Ewald & Wasserman
RESEARCH CONSULTANTS, LLC

July 2024

MID-VALENCIA PILOT PROJECT INTERCEPT SURVEY ANALYSIS REPORT

Survey Objective

The objective of the survey was the data collection with residents, commuters, visitors and shoppers along the Mid-Valencia Pilot Project on Valencia Street to quantify the perceptions of the efforts made to improve traffic safety and street usability. The intercept surveys aimed at 500 completes for a representative approximation of the Valenica Street population, with an emphasis on surveying people who bike and use the bikeway.

E&W developed a draft survey instrument to include questions on:

- Travel mode (which form of travel to location used) and identification of respondent as resident or visitor/shopper,
- Comfort level with corridor layout and perceptions and opinions related to traffic safety,
- Origin and destination of travel and reasoning for using Valencia corridor,
- Parking distance to destination,
- Purpose/objective of visit to Valencia corridor (reason for visiting area),
- Survey items included demographic questions such as zip code and household income.

Methodology

The intercept survey data for the Mid-Valencia Pilot Project was collected along the bike lane corridor on Valencia Street in San Francisco between 3/30/24 and 4/29/24, in both English and Spanish. E&W conducted a training with a team of six Field Interviewers prior to commencing data collection, which included reading the survey aloud, understanding the study protocols and conducting practice interviews. Field Interviewers were instructed to approach one respondent from groups of pedestrians, and to select every third person appearing to be over age 18 to take survey, with adjustments being made depending on foot traffic. Survey intercepts were conducted on Valencia Street between 15th Street and 23rd

465 CALIFORNIA STREET, SUITE 810
SAN FRANCISCO, CA 94104
PHONE 415.230.7740

Street, and rotated to cover the target area at various times of day and including weekdays and weekends. Data collection locations included all intersection points and both east and west sides of the block to ensure that residents in the area were invited to the survey together with visitors and pass-through commuters. The Field Interviewers were not stationed in the bikeway itself due to safety reasons. The surveying of people who biked was limited to intercepts while waiting for a light to change or mid-block on the sidewalk whilst dismounting or securing their bike.

A web survey version of the intercept survey was offered to bicyclists along the corridor, and invited respondents received printed business cards with a QR code, survey link and single-use unique ID to access the survey online. This allowed respondents to complete the brief survey at a later time and the unique ID code only allowed inclusion of respondents that were invited during the intercept.

SUMMARY OF KEY FINDINGS

Mode of Travel

Findings:

- A combined 81.5% of all survey participants either walked or biked to the Valencia Street area.
- 92.4% of all respondents lived in the Valencia Street area zip codes: 94103, 94110 and 94114.

Purpose of Visit to Valencia Street

Findings:

- A total of 57.5% of pedestrians surveyed lived nearby.
- 57.2% of the intercepted people who bike lived or worked near Valencia Street.
- About a third of respondents who drove to Valencia Street stated to work nearby and almost a third of respondents who took public transit to Valencia Street also worked nearby.

Perception of safety

Findings:

- Overall, 50.2% of respondents felt “A little safer” or “Much safer” as a result of the street changes.
- People who bike along Valencia Street overall felt “much safer” due to the street changes compared to pedestrians and drivers.
- A significant portion of drivers felt “much less safe” compared to both pedestrians and people who bike.

Drivers' time to find parking and parking distance

Findings:

- The median number of blocks respondents who drove to Valencia Street parked away from their destination was two blocks.
- The median amount of time that it took drivers to find parking was five minutes.

SURVEY RESULTS

Data collection resulted in 513 completed intercept surveys, with 19 surveys completed online and 494 as intercepts. The majority of the 505 surveys were completed in English and 8 were completed in Spanish (Table 1).

Table 1. Respondent Language by Mode of Completion

Language /Mode Completion	Online	Intercept	Total
English	18	487	505
Spanish	1	7	8
Total	**19**	**494**	**513**

The response and refusal rate are in outlined in Table 2. The refusal rate included visitors and shoppers who were approached and to whom the survey purpose was explained. It included the cards that were distributed in the field for an online survey at a later time. Language barriers encountered were Mandarin and Russian speakers.

Table 2. Response and refusal rate

Rates	# approached & read intro/ given card	# of completes	# of refusals	# Language barrier
#	1,152	513	463	23
%	**100.0%**	**44.5%**	**40.2%**	**2.0%**

ANALYSIS NOTES:

- For multiple-choice questions, a respondent could give more than one answer. The listed "Percent" column for multiple-choice responses is calculated from the number of responses to a question, to add up to 100%.
- Due to skips and refusals and resulting missing data, not all numbers add up to the total number of survey responses.
- The significances outlined refer to a two-tailed probability with the resulting value of "z" and a *p*-value indicating the difference between the listed (and assumed independent) proportion of respondents surveyed. Where applicable, the significant differences calculated were adjusted for pairwise comparisons using the Bonferroni correction and all significant findings in table cells are highlighted.

