WHAT WE HEARD

Safety Action Plan Public Engagement Report

MAY 2026

PlanRVA

Where the region comes together to look ahead.

Contents

About this Report

This report documents the public engagement conducted as part of *Safe by Design: Moving Toward a Transportation Network Built for People*, PlanRVA's regional transportation safety planning effort developed through 2025 and 2026. It is intended to serve as a standalone record of what the region's residents, workers, and travelers told us, and what that input means for the priorities and actions described in the main plan.

The engagement process drew on three distinct channels: a structured online survey fielded across the PlanRVA region, direct community outreach at more than 30 events, and an analysis of public commentary from an online discussion forum. Together, these channels reached well over 2,000 people and generated a substantial record of community safety perceptions, infrastructure concerns, and priorities for change.

This report synthesizes that record. It is an interpreted summary designed to surface what mattered most, where agreement was strongest, and where the experiences of different communities diverged. Findings are organized thematically and geographically, with a concluding section that connects what residents told us directly to the plan's specific safety actions.

One important caveat applies throughout: the engagement record is directional, not statistically representative. Richmond City respondents make up a majority of survey submissions, and rural localities are underrepresented relative to their share of the regional population. To account for this, responses are broken down by locality, which are examined later in the report. That said, the main themes largely held up across all localities and contexts, but the comparison tables let you see where there are meaningful differences in emphasis.

Where sample sizes limit meaningful analysis (particularly for smaller jurisdictions) this report says so plainly rather than overstating the confidence of the findings. The goal is an honest account of who participated and what they said, offered as evidence that this plan was shaped by the people it is meant to serve.

The full survey results are available in a separate appendix on the engagement site project page.

Engaging the Region

Developing a safety plan grounded in community experience required reaching people across a geographically and demographically diverse region, from dense urban neighborhoods in Richmond and Henrico to rural roads in Goochland and Hanover. The engagement process used three main complementary channels, each designed to capture a variety of voices.

Online Survey

The primary structured engagement instrument was a public safety perception survey hosted at engage.planrva.org/safety-plan and distributed through PlanRVA's communications channels, partner networks, and community events. The survey asked respondents to share their travel patterns, rate their agreement with statements about driving behavior, road design, and enforcement, and describe in their own words the transportation safety concerns they see in their communities. It received 1,073 completed responses between February 11 and March 31, 2026, making it one of the most substantive regional perception datasets PlanRVA has collected. Responses came from across the region, with representation from every jurisdiction, though participation was uneven, a limitation addressed in the respondent profile section that follows.

In-Person Community Outreach

PlanRVA's community engagement team attended more than 30 events across the region, directly speaking with over 1,000 residents and stakeholders about transportation safety and the investments that safety data helps shape. Events ranged from large public forums to targeted sessions designed to reach people who are unlikely to complete an online survey or attend a public meeting.

The engagement team made a deliberate effort to go where those communities already were rather than asking them to come to the planning process. That meant showing up at faith communities, neighborhood associations in historically underinvested areas, and an NAACP chapter meeting where residents of color have disproportionate exposure to unsafe road conditions. It meant attending disability services events and an adaptive sports festival to hear from people who navigate the transportation system in ways that standard infrastructure routinely fails to accommodate. It meant sitting with youth at a high school leadership summit, a homeschool collective, and a county youth service council to hear from people who have no choice but to move through the built environment without a car. And it meant returning to communities visited earlier in the planning process to build trust in the participation process. Taken together, this in-person outreach was designed to ensure that the communities carrying the greatest burden of risk had a meaningful opportunity to shape the plan intended to address it.

Online Public Discussion

To supplement the structured survey, the project team analyzed 130 comments drawn from a verified post to the r/RVA subreddit and smaller regional subreddits asking Richmond area residents how safe they feel driving, biking, or walking in the region. This channel was included deliberately: online forum discussions capture a candid, unprompted register of public sentiment that formal surveys rarely surface. Respondents were not asked to complete a form or follow a prompt structure, they were simply asked a question and answered in their own words. The result is a body of commentary that is often more emotionally direct, more specific about particular places and experiences, and more willing to name systemic causes than the formal survey responses. It is treated throughout this report as a complementary source, not a representative sample.

