information and integration with trip planning platforms, as well as coordinated marketing of services		✓				X	X	X	X
2G	Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks		✓				X	X	X	X
2H	New microtransit pilot service in Aloha, South Beaverton, Cooper Mountain and Progress Ridge area		✓		✓	✓	X	X	X	X
2I	New service connecting Witch Hazel and Orenco Station				✓	✓	X	X	X	
2J	New service connecting South Hillsboro to Tanasbourne				✓		X		X	
2K	New service in Basalt Creek area						X		U	

		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
2L	New service in Bull Mountain/River Terrace				✓		X			
2M	New service in Sherwood providing first/last mile connections to TriMet		✓		✓	✓	U		U	
2N	Planning for expanding microtransit service beyond grant-funded pilot phase		✓		✓	✓	X	X	X	X
<b>3</b>	<b>Rural Demand Response</b>									
3A	Maintain services in general-purpose/medical-purpose service areas	✓	✓			✓	X	X	X	X
3B	Increase funding for rural demand response services to accommodate for existing and future demand	✓	✓			✓	X	X	X	X
3C	Expand rural demand response service hours	✓	✓	✓			X	X	X	X
3D	Improve access and convenience of general public rural demand response service		✓				X	X	X	X
3E	Better marketing of services as free to the 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
<b>4</b>	<b>New and Emerging Markets</b>									
4A	Assess need and feasibility of rural workforce microtransit/shuttle service	✓	✓		✓	✓	X	X	X	X
4B	Launch rural workforce service	✓	✓		✓		X	X	X	X
4C	Serve parks and recreation areas	U	U	U	U	U	U	U	U	U
4D	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
- STIF formula fund program revenue
- STIF discretionary funding opportunities

### Operating Costs Assumptions

Ride Connection's cost per revenue hour has increased due to inflationary factors experienced locally and nationally, but it is still typically lower than the national average for the type of services offered.<sup>31</sup> This financial plan assumes annual inflation of 3% for the FY 2025-27 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

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

### Formula Funds

The Special Transportation Fund (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. STIF was established in HB 2017 (also known as Keep Oregon Moving) to provide a dedicated source of funding for improving, maintaining or expanding public transportation for all users.

Consolidation of the STF and STIF public transportation funding programs was directed by the Oregon State Legislature during the 2019 Legislative Session. The purpose of the merge 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. With the consolidation, 10.2% of the STIF funds are allocated for population-basis distribution to support older adults and persons with disabilities. Washington

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<sup>31</sup> FTA, National Transit Database – National Transit Summaries and Trends, 2021 (pg. 42)

County’s population-based formula funds are allocated by TriMet’s Special Transportation Fund Advisory Committee.

The forecast payroll-based STIF funding within Washington County, which is revenue generated in the county outside of the TriMet and SMART service districts, is summarized in this section for the 2-year period of FY 2025 – FY 2027. Based on ODOT guidance, revenues were assumed to be 20% higher than the August 2024 forecast. This allows Washington County to budget accordingly should actual revenue be higher than ODOT’s forecasts. The budget also includes project 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) first- and 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. Table 9 lists the forecast STIF program revenue for Washington County, estimated as just over \$5.8 million.

Table 9. Projected FY 2025-27 STIF Program Revenue – Washington County

Source	FY 2025-27 Total
Outside TriMet district <sup>32</sup>	~\$934,000 <sup>33</sup>
Carry forward <sup>34</sup>	~\$860,000
Regional Coordination	~\$5,822,000
<b>Total</b>	<b>~\$7,616,000</b>

## 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.

<sup>32</sup> Outside TriMet district in Washington County includes the SMART district. The funds allocated to Washington County is based on the proportion (55.99%, as of 2024) of employee payroll tax generated outside the SMART service boundary but inside Washington County.

<sup>33</sup> In order to ensure that ODOT is able to fully distribute all STIF Formula funds during the 2025-27 biennium, ODOT recommends that all Qualified Entities and Public Transportation Service Providers add an additional 20% to the August 2024 STIF Allocation Estimate.

<sup>34</sup> Carry forward represent funds anticipated to be unspent and/or additional revenue generated that exceeded the FY 2023-25 biennium budget.

**STIF Discretionary:** The STIF program allocates a total of 9% of available funds for two discretionary funding programs: STIF Discretionary and Intercommunity funds. These funds are awarded to improve public transportation through a competitive grant process. The STIF Discretionary fund supports a wide variety of project types, but it 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 OTC finalizes award decisions using criteria derived from statute and the Oregon Public Transportation Plan. The local 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 has been awarded several STIF Discretionary grants in past biennia, as shown in Table 10. The County, in partnership with Ride Connection, applied for three STIF Discretionary grants for the FY 2025-27 biennium, totaling nearly \$1.3 million. These grants, if awarded, would fund a third phase of community connector stop enhancements (total cost of \$350,000), an integrated transit and trip planning website for all transit services operating in Washington County (\$150,000) and the purchase of five replacement demand response vehicles for Ride Connection (\$825,000). STIF Discretionary grant recipients for FY 2025-27 will be announced after the adoption of this plan.

Table 10. Previously Awarded STIF Discretionary Grants, Washington County

Biennium	Project	Award Amount	Project Status
2019-2021	Community Transit and Demand Response System Technology Capital Improvements	\$324,768	Complete
2021-2023	Community Connector Stop Enhancements (Phase 1)	\$252,080	Complete
2023-2025	Community Connector Stop Enhancements (Phase 2)	\$216,908	In Progress
	Microtransit Pilot Project	\$544,000	In Progress

**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:** This is 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 the following exceptions:

- \$50 million in funding (an increase of one-third over past levels) for transit service benefiting seniors and persons 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 11 summarizes the near-term (FY 2025-27), mid-term (FY 2027-29) and long-term (FY 2030+) transit priorities that were identified with input from the Transit Committee. Mid-term priorities may be moved to near-term if additional funding becomes available.

Table 11. Recommended Service and Improvement Plan

		Near-term	Mid-term	Long-term
<b>1</b>	<b>Intercity Services</b>			
1A	Maintain existing westLink service	X		
1B	Add westLink weekend service		X	
1C	Increase westLink weekday service frequency		X	
1D	Add earlier and/or later weekday westLink service		X	
1E	Expand westLink service or routes to improve access to jobs, shopping and regional connections and 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	Assess the need and feasibility of additional service from North Plains/Banks to Sunset Transit Center/Portland		X	
1J	Assess the need and feasibility of deviated fixed-route service connecting to small rural communities and recreation locations like Scholls, Timber, Verboort, Roy, Manning and Buxton		X	
1K	Assess the need and feasibility of service on OR 219 between Newberg and Hillsboro			X
1L	Provide operations assistance for Yamhill County Transit Route 33 (McMinnville-Hillsboro)	X		
<b>2</b>	<b>Local Shuttle Services</b>			
2A	Maintain existing BethanyLink, CorneliusLink, Grovelink, King City Link, North Hillsboro Link and Tualatin Shuttle services	X		
2B	Modify existing services or routes based on demand	X		
2C	Increase service frequency and span of service on local shuttles and expand routes, as needed, to improve access to jobs, education, recreation and/or essential services, based on demand		X	

		Near-term	Mid-term	Long-term
2D	Plan reallocation of shuttle service to new areas in conjunction with TriMet's service expansion efforts, as needed	X		
2E	New service in northwest Hillsboro		X	
2F	Better information and integration with trip planning platforms, as well as coordinated marketing of services	X		
2G	Improved stops with signage, shelters, lighting, schedule information, bus zones, benches and bike racks	X		
2H	New microtransit pilot service in Aloha, South Beaverton, Cooper Mountain and Progress Ridge area	X		
2I	New service connecting Witch Hazel and Orenco Station		X	
2J	New service connecting South Hillsboro to Tanasbourne		X	
2K	New service in Basalt Creek area			X
2L	New service in Bull Mountain/River Terrace			X
2M	New service in Sherwood providing first/last mile connections to TriMet buses		X	
2N	Planning for expanding microtransit service beyond grant-funded pilot phase	X		
<b>3</b>	<b>Rural Demand Response</b>			
3A	Maintain services in general-purpose and medical-purpose service areas	X		
3B	Increase funding for rural demand response services to accommodate for existing and future demand	X		
3C	Expand rural demand response service hours to earlier/later		X	
3D	Improve access and convenience of general public rural demand response service (trip planning, reservation, etc.)	X		
3E	Better marketing of services as free to the general public	X		
<b>4</b>	<b>New and Emerging Markets</b>			
4A	Assess need and feasibility of rural workforce microtransit/shuttle service	X		
4B	Launch rural workforce service		X	
4C	Serve parks and recreation areas			X
4D	Special events and agritourism connections			X

## Near-term Improvement Priorities

Table 12 summarizes the near-term (FY 2025-27) 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/or capital investment could be delayed if necessary due to lack of revenue. These priorities are included in TriMet’s Public Transportation Improvement Plan for the three-county area, with support from the Washington County Board of Commissioners.

Table 12. Near-Term Transit Priorities (FY 2025-27)

Project description	Priority improvements
<p><b>westLink:</b> Deviated fixed-route operations (a hybrid of fixed-route and demand response services) serving Forest Grove, Hillsboro, Banks and North Plains.</p>	<ul style="list-style-type: none"> <li>• Maintain existing and committed service (initiated in FY 2025)</li> </ul>
<p><b>Local Service</b> (funded through TriMet’s RCP): Provides community connections and employment area access with service to MAX, WES and frequent service bus stops.</p>	<ul style="list-style-type: none"> <li>• Maintain existing and committed service on GroveLink, CorneliusLink, Tualatin Shuttle, North Hillsboro Link, King City Link and BethanyLink</li> <li>• Enhance and/or modify existing services to meet demand and in coordination with programmed near-term TriMet service changes</li> </ul>
<p><b>Rural Demand Response:</b> Provides rides for any purpose including medical, meals, shopping, recreation, volunteering or work. Services are provided door-to-door. In some cases, drivers may be able to offer more assistance and help with bags.</p>	<ul style="list-style-type: none"> <li>• Maintain general public access for rural door-to-door service</li> <li>• Increase funding for operations within expanded service area (initiated in FY 2021) to meet existing and future demand</li> </ul>
<p><b>Interregional Coordination:</b> Improves coordination with services provided by adjacent jurisdictions and POINT intercity service.</p>	<ul style="list-style-type: none"> <li>• Continue coordination with Yamhill and Tillamook counties, SMART and POINT to improve connections</li> <li>• Improve service coordination through new/relocated stops or schedule changes</li> <li>• Sustain Yamhill County Transit Route 33 service in Washington County</li> <li>• Planning activities with other transit providers</li> </ul>



<p><b>Planning</b></p>	<ul style="list-style-type: none"> <li>• Conduct planning work including evaluating transit priorities and updating TDP for FY 2027-29, including community engagement activities</li> <li>• Service planning activities for Ride Connection, including westLink and local shuttles</li> <li>• Reallocation of shuttle service to new areas in conjunction with TriMet’s service expansion efforts, as needed</li> <li>• Planning for expanding microtransit service beyond grant-funded pilot phase, including identification of funding source for planning and operations beyond FY 2025-27</li> <li>• Planning activities for rural workforce transit services</li> </ul>
<p><b>Capital, Construction, Maintenance and Operations</b></p>	<ul style="list-style-type: none"> <li>• Capital purchase of new fleet vehicles (potential grant match)</li> <li>• Construction for shuttle stop infrastructure, access to transit improvements and charging stations for future zero-emission fleet (potential grant match)</li> <li>• Create and maintain asset management system for shuttle stop signage and capital assets</li> <li>• Inspection and routine maintenance of shuttle stop infrastructure</li> </ul>
<p><b>Technology<sup>35</sup></b></p>	<ul style="list-style-type: none"> <li>• Funding for technology investments, including maintenance of trip-planning website, real-time arrivals information and software purchases for mobility planning</li> </ul>

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<sup>35</sup> Ride Connection will evaluate various technology upgrades in the 2025-27 biennium, building off the work of the 2019-2022 STIF Discretionary grant that funded new scheduling software and on-vehicle hardware, including passenger counters and cameras. Priorities include technology upgrades that enable real-time arrival information; investments in trip-planning, including ongoing maintenance of a trip-planning website; on-vehicle technologies including LED bus destination displays; and/or software purchases for mobility planning. The goal for these investments is to provide the public with accurate and up-to-date information that makes Ride Connection’s shuttles and other programs easier to use.

<b>Marketing</b>	<ul style="list-style-type: none"> <li>Increase awareness and ease of use of services through developing printed materials, media buys, branding and other marketing strategies</li> </ul>
<b>Administration</b>	<ul style="list-style-type: none"> <li>Manage STIF program and comply with Agreed Upon Procedures (AUP) as required by TriMet and ODOT</li> </ul>

### Estimated STIF Program Budget

Table 13 shows the proposed two-year budget breakdown for operational costs by service type, administration, capital, technology, marketing and planning. The Local Services budget includes operational costs and capital expenses for vehicle purchase.

Table 13. Summary of 2-Year Washington County Transit Budget Proposal<sup>36</sup>

<b>Program</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
westLink	\$255,000	\$262,000	\$517,000
Demand Response	\$120,000	\$124,000	\$244,000
Inter-regional Coordination	\$36,000	\$36,000	\$72,000
Local Services (funded through RCP)	\$3,123,700	\$3,219,900	\$6,343,600
Technology	\$15,000	\$19,000	\$34,000
Capital Construction, Maintenance and Operations	\$95,000	\$125,000	\$220,000
Planning	\$30,000	\$35,000	\$65,000
Marketing and Administration	\$58,000	\$64,000	\$122,000
<b>Total</b>	<b>\$3,732,700</b>	<b>\$3,884,900</b>	<b>\$7,616,600</b>

### Implementation and Monitoring

Implementation of projects identified in the TDP will include public outreach to obtain input on major routing and schedule changes if these become necessary. Minor adjustments to shuttle services will be made periodically based on input from the public and staff, as well as analysis of performance, to ensure that routes are running as expected. System goals, objectives, performance measures, public input and service operations are all a part of the ongoing process to evaluate and improve County-supported transit services. Washington County and Ride Connection will regularly monitor and evaluate services in a meaningful way, and changes will be scheduled and clearly communicated to avoid confusion for riders.

<sup>36</sup> This budget proposal only includes STIF formula funds. Demand Response and westLink programs are supplemented by Ride Connection through state and federal funding.

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## Appendix A-1. Population Equity Demographic Maps

Methodology for the Population Equity Demographic Composite Maps (Figures 24 and 25 in the main report) is adapted from TriMet's 10-factor Diversity and Transit Equity Index. The list below indicates each of the 10 factors, which are mapped individually in this Appendix. The Equity Area Block Groups (represented on the first two maps in this Appendix) are identified as the top quartile of block groups from the composite maps. The following is an overview of the methodology used in this analysis. More information on methodology can be found in TriMet's FY 2025-27 Public Transportation Improvement Plan.

- People of color
- Low Income Households (Income below 200% of Federal Poverty Level)
- Limited English Proficiency
- Senior Population (age 65 and older)
- Youth Population (age 21 and younger)
- People with Disabilities
- Households with Poor Vehicle Access
- Access to Low and Medium Wage Jobs
- Access to Affordable Housing
- Access to Essential Services (Grocery Stores, Schools, Healthcare)

# TriMet Equity Index

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Email: [Hamilton@trimet.org](mailto:Hamilton@trimet.org)

TriMet's Department of Transit Equity, Inclusion, and Community Affairs developed the Transit Equity Index in 2014. The Index evaluates transit service investments and agency decisions across ten measures. The index was created through a combination of research, collaboration with TriMet's Transit Equity Advisory Committee, internal staff review/testing, and leadership guidance. The ten measures include the following data sources. Quartiles are calculated for each block groups and the top quartile block groups are considered equity areas.

## 1. Minority Population

- Definition: Percent population non-white and/or Hispanic/Latino
- Source: American Community Survey 5-Year Estimate Table B03002 (Hispanic or Latino Origin by Race)
- Geographic scale: Block Group
- Basis: Title VI/Environmental Justice definition

## 2. Low-income Population

- Definition: Percent households below 200% federal poverty level
- Source: American Community Survey 5-Year Estimate Table C17002 (Ratio of Income to Poverty Level)
- Geographic scale: Block Group
- Basis: Metro definition of low-income

## 3. Limited English Speaking Population

- Definition: Percent population speaking English less than "very well"
- Source: American Community Survey 5-Year Estimate Table C16001 (Languages Spoken at Home for the Population 5 Years and Over)
- Geographic scale: Census Tract
- Basis: TriMet definition

## 4. Population with a Disability

- Definition: Percent population with a disability
- Source: American Community Survey 5-Year Estimate Table B18101 (Sex by Age by Disability Status)
- Geographic scale: Census Tract
- Basis: TriMet Transit Equity Advisory Committee decision

## 5. Older Adult Population

- Definition: Percent population age 65 and over
- Source: American Community Survey 5-Year Estimate Table B01001 (Sex by Age)
- Geographic scale: Block Group

- Basis: TriMet Honored Citizen age

## 6. Youth Population

- Definition: Percent population age 21 or under
- Source: American Community Survey 5-Year Estimate Table B01001 (Sex by Age)
- Geographic scale: Block Group
- Basis: Multnomah Youth Commission 2014 Youth Summit recommendation

## 7. Households with Poor Vehicle Access

- Definition: Percent households with zero vehicles OR 2+ workers and one vehicle
- Source: American Community Survey 5-Year Estimate Table B08203 (Number of Workers in Household by Vehicle Access)
- Geographic scale: Census Tracts
- Basis: TriMet Transit Equity Advisory Committee decision

## 8. Affordable Housing

- Definition: Percent of rental housing w/ rent under \$900 and percent of affordable owner-occupied or available for sale valued at \$200,000 or less.
- Source: American Community Survey 5-Year Estimates Tables B25001 (Housing Units), B25056 (Contract Rent), B25061 (Rent Asked), B25075 (Value), and B25085 (Price Asked)
- Geographic scale: Block Group
- Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis, modified for higher housing costs in Portland metro and [Portland Housing Bureau 2022 affordable housing thresholds](#)

## 9. Low/Medium Wage Jobs

- Definition: Jobs with earnings of \$3,333/month or less
- Source: Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) Workplace Area Characteristics (WAC) Table or\_wac\_S000\_JT00\_2020.csv
- Geographic scale: Aggregated to Block Group
- Basis: UC Davis Center for Regional Change Jobs/Housing Fit Analysis

## 10. Access to Services

- Definition: Density of important services such as retail, health care, schools, services for elderly and persons with disabilities, grocery, pharmacy, recreation, community housing, and employment placement.
- Source: Quarterly Census of Employment and Wages (QCEW) and Metro RLIS
- Geographic scale: Aggregated to Block Group
- Basis: CLF Equity Atlas 2.0/SF Dept. of Public Health Healthy Development Measurement Tool, modified by TriMet Transit Equity Advisory Committee decision

# Washington County Transit Development Plan

## People of Color Within TriMet District

- Higher
- Medium
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

This map depicts one of ten demographic factors that comprise TriMet's Diversity and Equity Index, which identifies locations where there are high concentrations of Low-Income Populations within the TriMet Service District.



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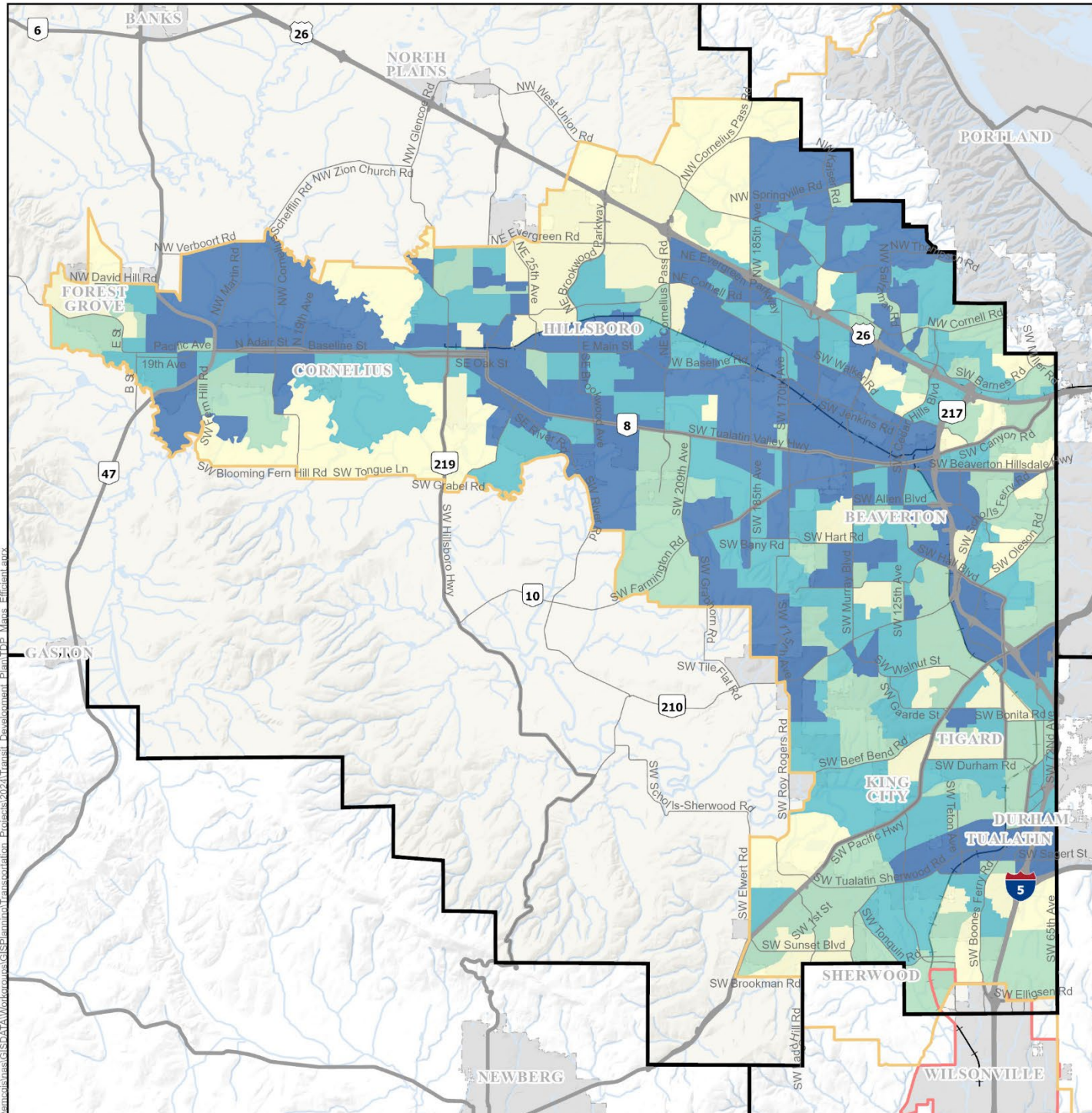
Data Sources: Washington County, Metro, TriMet, American Community Survey (ACS) 2017-2021 5-Year Estimate, 2021 Census Longitudinal Employer Household Dynamics (LEHD)

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## Washington County Transit Development Plan

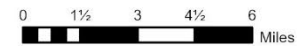
### People of Color Outside TriMet District

- Higher
- Moderate
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

This map depicts one of ten demographic factors that comprise TriMet's Diversity and Equity Index, which identifies locations where there are high concentrations of Low-Income Populations outside the TriMet Service District.



