

May Open House Event Summary

TV Highway Corridor Plan • Aloha-Reedville Study & Livable Community Plan

Date: Tuesday, May 8th, 2012

Time: 5:00p.m. – 7:00p.m.

Location: International School of Beaverton
School Cafeteria
17770 SW Blanton Street
Aloha, OR 97007



On Tuesday, May 8, 2012, the TV Highway Corridor Plan (TVCP) project and the Aloha-Reedville Study & Livable Community Plan held a spring public open house event. Event participants had the chance to learn about both projects and talk to staff members. Participants also had the chance to learn about community organizations based in Aloha-Reedville at hosted information booths.

This event provided several activities and opportunities for the public to provide input on both the TVCP and Aloha-Reedville Study projects. The TVCP project team presented potential transportation solutions to be considered for the final TV Highway Corridor Plan. Event participants were asked to provide input on draft transportation solutions and to prioritize the solutions. The Aloha-Reedville Study continued to explore community needs and opportunities in the areas of transportation, housing, jobs and business.

Project team members from Oregon Department of Transportation, City of Hillsboro, Washington County, and consultant project team members staffed the event.

Participation by several community organizations added to the event's success, by providing valuable information on services, projects and activities in the Aloha-Reedville area. The following organizations provided information at this event:

- South Hillsboro Plan
- PNWR Railroad and Operation Lifesaver
- Aloha Library Association
- Aloha Business Association
- Washington County Health and Human Services
- Community Participation Organizations (CPO's)



Over 90 participants were greeted by project staff at the sign-in table, where event information and surveys were handed out.

For Spanish-speaking community members, a Spanish-language translator, Spanish newsletters and project surveys were all made available.

Notification

The open house event was publicized through a newsletter that was mailed to residents living within a quarter mile of TV Highway and emailed to community members on the TVCP and Aloha Reedville Study interested parties' lists. Additionally, the events were advertised on the project websites (www.tvhighway.org and www.co.washingto.or.us/alohareedville); through news releases issued by ODOT; on display ads in the Hillsboro Argus, El Hispanic News and Beaverton Times; as well as in the Hillsboro City newsletter.

Project Information Stations and Materials

Project Stations included the following materials and information:

TV Highway Corridor Plan:

The TVCP station focused on identifying near-term and future transportation solutions for the TV Highway Corridor. Information materials were available to guide discussion and a transportation improvement timing exercise was undertaken to gather input.

Stations:

- **Welcome/ Sign In** – In addition to sign in sheets, meeting participants were greeted and offered copies of English and Spanish newsletters, ODOT state maps, and participant packets which included surveys, potential transportation solutions information, and instructions on the TVCP solutions timing exercise.
- **What We've Heard** – A Wordle displayed key terms used by the public to describe transportation in the project area since the beginning of the project.
- **Project Overview** – This station provided a preview of what has happened to date and what the next steps will be for the TVCP project. Displays included the project purpose and goals, a schedule with information on funding and implementation, an overview of how solutions are being developed and which solutions are not being carried forward, and a study area map.
- **Draft Solutions Development** – This station provided context into what was considered in the development of the potential transportation solutions. Available at this station were displays showing the Transportation System Solutions Priorities, list of potential solutions by mode, and some photos that illustrated some of the potential improvements.
- **Potential Solutions Timing Exercise** – Potential improvements were divided by mode category (Multi-Modal, Bicycle and Pedestrian, Transit, Motor Vehicle and Freight) and provided the option for participants to indicate whether they think the solutions should be a short term (0 – 5 years), mid-term (5 – 15 years), or long term (15+ years) solution. Participants were given dots to indicate what each solution's implementation timing should be.
- **Geographic Area Solutions Maps** – Large format maps illustrated potential locations of some of the transportation solutions. The maps were divided by specific sections of the project area, including a West-end to Brookwood map, a Brookwood to 209th map, a 209th to 170th map, and a 170th to Cedar Hills map.
- **Comment Area** – Extra copies of the survey and general comment flip charts were made available for meeting participants in the comment area.



- **Kids Activity Table** – Transportation coloring sheets and other activities were available to event participant’s children.

Aloha-Reedville Study and Livability Plan:

The Aloha-Reedville Study activities included solicitation of community aspirations (benefits and issues within the community) on chart packs, maps, written and online surveys and discussions with project team members. Other activities were an awareness building exercise regarding housing and transportation costs, a mapping exercise to identify potential new business opportunities and locations and a dot exercise providing opportunity to indicate support for an array of community options.

Stations:

- **Large-format map of Aloha-Reedville**
- **What We’ve Heard:** A Wordle made up by the most common feedback terms from Aloha-Reedville residents
- **Housing and Transportation:** This included an exercise regarding housing and transportation costs.
- **Jobs and Business:** This station provided a mapping exercise to identify potential new business opportunities and locations.
- **Dot Exercise:** The dot exercise involved four topic areas: Community Prosperity, Housing, Transportation Options and Other. Community members were asked to use dots to provide opinion about which possibilities provide benefit to the community. Attendees were provided with six dots to indicate preferences.



Public Input Collected for TVCP

Flip Chart Notes

Flip charts were made available to collect public comment. For some of the comments, meeting participants used the dots from the project prioritization exercise to emphasize their agreement with the public comment. The following comments were captured on flip charts, along with the count of dots, where applicable.

