



## **TV Highway Policy & Budget Committee Meeting**

### **Cornelius Stop Refinement Exhibits**

Pg. 1: Map of Study Area

Pg. 2: Station Placement Combination Options

Pg. 3: Downtown Cornelius Full Site Context

Pg. 4: Current Ridership Data for Study Area

Pg. 5: Walkshed Analysis for Stop Options

Pg. 6: Community Informed Design Elements

Pg. 7: Site Context for 20<sup>th</sup> & Fred Meyer Driveway

Pg. 8: Walking Distances in Feet & Blocks

Pg. 9: Round Trip Walking Distance Graph

Pg. 10 – 12: Station Placement Option Tradeoffs

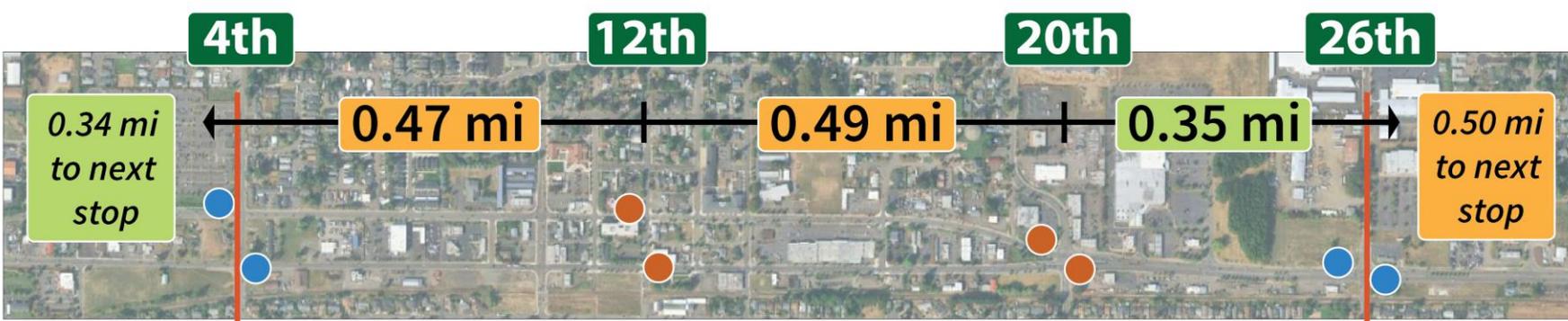
## STUDY AREA UNDER DISCUSSION

Up to three orange pairs can move forward.  
Viable options are described in the following slides.

