SFTP 2050: APPENDIX F

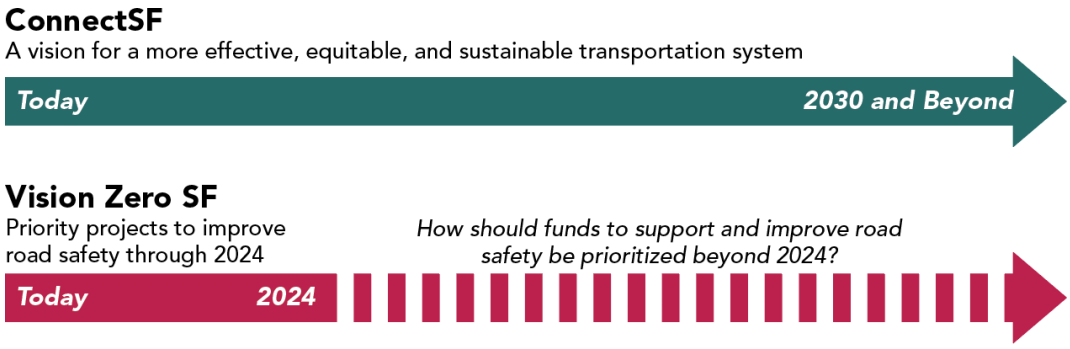
# Streets and Freeways Survey Safety Preferences Findings

# Executive Summary

**ConnectSF** is a long-term plan for creating a more effective, equitable, and sustainable transportation system for San Francisco over the next 50 years. The **Streets and Freeways Strategy** is one element of the ConnectSF effort. It recommends a series of concepts for further study and implementation which address transportation challenges and advance ConnectSF goals. The Strategy includes a set of concepts that address safety and active transportation on major roads and freeways, supporting San Francisco's **Vision Zero** policy.

The Vision Zero policy sets a goal to eliminate traffic fatalities by 2024. The Vision Zero program has been used to implement quick-build projects in areas with known safety challenges, resulting in safety improvements across much of the city's **High Injury Network**. More is needed to reach the goal of eliminating traffic fatalities. Community engagement from the Streets and Freeways Strategy and **SFTP 2050** can provide guidance for Vision Zero safety efforts and priorities beyond 2024. The alignment between ConnectSF and Vision Zero SF is illustrated in Figure 1.

**Figure 1:** ConnectSF and Vision Zero Alignment




The Streets and Freeways Strategy surveyed San Franciscans to understand support and priorities for different road safety strategies. Results showed that preferences for street safety interventions vary across the city. Paired with technical analyses and additional community engagement, the Streets and Freeways Strategy outreach findings can be used to identify and implement safety improvements that reflect community transportation needs. The results documented here reveal trends that should inform additional community engagement and strategy development. These trends should also inform future Vision Zero efforts.

## KEY TAKEAWAYS

- Survey responses demonstrate that preferences for road safety improvements and strategies vary geographically.
- Reward- or incentive-based strategies that encourage transit and carpooling appear to be popular citywide.
- Traffic calming strategies were widely supported. Citywide, 75% of respondents expressed support for traffic calming strategies to reduce cut-through traffic.
- Support for more bicycle infrastructure in western parts of the city was relatively low compared with other neighborhoods and other strategies.
- Many write-in suggestions focused on safety impacts related to enforcing traffic laws and the closure of the Great Highway to vehicles.

# Survey Overview

In summer 2021, the San Francisco County Transportation Authority (SFCTA) launched the Streets and Freeways Strategy Survey to learn about preferences for the future of San Francisco's major streets and freeways. Street safety improvements were one area of focus in the survey effort and survey responses can be used to inform long-term planning for road safety. The purpose of this memorandum is to analyze responses to this survey related to street safety and to understand how preferences for different types of safety improvements vary by geography. Learnings from this survey can be used to inform future neighborhood planning efforts and outreach activities, which will be needed to identify community-based solutions.

The survey was administered online during July and August 2021. It was available in four languages (English, Chinese, Spanish, and Filipino). 663 responses were collected and analyzed. The geographic distribution of these survey responses is shown in Table 1 and Figure 2.

Response rates were highest in neighborhoods adjacent to Market Street and in neighborhoods near I-280 and US-101. Zip code 94103 had the highest response rate with 97 responses (14.5% of all survey responses). Responses rates were lower in neighborhoods in the southwest, north, and northeast.

