

TV Highway Community Advisory Committee

January 12, 2025



Agenda

- Introductions
- Public Official Training & CAC Chair
- Community Agreements
- Cornelius Stop Refinement
- Next Steps



Introductions

- Name
- Pronouns
- Affiliation/Connection to Corridor

Housekeeping Items

- Public Official Training
- CAC Chair Election



Community Agreements

- Assume Positive Intentions
 - Lean In & Engage
 - Prepare in Advance
 - Share the Roadway
 - Keep the Goal in Mind
-
- *Anything we should add?*



Cornelius Stop Refinements



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- Transit and Safety Project Goals
- Proposed Station Locations and Options for Consideration
- Site Context
 - Community Destinations and Future Development
 - Ridership
 - Walkshed
- Tradeoffs for Discussion
- Next Steps



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Note the plan:

1. Show proposed options
2. Go through site context slides
3. Look at the options in detail
4. Opening up for discussion





Transit and Safety Project Goals

- **Improves the travel experience** (safety, time, reliability) for transit riders, in particular communities of color and low-income communities
- Advances local goals related to **land use, transportation, equity, and climate**
- **Supported by the community**, in particular transit riders and communities of color
- Able to be **supported by the FTA** for Small Starts funding
- **Feasible to fund**, construct and operate

Proposed Station Locations and Options for Consideration



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

Primary Considerations for Developing Options

- **Federal Transit Administration Expectations**

- Station spacing is a key factor in meeting travel time and reliability goals, which is essential to making the project competitive for the FTA Grant we are seeking

- **TriMet FX Standards**

- The FX Standards call for spacing stations to balance bus speed and access to maximize rider benefit

- **Neighborhood Connections**

- Station placement takes the existing road and pedestrian network into account to maximize connections north and south of the corridor

Additional Considerations for Developing Options

- **Key Destinations**

- Access to transfers and nearby public services and grocery options

- **Ridership**

- On and off rates, as well as number of wheelchair lift deployments

- **Land Use**

- Current and future population and employment density

- **Safety and Operations**

- Ensure stops are safe and functional for riders, operators, and our maintenance teams

