

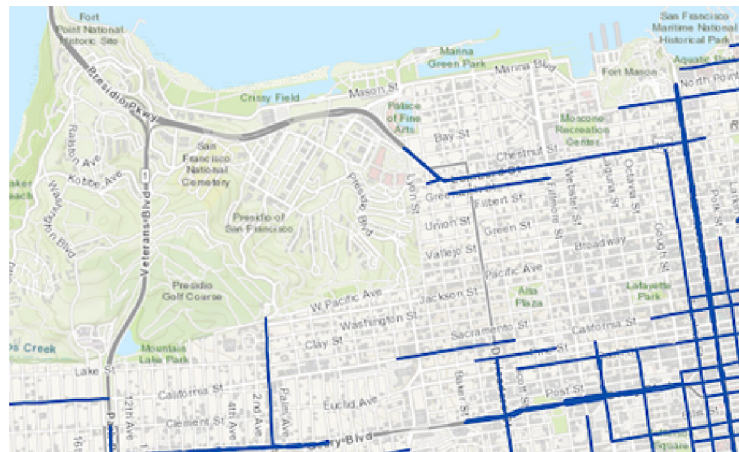
District 2

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.

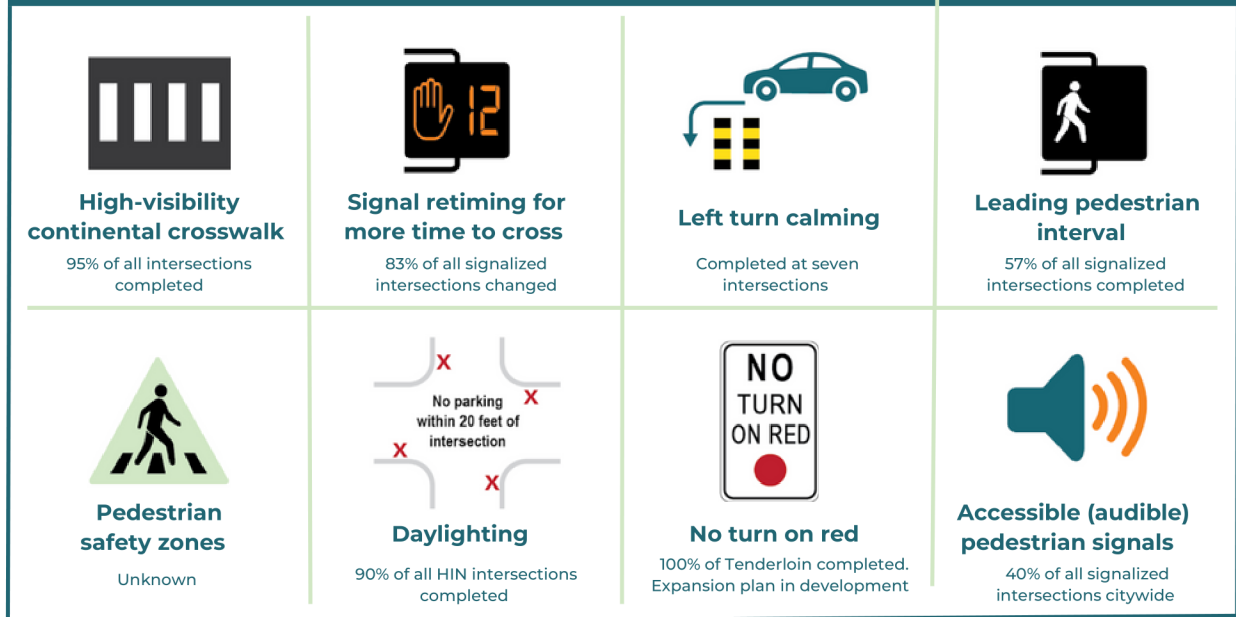
■ Indicates significant safety improvements are planned.

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 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



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