District 2

18 People Killed in Traffic Crashes in District 2 Since January 2014

1,768 People Injured in Traffic Crashes in District 2 Since January 2014

Top Ten Most Dangerous Intersections

- Franklin St at Golden Gate Ave
- Van Ness Ave at Bay St *
- Divisadero at Bush St
- Fillmore St at Lombard St
- Presidio Ave at Pine St at Masonic St
- Franklin St at Lombard St ♦
- Franklin St at Sutter St
- Arguello Blvd at Geary Blvd ♦
- Lombard St at Steiner St
- Lombard St at Pierce St

High-Injury Corridors: 11

- Arguello (♦ McAllister to Sacramento)
- Bay
- California (♦ Arguello to 18th)
- Divisadero (♦ Haight to Geary)
- Franklin (♦ Broadway to Lombard)
- Gough
- Greenwich
- Lombard (♦ Franklin to Lyon)
- Pine
- Sacramento
- Van Ness (♦ Bay to Mission)

♦ 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

- **High-visibility continental crosswalks**: 95% of all intersections completed.
- **Signal retiming for more time to cross**: 83% of all signalized intersections changed.
- **Left turn calming**: Completed at seven intersections.
- **Leading pedestrian interval**: 57% of all signalized intersections completed.
- **Pedestrian safety zones**: Unknown.
- **Daylighting**: 90% of all HIN intersections completed.
- **No turn on red**: 100% of Tenderloin completed. Expansion plan in development.
- **Accessible (audible) pedestrian signals**: 40% of all signalized intersections 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.

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