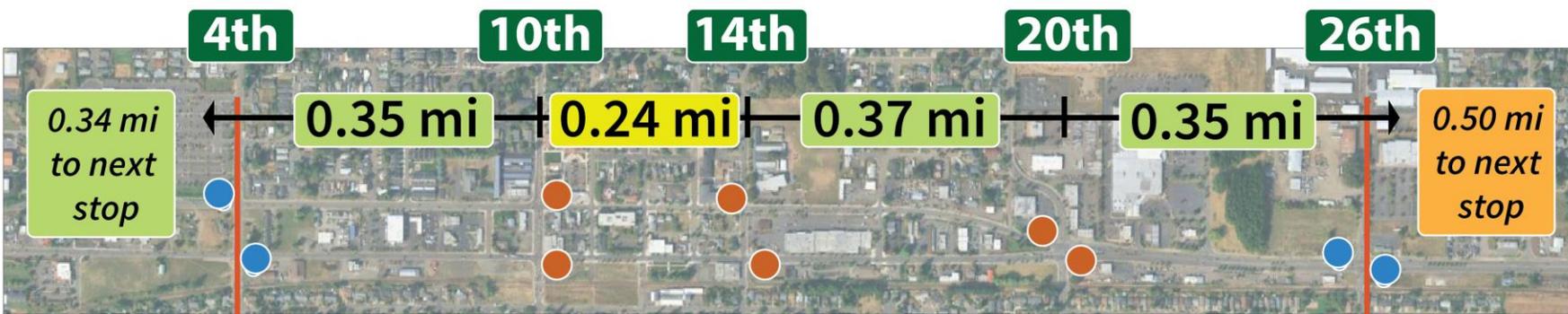


## Preliminary Proposed Station Locations

- VARIABLE STATION LOCATIONS
- SET STATION LOCATIONS

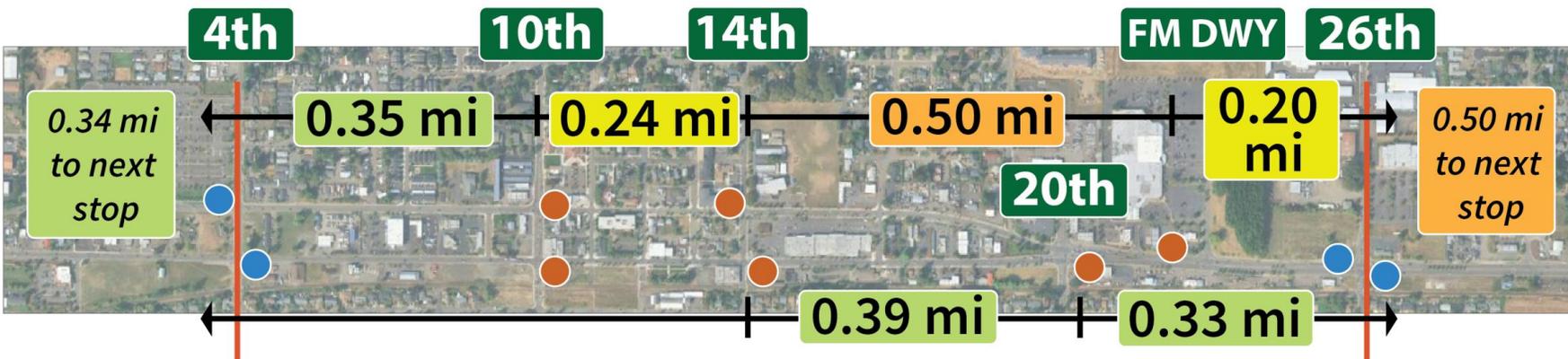


In a consistently built-up area like this, there is a range of spacing that is viable.



Recommended:  
1/3 (0.33) miles to 1/2 (0.5) miles

Minimum:  
1/4 (0.25) miles, though closer may be necessary



**LEGEND**

- lower end
- average
- higher end

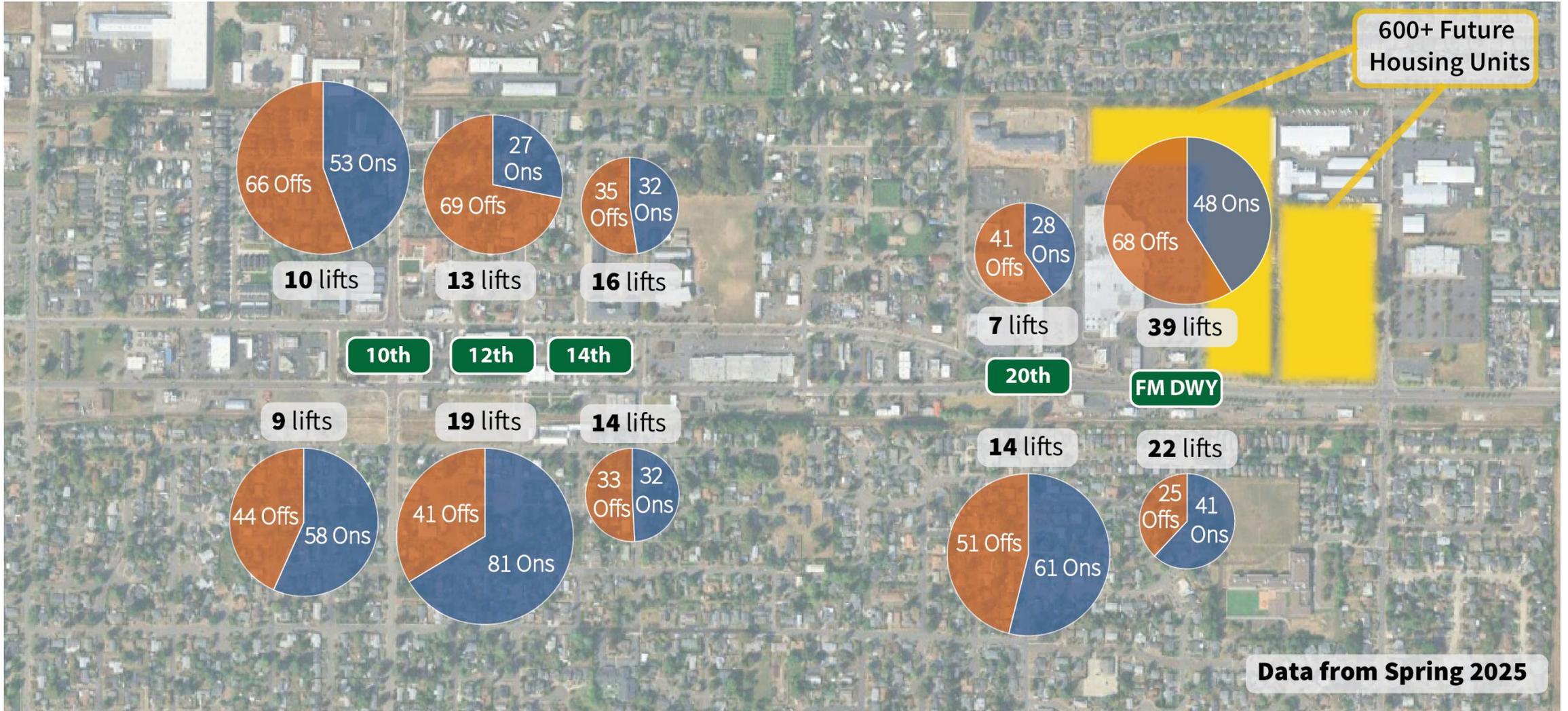
**Station Placement Combinations Options for Discussion**