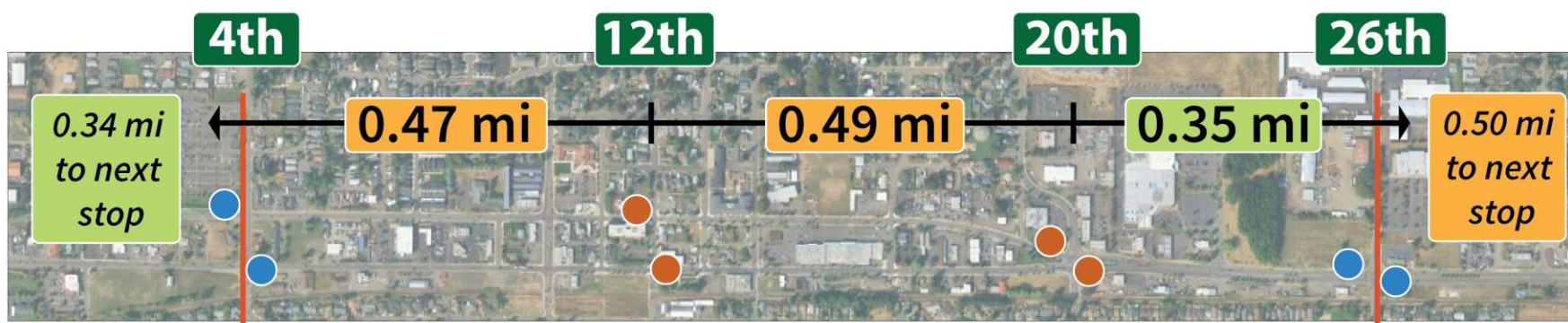
Station Cost Considerations

- **Station Cost**

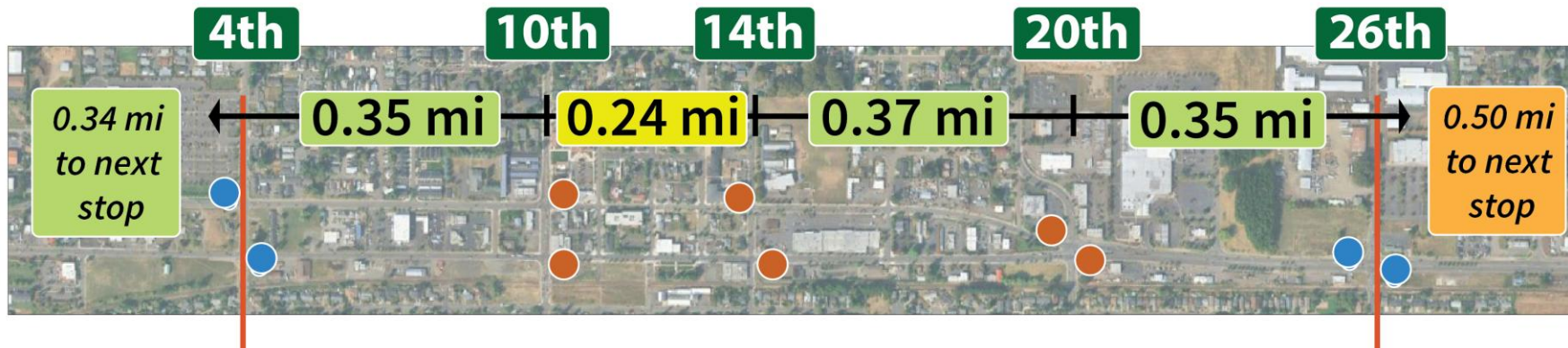
- The cost per station varies based on the existing conditions at the site. While the amenities will be consistent at each station, the work needed to construct it and the potential impacts to properties is also a factor

- **Current Cost Estimate**

- The project is currently budgeting for 5 total stations in the study area under discussion
- Some options would reduce the number of stations to 4, so some cost savings could be achieved

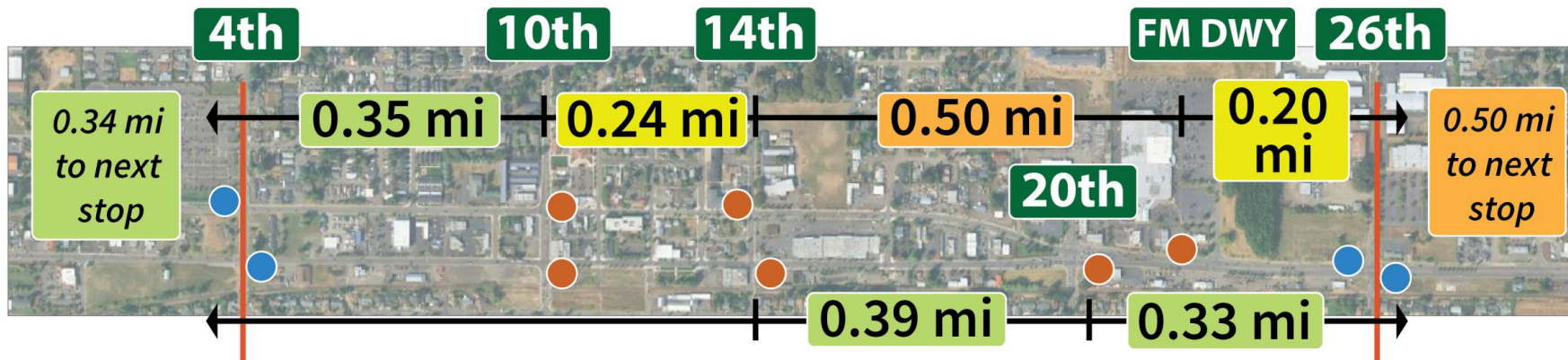


In a consistently built-up area like this, there is a range of spacing that is viable.



