District 5

17 People Killed in Traffic Crashes in District 5 Since January 2014

2,283 People Injured in Traffic Crashes in District 5 Since January 2014

Top Ten Most Dangerous Intersections

- Fell St at Masonic Ave*
- Divisadero at Oak St
- Gough at Market St^*
- Oak St at Octavia St
- Grove St at Van Ness Ave*
- Geary Blvd at Webster St*
- Franklin St at Golden Gate Ave
- Turk St at Van Ness Ave*
- Masonic Ave at Oak St*
- Ellis St at Van Ness Ave*

High-Injury Corridors

1. Baker
2. Bush
3. Divisadero
4. Eddy
5. Fell
6. Fillmore
7. Franklin
8. Geary^*
9. Gough
10. Haight*
11. Hayes
12. Laguna
13. Lincoln
14. Market*
15. Masonic*
16. McAllister*
17. Oak
18. Octavia*
19. Page^*
20. Post
21. Scott
22. Stanyan
23. Sutter
24. Turk
25. Van Ness*
26. Webster

*Indicates significant permanent safety improvements have been made.
^Indicates significant permanent safety improvements are planned, not yet implemented.

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.

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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.

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