

District 7

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

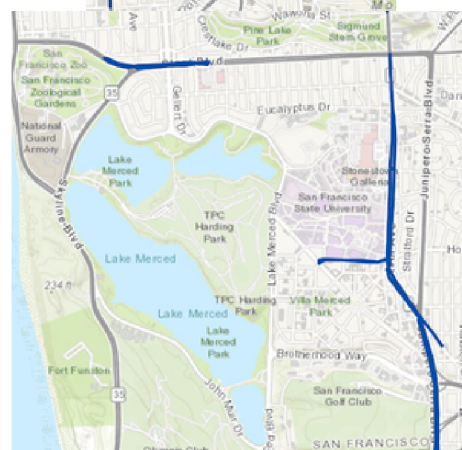
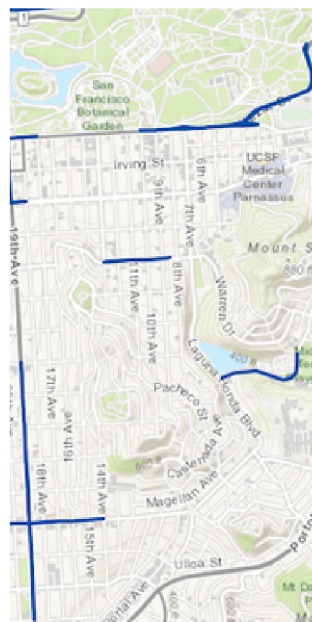
1,593 People Injured in Traffic Crashes in District 7 Since January 2014

Top Ten Most Dangerous Intersections

- 19th Ave at Sloat Blvd ■
- 19th Ave at Winston Dr ■
- Eucalyptus Dr at Junipero Serra Blvd at Ocean Ave
- 19th Ave at Crespi Dr ■
- Brotherhood Way at Lake Merced Blvd ■
- John Muir Dr at Skyline Blvd
- Lake Merced Blvd at Skyline Blvd at Zoo Rd ■
- 19th Ave at Holloway Ave ■
- Great Hwy at Skyline Blvd ■
- Junipero Serra Blvd at Portola Dr at Saint Francis Blvd at Sloat Blvd at West Portal Ave

High-Injury Corridors: 10

- 19th (■Lincoln to Junipero Serra)
- Clarendon (■Laguna Honda to Johnstone)
- Judah
- Junipero Serra (◆19th)
- Lincoln (■Arguello and Great Hwy)
- Lawton
- Monterey
- Ocean (◆San Jose to Frida Kahlo)
- Sloat (■Skyline to Great Hwy)
- Taraval (■West Portal to Great Hwy)



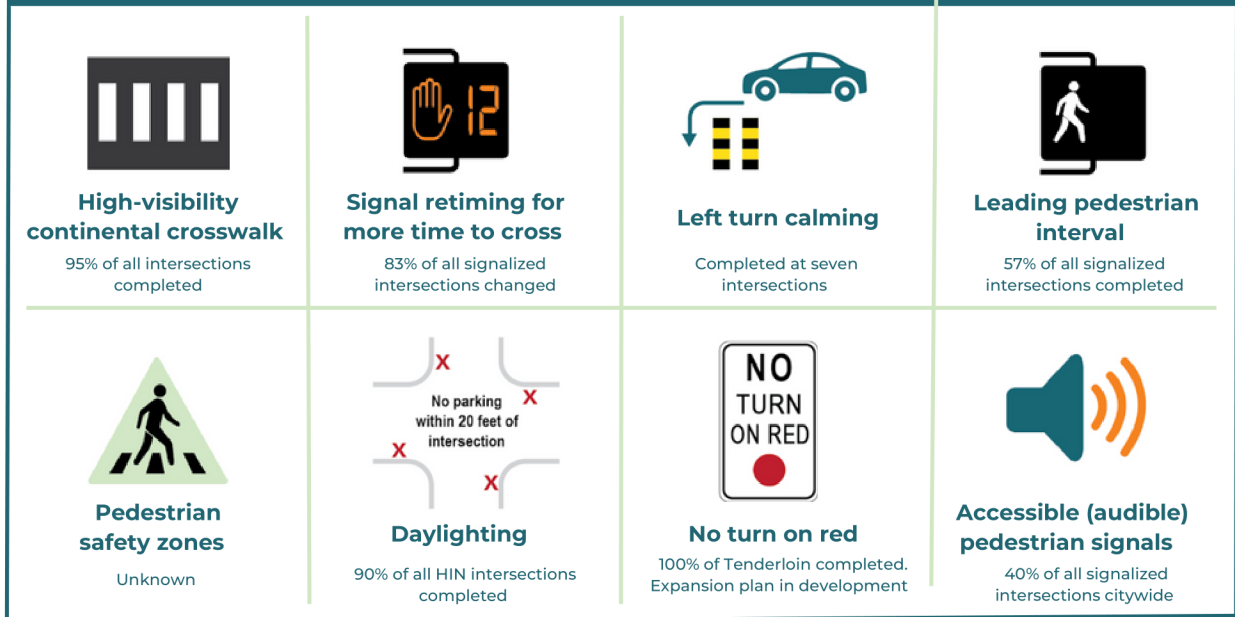
- ◆ Indicates significant safety improvements have been made.
- Indicates significant safety improvements are planned.

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