

TV Highway Transit and Safety Project

Fall 2024 Engagement

1. Engagement Summary

1.1. Report Purpose

In September and October 2024, the project team conducted various public engagement efforts to seek community feedback on proposed station locations, gauge community support for proposed investments, and allow space for open-ended comments. A variety of methods were used to ensure broad participation across different jurisdictions and groups.

1.2. Community Survey

The community survey was the main vehicle for receiving feedback and input during this outreach phase, and other activities described here supported and drove traffic to this tool. Between September 10 and October 13, 2024, the project team conducted an online survey to gather community input on proposed investments for the TV Highway Transit Project. More than 1,000 responses were submitted. The survey was available in English, Spanish, and Vietnamese and enabled individuals with access needs to participate by contacting the project team for assistance. It was promoted through various channels, including signage at Line 57 bus stops, flyer distribution at community destinations along the corridor, social media outreach, and onboard surveyors who engaged directly with Line 57 riders. Most of these promotional materials were provided in both English and Spanish and included QR code links to the online survey. A project StoryMap site complemented the survey, offering comprehensive details on the project's background, purpose, proposed improvements, and next steps. While the online survey received over 1000 responses from community members throughout the TV Highway corridor, this is not a representative sample of the population. Additionally, results reported in this summary are those that can be stated with confidence given the margin of error based on sample size.

1.3. In-Person Events

The project team attended six in-person events during the outreach period to share project information and promote the online survey. These events included El Grito in Hillsboro, the Aloha Community Farmers' Market, the Forest Grove Corn Roast, the Cornelius Farmers Market, the Hillsboro Farmers' Market, and the Beaverton Farmers Market. During these events, project team staff interacted with approximately 320 community members. Project staff provided tablets for individuals who opted to complete the survey at that time.

- El Grito: Saturday, September 14, 2024
- Aloha Community Farmers' Market: Thursday, September 19, 2024
- Forest Grove Corn Roast: Saturday, September 21, 2024
- Cornelius Farmers Market: Friday, September 27, 2024
- Hillsboro Farmers' Market: Saturday, September 28, 2024
- Beaverton Farmers Market: Saturday, October 5, 2024

1.4. Presentations to Community Groups

The project team engaged with various neighborhood and community organizations to inform residents about the project and promote the online survey. These included the Central Beaverton Neighborhood Association Committee (NAC), the TV Highway Equity Coalition, West Beaverton NAC, and Washington County Community Planning Organization (CPO) 6.

Members of these community groups generally expressed support for the project and the potential to bring safety improvements to TV Highway. Pedestrian safety and personal security concerns were common themes. Many people mentioned reliability issues with the Line 57 and were excited that Frequent Express (FX) service would result in faster, more frequent, and more reliable bus service. The project team heard mixed feedback regarding station spacing and stop consolidation, as some people said there are too many proposed stations while others were concerned about stop removal.

2. 2024 Community Survey

2.1. Survey Questions Overview

The online survey began with a description of the TV Highway Transit Project and the improvements that would come with Frequent Express (FX) bus service on TV Highway. Participants were asked a series of questions about their travel patterns and behavior: where they live, why they come to TV Highway, how they travel on or near TV Highway, and how frequently they ride Line 57.

The next section of the survey focused on station locations. It provided an overview of how the proposed station locations were determined and described the types of station amenities that the project would provide. Participants were then prompted to select one of the five corridor segments (Forest Grove, Cornelius, Hillsboro, Aloha, or Beaverton) and were shown a map of the proposed stations in that area. Respondents could provide feedback about as many of the five segments as they wished. After selecting a corridor segment, participants were asked to rate how well the proposed station locations meet their travel needs on a scale of 1 (not very well at all) to 5 (very well).

Those who responded with a 4 or 5 were asked why the proposed station locations meet their travel needs, choosing from the following options and selecting all that apply:

- Stations are at or near enough locations I need to go
- I will more easily be able to access stations with new crossings and sidewalks
- Stations will be more comfortable to wait for the bus
- Other (please describe)

Those who responded with a 1 or 2 were asked why the proposed station locations do not meet their travel needs, choosing from the following options and selecting all that apply:

- They are too far for me to get to
- My routes to the proposed stations include missing or unsafe sidewalks
- My routes to the proposed stations include unsafe street crossings
- Other (please describe)

Respondents who selected the Cornelius corridor segment were also asked which of the three current bus stops in downtown Cornelius they considered most important. They were then invited to choose one from the three options: 10th Avenue, 12th Avenue, and 14th Avenue.