**Table 1:** Total Survey Responses by Zip Code

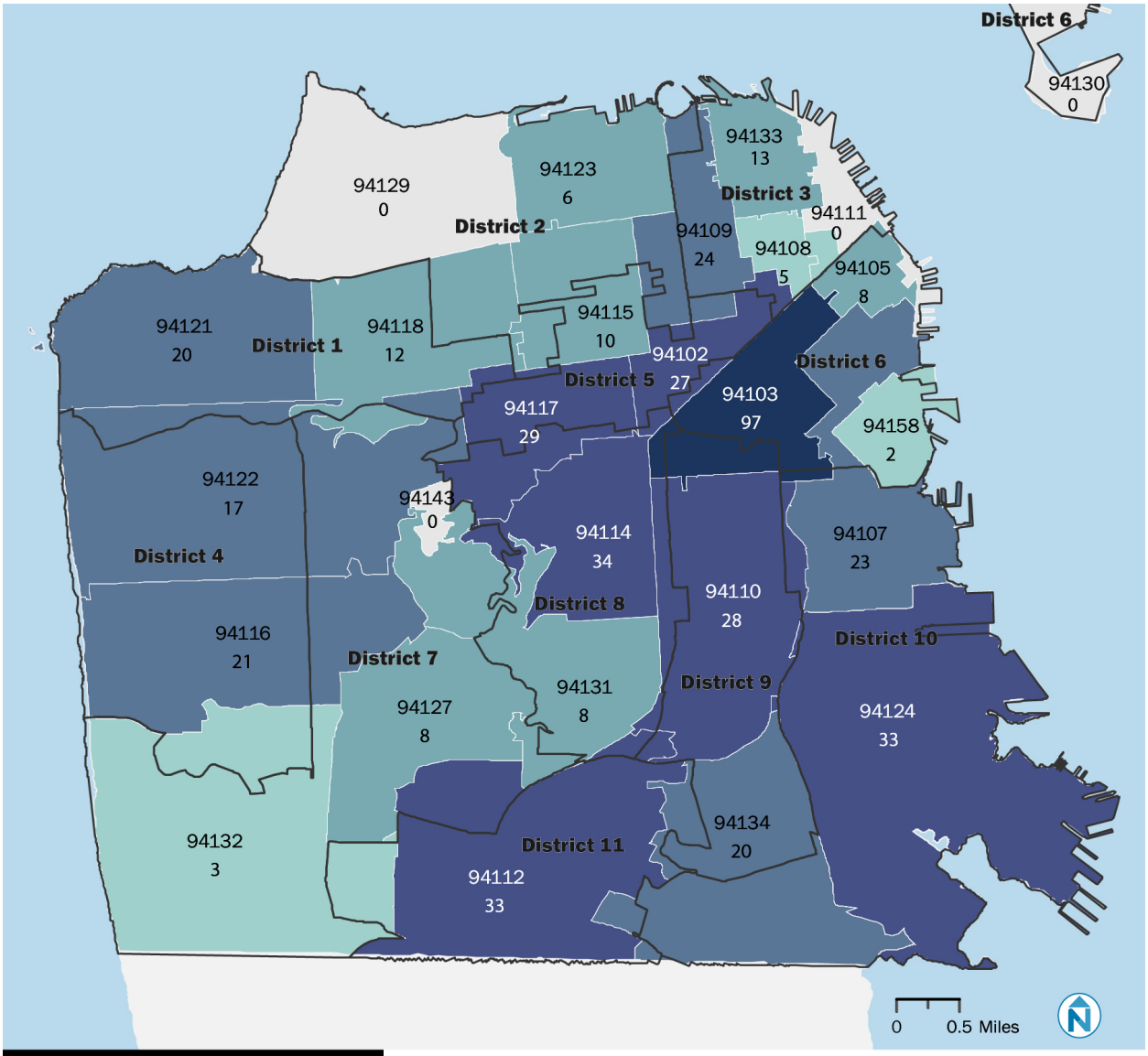
| ZIP CODE | NUMBER OF RESPONSES |
|---|---|
| 94103 | 97 |
| 94114 | 34 |
| 94112 | 33 |
| 94124 | 33 |
| 94117 | 29 |
| 94110 | 28 |
| 94102 | 27 |
| 94109 | 24 |
| 94107 | 23 |
| 94116 | 21 |
| 94121 | 20 |
| 94134 | 20 |
| 94122 | 17 |
| 94133 | 13 |

| ZIP CODE | NUMBER OF RESPONSES |
|---|---|
| 94118 | 12 |
| 94115 | 10 |
| 94105 | 8 |
| 94127 | 8 |
| 94131 | 8 |
| 94123 | 6 |
| 94108 | 5 |
| 94104 | 5 |
| 94132 | 3 |
| 94014 | 2 |
| 94158 | 2 |
| 94609 | 2 |
| 94010 | 1 |
| 94015 | 1 |

| ZIP CODE | NUMBER OF RESPONSES |
|---|---|
| 94066 | 1 |
| 94402 | 1 |
| 94519 | 1 |
| 94523 | 1 |
| 94530 | 1 |
| 94611 | 1 |
| 94612 | 1 |
| 94618 | 1 |
| 94703 | 1 |
| Other * | 162 |

*"Other" includes all responses from zip codes outside of San Francisco and all responses that did not provide a zip code.

**Figure 2:** Total Number of Responses by Zip Code




*Out of 657 total survey responses received, 501 provided a home zip code.*

# Overview of Findings from Survey Question 1

**Question Text:** Which of the following efforts best supports the strategies to dedicate space for efficient travel options like transit, biking, and walking?

**Response Options:** (select as many options as desired)

- ☐ Provide rewards and discounts for using transit
- ☐ Provide rewards for carpooling
- ☐ Provide discounts on bike and electric-bike purchases for those with low-incomes
- ☐ Install traffic calming on local streets to minimize cut-through traffic
- ☐ Manage curbs to reduce double parking, especially in bike and transit lanes
- ☐ Increase the availability of bike and scooter share
- ☐ Increase bike friendly amenities at transit stations, such as secure bike parking
- ☐ Other. Are there other strategies we should consider?

## TRENDS AND OBSERVATIONS

Question 1 responses are summarized by strategy and by zip code in Figure 3, Figure 4, and Table 2.

### Rewards and discounts

Providing rewards and discounts for transit, rewards for carpooling, and discounts on bike purchase (options 1, 2 and 3), received the widest geographic support. Only one zip code (94104) that had more than one survey response did not indicate support for any of these reward-based strategies. Combined support for these three reward or incentive-based strategies accounted for 37% of all strategies for which respondents indicated support. Among these three reward-based strategies, rewards for using transit received the strongest support (72%).

### Bike and scooter share expansion

Support for bike and scooter expansion varied by location. Overall, 26% of respondents indicated support for increasing the availability of bike and scooter share. Support was highest in the Marina District/Cow Hollow and in Nob Hill (zip codes 94123 and 94108). Support was lower than average in some downtown neighborhoods along Market Street (12% in zip code 94102 and 18% in zip code 94103) with a high number of survey response rates.

## Curb management

Managing the curb to reduce double-parking, especially in bike and transit lanes, received similar levels of support across all zip codes (17%). Support in central zip codes 94110, 94114, 94117 was slightly above average (22 – 25%).

## Traffic calming

Traffic calming improvements to minimize cut-through traffic received support from 75% of survey respondents. Compared with other neighborhoods, respondents from zip code 94116 (Sunset) indicated lower support for traffic calming improvements. Some write-in responses from this zip code and other western zip codes advocated for strategies to address cut-through traffic on local streets near the Great Highway.

## Other Strategies

126 respondents submitted an additional strategy for consideration. These write-in responses highlighted a range of perspectives and themes. Many respondents advocated for strategies that would de-prioritize single-occupancy vehicle use, including parking removal, congestion pricing fees, and designated car-free zones. However, many respondents also expressed a desire for strategies that prioritize drivers.

While modal preferences differed among respondents, some write-in themes cut across all modes. Respondents emphasized the importance of adequately addressing the needs of people of all ages and abilities in safety strategies. Many respondents highlighted the importance of complementing any design intervention with more extensive and effective enforcement.

**Figure 3:** Total Responses to the Survey Question "Which of the following efforts best supports the strategies to dedicate space for efficient travel options like transit, biking, and walking?"