- The TV Highway and 209th intersection is defective and dangerous, especially regarding left-hand turns. It needs immediate and long term fixes. Need better screening on south side of TV Highway as well as more trees and shrubs. (dots: 1)
- I really like the flashing arrows. (dots: 2)
- Clean up along the railroad. (dots: 9)
- Need Westside by-pass. (dots: 22)
- Need more bike access:
 - 209th needs a continuous bike lane. (it is dangerous)
 - 170th north of TV Highway also needs continuous bike lanes. (dots: 1)
 - 185th and TV Highway also needs continuous bike lanes.
- The new signal at 178th and 35 mph speed limit is primo.
- Need solution for TV Highway at Canyon and Cedar Hills Blvd intersection. dots: 1)
- Increase mobility on TV Highway. (dots: 13)
- Explain “Alternative Mobility Standards” to the public. (dots: 6)
- Need a signal at 175th and Kinnaman. (dots: 4)
- Intersection improvements needed now at Cornelius Pass Rd. and TV Highway.
- Require all new traffic in and out of new South Hillsboro to be by air. (dots: 2)
- Fix bike lanes to nowhere!
- Whenever there are sidewalks missing at a bus stop, put a concrete pad long enough to cover both bus doors. Without one, passengers step off into a ditch or the driver stops in an inside lane. (dots: 2)
- No raised medians! (dots: 7)
- Blanton by Post Office needs to be aligned and a light. (dots: 4)
- Make transport of all kinds safer by requiring bikers and pedestrian to follow the rules.
- Make pedestrian light changes to walk whenever there is sufficient time to cross. It is annoying to reach the intersection just after the light turns green, wait through an entire cycle and realize that there was enough time to cross.
- Better advertise adaptive signal technology projects to promote their efficiency.
- Provide cost amounts for the proposed solutions to help with prioritization.

Potential Solutions Timing Exercise Results

The following charts reflect public feedback collected on the potential implementation timing for potential transportation solutions. The numbers listed under the columns Short Term, Mid Term, and Long Term indicate how many dots event participants gave each of the timing options for each solution.

For more information on each of the potential solutions, please refer to the [Potential Transportation Solutions Package](#) available on TVHighway.org (located with the open house materials).

Multimodal

Possible Solutions	Project Team Recommendation	Short Term (0-5 years)	Mid Term (5-15 years)	Long Term (15+ years)
<ul style="list-style-type: none"> Support and promote employer incentive programs to reduce driving 	Short Term	15	4	0
<ul style="list-style-type: none"> Provide real-time traveler information for TV Hwy and other major routes in the area 	Short Term	8	4	2
<ul style="list-style-type: none"> Improve bus stops along TV Hwy 	Short Term	21	1 (1 between short/mid)	0
<ul style="list-style-type: none"> Add street lighting on TV Hwy 	Short Term	21	1 (1 between short/mid)	0
<ul style="list-style-type: none"> Improve signal timing (all modes) 	Short Term	34	2	0
<ul style="list-style-type: none"> Reduce vehicle turn movements to/from driveways on TV Hwy 	Short Term to Mid term	11	0	7
<ul style="list-style-type: none"> Provide new local streets to improve connectivity around TV Hwy 	Short Term to Mid term	9	6	6
<ul style="list-style-type: none"> Improve existing North-South routes for all modes 	Short Term to Long Term	20	10 (1 between short/mid)	1

Bicycle & Pedestrian

Possible Solutions	Project Team Recommendation	Short Term (0-5 years)	Mid Term (5-15 years)	Long Term (15+ years)	Never*
<ul style="list-style-type: none"> Add directional wayfinding signs 	Short Term	16	2	0	1
<ul style="list-style-type: none"> Improve TV Hwy pedestrian and bicyclist crossings 	Short Term	21	3 (1 between short/mid)	0	1
<ul style="list-style-type: none"> Fill gaps in sidewalks along TV Hwy and on North-South connecting streets 	Short Term	23	1 (1 between short/mid)	0	1
<ul style="list-style-type: none"> Provide bicycle facilities on TV Hwy 	Short Term	18	3	0	2
<ul style="list-style-type: none"> Develop continuous East-West parallel bike routes North and South of TV Hwy 	Mid Term	14	2	2	1
<ul style="list-style-type: none"> Complete regional trails in corridor 	Mid Term	2	7	2	1
<ul style="list-style-type: none"> Add landscape buffer with trees between sidewalks and TV Hwy 	Mid Term	10	1	6	1
<ul style="list-style-type: none"> Add a buffered bicycle lane on TV hwy 	Long Term	4	3	6	1

*Note: The *Never* column was added to the chart by public participants at the open house.

Transit

Possible Solutions	Project Team Recommendation	Short Term (0-5 years)	Mid Term (5-15 years)	Long Term (15+ years)
<ul style="list-style-type: none"> Improve existing bus service within TVCP area (#57 and other routes) 	Short Term	22	1	0
<ul style="list-style-type: none"> More detailed study to determine long-term transit solutions for TV Hwy 	Short Term	5	8	2
<ul style="list-style-type: none"> Add new North-South bus service between south Hillsboro and MAX 	Mid Term	24	3	1 (1between mid/long)

Motor Vehicle & Freight

Possible solutions	Project Team Recommendation	Short Term	Mid Term	Long Term	Never*
Public community rail safety education	Short Term	9	1	2	1
Add automated speed enforcement cameras	Short Term	1	0	4	5 In addition to 5 more that are under a "don't like" category.
Improve specific intersections along TV hwy	Mid Term to Long Term	32	0	0	1

*Note: The *Never* column was added to the chart by public participants at the open house.