Respondents had the option to provide additional open-ended comments about the proposed station locations within any of the five corridor segments. The survey concluded with an open-ended question in which participants could share any additional feedback they had regarding the transit project.

The final section of the survey consisted of optional demographic questions designed to collect additional information about the respondents and provide valuable context for the survey data, as described in the Demographic Results section below.

2.2. Survey Results

2.2.1. Travel Patterns and Behavior

Survey participants were asked why they come to TV Highway and to select their reasons for traveling there. 99% of respondents gave at least one answer to this question (1040 of 1048). Survey participants indicated that they primarily travel to TV Highway for work, groceries, and shopping for other essential goods. Many visit the corridor for leisure activities, including retail shopping (46 percent) and entertainment (36 percent). 39 percent reported traveling to TV Highway to connect to bus, MAX, airport, or other transit routes or services (see Table 1).

Table 1. Respondents’ reason for travel on TV Highway

Why do you come to TV Highway? (select all that apply)		
Reason for travel	# of respondents	% of respondents
Work	597	57%
Grocery stores or essential shopping	580	55%
Retail (not grocery)	482	46%
Transit transfers	409	39%
Entertainment	382	36%
Visting family or friends	338	32%
Public recreation areas	283	27%
Healthcare services	279	27%
Education	125	12%
Religious services	98	9%
Other	83	8%
No answer	7	1%

Most respondents travel on and near TV Highway using public transit (76 percent), followed by walking and rolling (42 percent). Other common travel modes include driving alone (26 percent) and driving with others (22 percent) (see Table 2).

Table 2. Travel modes among respondents

How do you travel on and near TV Highway? (select all that apply)		
Mode type	# of respondents	% of respondents
Public transit	794	76%
Walking and rolling	445	42%
Driving alone	275	26%
Driving with someone else	227	22%
Bicycle	115	11%
Ride-hailing services	100	10%
Scooter	21	2%
Other mode of transportation	17	2%
No response	11	1%

The majority of respondents (58 percent) reported using transit several times a week or more. Within this group, 38 percent are frequent riders who use transit almost every day, while 20 percent are regular riders who use transit several times a week. Only 6 percent of all respondents indicated that they do not use transit (see Table 3).

Table 3. Transit ridership among all respondents

Which category best indicates how often you rode the Line 57 in the past six months?		
Mode Type	# of respondents	% of respondents
Frequent rider (I ride almost every day)	403	38%
Regular rider (I ride several times a week)	214	20%
Occasional rider (I ride several times a month)	188	18%
Infrequent rider (I ride less than once a month)	141	13%
Non-rider (I don't ride TriMet)	65	6%
Prefer not to answer	37	4%

2.2.2. Responses by Jurisdiction

The number of participants from each jurisdiction generally reflected the population size of that area. The most populated jurisdictions – Hillsboro, Beaverton and Forest Grove – each had the highest levels of participation. When asked about their place of residence, 29 percent of participants reported living in Hillsboro, 25 percent in Beaverton, 14 percent in Forest Grove, 12 percent in Aloha, 8 percent in Cornelius, and 4 percent in unincorporated Washington County. 8 percent of respondents reported they live elsewhere (See Table 5).

Table 5. Place of Residence among Respondents

Where do you live?		
Jurisdiction/Area	# of respondents	% of respondents
Aloha	124	12%
Beaverton	265	25%
Cornelius	81	8%
Forest Grove	151	14%
Hillsboro	300	29%
Unincorporated Washinton County	45	4%
None of these	82	8%

Survey participants had the opportunity to select each of the five corridor segments and provide feedback on the proposed station locations within them. The proposed stations within each corridor segment are listed in Table 6.