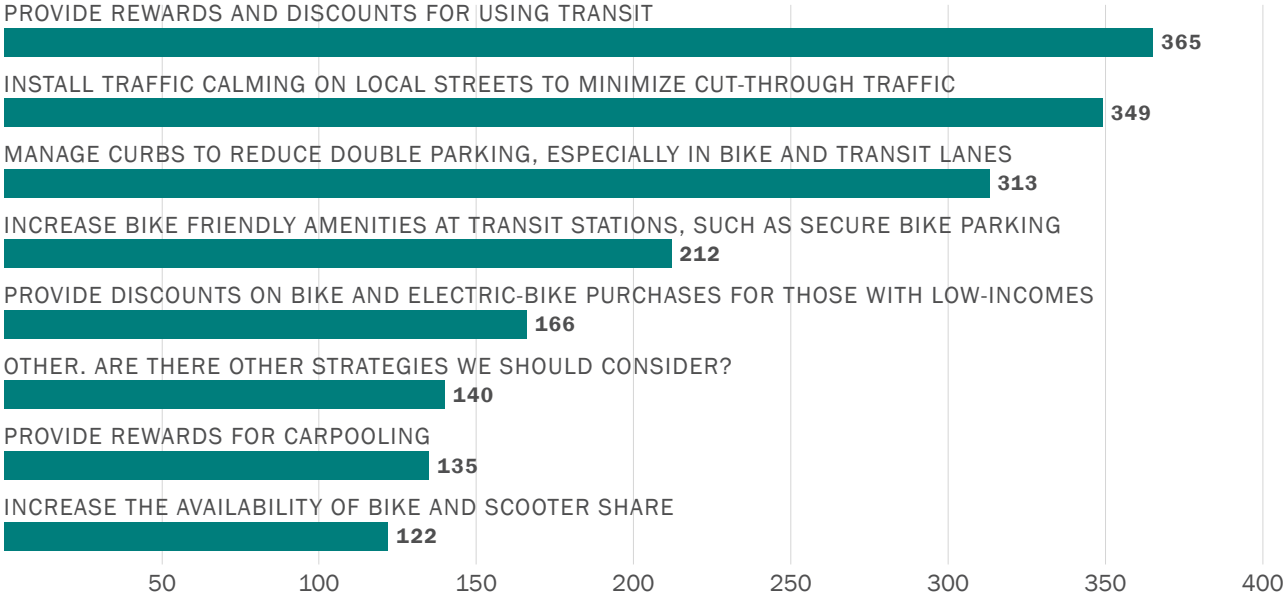
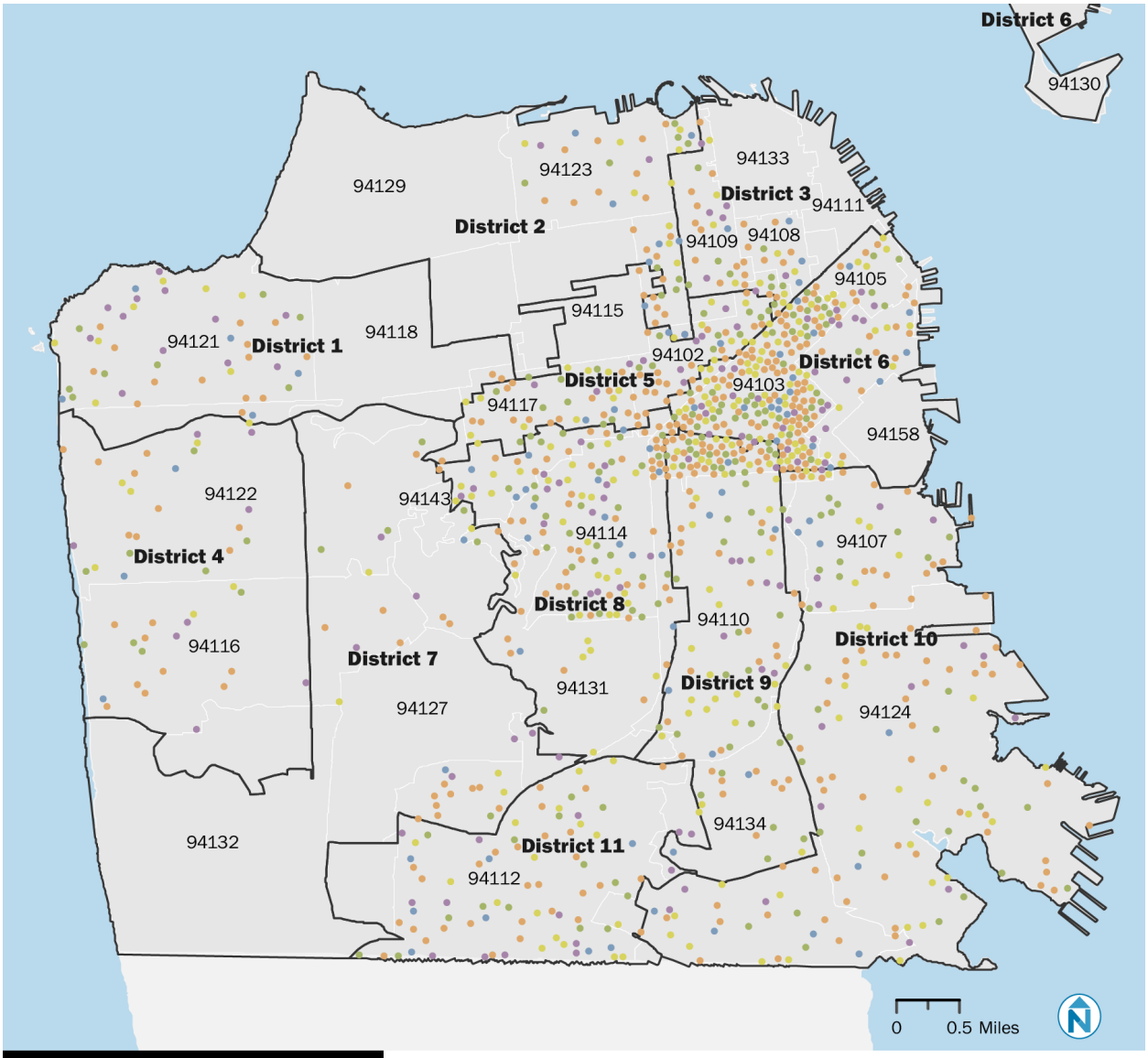


