District 8

12 People Killed in Traffic Crashes in District 8 Since January 2014

1,507 People Injured in Traffic Crashes in District 8 Since January 2014

Top Ten Most Dangerous Intersections

- Market St at Octavia St at Hwy 101*
- Guerrero St at 16th St^*
- 16th St at Market St at Noe St*
- Guerrero St at Laguna St at Market St*  
- 14th St at Valencia St*  
- 14th St at Guerrero St  
- Market St at Castro St at 17th St*  
- 16th St at Dolores St^  
- 18th St at Valencia St  
- 18th St at Guerrero

High-Injury Corridors

- 14th St  
- 16th St^  
- 17th St*  
- 18th St  
- 26th St  
- Castro*  
- Cesar Chavez*  
- Church*  
- Duboce  
- Guerrero  
- Market*  
- O'Shaughnessy  
- Roosevelt Way  
- San Jose Ave*  
- Valencia*

*Indicates significant permanent safety improvements have been made.  
^Indicates significant permanent 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.
### Status of Basic Pedestrian Safety Improvements on the High-Injury Network Citywide

<table>
<thead>
<tr>
<th>Safety Improvement</th>
<th>Completion Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>High-visibility continental crosswalks</td>
<td>85% of all intersections completed</td>
</tr>
<tr>
<td>Signal retiming for more time to cross</td>
<td>65% of all signalized intersections changed</td>
</tr>
<tr>
<td>Left turn calming</td>
<td>Currently piloting at seven intersections</td>
</tr>
<tr>
<td>Leading pedestrian intervals</td>
<td>50% of all signalized intersections completed</td>
</tr>
<tr>
<td>Pedestrian safety zones</td>
<td>Unknown</td>
</tr>
<tr>
<td>Daylighting</td>
<td>Unknown</td>
</tr>
<tr>
<td>No turn on red</td>
<td>Unknown</td>
</tr>
<tr>
<td>Accessible (audible) pedestrian signals</td>
<td>Unknown</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 their dedicated time, preventing dangerous conflict in the crosswalk. Drivers turning on red account for **20%** of 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