Mode of Travel and Purpose of Visit to Valencia Street

Among all respondents was an approximately equal percentage of those who bike and those who walk (81.5% of all survey participants total). The remaining ~20% of respondents were a mixture comprised of persons taking various forms of mechanized transportation, including driving, public transit, motorcycles, E-scooters, and ride-shares.

Table Q1. How did you get to Valencia Street today?

Q1	Frequency	Percent
Walk	212	41.3%
Bike	206	40.2%
Drive	55	10.7%
Public transit	25	4.9%
E-Scooter	7	1.4%
Ride-Share (Uber, Lyft)	4	0.8%
Motorcycle	2	0.4%
Other	2	0.4%
Total	**513**	**100.0%**

For analysis purposes, “Bike” and “E-Scooter” riders were combined as “People who bike” (as both are allowed on bike lanes, “Motorcycle”, “Ride-Share”, “Other” were combined into “Other travel mode” and “Walk” was labelled “Pedestrian” (see Table Mode).

Table Mode. Combined modes of travel

Mode	Frequency	Percent
Pedestrian	212	41.3%
People who bike	213	41.6%
Driver	55	10.7%
Public transit	25	4.9%
Other travel mode	8	1.6%
Total	**513**	**100.0%**

Overall, 56.2% of respondents either lived or worked near Valencia Street. A combined 28.1% were patronizing local establishments, including: shopping, eating/drinking and using services. Taken together, the top five responses comprised 84.3% of all answer provided (Table Q2).

A crosstabulation of respondents’ reason for visit by zip code is shown in the appendix.

Table Q2. What is the main reason you are on Valenica Street today?

Q2	Frequency	Percent
I live nearby	200	39.0%
I work nearby	88	17.2%
Shopping	65	12.7%
Eating/Drinking	44	8.6%
Services	35	6.8%
Visiting friends	24	4.7%
Other	20	3.9%
Just passing through	19	3.7%
Entertainment	14	2.7%
School/class	4	0.8%
Total	**513**	**100.0%**

The cross-tabulation of respondent's mode of travel by reason for visit to Valencia Street is shown in Table Mode-Q2. The majority of pedestrians' reasons were because they lived nearby Valencia Street followed by "Eating/drinking". The two most frequent reasons provided by people who bike were: they lived nearby, and they worked nearby. In comparison, the driver's reasons were working nearby and "Shopping".

There are significant differences in the reasons for visit, based on travel mode, highlighted in Table Q1-Q2. Notably, pedestrians mostly lived nearby Valencia Street, as did, to some proportion of people who bike, but drivers did not. Drivers significantly more often visited Valencia Street (compared to pedestrians and people who bike) to go shopping and the group of drivers, people who bike, and those taking public transit more often worked nearby, whereas the pedestrians surveyed did not (p <0.01).

Table Mode-Q2. Mode of travel by reason for visit.

Mode-Q2	Pedestrian	People who bike	Drive	Public Transit	Other Mode
I live nearby	57.5%	34.7%	3.6%	0.0%	25.0%
Shopping	10.8%	10.8%	27.3%	8.0%	25.0%
Entertainment	3.3%	1.9%	1.8%	8.0%	0.0%
I work nearby	6.1%	22.5%	32.7%	32.0%	12.5%
Visiting friends	2.8%	4.2%	7.3%	16.0%	12.5%
Eating/drinking	11.8%	4.7%	12.7%	8.0%	0.0%
Services	4.2%	6.6%	9.1%	20.0%	25.0%
School/class	0.0%	0.9%	1.8%	4.0%	0.0%
Just passing through	1.4%	6.6%	1.8%	4.0%	0.0%
Other	1.9%	7.0%	1.8%	0.0%	0.0%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

The 19 respondents who stated they were "Just passing through" the Valencia Street area were asked why they selected Valencia for their route, the summary of multiple-choice answers are shown in Table Q3, with taking Valencia being "Faster/less traffic/more direct connection" being mentioned slightly more often with 21.4% of answers.

Table Q3. [IF just passing through] What is the reason you chose Valencia Street for passing through?

Q3	Frequency	Percent
Faster/less traffic/more direct connection	6	21.4%
Easier/Convenient	5	17.9%
Safer/more secure	5	17.9%
Nicer/more comfortable	2	7.1%
Know area better/know my way around	5	17.9%
Other	5	17.9%
Total	**28**	**100.0%**

Drivers' time to find parking and parking distance

The median distance of blocks respondents who drove to Valencia Street parked away from their destination, was two blocks (Table Q4). The average distance of blocks respondents parked away from their destination was 2.36 blocks. The minimum and maximum distance in blocks were zero blocks (n=8) and 15 blocks (n=1), respectively. Out of the 54 drivers who responded, two-thirds (66.7%) were able to find parking within two blocks of their destination, and 94.4% found parking within five blocks of their destination.

