

WASHINGTON COUNTY COMMUNITY CONNECTOR SHUTTLE SERVICE

STIF REGIONAL COORDINATION FY24-25 CRITERIA & PROPOSAL



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

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

Table 2 presents a summary of the amount of funding requested, including operations and vehicle capital costs.

Table 2 Categories of Requested STIF Regional Coordination Funding

Service	FY24 Operations	FY24 Buses	FY25 Operations	TOTAL
Maintain Current/Committed Service	\$1,502,000	0	\$1,547,000	\$3,049,000
Enhance Existing Service	\$639,000	\$230,000	\$658,000	\$1,527,000
Serve New Area	\$527,000	\$230,000	\$543,000	\$1,301,000
Total	\$2,668,000	\$460,000	\$2,748,000	\$5,877,000

Costs rounded to nearest thousand dollars, in year-of-expenditure dollars

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 25-20 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.

Table 3 shows funding estimates to maintain the current and committed services accounting for cost inflation.

Table 3 Cost Estimates for Maintaining Current/Committed Services

Service	FY24	FY25
Forest Grove GroveLink	\$441,000	\$455,000
Cornelius Saturday	\$52,000	\$54,000
North Hillsboro Link	\$490,000	\$505,000
North Hillsboro Weekends	\$123,000	\$126,000
Tualatin (Blue & Red)	\$396,000	\$407,000
Total	\$1,502,000	\$1,547,000

Costs rounded to nearest thousand dollars, in year-of-expenditure dollars

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 Ave.

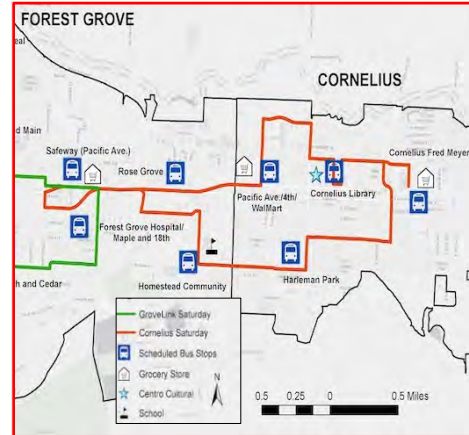


Figure 1. Existing Cornelius Saturday Loop

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.

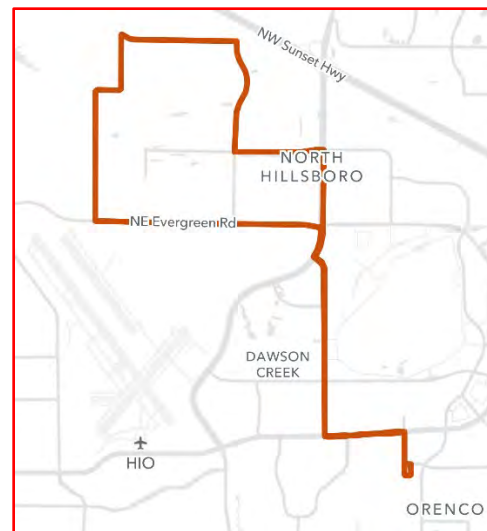


Figure 2. Sample North Hillsboro Link Route

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.

Table 4 shows estimated funding for enhancements to existing services.

Table 4 Cost Estimates for Existing Service Enhancements

Service	FY24	FY24 Buses	FY25	TOTAL
Cornelius	\$243,000	\$115,000	\$251,000	\$609,000
North Hillsboro	\$122,000	\$115,000	\$125,000	\$362,000
East Tualatin (Green)	\$274,000	---	\$282,000	\$556,000
Total	\$639,000	\$230,000	\$658,000	\$1,527,000

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. 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

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 the median or higher 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 five 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
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Equity Needs

Percent population within 200% poverty level				✓	✓	✓	✓	✓		
Percent population 65 and older	✓	✓				✓	✓	✓		✓
Percent population under 18	✓	✓	✓		✓			✓	✓	
Lower-wage jobs (up to \$3,333/ month)	✓	✓		✓	✓		✓			
Affordable (regulated) housing units		✓	✓	✓				✓		✓

Ridership Propensity

Existing population plus jobs per acre			✓	✓		✓	✓	✓		
Zero-car households per acre				✓	✓	✓	✓	✓		
Number of weekday connecting transit trips		✓	✓	✓	✓			✓		

Note: Measures based on ¼-mile distance from sample route. Some criteria show more than five areas because that criterion has one or more areas with the median value for that criterion.

Overview of Tier 1 Areas

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

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

- Trip generators include Hillsboro High School, Sunset Esplanade, Nueva Esperanza Affordable Housing (2023) and the Orenco Town Center.
- The South Hillsboro area was added to the region’s urban growth boundary in 2011 and housing construction started in 2016. Reed’s Crossing Town Center near the intersection of Cornelius Pass Road and TV Highway is being developed with commercial, employment, residential (including multifamily), mixed-use, and civic uses.
- A priority in TriMet’s Service Enhancement Plan is to extend Line 47 from Century Blvd via Main and Cornelius Pass Road to South Hillsboro within the next several years. The service is being considered in

TriMet's Forward Together Comprehensive Service Analysis. A fixed route is also shown on SE Brookwood between South Hillsboro and Intel Jones Farm.

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

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

South Beaverton/Cooper Mountain: The service concept is a route between Murray Scholls Town Center and the Merlo/SW158th Ave. 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, SW Beef Bend to King City.

- 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.

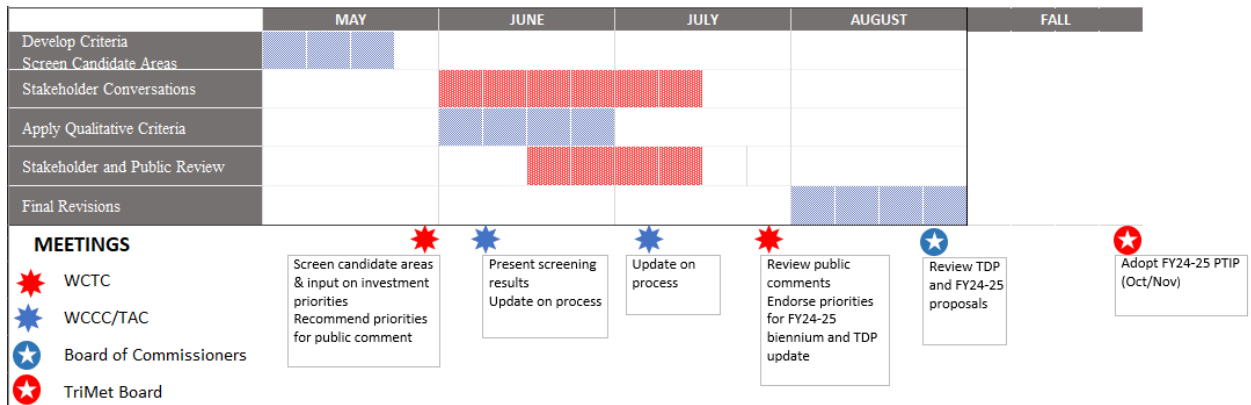
NEXT STEPS

The qualitative measures will be developed based on stakeholder conversations and further research. They will be assessed along with the results of the quantitative analysis to propose improvements for FY24-25 funding. The other areas can be considered for future year funding from STIF or from other revenue sources.