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

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



LEGEND



Station Placement Combinations Options for Discussion

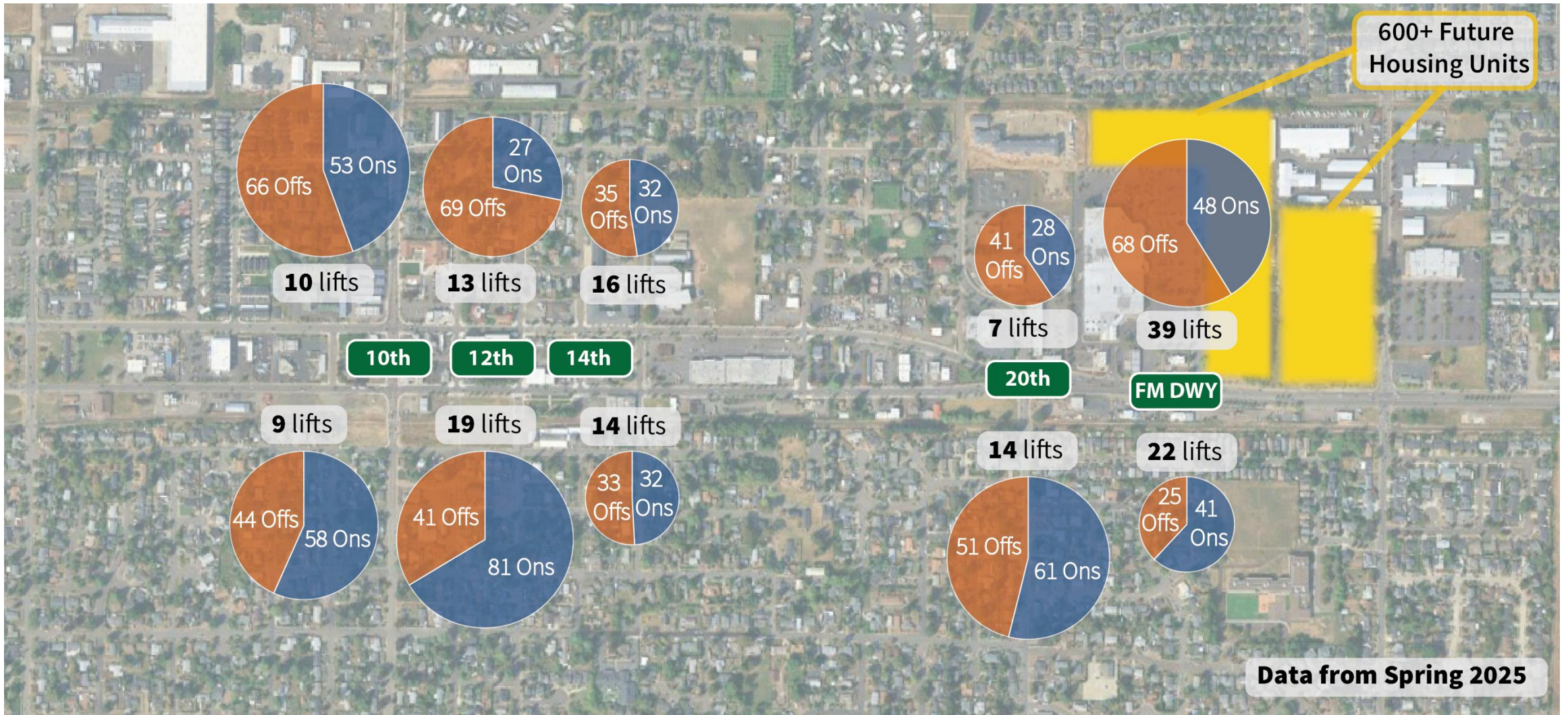
Site Context



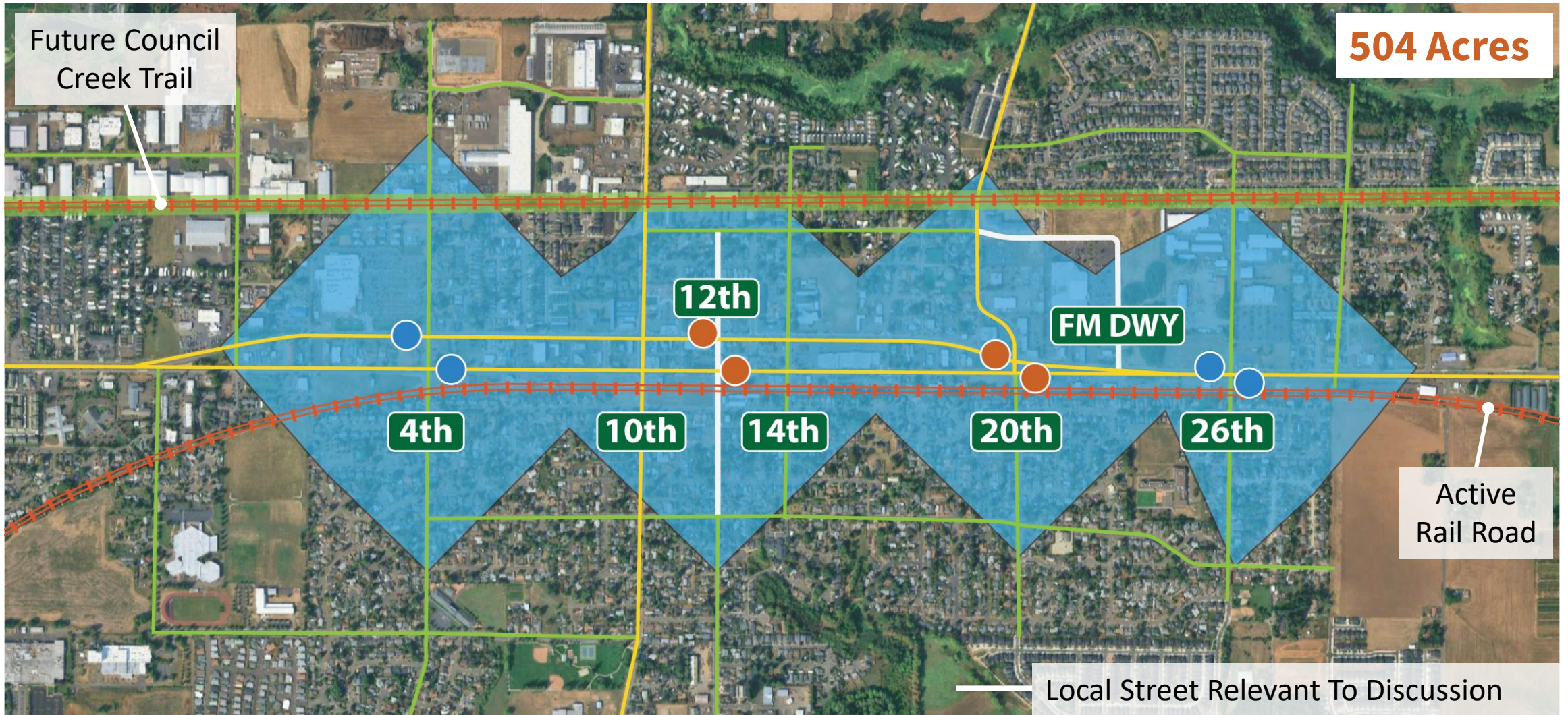
LEGEND