Table Q4. [IF Drive] How many blocks away from your destination did you park?

Q4	Frequency	Percent
0	7	13.0%
0.5	1	1.9%
1	16	29.6%
2	12	22.2%
3	8	14.8%
4	3	5.6%
5	4	7.4%
6	1	1.9%
10	1	1.9%
15	1	1.9%
Total	**54**	**100.0%**

Q4	Blocks
Average of blocks	2.36
Minimum of blocks	0
Maximum of blocks	15
Median of blocks	2

The median amount of time it took drivers to find parking was five minutes and the calculated average amount of time to find parking was 8.64 minutes. The minimum and maximum times reported were zero minutes (n=7) and 60 minutes (n=1). A total of 79.2% of

respondents were able to find parking within 10 minutes and 96.2% of the respondents were able to find parking within 20 minutes (Table Q5).

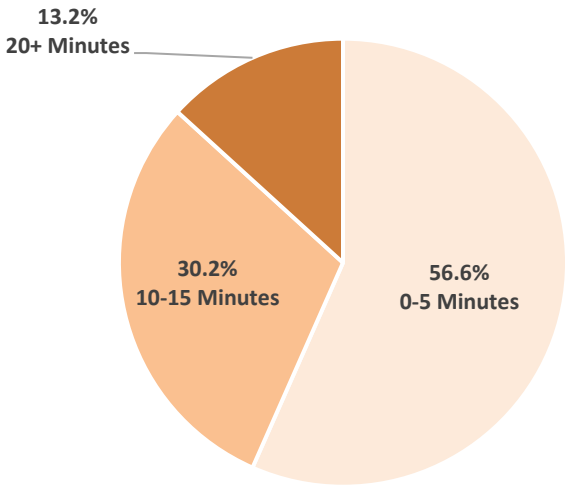
Table Q5. [IF Drive] How long did it take you to find parking?

Q5 (min)	Frequency	Percent
0	7	13.2%
1	5	9.4%
2	1	1.9%
3	2	3.8%
5	15	28.3%
10	12	22.6%
15	4	7.5%
20	5	9.4%
30	1	1.9%
60	1	1.9%
Total	**53**	**100.0%**

Q5	Minutes
Average in minutes	8.6
Minimum of minutes	0.0
Maximum of minutes	60.0
Median of minutes	5.0

A further breakout and visual presentation by time frames to find parking include: “0-5 Minutes”, “10-15 Minutes” and “20+ Minutes” and is shown in Figure Q5.

Figure Q5. [IF Drive] How long did it take you to find parking?



Travel Mode and Perception of Safety

All respondents were asked if the traffic safety changes on Valencia Street made them feel safer or less safe on a five-point scale. The cross-tabulation of mode of travel (Q1) and the perception of safety (Q6) are shown in Table Mode-Q6. Overall, 50.2% of respondents felt “A little safer” or “Much safer”, while 30.4% felt “A little less safe” or “Much less safe”.

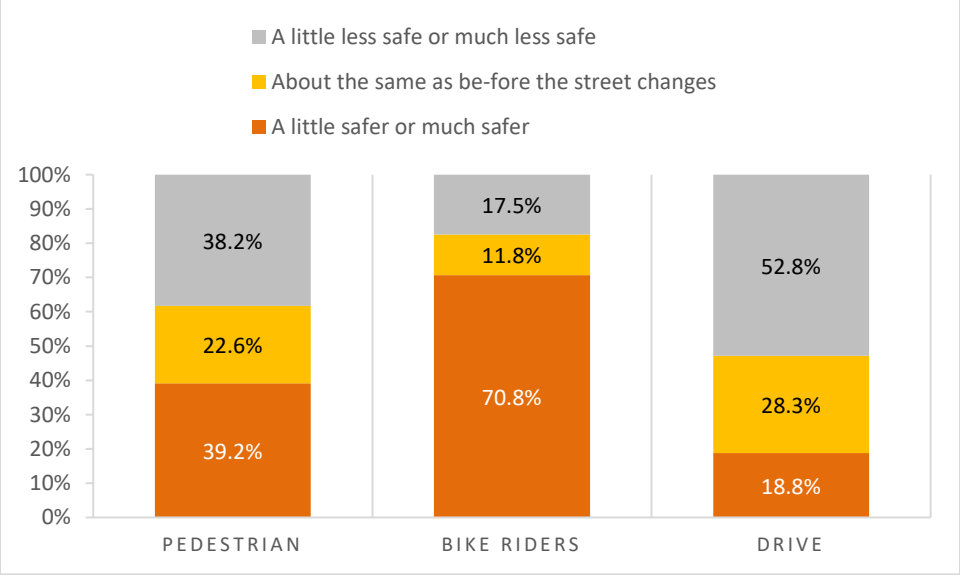
There are significant differences in safety perceptions by travel mode of respondents (cells highlighted). People who bike felt "Much safer" (43.4%) compared to pedestrians and drivers. In comparison, drivers felt "Much less safe" (39.6%) compared to both pedestrians and people who bike *(p*<0.01).