## LEGEND

-  Future Housing (600+ units)
-  New Elementary School, Future Community Center and Plaza
-  City Owned Property for Development (Details TBD)
-  Key Community Destinations

**Site Context** – Community Destinations and Future Development



## Site Context – Ridership Details at Relevant Locations



**Option A – 12<sup>th</sup> & 20<sup>th</sup> 504 Acres**



**Option C – 10<sup>th</sup>, 14<sup>th</sup> & 20<sup>th</sup>/FM Dwy 548 Acres**



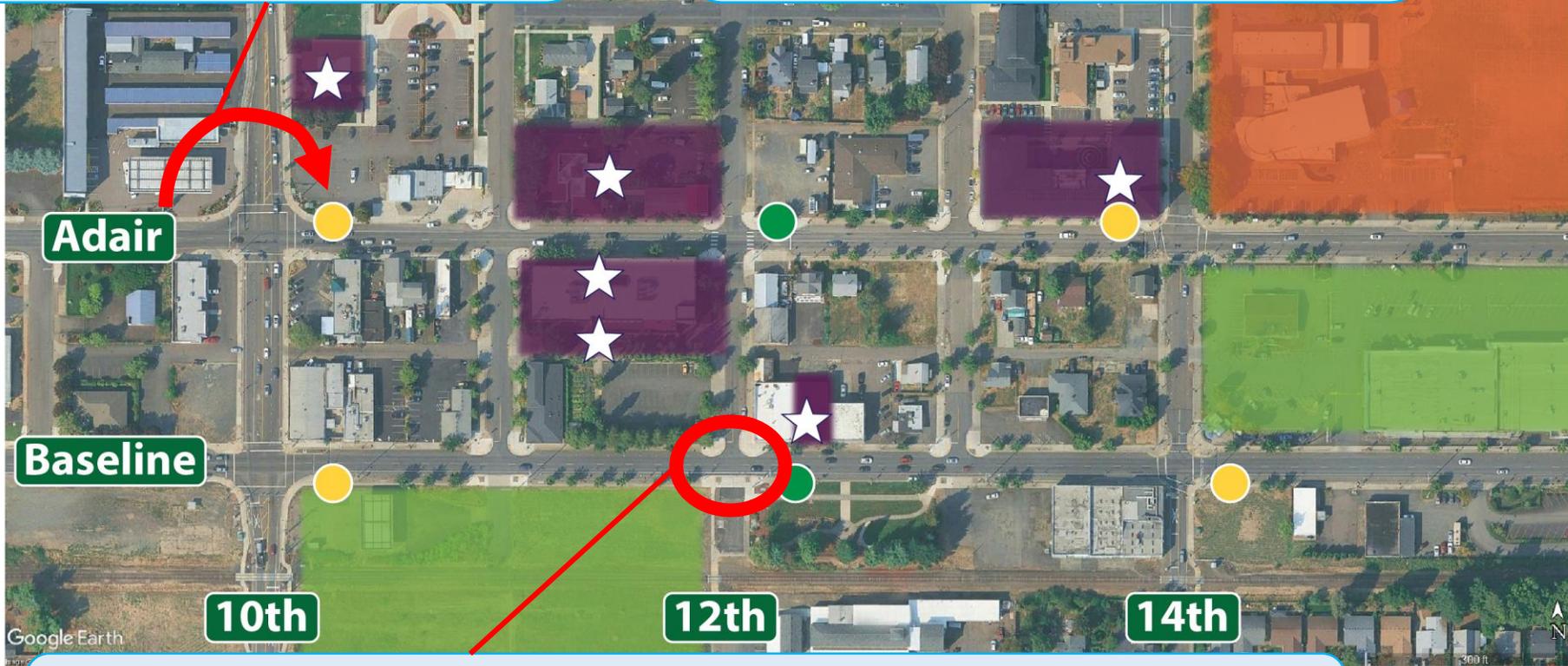
**Option B – 10<sup>th</sup>, 14<sup>th</sup> & 20<sup>th</sup> 545 Acres**