**Table 2:** Strategy Support and Response Rate by Zip Code

| ZIP CODE | TOTAL RESPONSES | REWARDS AND DISCOUNT FOR USING TRANSIT, CARPOOLING, BIKE AND ELECTRIC-BIKE PURCHASES FOR THOSE WITH LOW-INCOMES.* | INSTALL TRAFFIC CALMING ON LOCAL STREETS TO MINIMIZE CUT-THROUGH TRAFFIC | MANAGE CURBS TO REDUCE DOUBLE PARKING, ESPECIALLY IN BIKE AND TRANSIT LANES | INCREASE THE AVAILABILITY OF BIKE AND SCOOTER SHARE | INCREASE BIKE FRIENDLY AMENITIES AT TRANSIT STATIONS, SUCH AS SECURE BIKE PARKING | OTHER |
|---|---|---|---|---|---|---|---|
| 94103 | 97 | 124 | 61 | 53 | 17 | 22 | 6 |
| 94114 | 34 | 24 | 19 | 22 | 7 | 12 | 14 |
| 94112 | 33 | 37 | 19 | 16 | 9 | 12 | 1 |
| 94124 | 33 | 43 | 19 | 18 | 2 | 7 | 1 |
| 94117 | 29 | 22 | 19 | 14 | 7 | 5 | 13 |
| 94110 | 28 | 24 | 17 | 20 | 7 | 7 | 6 |
| 94102 | 27 | 29 | 12 | 14 | 3 | 9 | 8 |
| 94109 | 24 | 23 | 11 | 12 | 6 | 6 | 6 |
| 94107 | 23 | 20 | 11 | 12 | 6 | 11 | 7 |
| 94116 | 21 | 12 | 3 | 4 | 1 | 5 | 16 |
| 94121 | 20 | 13 | 8 | 8 | 4 | 12 | 7 |
| 94134 | 20 | 20 | 11 | 9 | 6 | 7 | 3 |
| 94122 | 17 | 13 | 6 | 8 | 3 | 5 | 6 |
| 94133 | 13 | 10 | 6 | 4 | 1 | 6 | 4 |
| 94118 | 12 | 8 | 5 | 5 | 0 | 4 | 6 |
| 94115 | 10 | 4 | 4 | 6 | 3 | 4 | 6 |
| 94105 | 8 | 10 | 5 | 4 | 1 | 3 | 1 |
| 94127 | 8 | 5 | 3 | 4 | 3 | 3 | 4 |
| 94131 | 8 | 7 | 5 | 2 | 1 | 4 | 3 |
| 94123 | 6 | 8 | 3 | 2 | 2 | 2 | 1 |
| 94108 | 5 | 6 | 2 | 1 | 3 | 2 | 0 |
| 94104 | 5 | 5 | 4 | 3 | 1 | 2 | 0 |
| 94132 | 3 | 3 | 1 | 2 | 0 | 1 | 2 |
| 94014 | 2 | 0 | 2 | 2 | 0 | 1 | 1 |
| 94158 | 2 | 2 | 2 | 1 | 0 | 0 | 1 |
| 94609 | 2 | 1 | 1 | 1 | 2 | 1 | 0 |
| 94010 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| 94015 | 1 | 1 | 0 | 1 | 1 | 0 | 0 |
| 94066 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| 94402 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| 94519 | 1 | 2 | 1 | 0 | 0 | 0 | 0 |
| 94523 | 1 | 0 | 1 | 0 | 1 | 1 | 0 |
| 94530 | 1 | 2 | 0 | 0 | 0 | 0 | 1 |
| 94611 | 1 | 1 | 1 | 1 | 0 | 0 | 0 |
| 94612 | 1 | 1 | 1 | 0 | 0 | 0 | 1 |
| 94618 | 1 | 0 | 1 | 1 | 0 | 1 | 0 |
| 94703 | 1 | 1 | 0 | 0 | 1 | 1 | 0 |
| Other* | 162 | 174 | 80 | 60 | 23 | 50 | 14 |

***Note:** this summary table combines responses for all three reward or incentive-based strategy options into one category – as a result, some totals for this category are greater than the total number of responses.

**Figure 4:** Question 1 Responses by Zip Code




Q1. Which of the following efforts best supports the strategies to dedicate space for efficient travel options like transit, biking, and walking?

- Rewards and discounts: Provide rewards and discounts for people who use transit, people who carpool, or people with low incomes who purchase a bicycle or electric bike
- Traffic Calming: Install traffic calming on local streets to minimize cut-through traffic
- Curb Managment: Manage curbs to reduce double parking, especially in bike and transit lanes
- Bike and scooter share: Increase the availability of bike and scooter share
- Mobility hubs: Increase bike friendly amenities at transit stations, such as secure bike parking

*Out of 657 total survey responses received, 501 provided a home zip code.*
*140 respondents submitted a write-in response indicating support for other strategies*

# Overview of Findings from Survey Question 2

**Question Text:** Specific to building a complete active network, how important are each of the following priorities?

**Response Options:** (rank each option as "Important," "Not sure," or "Less Important")

- ☐ Reduce speeds and create space on neighborhood streets to support walk and bike trips within my neighborhood or to nearby commercial areas
- ☐ Separated, high quality bike networks that help me travel between neighborhoods and to major destinations like downtown
- ☐ Make it easier to walk or bike to transit

## TRENDS AND OBSERVATIONS

Responses by zip code are shown in Figure 5, Figure 6, and summarized in Table 3.

### Option A:

Support for reducing speeds and creating space on neighborhood streets to support walk and bike trips was highest in central neighborhoods adjacent to highway 101 (zip codes 94103 and 94110). While the rate of support was also high in zip codes 94158 and 94132, few responses were received from those areas (2 and 3 respectively). Compared with support for Options B and C, support for Option A was relatively lower in zip codes 94107 and 94112.

### Option B:

Support for separated, high quality bike networks that connect to other neighborhoods and downtown was highest in central neighborhoods along highway 101 and near BART stations (zip codes 94110 and 94103), as well as along the panhandle (zip code 94117). In some of these neighborhoods, such as zip code 94103, bicycle network connectivity is already high today. In others, such as zip code 94110, the bicycle network covers only part of the neighborhood or there are network gaps.