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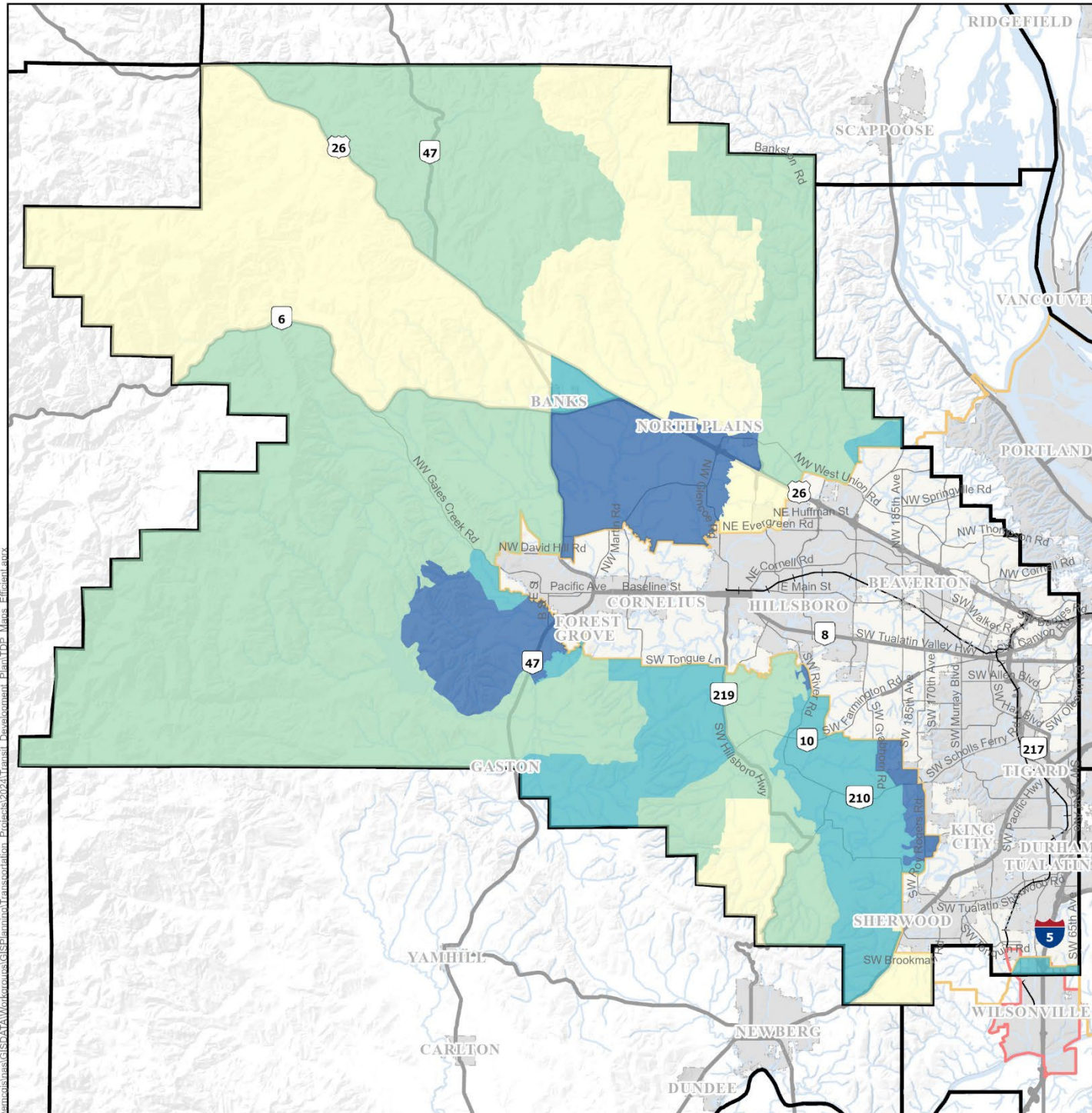
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# Washington County Transit Development Plan

Low Income Households  
(Below 200% Poverty)  
Within TriMet District

- Higher
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

This map depicts one of ten demographic factors that comprise TriMet's Diversity and Equity Index, which identifies locations where there are high concentrations of Low-Income Populations within the TriMet Service District.



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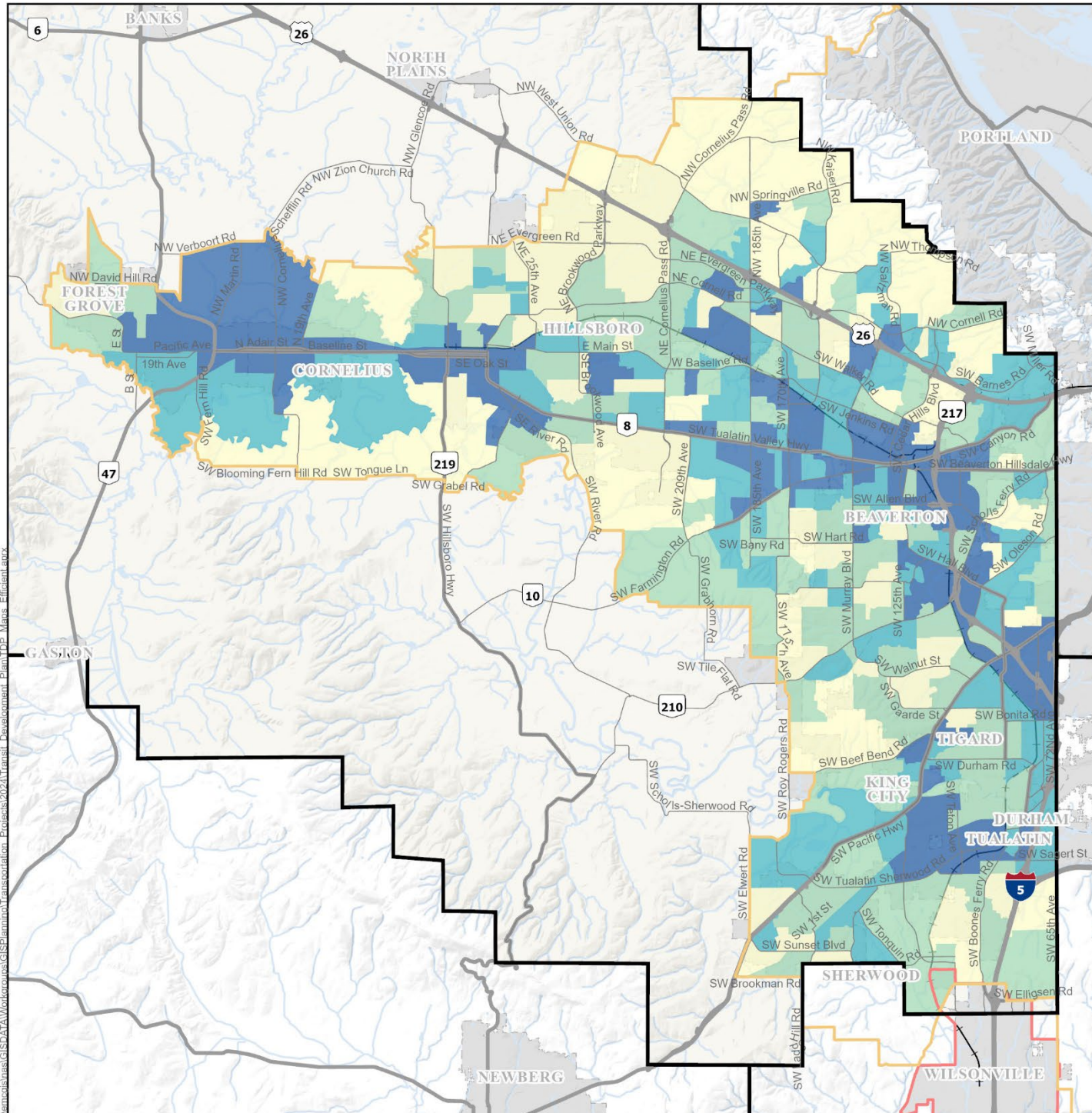
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## Washington County Transit Development Plan

Low Income Households  
(Below 200% Poverty)  
Outside TriMet District

- Higher
- Lower
- Lower
- Lower
- City Boundary
- County Boundary
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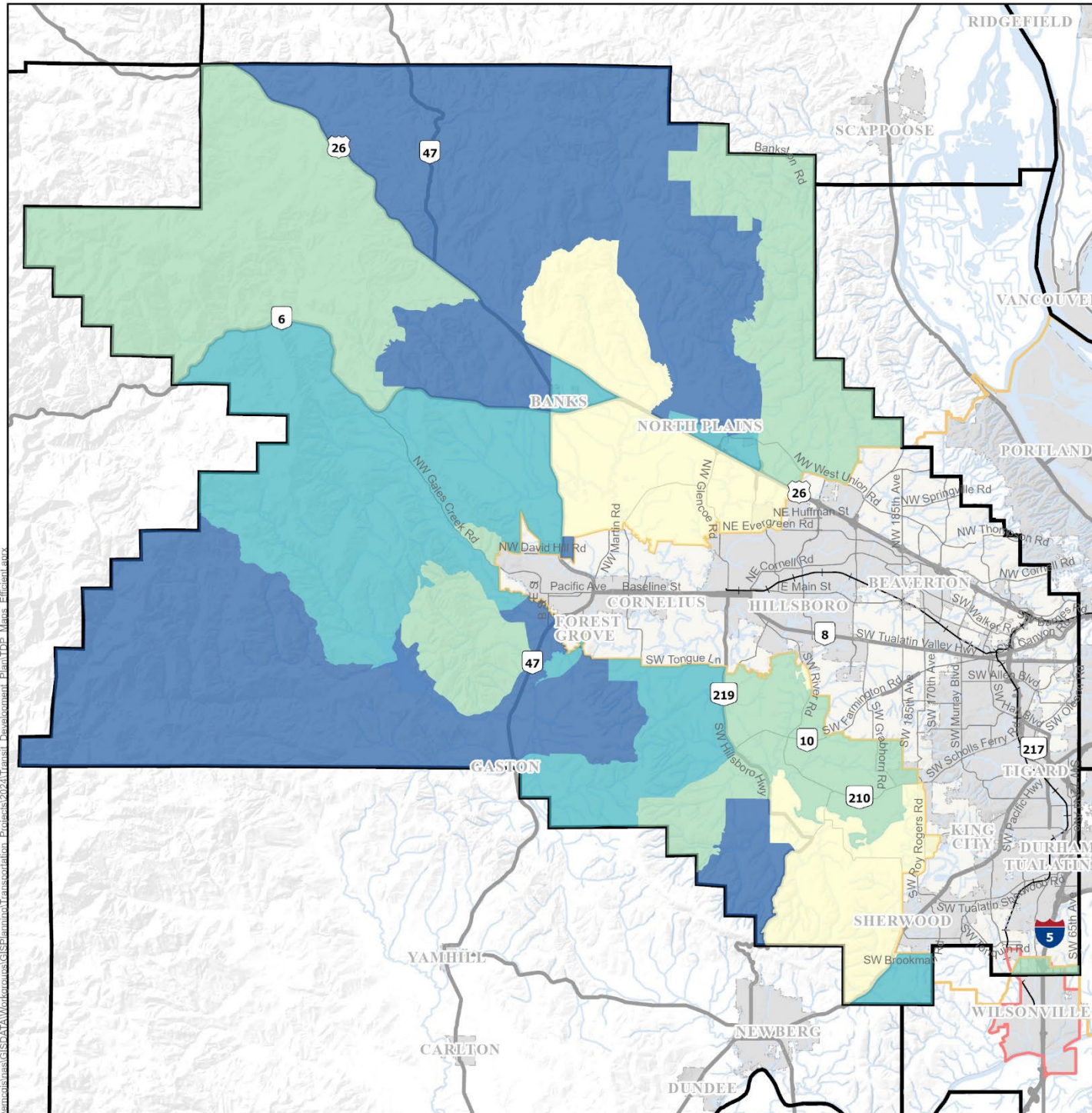
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# Washington County Transit Development Plan

People with Limited  
English Proficiency  
Within TriMet District

- Higher
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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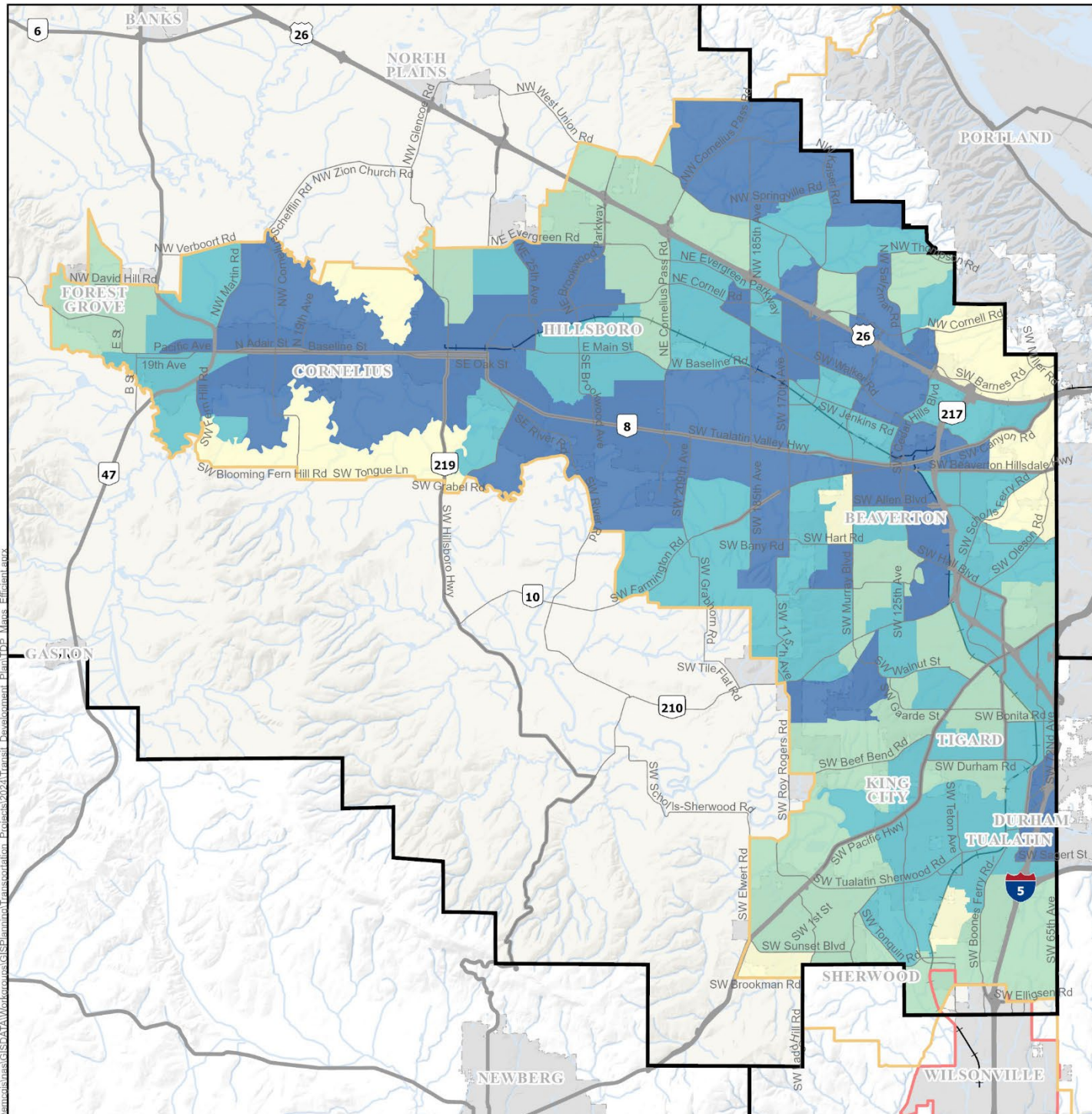
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## Washington County Transit Development Plan

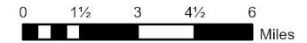
People with Limited  
English Proficiency  
Outside TriMet District

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- City Boundary
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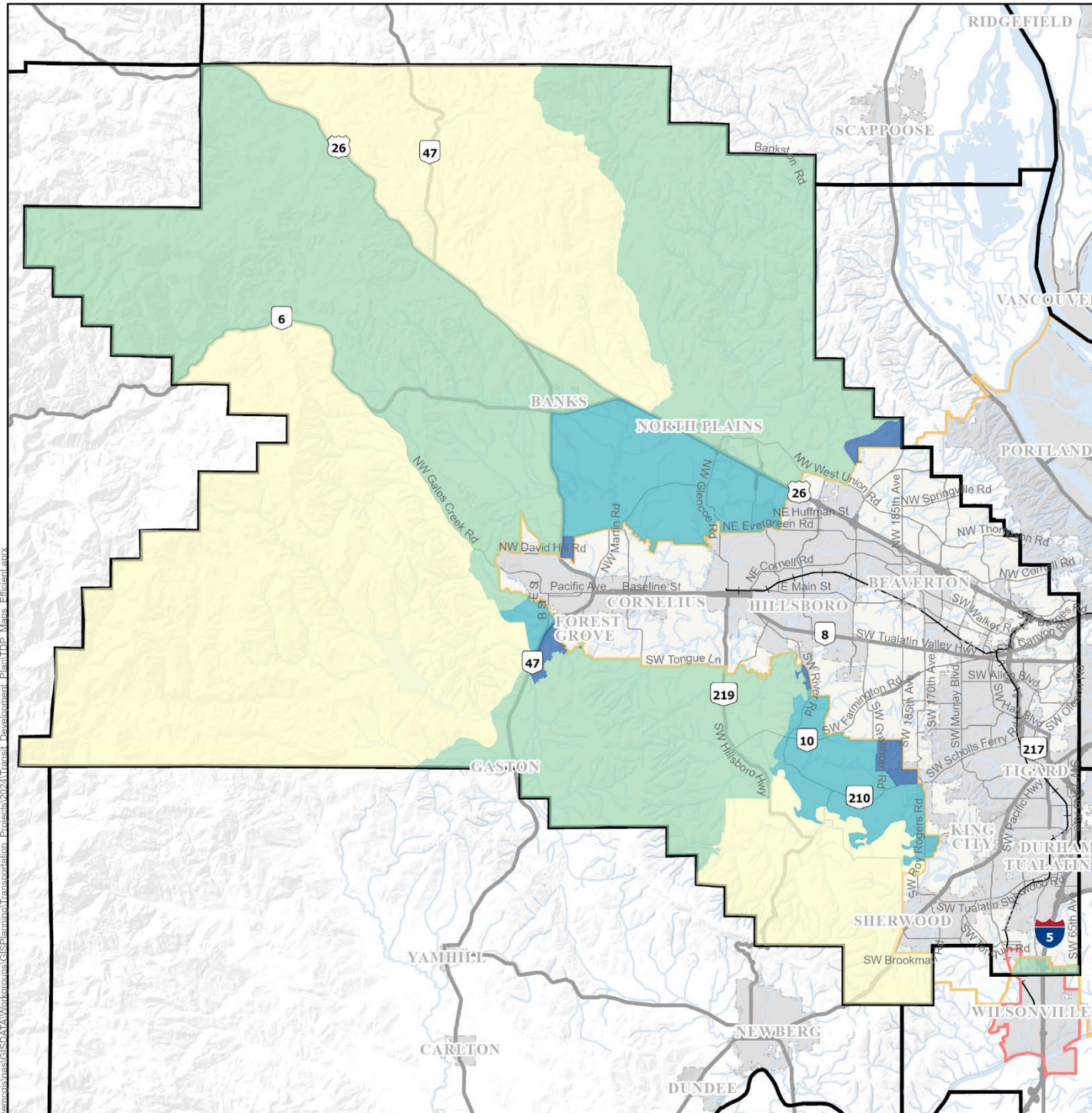
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Planning and Development Services Division

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# Washington County Transit Development Plan

## People with Disabilities Within TriMet District

- Higher
- Medium
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

This map depicts one of ten demographic factors that comprise TriMet's Diversity and Equity Index, which identifies locations where there are high concentrations of Low-Income Populations within the TriMet Service District.



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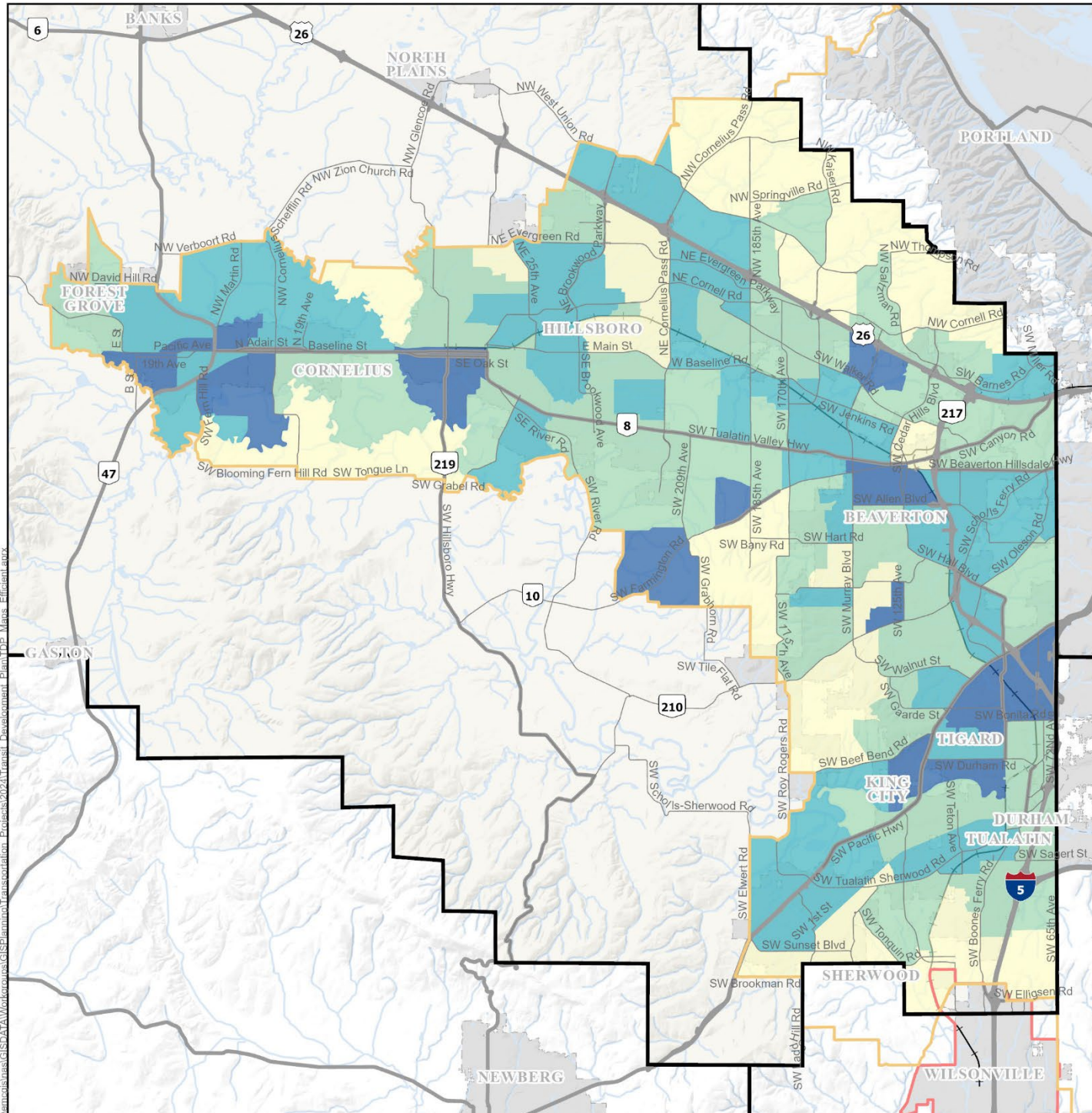
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## Washington County Transit Development Plan

### People with Disabilities Outside TriMet District

- Higher
- Medium
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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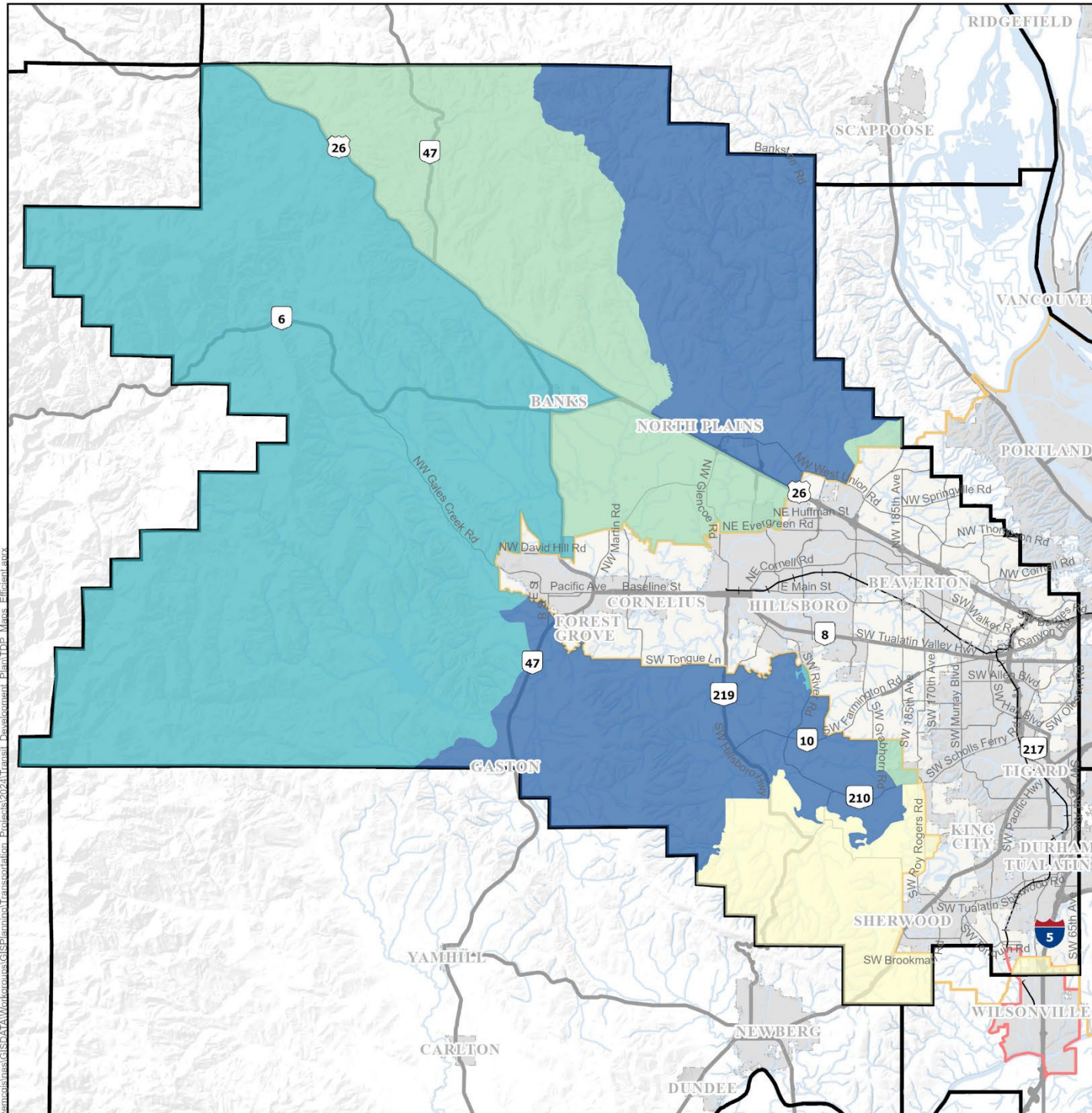
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# Washington County Transit Development Plan