Accessibility Lived Experience Interview

The engagement process also included a recorded interview with D. Allen, a 39-year-old multidisciplinary artist and power wheelchair user living in Richmond. The interview was conducted to capture a perspective that surveys and community events rarely surface with adequate depth: the experience of navigating the regional transportation system as a disabled person for whom infrastructure failures are not inconveniences but daily safety calculations. D. described a city whose physical environment—broken pavement, missing curb cuts, cobblestone streets, transit designed for non-disabled people—creates what they called a layered maze requiring constant route-mapping and risk assessment simply to leave the house.

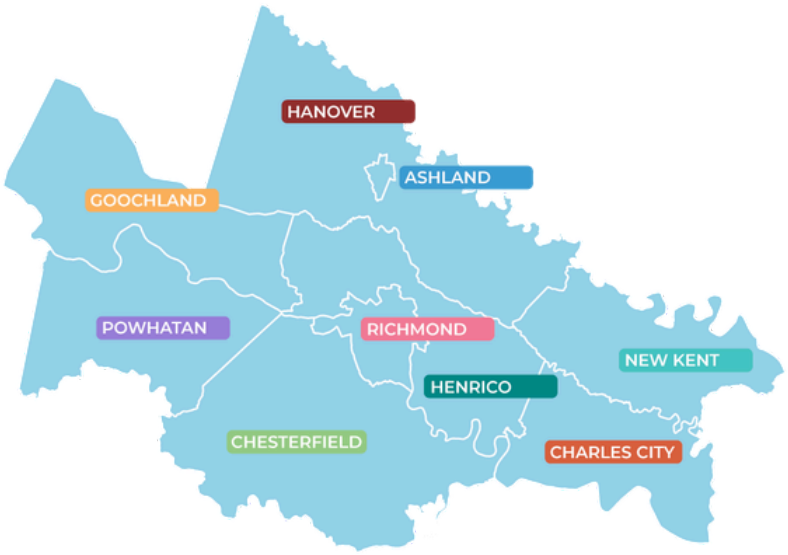
Their account connects infrastructure conditions directly to physical danger: in April 2023, two months after finally receiving a prescribed power wheelchair following a year-long approval process, D. was struck by a driver in a crosswalk in Minneapolis, Minnesota, totaling their chair and resulting in a serious concussion. That experience grounds their analysis of Richmond's streets in something more than perception. Their testimony is drawn on in the body of this plan as evidence that the gap between stated accessibility standards and the lived experience of disabled travelers in this region remains wide, and that closing it requires structural investment, not individual accommodation.

Open Ended Responses

The entirely of open ended responses are made available in a separate appendix on the engagement site project page.

Respondent Profile

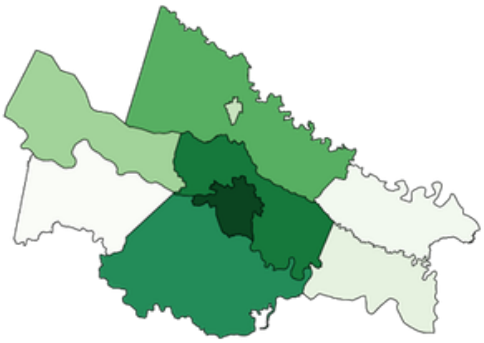
Understanding who participated in the survey is essential context for interpreting what they said. The 1,073 respondents who completed the online survey represent a broad cross-section of regional residents, but not an evenly distributed one. The profile below describes the geographic, demographic, and behavioral characteristics of the survey sample, along with the interpretive limits those characteristics impose.



