

District 1

13 People Killed in Traffic Crashes in District 1 Since January 2014

1,410 People Injured in Traffic Crashes in District 1 Since January 2014

Top Ten Most Dangerous Intersections

- Crossover Dr. at Park Presidio Bypass Dr.
- Crossover Dr. at MLK Jr. Dr.
- Arguello Blvd. at Fulton St.*
- Fulton St. at Park Presidio Blvd. at Park Presidio Bypass Dr. ^
- 8th Ave. at Fulton Street^
- Park Presidio Blvd. at Geary Blvd.^
- 25th Ave. at Geary Blvd.^
- Arguello Blvd. at Geary Blvd.^
- Fulton St. at 36th Ave. ^
- Cabrillo St. at Park Presidio Blvd.^



High-Injury Corridors

- Arguello Blvd.*
- Balboa St.
- California St.*
- Fulton St.^
- Geary Blvd.^
- JFK Dr.
- Stanyan St.

*Indicates significant permanent safety improvements have been made.

^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.

Status of Basic Pedestrian Safety Improvements on the High-Injury Network Citywide



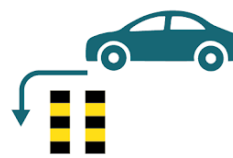
High-visibility continental crosswalks

85% of all intersections completed



Signal retiming for more time to cross

65% of all signalized intersections changed



Left turn calming

Currently piloting at seven intersections



Leading pedestrian intervals

50% of all signalized intersections completed



Pedestrian safety zones

Unknown



Daylighting

Unknown



No turn on red

Unknown



Accessible (audible) pedestrian signals

Unknown

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 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