District 9

20 People Killed in Traffic Crashes in District 9 Since January 2014

1,981 People Injured in Traffic Crashes in District 9 Since January 2014

Top Ten Most Dangerous Intersections

- 16th St at South Van Ness Ave
- 24th St at Potrero Ave*
- Alabama at Cesar Chavez St*
- 17th St at Folsom St
- South Van Ness at 14th St
- 16th St at Mission St*
- Duboce Ave at Valencia St*
- San Bruno at Silver Ave
- Mission St at Capp St at Cesar Chavez St*
- 17th St at Valencia St*

High-Injury Corridors

- 14th St
- 16th St*
- 17th St*
- 21st St
- 24th St
- 26th St
- Alemany*
- Cesar Chavez*
- Cortland
- Duboce
- Folsom
- Goettingen
- Harrison
- Mansell
- Market*
- Mission*
- S. Van Ness
- San Bruno*
- San Jose*
- Silver
- Valencia*

*Indicates significant permanent safety improvements have been made.

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.

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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.