Geography

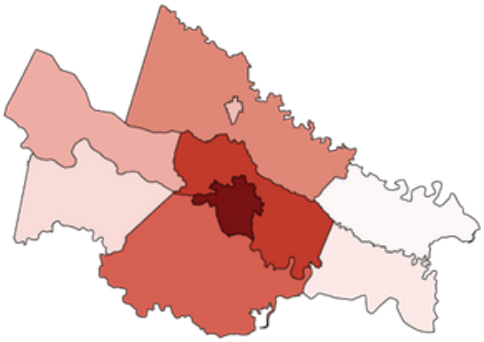
More than half of all respondents (51.2%) live in Richmond, which is substantially higher than the city's share of the regional population. Henrico (14.8%) and Chesterfield (13.9%) each contributed roughly comparable shares, followed by Hanover and the Town of Ashland combined (9.4%), and Goochland (2.1%). Charles City, New Kent, and Powhatan together account for fewer than 1% of responses. Where respondents work follows a broadly similar pattern, with Richmond (45.3%) and Henrico (13.0%) as the dominant employment destinations. The "Other" response includes self-identified retired individuals.

Where do you live?



Town of Ashland	1.1%
Charles City	0.03%
Chesterfield	13.9%
Hanover	8.3%
Henrico	14.8%
Goochland	2.1%
New Kent	0.3%
Powhatan	0.1%
Richmond	51.2%
On Tribal Land	0.1%
Prefer not to answer	4.6%
Other	3.3%

Where do you work?

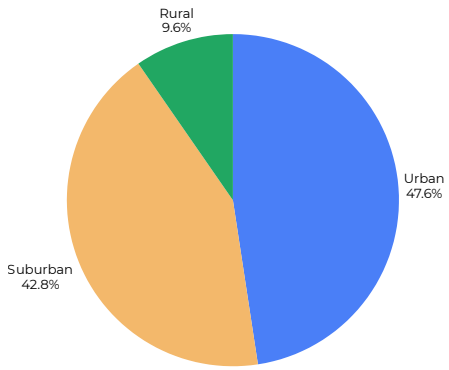


Town of Ashland	1.5%
Charles City	0.1%
Chesterfield	7.0%
Hanover	3.2%
Henrico	13.0%
Goochland	1.8%
New Kent	0.0%
Powhatan	0.2%
Richmond	45.3%
On Tribal Land	0.0%
Prefer not to answer	10.7%
Other	17.3%

Urban, Suburban, and Rural Character

When asked to describe where they live, respondents skewed toward urban and suburban settings: 47.6% identified their community as urban, 42.8% as suburban, and 9.6% as rural. This distribution broadly reflects the regional population but underrepresents the rural experience.

How would you describe where you live?



Age and Gender

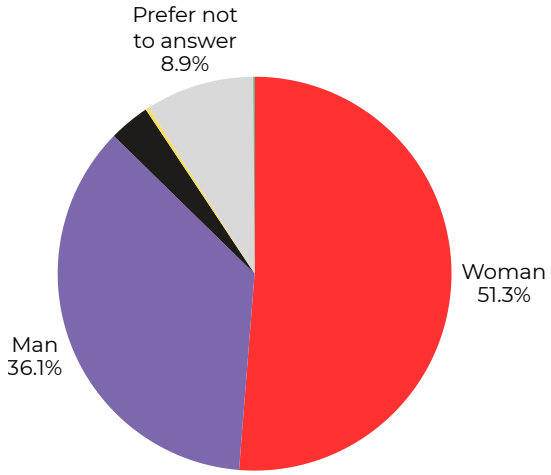
The average respondent age was 39.4 years, with nearly half of all respondents (49.2%) falling between the ages of 25 and 44. Women made up 51.3% of respondents, men 36.1%, and non-binary respondents 3.4%, with the remainder preferring not to answer. One person self-described as a transgender man.

average age:

39.4

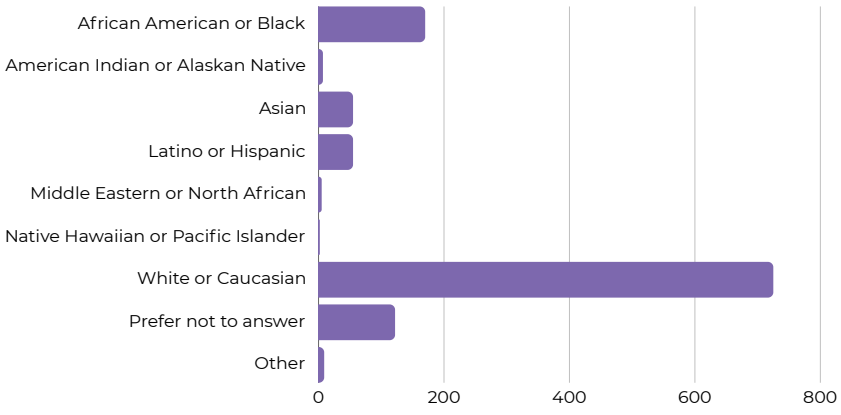
Almost half (49.2%) of respondents were between the ages 25–44

