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

<table>
<thead>
<tr>
<th>Feature</th>
<th>Description</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>
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<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>
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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