The Washington County Transit Committee, appointed by the Washington County Board of Commissioners, assists with updates to the County’s Transit Development Plan. Its responsibilities include reviewing information and plans, making suggestions, and advising the Board on priorities for STIF Regional Coordination projects within the TriMet District in Washington County for consideration by TriMet’s HB 2017 Transit Advisory Committee.

Figure 3 presents an overview of the timeline leading to TriMet Board adoption, which is anticipated to be in October/November 2022.

Figure 3. Timeline



COMMUNITY CONNECTOR SHUTTLE SERVICE ANALYSIS PROFILE SHEETS

WASHINGTON COUNTY DEPARTMENT OF LAND USE & TRANSPORTATION

DRAFT

MAY 2022

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SUMMARY

PURPOSE

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

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

CANDIDATE AREA LIST

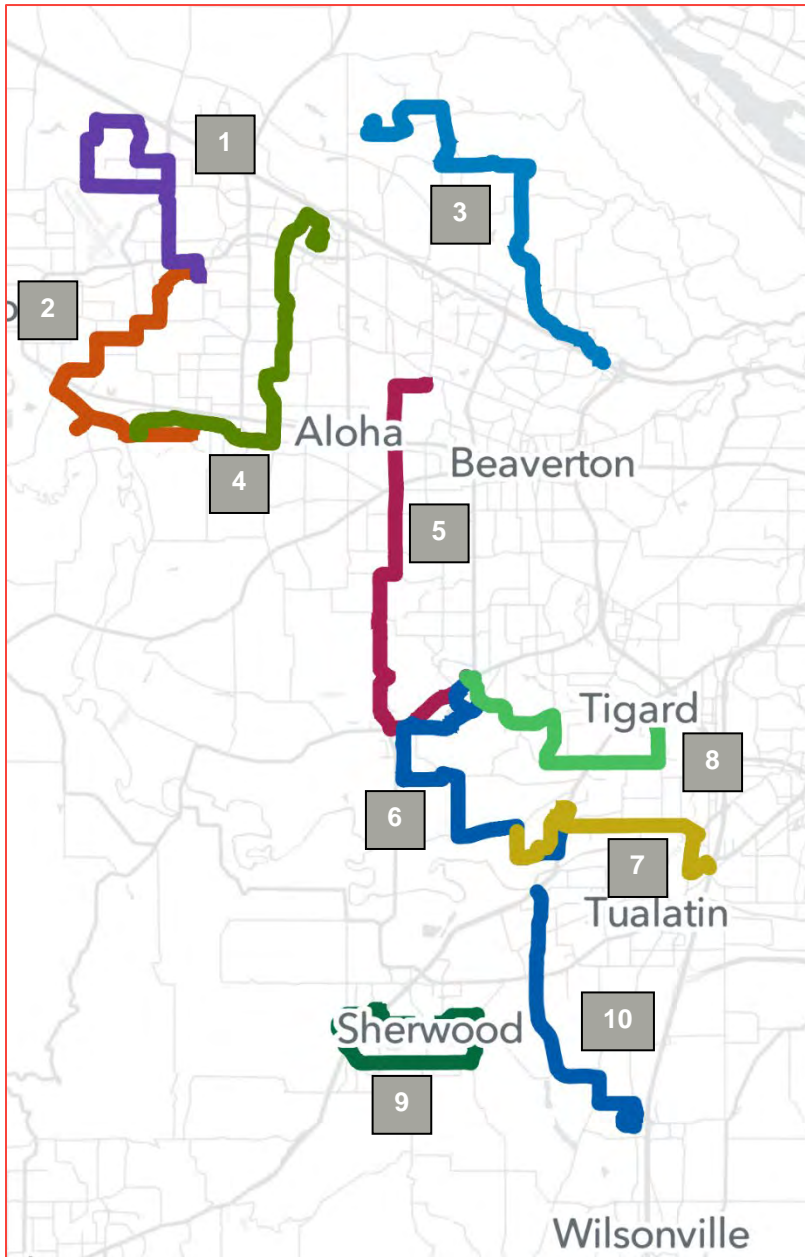
The Washington County Transit Development Plan (2021) identified opportunity areas for community connector service. These areas are not served by fixed route transit and have emerging transit markets due to existing and forecasted growth. They warrant further analysis to determine the viability of potential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

Table 1 Community Connector Candidate Areas

Item	Area
1	Northwest Hillsboro
2	Witch Hazel/Orengo
3	Bethany/Cedar Mill
4	South Hillsboro
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7	Durham/King City
8	Central Tigard
9	Sherwood
10	Basalt Creek

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

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



PROFILE SHEETS

PROFILE SHEET OUTLINE

Each profile sheet includes:

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

SAMPLE ROUTES

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

Considerations used for placing the sample routes include:

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

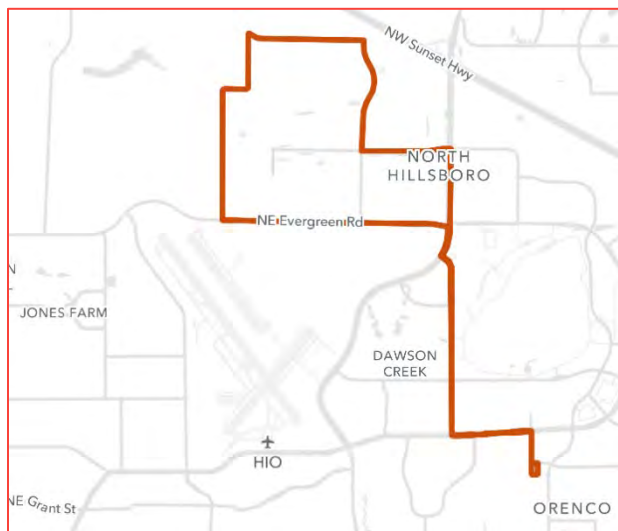
¹ TriMet's Equity Index is based on 10 Factors: low-income population (200% of poverty), youth population, low & medium wage jobs, people of color, limited vehicle access, limited English proficiency, people with disabilities, senior population, affordable housing units, and key retail/human/social services.