In addition to the potential transportation solutions developed by the project team and committee members, event participants suggested additional solutions to be considered. The following is a list of those solution suggestions (along with additional public comments).

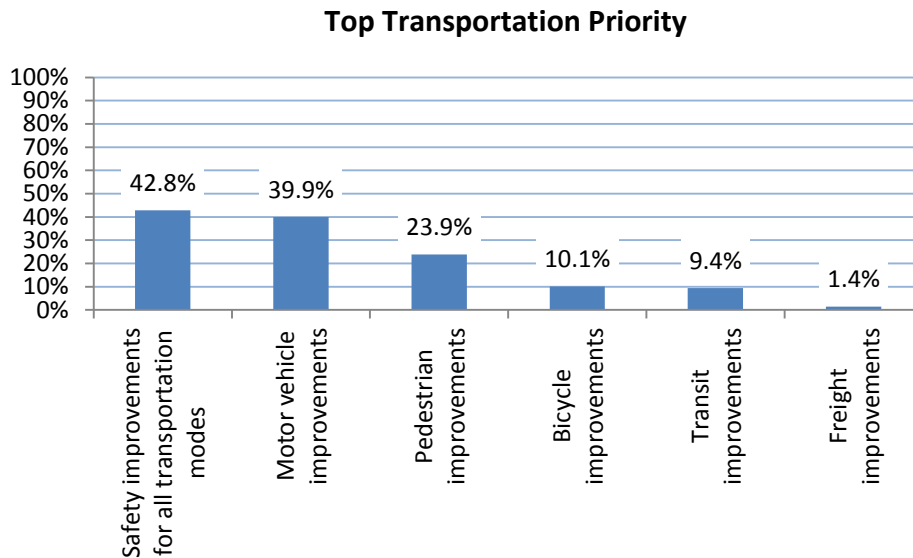
Other Solutions	Public Comments
<ul style="list-style-type: none"> Add security cameras at transit stops 	<ul style="list-style-type: none"> 5 dots Yes please!
<ul style="list-style-type: none"> Install secure fencing on south side of railroad track between authorized crossings 	<ul style="list-style-type: none"> 5 dots Build pedestrian bridge over railroad tracks + TV Hwy to connect to businesses. To stop traffic flow like they have is crazy! Let businesses donate/help build the bridges. Who will maintain? No
<ul style="list-style-type: none"> Consolidate number of at-grade rail crossings 	<ul style="list-style-type: none"> 3 dots Make all crossings at grade, 209th/229th vs. 198th, create controlled left turn only at 209th west No. Add crossings.
<ul style="list-style-type: none"> Provide “Jughandle” left turns near major TV Hwy intersections 	<ul style="list-style-type: none"> No
<ul style="list-style-type: none"> Add new bus service on parallel streets north and south of TV Hwy (e.g., Alexander, Blanton) 	<ul style="list-style-type: none"> 6 dots If both ways on both streets Yes widen Blanton and Alexander, add bike path, encourage bus routes here. Not on TV Hwy. Clear Hwy for auto traffic. Bus service on bike routes? No! Too narrow (2 dots in agreement)
<ul style="list-style-type: none"> Add a High-Occupancy Vehicle (HOV) Lane 	<ul style="list-style-type: none"> 2 dots Won’t work on TV Hwy. I agree (and a “me too” next to it) Will work is buses and bikes on side street- Blanton and Alexander.
<ul style="list-style-type: none"> Create a couplet between Cornelius Pass Road and 170th Avenue (makes Alexander one-way westbound and Blanton one-way eastbound) 	<ul style="list-style-type: none"> No! No! No! (2 dots next to it) 2 dots Yes, might help (response to it– not for pedestrians, though?) NO – cruel to local residents! The streets aren’t even coupled. They’re ½ mile apart with TV Hwy in between (1 dot next to it). No, this is unacceptable for local residents.
<ul style="list-style-type: none"> Relocate railroad underneath the TV Highway median (cut-and-cover) and use existing railroad land for multimodal use 	<ul style="list-style-type: none"> No. Expensive- use money to make that side look better (sidewalks, clean up). Make railroad a MAX line with bike and ped way

	<p>next to it</p> <ul style="list-style-type: none"> • Dot + yes! • Interesting, yet expensive (3 dots next to it)
<ul style="list-style-type: none"> • Add undercrossing of railroad tracks for pedestrians and bicyclists (Between 209th and 160th Avenues) 	<ul style="list-style-type: none"> • 8 dots • No.

Event and Online Survey Results

A joint-project survey for TVCP and the Aloha-Reedville Study was made available at the open house event and on the TVCP project website, in both English and Spanish. The online survey was made available from May 8th – May 15th. All together, 140 surveys (both at the event and online) were completed.

