District 9

28 People Killed in Traffic Crashes in District 9 Since January 2014

3,100 People Injured in Traffic Crashes in District 9 Since January 2014

Top Ten Most Dangerous Intersections

- 16th St at Potrero Ave
- 16th St at S Van Ness Ave
- 24th St at Potrero Ave
- 13th St at Harrison St
- San Bruno Ave at Silver Ave
- 14th St at Valencia St
- Duboce Ave at Valencia St
- Alabama St at Cesar Chavez St
- 14th St at S Van Ness Ave
- Capp St at Cesar Chavez St at Mission St

High-Injury Corridors: 21

- 13th (Folsom to Valencia)
- 14th
- 16th (Potrero to Church)
- 17th
- 18th
- 19th
- 20th
- 22nd
- 24th
- Cesar Chavez (Guerrero to Hampshire)
- Duboce (Valencia to Folsom)
- Folsom
- Guerrero (Market to 20th)
- Mansell
- Mission (S Van Ness to Randall)
- Potrero (25th to 21st)
- San Bruno (Arleta to Silver)
- San Jose (Randall to Lyell)
- South Van Ness (14th to Cesar Chavez)
- Silver (Barneveld to University)
- Valencia (Mission to Market)

♦ 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 SFDHP’s most recent Vision Zero monthly summary reports.

**Published:** February 2023. Injury and fatality totals through September 2022. Fatalities occurring on Supervisoral 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>Completion 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