Table 6. Proposed Station Locations

Proposed Station Locations Along TV Highway		
Corridor Segment	Proposed General Station Locations	
Beaverton (5 total)	1	Beaverton Transit Center
	2	SW Watson & SW Canyon Rd
	3	SW Hocken Ave & SW TV Hwy
	4	SW Murray Blvd & SW TV Hwy
	5	SW Millikan Way & SW TV Hwy
Aloha (7 total)	6	SW 170th Ave & SW TV Hwy
	7	SW 178th Ave & SW TV Hwy
	8	SW 185th Ave & SW TV Hwy
	9	SW 192nd Ave & SW TV Hwy
	10	SW 198th Ave & SW TV Hwy
	11	Market Centre & SW TV Hwy
	12	SW 209th Ave & SW TV Hwy
Hillsboro (18 total)	13	Cornelius Pass & SE TV Hwy
	14	SE 67th Ave & SE TV Hwy
	15	Century & SE TV Hwy
	16	SE Brookwood Ave & SE TV Hwy

	17	SE 44th Ave & SE TV Hwy
	18	SE 32nd Ave & SE TV Hwy
	19	SE 24th Ave & SE TV Hwy
	20	Cypress & SE TV Hwy
	21	SE 13th Ave & SE TV Hwy
	22	SE 11th Ave & SE TV Hwy
	23	SE Maple & SE 10th Ave
	24	SE Walnut & SE 10th Ave
	25	SE 7th Ave & Belmont St/SE Baseline St
	26	Hillsboro Transit Center
	27	SW Adams Ave & SW Washington St/SW Baseline St
	28	SW Dennis & SW Baseline St
	29	W Main & SW Oak/SW Baseline St
	30	SW 17th & E Baseline St
Cornelius (6 total)	31	NW 334th & E Baseline St
	32	East Lane & E Baseline St
	33	26th Ave & E Baseline St
	34	20th Ave & E Baseline St
	35	N 14th Avenue & N Adair St/W Baseline St
		N 12th Avenue & N Adair St/W Baseline St
		N 10th Avenue & N Adair St/W Baseline St
36	N 4th Avenue & N Adair St/W Baseline St	
Forest Grove (7 total)	37	Yew St & N Adair St/W Baseline St
	38	A&B Row & Pacific Ave
	39	Oak St & Pacific Ave
	40	19th Ave & Pacific Ave/19th Ave
	41	Elm St & Pacific Ave/19th Ave
	42	Ash St & Pacific Ave/19th Ave
	43	B St & 19th Ave

2.2.2.1. Beaverton

The proposed station locations within the Beaverton segment received an average rating of 4.1 out of 5. A large majority of those who responded positively noted that the proposed stations were well-spaced and offered convenient access to their destinations (see Table 7). Many also supported the proposed improvements to stations, believing they would make waiting for the bus more comfortable. Additionally, respondents expressed that the new crossings and sidewalks would enhance accessibility to stations.

Respondents submitted 18 open-ended comments about the proposed stations in Beaverton. The majority expressed support for faster travel times and better connections around Beaverton and Hillsboro. Two comments raised concerns about stop consolidation, highlighting the challenges that greater distances between stops might pose for people with disabilities. Two respondents requested that three current Line 57 bus stops – Millikan, 178th, and 185th – remain in the transit project. At the time this summary report was produced, all three locations were included in the proposed station map.

In total, 265 Beaverton residents participated in the survey, including 106 frequent riders and 52 regular riders.

