VISION ZERO REPORT CARD

District 10

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

2,242 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
- Third St at Palou Ave at Mendell St
- Evans Ave at Phelps St^
- Third St at Evans^
- 17th St at Potrero Ave*
- Arleta Ave at Bayshore Blvd at San Bruno Ave
- Third St at Underwood
- Gilman Ave at Paul Ave at Third Street
- Third St at Innes

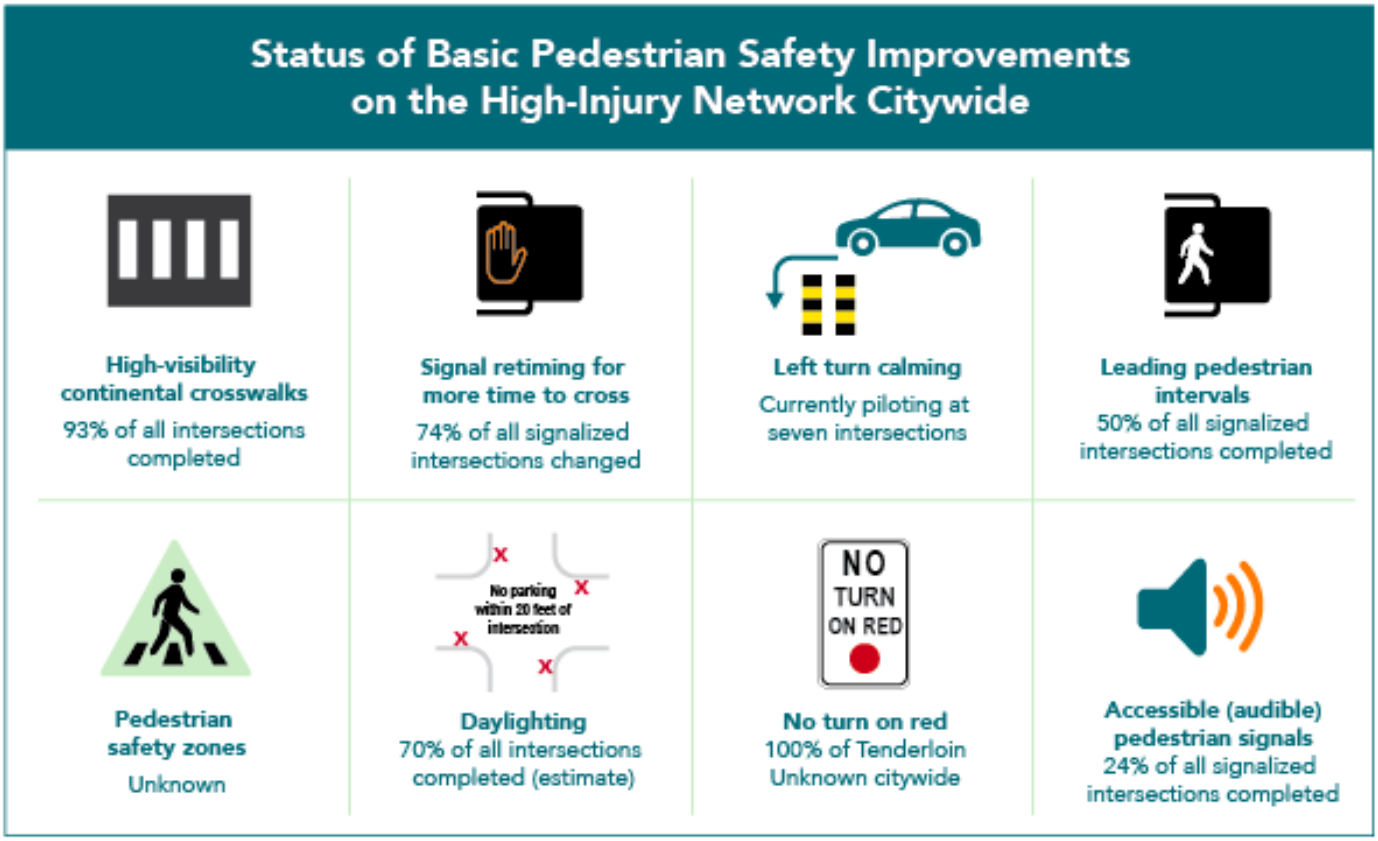
High-Injury Corridors

- 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 SFDPH, SFMTA, and SFPD, as well as SFDPH's most recent Vision Zero monthly summary reports.

Published June 2021. Injury totals through December 2020 and fatalities through April 2021. Fatalities occurring on Supervisorial District border streets included in both District totals.



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 pedestrian 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