-  Local Street Relevant To Discussion
-  Arterial Street
-  Collector Street
-  CorneliusLink Ride Connection
-  Future Council Creek Trail
-  Active Rail Road

**1/3 Mile Walkshed**

Shifting westbound station at 10th from farside to nearside to be closer to destinations

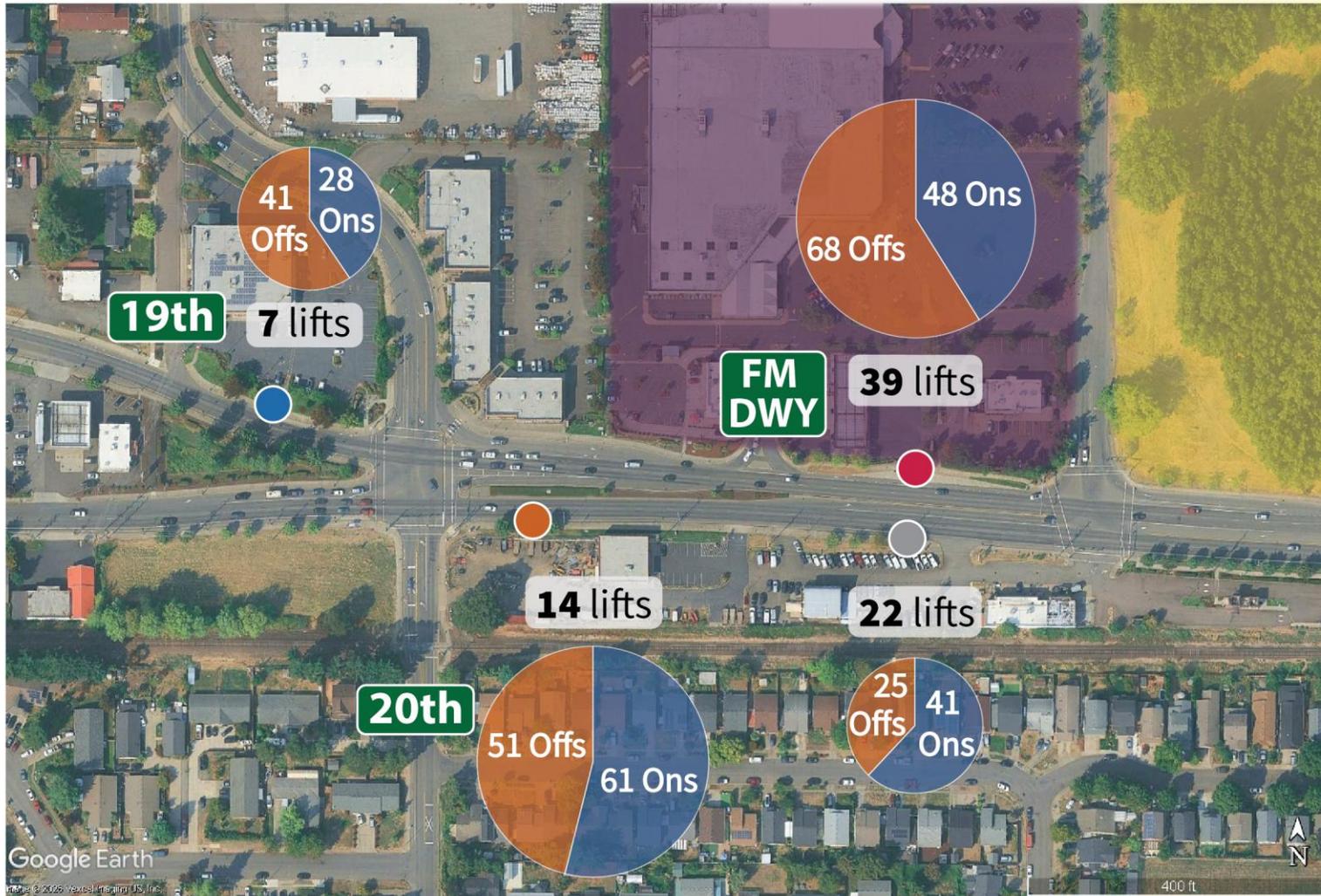
**Not shown:** Including option that uses existing stop at the Fred Meyer driveway, accounting for future development