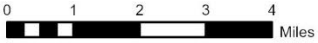
Older Adults  
(Age 65 and Older)  
Within TriMet District

- Higher
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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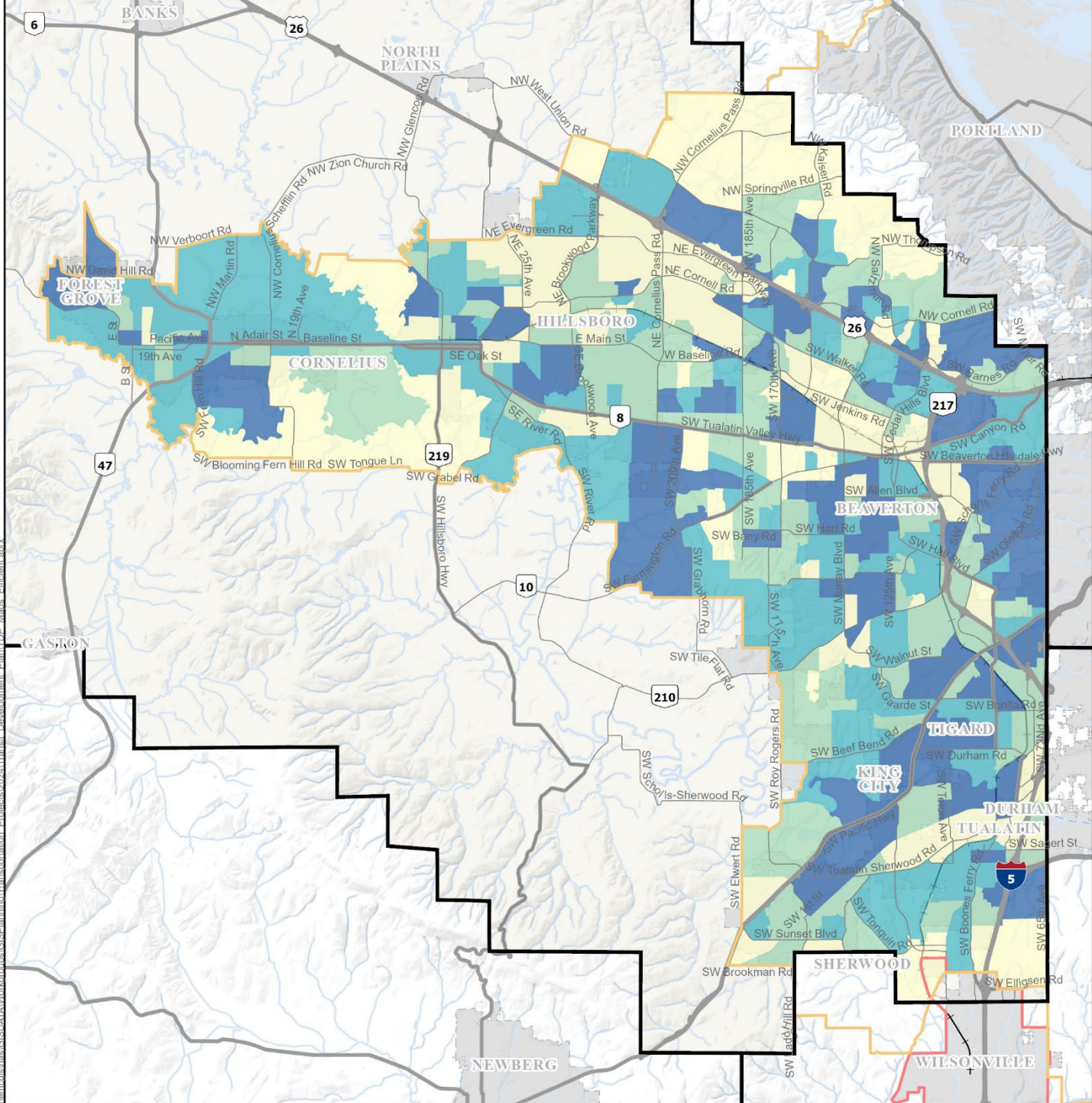
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## Washington County Transit Development Plan

Older Adults  
(Age 65 and Older)  
Outside TriMet District

- Higher
- Moderate
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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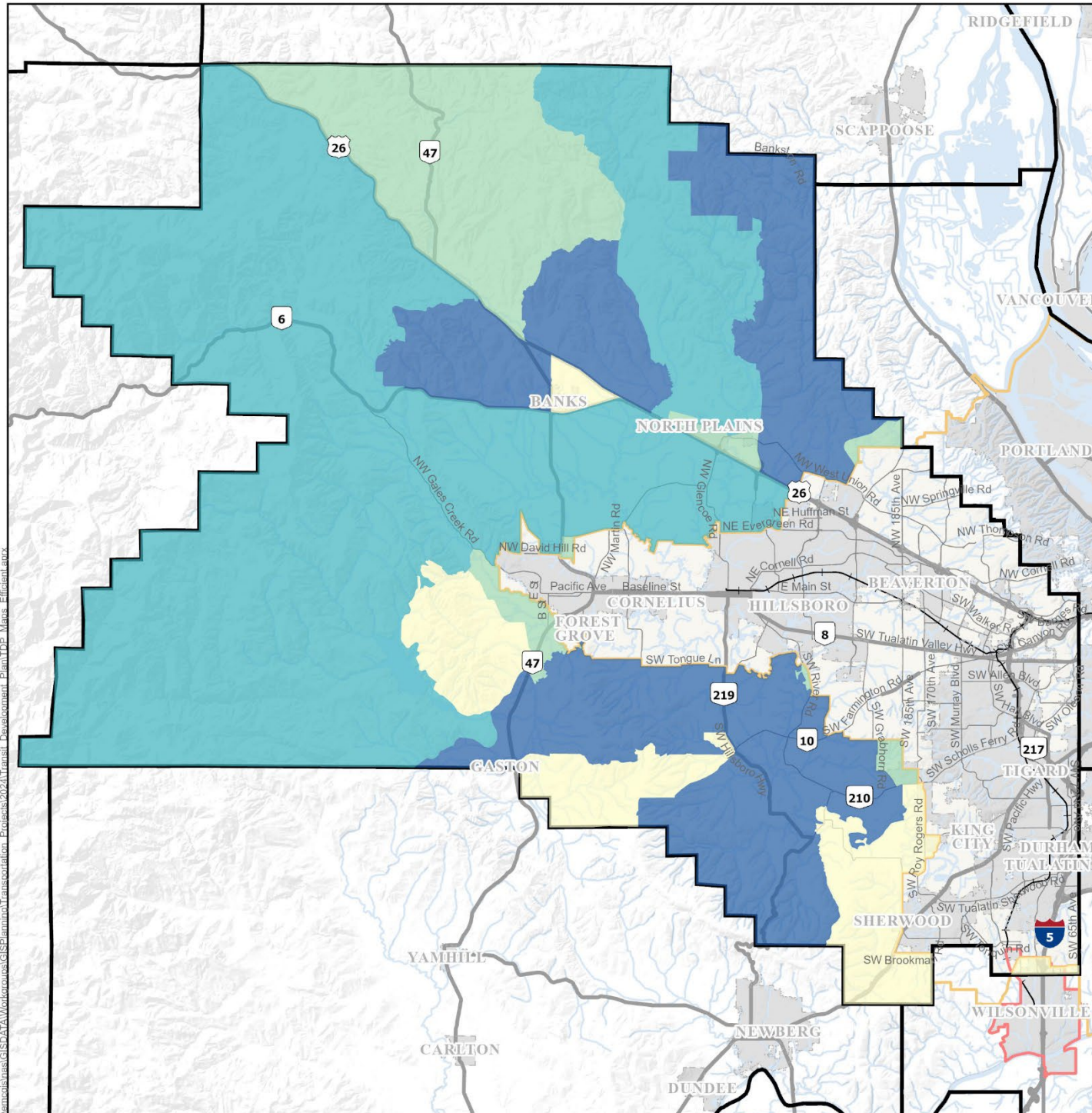
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# Washington County Transit Development Plan

## Youth Population (Age 21 and Younger) Within TriMet District

- Higher
- Lower
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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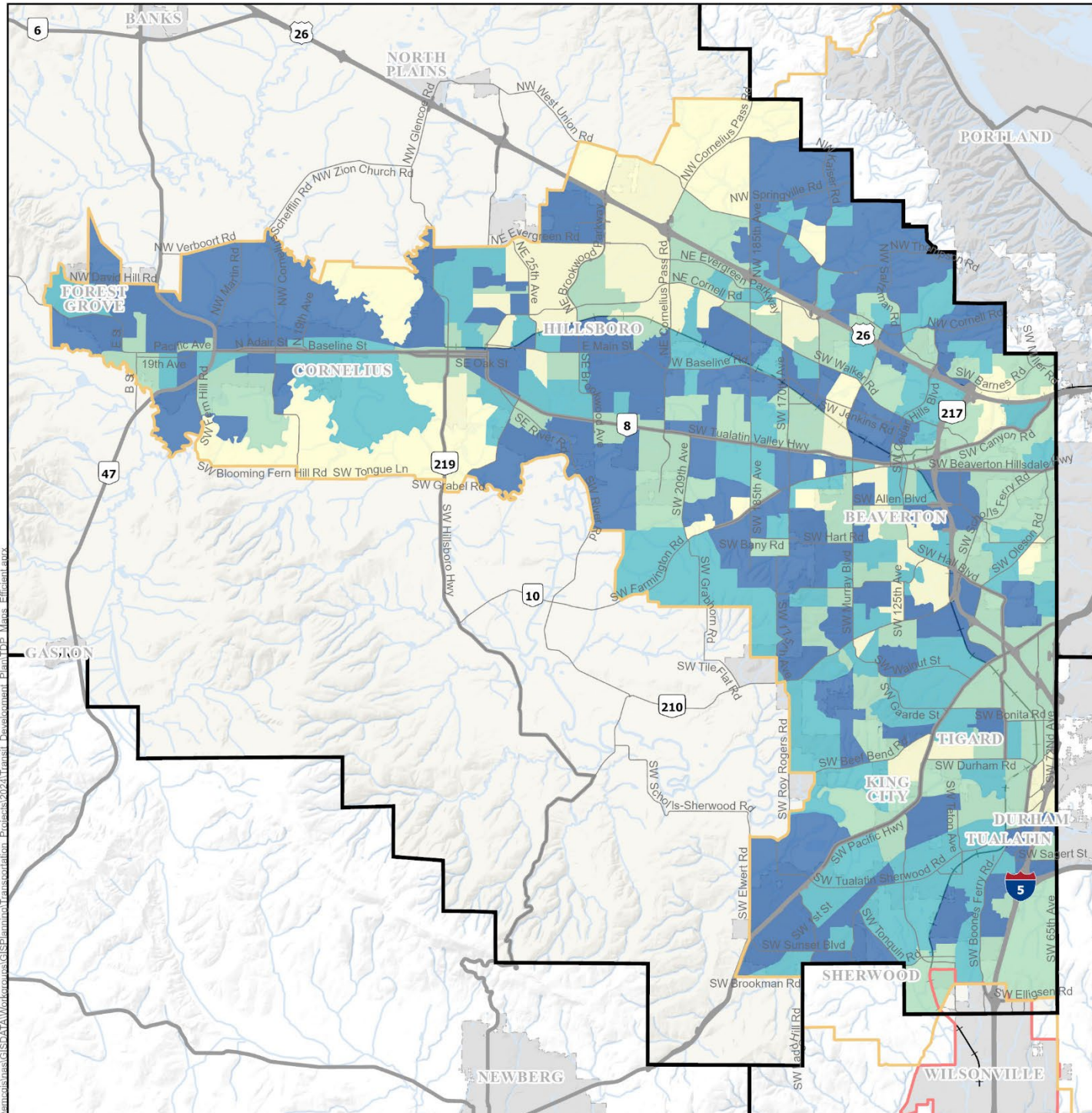
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## Washington County Transit Development Plan

Youth Population  
(Age 21 and Younger)  
Outside TriMet District

- Higher
- Moderate
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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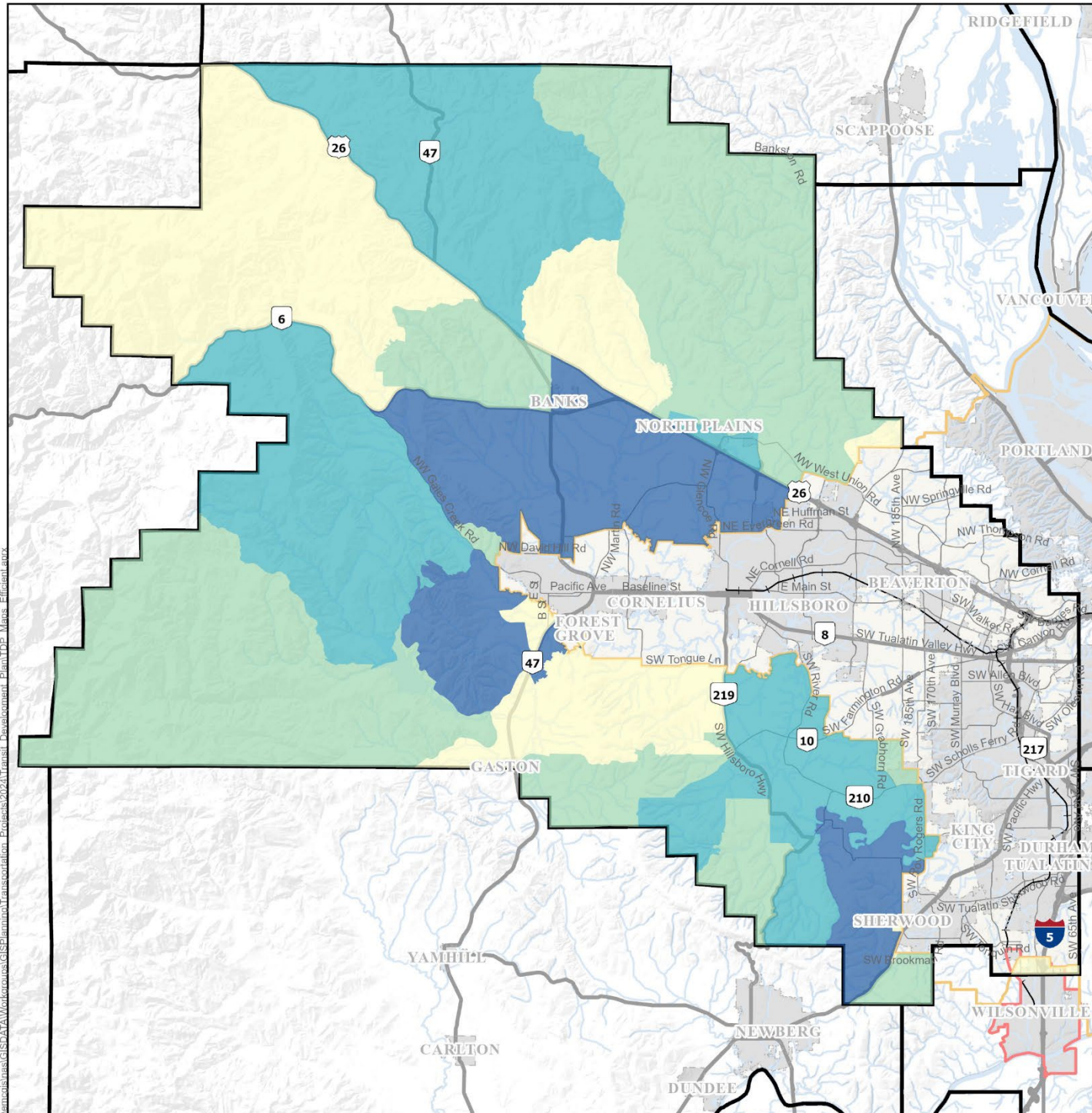
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# Washington County Transit Development Plan

Housholds with Poor  
Vehicle Access  
Within TriMet District

- Higher
- Lower
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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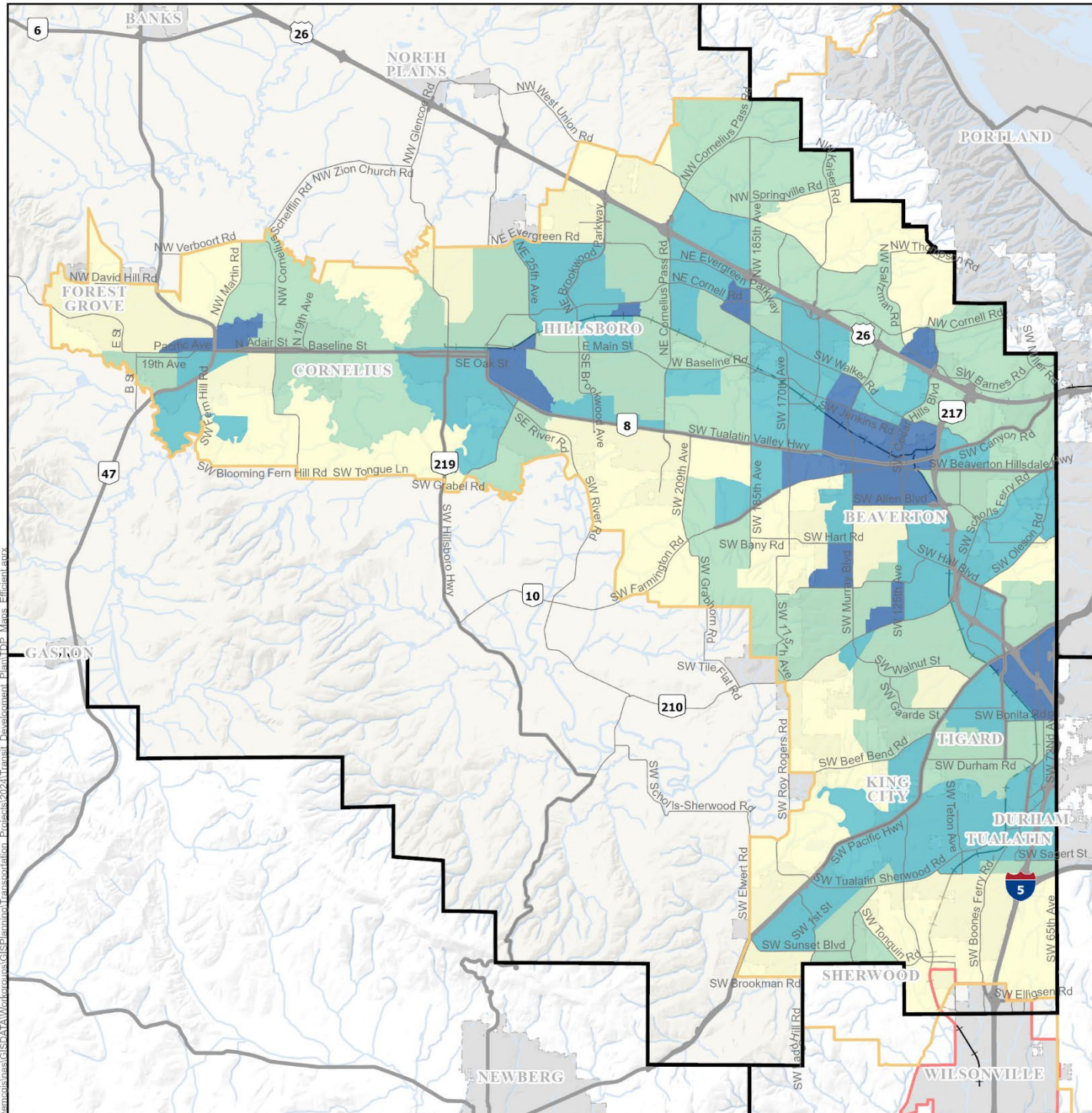
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## Washington County Transit Development Plan

Households with Poor  
Vehicle Access  
Outside TriMet District

- Higher
- Moderate
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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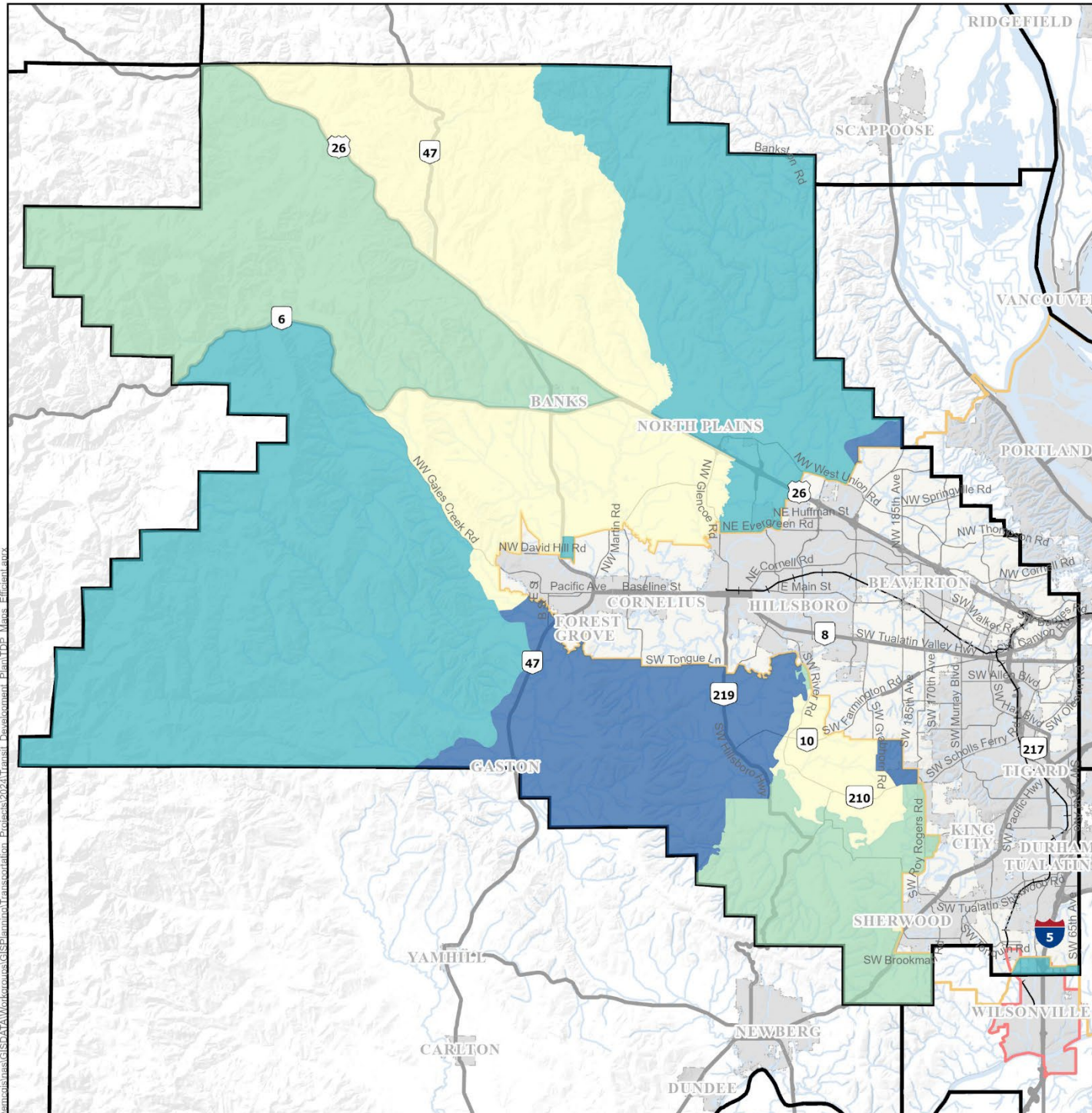
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# Washington County Transit Development Plan

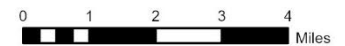
Access to  
Affordable Housing  
Within TriMet District