Table Q1-Q6. Mode of travel and perception of safety.

Mode-Q6	Pedestrian	People who bike	Drive	Public Transit	Other Mode	Total
Much safer	19.3%	43.4%	7.5%	16.0%	25.0%	28.0%
A little safer	19.8%	27.4%	11.3%	24.0%	12.5%	22.2%
About the same as be-fore the street changes	22.6%	11.8%	28.3%	28.0%	50.0%	19.4%
A little less safe	19.8%	12.3%	13.2%	20.0%	0.0%	15.7%
Much less safe	18.4%	5.2%	39.6%	12.0%	12.5%	14.7%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**	100.0%

Broken up by the three largest respondent groups and combining the five-point scale into three answering options (Figure Mode-Q6), 70.8% of people who bike felt "A little safer" or "Much safer" about the Mid-Valencia Pilot Street changes, compared to 39.2% of pedestrians and 18.8% of drivers. In comparison, 52.8% of drivers felt "A little less safe" or "Much less safe" as a result of the street changes, compared to 17.5% of people who bike and 38.2% of pedestrians.

Figure Mode-Q6 Mode of travel and combined perception of safety for people who bike, drivers and pedestrians



All respondents were asked to describe in an open-ended question why they provided their answer to the question Q7 on their perception of safety as a result of the street changes. A total of 500 respondents provided 542 open-ended comments and answers to be included,

which were coded consistently along 14 created answer categories with the percentage shown indicating the percentage of coded answers (Table Q7 coded).

The most frequently provided reason for respondents' answer to the perceived safety included mentioning of feeling safer, safer distance, separation from other traffic and protection from cars, which resulted in a quarter of all coded answers.

Table Q7 coded. Responses coded why respondent felt more/less/same safe

Q7 coded	Frequency	Percent
Safer - distance/separation/protection from cars	137	25.3%
No double parking/blocking bike lane/less cutting people who bike	39	7.2%
Not getting "doored"	37	6.8%
No difference/no change noted/not a biker	37	6.8%
Turns/intersections are more difficult	33	6.1%
Confusing/difficult to navigate	33	6.1%
Entering / exiting bike lane more difficult	26	4.8%
Less safe/more accidents/near-hits/dangerous	25	4.6%
Less parking/bad for business	20	3.7%
More traffic/more crowded roads/less space available	18	3.3%
Drivers not obeying traffic rules	11	2.0%
Biker not obeying traffic rules	7	1.3%
More difficult for peds to cross or navigate	6	1.1%
Other	113	20.8%
Total	**542**	**100.0%**

The cross-tabulation of the coded answers on perceived safety by the travel mode variable are shown in Table Mode-Q7. The two most frequently given answers – and excluding "Other" comments which could not be coded into any of the 13 answer codes – are highlighted. The answer combination of feeling safer, safer distance, separation from other traffic and protection from cars was mentioned by all mode-of-travel groups and it was the most frequently provided response by pedestrians, people who bike and public transit riders. It was the second-most frequently given response from drivers and the combined other mode-group. Drivers most often stated the lack of parking and the implication for businesses as explanation of their safety concern.

Table Mode-Q7. Q7 coded by travel mode

Mode - Q7 coded	Pedestrian	People who bike	Drive	Public Transit	Other Mode
Safer - distance/separation/ protection from cars	16.4%	36.2%	13.6%	26.9%	25.0%
Not getting "doored"	6.1%	9.4%	1.7%	3.8%	0.0%
No double parking/block bike lane/less cutting bikes off	5.1%	11.9%	0.0%	0.0%	0.0%
More traffic/more crowded roads/less space available	2.8%	1.7%	8.5%	11.5%	0.0%
Entering /exiting bike lane more difficult	3.7%	6.4%	5.1%	0.0%	0.0%
No difference/no change noted/not biker	10.3%	2.6%	6.8%	7.7%	37.5%
Less parking/bad for business	3.3%	1.3%	16.9%	0.0%	0.0%
Turns/intersections are more difficult	6.5%	6.0%	6.8%	3.8%	0.0%
Confusing/difficult to navigate	7.5%	4.3%	8.5%	3.8%	12.5%
Biker not obeying traffic rules	0.9%	0.0%	6.8%	3.8%	0.0%
Drivers not obeying traffic rules	2.8%	1.7%	1.7%	0.0%	0.0%
Less safe/more accidents/ near-hits/dangerous	5.6%	3.0%	5.1%	7.7%	12.5%
More difficult for peds to cross or navigate	2.8%	0.0%	0.0%	0.0%	0.0%
Other	26.2%	15.7%	18.6%	30.8%	12.5%
Total	**100.0%**	**100.0%**	**100.0%**	**100.0%**	**100.0%**