Gender



Race and Ethnicity

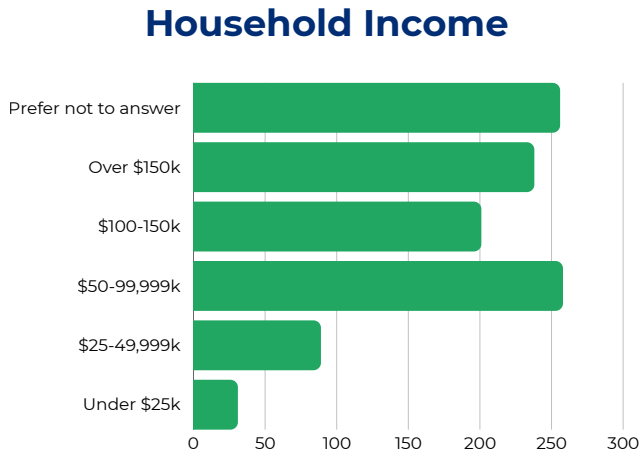
White or Caucasian respondents were the largest racial group by a substantial margin. African American and Black respondents were the second-largest group, with meaningful representation given the City of Richmond's demographic composition. Latino or Hispanic, Asian, and other communities were present



but represented in small numbers, suggesting that future engagement efforts should prioritize outreach to communities whose voices are thinner in this dataset.

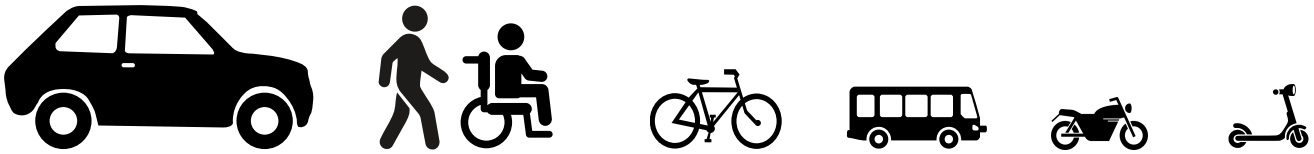
Income

Household income responses were broadly distributed, with the largest clusters in the $50,000–$99,999 range and the "prefer not to answer" category. Lower-income respondents (those under $25,000) were among the smallest income groups represented, despite being among those most likely to rely on walking, transit, and other non-automobile modes that carry higher crash risk exposure.



Travel Behavior

Respondents were asked to identify their primary modes of transportation, selecting up to three. Automobile use was nearly universal at 91%, but walking or rolling was also widely reported at 45%, followed by bicycle at 25% and public transportation at 13%. This multimodal profile is notable: it suggests that a substantial share of respondents regularly experience the transportation system from outside a vehicle, lending credibility to the infrastructure concerns they raised elsewhere in the survey.



Automobile	Walking/Rolling	Bicycle	Public Transportation	Motorcycle	Scooter
91%	45%	25%	13%	1%	1%

A Note on Representativeness

Taken together, the respondent pool skews urban, middle-income, and multimodal relative to the regional population as a whole. This shapes the findings in predictable ways: demand for pedestrian and cycling infrastructure is likely amplified, rural road concerns are likely underrepresented, and the concerns of lower-income and non-English-speaking communities may not be fully captured. These limitations do not diminish the value of the engagement record, rather they frame it.