- Higher
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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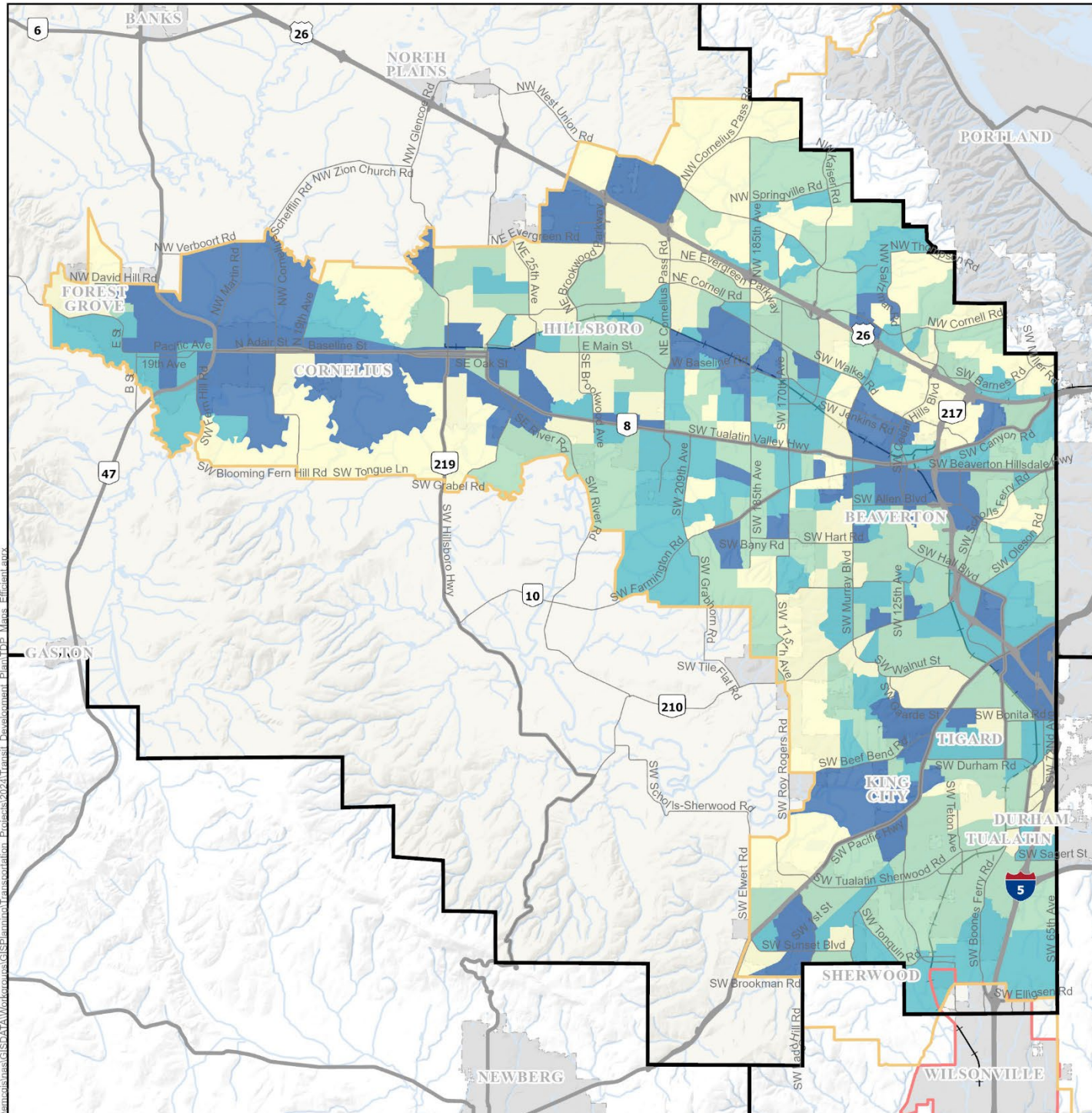
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## Washington County Transit Development Plan

Access to  
Affordable Housing  
Outside TriMet District

- Higher
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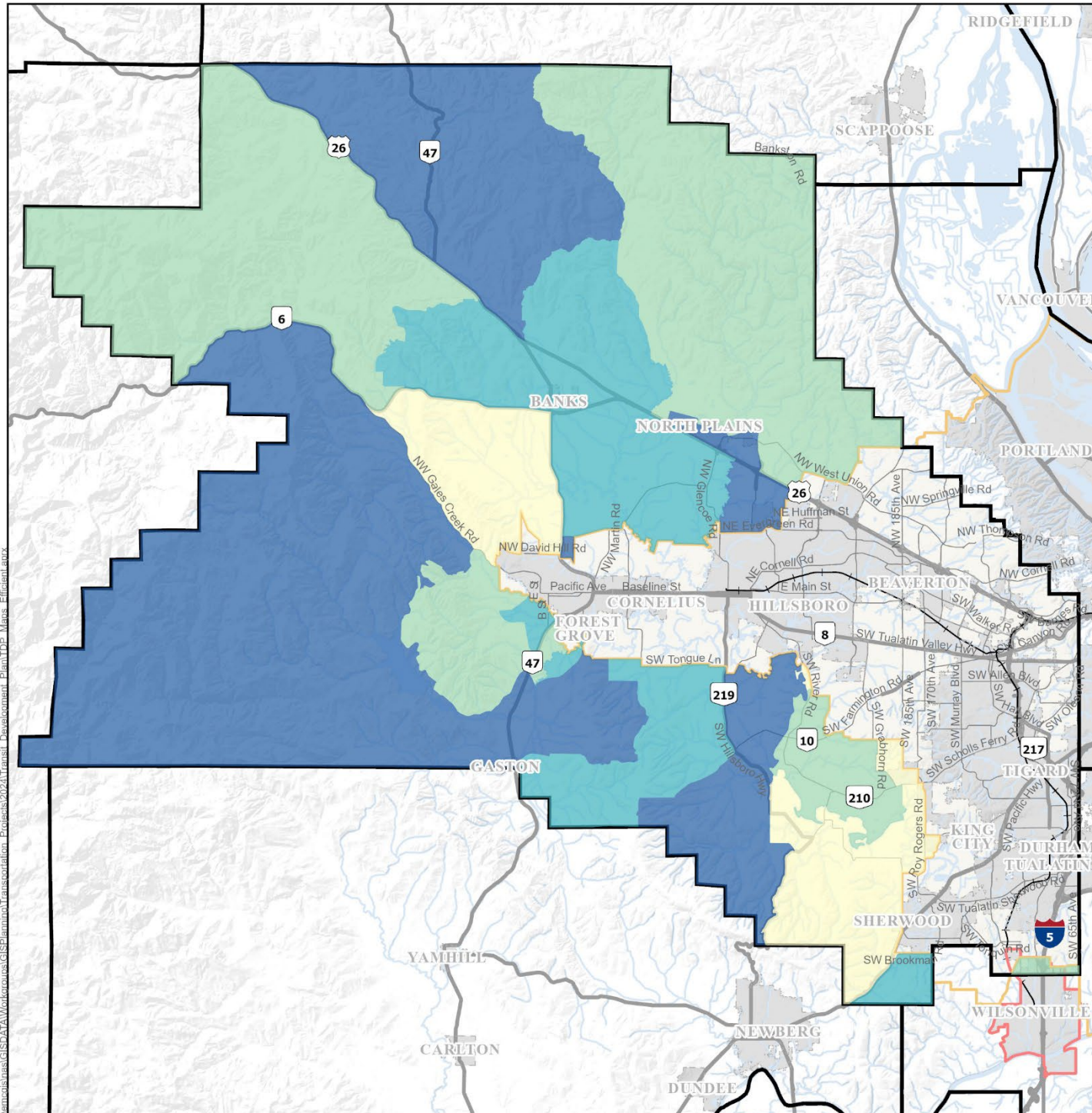
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# Washington County Transit Development Plan

Access to Low and  
Medium Wage Jobs  
Within TriMet District

- Higher
- Lower
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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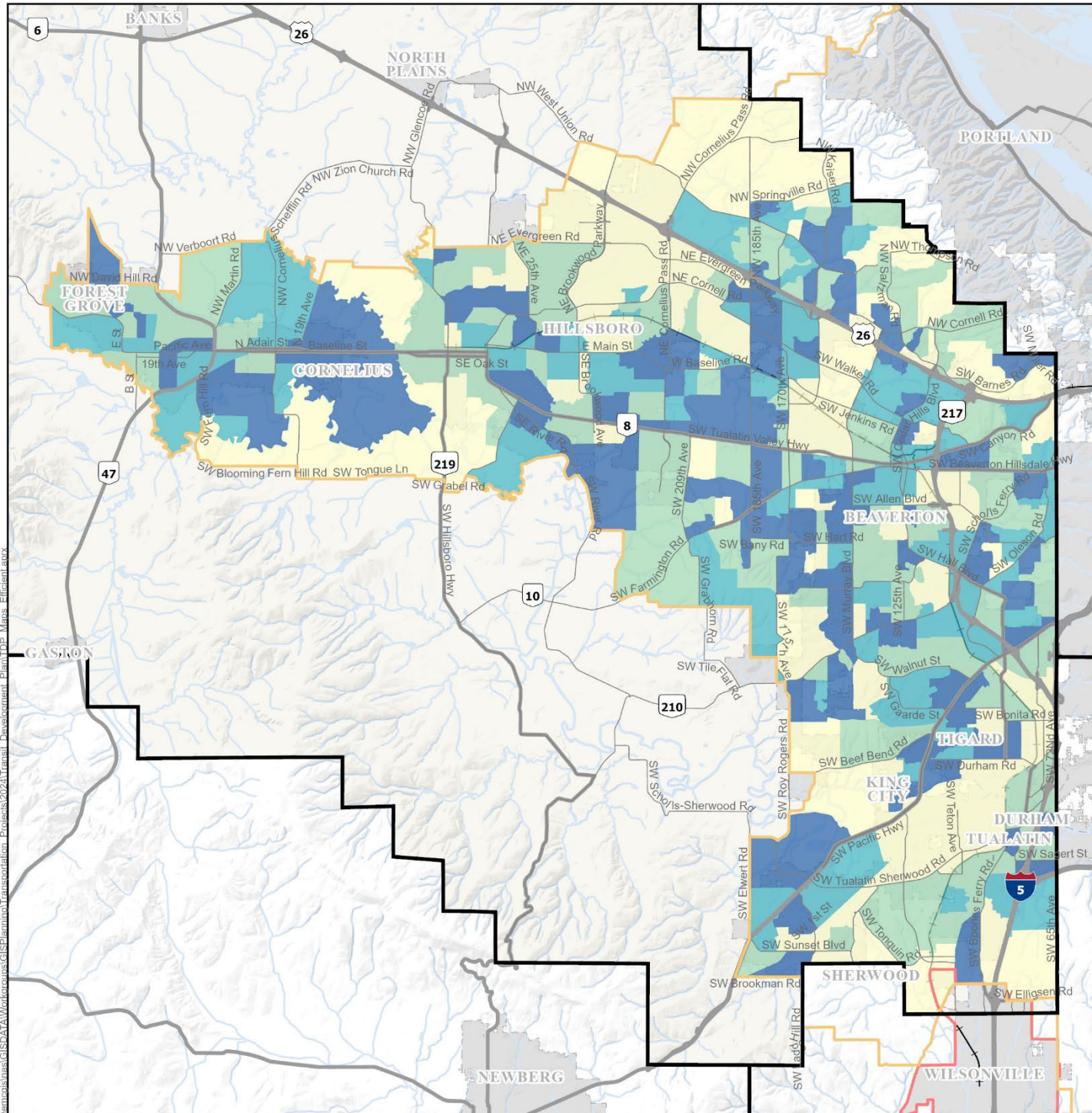
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## Washington County Transit Development Plan

Access to Low and  
Medium Wage Jobs  
Outside TriMet District

- Higher
- Medium
- Lower
- Lower
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- County Boundary
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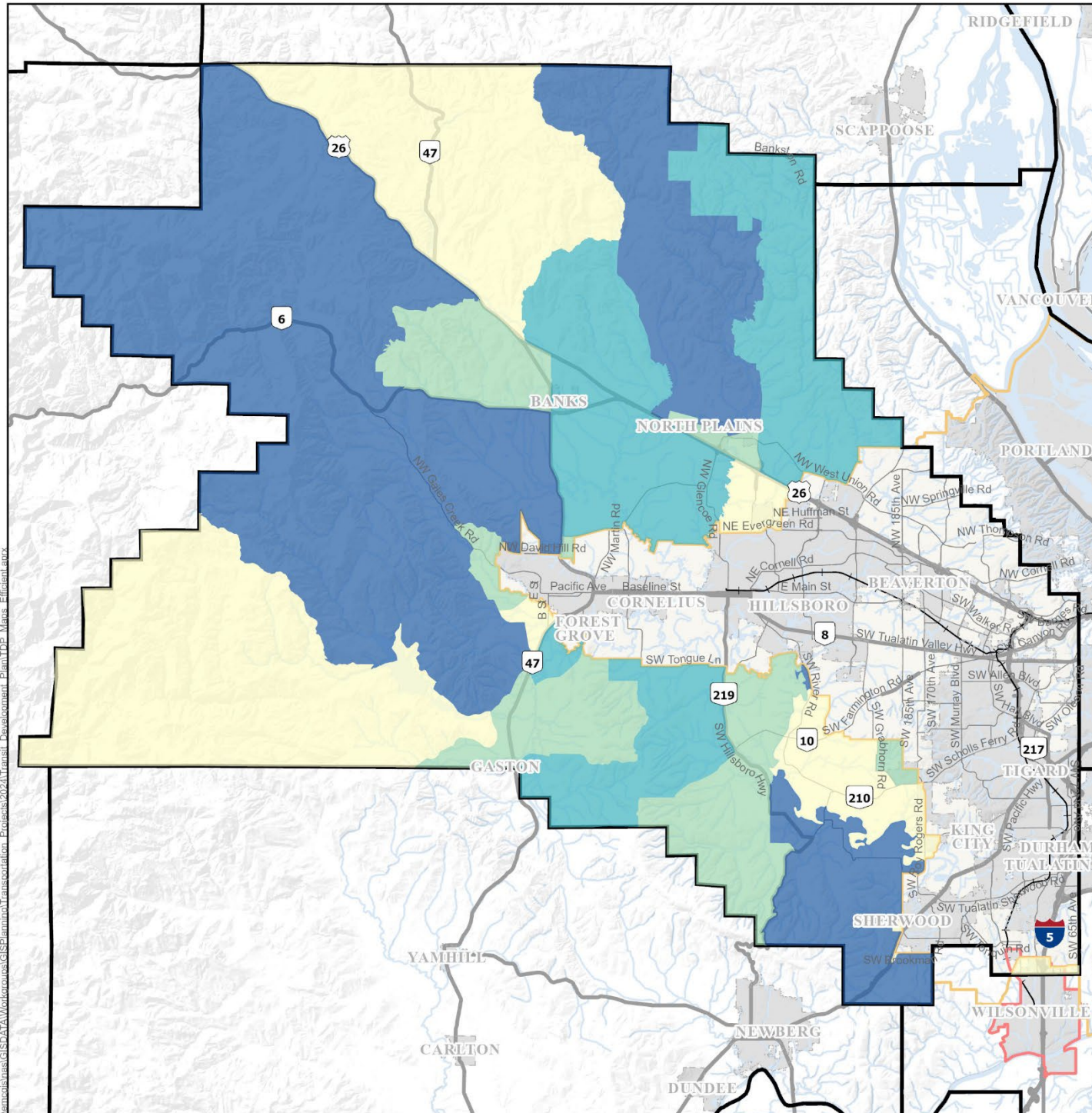
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# Washington County Transit Development Plan

Access to  
Essential Services  
Within TriMet District

- Higher
- Lower
- City Boundary
- County Boundary
- TriMet Service Boundary
- SMART Service Boundary

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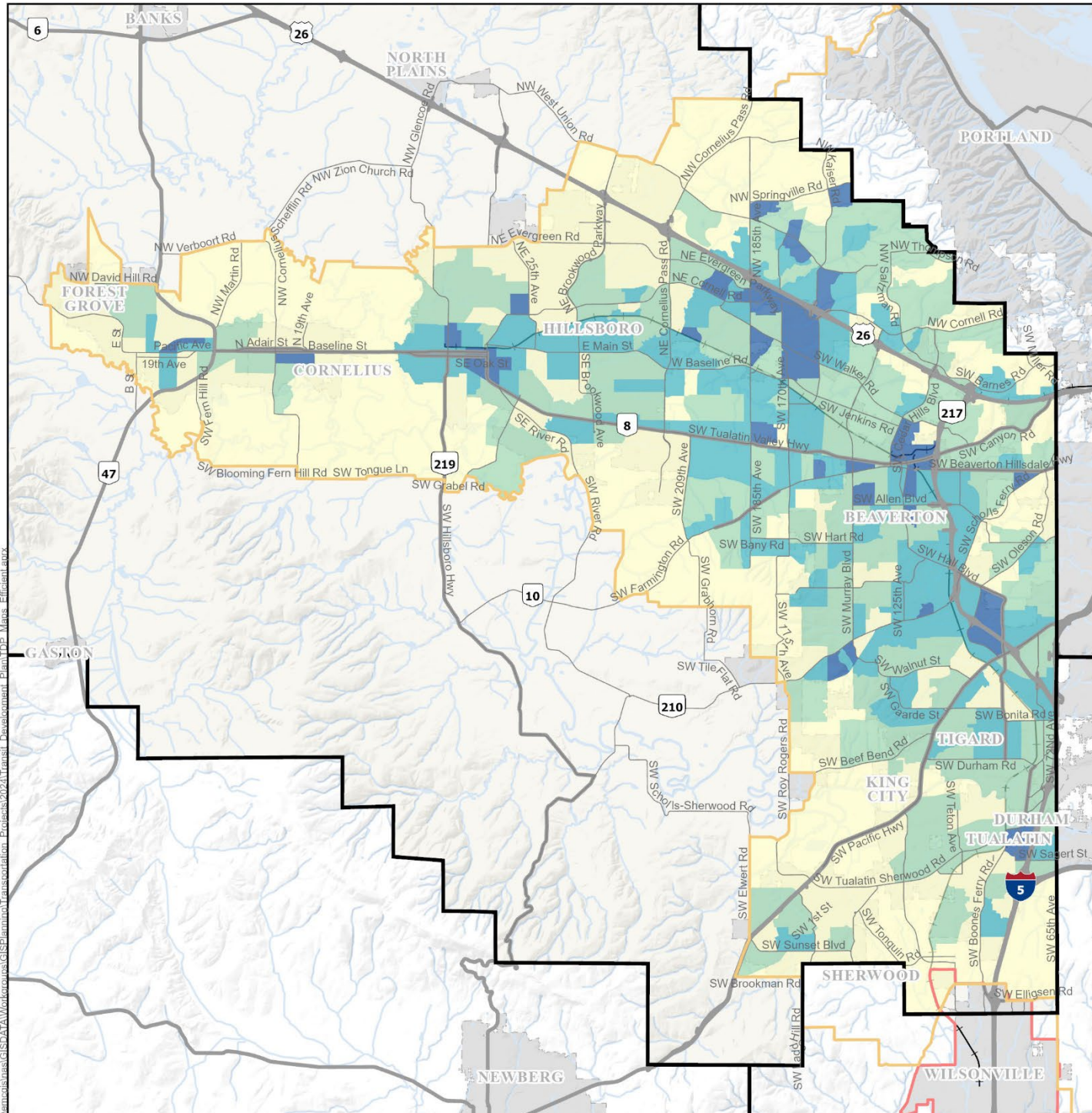
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## Washington County Transit Development Plan

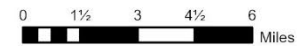
Access to  
Essential Services  
Outside TriMet District

- Higher
- Medium
- Lower
- Lower
- City Boundary
- County Boundary
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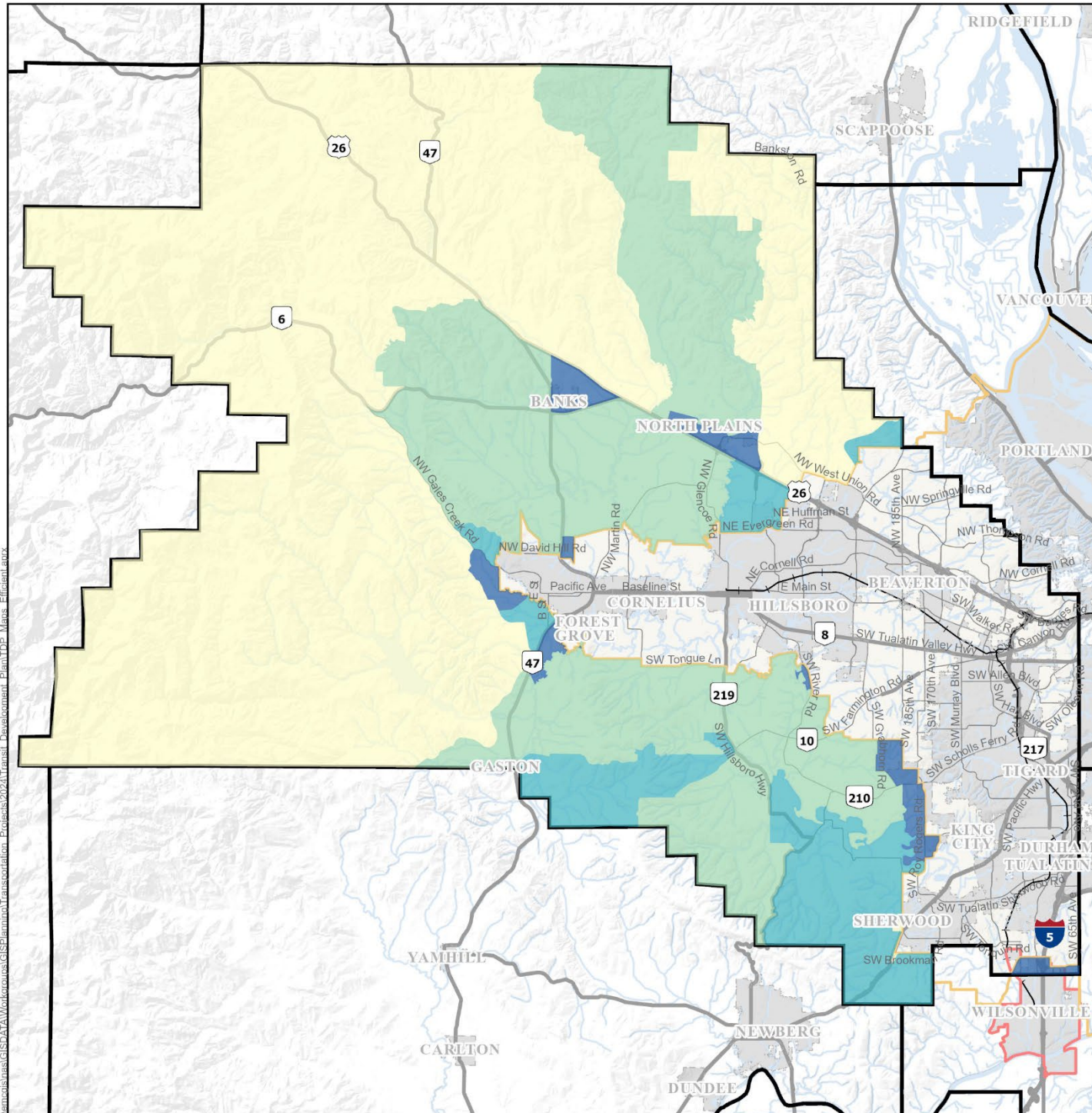
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## Appendix A-2. Community Connector Service Analysis Summary

# 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.

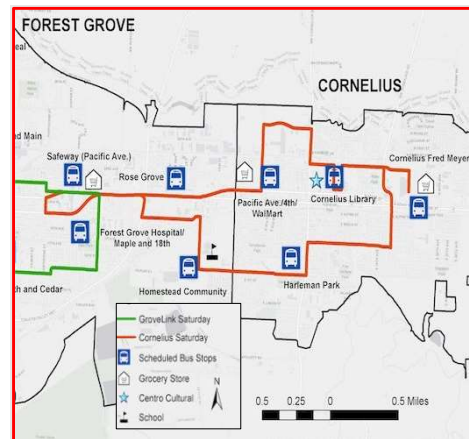


Figure 1. Existing Cornelius Saturday Loop

### 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
<b>Equity Needs</b>											
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	✓	✓	✓	✓				✓		✓	
<b>Ridership Propensity</b>											
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 32<sup>nd</sup> and NE 53<sup>rd</sup> 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 198<sup>th</sup> 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

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## 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.