## LEGEND

- New Elementary School, Future Community Center and Plaza
- City Owned Property for Development (Details TBD)
- Key Community Destinations
- Option A - 12th
- Options B & C - 10th & 14th
- Assumed Entry

Including a Rapid Flashing Beacon and crosswalk at 12<sup>th</sup> and Baseline to support walking network for all options



## LEGEND

- Future Housing (600+ units)
- Key Community Destinations
- Options A & B - 20th
- Option C - FM Dwy
- All Options
- Existing stop to be removed

**Site Context for the 20<sup>th</sup> and Fred Meyer Driveway Area**

	WESTBOUND			EASTBOUND		
	10th	12th	14th	10th	12th	14th
<b>St. Alexander Catholic Church</b>	290 feet <i>1 block</i>	900 feet <i>3 blocks</i>		670 feet <i>2 blocks</i>	1,315 feet <i>4 blocks</i>	
<b>Virginia Garcia</b>	580 feet <i>2 blocks</i>	285 feet <i>1 block</i>		690 feet <i>2 1/2 blocks</i>	480 feet <i>1 3/4 blocks</i>	
<b>Centro Cultural</b>	410 feet <i>1 block</i>	275 feet <i>3/4 block</i>		925 feet <i>3 blocks</i>	685 feet <i>2 blocks</i>	
<b>Centro Mercado</b>		450 feet <i>1 block</i>	860 feet <i>3 blocks</i>		220 feet <i>1/2 block</i>	660 feet <i>2 blocks</i>
<b>Cornelius Library</b>		535 feet <i>2 blocks</i>	80 feet <i>1/4 block</i>		950 feet <i>3 blocks</i>	565 feet <i>2 blocks</i>
<b>Cornelius Elementary School</b>		1,535 feet <i>5 blocks</i>	1,070 feet <i>3 blocks</i>		1,875 feet <i>5 1/2 blocks</i>	1,385 feet <i>4 1/4 blocks</i>