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

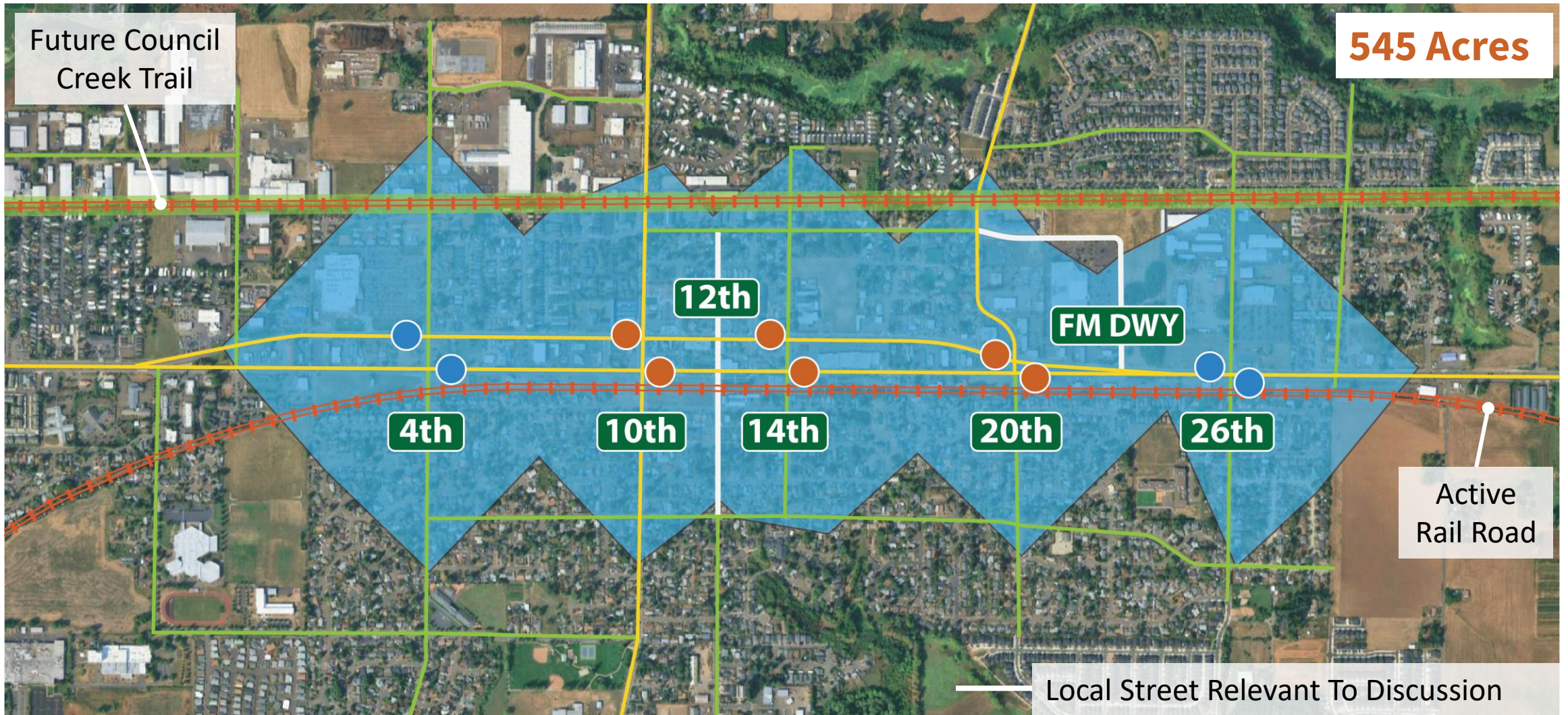
Site Context – Community Destinations and Future Development



