



TV Highway Transit & Safety Project

Community Advisory Committee Meeting Notes

Date: January 12, 2026 **Time:** 6:00PM – 7:30PM

Meeting Location: Charles D. Cameron Public Services Building (155 N First Avenue, Hillsboro, OR 97124)

Zoom – [Click here to view recording](#)

Attendees

Committee/Sub-Committee Members

Itzel Abascal
Maria Elena Baptista
Steve Callaway
Ian Grant
Annadiana Johnson
Michelle Knoke
Joe Kurmaskie
Fernando Lira
Brian Long
Nansi Lopez
Jahed Sukhun
Anne Thrall-Nash
Trinh Tran
Alili Verduzco (Attended Online)
Theodore Russell (Excused)

TriMet Staff

Nik Whitcomb, Community Affairs Coordinator
Gwen Eckelman, Deputy Design Manager
Kittie Kong, Senior Community Engagement Coordinator
Shoshanah Oppenheim, Community Affairs Manager
Bernadette Le, Associate Project Manager
Pitchapa Sornsen, Community Affairs Coordinator
Shabina Sharriff, Community Affairs Coordinator
Josh Brennan, Project Director

Visitors

Kate Hawkins & Jason Nolin, Metro
Jessica Pelz & Stephen Roberts, Washington County



Meeting Notes

A. Call to Order & Housekeeping

- Member Introductions
- Public Official Training
 - TriMet is working to organize Public Official Training through the Oregon Government Ethics Commission (OGEC) for both the TV Highway and 82nd Ave Community Advisory Committees.
 - All members were asked to sign the TriMet Public Advisory Committee Member Guidelines.
- CAC Chair Election
 - The CAC Chair election will happen in our next meeting on February 9th so that we can have a representative at the table for the Policy & Budget Committee.
 - Those interested should submit a 4-5 sentence statement of interest to Nik by Monday, February 2nd to be considered.
- Community Agreements
 - Nik shared the community agreements. Members did not have any additional feedback or suggestions.

B. Cornelius Stop Refinements

- Nik Whitcomb pointed out the Cornelius stop refinement packet and the larger LPA maps available at the table then walked the committee through the slides.
- Anne Thrall-Nash asked why there were not the same number of stops on the north and south sides of the street. Nik explained that there are more options on the north side because one south-side stop is paired with two different north-side options.
- Joe Kurmaskie asked if the blue dots on the study area map representing stop locations were final locations in the design. Nik confirmed that they are.
- Jahed Sukhun asked about north-south service in the area. Annadiana Johnson noted that Cornelius Link provides north-south service and that there is a stop at the library. Other connections were discussed like Ride Connection and TriMet LIFT service.
- Steve Callaway asked about whether cost savings from stop reductions would be reinvested in the Cornelius area. Nik responded that any savings would go back to the larger project, not specifically to Cornelius.



- Jahed asked if the walkshed analysis accounts for sidewalk gaps. Gwen Eckelman explained that routes were calculated at a granular level by traveling along roadways, crossing streets, and using sidewalks where they exist, though the analysis cannot account for all sidewalk gaps and that the final project cannot fill all sidewalk gaps but will fill in where possible to connect riders to safe crossings and stations.
- Steve asked if having fewer stops would increase dwell time at each stop. Nik responded that service would remain consistent and buses would not stay longer at individual stops.
- Jahed asked if there are railroads running north–south in the area. Nik clarified that the railroad runs east–west only.
- Annadiana, a resident of Forest Grove and member of TriMet's Committee on Accessible Transportation, shared personal observations and asked members to consider how far older adults in committee members lives may be able to walk. She noted the natural breaks in Option B, the ride connection at 14th, and the even spacing of stops. She highlighted that many people access Virginia Garcia, noting that she personally uses the 10th stop for VG and the 14th stop for the library. She added that the stop at Fred Meter (FM) may still need to be rebuilt due to curb height and shared that the CAT has been encouraging people with grocery carts and strollers to use the middle door while people with mobility devices use designated access points.
- Nansi Lopez (Centro Cultural rep) asked whether 10th/12th could be an option. Gwen responded that it is not viable and would not meet TriMet's investment standards. Gwen also noted that the presented options are the ones the team feels are defensible to bring forward. Nansi responded that this was new information to her as she thought there would be more time for input from the Centro and Virginia Garcia community. Nansi stated that there is a difference between investment standards and the needs of the public. Gwen acknowledged this, noting that the project is pursuing a \$150M investment and must align with funding requirements. Nansi reiterated concerns, stating that their agency serves many vulnerable populations and expressing worry that some options could miss people currently served.
- Anne asked about the difference between faster versus slower travel times. Gwen responded that the team can work on this data. Anne also asked whether there were details on the cost differential between options. Gwen responded that there is not that level of detail yet and that the team is currently assuming similar costs per stop while remaining open to identifying order-of-magnitude differences. Anne asked whether the FM stop would be removed in options that do not include it. Gwen confirmed that it would not be served but the infrastructure would remain.



- Steve asked whether crash data was available. Gwen responded that crash data has been pulled but not yet compiled in that way and that the team can do so. Steve also asked how certain the funding is for five stops versus four. Nik responded that the current work is about setting the project up for success. He noted that funding is targeted toward construction, that sufficient funds exist for design, and that TriMet is meeting regularly with the FTA, including a meeting that day.
- Ian Grant noted that the stop at 12th has an Rectangular Rapid Flashing Beacon (RRFB) at Adair but limited additional infrastructure. Gwen responded that conversations with the City are ongoing regarding 12th and Baseline, and that improvements there are being explored regardless of which option is selected.
- Trinh Tran shared that what they were hearing was that certain options meet more community members rather than fewer. Trinh asked about cost savings. Gwen responded that the budget is currently carrying five stations, that stop count is only one piece of the puzzle, and that the committee should consider the broader set of project elements.
- Brian suggested a potential compromise (**see Appendix A**)
 - Nik thanked Brian for his input and expressed that the options presented in the presentation are the final options for consideration.
- Jahed noted that each station pair would include some form of enhanced pedestrian crossing, either a full signal or a flashing beacon. He asked, based on data, which is better. Gwen responded that it depends on context.
- Maria Elena Baptista shared concerns as a resident of the area, emphasizing the impact on vulnerable neighbors, including people with disabilities and families with children. She noted that longer walking distances are a serious concern and expressed worry that operational cost savings were being prioritized over social justice. Maria stated that Option B appears more balanced, with shorter distances and better access to future development near 14th. She emphasized the need for safe crossings for children and suggested that a hybrid of Options B and C could better serve vulnerable populations, improve access to future housing, support territorial equity, and reduce physical and environmental barriers.
- Nik closed by emphasizing that the project team's conversations have focused on access and people and restated the theTriMet FX station spacing standards combined with FTA cost effectiveness and travel time improvement requirements are driving the ultimate decision.



C. Public Comment

- No public comment

D. Adjourn

- Next meeting Monday, February 9th @ 6PM

Appendix A - Cornelius Stop Refinements (1.12.26)

I would consider closing westbound stops 20th 18th and 12th

All the stops between 10th and 4th Leaving FM stop 14th and 10th.

I would consider closing eastbound stops 10th 14th FM

All the stops between 10th and 4th Leaving 12th and 20th Move 20th to the far side

That way no person has to walk more then 3 blocks more for a 2 direction commute.

from Brian Long