

# TENDERLOIN NO TURN ON RED EVALUATION



SFMTA

In San Francisco, turn on red crashes account for less than 1% of all injury crashes, but 20% of pedestrian or bicycle related injury crashes involving turning drivers at signalized intersections. In Fall 2021, the SFMTA posted No Turn On Red signs at over 50 intersections in the Tenderloin to study how they can make streets safer to cross. Findings from a before/after study reveal that No Turn on Red (NTOR) restrictions can keep crosswalks clear and reduce close calls on major intersections.

## PROJECT FINDINGS - AT A GLANCE



Motorist Compliance

Motorists are demonstrating a high compliance with NTOR restrictions. On average, **92%** of vehicles are complying with the turn restriction.



Close Calls at Intersections

While pedestrian-vehicle interactions increased (expected given NTOR restriction), **close calls for vehicle-pedestrians decreased** from 5 close calls before NTOR signs were posted to 1 close call after restrictions were in place at observed intersections.



Crosswalk Encroachment

Vehicles blocking or encroaching onto crosswalks on a red signal was reduced by more than **70%** after the restriction was implemented.



Yielding Behavior

There was no significant change in the percentage of turning vehicles that yield at the crosswalk to pedestrians on a green light.



For more information, please visit:  
[SFMTA.com/SafeStreetsEvaluation](https://www.sfmta.com/SafeStreetsEvaluation)

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### Observed Intersections

- Larkin Street at Turk Street
- Taylor Street at Ellis Street
- Larkin Street at Eddy Street
- Hyde Street at Turk Street (control intersection)

### Date of Implementation

Fall 2021

### Project Elements

- No Turn on Red Signs

### Key Evaluation Metrics

- Vehicle compliance with no turn restriction
- Vehicle-pedestrian interactions and yielding behavior
- Close calls
- Vehicle encroachment into crosswalk



## NEXT STEPS



Prohibiting turns on red is a low-cost measure that can help keep crosswalks clear and reduce close calls. Given initial results of this evaluation, SFMTA staff are recommending expanding NTOR restrictions to business activity districts where speed limits are being reduced under new state authority. Further expansion may be considered in the future.