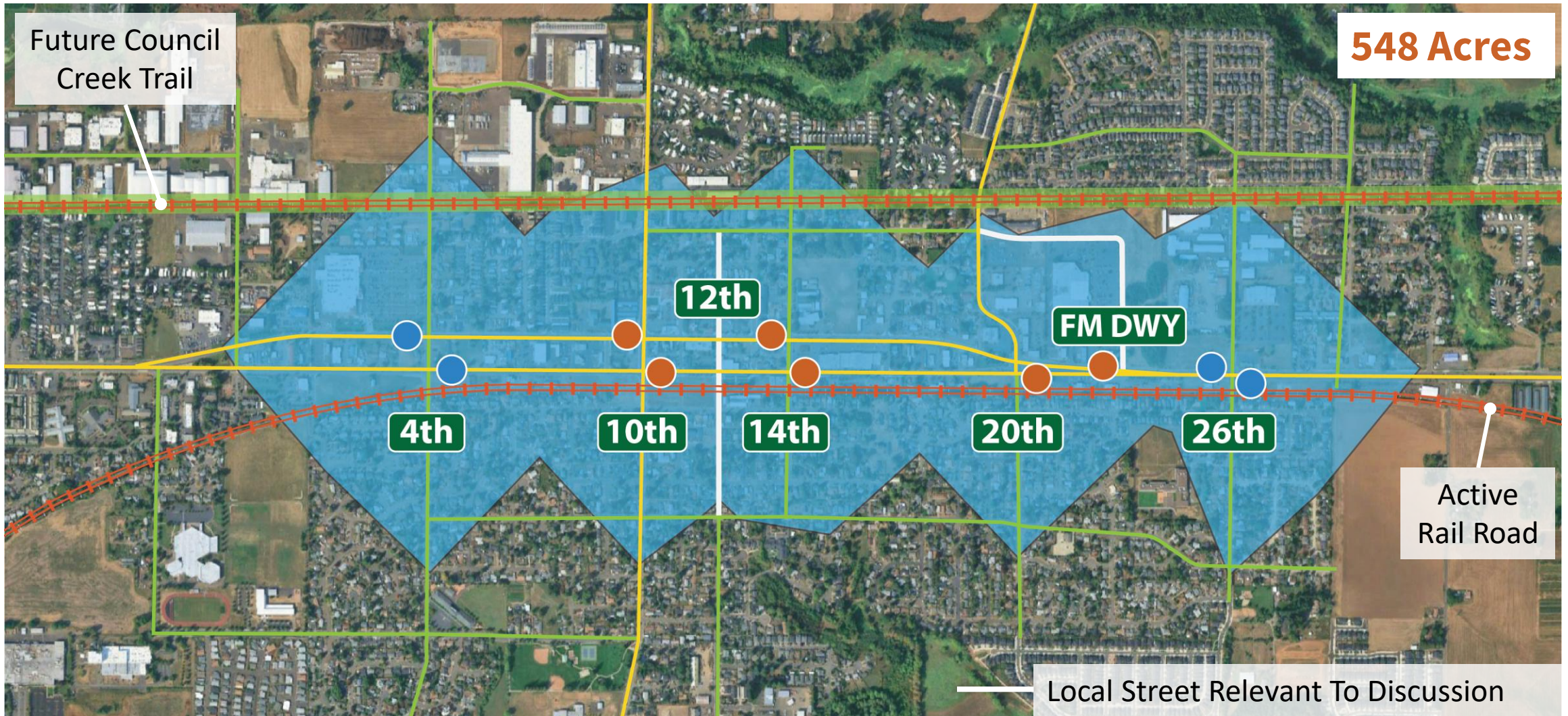
Site Context – Ridership Details at Relevant Locations



1/3 Mile Walkshed – Option A – 12th & 20th



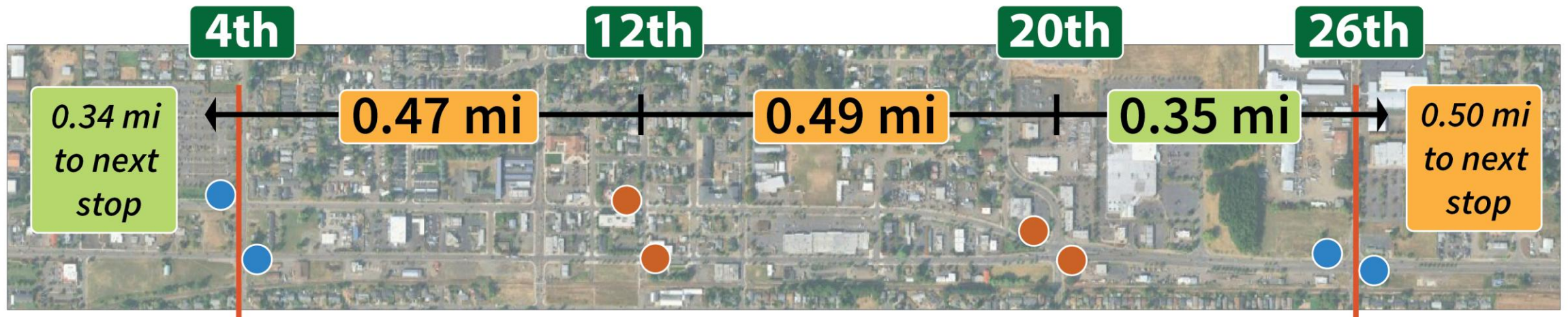
1/3 Mile Walkshed – Option B – 10th, 14th & 20th