1 NORTHWEST HILLSBORO

SAMPLE ROUTE

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

Figure 2 Sample Northwest Hillsboro Route



AREA SUMMARY

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

TRIP ATTRACTORS

- Institutions: Hillsboro Public Work Department (NE Evergreen Road and NE 30th Avenue)
- Employment: Genentech – Hillsboro Technical Operations (NE Brookwood Parkway and NE Evergreen Road)

EQUITY AREA

- No overlap with TriMet Equity Areas

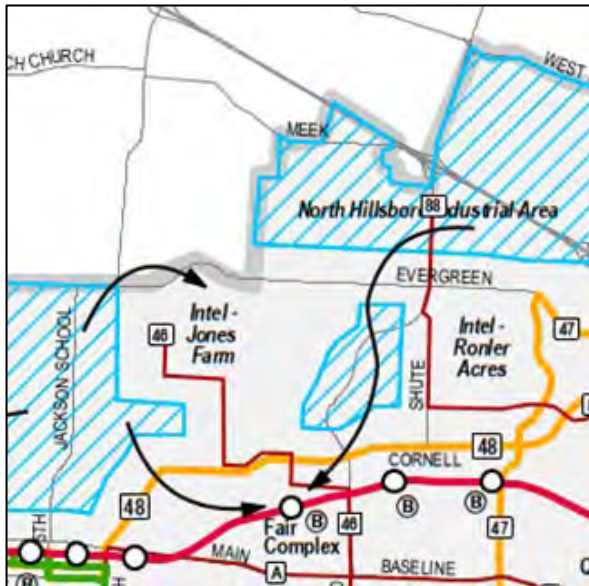
KEY ROADWAYS

- 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)
- MAX Red Line extension to Fair Complex/Hillsboro Airport (Fall 2024)
- Other 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.

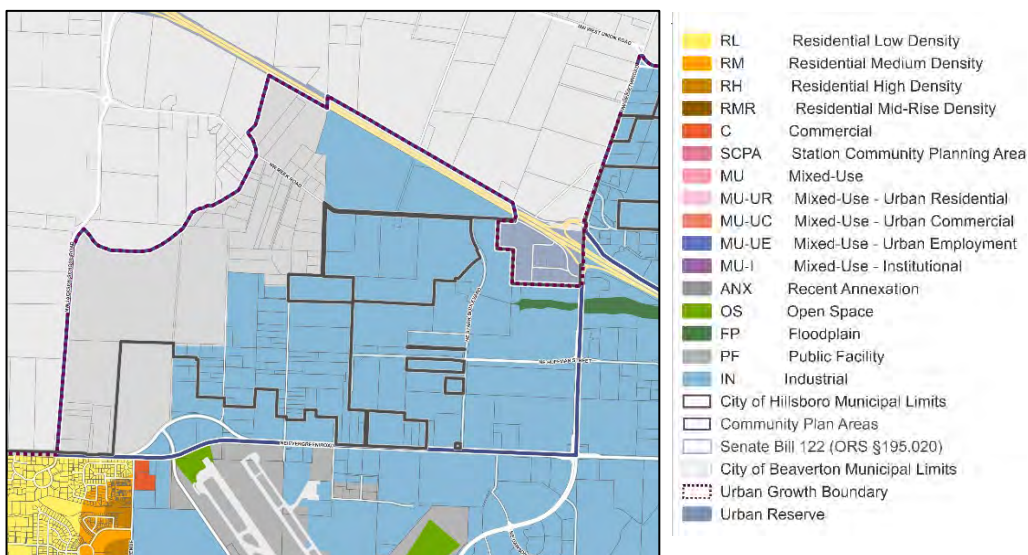
Figure 3 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

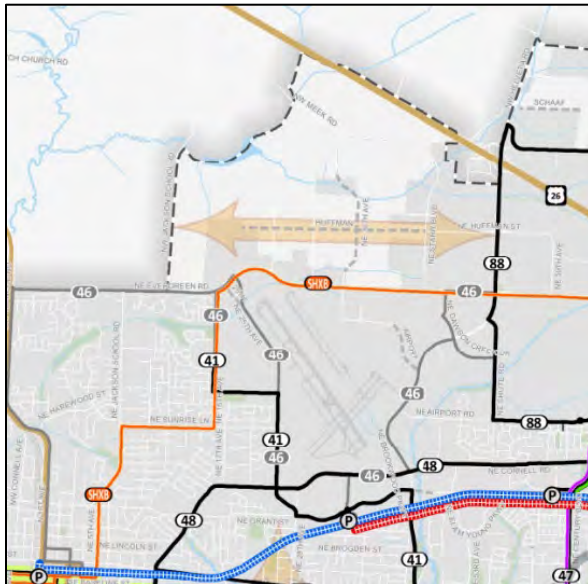
- Much of the area is within the [North Hillsboro Urban Renewal Area](#) approved in 2016.
- Most land is designated as “Industrial” under the [Hillsboro Comprehensive Plan](#) map. It is anticipated that parcels located on unincorporated County land, but outside of City limits, will be annexed to the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