Figure 1. Proposed Station Locations in Beaverton

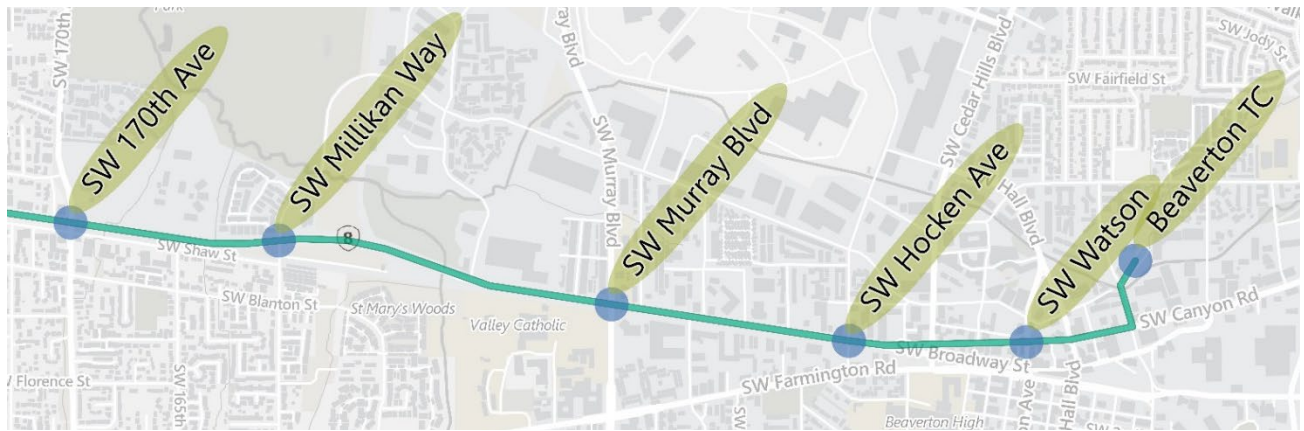


Table 7. Feedback on Station Locations in Beaverton

Station Location Feedback (Beaverton)					
“Stations are too far apart”	“Stations have unsafe crossings”	“Stations have missing or unsafe sidewalks”	“Stations are near enough”	“Stations will offer more comfort”	“Enhanced access with upgraded crossings and sidewalks”
26	10	12	209	156	122

2.2.2.2. Aloha and Unincorporated Washington County

The proposed station locations within Aloha and Unincorporated Washington County had the highest rating among all corridor segments, with an average score of 4.2. Most participants indicated that the stations were well-spaced (see Table 8). Many others noted that the station improvements would increase comfort and upgrades to sidewalks and crossing would enhance their access to stations.

There were 18 open-ended comments about the stations in this area, all of which focused on Aloha. The majority expressed support for the project and excitement about the improvements to travel time, reliability, and bus stations. Only 1 comment raised concern about stop consolidation, noting its potential impact on senior riders and those with disabilities.

A total of 169 residents in unincorporated Washington County, including Aloha, participated in the survey. 58 were frequent riders and 32 were regular riders

Figure 2. Proposed Station Locations in Aloha County and Unincorporated Washington County



Table 8. Feedback on Station Locations in Aloha County and Unincorporated Washington County

Station Location Feedback (Aloha and Unincorporated Washington County)					
“Stations are too far apart”	“Stations have unsafe crossings”	“Stations have missing or unsafe sidewalks”	“Stations are near enough”	“Stations will offer more comfort”	“Enhanced access with upgraded crossings and sidewalks”
10	6	5	153	103	92

2.2.2.3. Hillsboro

The proposed stations in Hillsboro earned an average rating of 4.1. A large majority of respondents supported the location and spacing of stations, as well as the planned improvements to stations (see Table 9). Only 17 respondents felt that the stations in Hillsboro were too far apart.

40 open-ended comments were submitted about the Hillsboro stations. Most raised concerns about equity, safety, access to transit and community destinations, and stop consolidation. Several comments specifically mentioned the need for improved access to retail and grocery stores, schools, and health clinics. Four of the comments were supportive of the new station platforms that would improve accessibility for people with disabilities. Others noted that there were not enough proposed stops in Hillsboro overall, or that all stops were spaced too far apart. Comments from frequent and regular riders were particularly focused on ensuring that the proposed stops would improve general access to other transit lines and community destinations.

300 Hillsboro residents participated in the survey, including 117 frequent riders and 67 regular riders.

Figure 3. Proposed Station Locations in Hillsboro



Table 9. Feedback on Station Locations in Hillsboro

Station Location Feedback (Hillsboro)					
“Stations are too far apart”	“Stations have unsafe crossings”	“Stations have missing or unsafe sidewalks”	“Stations are near enough”	“Stations will offer more comfort”	“Enhanced access with upgraded crossings and sidewalks”
16	6	9	272	191	169

2.2.2.4. Cornelius

The proposed stations in Cornelius received an average score of 4, the lowest rating among all corridor segments. 103 respondents were supportive of the station spacing, while only 6 indicated that the stations were too far apart (see Table 10). Additionally, only 5 respondents reported concerns about pedestrian facilities at or near the proposed stops. This was also the only segment of the corridor where stop consolidation was more obvious because of needing to ask for further detail about downtown locations.