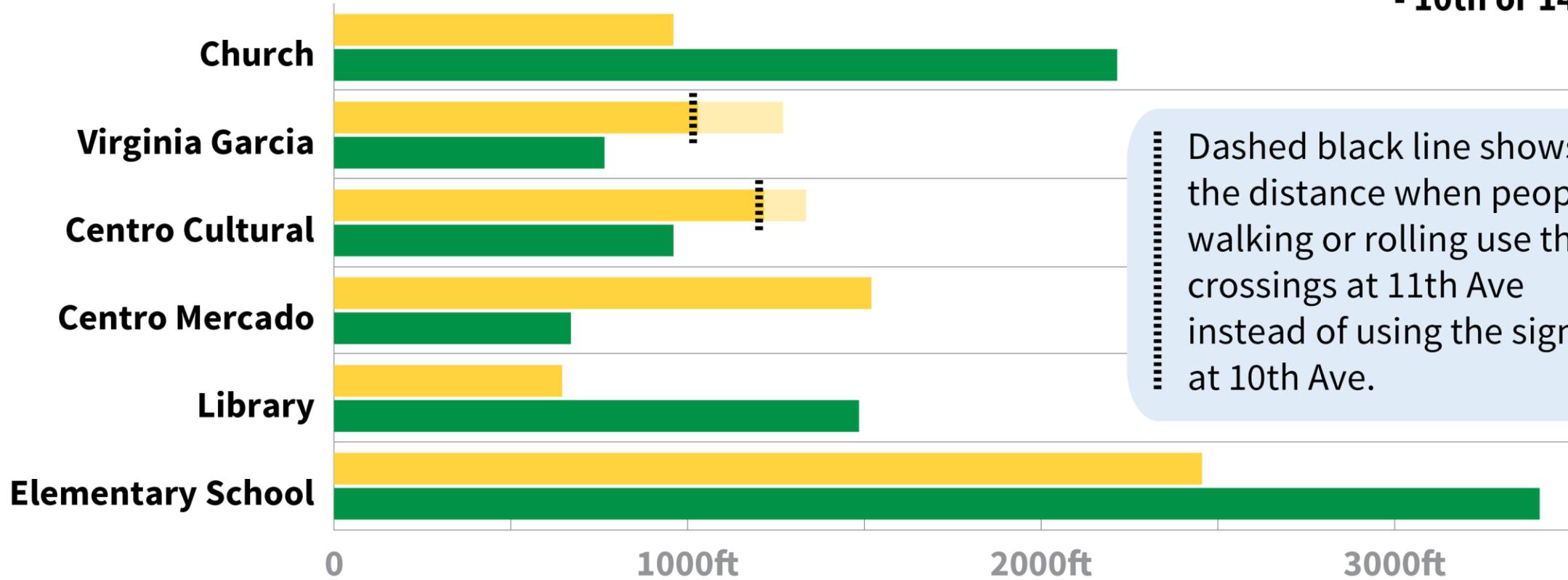
### LEGEND

- Option A - 12th
- Options B & C - 10th & 14th

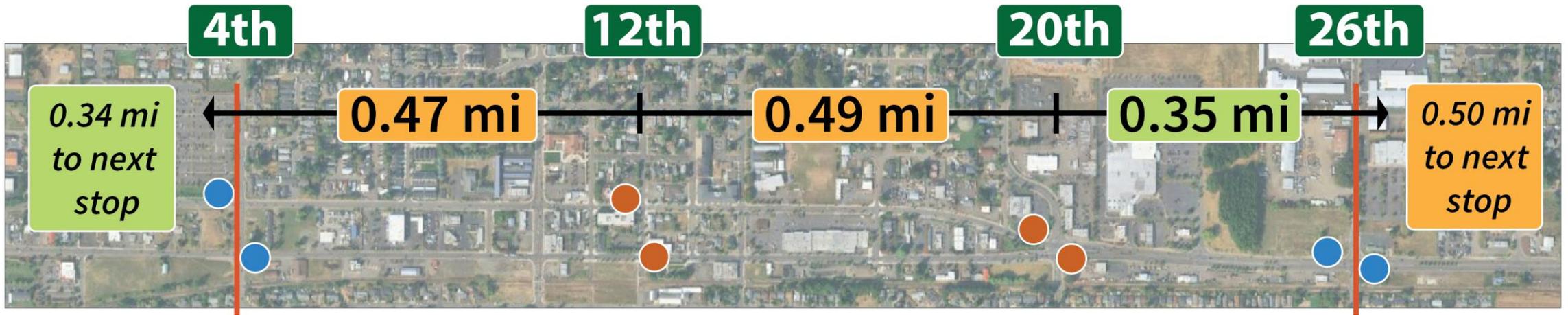
## Walking Distances in feet and **blocks**

# Total Walking Distance - Round Trip

**Option A - 12th**  
**Options B&C - 10th or 14th**



Dashed black line shows the distance when people walking or rolling use the crossings at 11th Ave instead of using the signal at 10th Ave.

