District 8

13 People Killed in Traffic Crashes in District 8 Since January 2014
1,715 People Injured in Traffic Crashes in District 8 Since January 2014

Top Ten Most Dangerous Intersections

- Hwy 101 Northbound at Hwy 101
- Southbound at Market St at Octavia St●
- 16th St at Market St at Noe St●
- 16th St at Guerrero St●
- Guerrero St at Laguna St at Market St●
- Burnett Ave at Diamond Heights Blvd at Portola Dr
- 14th St at Guerrero St
- 17th St at Castro St at Market St●
- 16th St at Dolores St●
- 18th St at Dolores St
- Duboce Ave at Guerrero St

High-Injury Corridors: 15

- 14th
- 16th (●3rd to Church)
- 17th
- 18th
- 23rd
- 24th
- 26th
- Castro●
- Church (✦22nd to 30th)
- Divisadero
- Dolores
- Duboce
- Guerrero
- Market (✦Octavia to Castro)
- San Jose (✦Randall to Lyon)

✦ 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 SFPD, SFMTA, and SFPD, as well as SFPDH’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>Improvement</th>
<th>Status</th>
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</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>
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<tr>
<td>Leading pedestrian interval</td>
<td>57% of all signalized intersections completed</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