

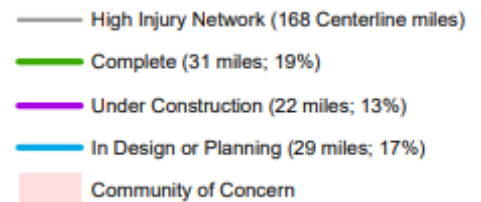
## District 11

**15 People** Killed in Traffic Crashes in District 11 Since January 2014

**1,301 People** Injured in Traffic Crashes in District 11 Since January 2014

### Top Ten Most Dangerous Intersections

- Congdon St at Alemany Blvd
- Geneva Ave at San Jose Ave
- Geneva Ave at Mission St<sup>^</sup>
- Sickles Ave at Alemany Blvd
- San Jose Ave at Alemany Ave at I-280\*
- San Jose Ave at Sagamore
- Alemany at Theresa St<sup>^</sup>
- Persia Ave at Mission St\*
- Geneva Ave at Naples St<sup>^</sup>
- Alemany at Cotter



### High-Injury Corridors

- Alemany Blvd<sup>^</sup>
- Geneva Ave<sup>^</sup>
- Junipero Serra
- Mission St\*
- Ocean Ave
- San Jose Ave\*

*\*Indicates significant permanent safety improvements have been made.*

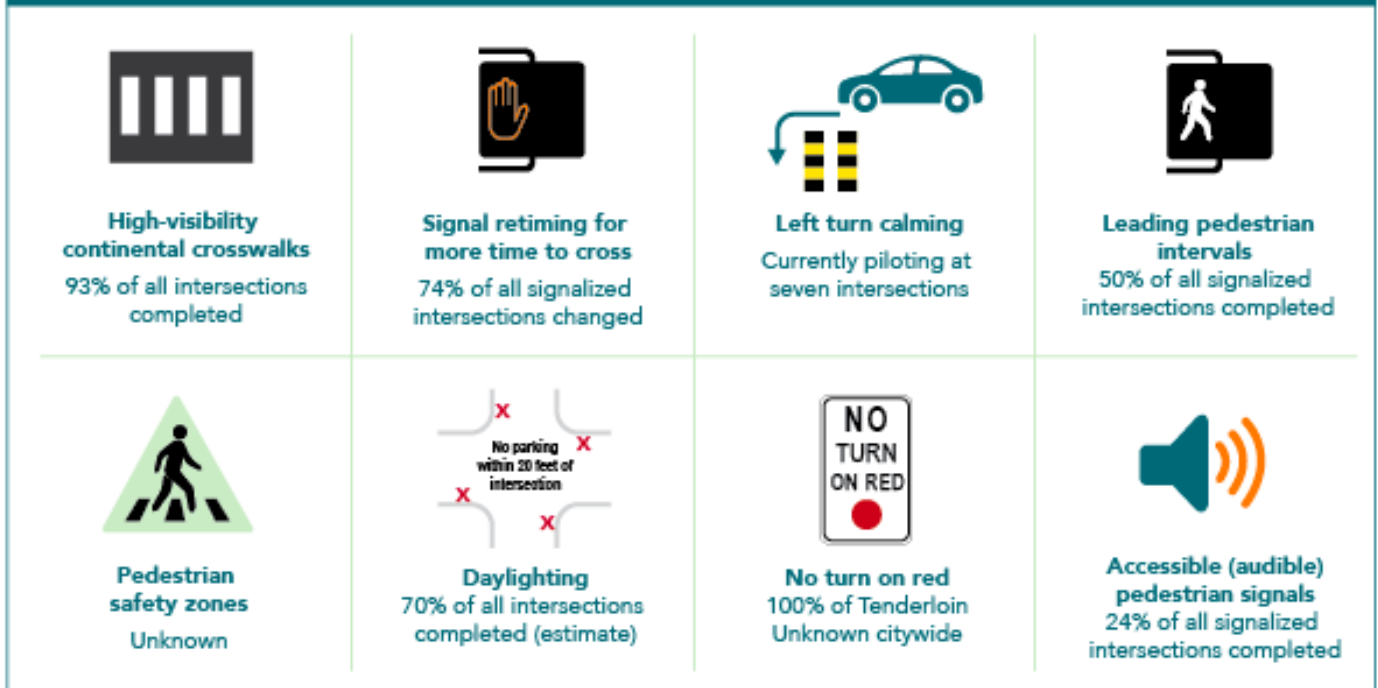
*^Indicates significant permanent safety improvements are planned.*

**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.*

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



## 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 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)**