Butterfield Road
SAFETY SURVEY

Results from a community-led survey to improve safety for all users of Butterfield Road

SURVEY GOALS
- Assess bicyclist and pedestrian comfort on Butterfield Road
- Compile record of unreported crashes
- Gauge support for street changes

MEANS OF DISTRIBUTION
- SH Homes Association
- Sup. Rice social media
- Schools
- Nextdoor
- Marin County Bicycle Coalition
- San Anselmo mailing list
- Sleepy Hollow Swim Team
- Eyes Up social media
- Physical signage

SURVEY RESPONDENTS
891 Households

Home Location
Majority in San Anselmo with small number in Fairfax and San Rafael

Parents
A majority of respondents have children in the household, a total of 980 school-age children

Frequency of Use
Most respondents use Butterfield Road daily or weekly

Relationship with Butterfield Corridor

Older Adults
A third of responding households had older adults as residents, a total of 509 people.
Survey Findings

COMFORT LEVEL
Respondents were asked about their comfort level using Butterfield Road by various modes.

Walking/Scooting
- Never: 21%
- Seldom: 52%
- Always: 15%
- Sometimes: 2%

Crossing on Foot
- Never: 21%
- Seldom: 22%
- Always: 15%
- Sometimes: 8%

Riding a Bike
- Never: 15%
- Seldom: 20%
- Always: 19%
- Sometimes: 16%

COLLISIONS
The survey asked about crashes experienced by people in the household.

Type of crash
- Solo: 55%
- Moving car: 22%
- Parked car: 15%
- Other: 8%

Involving children
- Yes: 87%

Severity of injuries
- Minor: 71
- Moderate: 6
- Severe: 6
- Injuries only: 15
- Bike damage only: 3

72 Crashes (50 since 2015)

SUPPORT FOR CHANGES
Respondents were asked if they supported bike lanes over parking on Butterfield Road.

In all groups, large majorities said "Yes, definitely" or "Yes, potentially" when asked if they supported a designated walk/bike lane even if it removed some on-street parking.

CONCLUSIONS
- Few people walking or biking on Butterfield Road are always comfortable on the street. Most people feel comfortable only sometimes or seldom.
- There is a large number of unreported bike crashes, most involving children. Most crashes are not severe, but some are.
- There is super-majority support for a designated walk/bike lane.

(Note: Existing police records showed only nine bike/pedestrian injury collisions on Butterfield Corridor 2011-2020, one resulting in the death of a beloved community member)