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 SFPD, SFMTA, and SFPD, as well as SFPDH’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

<table>
<thead>
<tr>
<th>Improvement</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-visibility continental crosswalk</td>
<td>95% of all intersections completed</td>
</tr>
<tr>
<td>Signal retiming for more time to cross</td>
<td>83% of all signalized intersections changed</td>
</tr>
<tr>
<td>Left turn calming</td>
<td>Completed at seven intersections</td>
</tr>
<tr>
<td>Leading pedestrian interval</td>
<td>57% of all signalized intersections completed</td>
</tr>
<tr>
<td>Pedestrian safety zones</td>
<td>Unknown</td>
</tr>
<tr>
<td>Daylighting</td>
<td>90% of all HiN intersections completed</td>
</tr>
<tr>
<td>No turn on red</td>
<td>100% of Tenderloin completed. Expansion plan in development</td>
</tr>
<tr>
<td>Accessible (audible) pedestrian signals</td>
<td>40% of all signalized intersections citywide</td>
</tr>
</tbody>
</table>

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