

District 10

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

2,355 People Injured in Traffic Crashes in District 10 Since January 2014

Top Ten Most Dangerous Intersections

- Bay Shore Blvd at Industrial St at Industrial St onramp ■
- 3rd St at Evans Ave
- Arleta Ave at Bay Shore Blvd at San Bruno Ave
- 3rd St at Mendell St at Palou Ave
- Evans Ave at Phelps St ♦
- 17th St at Potrero Ave ♦
- 3rd St at Cesar Chavez St
- 3rd St at Gilman Ave at Paul Ave
- Loomis St at Oakdale Ave
- 3rd St at Carroll Ave



High-Injury Corridors: 24

- | | |
|--|---|
| <ul style="list-style-type: none"> • 3rd • 16th (♦Church to Potrero) • 22nd • 25th • Armstrong • Bayshore (■Silver to Jerrold) • Caroll • Cesar Chavez (■Hampshire to Kansas) • Evans (♦3rd to Cesar Chavez) • Geneva • Gilman • Hunters Point (♦3rd to Innes) | <ul style="list-style-type: none"> • Innes (♦Hunters Point to Arellous Walker) • Ingalls • Lane • Mansell (♦Visitacion to Brazil) • Middle Point • Oakdale (■Keith to Bayshore) • Palou (♦Barneveld to Crisp) • Paul (♦3rd to Bayshore) • Phelps • Potrero (♦25th to 21st) • Silver • Vermont |
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♦ Indicates significant safety improvements have been made.

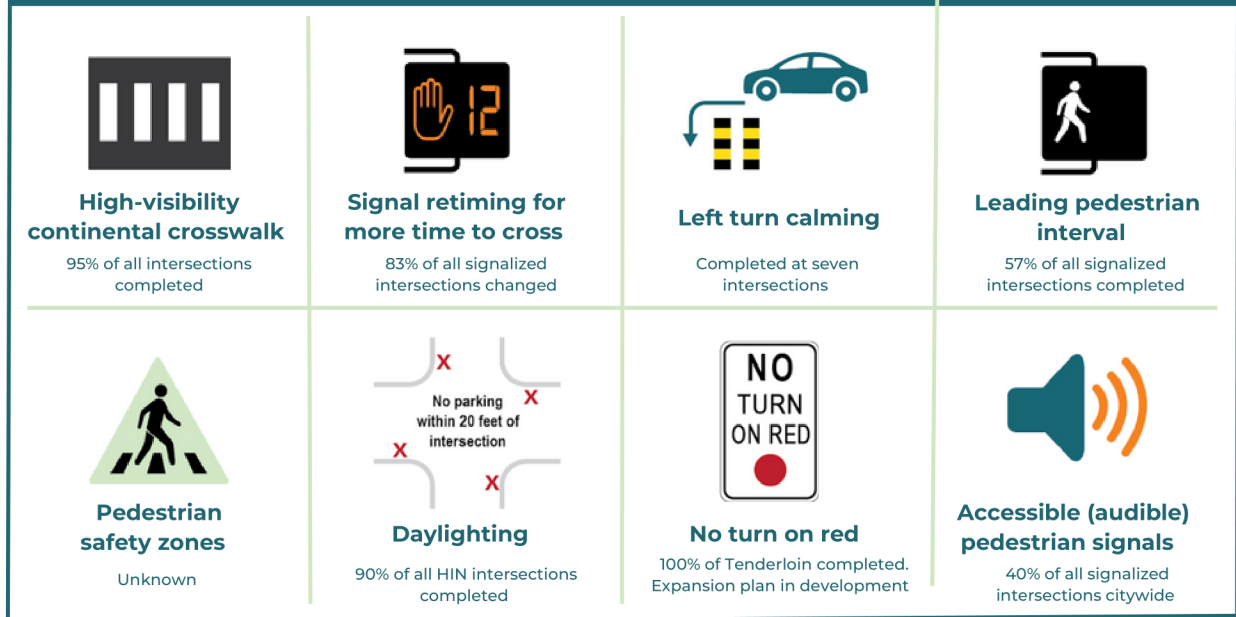
■ Indicates significant safety improvements are planned.

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: February 2023. Injury and fatality totals through September 2022. 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 separate times to cross, 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