

# TV Highway Transit & Safety Project

CAC Meeting, January 12, 2026

## Slide 1 – Title Slide

Hello and welcome to our first Community Advisory Committee meeting for the TV Highway Transit & Safety Project. My name is Nik Whitcomb, and I am the Community Affairs Coordinator for this project. On behalf of the entire project team at TriMet, we are thrilled to welcome you and truly appreciate you being here and engaging in this important work.

## Slide 2 – Agenda

We have a brief but full agenda this evening. We'll begin with introductions and a couple of housekeeping items, then spend some time establishing community agreements to help us maintain a positive, productive, and respectful working space.

From there, we'll move into the primary topic for tonight and our next meeting: stop refinement in Downtown Cornelius. You received a preview of this during orientation, and tonight we'll dig deeper sharing more data, context, and considerations before outlining next steps.

## Slide 3 – Introductions & Housekeeping Items

We have just a couple of housekeeping items to attend to. The first is that we would like you all to participate in a public official training with the Oregon Government Ethics Commission. We are working internally to decide which training will be best for our purposes and the best way to schedule. We will follow up with more on this in our next meeting. It is my hope that we can have this training take place during a regular meeting time.

The next item is about our CAC Chair position. It would be awesome if we could hold the election for this role in our next meeting on February 9th. If you are interested in being considered for this role, please send me an email with a statement of interest. These will be shared with the committee ahead of the next meeting.

## Slide 4 – Community Agreements (MORE ON NEXT PAGE)

Before we dive into the technical material, I want to set the tone for how we'll work together. I've drafted a few proposed community agreements and would love your input.

Our first agreement is Assume Positive Intentions. We're all here because we care deeply about the impact this project can have along TV Highway and throughout Washington County. Approaching each other with curiosity and generosity will help us ask thoughtful questions and engage constructively, even when we don't agree.

Next is Lean In and Engage. As mentioned during orientation, you'll receive materials ahead of meetings. Taking time to review those materials will allow us to spend our time together in deeper discussion rather than basic information sharing.

That leads directly to Prepare in Advance, which I want to underline as especially important.

Another key agreement is Share the Roadway, a transit-themed reminder to be mindful of how much space we take up in conversation. We have a room full of diverse perspectives, and it's important that everyone has an opportunity to be heard. If you're someone who tends to jump in quickly, I invite you to pause occasionally and make space for others.

Our final agreement is Keep the Goal in Mind. We are all here with a shared purpose. When conversations become complex, or even challenging, this reminder helps ground us in our collective mission.

I'd now love to hear from you: are there any additional agreements you feel should be included?

## Slide 5 – Cornelius Stop Refinement (Title Slide)

## Slide 6 & 7 – Table of Contents & Action Plan for the Meeting

Here's an overview of what we'll cover tonight. We'll begin with a reminder of the TV Highway Transit & Safety Project goals, then move into a detailed overview of the stops in Downtown Cornelius.

We'll review proposed station pairing options, followed by key contextual information about the area and existing TriMet service that informs these decisions. We'll also walk through tradeoffs associated with each option before opening the floor for questions, discussion, and next steps.

I want to flag that this topic will return in February. Tonight is about introducing the options and the factors involved. Next month is where we'll dig deeper, so if you don't leave tonight with every question answered, that's okay and expected.

## Slide 8 – Transit & Safety Project Goals

These project goals were established by the Steering Committee during the Locally Preferred Alternative phase. They are to:

- Improve the travel experience for riders who rely on Line 57
- Advance broader transit goals across Washington County
- Design a project that meets Federal Transit Administration requirements, which is critical for securing construction funding

## Slide 9 – Proposed Stations & Options for Consideration (Title Slide)

## Slide 10 – Study Area in Downtown Cornelius

This slide shows the Downtown Cornelius study area. The orange dots represent existing stop pairs under consideration. We've developed three options, each using different combinations of these stops.

## Slide 11 & 12 – Considerations for Developing Options

These slides outline the primary considerations guiding FX stop optimization.

