

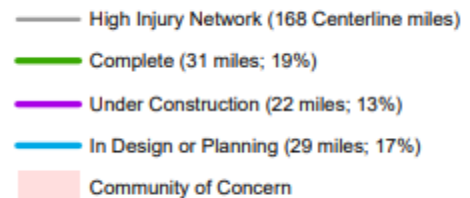
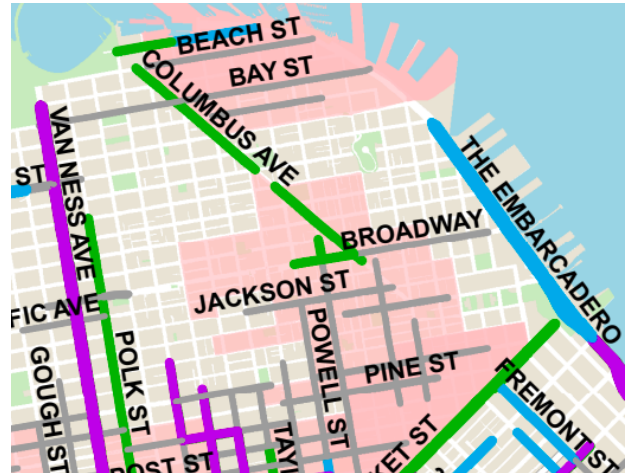
## District 3

**32 People** Killed in Traffic Crashes in District 3 Since January 2014

**1,986 People** Injured in Traffic Crashes in District 3 Since January 2014

### Top Ten Most Dangerous Intersections

- Washington St at the Embarcadero<sup>^</sup>
- Pine St at Polk St\*
- Broadway at the Embarcadero<sup>^</sup>
- Polk St at Sutter St\*
- Polk St at Post St\*
- Polk St at Broadway\*
- Pine St at Battery St
- Kearny at Post St<sup>^</sup>
- Powell St at Bay St
- 2nd Street at Market <sup>^</sup>



### High-Injury Corridors

- |                |               |              |
|----------------|---------------|--------------|
| ● Bay          | ● Jefferson*  |              |
| ● Beach        | ● Kearny*     |              |
| ● Broadway*    | ● Larkin      |              |
| ● Bush         | ● Market*     |              |
| ● California   | ● Mason       | ● Powell     |
| ● Columbus*    | ● Montgomery  | ● Stockton   |
| ● Embarcadero* | ● North Point | ● Sutter     |
| ● Francisco    | ● Pacific     | ● Van Ness*  |
| ● Geary*       | ● Pine        | ● Washington |
| ● Hyde         | ● Polk        |              |
| ● Jackson      | ● Post        |              |









\*Indicates significant permanent safety improvements have been made.

<sup>^</sup>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 SFDPH, SFMTA, and SFPD, as well as SFDPH's most recent Vision Zero monthly summary reports.

## Status of Basic Pedestrian Safety Improvements on the High-Injury Network Citywide

 <p><b>High-visibility continental crosswalks</b> 85% of all intersections completed</p>	 <p><b>Signal retiming for more time to cross</b> 65% of all signalized intersections changed</p>	 <p><b>Left turn calming</b> Currently piloting at seven intersections</p>	 <p><b>Leading pedestrian intervals</b> 50% of all signalized intersections completed</p>
 <p><b>Pedestrian safety zones</b> Unknown</p>	 <p><b>Daylighting</b> Unknown</p>	 <p><b>No turn on red</b> Unknown</p>	 <p><b>Accessible (audible) pedestrian signals</b> Unknown</p>

## 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.

**View all district report cards at [walksf.org/reportcards](https://walksf.org/reportcards)**