There were 18 open-ended comments submitted in this section. Most comments highlighted the need for better access to grocery and retail stores at these locations, while one-third focused on specific intersections, including NW 331st Avenue, NW 336th Avenue, 20th Avenue and 26th Avenue. 3 comments mentioned that the proposed stops were too close together, while 2 suggested they were too far apart.

A total of 158 respondents answered the question about their preferred station between 10th, 12th, and 14th Avenue in central Cornelius. Among all respondents, 12th avenue was the preferred stop, followed by 10th Avenue and 14th Avenue (see Table 11).

There were 8 open-ended comments about the downtown Cornelius station locations. Most comments favored 14th Avenue and 10th Avenue. Those who preferred 14th Avenue appreciated its proximity to the Cornelius Library. None of the open-ended comments came from regular or frequent riders.

81 Cornelius residents participated in the overall survey, including 38 frequent riders and 15 regular riders.

Figure 4. Proposed Station Locations in Cornelius

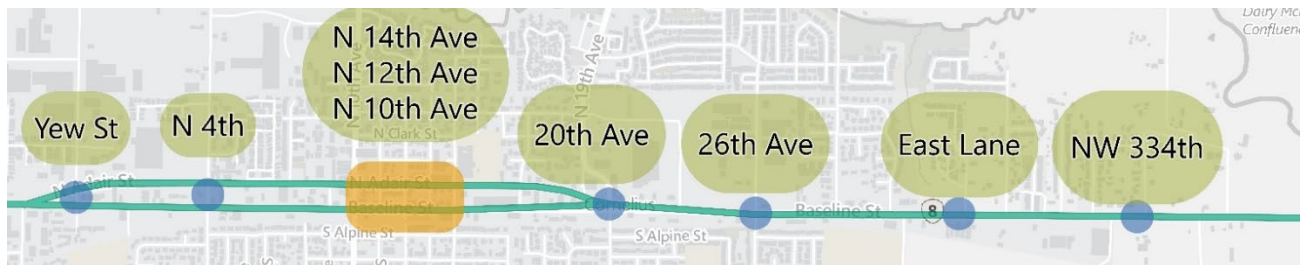


Table 10. Feedback on Station Locations in Cornelius

Station Location Feedback (Cornelius)					
“Stations are too far apart”	“Stations have unsafe crossings”	“Stations have missing or unsafe sidewalks”	“Stations are near enough”	“Stations will offer more comfort”	“Enhanced access with upgraded crossings and sidewalks”
6	3	2	103	71	57

Table 11. Preferred Station Location in Cornelius

10 Ave /12 Ave /14 th Ave Preference		
10 th Ave	12 th Ave	14 th Ave
39% (61 votes)	39% (62 votes)	22% (35 votes)

2.2.2.5. Forest Grove

The proposed stations in Forest Grove received an average rating of 4.1. A large majority of the feedback about the stations was positive. The biggest concern among those who rated the stops poorly was that the stations were too far apart (see Table 12).

There were 22 open-ended comments submitted about these station locations. Most wished to see better transit connections throughout Forest Grove, particularly to retail destinations, medical clinics, and downtown. Many were supportive of consolidating bus stops, noting it would improve frequency and reliability.

151 total survey respondents lived in Forest Grove. Among them, 68 were frequent riders and 34 were regular riders.