- 1) Question one asked survey participants what their **top transportation priority** was. The top priority of survey participants was *Safety improvements for all transportation modes* (43%), followed by *Motor vehicle improvements* (40%).



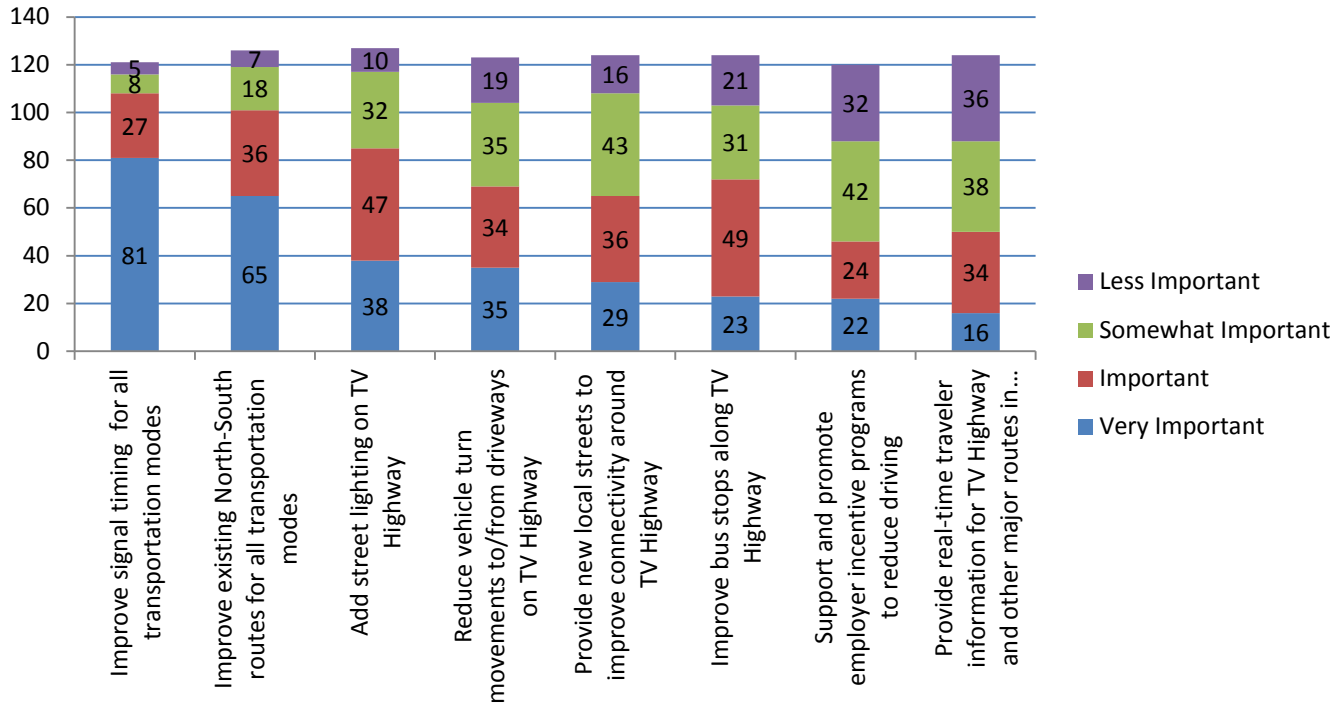
The next set of questions asked survey participants to rank potential transportation solutions in order of Very Important, Important, Somewhat Important, and Less Important. Each set of questions was divided by mode category.

Overall, the potential improvement concepts that were ranked as being the most important (when responses for both Very Important and Important are added together), include the following:

- *Improve signal timing for all transportation modes (108 responses)*
- *Improve specific intersections along TV Highway (105 responses)*
- *Improve existing North-South routes for all transportation modes (101 responses)*
- *Fill gaps in sidewalks along TV Highway and on North-South connecting streets (99 responses)*
- *Add street lighting on TV Highway (85 responses)*
- *Improve TV Highway pedestrian and bicyclist crossings (77 responses)*
- *More detailed study to determine long-term transit solutions for TV Highway (76 responses)*

