District 10

25 People Killed in Traffic Crashes in District 10 Since January 2014

2,000 People Injured in Traffic Crashes in District 10 Since January 2014

Top Ten Most Dangerous Intersections

- Potrero Ave at 16th
- Bayshore Blvd at Industrial St
- Evans Ave at Phelps St^*
- Arleta Ave at Bayshore Blvd at San Bruno Ave
- 16th St at Bryant St
- Third St at Palou Ave at Mendell St
- 17th St at Potrero Ave*
- Loomis St at Oakdale Ave
- Third St at Carroll Ave
- Gilman Ave at Paul Ave at Third Street

High-Injury Corridors

- 3rd
- 7th*
- 16th*
- 17th*
- 23rd
- Bayshore*
- Cesar Chavez*
- Division
- Evans^*
- Fitzgerald
- Geneva
- Innes^*
- Jamestown
- Jerrold
- Newcomb
- Palou*
- Potrero*
- Quesada
- Quint
- Silver
- Vermont
- Williams^*

*Indicates significant permanent safety improvements have been made.
^Indicates significant permanent safety improvements are planned.

Method: Intersections and corridors listed had the highest total numbers of people injured and/or killed in crashes (this includes all crash victim types: pedestrian, cyclist, motorcyclist; motorist; passenger). **Source:** Data from TransBASE as collected by SFPDH, SFMTA, and SFPD, as well as SFPDH’s most recent Vision Zero monthly summary reports.

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Basic Pedestrian Safety Improvements Add Up to Save Lives

High-visibility continental crosswalks increase the likelihood of a driver yielding to a pedestrian by 30–40%.

40% of traffic fatalities in 2019 involved drivers making left turns according to SFMTA. At intersections in New York City with left turn calming, pedestrian injuries have decreased by 20%.

Leading pedestrian intervals, which give pedestrians a head-start to cross before drivers get the green, can reduce pedestrian-vehicle collisions by as much as 60%.

Pedestrian safety zones use paint and posts to create a buffer between vehicles and pedestrians. The zones shorten the crossing distance plus improve visibility for drivers and pedestrians. Drivers typically make turns 55% slower. This is a cheap, quick way to do what a concrete bulbout does.

Daylighting reduces crashes by up to 30% by creating clear sight lines at intersections.

No turn on red gives pedestrians and drivers their dedicated time, preventing dangerous conflict in the crosswalk. Drivers turning on red account for 20% of traffic crashes (SFMTA).

Accessible pedestrian signals communicate WALK and DON’T WALK with non-visual signals for people who are blind or low-vision.