Support for bike network improvements was moderate in the District 1 and District 4 despite limited existing bicycle infrastructure, though the total number of responses was limited in these areas. The availability of lower-vehicle volumes on neighborhood streets that are comfortable for more types of bicyclists may be one reason for the lower level of support for bicycle improvements expressed by respondents from these areas.

### Option C:

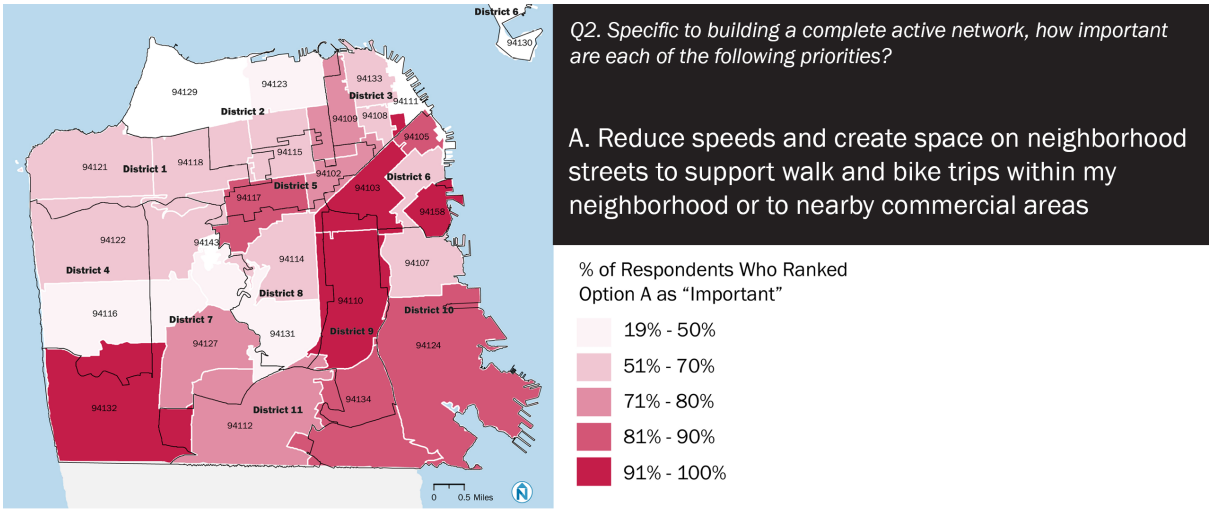
Support for making it easier to walk or bike to transit was higher in central areas along BART and near Caltrain stations (zip codes 94103, 94107, 94158, 94102, 94117, and 94112). Support was more moderate in zip code 94110, despite close proximity to BART.

Support was mixed along Muni Metro lines in all parts of the city. In some zip codes (such as 94132, 94127, 94117, and 94124), support was 70% or higher. In others, support was moderate (94122, and 94114) or low (94116, and 94131). Compared with support for Options A and B, support for Option C was relatively lower in the Mission (94110) and Lower Pacific Heights (94115).

**Table 3:** Importance of Options A, B, and C by Zip Code

| ZIP CODE | TOTAL RESPONSES | A IS IMPORTANT | B IS IMPORTANT | C IS IMPORTANT |
|---|---|---|---|---|
| 94103 | 97 | 89 | 80 | 89 |
| 94114 | 34 | 20 | 22 | 21 |
| 94112 | 33 | 24 | 23 | 26 |
| 94124 | 33 | 27 | 23 | 22 |
| 94117 | 29 | 25 | 27 | 26 |
| 94110 | 28 | 26 | 27 | 20 |
| 94102 | 27 | 21 | 21 | 24 |
| 94109 | 24 | 18 | 16 | 20 |
| 94107 | 23 | 15 | 18 | 21 |
| 94116 | 21 | 4 | 6 | 5 |
| 94121 | 20 | 13 | 13 | 13 |
| 94134 | 20 | 18 | 14 | 14 |
| 94122 | 17 | 11 | 8 | 11 |
| 94133 | 13 | 8 | 7 | 5 |
| 94118 | 12 | 7 | 7 | 6 |
| 94115 | 10 | 7 | 9 | 5 |
| 94105 | 8 | 7 | 6 | 6 |
| 94127 | 8 | 6 | 6 | 6 |
| 94131 | 8 | 4 | 4 | 4 |
| 94123 | 6 | 3 | 3 | 4 |
| 94104 | 5 | 5 | 5 | 5 |
| 94108 | 5 | 3 | 1 | 3 |
| 94132 | 3 | 3 | 1 | 3 |
| 94014 | 2 | 2 | 2 | 2 |
| 94158 | 2 | 2 | 2 | 2 |
| 94609 | 2 | 1 | 2 | 2 |
| 94010 | 1 | 1 | 1 | 1 |
| 94015 | 1 | 1 | 1 | 1 |
| 94066 | 1 | 1 | 1 | 1 |
| 94402 | 1 | 1 | 1 | 1 |
| 94519 | 1 | 1 | 1 | 1 |
| 94523 | 1 | 1 | 0 | 1 |
| 94530 | 1 | 1 | 1 | 1 |
| 94611 | 1 | 1 | 1 | 1 |
| 94612 | 1 | 1 | 1 | 1 |
| 94618 | 1 | 1 | 1 | 1 |
| 94703 | 1 | 0 | 1 | 1 |

