District 2

**13 People** Killed in Traffic Crashes in District 2 Since January 2014

**1,484 People** Injured in Traffic Crashes in District 2 Since January 2014

**Top Ten Most Dangerous Intersections**
- Broadway at Van Ness Ave
- Van Ness Ave at Bay St
- Divisadero at Bush St
- Van Ness Ave at Sutter St
- Van Ness Ave at California St
- Pine St at Van Ness Ave
- Franklin St at Lombard St
- Vallejo at Van Ness Ave
- Presidio Ave at Pine St at Masonic St
- Chestnut St at Van Ness Ave

**High-Injury Corridors**
- Arguello*
- California
- Divisadero
- El Camino Del Mar
- Franklin
- Gough
- Lombard
- Pine
- Van Ness

*Indicates significant permanent safety improvements have been made.
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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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