They also make the points of convergence across localities more meaningful. Where Richmond residents, Chesterfield, and Hanover respondents express the same concern, such as speeding, distracted driving, the need for better pedestrian crossings, that agreement carries weight precisely because the populations and built environments behind those responses are so different. From a regional perspective, a shared frustration expressed independently across urban, suburban, and rural contexts is a stronger signal than the same frustration expressed within a single community.

Conversely, where locality-level responses diverge, those differences tend to reflect genuine differences in how people experience the transportation system: the pedestrian infrastructure gaps that dominate Richmond and urban responses are not the same gaps that rural respondents describe when they note the absence of any sidewalk or shoulder at all. Throughout this report, findings are presented with these characteristics in mind, and the concluding section addresses both the equity implications of the participation gap and the planning significance of what respondents across the region chose to say in common.

Continued on Next Page

Regional Themes

Across all three engagement channels (the structured survey, in-person outreach, and online discussion) a consistent set of concerns emerged with enough frequency and consistency to constitute a regional safety consensus. The themes below are drawn from 1,073 survey responses, direct conversations with over 1,000 community members, and 130 Reddit comments. They are presented not as a ranked list but as a layered picture of how residents across the region experience and think about transportation safety.

Speeding Is the Defining Concern

No issue appeared more frequently or more forcefully than speeding. Open-ended responses included more than 200 direct mentions, and Likert scores reinforced this: respondents registered their strongest disagreement with speeding in school zones (1.26 out of 5) and residential areas (1.69). Reddit comments extended the picture further, with respondents describing roads whose geometry (wide lanes, sweeping curves) functionally invites speed regardless of the posted limit. The concern was not simply that drivers choose to speed, but that the road system makes speeding the path of least resistance.

Distracted Driving Is Treated as a Given

Phone use was named repeatedly and often in the same breath as speeding, described as a baseline condition rather than an occasional lapse. Survey respondents rejected its acceptability nearly as strongly as school zone speeding (1.41), yet open-ended responses suggest this normative rejection coexists with a perception that the behavior is ubiquitous and unchecked. The theme was especially prominent among youth respondents, appearing in roughly two-thirds of all under-18 submissions.

Pedestrian and Cyclist Safety Is a Crisis, Not a Gap

Concerns about people outside of vehicles surfaced across every channel and every geographic context, but the nature of those concerns varied. Urban respondents described crosswalks without signals and bike lanes obstructed by debris. Suburban respondents pointed to arterials with no pedestrian infrastructure at all. Rural respondents described roads with no shoulders and no separation from fast-moving traffic or stress from sharing the road with cyclists. The failure is not uniform, but it is regional, and respondents described real behavioral adaptations: choosing not to walk, not to bike, not to let children travel independently.

Road Design Is Named as a Cause

Residents repeatedly and unprompted identified road design as a contributing cause of unsafe conditions, not merely a backdrop to bad behavior. Reddit respondents described a road system that sets people up to fail; one that punishes inattention with catastrophic consequences rather than forgiving inevitable human error. This framing emerging organically is a meaningful validation of the design-centered approach at the core of this plan.

Enforcement Is Wanted, With Conditions

Residents expressed strong support for automated speed enforcement in school and construction zones, with more ambivalence about residential and general roadway cameras. Privacy concerns appeared in open-ended responses. The phrase "no consequences" in the survey word cloud signals a perceived gap between the behavior residents observe and any accountability that follows.

Residents Support Trade-Offs for Safety

Respondents broadly supported safer conditions for people outside of vehicles (traffic calming, crosswalks, bike lanes) even if those improvements add two to five minutes to their own travel time. For planners navigating the politics of road redesign, it is a meaningful signal: the constituency for safer streets is larger, and more willing to accept trade-offs, than public debate often suggests.

Other Themes

Other common themes include...

- Running red lights and stop signs
- Road designs that encourage high speeds or dangerous driving
- Lack of transportation mode choice
- Poor visibility near intersections, especially from parking near corners
- Need for traffic calming
- Aggressive and reckless driving culture
- Road, sidewalk, bike lane conditions and maintenance needs
- Privacy issues and surveillance concerns around automated enforcement
- Rural roads with hills and curves
- Lack of civility among road users and in public space

Voices Beyond the Survey

The formal survey captured the broadest cross-section of regional opinion, but two additional engagement pools added texture and specificity that structured questions rarely surface. Both are worth examining on their own terms.