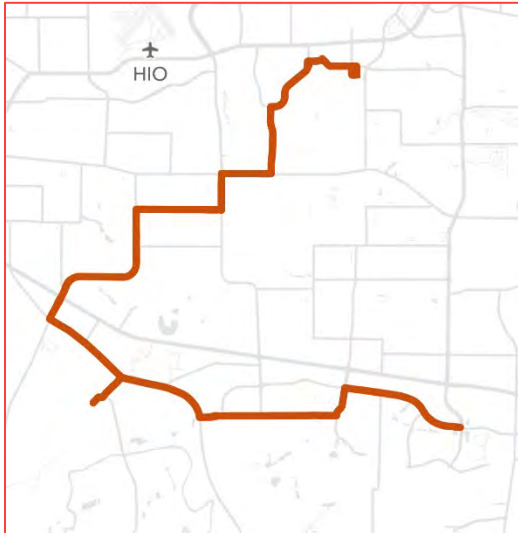


2 WITCH HAZEL/ORENCO

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

TRIP ATTRACTORS

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

EQUITY AREA

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

KEY ROADWAYS

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

TRANSIT SERVICE

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

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

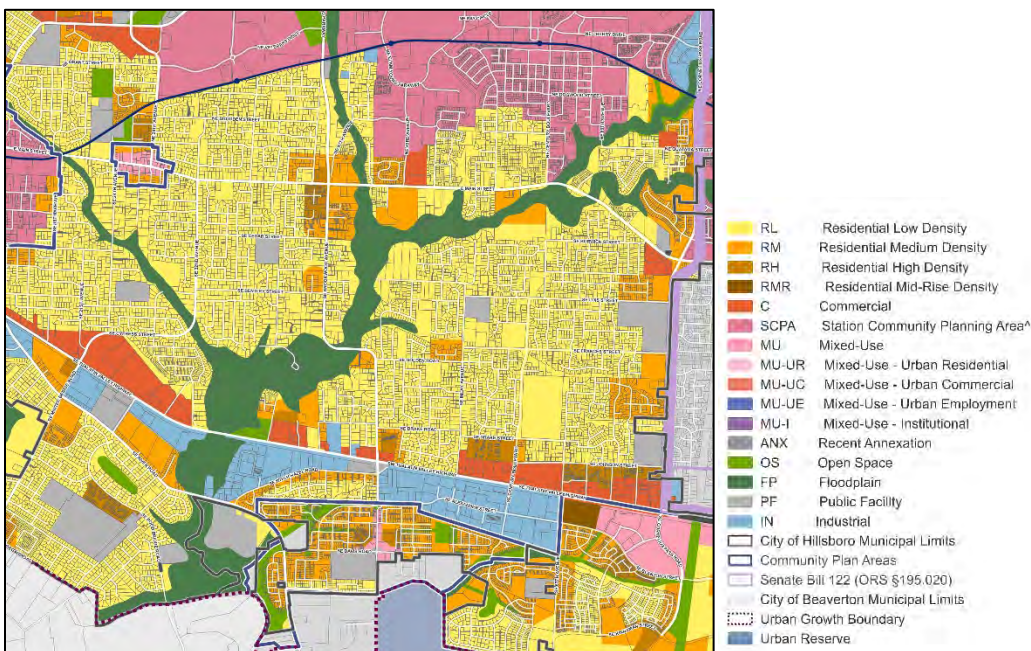
Figure 7 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

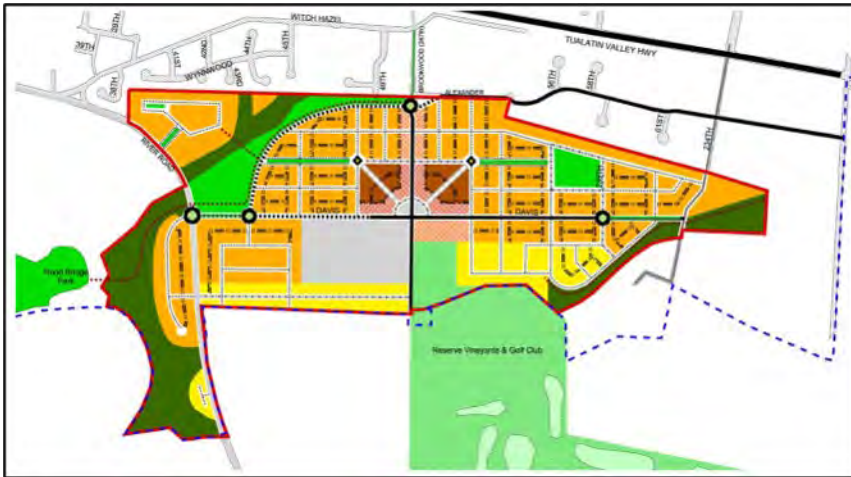
- The Hillsboro Comprehensive Plan designates commercial, mixed-use and medium-density residential areas along River Road, South Hillsboro, near E Main Street and SE Brookwood Avenue, and in the Orenco Town Center.
- Much of the area is designated for single-family residential.

Figure 8 Hillsboro Comprehensive Plan



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

Figure 9 Witch Hazel Community Plan

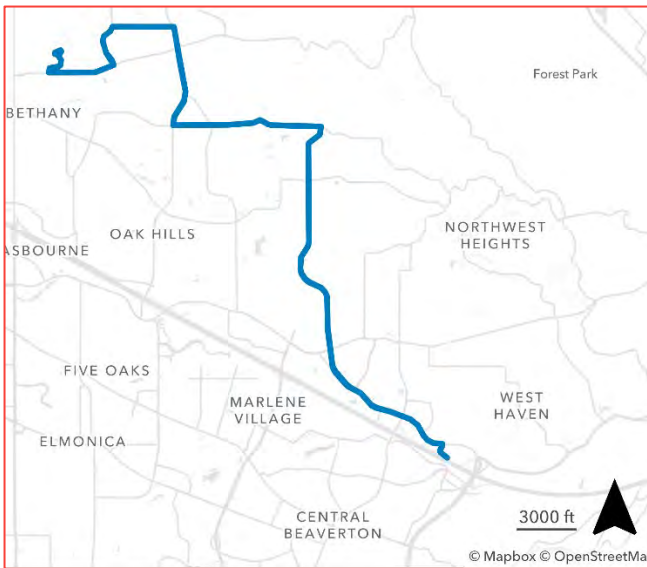


3 BETHANY/CEDAR MILL

SAMPLE ROUTE

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

Figure 10 Bethany/Cedar Mill Sample Route



AREA SUMMARY

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

MAJOR TRIP ATTRACTORS

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

EQUITY AREA

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

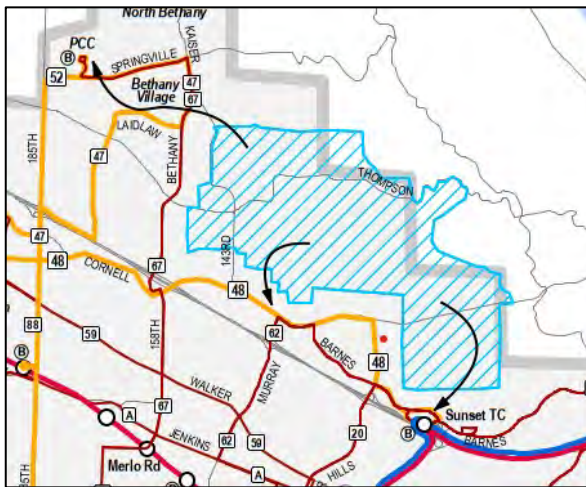
KEY ROADWAYS

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

TRANSIT SERVICE

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

Figure 11 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

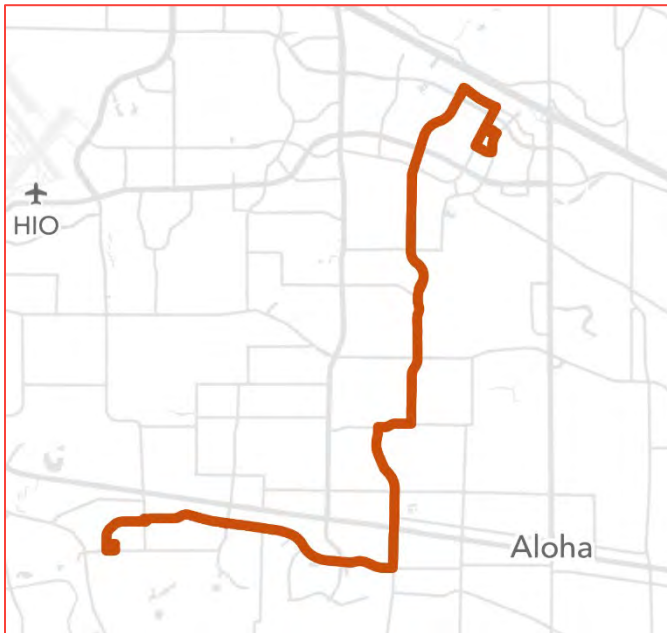
- North Bethany was added to the regional Urban Growth Boundary in 2002. The [North Bethany Subarea Plan](#) was adopted by Washington County in 2010. This Subarea is north of NW Springville Road and east of NW 185th Avenue, except for Arbor Oaks. The plan called for a more densely developed complete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