Figure 5. Proposed Station Locations in Forest Grove

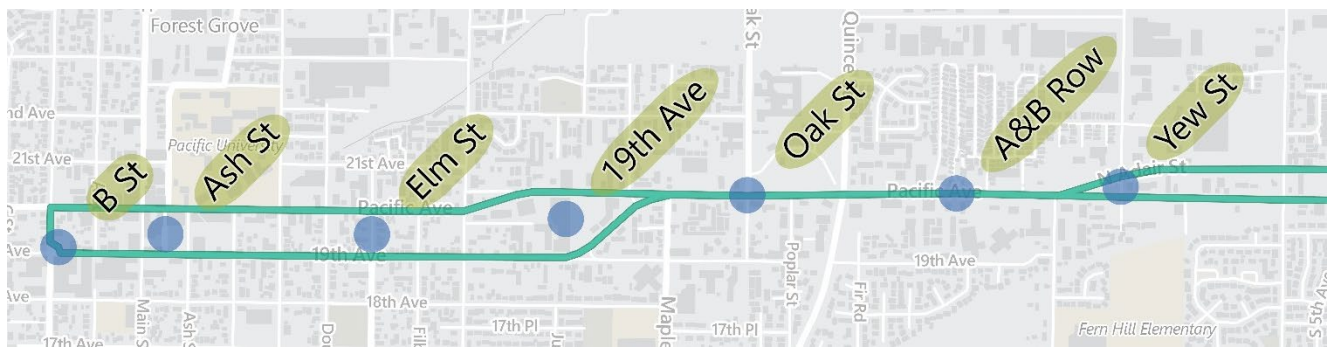


Table 12. Feedback on Station Locations in Forest Grove

Station Location Feedback (Forest Grove)					
“Stations are too far apart”	“Stations have unsafe crossings”	“Stations have missing or unsafe sidewalks”	“Stations are near enough”	“Stations will offer more comfort”	“Enhanced access with upgraded crossings and sidewalks”
15	4	7	133	82	68

3. Open-ended Comments

The online survey received a total of 266 open-ended comments. These responses touched on a wide range of topics related to the priorities and interests of community members throughout the TV Highway Corridor. The most prominent themes include comments related to bus service operations (29% of open-ended comments), support for the TV Highway Transit Project (27%), and bus stop amenities (19%) (see Table 14. Note: comments were coded for one or more themes as appropriate). A total of 45 open-ended comments were submitted in Spanish, while all other comments were in English (Table 13).

Table 13. Open-Ended Comments by Language

Open-ended Comments by Language	
Language	# of comments
English	221
Spanish	45
Total	266

Table 14. Open-Ended Comments Categorized by Theme

Open-ended Comment Themes	
Theme	# of comments
Bus frequency and reliability	78
Support	71
Bus and station amenities	51
Pedestrian safety	36
Equity	21
Access to transit	16
Personal safety	14
Confusion about project details	9
Bicycle safety	6
Against project	4
Other/ additional	39

3.1. Bicycle and Pedestrian Safety

Safety for pedestrians and cyclists was a major concern, mentioned in 55 comments (See Table 15 & 16). The top priorities for improving safety were better sidewalks and protected bike lanes. Additional suggestions for improving safety included:

- Better lighting to enhance visibility at night
- Wider sidewalks to accommodate more pedestrians
- Safe access to transit stations through infrastructure investments and dedicated walking and biking routes.

Respondents also emphasized the importance of creating continuous protected bike lanes throughout the entire corridor, addressing gaps in sidewalks, and providing safe crossings at railroad tracks. Below are some comments we received:

- *“I walk TV Hwy a lot. And I have seen very often people having to access bus stops on the south (eastbound) side in unsafe ways...I always pray when I see pedestrians trying to cross TV Hwy.”*
- *“Some of the changes would increase walk time, but if there's a safe place to walk and to cross at all stations, that is good enough.”*
- *“FX, dedicated protected bike lanes, and safety features to help disincentivize unsafe driving will go a long way to build a new road that works for everyone.”*

Table 15. Pedestrian Safety Feedback by Theme

Open-ended Comments about Pedestrian Safety	
Theme	# of comments
Crosswalks	17
Wider sidewalks	2
Signals	2
General/non-specific	6
Lighting	3
Accessibility	3
Sidewalk Improvements	3
Total comments about pedestrian safety	36

Table 16. Bicycle Safety Feedback by Theme

Open-ended Comments about Bicycle Safety	
Theme	# of comments
Protected Bike Lanes	5
General Bike Safety	1
Total comments about bike safety	6

3.2. Bus Frequency and Reliability

Just over one quarter of all open-ended responses (26 percent) addressed various aspects of bus service operations, such as service hours, frequency, speed, and reliability. Out of the 69 total comments about bus frequency and reliability, 22 specifically requested extended service hours, including early morning, late-night, and 24-hour options (See Table 17). Many commenters expressed enthusiasm for improving bus frequency, reliability, and speed along TV Highway. While many others also voiced frustrations about late or delayed buses, calling for greater reliability to support timely commutes and transit connections. Extending service hours is outside the scope of discussions for this project, but the input has been shared with TriMet’s service planning team. Frequency, reliability and speed are service elements that would be addressed by this project.