**Figure 5:** Question 2 Responses by Zip Code (Options A, B, and C Alone)

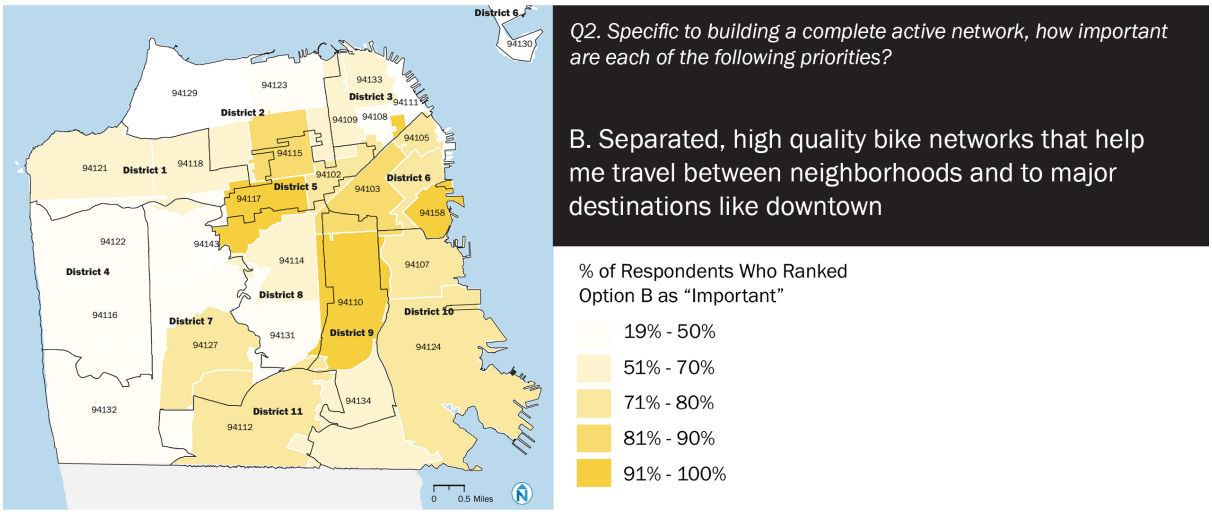



*Q2. Specific to building a complete active network, how important are each of the following priorities?*

A. Reduce speeds and create space on neighborhood streets to support walk and bike trips within my neighborhood or to nearby commercial areas

% of Respondents Who Ranked Option A as "Important"

- 19% - 50%
- 51% - 70%
- 71% - 80%
- 81% - 90%
- 91% - 100%

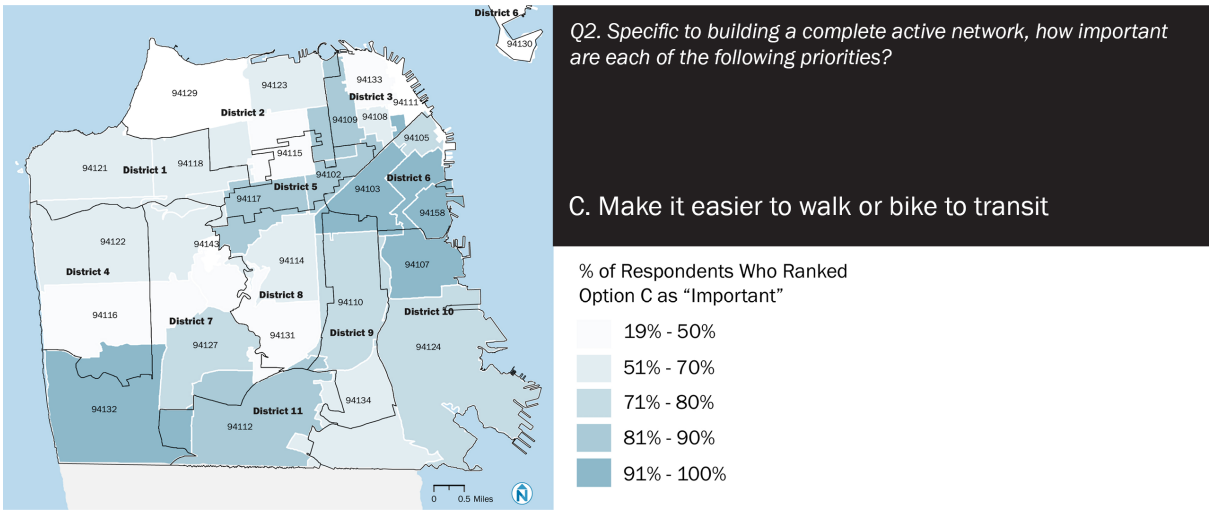



*Q2. Specific to building a complete active network, how important are each of the following priorities?*

B. Separated, high quality bike networks that help me travel between neighborhoods and to major destinations like downtown

% of Respondents Who Ranked Option B as "Important"

- 19% - 50%
- 51% - 70%
- 71% - 80%
- 81% - 90%
- 91% - 100%




*Q2. Specific to building a complete active network, how important are each of the following priorities?*

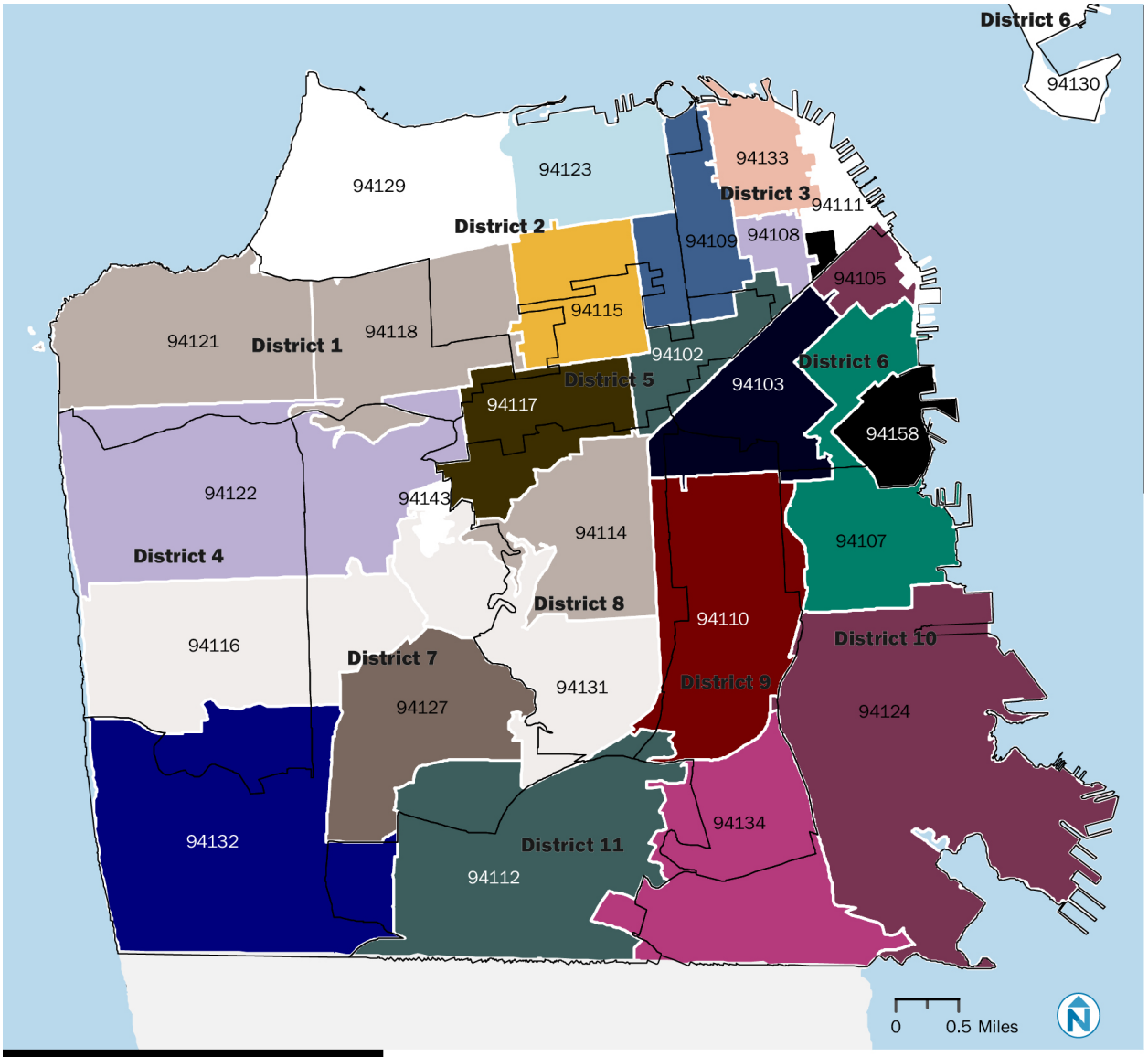
C. Make it easier to walk or bike to transit

