District 7

18 People Killed in Traffic Crashes in District 7 Since January 2014

1,290 People Injured in Traffic Crashes in District 7 Since January 2014

Top Ten Most Dangerous Intersections

- 19th Ave at Sloat Blvd^*
- 19th Ave at Junipero Serra Blvd^*
- Brotherhood Way at Lake Merced Blvd^*
- 19th Ave at Winston Dr^*
- Eucalyptus Dr at Junipero Serra Blvd at Ocean Ave
- John Muir Dr at Skyline Blvd
- Lake Merced Blvd at Skyline*
- Dorado Ter at Jules Ave at Ocean Ave
- Geneva Ave at Ocean Ave at Phelan Ave^*
- 19th Ave at Holloway Ave^*

High-Injury Corridors

- 7th Ave
- 19th Ave^*
- Brotherhood Way
- Junipero Serra Blvd
- Lake Merced Blvd
- Monterey Blvd
- O’Shaughnessy Blvd
- Ocean Ave
- Sunset Blvd
- Teresita Blvd
- Yerba Buena Ave

*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.

Published June 2021. Injury totals through December 2020 and fatalities through April 2021. Fatalities occurring on Supervisorial District border streets included in both District totals.
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 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.

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