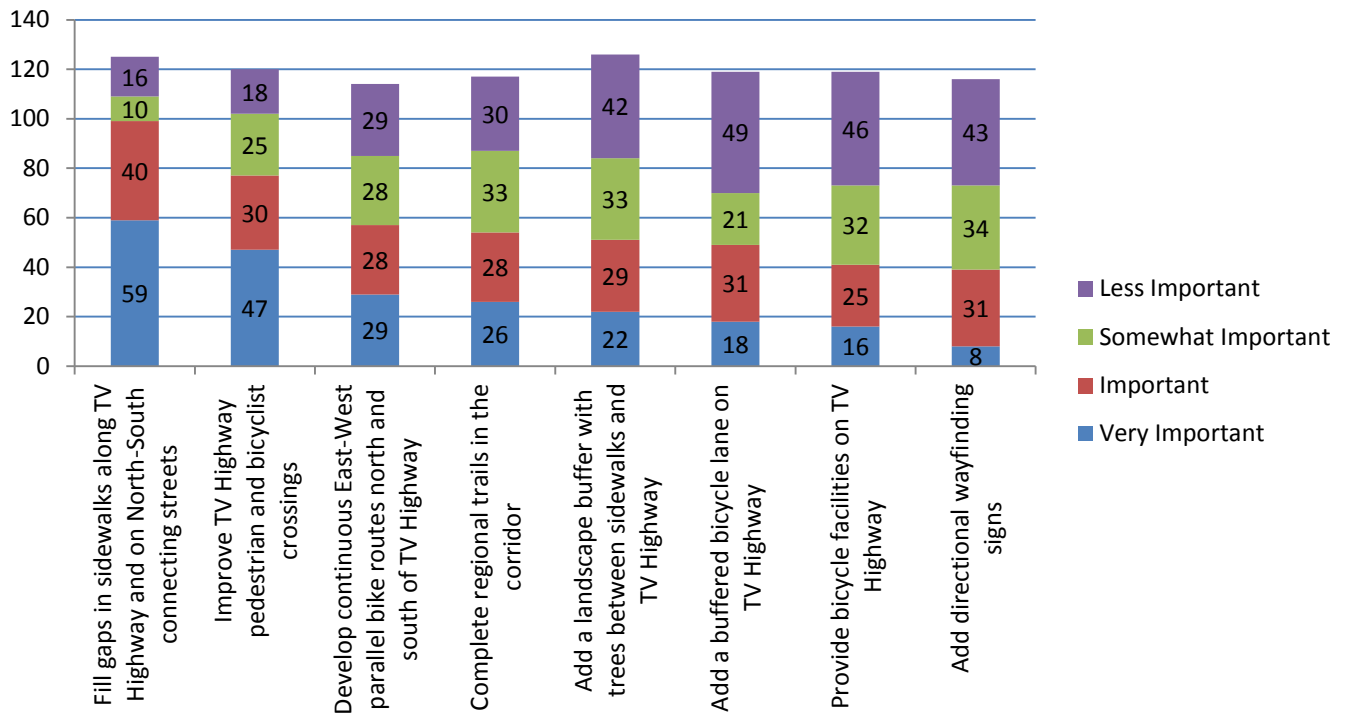
2) **Multi-Modal:** In order of solution with the most counts for Very Important, survey participants ranked *Improve signal timing for all transportation modes* as being the most important. Providing real-time traveler information for TV Highway and other major routes in the area received the most responses for being Less Important.

Most Important Multi-Modal Solutions



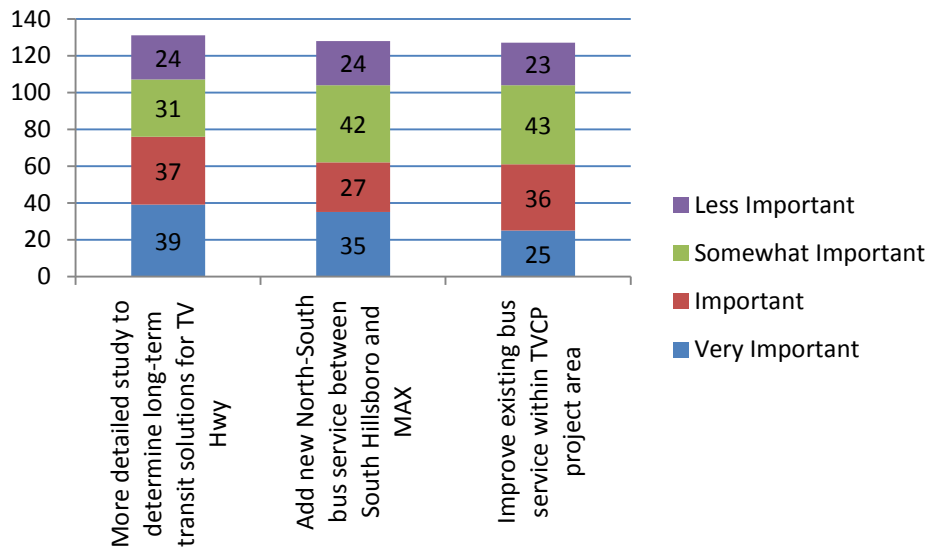
4) **Bicycle and Pedestrian:** In order of solution with the most counts for Very Important, survey participants ranked *Fill gaps in sidewalks along TV Highway and on North-South connecting streets* as being the most important Bicycle and Pedestrian solution (59 responses for Very Important). (See chart on next page)