Online Discussion

The 130 comments drawn from the r/RVA subreddit represent unsolicited, unmediated public sentiment from people who were not recruited to participate. The dominant tone is one of resigned anxiety; not outrage, but a weary familiarity with conditions respondents have largely stopped expecting to change. Comments were more personal and emotionally direct than survey responses, frequently anchored in specific near-miss experiences or named locations.

Two patterns stand out. Reddit respondents were more likely than survey participants to describe unsafe conditions in explicitly structural terms such as naming lane width, signal timing, and intersection geometry rather than focusing solely on driver behavior. And many described having actively changed how they move through the region because they no longer feel safe. Giving up cycling entirely was the most commonly cited adaptation. This behavioral withdrawal represents a safety cost that crash data alone cannot measure.

Youth Spotlight

PlanRVA heard from more than 100 people under the age of 18 through Teen Summit RVA and a Cultural Roots Homeschool Co-Op at Pine Camp Arts and Community Center. Youth responses were shorter and more direct than adult submissions, but no less revealing. Speeding and phone use dominated, appearing in roughly two-thirds of all under-18 responses, often as standalone answers that treated these dangers as self-evident.

What distinguished youth responses was not the concerns themselves but the vantage point behind them. Young people described the transportation system as non-drivers: crossing streets near schools, waiting for buses, navigating spaces designed entirely around car ownership. Unprompted, they asked for more sidewalks, crosswalks, bike lanes, and accessible transit—including free bus access, a priority that appeared nowhere in adult responses. For many young people, the question is not just whether the streets are safe, but whether they can get anywhere at all.

Locality Comparison

The five jurisdictions with sufficient survey sample sizes—Richmond (n=551), Henrico (n=158), Chesterfield (n=149), Hanover and the Town of Ashland combined (n=100), and Goochland (n=22)—offer a meaningful basis for geographic comparison. Goochland results are included but should be read as directional only given the small sample. Charles City, New Kent, and Powhatan each contributed fewer than five responses and are not analyzed separately.

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Respondents	551	158	149	100	22	**1,073**
Open-ended response rate	75%	70%	57%	72%	55%	**68%**
Urban	437 (79%)	16 (10%)	8 (5%)	5 (5%)	0 (0%)	**474 (44%)**
Suburban	98 (18%)	128 (81%)	129 (87%)	48 (48%)	3 (14%)	**426 (40%)**
Rural	4 (1%)	6 (4%)	5 (3%)	41 (41%)	18 (82%)	**96 (9%)**

The table below shows reported **Transportation Mode**. Respondents were able to choose up to three options.

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Automobile	477 (87%)	150 (95%)	145 (97%)	97 (97%)	21 (95%)	**948 (88%)**
Walking/Rolling	345 (63%)	51 (32%)	30 (20%)	22 (22%)	0 (0%)	**464 (43%)**
Bicycle	204 (37%)	29 (18%)	16 (11%)	5 (5%)	0 (0%)	**264 (25%)**
Public Transportation	106 (19%)	12 (8%)	9 (6%)	3 (3%)	0 (0%)	**136 (13%)**
Motorcycle/ Scooter	13 (2%)	6 (4%)	3 (2%)	4 (4%)	0 (0%)	**27 (3%)**

The tables below shows average Likert scores for eight key survey questions across each jurisdiction, alongside the regional average. Scores run from 1 (strongly disagree) to 5 (strongly agree). The lowest scores are displayed in **red** and the highest in **green**.

The first table shows comparative results to the following questions asking about **Speeding Permissiveness**:

1. It is okay to travel 5-10 mph over the speed limit in a school zone.
2. It is okay to travel 5-10 mph over the speed limit in a construction zone.
3. It is okay to travel 5-10 mph over the speed limit in a residential area.
4. It is okay to travel 5-10 mph over the speed limit in an urban area.
5. It is okay to travel 5-10 mph over the speed limit on an interstate or expressway.
6. It is okay to travel 5-10 mph over the speed limit if no other vehicles or pedestrians are present.