4 SOUTH HILLSBORO

SAMPLE ROUTE

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

Figure 12 South Hillsboro Sample Route



AREA SUMMARY

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

MAJOR TRIP ATTRACTORS

- Medical: Kaiser Westside Hospital
- Institutions: 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

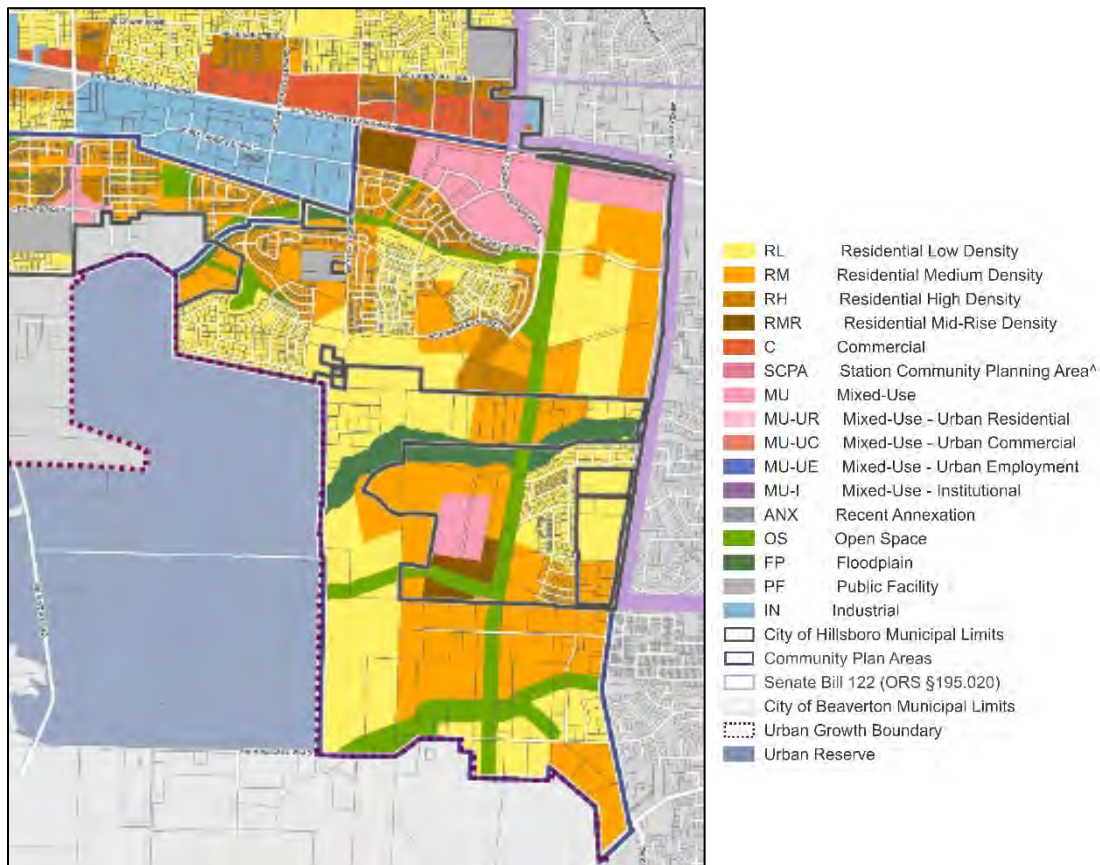
TRANSIT SERVICE

- 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

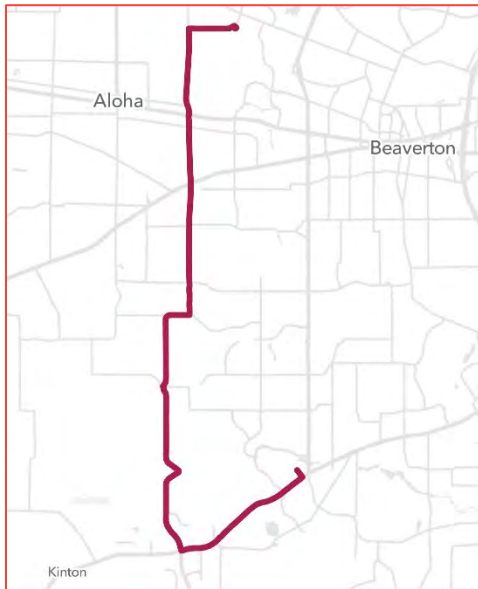


5 SOUTH BEAVERTON/COOPER MOUNTAIN

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

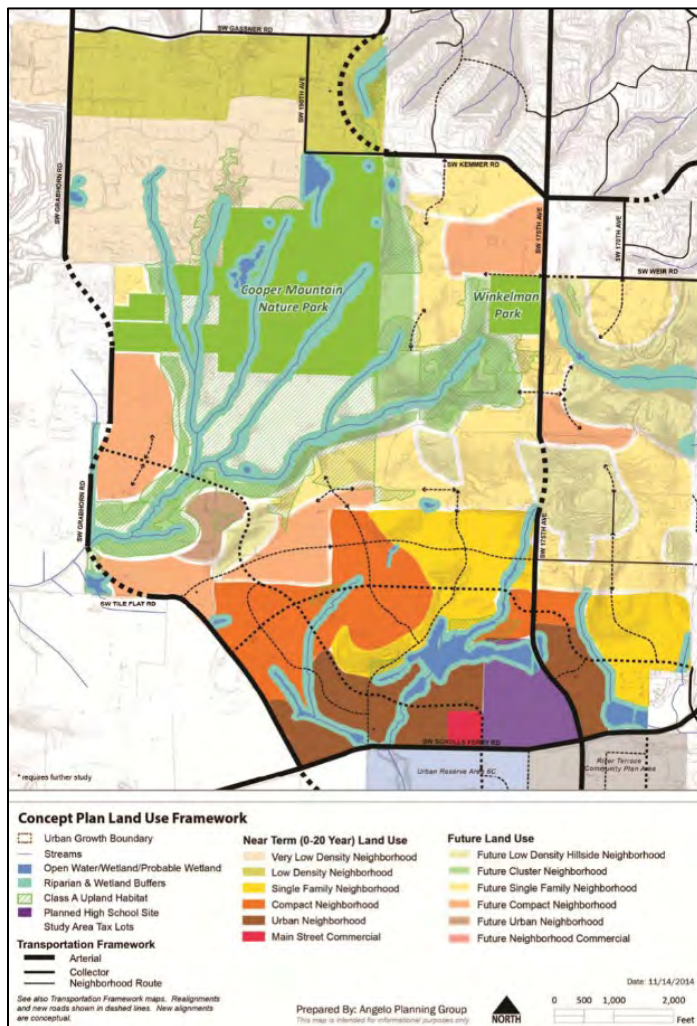
TRANSIT SERVICE

- 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