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## CANDIDATE AREA LIST

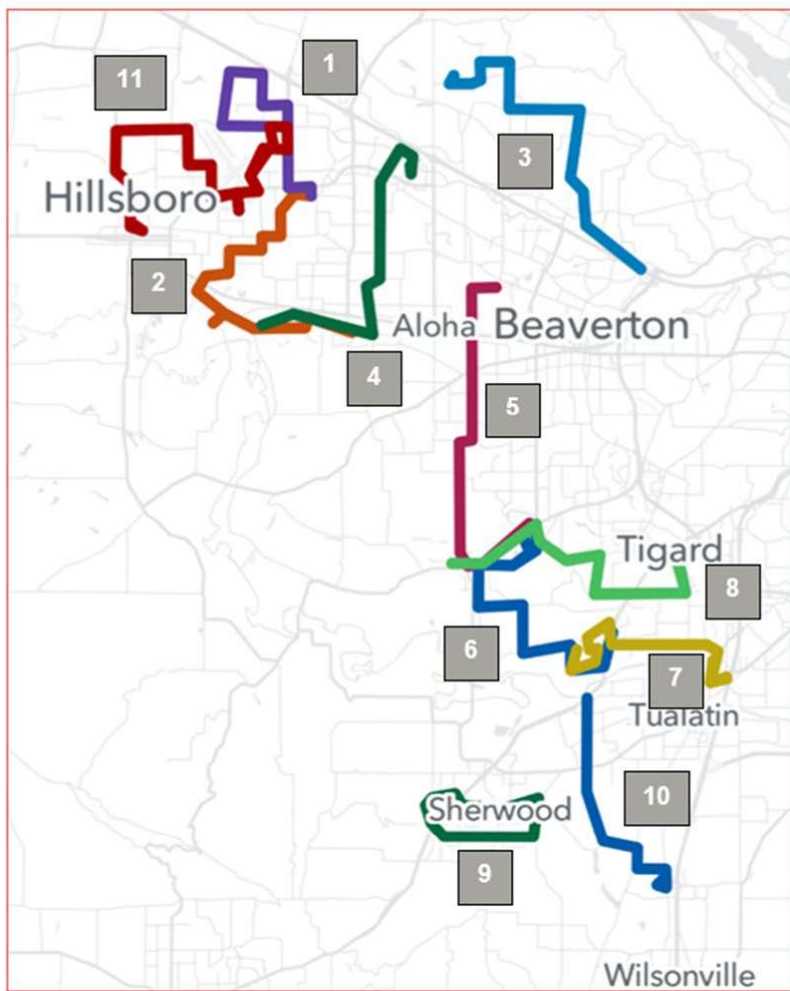
The Washington County Transit Development Plan (2021) identified opportunity areas for community connector service. These areas are not served by fixed route transit and have emerging transit markets due to existing and forecasted growth. They warrant further analysis to determine the viability of potential 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

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## 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 analysis<sup>1</sup>
  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

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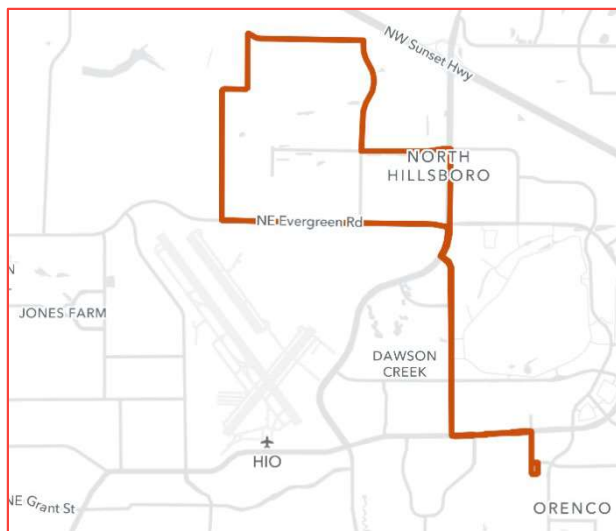
<sup>1</sup> TriMet's Equity Index is based on 10 Factors: low-income population (200% of poverty), youth population, low & medium wage jobs, people of color, limited vehicle access, limited English proficiency, people with disabilities, senior population, affordable housing units, and key retail/human/social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

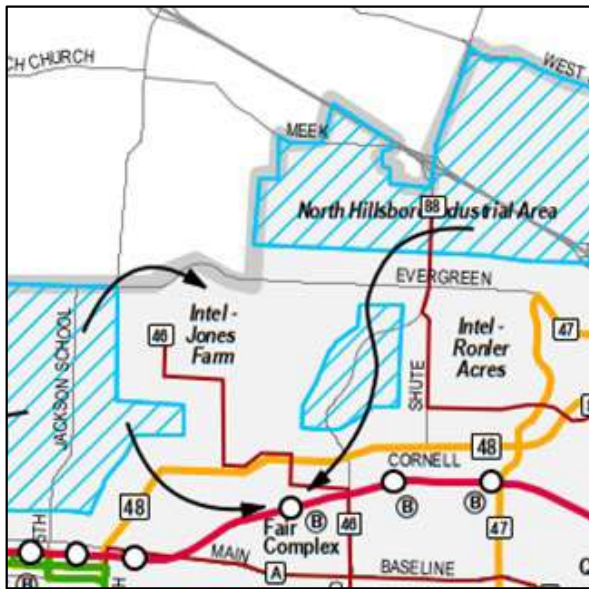
## KEY ROADWAYS

- 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.

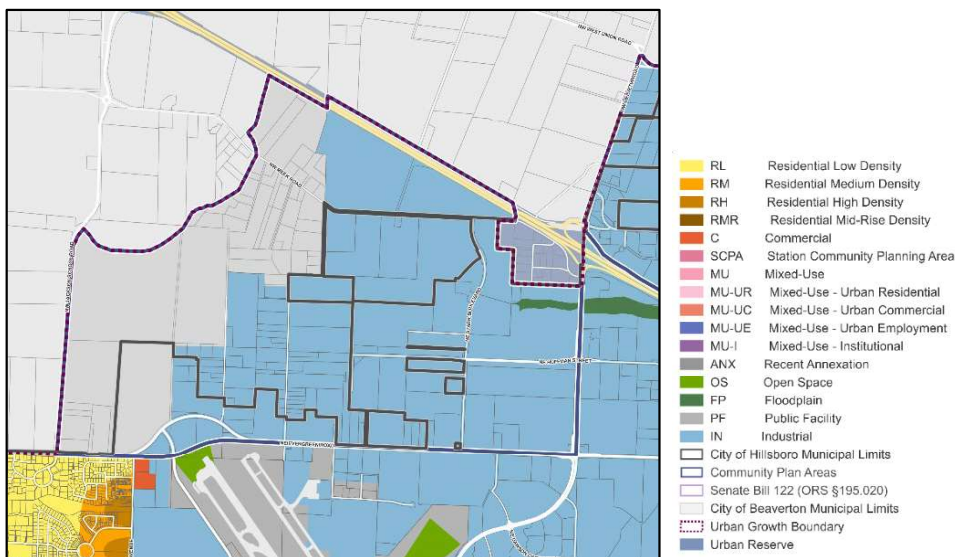
Figure 3 TriMet Service Enhancement Plan



## LAND USE AND TRANSPORTATION PLANS

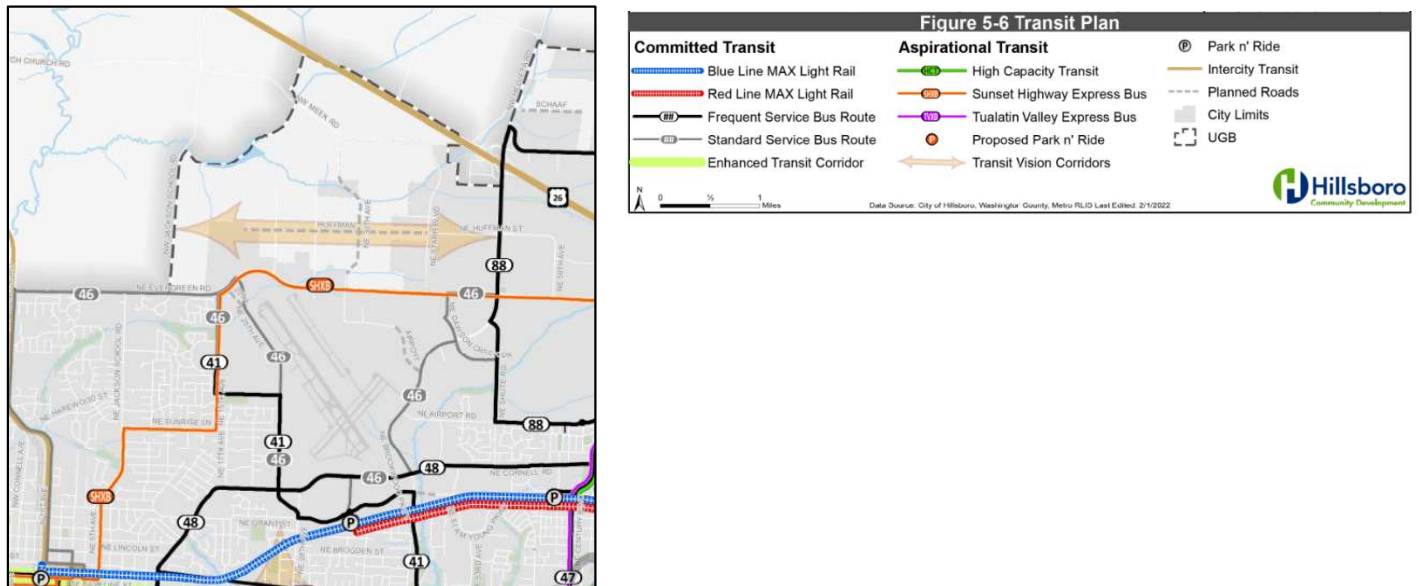
- Much of the area is within the [North Hillsboro Urban Renewal Area](#) approved in 2016.
- Most land is designated as “Industrial” under the [Hillsboro Comprehensive Plan](#) map. It is anticipated that parcels located on unincorporated County land, but outside of City limits, will be annexed to the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

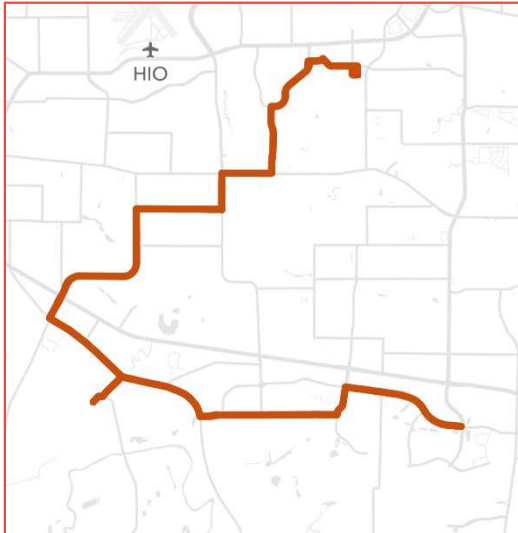


## 2 WITCH HAZEL/ORENCO

### 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.

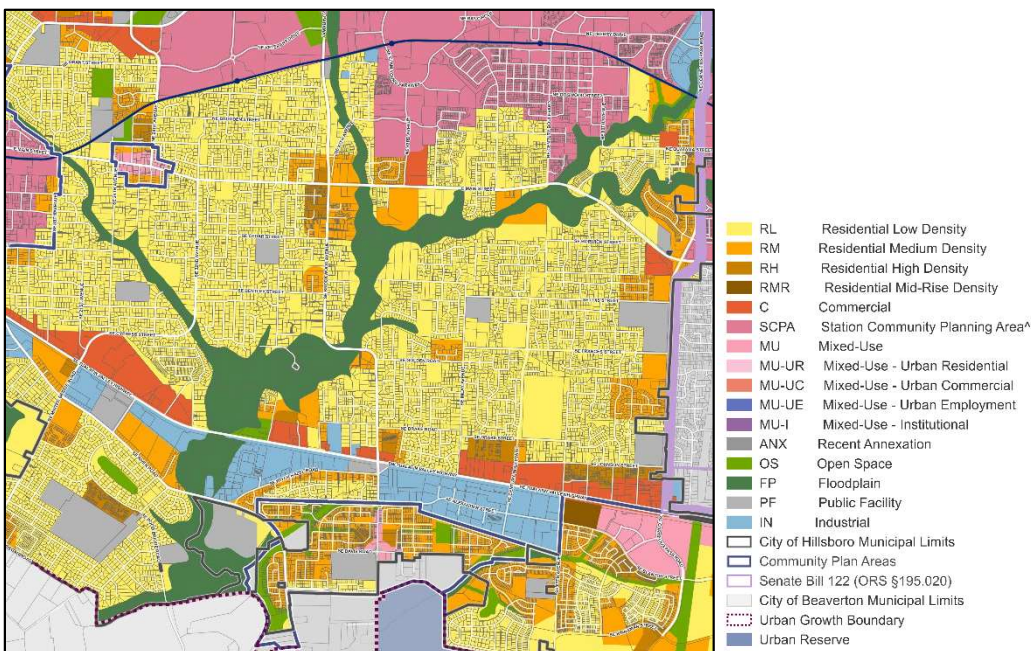
**Figure 7 TriMet Service Enhancement Plan**



**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**

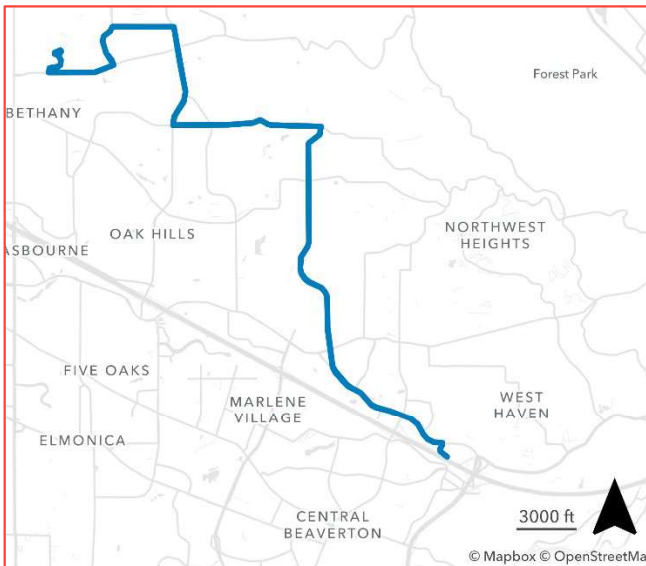


# 3 BETHANY/CEDAR MILL

## 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 25<sup>th</sup> percentile of block groups)

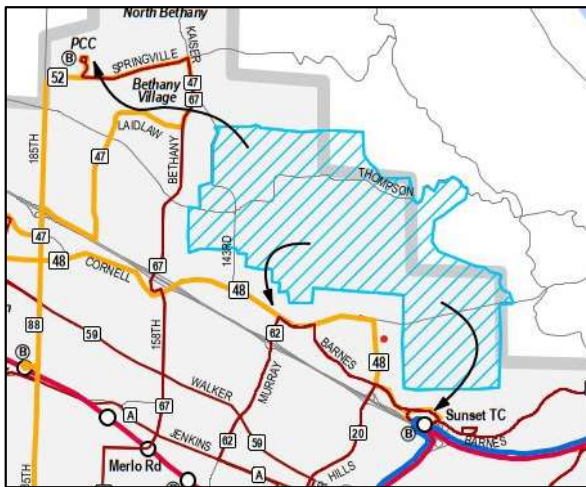
## KEY ROADWAYS

- 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

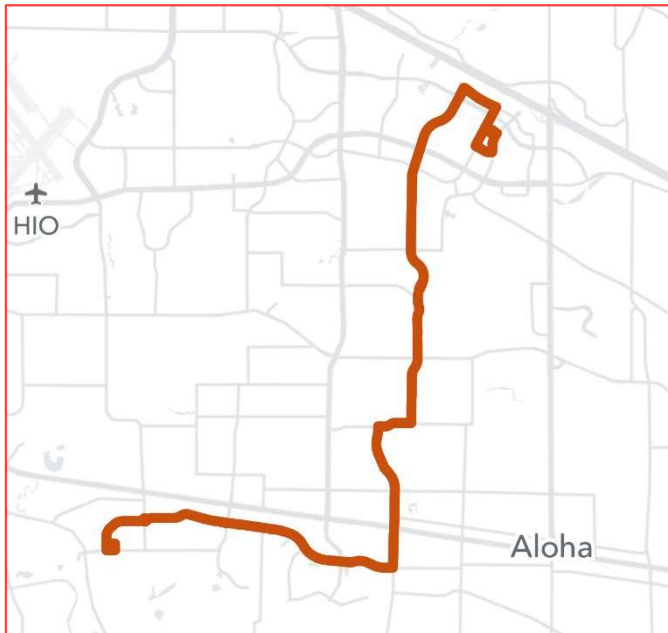
- North Bethany was added to the regional Urban Growth Boundary in 2002. The [North Bethany Subarea Plan](#) was adopted by Washington County in 2010. This Subarea is north of NW Springville Road and east of NW 185th Avenue, except for Arbor Oaks. The plan called for a more densely developed complete 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

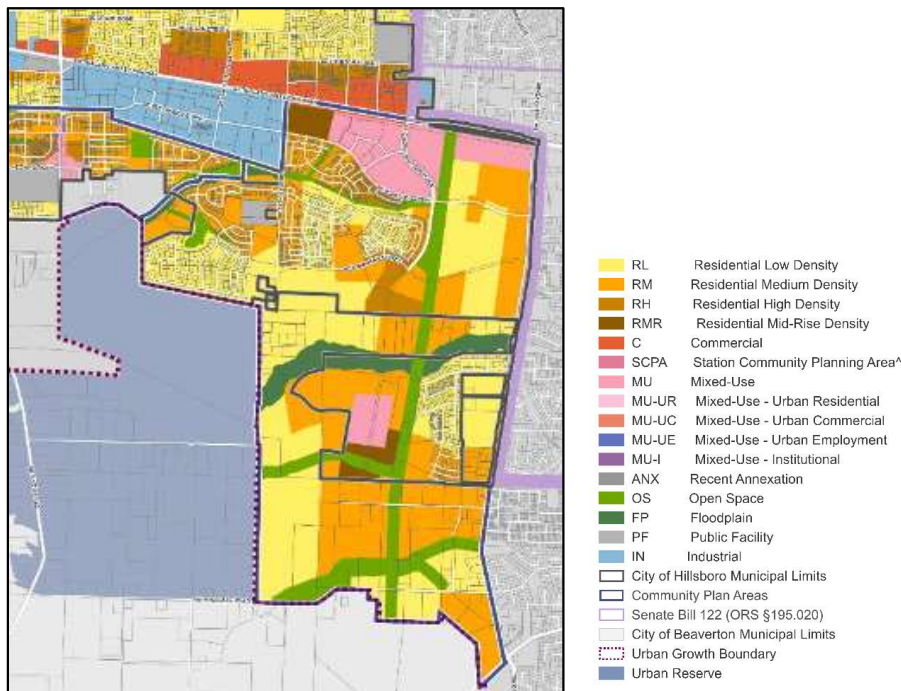
## TRANSIT SERVICE

- 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

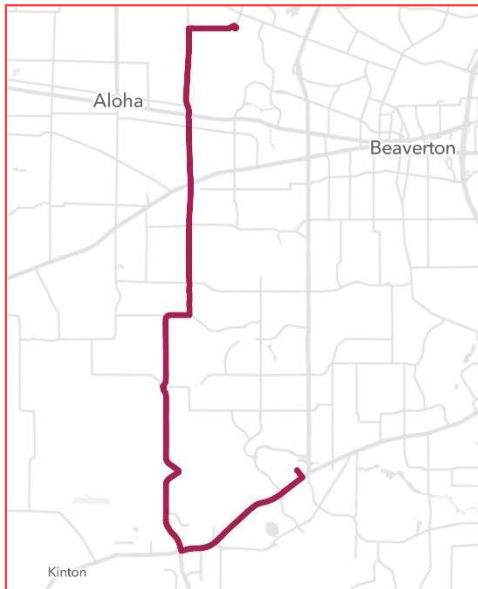


# 5 SOUTH BEAVERTON/COOPER MOUNTAIN

## 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

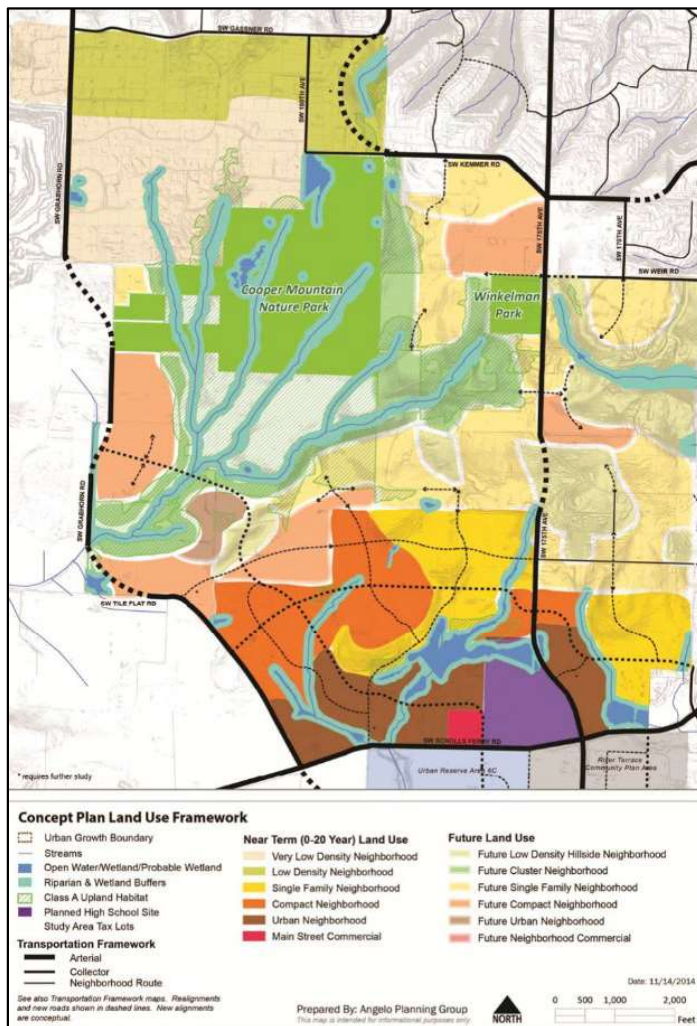
## TRANSIT SERVICE

- 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

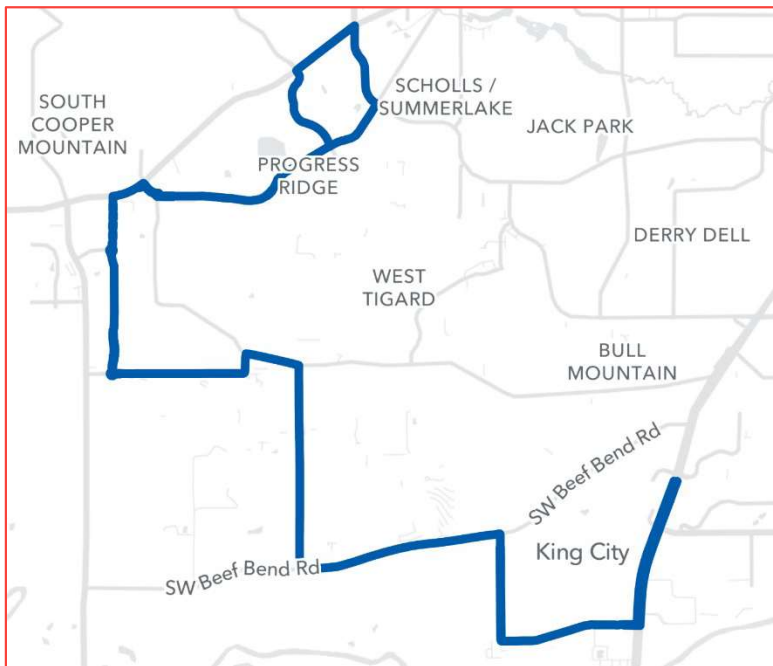


# 6 RIVER TERRACE/ BULL MOUNTAIN

## 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

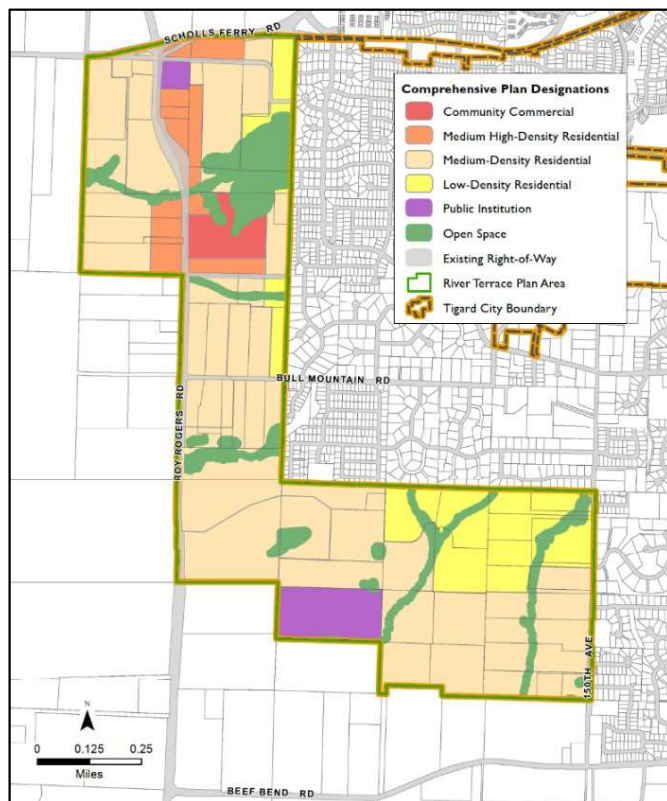
## TRANSIT SERVICE

- 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

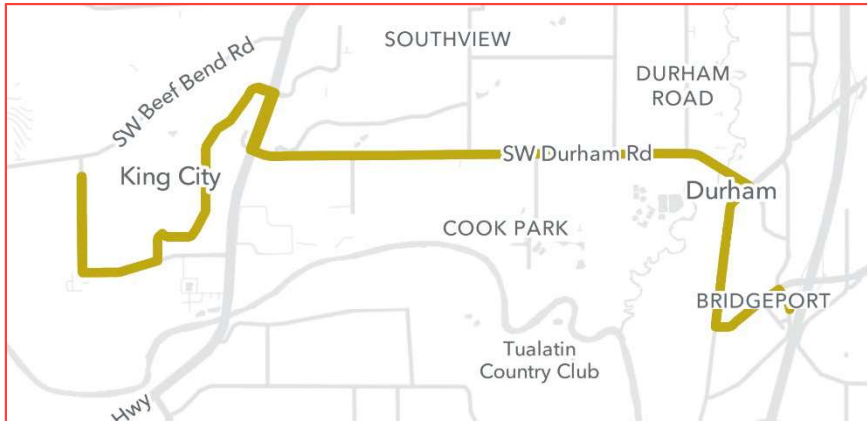


# 7 DURHAM/KING CITY

## 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

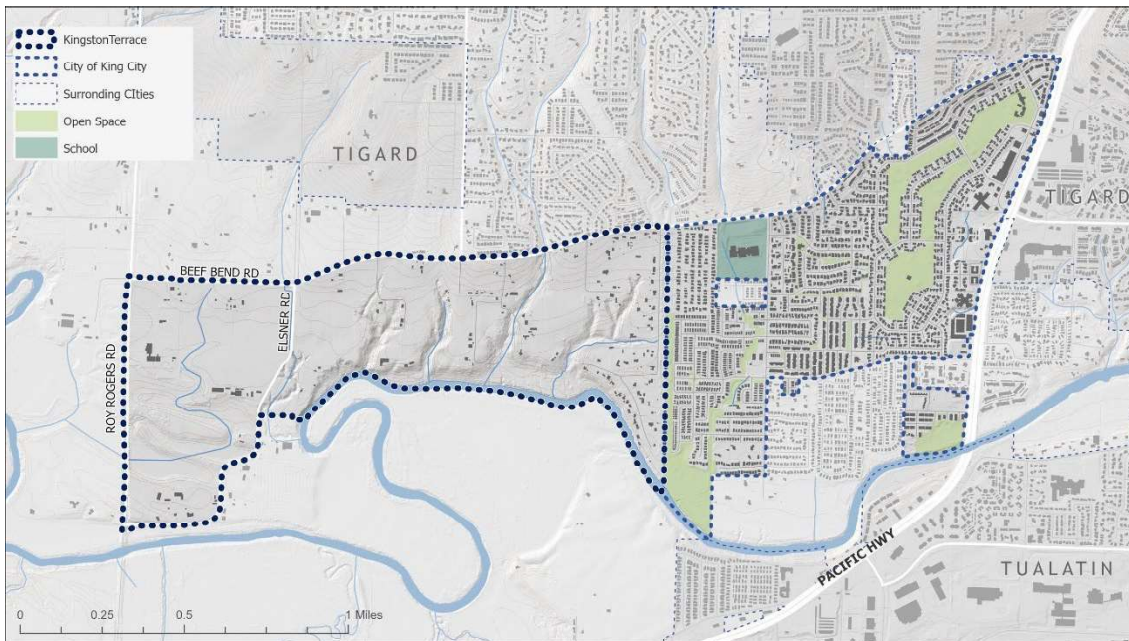
- OR 99W (SW Pacific Highway): Line 94
- Durham: Line 76
- Tualatin Park and Ride: Lines 36, 37, 38, 76, 96, SMART 2x. Northwest POINT (Portland-Eugene)
- TriMet's Southwest Service Enhancement Plan (September 2015) shows fixed route service along SW Durham Road (Line 36) and community connector service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