The following comments summarize some of the opinions expressed:

- *“They need more 57 buses in the evening, it can get overcrowded easily.”*
- *“Having buses run more frequently and also have more room for them will help tremendously with being able to get to work on time easier even when it gets busy.”*

Table 17. Bus Frequency and Reliability Feedback by Theme

Open-ended Comments about Bus Frequency and Reliability	
Theme	# of comments
Service hours expansion	22
Frequency	17
Faster speeds/delays	12
Reliability	11
Bus priority treatments	8
Bus crowding	4
Route recommendation	3
Choice transit rider	1
Total comments about bus service	78

3.3. Bus and Station Amenities

Nearly 20 percent of all comments (51) emphasized the need to improve amenities at bus stations. Commenters expressed strong interest in improving bus shelters, lighting at and near stations, and adding more seating at stations and on buses (see Table 18). Several were eager for shelter improvements, seeing them as important for their comfort and wellness. Others highlighted safety concerns related to insufficient lighting. Calls for cleaner and better-maintained stations were also a recurring theme. Below are some of the comments received:

- *“Lighting is a problem when I go out to catch the bus at 6am. No sidewalks and the buses don't always see me.”*
- *“Shelters should be at every stop, the weather is harsh & being someone who rides due to disability I need to be able to sit down.”*
- *“More frequent buses and shelters will better protect us from the elements. Many of us are sick, poor or injured and this will help greatly.”*

Table 18. Bus and Station Amenities Feedback by Theme

Open-ended Comments about Bus and Station Amenities	
Theme	# of comments
Shelters	11
Lighting	10
Seating	9
Trash cans / cleanliness	8
Real time arrival information	6
Bus design	5
Vending machines	2
Total comments about bus and station amenities	51

3.4. Personal Safety

14 commenters highlighted personal safety concerns while waiting for the bus. While many called for improved security measures, they did not explicitly share their specific concerns. Many recommended adding security personnel to stops to enhance their sense of safety (see Table 19). Below is some of the feedback we received:

- *“Nice stations are great, but security is still a serious problem and the major reason I don't ride more often.”*
- *“There are times when I have felt generally uncomfortable at these stops.”*
- *“Place security personnel on buses and trains at night. It can be very dangerous to travel at this time.”*

Table 19. Personal Safety Feedback by Theme

Open-ended Comments about Personal Safety	
Theme	# of comments
Desire for more security personnel	8
Feeling unsafe at stops	3
General/non-specific	2
Cameras	1
Total comments about personal security	14

3.5. Equity

Over half of the comments about equity focused on issues related to disability (see Table 20). Many noted the lack of sufficient seating on buses and at stations, which made riding Line 57 particularly difficult for people with disabilities. Other comments stated that faster, more reliable busses with improved station amenities will benefit seniors, low-income riders, and others who depend on transit to get around. Comments about language accessibility recommended providing more multilingual materials, including signs and emergency phones, to better serve non-English speaking riders. Below are some of the comments received:

- *“More busses are needed, I'm disabled and use a walker, I'm past [sic] up due to no availability to sit.”*
- *“Some stops I have to sit on the ground because I cannot physically stand long enough to wait for the bus.”*
- *“I think the project is excellent since there are many people who do not have a way to get around and this would help them a lot.”*

Table 20. Equity Feedback by Theme

Open-ended Comments about Equity	
Theme	# of comments
Disability-related concerns	12
Language accessibility	4
Senior riders	3
Low-income riders	3
Total comments about personal security	21

4. Demographics of Survey Respondents

More than 95 percent of participants answered optional demographic questions about their race, gender, age, income, and household size. Over 70 percent of participants responded to a question about physical difficulties and 35 percent indicated they spoke a language other than English. All demographic data in this report is specific to those who participated in the TV Highway Community Survey. It is not intended to represent the demographics of the surrounding community.

4.1. Race and Language

Among those who responded to the demographic questions, 45 percent identified as white and 35 percent identified as Hispanic or Latino/a/x (see Table 21). Smaller percentages of participants identified as Asian or Asian American (6 percent), American Indian or Alaska Native (5 percent), and Black or African American (5 percent).

Most respondents reported that their primary language was English, followed by Spanish (32 percent). See Table 22.

