

## District 3

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

**2,852 People** Injured in Traffic Crashes in District 3 Since January 2014

### Top Ten Most Dangerous Intersections

- Broadway St at Van Ness Ave ♦
- Broadway St at the Embarcadero
- Pine St at Polk St ♦
- Polk St at Sutter St ♦
- Washington St at the Embarcadero ♦
- Sutter St at Van Ness Ave ♦
- Larkin St at Post St
- Pine St at Van Ness Ave ♦
- California St at Van Ness Ave ♦
- Polk St at Post St ♦



### High-Injury Corridors: 21

- Bay
- Beach (■Embarcadero to Van Ness)
- Broadway (♦Steiner to Polk)
- Bush
- California
- Columbus (♦Stockton to Montgomery)
- The Embarcadero (♦Townsend to North Point)
- Geary (♦Market to Stanyan, ■Stanyan to 34th)
- Hyde (■Market to Geary)
- Jefferson (♦Hyde to Powell)
- Kearny
- Larkin
- Market (♦Steuart to Octavia)
- Mason
- Montgomery
- North Point
- Pine
- Polk (♦Union to McAllister)
- Post
- Stockton (♦Broadway to Green)
- Van Ness (♦Mission to Bay)

♦ Indicates significant safety improvements have been made.

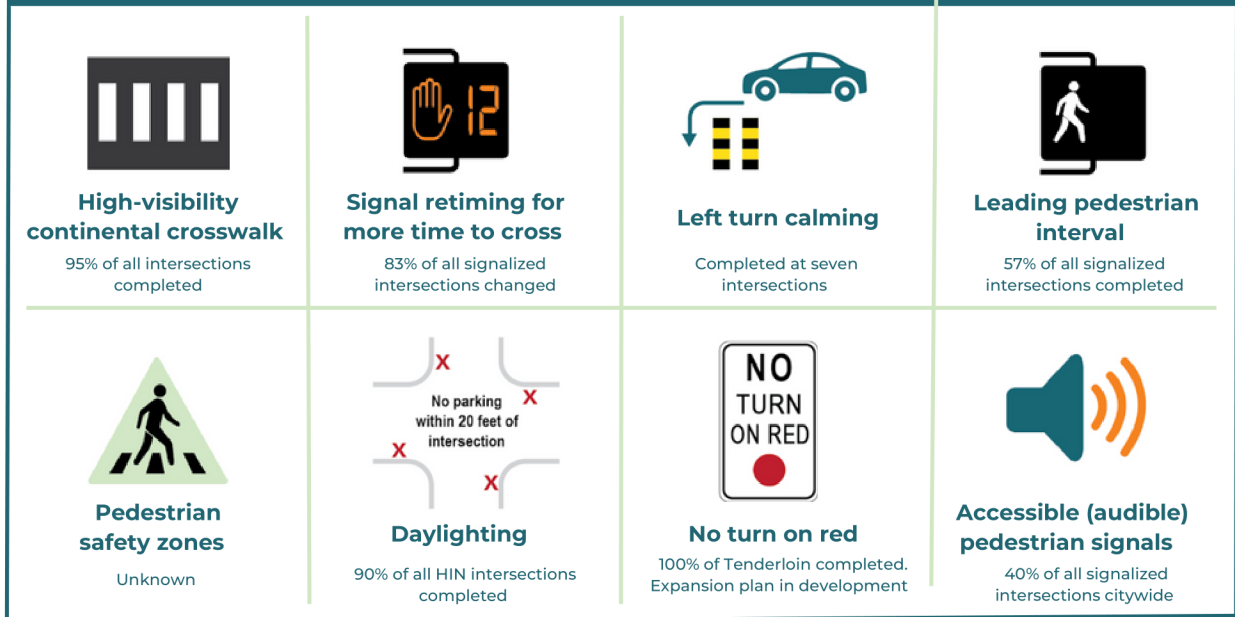
■ Indicates significant safety improvements are planned.

**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](https://walksf.org/reportcards)**