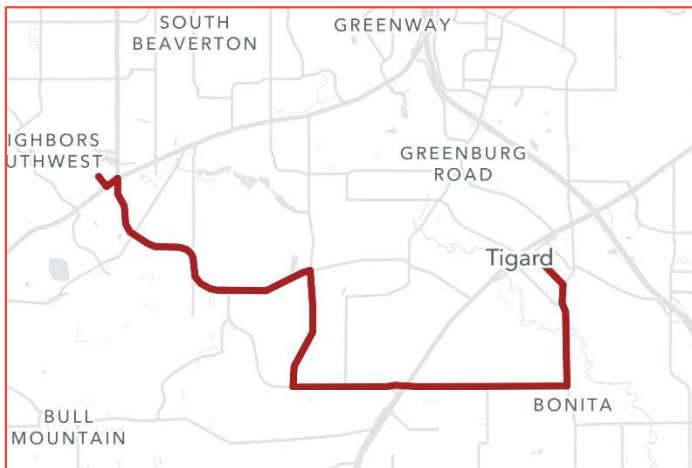


# 8 CENTRAL TIGARD

## 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

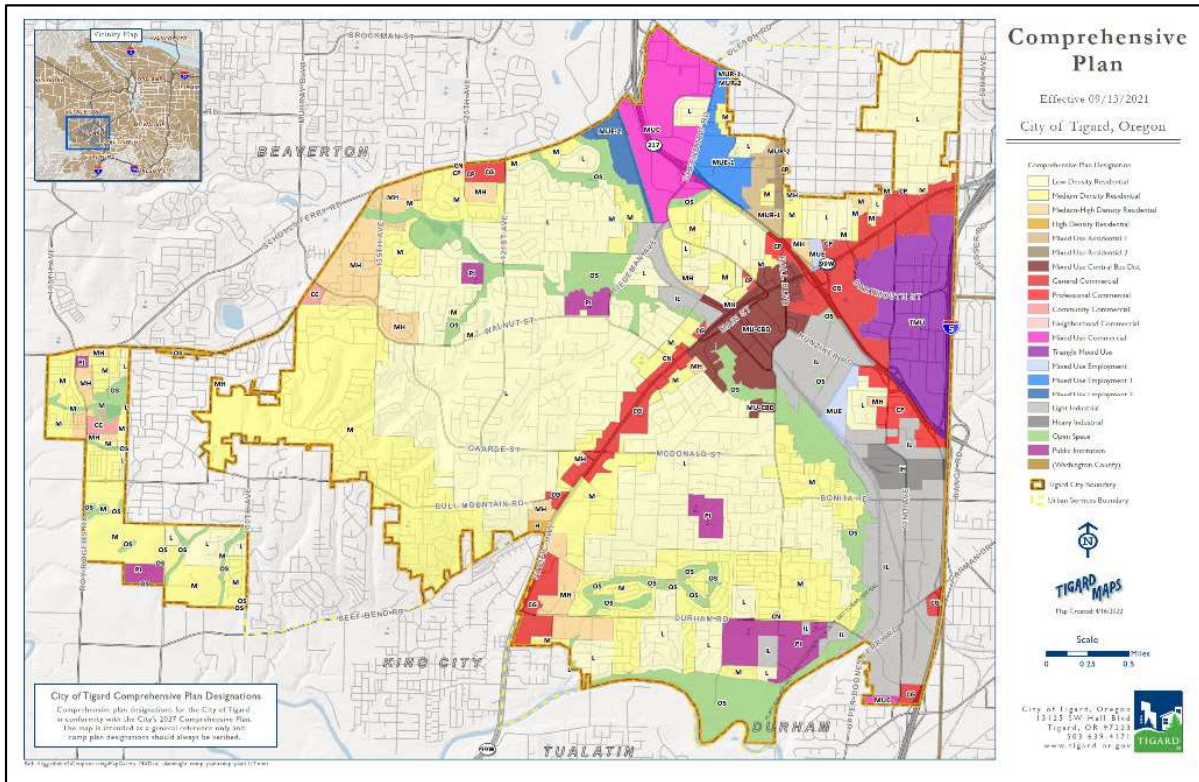
- Murray Scholls: Lines 62, 92
- OR 99W (SW Pacific Highway): Line 94

- 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

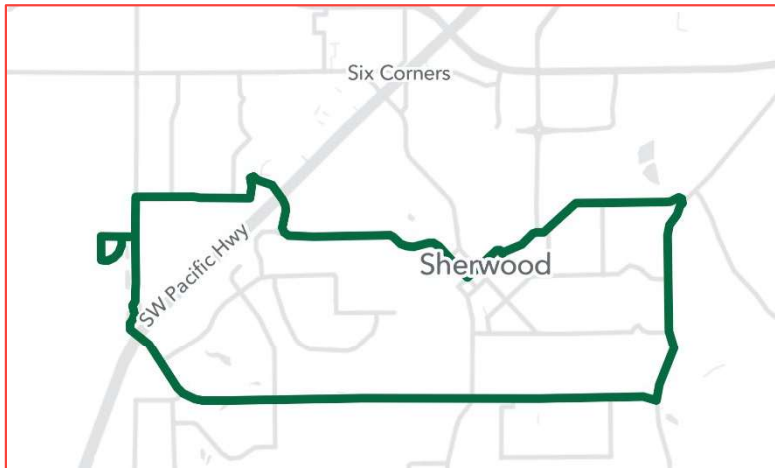


# 9 SHERWOOD

## 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

## TRANSIT SERVICE

- OR 99W (SW Pacific Highway): TriMet line 94 connects Sherwood with Tigard and Portland (half-hourly daily service). Yamhill County Transit provides weekday/Saturday service between McMinnville, Newberg, and Tigard with a stop in Sherwood on Langer Drive for connections to TriMet.
- SW Tualatin-Sherwood Road: Line 97 provides weekday peak service between Sherwood and Tualatin.
- TriMet’s Southwest Service Enhancement Plan (December 2015) identified areas in Sherwood for community connector service.

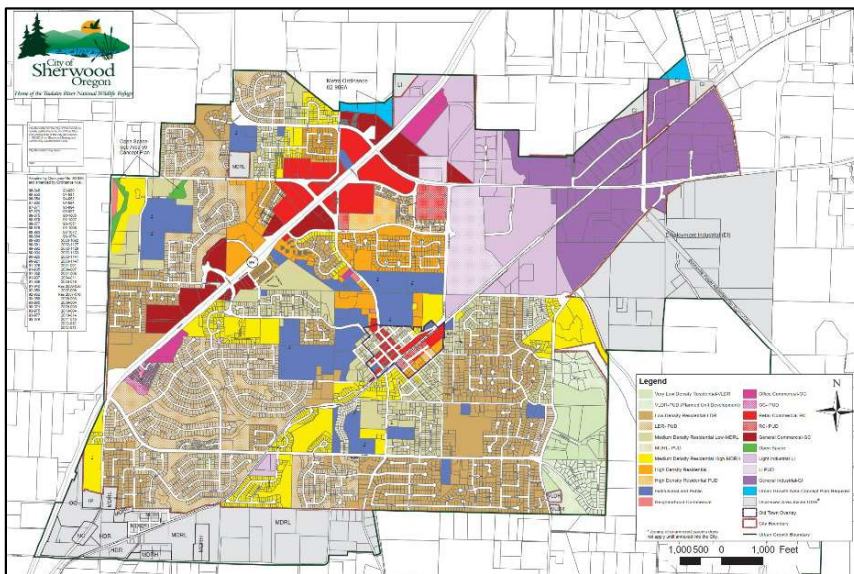
Figure 23 TriMet Service Enhancement Plan



## LAND USE AND TRANSPORTATION PLANS

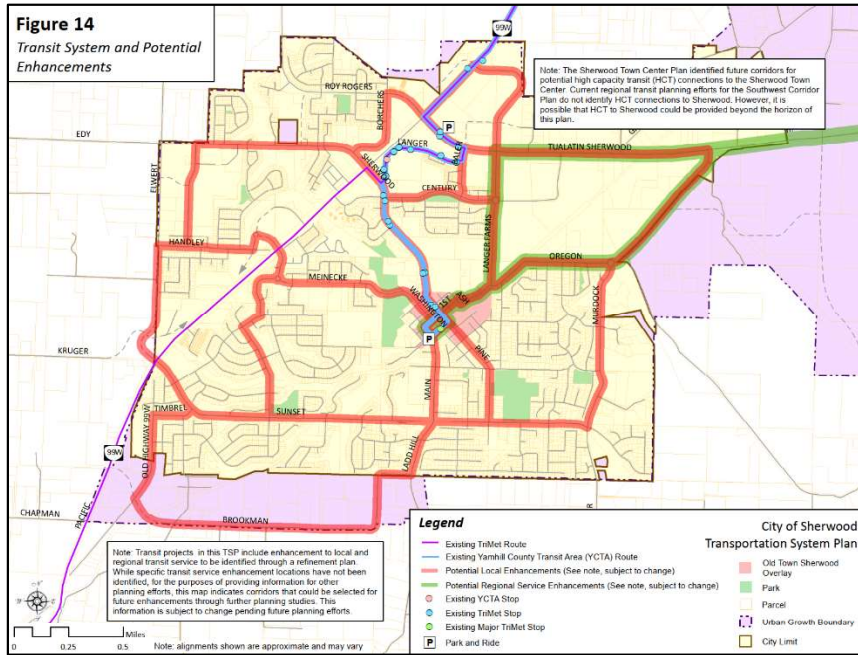
- Commercial zones are aligned along OR 99W and in the historic downtown. Higher-density residential zoning is primarily along SW Century Drive.

Figure 24 Sherwood Zoning



The [Sherwood Transportation System Plan](#) (2014) identified lack of a local circulation route as a key transit deficiency. It includes the following goal: Provide reliable convenient transit service to Sherwood residents and businesses as well as special transit options for the city’s elderly and disabled residents. Figure x below shows the potential transit service enhancements.

**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.

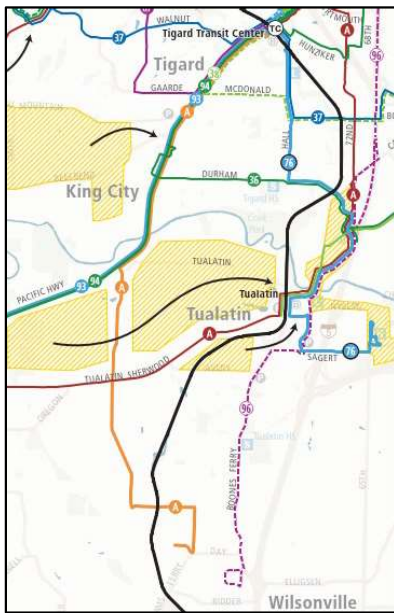
## KEY ROADWAYS

- 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.

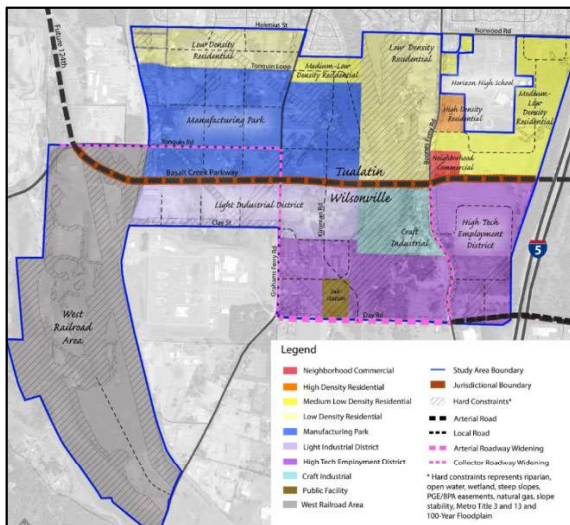
Figure 27 TriMet Service Enhancement Plan



## LAND USE AND TRANSPORTATION PLANS

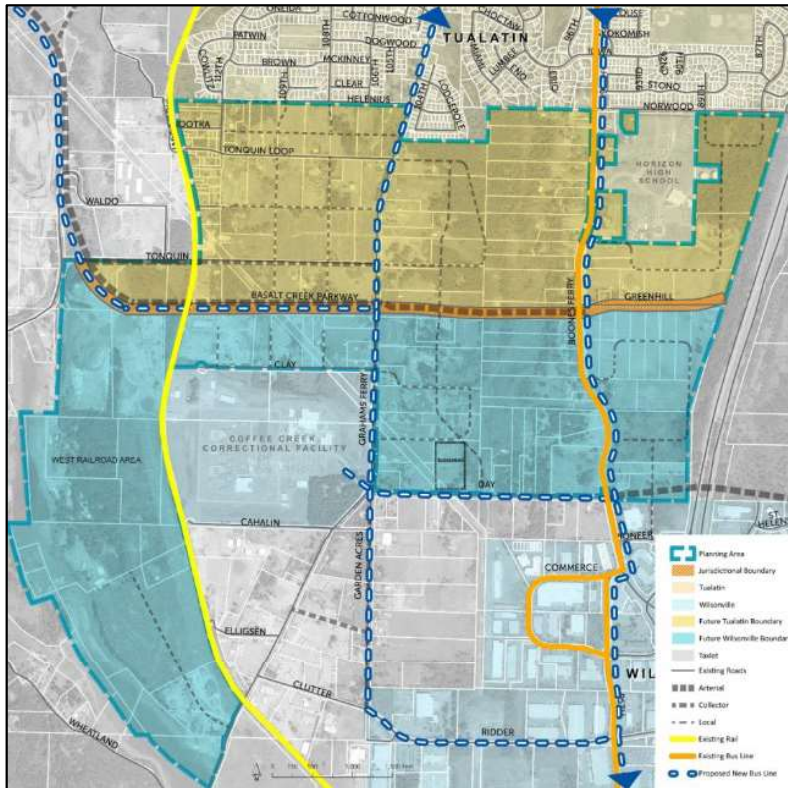
- The [Basalt Creek Concept Plan](#) (2018) identifies land uses with employment land uses in Wilsonville and a mix of employment and housing in Tualatin.

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**

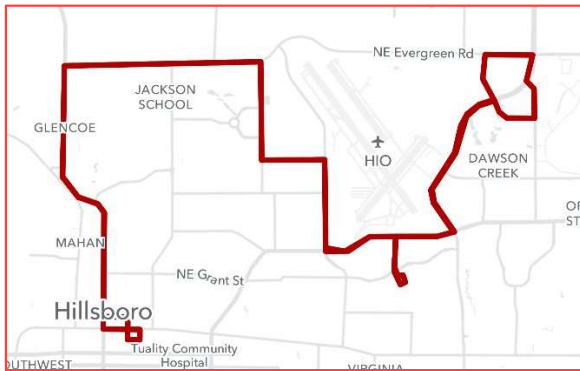


# 11 GLENCOE/BROOKWOOD

## 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

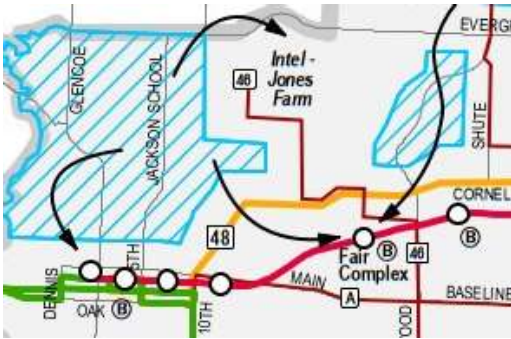
- East-West: NW Cornell Road, NE Evergreen Road
- North-South: NE Glencoe Road, NE Jackson School Road, NE 25<sup>th</sup> Avenue, NE Brookwood Parkway

## 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 25<sup>th</sup> Avenue.

**Figure 31 TriMet Service Enhancement Plan**



## LAND USE AND TRANSPORTATION PLANS

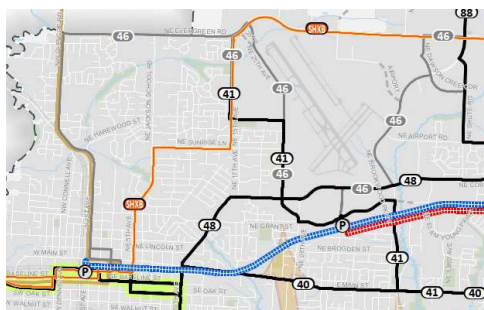
- The Hillsboro Comprehensive Plan designates most of the area west of the airport as low density residential with some spots of medium density residential. Areas around the airport along NE 25<sup>th</sup> Avenue as well as north and west of the airport are designated industrial areas. The area south 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 and Access Needs Inventory (Stops in Public Right-of-Way or at Transit Centers)

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
BethanyLink	143rd at Cornell	Inbound	Bus stop sign and pole, schedule holder	Planned	TriMet Line 48	Around corner and across street	Bicycle facilities on 143 <sup>rd</sup> Avenue
BethanyLink	143rd at Oak Hills and Burton	In/Outbound	Bus stop sign and pole, schedule holder	Planned	None	N/A	Sidewalk infill and bicycle facilities on 143 <sup>rd</sup> Avenue, Oak Hills Drive and Burton Street
BethanyLink	Barnes at Cedar Hills	In/Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Planned	TriMet Lines 20, 48, 62	Same stop and across street	Sidewalk infill on Barnes Road; ADA upgrades at intersection
BethanyLink	Bethany at Laidlaw	In/Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Planned	TriMet Lines 47 and 67	Same stop and across street	Bicycle facilities on Laidlaw Road
BethanyLink	Bethany at Wismer and Kaiser	In/Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Planned	TriMet Lines 47 and 67	Same stop and across street	Sidewalk infill and bicycle facilities on Kaiser Road
BethanyLink	Bethany Village (Central at 153 <sup>rd</sup> )	In/Outbound	Bus stop sign and pole, schedule holder, landing pads	Planned	None	N/A	ADA upgrades at intersection
BethanyLink	Brugger at 158 <sup>th</sup>	In/Outbound	Bus stop sign and pole, schedule holder, landing pads	Planned (Landing pads to be built by separate project)	None	N/A	Crossing improvements at Kaiser Road and Brugger Road; sidewalk infill on Brugger Road and 158 <sup>th</sup> Ave (currently in progress or to be completed by adjacent development)

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
BethanyLink	Central at Huserik	In/Outbound	Bus stop sign and pole, schedule holder	Planned	None	N/A	Crossing improvements at Central and Kaiser; bicycle facilities on Kaiser Road
BethanyLink	Joss at Rossetta	In/Outbound	Bus stop sign and pole, schedule holder	Planned	None	N/A	None
BethanyLink	Kaiser at 147th	In/Outbound	Bus stop sign and pole, schedule holder	Planned	None	N/A	Enhanced crossing at 147 <sup>th</sup> (currently in progress); bicycle facilities on Kaiser Road
BethanyLink	Kaiser at Springville	In/Outbound	Bus stop sign and pole, schedule holder	Planned	TriMet Lines 47 and 67	NB: Across street; SB: 600 feet south	Sidewalk infill and bicycle facilities on Kaiser Road (currently in progress)
BethanyLink	Kaiser at West Union and 143 <sup>rd</sup> at Thompson	In/Outbound	Bus stop sign and pole, schedule holder	Planned	None	N/A	Sidewalk infill on 143 <sup>rd</sup> Avenue, West Union Road and Thompson Road; bicycle facilities on 143 <sup>rd</sup> Avenue
BethanyLink	PCC Rock Creek	In/Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Planned	None	N/A	None
BethanyLink	Science Park at Cornell	Outbound	Bus stop sign and pole, schedule holder	Planned	TriMet Line 48	Around corner and across street	Bicycle facilities on Science Park Drive
BethanyLink	Science Park at Murray	In/Outbound	Bus stop sign and pole, schedule holder	Planned	TriMet Line 62	500 feet east	Bicycle facilities on Science Park Drive
BethanyLink	Sunset High School	In/Outbound	Bus stop sign and pole, schedule holder	Planned	None	N/A	Enhanced crossing at stop; bicycle facilities on Science Park Drive

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
BethanyLink	Sunset Transit Center	In/Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Planned	TriMet MAX Blue and Red Lines, Lines 20, 48, 59, 62; TCTD Route 5; NorthWest POINT	Same complex	Improved bicycle access, especially from the east (Barnes/OR 217 intersection) and the south (Park Way and Butner Road); sidewalk infill on Barnes Road, Park Way, Marlow Ave and Butner Road; ADA upgrades at nearby intersections
Cornelius Link	12 <sup>th</sup> at Adair	N/A	Bus stop sign and pole, schedule holder, bus zone, landing pad, bench	In Progress (Bench is planned)	TriMet Line 57	WB: Around corner; EB: 1 block	Enhanced crossings at 12 <sup>th</sup> and Adair and Baseline
Cornelius Link	17 <sup>th</sup> at Clark	N/A	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	None	N/A	Sidewalk infill on 17 <sup>th</sup> , Davis and Clark; ADA upgrades at intersection
Cornelius Link	19th and Mountain View Ln	Outbound	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	TriMet Line 57	1 block	Crossing enhancements at intersection; bicycle facilities on Mountain View Ln
Cornelius Link	19 <sup>th</sup> Ave at 19 <sup>th</sup> Way	N/A	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 57; YCT Line 33	WB: 1 block; EB: same stop	N/A
Cornelius Link	26 <sup>th</sup> at Dogwood	N/A	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	None	N/A	Bicycle facilities on Dogwood Street and 26 <sup>th</sup> Avenue, ADA upgrades at intersection
Cornelius Link	4 <sup>th</sup> at Adair (WalMart)	N/A	Bus stop sign and pole, schedule holder, bus zone at relocated stop	In Progress	TriMet Line 57, YCT Route 33	WB: Around corner; EB: 1.5 blocks	Sidewalk infill on N Adair St and N 4 <sup>th</sup> Ave; bicycle facilities on N 4 <sup>th</sup> Ave



Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
Cornelius Link	Cornelius Cinema	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	TriMet Line 57	N/A	Sidewalk infill and bicycle facilities on 26 <sup>th</sup> Avenue
Cornelius Link	Cornelius Library	N/A	Bus stop sign and pole, schedule holder, bus zone at relocated stop	Complete	TriMet Line 57	WB: 1 block; EB: 2 blocks	Crossing enhancement at Adair/13th; bicycle facilities and sidewalk infill on 14 <sup>th</sup>
Cornelius Link	Dogwood at 14 <sup>th</sup>	N/A	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	None	N/A	Sidewalk infill and bicycle facilities on Dogwood Street; ADA upgrades at nearby intersections
Cornelius Link	Forest Hills Mobile Estates	N/A	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	None	N/A	Crossing improvements near stop
Cornelius Link	Grand Lodge (WB)	N/A	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 57	WB: same stop; EB: 1 block	Enhanced crossing with ADA upgrades at intersection
Cornelius Link	Harleman Park	N/A	Bus stop sign and pole, schedule holder, bus zone	Complete	None	N/A	Sidewalk infill on Heather; bicycle facilities on 10th and Heather
Cornelius Link	Holladay at 20th	N/A	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	None	N/A	Bicycle facilities on Holladay Street
Cornelius Link	Homestead Community	N/A	Bus stop sign and pole, schedule holder, landing pad, bus zone	In Progress (Landing pad is planned)	None	N/A	Bicycle facilities on Heather; enhanced crossing at stop
Cornelius Link	Pacific at Oak (EB)	N/A	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 57	WB: across street; EB: same stop	Enhanced crossing with ADA upgrades at intersection

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
Cornelius Link/ GroveLink Employment Loop	Rose Grove	Outbound	Bus stop sign and schedule holder affixed to existing TriMet stop pole	Complete	TriMet Line 57; YCT Route 33	WB: Same stop; EB: across street	Enhanced crossing at stop; sidewalk infill on OR 8; difficult connection with YCT (currently M-F only)
GroveLink	19th at B	West	Relocate stop across street with bus stop sign and pole, schedule holder, bus zone	In Progress	TriMet Line 57	Across street	Safety improvements at 19 <sup>th</sup> and B intersection, bicycle facilities on B Street
GroveLink	26th at Williams	East	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Sidewalks and bicycle facilities on 26th Ave; crossing enhancements at intersection
GroveLink	Brooke at David Hill	West	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	N/A
GroveLink	Cedar at Pacific	East	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 57	WB: Same stop; EB: 1 block	Bicycle facilities on Cedar Street
GroveLink	Forest Gale at Watercrest	West	Bus stop sign and pole, schedule holder at relocated stop	In Progress	None	N/A	Sidewalk infill on Forest Gale Dale and Watercrest Road; ADA upgrades at intersection
GroveLink	Forest Gale at Gales Creek	West	Bus stop sign and pole, schedule holder, bench, bus zone	In Progress (Bench is planned)	None	N/A	Sidewalks on Gales Creek and Forest Gale; bicycle facilities on Forest Gale; enhanced crossing at intersection (across Forest Gale)
GroveLink	Forest Grove High School	West	Replace shelter and bench, bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Sidewalk and bicycle lane infill on Nichols

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
GroveLink	Forest Grove Hospital (Maple at 18 <sup>th</sup> )	East	Remove shelter and bench, bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Bicycle facilities on Maple and 19 <sup>th</sup> ; crossing enhancements at Maple/18 <sup>th</sup>
GroveLink	Lincoln Park	West	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	None	N/A	Bicycle facilities on Main Street
GroveLink	Main at Beal	West	Bus stop sign and pole, schedule holder, bus zone, landing pad	In Progress (Landing pad is planned)	None	N/A	Bicycle facilities on Main Street; crossing enhancements at intersection
GroveLink	Rogers Park (17 <sup>th</sup> at Douglas)	East	Bus stop sign and pole, schedule holder, landing pad, bus zone	In Progress (Landing pad is planned)	TriMet Line 57	3-4 blocks	Crossing enhancements at intersection
GroveLink	Thatcher at Gales Creek Road	West	Bus stop sign and pole, schedule holder, landing pad	Complete	None	N/A	Sidewalks on Gales Creek and Thatcher; bicycle facilities on Thatcher; crossing enhancements at intersections
GroveLink	Willamina at Strasburg	West	Bus stop sign and pole, schedule holder, landing pad, bus zone	In Progress (Landing pad is planned)	None	N/A	Bicycle facilities on Willamina; crossing enhancements at intersection
GroveLink Employment Loop	24th Ave	N/A	Bus stop sign and pole, schedule holder	In Progress	None	N/A	Sidewalks and bicycle facilities on 24th Ave; enhanced crossing at OR 47
GroveLink Employment Loop	Yew at Adair	Outbound	Bus stop sign and pole, schedule holder	In Progress	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

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
GroveLink/ Cornelius Link/westLink	Forest Grove Safeway	East (GroveLink), Hillsboro (westLink)	Replace shelter and bench, bus stop sign and schedule holder, bus zone, expand landing pad, relocate Rotary bench	In Progress	TriMet Line 57, YCT Line 33	WB: 100 feet; EB: 1 block	None
GroveLink/ westLink	Main at University	East (GroveLink), Hillsboro (westLink)	Replace shelter and bench, bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Bicycle facilities on Main and University; safety improvements at intersection
GroveLink/ westLink	University at Main	West (GroveLink), FG (westLink)	Replace shelter and bench, bus stop sign and pole, schedule holder, relocate landing pad, bus zone	In Progress	None	N/A	Bicycle facilities on Main and University; safety improvements at intersection
King City Link	116 <sup>th</sup> at Majestic	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Sidewalk infill on 116 <sup>th</sup> Ave
King City Link	126 <sup>th</sup> at King Richard	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress (Further access improvements are planned)	None	N/A	Sidewalk infill on 126 <sup>th</sup> and King Richard; crossing improvements at intersection, including ADA upgrades
King City Link	8300 Block Durham	In/Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 76	Same stop and across street	N/A
King City Link	Boones Ferry and Martinazzi (NB)	Green	Bus stop sign and schedule holder (sign to be changed to King City Link)	Complete (Sign change in Progress)	TriMet Lines 76, 96, 97	Lines 76 and 97: 1 block; Line 96: 2 blocks	N/A

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
Tualatin Shuttle	Boones Ferry and Martinazzi (SB)	Green	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Complete	TriMet Lines 76, 96, 97	Lines 76 and 97: Same stop and across street; Line 96: 1 block	N/A
King City Link	Bridgeport Village	In/Outbound	Bus stop sign and pole, schedule holder, landing pads	In Progress (signage); Planned (landing pads)	None	N/A	N/A
King City Link	Durham at 108 <sup>th</sup>	In/Outbound	Bus stop sign and pole, schedule holder, landing pad at eastbound stop	In Progress	None	N/A	N/A
King City Link	Durham at 76 <sup>th</sup> (WB)	Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 76	Same stop and across street	Enhanced crossing at stop
King City Link	Durham at 79 <sup>th</sup>	In/Outbound	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 76	Same stop and across street	N/A
King City Link	Durham at 98 <sup>th</sup>	In/Outbound	Bus stop sign and pole, schedule holder, landing pad at eastbound stop	In Progress	None	N/A	N/A
King City Link	Durham at Summerfield	In/Outbound	Bus stop sign and pole, schedule holder, landing pad at eastbound stop	In Progress	None	N/A	Bicycle facilities on Durham Road between OR 99W and Summerfield Drive
King City Link	Durham at Upper Boones Ferry Road (EB)	Inbound	Bus stop sign and pole, schedule holder	In Progress	TriMet Line 76	Across street	Sidewalk infill on Upper Boones Ferry Road
King City Link	Fischer at 123 <sup>rd</sup>	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Crossing improvements at intersection

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
King City Link	King George at 123rd	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Extremely narrow sidewalks next to retaining wall require expansion; crossing improvements at intersection
King City Link	King George at King Charles	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Crossing improvements at intersection
King City Link	King John at King George	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Crossing improvements at intersection
King City Link	Royalty at King Charles	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	Crossing improvements at nearby intersections, including ADA upgrades
King City Link	Royalty at Queen Elizabeth	N/A	Bus stop sign and pole, schedule holder, bus zone	In Progress	None	N/A	ADA upgrades at intersection
King City Link	Tigard High School	In/Outbound	Bus stop sign and pole, schedule holder, landing pad at eastbound stop	In Progress	None	N/A	N/A
King City Link	Tualatin Park & Ride	Green	Ride Connection signage and schedule holder on existing SMART stop pole or shelter	Complete	TriMet Lines 36, 37, 38, 76, 96; SMART Route 2x; Cascades POINT	Same complex	N/A
King City Link	Upper Boones Ferry Road at Findlay Road (proposed)	In/Outbound	Bus stop sign and pole, schedule holder, landing pads as needed	Planned	None	N/A	Enhanced crossing at stop, sidewalk infill on Upper Boones Ferry Road
N. Hillsboro Link	Bennett Street	Inbound	Bus stop sign and pole, schedule holder, landing pad, shelter and bench	Complete (Shelter is planned)	None	N/A	Enhanced crossing at stop

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
N. Hillsboro Link	Bennett Street	Outbound	Bus stop sign and pole, schedule holder, landing pad	Complete	None	N/A	Enhanced crossing at stop
N. Hillsboro Link	Casper Court	Inbound	Bus stop sign and pole, landing pad, bus zone	Complete (Landing pad is planned)	None	N/A	Sidewalks on Clara Lane; crossing enhancements at cul-de-sac entrance
N. Hillsboro Link	Casper Court	Outbound	N/A (drop off only)	N/A	None	N/A	Sidewalks on Clara Lane; crossing enhancements at cul-de-sac entrance
N. Hillsboro Link	Huffman Street	Inbound	Bus stop sign and pole, schedule holder, landing pad, shelter and bench	Complete (Shelter is planned)	None	N/A	Enhanced crossing at stop
N. Hillsboro Link	Huffman Street	Outbound	Bus stop sign and pole, schedule holder, landing pad	Complete	None	N/A	Enhanced crossing at stop
N. Hillsboro Link	Orenco Station	In/Outbound	Bus stop sign and schedule holder affixed to existing TriMet stop pole	Complete	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
N. Hillsboro Link	Pinefarm Court	Inbound	Bus stop sign and pole, schedule holder, landing pad, bus zone	Complete	None	N/A	Sidewalk infill on Clara Lane
N. Hillsboro Link	Pinefarm Court	Outbound	N/A (drop off only)	N/A	None	N/A	Sidewalk infill on Clara Lane
Tualatin Shuttle	118th at Myslony	Blue	Bus stop sign and pole, schedule holder	Complete	None	N/A	Sidewalks and bicycle facilities on south side of Myslony; crossing enhancements at intersection





Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
Tualatin Shuttle	Boones Ferry at Apache	Red	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Complete	TriMet Line 96	Same stop and across street	Enhanced crossing at stop
Tualatin Shuttle	DPI/JAE	Blue	Bus stop sign and pole, schedule holder	In Progress	None	N/A	Enhanced crossing at stop
Tualatin Shuttle	Marquis Tualatin	Red	Bus stop sign and pole, schedule holder, landing pad, bench	Complete (Bench is planned)	TriMet Line 96	1 block	Sidewalk and bike lane infill on Sagert
Tualatin Shuttle	Martinazzi at Avery	Red	Bus stop sign and pole, schedule holder	Complete	TriMet Line 76	1/8 mile	Sidewalk improvements on Martinazzi, enhanced crossing at stop
Tualatin Shuttle	Martinazzi at Mohawk	Red	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Complete	TriMet Lines 76 and 96	Same stop and across street	Bicycle facilities on Martinazzi Ave
Tualatin Shuttle	Martinazzi Square	Red	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	Complete	TriMet Line 96	Same stop and across street	Bicycle facilities on Martinazzi Ave
Tualatin Shuttle	SW Leveton (LAM/Fujimi)	Blue	Bus stop sign and pole, schedule holder	In Progress	None	N/A	Enhanced crossing at stop
Tualatin Shuttle	Teton at Avery	Red	Bus stop sign and pole, schedule holder	In Progress	None	N/A	Bike lane infill on Teton and Avery
Tualatin Shuttle	Tualatin at Teton	Blue	Bus stop sign and pole, schedule holder	In Progress	None	N/A	Crossing enhancements at intersection; sidewalk and bike lane infill on Teton
Tualatin Shuttle	Tualatin City Services	Blue	Bus stop sign and pole, schedule holder, landing pad on sidewalk	Complete	None	N/A	Sidewalk on south side of Herman Road; bicycle lane infill on 108th Ave.



Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
Tualatin Shuttle	Tualatin Library	Red	Bus stop sign at stop shared with TriMet, schedule holder	Complete	TriMet Lines 76 and 96	Line 96 NB: Same stop; Line 96 SB: Across street; Line 76: 1 block	None
Tualatin Shuttle/King City Link	Tualatin WES Station	Blue/Red	Relocate stops to new location, potentially on Nyberg Street east of Boones Ferry Road, with bus zone, signs, schedule holders, and shelters with benches, as space allows	Planned	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
westLink	Banks: Greenville City Park	FG/Hillsboro	Bus stop sign and pole, schedule holder, bus zone	Complete	None	N/A	Crossing improvements at NW Arbor Park/Trellis
westLink	Banks: Log Cabin Park	FG/Hillsboro	Replace shelter and bench, bus stop sign and schedule holder, bus zone	Complete	TCTD Route 5	Same stop	Crossing improvements at OR 47/Sunset; bike lanes on OR 47
westLink	Forest Grove: 19 <sup>th</sup> at Cedar	FG	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 57	EB: Same stop; WB: 1 block	Bicycle facilities on Cedar Street
westLink	Forest Grove: Main at 19 <sup>th</sup>	FG	Bus stop sign and pole, schedule holder, bus zone	In Progress	TriMet Line 57	WB: 1.5 blocks; EB: ½ block	Bicycle facilities on Main Street
westLink	Forest Grove: Pacific at Cedar	Hillsboro	Bus stop sign and pole, schedule holder, bus zone	In Progress	TriMet Line 57	WB: Around corner; EB: 1 block	Bicycle facilities on Cedar Street
westLink	Forest Grove: Pacific at College	Hillsboro	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 57	WB: same stop; EB: 1 block	N/A

Community Connector	Bus Stop Name	Direction or Route	Infrastructure Need details	Status	Transit Connections	Distance	Access Needs
westLink	Hillsboro Transit Center	In/Outbound	Stop to be relocated to 4 <sup>th</sup> Avenue at a temporary stop shared with YCT Route 33; need to dedicated bay at future redesigned TC	In Progress	Various TriMet bus and MAX; YCT Route 33	300 feet to transit center	Mostly internal access improvements within transit center; bicycle access lacking in downtown Hillsboro
westLink	Hillsboro: Glencoe HS (NB)	FG	Ride Connection sign and schedule holder affixed to existing TriMet stop pole	In Progress	TriMet Line 46	WB: across street; EB: same stop	Sidewalk infill and bicycle facilities on Glencoe Rd
westLink	Hillsboro: Glencoe HS (SB)	Hillsboro	Ride Connection sign and schedule holder affixed to existing TriMet stop pole, landing pad	In Progress	TriMet Line 46	WB: across street; EB: same stop	Sidewalk infill and bicycle facilities on Glencoe Rd
WestLink	North Plains: Commercial at 314 <sup>th</sup>	In/Outbound	Bus stop sign on existing pole, schedule holder, relocate pole closer to curb, replace shelter and bench	Complete	TCTD Route 5	Same stop	Complete street on NW Commercial; crossing improvements at NW 314 <sup>th</sup>
westLink	North Plains: North at 313 <sup>th</sup>	FG/Hillsboro	Bus stop sign and pole, schedule holder	In Progress	None	N/A	Crossing improvements at intersection
westLink	North Plains: Pacific at Glencoe	FG/Hillsboro	Bus stop sign and pole, schedule holder, landing pad, bench, trash can, bus zone	Complete	None	N/A	Crossing improvements at NW Glencoe/Pacific; sidewalk infill and bicycle lanes on NW Pacific

### Washington County Transit Development Plan Community Connector Stop Enhancements

-  Shelter Replacement, Landing Pad and Signage Improvements
-  Shelter Replacement and Signage Improvements
-  Landing Pad, Bench and Signage Improvements
-  Landing Pad and Signage Improvements
-  Bench and Signage Improvements
-  Signage and Access to Transit Improvements
-  Signage Improvements
-  Signage Improvements Shared with Other Provider
-  Existing Community Connector Shuttles
-  MAX Light Rail
-  City Boundary
-  County Boundary
-  TriMet Service Boundary



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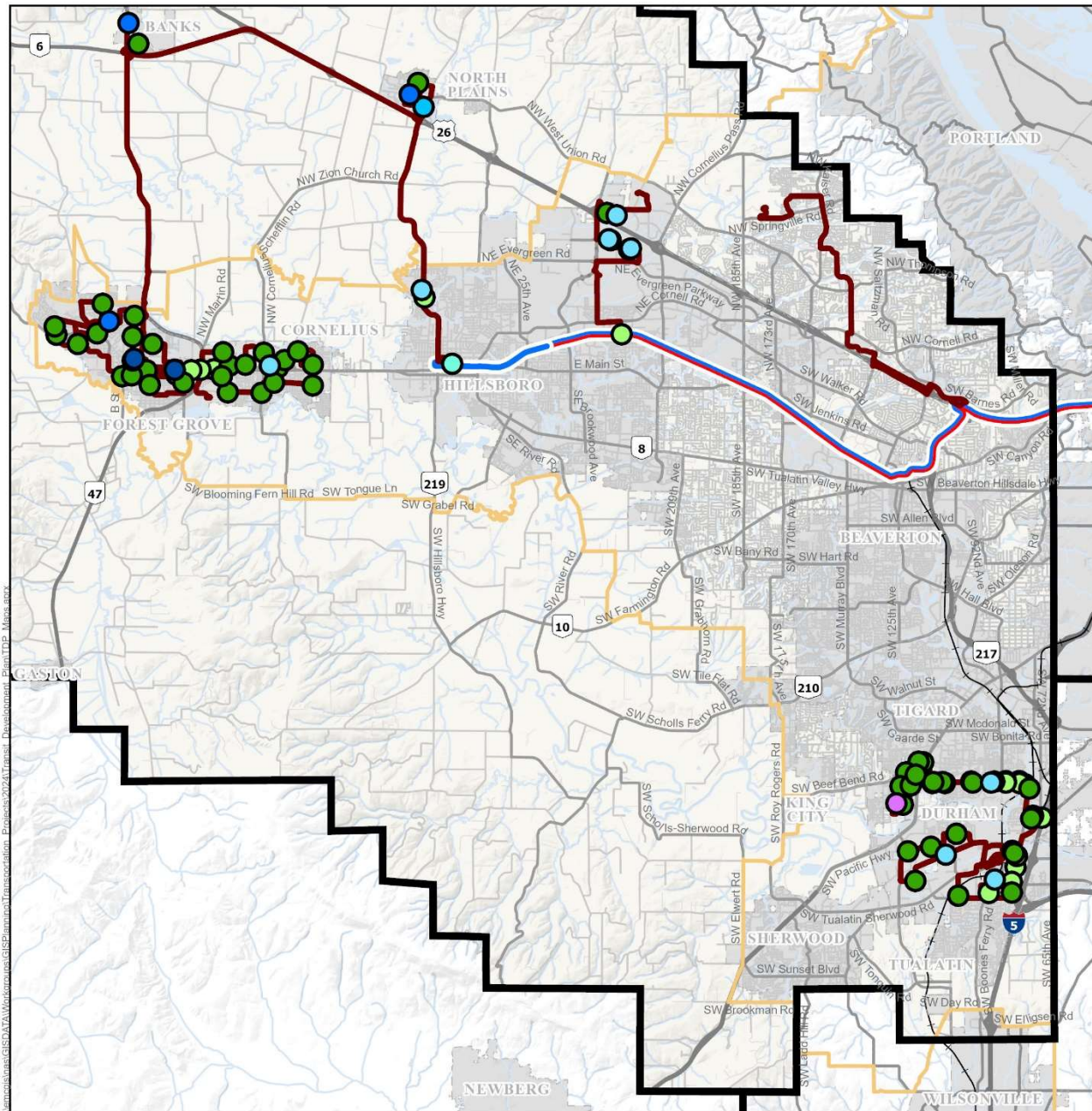
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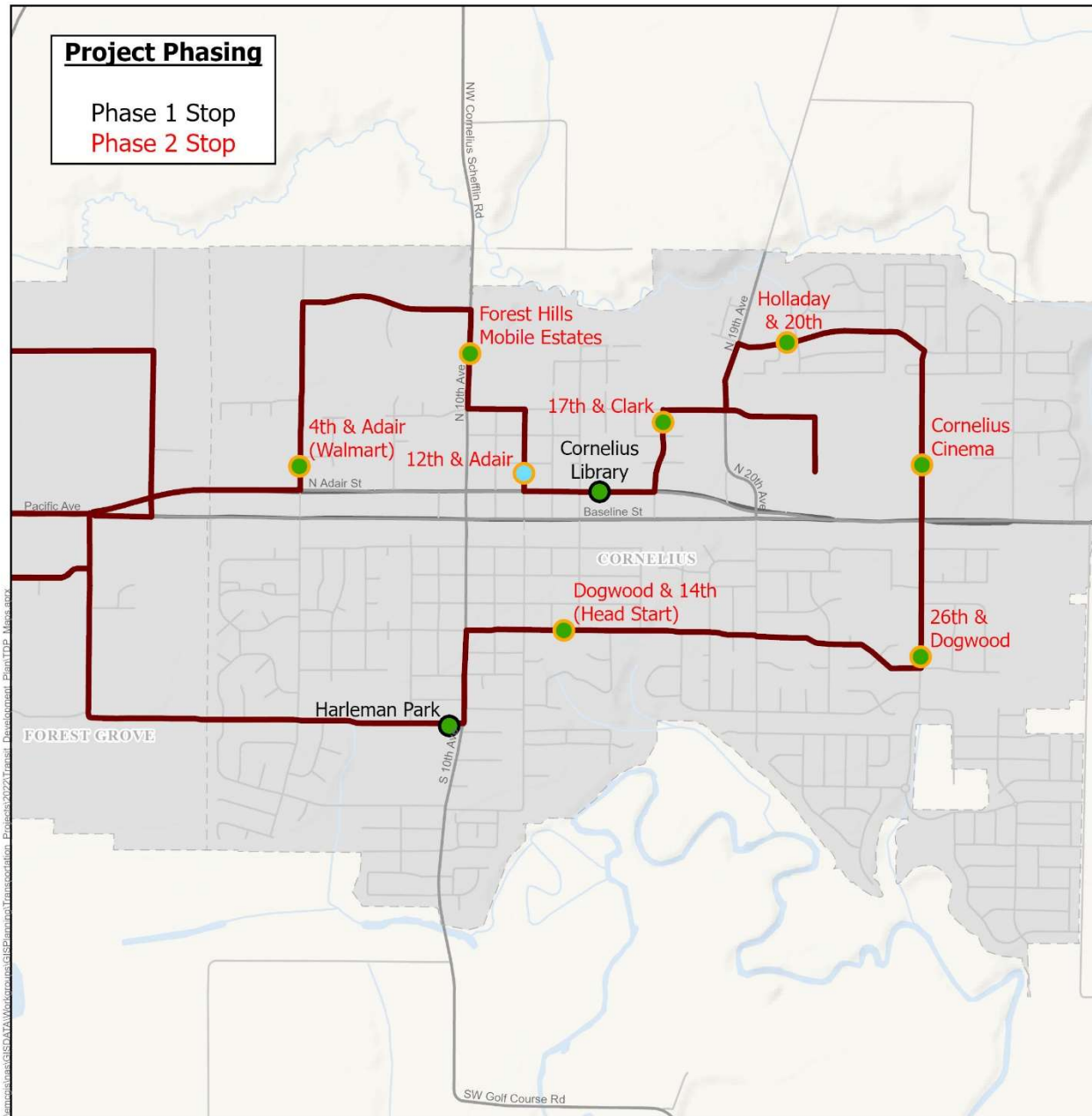


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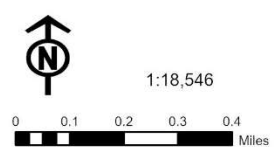
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### Washington County Transit Development Plan

#### Cornelius Community Connector Stop Enhancements (2024 Update)

- Signage Improvements
- Signage Improvements (New Stop)
- Signage and Landing Pad Improvements (New Stop)
- Existing Community Connector Shuttle
- City Boundary



Data Sources: Washington County, Metro, ODOT, TriMet

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## Washington County Transit Development Plan

### Forest Grove Community Connector Stop Enhancements

- Signage, Shelter
- Replacement, and Landing Pad Improvements
- Signage and Shelter Replacement
- Signage Improvements
- Signage Improvements (New Stop)
- Signage Improvements (Existing Shared TriMet and Ride Connection Stop)
- Signage Improvements (New Shared TriMet and Ride Connection Stop)
- Existing Community Connector Shuttle
- - - Proposed Reroute
- - - City Boundary
- TriMet Service Boundary