The cross-tabulation of the perceived feeling of safety due to the Mid-Valencia Pilot changes and the coded answers of why respondents gave that answer is shown in Table Q6-Q7. The percentages refer to the number of responses provided (as some respondents provided more than one reason), the results are shown with a color gradient of the answer percentages. The majority of survey participants who felt “A little safer” or “Much safer” justified their perception with feeling safer due to distance and separation from cars; no blocked bike lanes and double-parked cars and people who bike being cut off, followed by not being “doored”. A third of the respondents who did not perceive a change in safety, also noted no difference or change, or stated not to be people who bike.

The respondents who felt “A little less safe” or “Much less safe” as a result of the Mid-Valencia Pilot Street changes, found the changes too confusing and difficult to navigate, less safe, more dangerous and producing more near hits and accidents, and that group also stated that turns and navigating the intersection were more difficult.

Table Q6 - Q7. Q7 coded by perceived safety rating all responses

Q6 – Q7 coded	A little safer	Much safer	About same as before	A little less safe	Much less safe
Safer - distance/separation/ protection from cars	47.4%	45.2%	8.7%	2.4%	0.0%
Not getting "doored"	11.2%	14.0%	1.9%	0.0%	0.0%
No double parking/block bike lane/less cutting bikes off	7.8%	17.8%	1.9%	0.0%	0.0%
More traffic/more crowded roads/less space available	0.0%	2.5%	2.9%	8.4%	5.0%
Entering / exiting bike lane more difficult	2.6%	0.0%	7.8%	13.3%	5.0%
No difference/no change noted/not biker	2.6%	0.6%	32.0%	0.0%	0.0%
Less parking/bad for business	0.9%	0.6%	4.9%	6.0%	10.0%
Turns/intersections are more difficult	1.7%	1.3%	7.8%	14.5%	11.3%
Confusing/difficult to navigate	3.4%	0.0%	1.9%	14.5%	18.8%
Bikes not obeying traffic rules	0.0%	0.0%	0.0%	2.4%	6.3%
Drivers not obeying traffic rules	0.9%	0.0%	2.9%	6.0%	2.5%
Less safe/more accidents/ near-hits/dangerous	0.9%	0.6%	3.9%	8.4%	15.0%
More difficult for peds to cross or navigate	0.0%	0.0%	1.0%	3.6%	2.5%
Other	20.7%	17.2%	22.3%	20.5%	23.8%

A further split of the perception of safety and reason provided by the mode of travel is outlined below for: Pedestrians, People who bike and for drivers (excluding “Other” uncoded answer).

Table Q6 - Q7. Q7 coded by perceived safety rating by travel mode

Q6-Q7 coded **PEDESTRIANS**	A little safer	Much safer	About same as before	A little less safe	Much less safe
Safer - distance/separation/ protection from cars	38.1%	35.7%	6.3%	2.4%	0.0%
Not getting "doored"	16.7%	9.5%	4.2%	0.0%	0.0%
No double parking/block bike lane/less cutting bikes off	9.5%	14.3%	2.1%	0.0%	0.0%
More traffic/more crowded roads/less space available	0.0%	0.0%	2.1%	9.5%	2.5%
Entering / exiting bike lane more difficult	0.0%	0.0%	4.2%	7.1%	7.5%
No difference/no change noted/not biker	4.8%	2.4%	39.6%	0.0%	0.0%
Less parking/bad for business	0.0%	0.0%	6.3%	4.8%	5.0%
Turns/intersections are more difficult	2.4%	0.0%	0.0%	19.0%	12.5%
Confusing/difficult to navigate	0.0%	0.0%	4.2%	9.5%	25.0%
Bikes not obeying traffic rules	0.0%	0.0%	0.0%	0.0%	5.0%
Drivers not obeying traffic rules	0.0%	0.0%	2.1%	9.5%	2.5%
Less safe/more accidents/ near-hits/dangerous	2.4%	0.0%	4.2%	9.5%	12.5%
More difficult for peds to cross or navigate	0.0%	0.0%	2.1%	7.1%	5.0%