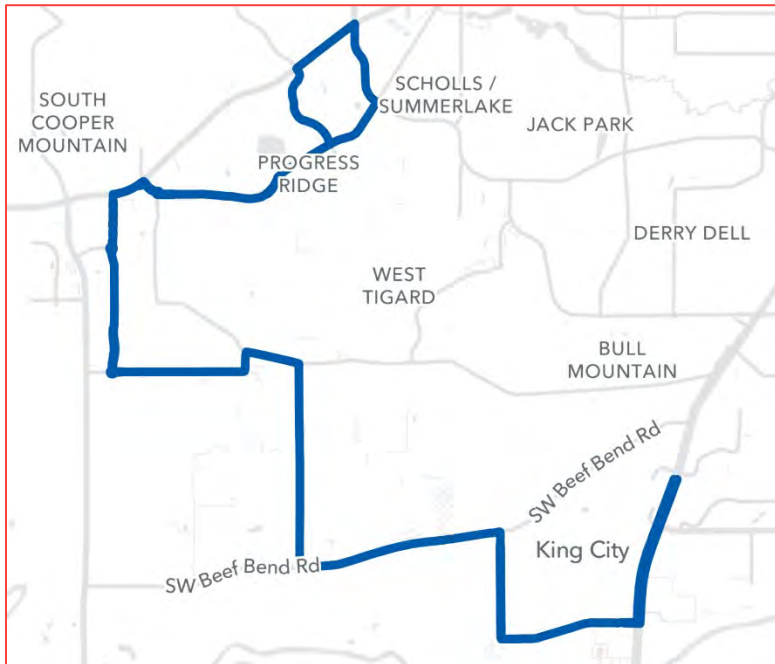


6 RIVER TERRACE/ BULL MOUNTAIN

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

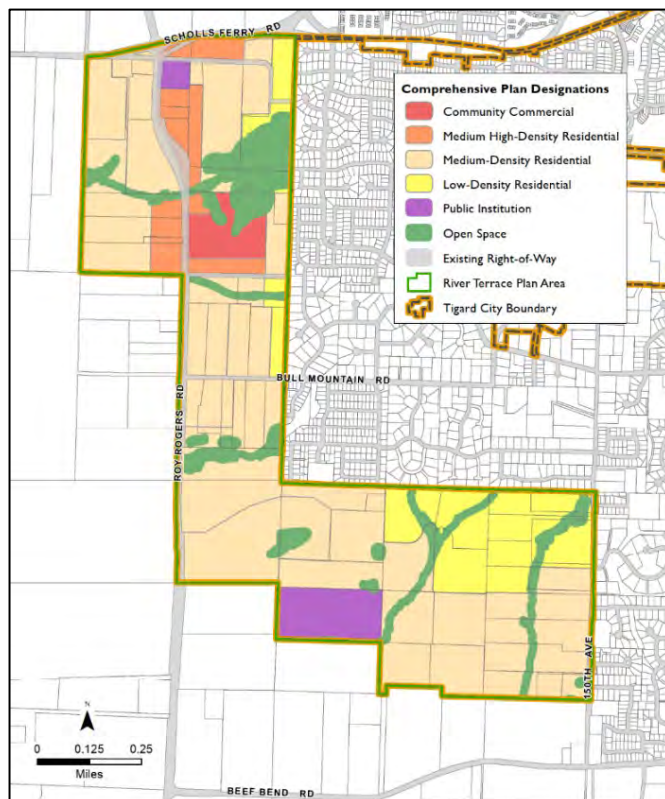
TRANSIT SERVICE

- 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

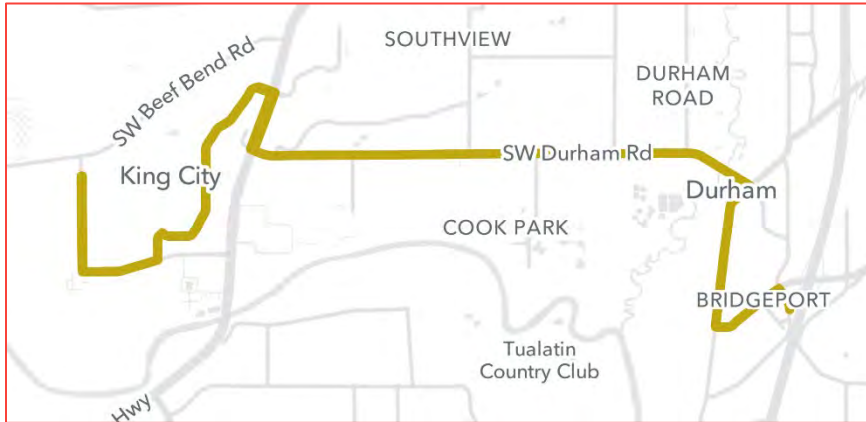


7 DURHAM/KING CITY

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.

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

- 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.

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

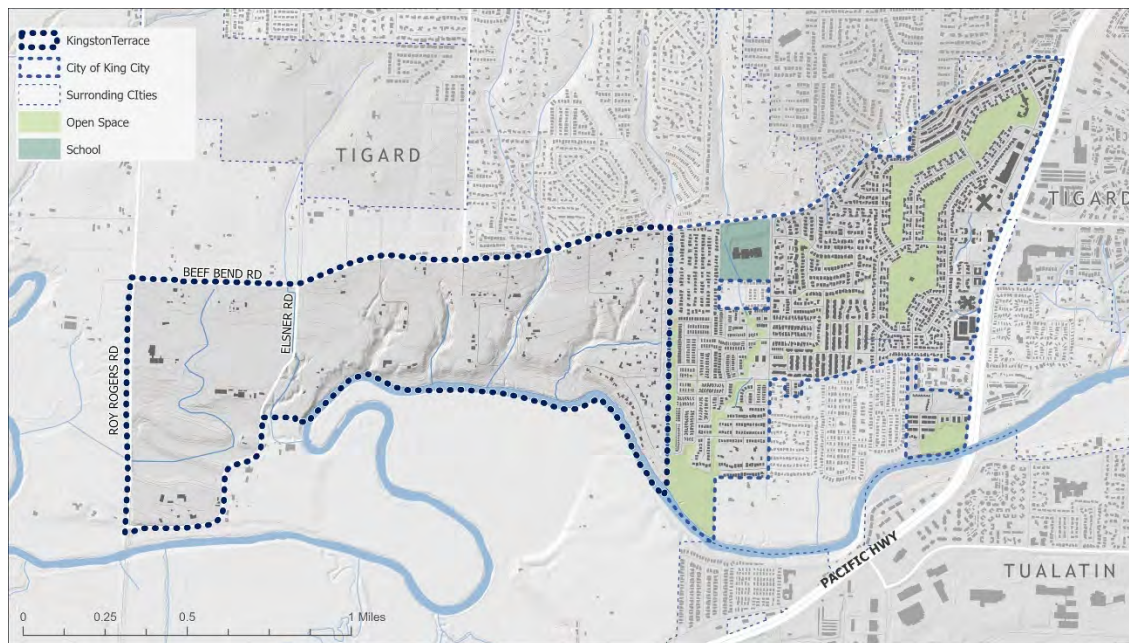
TRANSIT SERVICE

- OR 99W: 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.