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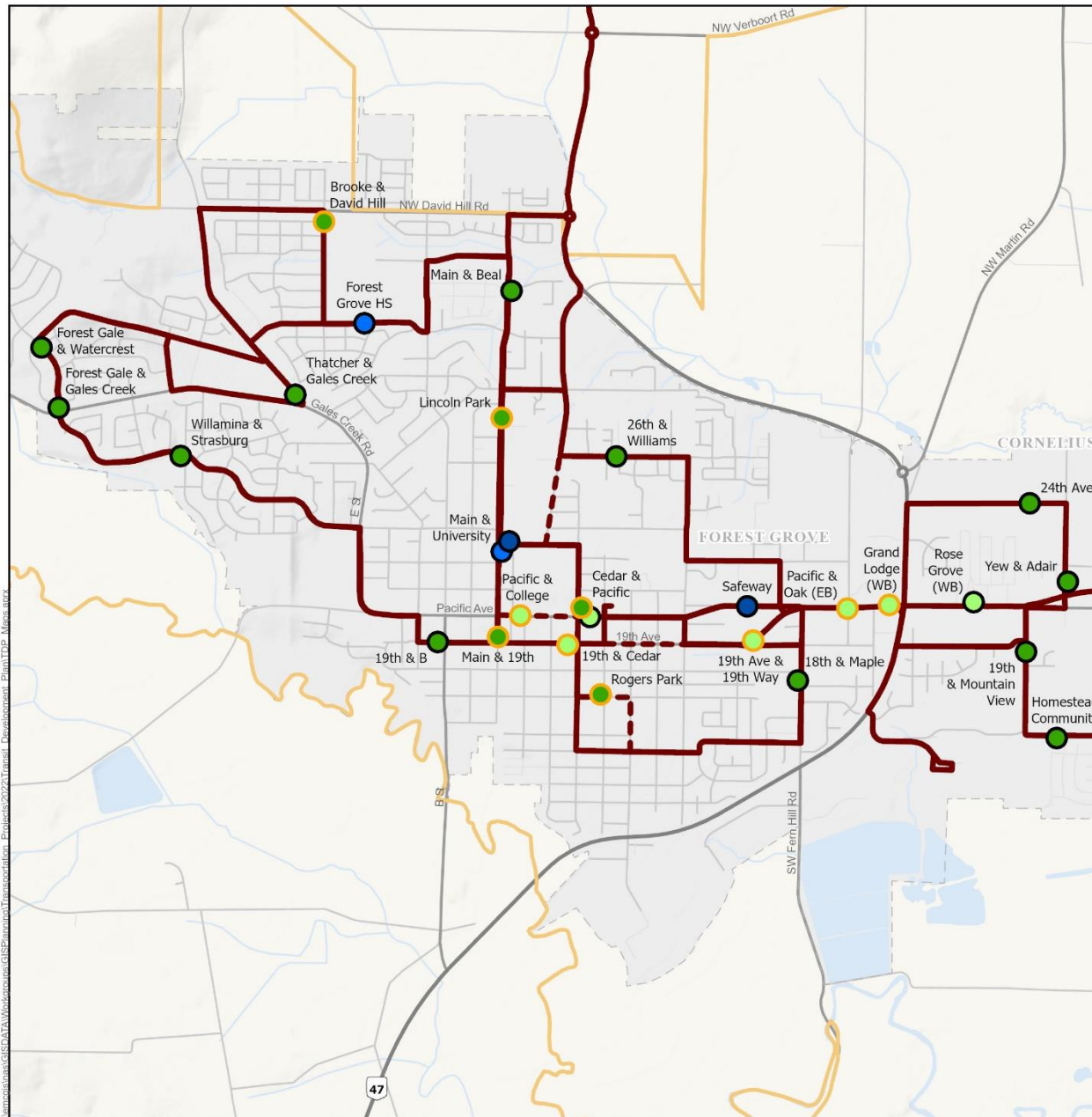
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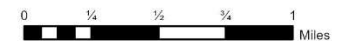
## Washington County Transit Development Plan

### Hillsboro Community Connector Stop Enhancements (2024 Update)

-  Signage and Landing Pad Improvements
-  Signage and Landing Pad Improvements (New Service at Existing TriMet Stop)
-  Signage and Bench Improvements (New Shared Ride Connection and YCT Stop)
-  Signage Improvements
-  Signage Improvements (Existing Shared TriMet and Ride Connection Stop)
-  Signage Improvements (New Service at Existing TriMet Stop)
-  Existing Community Connector Shuttles
-  MAX Light Rail
-  City Boundary
-  TriMet Service Boundary



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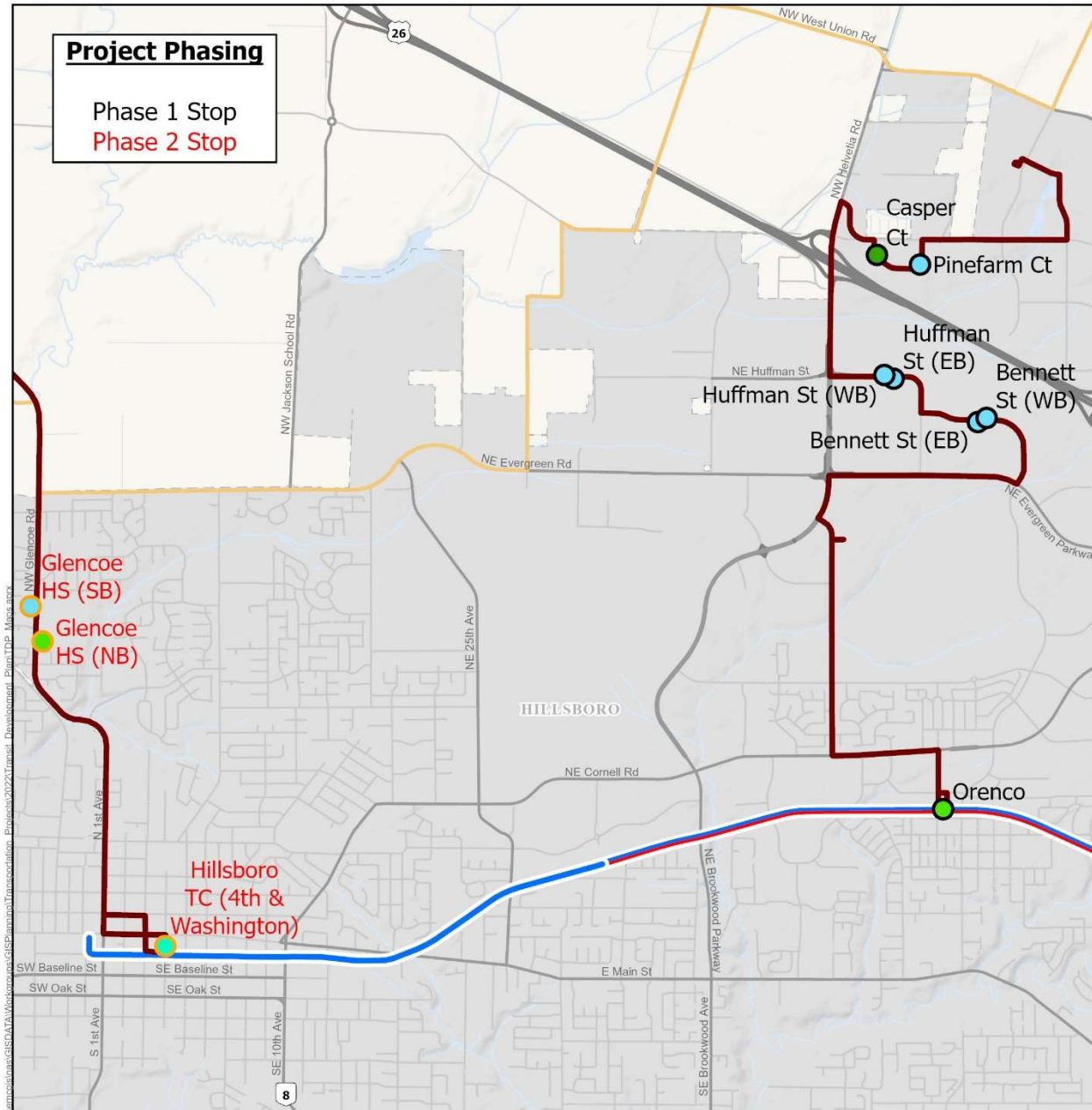
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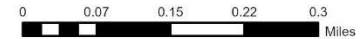
### Washington County Transit Development Plan

#### King City Community Connector Stop Enhancements

-  Signage and Access to Transit Improvements (New Stop)
-  Signage Improvements (New Stop)
-  Planned Community Connector Shuttle Service
-  City Boundary
-  County Boundary



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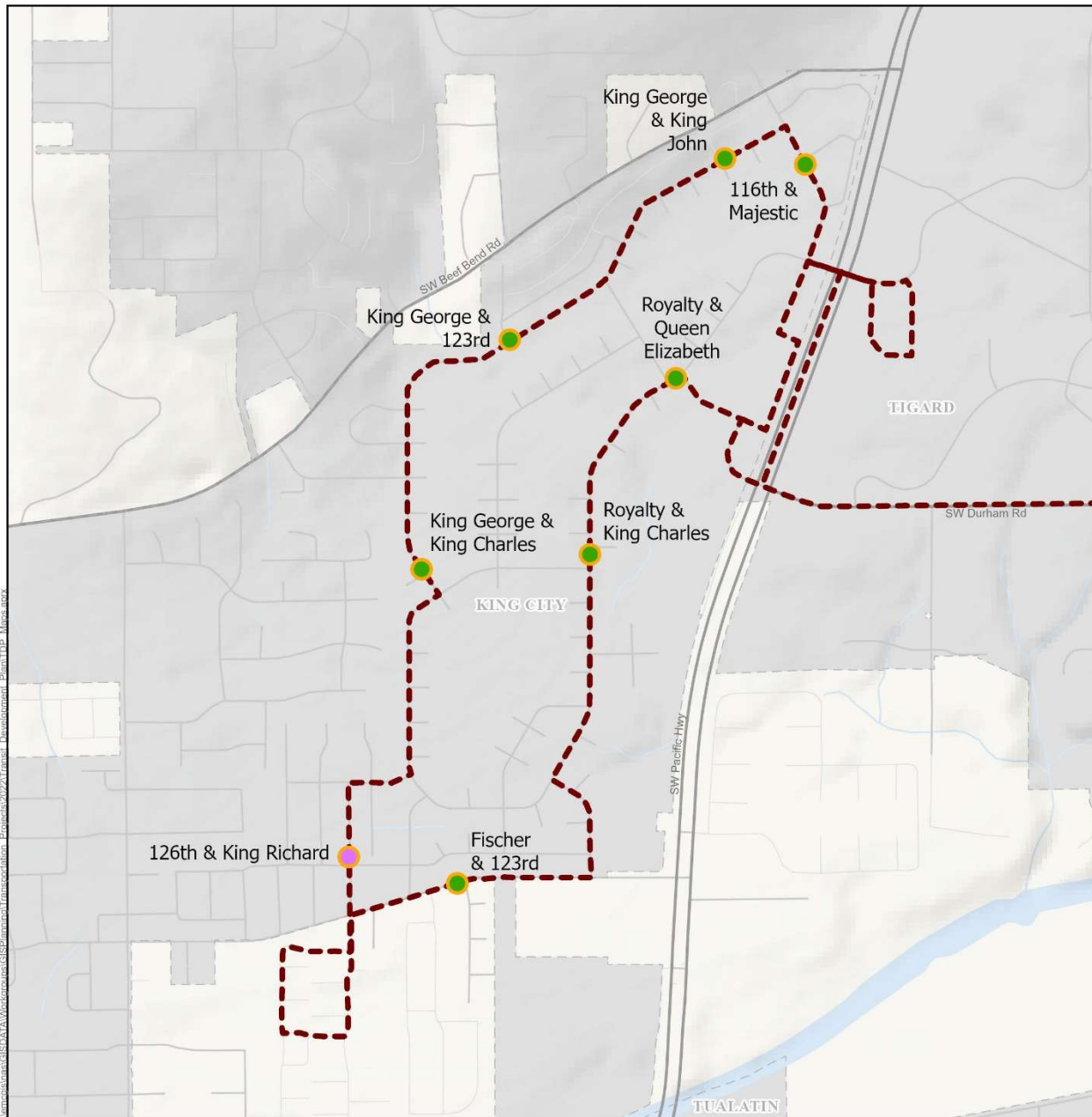
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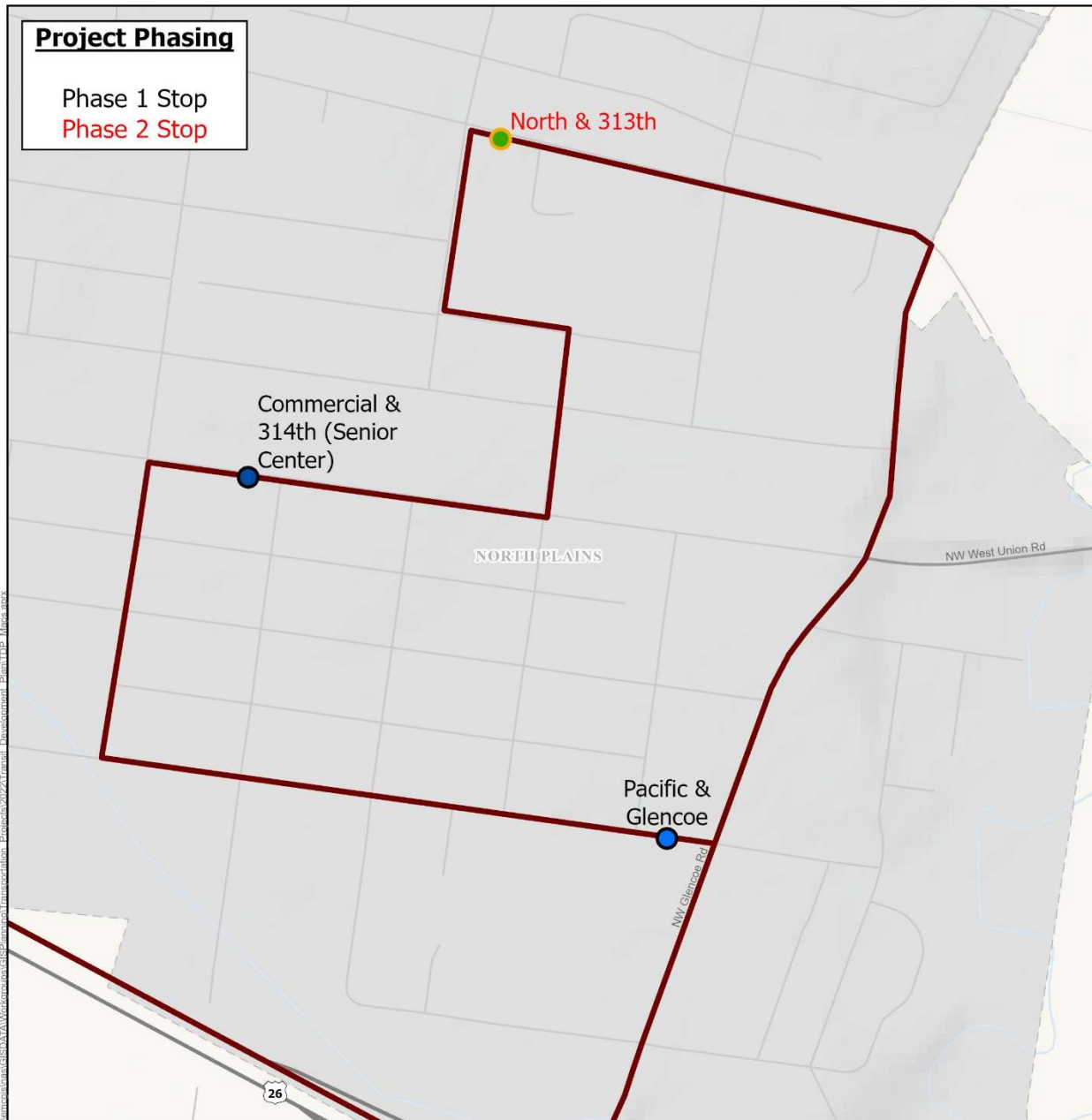


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### Washington County Transit Development Plan

#### North Plains Community Connector Stop Enhancements (2024 Update)

- Shelter Replacement and Signage Improvements (Existing Shared TCTD and Ride Connection Stop)
- Bench, Landing Pad and Signage Improvements
- Signage Improvements (New Stop)
- Existing Community Connector Shuttles
- City Boundary



1:5,804



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## Washington County Transit Development Plan

### Tigard Community Connector Stop Enhancements

-  Signage and Landing Pad Improvements (New Stop)
-  Signage Improvements (New Stop)
-  Signage Improvements (New Service at Existing TriMet Stop)
-  Planned Community Connector Shuttle Service
-  City Boundary
-  County Boundary



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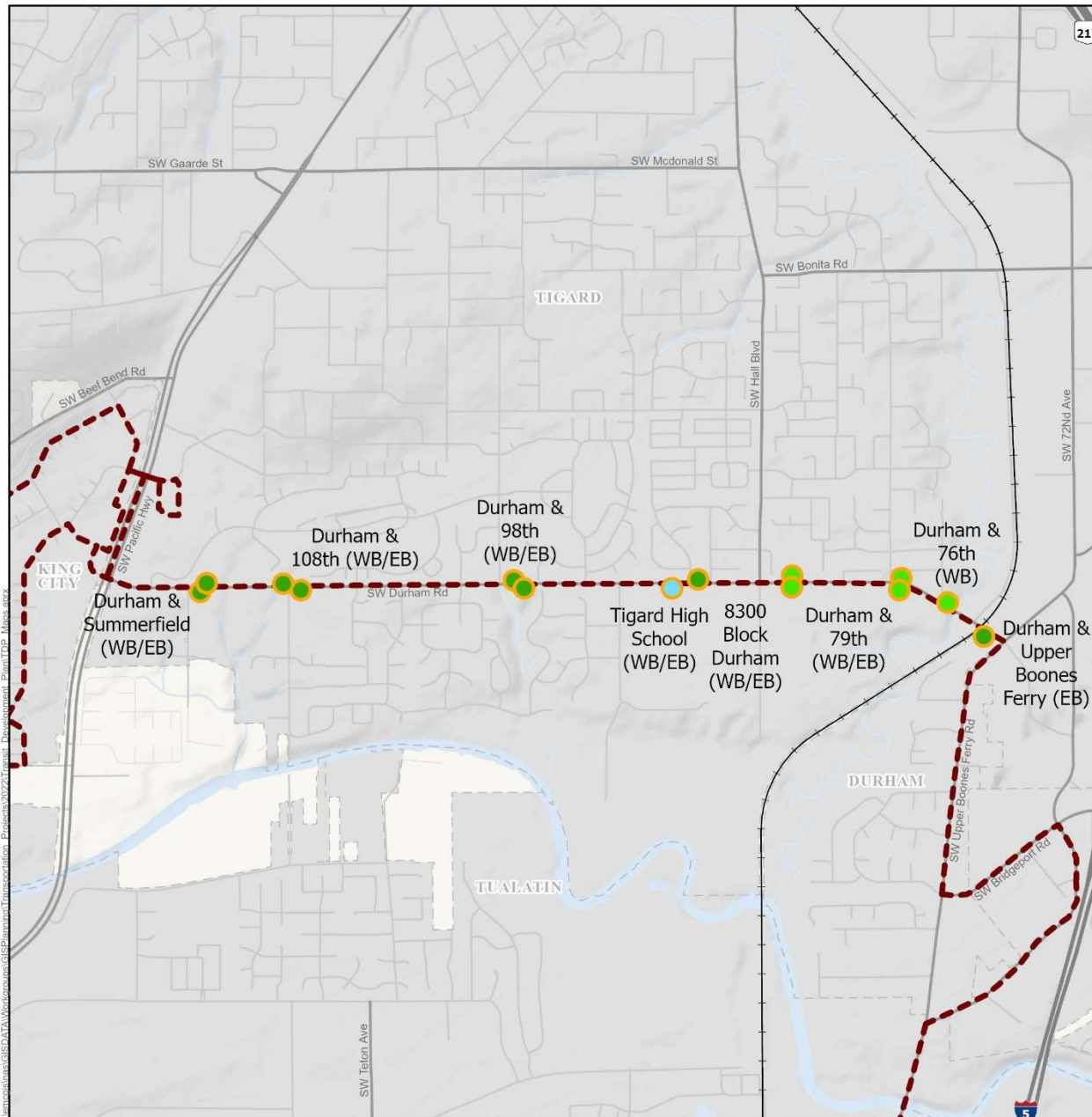
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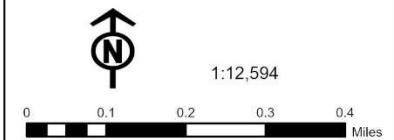
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### Washington County Transit Development Plan

#### Banks Community Connector Stop Enhancements

- Shelter Replacement and Signage Improvements (Existing Shared TCTD and Ride Connection Stop)
- Signage Improvements
- Existing Community Connector Shuttles
- City Boundary
- County Boundary



Data Sources: Washington County, Metro, ODOT, TriMet

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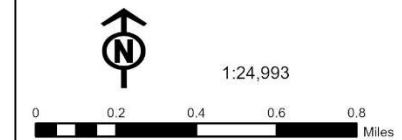


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## Washington County Transit Development Plan

### Tualatin Community Connector Stop Enhancements (2024 Update)

-  Signage and Landing Pad Improvements
-  Signage Improvements
-  Signage Improvements (New Stop)
-  Signage Improvements (Existing TriMet and Ride Connection Stop)
-  Signage Improvements (Existing Shared SMART and Ride Connection Stop)
-  Existing Community Connector Shuttles
-  Proposed Shuttle Expansion
-  City Boundary
-  County Boundary



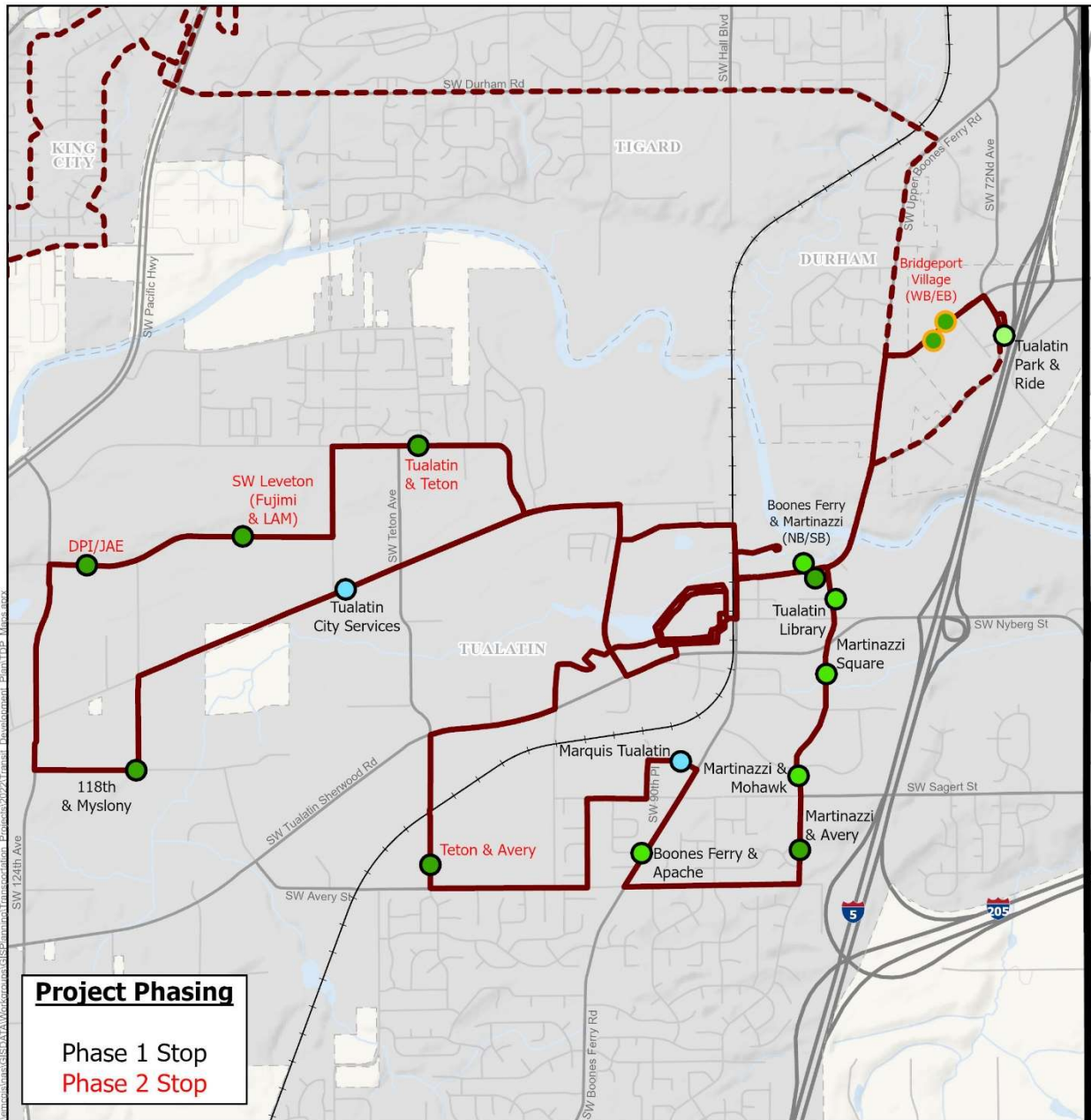
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### Project Phasing

- Phase 1 Stop
- Phase 2 Stop