Q6-Q7 coded **PEOPLE WHO BIKE**	A little safer	Much safer	About same as before	A little less safe	Much less safe
Safer - distance/separation/ protection from cars	51.7%	48.1%	10.7%	0.0%	0.0%
Not getting "doored"	6.7%	17.0%	0.0%	0.0%	0.0%
No double parking/blocking bike lane/less cutting bikes off	8.3%	20.8%	3.6%	0.0%	0.0%
More traffic/more crowded roads/less space available	0.0%	3.8%	0.0%	0.0%	0.0%
Entering exiting bike lane more difficult	3.3%	0.0%	17.9%	25.0%	8.3%
No difference/no change noted/not biker	1.7%	0.0%	17.9%	0.0%	0.0%
Less parking/bad for business	0.0%	0.9%	0.0%	3.6%	8.3%
Turns/intersections are more difficult	1.7%	1.9%	17.9%	14.3%	16.7%
Confusing/difficult to navigate	5.0%	0.0%	0.0%	21.4%	8.3%
Drivers not obeying traffic rules	1.7%	0.0%	7.1%	3.6%	0.0%
Less safe/more accidents/near-hits/dangerous	0.0%	0.9%	3.6%	7.1%	25.0%
Q6-Q7 coded DRIVERS	**A little safer**	**Much safer**	**About same as before**	**A little less safe**	**Much less safe**
Safer - distance/separation/ protection from cars	50.0%	50.0%	12.5%	14.3%	0.0%
Not getting "doored"	16.7%	0.0%	0.0%	0.0%	0.0%
More traffic/more crowded roads/less space available	0.0%	0.0%	6.3%	14.3%	12.5%
Entering exiting bike lane more difficult	16.7%	0.0%	6.3%	14.3%	0.0%
No difference/no change noted/not biker	0.0%	0.0%	25.0%	0.0%	0.0%
Less parking/bad for business	16.7%	0.0%	12.5%	28.6%	20.8%
Turns/intersections are more difficult	0.0%	0.0%	12.5%	0.0%	8.3%
Confusing/difficult to navigate	0.0%	0.0%	0.0%	14.3%	16.7%
Bikes not obeying traffic rules	0.0%	0.0%	0.0%	14.3%	12.5%
Drivers not obeying traffic rules	0.0%	0.0%	0.0%	0.0%	4.2%
Less safe/more accidents/near-hits/dangerous	0.0%	0.0%	6.3%	0.0%	8.3%

At the end of the survey, respondents provided open-ended commentary, and the offered 350 answers were coded along 12 answer categories with the frequencies shown in Table Q13.

Table Q13. Coded open-ended comments about the Mid-Valencia Pilot program

Q13	Frequency	Percent
Approval/setup is improvement/preferred over previous design	83	31.4%
Bike lane preferred on side of roadway/ original design	33	12.5%
Detrimental to businesses	29	11.0%
Disapproval/setup is deterioration	27	10.2%
Increased bike safety/more protected/safer overall	18	6.8%
Loss of parking	17	6.4%
Improvement, but needs design changes/adjustments	16	6.1%
Complete separation of vehicles/bikes/peds	16	6.1%
Access and turns more difficult for people who bike	14	5.3%
More dangerous/less safe/confusing	11	4.2%
Other	76	21.7%
Total	**350**	**100.0%**

The cross-tabulation of the coded answers on the Mid-Valencia Pilot program by perceived safety is shows in Table Q13 by travel mode (excluding "Other" uncoded responses). The most frequently coded answer is highlighted.

Table Q13 mode. Coded open-ended comments about the Mid-Valencia Pilot program by travel mode

Q13 by travel mode	Pedestrian	People who bike	Driver	Public transit
Approval/setup is improvement/ preferred over previous design	15.5%	37.5%	11.6%	9.1%
Disapproval/setup is deterioration	10.3%	2.2%	16.3%	9.1%
Improvement, but needs design changes/adjustments	1.9%	6.6%	4.7%	18.2%
Increased bike safety/more protected/safer overall	7.1%	4.4%	2.3%	0.0%
Bike lane preferred on side of roadway/ original design	9.0%	8.8%	14.0%	9.1%
Loss of parking	6.5%	0.7%	14.0%	0.0%
Detrimental to businesses	10.3%	2.9%	18.6%	9.1%
Access / turns more difficult for bikes	3.2%	6.6%	0.0%	0.0%
More dangerous/less safe/confusing	5.2%	0.7%	4.7%	0.0%
Complete separation of vehicles/bikes/peds	6.5%	3.7%	2.3%	0.0%
Suggest more/extended bike lanes	1.3%	5.9%	0.0%	0.0%