Most Important Bicycle & Pedestrian Solutions



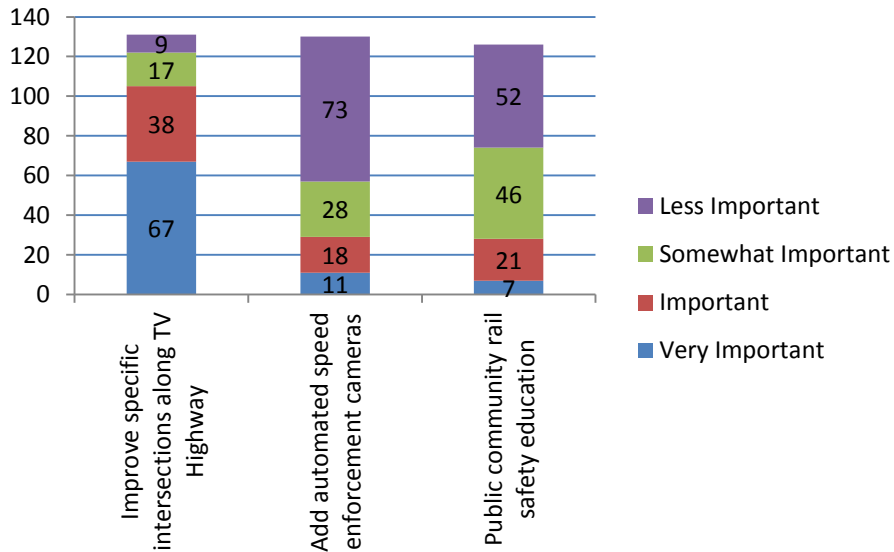
5) **Transit:** In order of solution with the most counts for Very Important, survey participants ranked *More detailed study to determine long-term transit solutions for TV Highway* as being the most important (39 responses for Very Important). Following that, *Add new North-South bus service between South Hillsboro and the MAX* was the next most important (35 responses for Very Important).

Most Important Transit Solutions



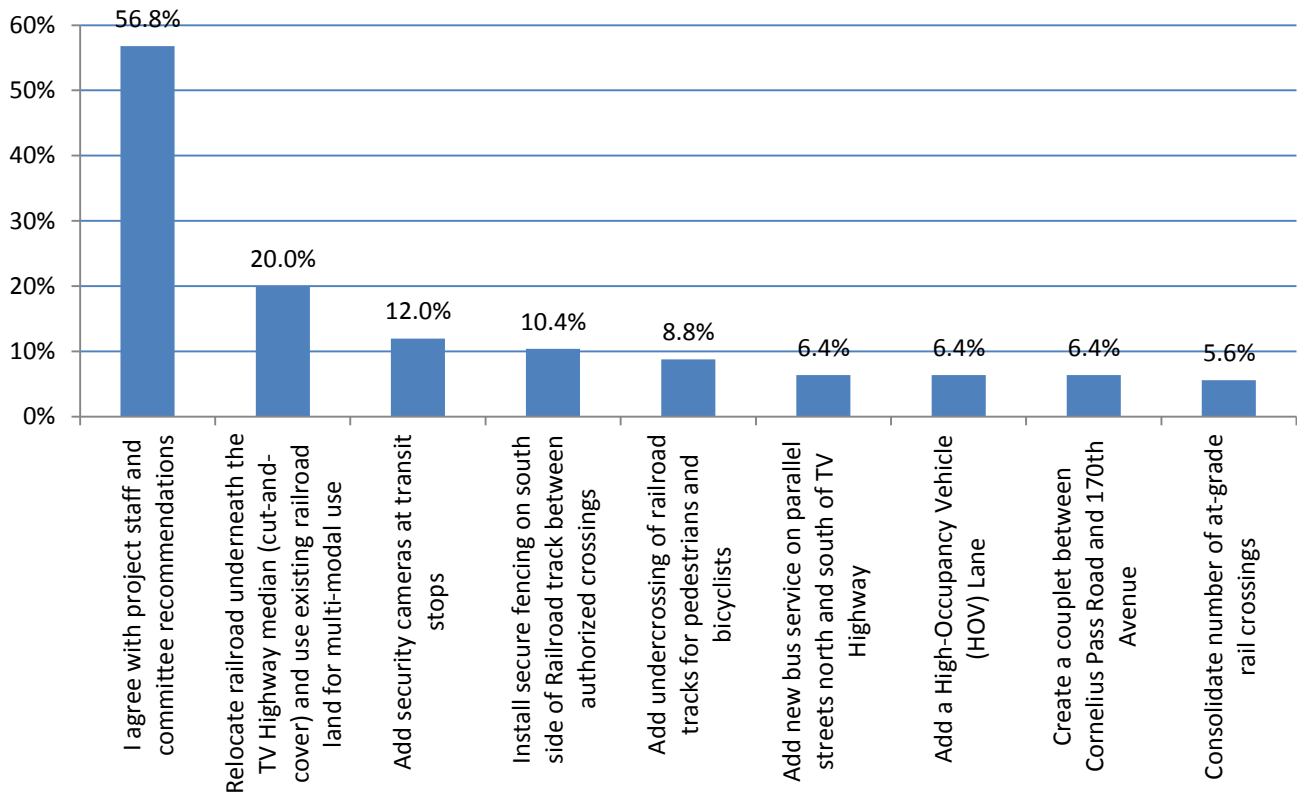
- 6) Motor Vehicle and Freight: In order of solution with the most counts for Very Important, survey participants ranked *Improve specific intersections along TV Highway* as being the most important (67 responses for Very Important). For this question, *Public community rail safety education* received the most responses as being Less Important (52 responses for Less Important).