% of Respondents Who Ranked Option C as "Important"

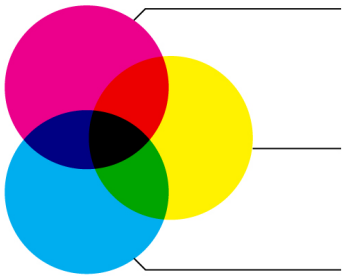
- 19% - 50%
- 51% - 70%
- 71% - 80%
- 81% - 90%
- 91% - 100%

*Out of 657 total survey responses received, 501 provided a home zip code*

**Figure 6:** Question 2 Responses by Zip Code (Options A, B, and C Combined)




Q2. Specific to building a complete active network, how important are each of the following priorities?



% of Respondents who ranked option A as first choice
*Lighter color = fewer respondents*

% of Respondents who ranked option B as first choice
*Lighter color = fewer respondents*

% of Respondents who ranked option C as first choice
*Lighter color = fewer respondents*

*Out of 657 total survey responses received, 501 provided a home zip code.*

# Overview of Findings from Survey Question 3

**Question Text:** What are the top strategies that we should pursue to make our streets safe for everyone?

**Response Options:** (select as many options as desired)

- ☐ Reduce speed limits
- ☐ Dedicate more space on our roads for people to walk and bike
- ☐ Improve safety at on- and off-ramps
- ☐ Advocate for authority to use speed safety cameras
- ☐ Install traffic calming (e.g., sidewalk extensions, improved visibility at intersections)
- ☐ Operate programs to improve safety (e.g., safe routes to schools)
- ☐ Other. Are there additional safety strategies we should consider?

## TRENDS AND OBSERVATIONS

Support for all response options was similar. Responses by zip code are shown in Table 4. Installing traffic calming (option 5) accounted for the highest proportion of all responses submitted (22%); programs to improve safety (Option 6) accounted for the lowest proportion of all responses submitted (9%). Most respondents selected 2 or more strategies, and respondents selected an average of 2.8 strategies per response.

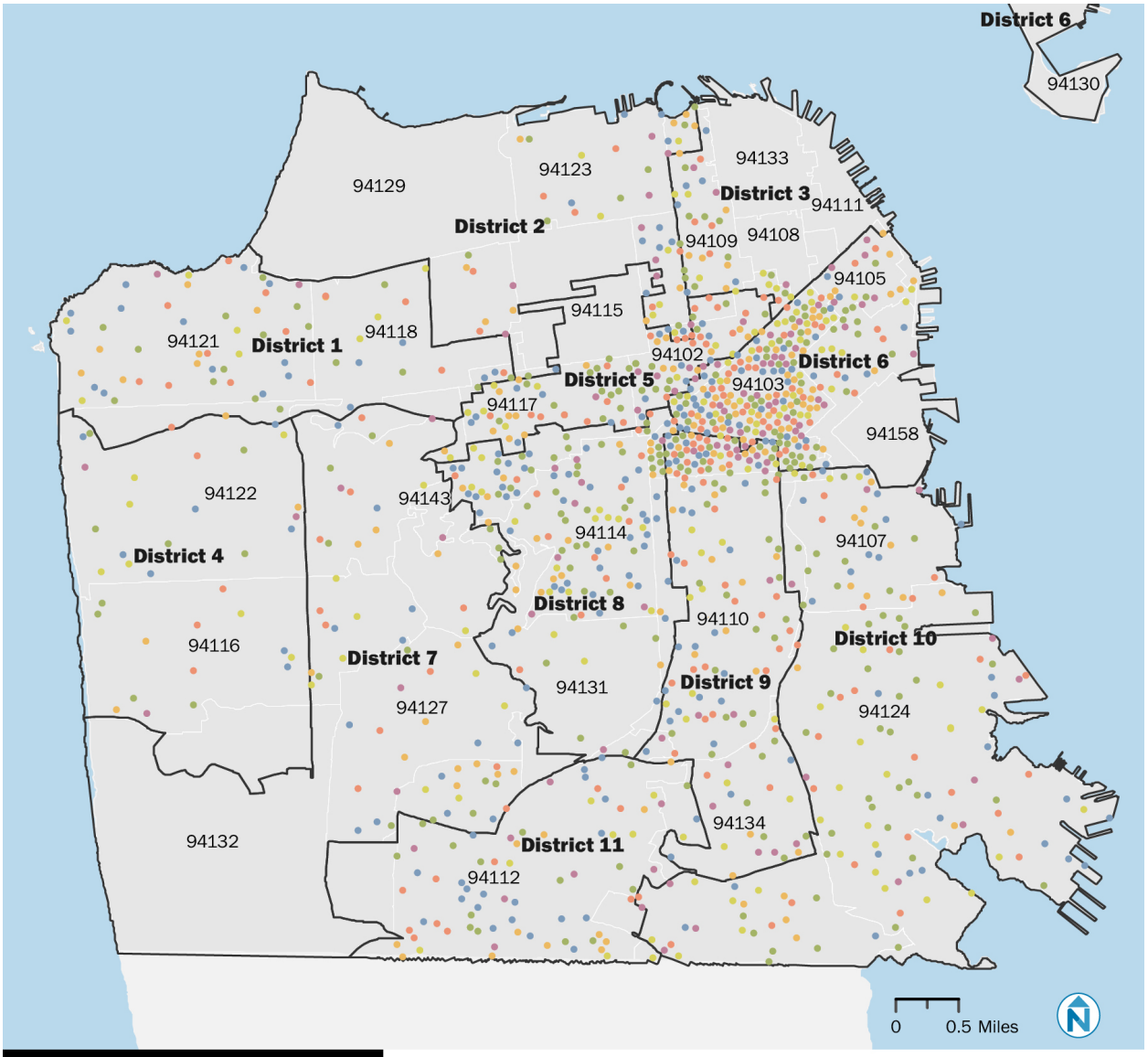
The geographic distribution of responses is shown in Figure 7. Support for all options was generally evenly balanced in responses from most neighborhoods and districts. Traffic calming had the highest proportion of support in zip code 94124. Safety programs had the highest proportion of support in zip code 94116.