DEMOGRAPHICS

Table Q8. Age

Q8	Frequency	Percent
18 or under	5	1.0%
19 – 24	30	5.9%
25 – 34	135	26.5%
35 – 44	137	26.9%
45 – 54	87	17.1%
55 – 64	63	12.4%
65 or over	53	10.4%
Total	**510**	**100.0%**

Table Q9. Gender identity

Q9	Frequency	Percent
Male	320	62.7%
Female	172	33.7%
Gender non-binary	14	2.7%
Trans	1	0.2%
Other	3	0.6%
Total	**510**	**100.0%**

Table Q10. Race

Q10 (multiple choice)	Frequency	Percent
Asian and/or Pacific Islander	75	14.1%
Black and/or African American	29	5.5%
Hispanic and/or Latinx	90	16.9%
Middle Eastern and/or North African	10	1.9%
Native American	7	1.3%
White	309	58.2%
Another race or ethnicity	11	2.1%
Total	**531**	**100.0%**

Table Q11. Annual household income

Q11	Frequency	Percent
Less than $10,000	26	5.8%
$10,000 to $24,999	19	4.3%
$25,000 to $49,999	32	7.2%
$50,000 to $74,999	64	14.4%
$75,000 to $99,999	52	11.7%
$100,000 to $124,999	57	12.8%
$125,000 to $149,999	28	6.3%
$150,000 to $174,999	39	8.8%
$175,000 to $199,999	21	4.7%
$200,000 or more	107	24.0%
Total	**445**	**100.0%**

APPENDIX

Additional cross-tabulations

The table Cross-tabulation of respondent zip code by reason of visits shows the zip codes provided by intercepted survey participants, with the three zip codes closest to Valencia Street (94103, 94110, 94114) highlighted in blue and accounting for 63.3% of all zip codes. A combined 92.4% of all respondents who live nearby, also live in those three zip codes.

Table Cross-tabulation of respondent zip code by reason of visit

Zip code	I live nearby	Shopping	Enter-tainment	I work nearby	Visiting friends	Eating/ drinking	Services	School/ class	Just passing through	Other (specify)	Total
11222						2.3%					0.2%
21230										5.6%	0.2%
45249						2.3%					0.2%
90278		1.6%									0.2%
91316			7.1%								0.2%
94005				1.1%							0.2%
94014		1.6%	7.1%								0.4%
94015		1.6%		1.1%			2.9%				0.6%
94030							2.9%				0.2%
94040					4.2%						0.2%
94044		1.6%		2.3%							0.6%
94066				1.1%		4.5%					0.6%
94102	0.5%	3.1%		3.4%	8.3%	2.3%	5.9%				2.2%
94103	8.0%	4.7%	7.1%	5.7%	4.2%	9.1%	8.8%		10.5%	5.6%	7.1%
94104				1.1%			2.9%				0.4%
94107	0.5%	4.7%	7.1%	4.6%	0.4 %	2.3%	8.8%			5.6%	3.0%
94109		3.1%		2.3%		2.3%	2.9%			5.6%	1.4%
94110	76.4%	37.5%	21.4%	17.2%	25.0%	36.4%	38.2%	25.0%	42.1%	38.9%	48.3%
94112	1.0%	1.6%		6.9%	4.2%	2.3%	5.9%	25.0%	5.3%	11.1%	3.4%
94114	8.0%	9.4%		9.2%	4.2%	11.4%	5.9%	25.0%	5.3%		7.9%
94115		1.6%		1.1%		2.3%	2.9%		5.3%		1.0%
94116		1.6%		1.1%				25.0%			0.6%
94117	1.0%	3.1%		5.7%	8.3%	2.3%			5.3%	11.1%	3.0%
94118	0.5%	1.6%	7.1%	4.6%							1.4%
94121				3.4%						5.6%	0.8%
94122	1.0%	6.3%	7.1%	5.7%					5.3%		2.6%
94123									5.3%		0.2%
94124		1.6%	7.1%				5.9%				0.8%
94127				1.1%	4.2%						0.4%
94131	1.5%	4.7%		2.3%	4.2%	11.4%	2.9%		10.5%		3.4%

94132				1.1%	4.2%						0.4%
94133		1.6%		2.3%		2.3%	2.9%				1.0%
94134			7.1%	2.3%							0.6%
94140	0.5%										0.2%
94402		1.6%									0.2%
94403				1.1%							0.2%
94404				1.1%							0.2%
94410		1.6%				2.3%					0.4%
94510				1.1%							0.2%
94541				1.1%							0.2%
94546				1.1%							0.2%
94580				1.1%							0.2%
94587										5.6%	0.2%
94596		1.6%									0.2%
94601		1.6%	7.1%								0.4%
94605				1.1%	4.2%						0.4%
94606						2.3%					0.2%
94607				1.1%							0.2%
94608										5.6%	0.2%
94609									5.3%		0.2%
94610						2.3%					0.2%
94619				1.1%							0.2%
94621				1.1%							0.2%
94703					8.3%						0.4%
94805			7.1%								0.2%
94806	0.5%										0.2%
94903			7.1%								0.2%
94945				1.1%							0.2%
94949					4.2%						0.2%
95008	0.5%										0.2%
95616					4.2%						0.2%
95811		1.6%									0.2%
95832					4.2%						0.2%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Crosstabulation of intercept locations