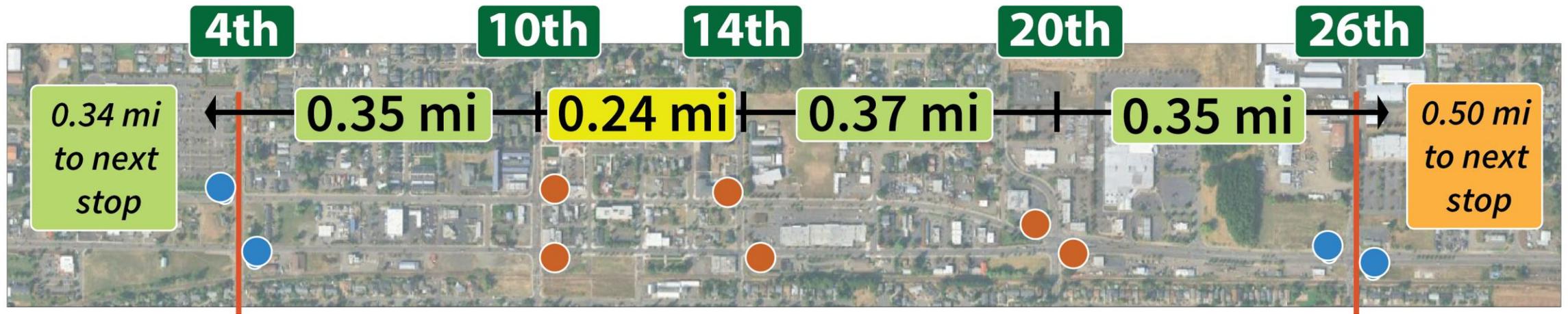


### Option A Tradeoffs:

4 Total Stops

- Stop spacing results in longer walking and rolling distances between stops but results in faster travel times through the area
- Stop location at 12th is closer to community identified destinations, however with limited access to the north
- Results in fewer stations, potentially saving costs

### Station Placement Combination – Option A – 12<sup>th</sup> & 20<sup>th</sup>

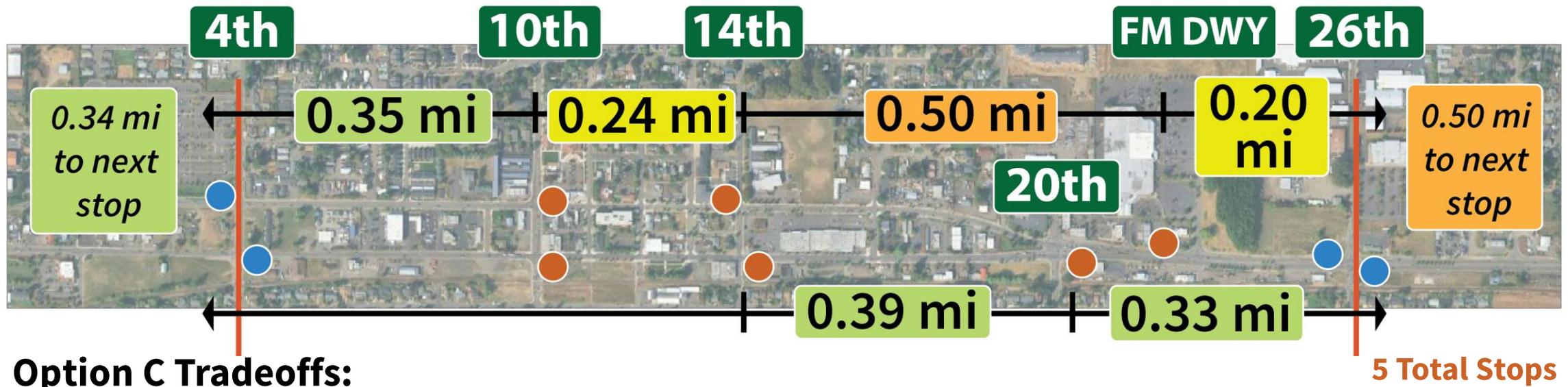


### Option B Tradeoffs:

5 Total Stops

- Stop spacing results in shorter walking and rolling distances between stops but results in slower travel times through the area
- Utilizes full signals at 10<sup>th</sup> and 14<sup>th</sup>
- Stop locations placed at roadways that continue north and south beyond RR lines
- Stop location at 14<sup>th</sup> supports access for civic buildings and future development

**Station Placement Combination** – Option B – 10<sup>th</sup>, 14<sup>th</sup> & 20<sup>th</sup>



### Option C Tradeoffs:

- Stop spacing results in areas of longer walking distances and results in slower travel time through the area
- Utilizes full signals at 10<sup>th</sup> and 14<sup>th</sup> and existing infrastructure at FM Dwy
- Connectivity to the neighborhood to the south is restricted due to the RR at FM Dwy
- Stop location at FM supports access for future housing

### Station Placement Combination – Option C – 10<sup>th</sup>, 14<sup>th</sup> & 20<sup>th</sup>/FM Dwy