Table 21. Race/Ethnicity

Race	# of respondents	% of respondents
White (Non-Hispanic)	471	45%
Hispanic or Latino/a/x	363	35%
Asian or Asian American	61	6%
American Indian or Alaska Native	52	5%
Black or African American	49	5%
Middle Eastern or North African	10	1%
Native Hawaiian or Pacific Islander	5	
Race(s) or ethnicity not listed	24	2%
Prefer not to answer/ no answer	92	9%

Table 22. Languages Spoken

Language	# of respondents	% of respondents
English	866	83%
Spanish	336	32%
Chinese	8	1%
Vietnamese	7	1%
Korean	5	<1%
Russian	1	<1%
Arabic	6	1%
Other	24	2%
Prefer not to answer/ no answer	26	2%

4.2. Gender

Table 23. Gender Identity

Gender Identity	# of respondents	% of respondents
Man	506	48%
Woman	431	41%
Nonbinary or gender non-conforming	44	4%
Woman, Nonbinary or gender non-conforming	9	1%
Man, Nonbinary or gender non-conforming	4	<1%
Man, Woman	1	<1%
Nonbinary or gender non-conforming, Gender not listed	1	<1%
Gender(s) not listed	1	<1%
Prefer not to answer	51	5%

4.3. Age

Table 24. Age Demographics

Age Range	# of respondents	% of respondents
13-17	25	2%
18-24	149	14%
25-34	250	24%
35-44	197	19%
45-54	171	16%
55-64	128	12%
65-74	70	7%
75+	28	3%
Prefer not to answer	30	3%

4.4. Income and Household Size

The largest group of respondents reported a total household income of less than \$30,000 (28 percent) (see Table 25). 20 percent reported household incomes between \$30,000 and \$50,000, and 9 percent reported household incomes between \$50,000 to \$70,000.

Household sizes were evenly distributed among respondents. The largest group reported living alone (29 percent), followed by two-person households (24 percent), and three to four-person households (27 percent) (see Table 26).

Table 25. Household Income

Income Range	# of respondents	% of respondents
Less than \$30,000	286	27%
\$30,000 to just under \$50,000	206	20%
\$50,000 to just under \$70,000	94	9%
\$70,000 to just under \$90,000	51	5%
\$90,000 to just under \$110,000	38	4%
\$110,000 to just under \$150,000	44	4%
\$150,000 or more	59	6%
Prefer not to answer/ no answer	242	23%

Table 26. Household Size

Household Size	# of respondents	% of respondents
1	297	28%
2	248	24%
3	167	16%
4	112	11%
5	63	6%
6 or more	48	5%
Prefer not to answer/ no answer	113	11%

4.5. Disability status

The following question was asked: “Do you have difficulty doing any of the following activities?” The word disability was not used in the survey. See Table 27.

Among those who responded to the demographic question about difficulty doing various activities, 20 percent reported having a walking disability, 13 had a visual impairment, and 5 percent had a hearing disability (see Table 27). 12 percent indicated they had difficulties other than the options provided.

Table 27. Demographic information on physical and other difficulties

Activity respondent has difficulty doing	# of respondents	% of respondents
Walking or climbing steps	154	15%
Seeing, even when you are wearing glasses	104	10%
Hearing, even when you are using a hearing aid	36	3%
Using fine motor skills to interact with smartphone screens	18	2%
Other difficulties	97	9%

Number of difficulties	# of respondents	% of respondents
0	742	71%
1	238	23%
2	43	4%
3	18	2%
4	4	0%
5 or more	3	0%

4.6. Survey Language

The majority of respondents took the survey in English (85%), while 156 respondents (15%) used the Spanish version of the survey (see Table 28). Only 2 respondents (0.2%) opted for the Vietnamese version.

Table 28. Survey Language

Language	# of respondents	% of respondents
English	890	85%
Spanish	156	15%
Vietnamese	2	0.2%

5. Next Steps

The results of this survey will be shared with decision-makers and used to inform the next phase of design. In early 2025, the TV Highway Transit Project Steering Committee will recommend a list of general station locations that will then be approved by local jurisdictions along the TV Highway corridor. All project partners will continue working throughout 2025 to secure funding for project construction. If funding is secured, construction could start in 2027 and the new bus service could open in 2030.