Most Important Motor Vehicle & Freight Solutions



- 7) The next survey question explained that the project team, Technical Advisory Committee and Community Advisory Committee have recommended not moving certain proposed solutions forward. It asked survey participants to say whether they agreed with those recommendations or if any of the solutions should continue to be considered. The majority of survey participants agreed with the staff and committee recommendations (57%). Twenty percent (20%) of the survey participants however, said that the solution *Relocate railroad underneath the TV Highway median and use existing railroad land for multi-modal use* as being one to reconsider. (See chart on next page)

Transportation Solutions to Reconsider



8) The last TVCP-specific question asked survey participants if there is anything else the project team should know. This question received 46 responses. Most of the responses to this question reinforced TVCP project findings in addition to multiple comments regarding the need for general beautification and clean up of the corridor area. *The following is the complete list of responses to this survey question.*

- The thing that I am most interested in is bicycle and pedestrian improvements to TV Highway. I think a bike/ped pathway would be very important, but not along TV Highway itself. If it could run in some of the railroad area, that would work. Even better would be on a parallel road North or South of TV HWY. The real issue here is that bikes and pedestrians DO NOT want to bike and walk along a road with cars flying by at 45 MPH. Even if there are sidewalks and bike paths. Don't waste money investing in bike paths like the ones on Baseline or Evergreen that are rarely used. The reason no one uses them is because they are not enjoyable or safe places to bike! Bicyclists and pedestrians want slow, quiet streets. If you use parallel streets North or South of TV HWY, consider putting car barriers every several blocks to limit the number of cars using side streets for long travel.

Additionally, you need to improve North and South pathways so that people can get up to the big employment areas closer to 26 (Intel campuses, etc...).

- Remove street lighting from TV Hwy. Do not spend any money to improve motor vehicle experience. Add speed bumps along length of all E/W streets: Alexander, Blanton, TV, Farmington, Johnson. Freight should be on the train, not in large trucks.
- The biggest issue for TV Hwy is making it at LEAST 4 lanes both directions. Anything less and we will be doing this all over again in 20 yrs.
- Finish the job widening Farmington Road to 209th and Finish 198th from TV to Farmington Road.
- Add bus service to Cornelius Pass Rd.
- Improving MORE north-south routes between TV Hwy and Hwy 26 in Beaverton, Aloha, Hillsboro and Forest Grove. Just "fixing" Cornelius Pass Road as a north-south route is NOT enough. Also, using TV Hwy as a major east-west "freeway" will not last and cannot continue.... A new actual real highway/freeway will need to be constructed next to TV Hwy eventually. Look at Eugene's "Beltline" highway as an example.
- 170th North of TV Highway needs to be expanded to two lanes all the way to Jenkins. Additionally, train traffic on TV highway needs to be eliminated altogether, or scheduled for night travel only. School buses should not be required to stop at railroad tracks that have security gates/arms.
- Please mandate no more liquor licenses in the Aloha-Reedville area. My husband who does not drink has been pulled over too many times when he forgets to put on his seat belt.
- Larger sidewalks that handle pedestrians and bicycles, removing the bicycles from the highway.
- Consider the following:
 - a) Left turn light at TV and 209th (widening of 209th)
 - b) Removal/relocation of the freight rail line
 - b) Widening of Farmington and 198th
- Thank you to all for working to improve the community!
- Have you considered making a couplet between Cornelius Pass and 170th using TV Highway going west and Alexander going east? This would take the traffic next to the business area going both directions.
- I'd like a trail next to the rails, all along TV Hwy. People want to go to the stores along TV Hwy.
- Anything you can do to make the TV Highway look nicer, i.e. limiting signage along road, adding trees and creating sidewalks and or pathways to be more pedestrian/bike friendly.
- A re-evaluation of the existing speed limits, might improve flow.
- Subsidize Stimson Lumber with gas tax credits to move lumber transit to Highway 26 and off the rail tracks. Create a trolley system from Hillsboro to Beaverton with business development on south side tracks.
- This may not be your department....but the variety of signage by business and city in Aloha needs to be simplified. It is looking like 82nd street in Portland. I know there are rules about business signage, but there must be little money to enforce them. It makes the community ugly!
- No additional comments. Planning spot on.
- Clean up the TV hwy along the bike lanes on a regular basis, so bikers do not get flat tires. Get rid of those huge billboards along the TV. Get the Mr. Peeps business removed from the Aloha area. It brings in undesirable riff-raff.
- Cut the grass along the rail line, post signage for safety.
- Why not make the North and Southbound lanes of 209 Ave. and 234 Ave. /Century Blvd. separate green lights, as this would be cheaper and easier than trying to put in left turn lights and it would allow more traffic to make left turns at these intersections. The pedestrian crossing

signals would also be tied in for right turn traffic rather than left turn traffic.

