

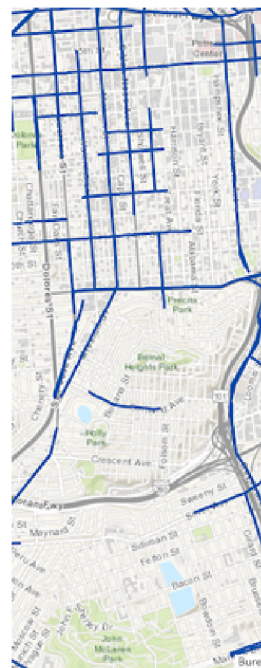
District 9

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.

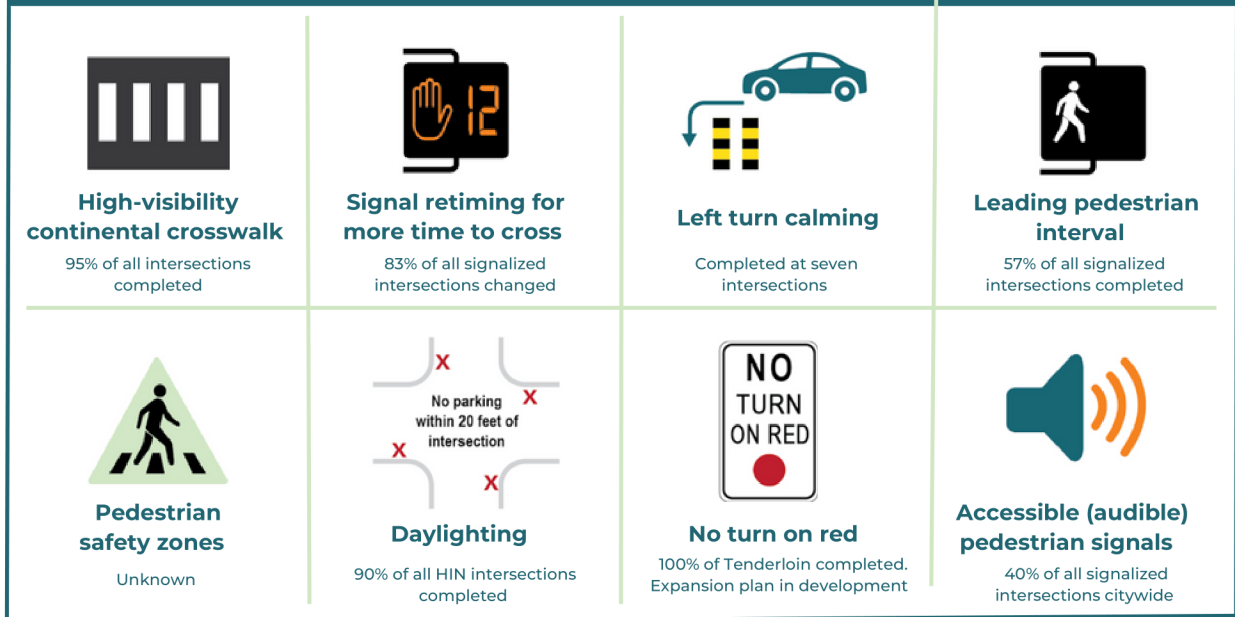
■ Indicates significant safety improvements are planned.

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 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