1/3 Mile Walkshed – Option C – 10th, 14th & 20th/FM Dwy

Tradeoffs for Discussion



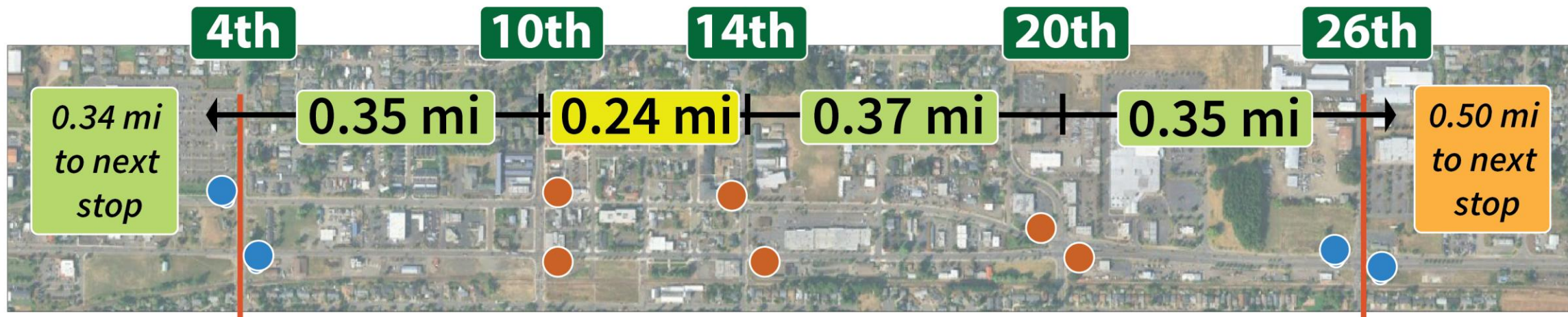


Option A Tradeoffs:

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 – 12th & 20th

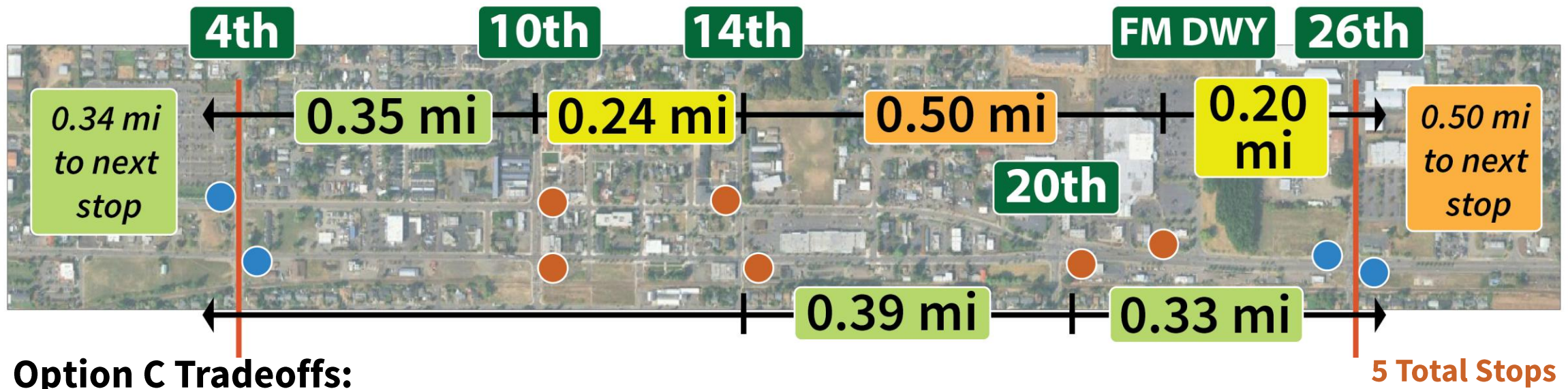


Option B Tradeoffs:

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 10th and 14th
- 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

Station Placement Combination – Option B – 10th, 14th & 20th



- Stop spacing results in areas of longer walking distances and results in slower travel time through the area
- Utilizes full signals at 10th and 14th 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 – 10th, 14th & 20th/FM Dwy