First, we must design a project that is eligible for FTA funding, which includes meeting spacing requirements outlined in TriMet's FX standards, as discussed during orientation.

We also look at neighborhood connectivity, not just east–west travel, but how stops connect north and south. Key destinations, current ridership, future development, safety, and operational feasibility all play a role in shaping these options.

## Slide 13 – Station Cost Considerations

Station costs vary depending on existing site conditions. While amenities are consistent across stations, construction complexity and potential property impacts differ by location.

The project budget currently assumes five total stations in this study area. Options that reduce the total number to four could result in cost savings.

## Slide 14 – Station Placement Combinations

This slide summarizes the three options. Each box includes street names and color-coded distances between stations. You have printed versions of these graphics in front of you for reference as we move through the next slides.

I also want to quickly note the color-coding you'll see on this slide. The yellow boxes represent walking distances that are on the lower end of the desired spacing for FX stops. The orange boxes show distances on the higher end of the acceptable range. The green boxes indicate spacing that aligns most closely with the ideal FX stop spacing.

## Slide 15 – Site Context (Title Slide)

## Slide 16 – Community Destinations & Future Development

This map highlights key destinations and planned development.

- Yellow boxes represent future housing near 20th, 26th, and the Fred Meyer driveway
- The orange box marks the new elementary school at 14<sup>th</sup>
- Green boxes indicate city-owned properties at 10th and 14th that may be developed in the future
- Purple boxes represent key community destinations, including grocery stores, health centers, and gathering spaces

## Slide 17 – Current Ridership Information

This slide shows current ridership data. Orange represents riders getting off, blue represents riders boarding.

It's important to remember we're evaluating stop pairs, not individual stops. For example, while 12th Street alone has high ridership, it does not exceed the combined ridership of 10th and 14th when paired.

You'll also see "lifts" data, which reflects how often wheelchair ramps are deployed at each stop. Future developments near Fred Meyer are included here to help consider future ridership trends.

## Slide 18 – 20: Walkshed Analysis

These slides show walkshed analyses—illustrating access within approximately one-third of a mile from each station pairing.

## Slide 21 – Tradeoffs (Title Slide)

## Slide 22 – Option A

Option A is 4 total stops with stops at 4th, 12th, 20th, and 26th. 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.

## Slide 23 – Option B

Option B is 5 total stops with stops at 4th, 10th, 14th, 20th, and 26th. Stop spacing results in shorter walking and rolling distances between stops but results in slower travel times through the area. Utilizes full signals at 10th and 14<sup>th</sup>. Stop locations placed at roadways that continue north and south beyond RR lines. Stop location at 14th supports access for civic buildings and future development.

## Slide 24 – Option C

Option C is 5 total stops with stops at 4<sup>th</sup>, 10<sup>th</sup>, 14<sup>th</sup>, 20<sup>th</sup>/Fred Meyer (FM) Driveway, and 26<sup>th</sup>. 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 Driveway. Connectivity to the neighborhood to the south is restricted due to the RR at FM Driveway. Stop location at FM supports access for future housing.

## Slide 25 – Questions & Discussion

### Slide 26 – 27: Next Steps & Decision Making Timeline (MORE ON NEXT PAGE)

Here is the timeline for decision-making on this topic.

Today is January 12th, so, as the FX bus icon on the screen shows, we are here introducing this topic and walking through the options together. At our next meeting on February 9th, we will return to this discussion and gather your formal input.

## Slide 26 – 27: Next Steps & Decision Making Timeline (continued)

As a reminder, we will not be seeking formal consensus from the CAC. However, if the group feels that working toward a consensus would be helpful, that is something you can discuss and decide together at that meeting.

Following the February CAC meeting, this topic will move to the Policy & Budget Committee, which will make the formal recommendation. Depending on timing, we may not yet have a CAC chair selected. If that's the case, we may ask for a volunteer to step in to participate in that discussion in some way at the meeting to ensure community perspectives are represented in the formal recommendation.

Our goal is for the TriMet project team to make a final decision by March 2026, so we can move forward into the next phase of design.