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
School zone	1.21	1.25	**1.37**	1.27	**1.14**	**1.26**
Construction zone	**1.53**	1.49	1.48	1.48	**1.05**	**1.49**
Residential area	**1.65**	1.68	**1.80**	1.66	1.71	**1.69**
Urban area	1.93	**2.17**	2.15	1.79	**1.65**	**1.99**
Interstate	3.87	3.80	**3.79**	3.92	**4.22**	**3.83**
If no one present	2.41	**2.66**	2.65	2.60	**2.31**	**2.49**

The next table shows comparative results to the following questions asking about **Driver Behavior**:

1. It is okay to use a mobile phone while driving as long as you are paying attention to the road.
2. Drivers should always yield to pedestrians at crosswalks, even if they are not marked.
3. Speeding is more dangerous than other risky driving behaviors (such as distracted driving or impaired driving).

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Phone use acceptable while driving	**1.35**	1.39	1.45	**1.61**	1.58	**1.41**
Yield to pedestrians at all crosswalks	4.23	4.39	4.35	**4.41**	**4.17**	**4.28**
Speeding more dangerous than other behaviors	**2.74**	2.70	2.70	2.47	**1.95**	**2.74**

**Hanover results include the Town of Ashland*

The next table shows comparative results to the following questions asking about **Road Design and Safety**:

1. I support safer conditions for people outside of a motor vehicle (traffic calming, crosswalks, push-button crossings, bike lanes) even if it means my trip might take 2-5 minutes longer.
2. Roads should be designed to encourage slower driving speeds in areas with high pedestrian or cyclist activity.
3. Roads should be designed to encourage slower driving speeds in residential areas.
4. Road design has a greater impact on driver speed than enforcement.
5. Traffic signals should be adjusted to give pedestrians more time to cross the street.
6. Lowering speed limits in residential areas would improve safety.

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Support non-motorist improvements (+2–5 min)	**4.79**	4.62	4.45	4.44	**4.35**	**4.66**
Design for slower speeds in pedestrian areas	**4.74**	4.58	4.32	4.15	**3.50**	**4.55**
Design for slower speeds in residential	**4.60**	4.43	4.23	4.04	**3.73**	**4.43**
Road design > enforcement	**4.29**	4.06	3.85	**3.56**	3.73	**4.08**
Pedestrian signal timing	**4.24**	4.17	4.17	**3.99**	4.21	**4.16**
Lower speed limits would help safety	3.48	**3.65**	3.50	**3.48**	3.62	**3.53**

Continued on Next Page

**Hanover results include the Town of Ashland*

The next table shows comparative results to the following questions asking about **Automated Enforcement**:

1. I support the use of automated speed enforcement (e.g., speed cameras) in school zones.
2. I support the use of automated speed enforcement in construction zones.
3. I support the use of automated speed enforcement in residential areas.
4. I support the use of automated speed enforcement on any public roadway.
5. Strict enforcement of speed limits is necessary to improve safety.

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Automated school zones	3.93	***4.05***	**3.82**	4.04	***4.05***	**3.94**
Automated construction zones	**3.53**	3.62	3.64	3.57	**3.74**	**3.57**
Automated residential	3.34	**3.61**	3.47	3.48	**3.28**	**3.42**
Automated any roadway	2.96	***3.19***	***3.19***	3.14	**2.29**	**3.07**
Strict enforcement necessary for safety	3.55	**3.54**	3.58	3.69	**3.81**	**3.58**

The next table shows comparative results to the following questions asking about **Community Perceptions and Observed Behaviors**:

1. I feel safe walking or biking in my community.
2. I feel safe driving in my community.
3. How often do you see drivers exceeding the speed limit in your community?
4. How often do you see drivers failing to yield to pedestrians in crosswalks?
5. How often do you witness distracted driving (e.g., texting, eating, using a phone) in your area?