Questions & Comments

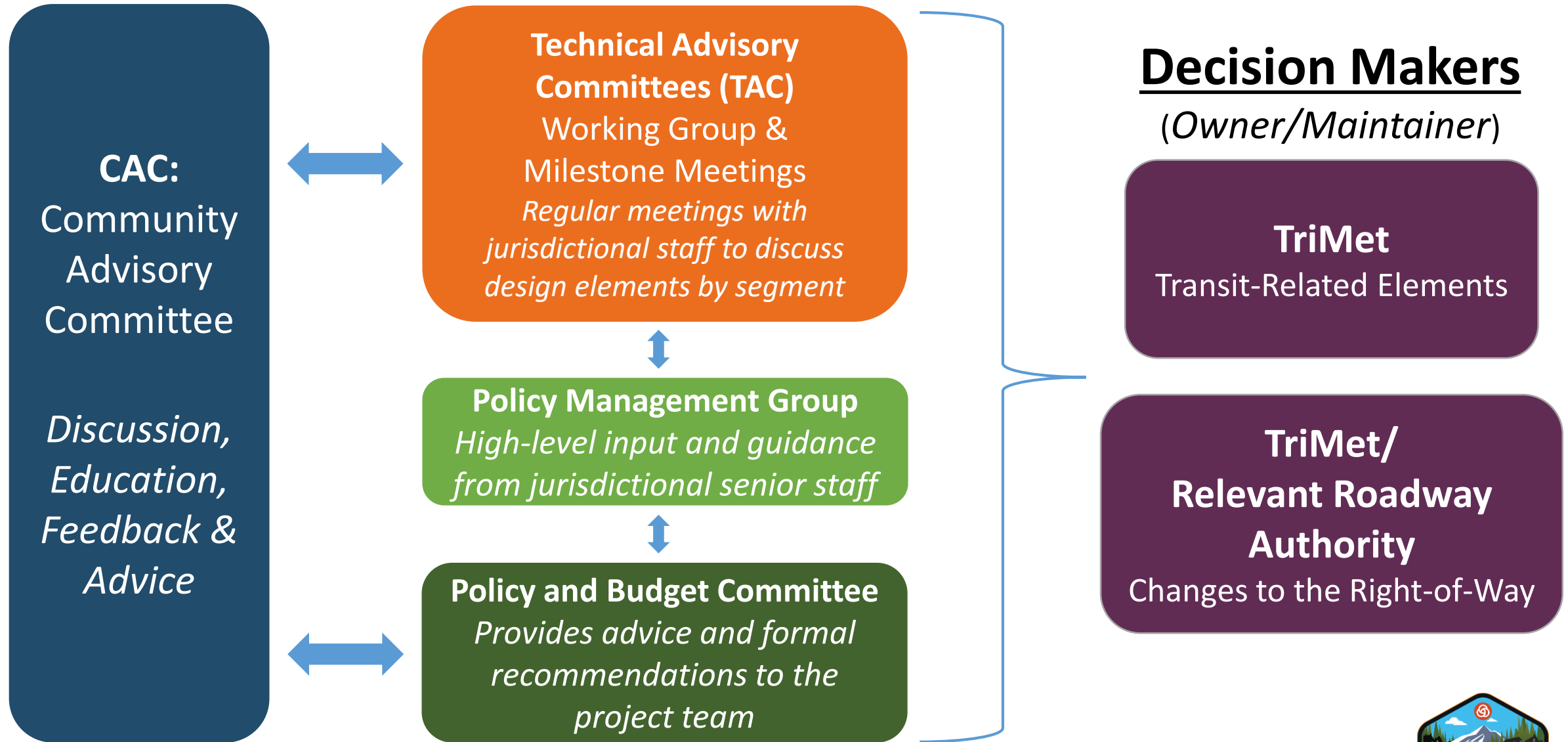
- **Crockpot vs Instant Pot**

- We want to acknowledge that not everyone processes at the same pace. Some are able to respond immediately and others need a bit more time to think before speaking.
- If you have an immediate thought, please feel free to share! If you need to think on this some more and reach out at a later time, that's alright too!

Next Steps



PD Meetings & Decision-Making



Decision Making Timeline

January 12, 2026
**Initial
Presentation to
CAC**



February 9, 2026
**Continued
Discussion &
CAC Feedback**

February 2026
**Presentation &
Recommendation
from P&B**

March 2026
**TriMet
Decision**