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 and King City Master Plan

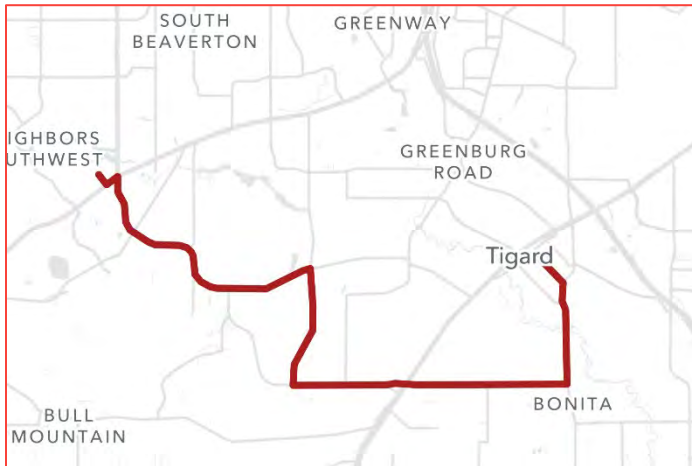


8 CENTRAL TIGARD

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

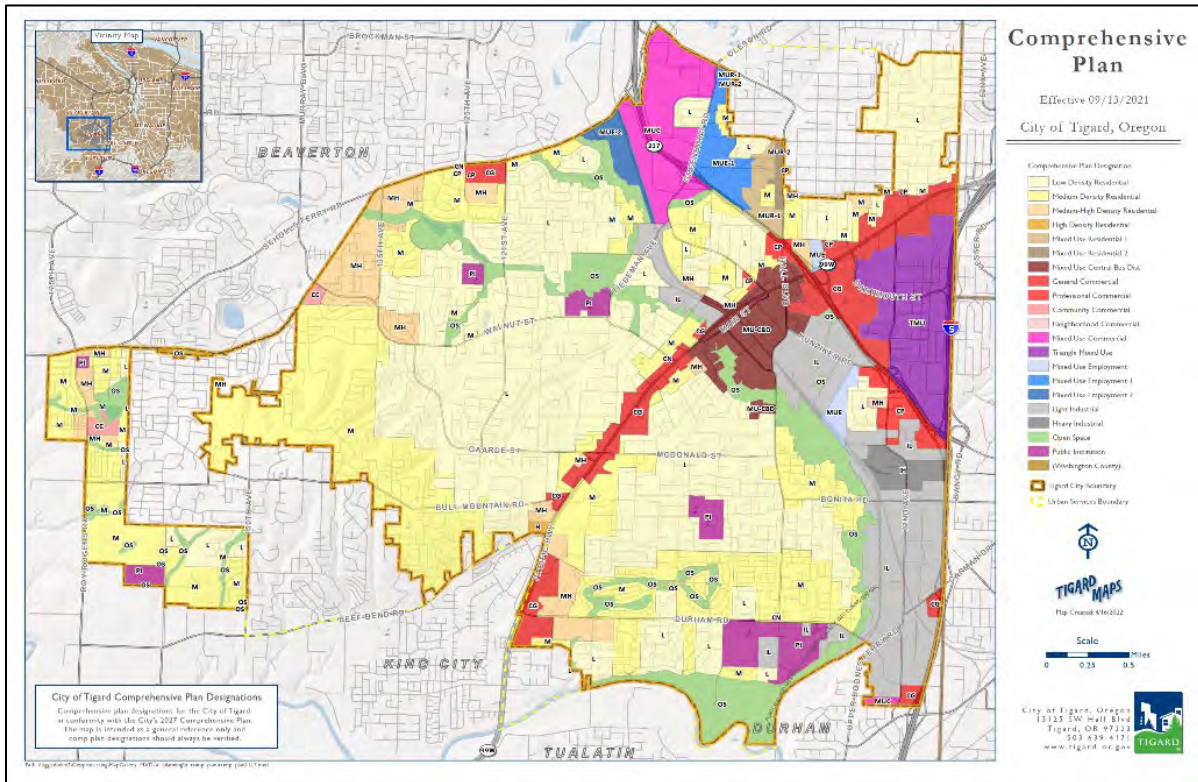
- Murray Scholls: Lines 62, 92
- OR 99W: Line 94

- 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

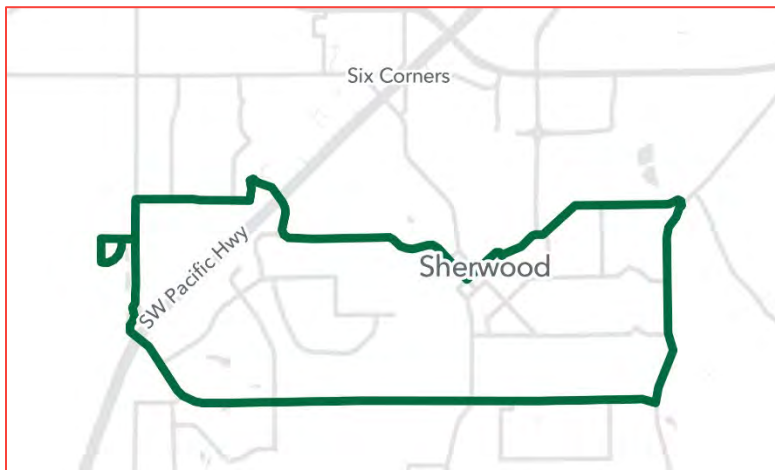


9 SHERWOOD

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).