122 write-in responses were submitted as additional safety strategies to consider. Write in responses addressed a wide range of ideas and strategies. Many emphasized shared responsibility for road safety amongst all modes. Some respondents suggested there were opportunities to better achieve road safety goals if existing regulations were more effectively enforced or if road users were better educated about road safety.

**Table 4:** Strategy Support and Response Rate by Zip Code

| ZIP CODE | TOTAL RESPONSES | REDUCE SPEED LIMITS | DEDICATE MORE SPACE ON OUR ROADS FOR PEOPLE TO WALK AND BIKE | IMPROVE SAFETY AT ON- AND OFF-RAMPS | ADVOCATE FOR AUTHORITY TO USE SPEED SAFETY CAMERAS | INSTALL TRAFFIC CALMING | OPERATE PROGRAMS TO IMPROVE SAFETY | OTHER |
|---|---|---|---|---|---|---|---|---|
| 94103 | 97 | 50 | 46 | 32 | 53 | 58 | 36 | 4 |
| 94114 | 34 | 8 | 22 | 10 | 11 | 22 | 7 | 11 |
| 94112 | 33 | 13 | 24 | 9 | 17 | 20 | 11 | 1 |
| 94124 | 33 | 17 | 14 | 20 | 4 | 27 | 6 | 3 |
| 94117 | 29 | 11 | 22 | 9 | 11 | 24 | 1 | 5 |
| 94110 | 28 | 17 | 21 | 8 | 11 | 20 | 4 | 2 |
| 94102 | 27 | 14 | 12 | 12 | 8 | 15 | 11 | 4 |
| 94109 | 24 | 9 | 13 | 7 | 11 | 13 | 6 | 6 |
| 94107 | 23 | 9 | 13 | 6 | 11 | 16 | 4 | 7 |
| 94116 | 21 | 5 | 5 | 6 | 3 | 5 | 1 | 14 |
| 94121 | 20 | 9 | 13 | 5 | 7 | 11 | 2 | 6 |
| 94134 | 20 | 9 | 7 | 12 | 7 | 14 | 9 | 1 |
| 94122 | 17 | 4 | 7 | 7 | 6 | 8 | 4 | 6 |
| 94133 | 13 | 0 | 8 | 5 | 5 | 8 | 5 | 3 |
| 94118 | 12 | 6 | 4 | 3 | 4 | 5 | 2 | 6 |
| 94115 | 10 | 2 | 6 | 4 | 7 | 7 | 0 | 2 |
| 94105 | 8 | 2 | 2 | 2 | 5 | 3 | 6 | 2 |
| 94127 | 8 | 3 | 6 | 2 | 3 | 2 | 1 | 5 |
| 94131 | 8 | 2 | 2 | 3 | 2 | 4 | 1 | 4 |
| 94123 | 6 | 3 | 2 | 2 | 1 | 4 | 2 | 2 |
| 94108 | 5 | 2 | 3 | 3 | 2 | 3 | 2 | 0 |
| 94104 | 5 | 0 | 3 | 0 | 5 | 5 | 2 | 0 |
| 94132 | 3 | 0 | 1 | 1 | 1 | 2 | 1 | 1 |
| 94014 | 2 | 1 | 2 | 0 | 1 | 1 | 1 | 0 |
| 94158 | 2 | 1 | 1 | 0 | 1 | 1 | 0 | 2 |
| 94609 | 2 | 0 | 2 | 1 | 0 | 2 | 0 | 0 |
| 94010 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| 94015 | 1 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 94066 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 |
| 94402 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 94519 | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 0 |
| 94523 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 94530 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 94611 | 1 | 1 | 1 | 0 | 1 | 0 | 0 | 0 |
| 94612 | 1 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 94618 | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 |
| 94703 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Other* | 162 | 69 | 70 | 54 | 51 | 88 | 51 | 14 |

**Figure 7:** Question 3 Responses by Zip Code




Q3. What are the top strategies that we should pursue to make our streets safe for everyone?

- Complete streets: Dedicate more space on roads for people to walk and bike
- Install traffic calming
- Freeway ramp safety: Improve safety at on- and off-ramps
- Speed safety cameras: Advocate for authority to use speed safety cameras
- Reduce speed limits
- Safety programs: Operate programs to improve safety

*Out of 657 total survey responses received, 501 provided a home zip code.*
*113 respondents submitted a write-in response indicating support for other strategies*

# Conclusion

Preferences for different types of road safety improvements and strategies vary geographically. Some strategies, such as providing rewards and discounts for transit, carpooling, and bike purchases, received more consistent support across all neighborhoods. Others, such as expanding bike and scooter share services, received more variable levels of support from neighborhood to neighborhood.

Understanding where different types of road safety improvements align with local preferences can be helpful when developing safety interventions and will require additional targeted, neighborhood-level outreach and collaboration with local residents. Learnings from these outreach efforts can inform future transportation funding decisions to help align safety strategies with ConnectSF goals and community transportation needs. In addition to future community engagement to better understand road safety priorities, there may be opportunities to incorporate learnings from this survey into future Vision Zero planning and strategy implementation efforts.