	Richmond	Henrico	Chesterfield	Hanover*	Goochland	Region
Feel safe walking/biking	**2.67**	3.12	3.16	3.14	**3.59**	**2.94**
Feel safe driving	**3.17**	3.60	3.71	3.85	**4.74**	**3.46**
See speeding	**4.55**	**4.31**	4.38	4.34	4.44	**4.42**
See failure to yield	**4.32**	3.77	3.66	3.44	**3.07**	**3.97**
See distracted driving	4.54	**4.26**	4.48	4.34	**4.55**	**4.42**

**Hanover results include the Town of Ashland*

Where Localities Converge

The most striking finding in the locality comparison is how much agreement exists across jurisdictions that differ significantly in density, road character, and travel behavior. Rejection of speeding in school zones and residential areas was near-uniform across all five jurisdictions, as was rejection of phone use while driving. Support for pedestrian yield norms at crosswalks was consistently high regardless of whether the respondent lives in a walkable urban neighborhood or a rural county where marked crosswalks are rare. These points of convergence are significant: they represent a **regional consensus on basic safety norms that crosses the urban-suburban-rural divide** and provides a shared foundation for region-wide policy.

Where Localities Diverge

Meaningful differences emerge on questions that touch more directly on infrastructure investment and personal travel experience. Respondents in Richmond reported the lowest sense of safety while walking or biking (while reporting the highest rates of walking and biking), consistent with a denser urban environment where pedestrian-vehicle conflicts are more frequent and more visible. Suburban respondents in Henrico and Chesterfield expressed somewhat greater comfort driving but identified pedestrian infrastructure gaps (particularly along high-speed arterials) as a significant concern. Hanover and Ashland respondents were more likely to raise issues specific to rural and small-town road character: roads shared uncomfortably with cyclists, limited sight lines on curves and hills, and a near-total absence of non-automotive travel options. Goochland responses, while too few to analyze with confidence, reflect a similar pattern.

Support for traffic calming measures and automated enforcement showed the most variation across jurisdictions. Urban respondents were most supportive of both; suburban and rural respondents expressed more ambivalence, particularly around speed cameras in residential areas, where privacy concerns appeared more frequently in open-ended responses.

What the Comparison Tells Us

Locality-level differences in this survey largely track differences in the built environment rather than differences in underlying values. **Residents across the region share a common normative baseline** (speeding is wrong, phones behind the wheel are dangerous, pedestrians deserve to be protected) **but their experience of what those principles mean in practice varies considerably depending on where they live and how they get around**. A resident of urban Richmond and a resident of rural Hanover may both want safer streets; what safer streets looks like, and what interventions would achieve it, is shaped by very different physical and infrastructural realities. This plan's action framework is designed to accommodate that variation, establishing regional standards and tools while leaving room for locality-specific application.

Conclusions

The engagement record assembled for Safe by Design reflects what more than 2,000 residents, workers, students, and travelers told us about safety on regional roads. It does not replace crash data or engineering analysis, but it confirms that unsafe conditions are felt, named, and understood by the people most affected by them.

Four conclusions follow directly from what we heard.

1

Perception aligns with the crash record

The concerns residents named most often (speeding, distracted driving, pedestrian vulnerability) mirror the risk factors that appear most consistently in regional crash data. Residents identified these priorities independently, without being shown statistics. Engagement validates the plan's analytical direction rather than redirecting it.

2

Residents understand that design shapes behavior

Across all three engagement channels, residents unprompted named road design as a contributing cause of unsafe conditions. That this framing emerged organically (expressed in plain language by survey respondents, Reddit commenters, and youth participants alike) means that design-oriented interventions enter the public conversation with community legitimacy already established.

3

There is a real constituency for action

Respondents expressed broad support for traffic calming, automated enforcement in high-risk locations, and infrastructure improvements for people outside of vehicles, even at some cost to driving convenience. This support appeared consistently across jurisdictions and community types, providing direct evidence that the public appetite for safer streets is regional, not just unique to certain localities.

4

Equity requires deliberate follow-through

Lower-income residents, non-English-speaking communities, and rural residents (people bearing the greatest crash risk) were least represented in the survey sample. The concerns documented here likely understate conditions in the communities most in need of investment. The equity overlay built into this plan's prioritization framework is designed to reach beyond who showed up.