TRIP ATTRACTORS

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

EQUITY AREA

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

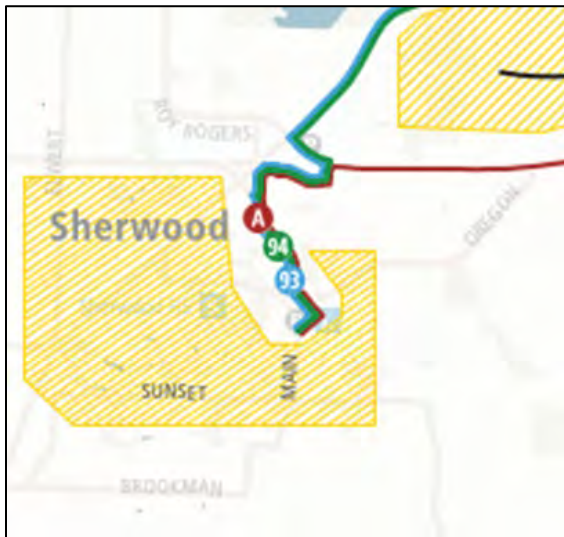
KEY ROADWAYS

- 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 CONNECTIONS (EXISTING AND PLANNED)

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

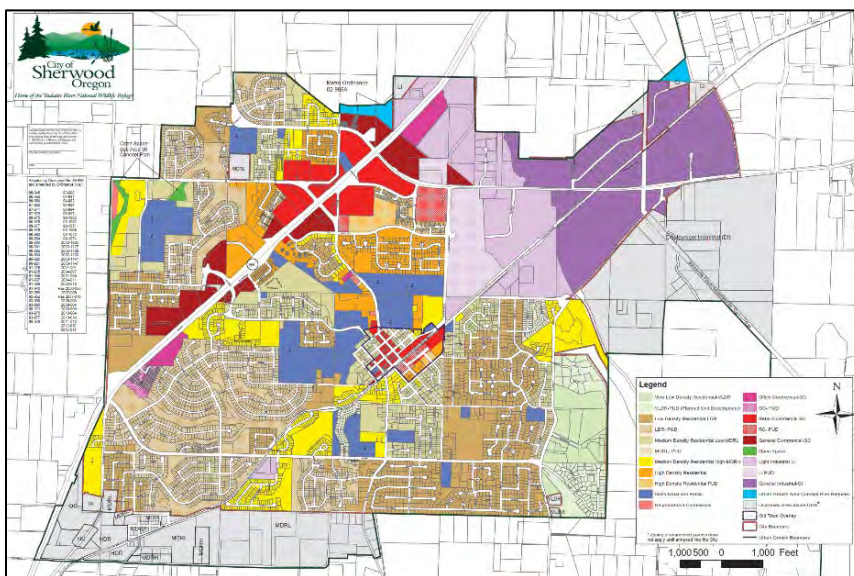
Figure 23 TriMet Service Enhancement Plan



LAND USE AND TRANSPORTATION PLANS

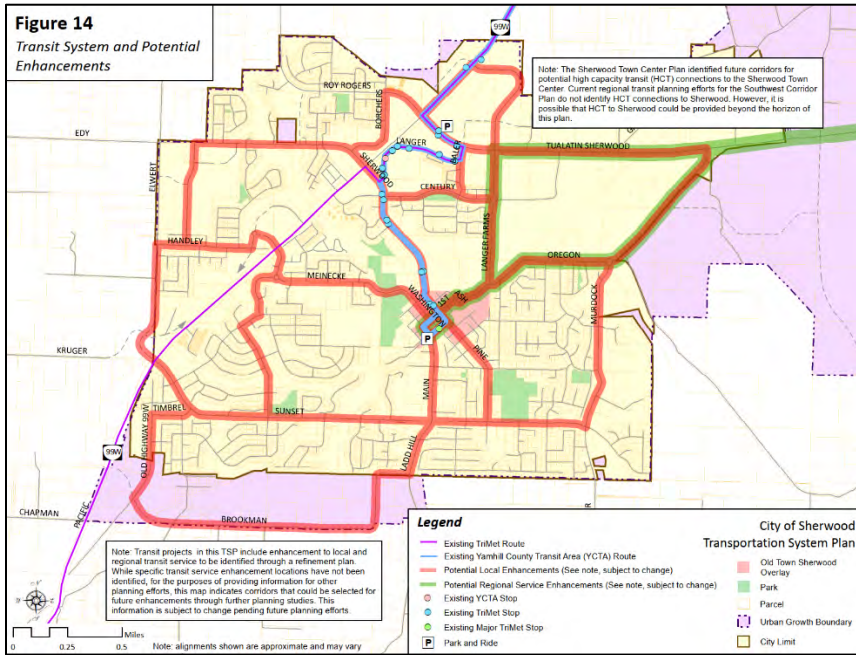
- Commercial zones are aligned along OR 99W and in the historic downtown. Higher-density residential zoning is primarily along SW Century Drive.

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

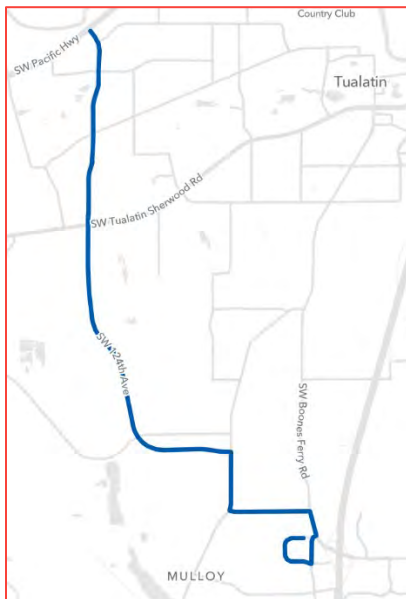


10 BASALT CREEK

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.

TRIP ATTRACTORS

- Shopping: None
- 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: None

EQUITY AREA

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

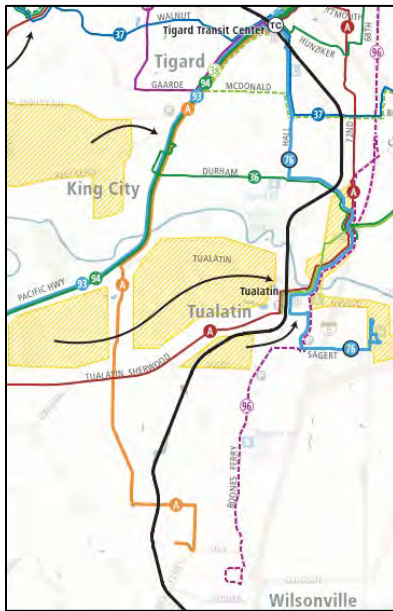
KEY ROADWAYS

- 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 CONNECTIONS (EXISTING AND PLANNED)

- 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).
- 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.

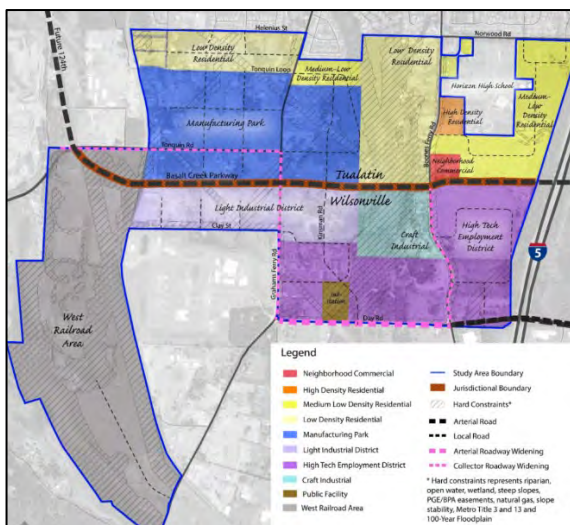
Figure 27 TriMet Service Enhancement Plan



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