- I would really like to see more sidewalk connectivity throughout the area not just north and south to TV Highway.
- No bus stops till after the intersection so traffic wanting to turn right does not have to wait for a bus to get out of the way.
- North-South bicycle lanes between 185th and Forest Grove are woefully inadequate in the corridor.
- I think adding new bus service could be a good idea. Otherwise I agree with your recommendations. I am also VERY MUCH against making it difficult to turn off of TV Highway, and I am VERY MUCH against making streets one way. We have enough of that in Portland and Hillsboro. Please do not change the things that already work well. Please make it easier and prettier not harder and uglier.
- If the railroad could somehow be relocated, it would make the area safer and a lot more appealing.
- Widen and improve 198th Ave south of TV Highway to Farmington.
- Don't impede traffic on the TV highway corridor it's only one of three options - bicycles shouldn't compete with vehicles and should be re-routed to the side streets.
- I really like the vegetation buffer idea; trees, especially large, native ones such as Douglas firs, really increase livability and sense of place and help reduce the impact of a busier route.
- It is vital to separate bicyclists from vehicle traffic by using buffered bike lanes or parallel to TV Highway trails. Separation of these two entities will reduce accidents and keep cyclists off the roadways since most don't know the laws. That will make everybody happy.
- Create alternative E/W bike routes elsewhere rather than adding cyclists to TV Highway. There is enough going on when driving down TV Hwy that drivers need to pay attention to. Adding cyclists will create a driver stimuli overload.
- I think added bus service would be ideal!
- Add limited access north/south route so non-local traffic gets off of our local system.
- The belief that ignoring vehicular traffic issues will move everyone to bikes and mass transit is delusional.
- TV highway is a mess and I find myself heading to businesses North of Hillsboro as a result. If I could easily get to TV Highway and transit quickly East or West, there are many businesses that are good shopping solutions for me, I just find that heading to Tanasbourne (streets or off of 185th) easier because of all of the alternates I can take, thus making for a much faster commute even though the distance is further. Improving this area and helping traffic to move through would make me interested in switching back to shopping between 170th and downtown Hillsboro.
- Think about blocking off Blanton and Alexander to keep them from being use to move traffic that should be on TV Highway.
- I looked into participating in this process, and decided not to because I thought it was hopeless. Look: I'm a driver. I'm located in Hillsboro (nearest arterial Bentley). Connectivity for distance travel here is awful. I use TV highway to drive, often long distances like Beaverton, as quickly as possible. That's the only thing I care about. And I'll tell you, I represent the enormous silent majority. We outnumber all the bicyclists, pedestrians, handicapped people, and transit users of TV Highway, combined, by at least 10:1. Maybe 100:1. And you know it. And it's not going to change no matter how many dollars you spend on these other uses. In my opinion the major focus of the survey should be how to make things better for us. But instead it's all about things

like allowing buses to screw up the signal timing. Sigh.

- Please make improvements on the TV highway - moving the cars and improving the quality of the businesses - upkeep, renovation - whatever it takes to make TV Hwy look more attractive and inviting.
- Motorcycle police should be patrolling TV highway from 6:20am to 8:30am weekdays and 4:30- - 6:30pm weekdays. Also, ticketing cars who are aggressively driving (following too close, change lanes in traffic).

I also think local employers should stagger their start and end times so not all companies leave work at the same time.

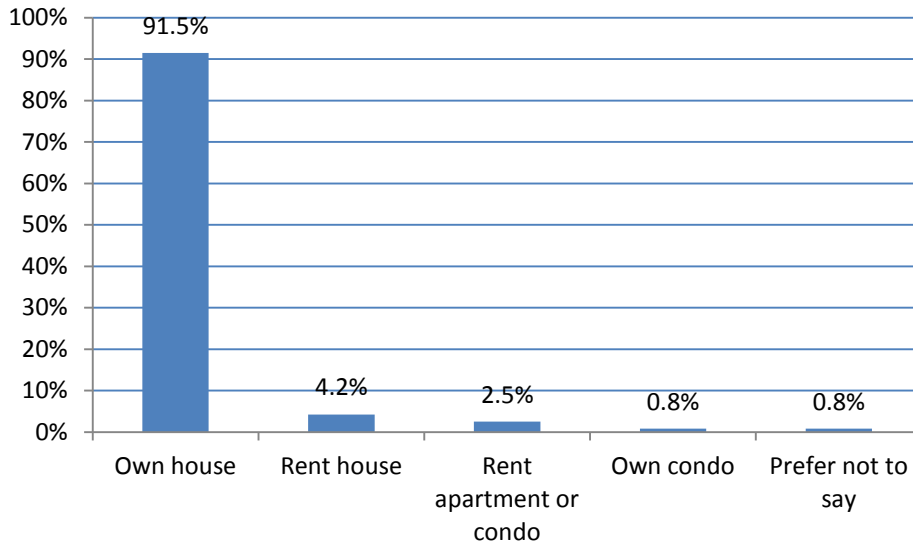
- Add dedicated left turn lights and longer lanes at TV Highway & 209th (north and south).
- I didn't see a mention of the bridge over Beaverton Creek. This is a problem that it does not have a sidewalk and people in wheelchairs go over it. The bike lane also gets closed along with the right vehicle lane when CWS does something and does not provide safe passage for bikes and pedestrians.
- Isn't citizen input about rail matters kind of a waste of time? Better to check with Portland & Western and ODOT rail to see what's possible first. Some of the items in #6 are implausible at best.
- Adding right turn lanes to major street intersections would greatly improve the flow of traffic. For example, from TV Highway to Cornelius Pass, from TV Highway to 185th, etc.

Demographics of Survey Participants

The average age of survey participants was 52 years old, with the largest group of participants falling within the ages of 50 – 59 years old.

On average, more women (52%) completed the survey, compared to men (46%) with just over 2% of participants who preferred not to say. Almost 6% described themselves as having a disability.

Most of survey participants own their own house (91%). *(See chart on next page)*



While most participants consider their ethnicity white (94%), 5% of event participants identify as Latino/Hispanic. There were also participants who identify as Native Americana and Asian who completed the survey.

Finally, the majority of survey participants who completed the survey speak English at home (90%). (See chart)