Street	15th	16th	17th	18th	19th	20th	21st	22nd	23rd	Liberty	Total
16th	14	0	15	0	0	0	0	0	0	0	29
17th	0	34	0	9	0	0	0	0	0	0	43
18th	0	0	53	1	5	0	0	0	0	0	59
19th	0	0	0	61	0	0	0	0	0	0	61
20th	0	0	0	0	127	0	2	0	0	1	130
21st	0	0	0	0	0	25	0	2	0	0	27
22nd	0	0	0	0	0	0	80	1	0	0	81
23rd	0	0	0	0	0	0	0	54	0	0	54
24th	0	0	0	0	0	0	0	0	4	0	4
Hill	0	0	0	0	0	0	2	1	0	0	3
Liberty	0	0	0	0	0	2	1	0	0	0	3
Total	**14**	**34**	**68**	**71**	**132**	**27**	**85**	**58**	**4**	**1**	**513**

Survey form

SFMTA MID-VALENCIA PILOT PROJECT QUESTIONNAIRE

I am conducting a brief survey about people's experiences with SFMTA's Mid-Valencia Pilot Project between 15th and 23rd. This will take only a few minutes and you will help us understand how people feel about the street changes.

1 How did you get to Valencia Street today? (Select one)

- ☐ Walk
- ☐ Bike
- ☐ Drive
- ☐ Motorcycle
- ☐ E-Scooter
- ☐ Transit
- ☐ Ride-Share (Uber, Lyft, etc.)
- ☐ Taxi
- ☐ Other (specify) _____

[IF Q1 = Drive/Moto answer 4 and 5]

4 How many blocks away from your destination did you park?_____(number of blocks)

5 How long did it take you to find parking?_____ (number of minutes)

2 What is the main reason you are on Valencia Street today? (Select one)

- ☐ I live nearby
- ☐ Shopping
- ☐ Entertainment
- ☐ I work nearby
- ☐ Visiting friends
- ☐ Eating/drinking
- ☐ Services
- ☐ School/class
- ☐ Just passing through
- ☐ Other (specify) _____

[IF Q2 = just passing through answer 3]

3 What is the reason you chose Valencia Street for passing through? (Select all that apply)

- ☐ Easier / convenient
- ☐ Faster / less traffic / more direct connection
- ☐ Safer / more secure
- ☐ Nicer / more comfortable
- ☐ Know area better / know my way around
- ☐ Other (specify) _____

6 Thinking about traffic safety, do the Mid-Valencia Pilot Street changes make you feel...

- ☐ A little safer
- ☐ Much safer
- ☐ About the same as before the street changes
- ☐ A little less safe
- ☐ Much less safe

7 Why do you feel that way?

_____

_____

The last few questions are about you:

8 What is your age? Are you...

- ☐ 18 or under
- ☐ 19 – 24
- ☐ 25 – 34
- ☐ 35 – 44
- ☐ 45 – 54
- ☐ 55 – 64
- ☐ 65 or over

9 How do you describe your gender identity? (Select all that apply).

- ☐ Female
- ☐ Male
- ☐ Gender Non-binary
- ☐ Transgender
- ☐ Another gender (specify): _____

10 What race and/or ethnicity do you identify with? (Select all that apply).

- ☐ Asian and/or Pacific Islander
- ☐ Black and/or African American
- ☐ Hispanic and/or Latinx
- ☐ Middle Eastern and/or North African
- ☐ Native American
- ☐ White
- ☐ Another race or ethnicity (specify): _____

11 What is the total annual income (before taxes) of everyone in your household?

- ☐ Less than $10,000
- ☐ $10,000 to $24,999
- ☐ $25,000 to $49,999
- ☐ $50,000 to $74,999
- ☐ $75,000 to $99,999
- ☐ $100,000 to $124,999
- ☐ $125,000 to $149,999
- ☐ $150,000 to $174,999
- ☐ $175,000 to $199,999
- ☐ $200,000 or more

12 What zip code do you live in? _____

13 Do you have any comments about the Mid-Valencia Pilot program you want to share?

_____

_____

Those are all the questions we have, thank you so much for your help with our study.

Surveyor Initials: _____
Weather/External conditions: Sunny Rainy Windy Notes: _____
Date: _____ Time _____
Location: Valencia btwn: _____ and _____ East / West