District 5

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

3,490 People Injured in Traffic Crashes in District 5 Since January 2014

Top Ten Most Dangerous Intersections

- Hayes St at Van Ness Ave
- Oak St at Octavia St
- Fell St at Masonic Ave
- Divisadero St at Oak St
- Geary Blvd at Webster St
- Hyde St at McAllister St
- Turk St at Van Ness Ave
- Hyde St at Turk St
- Geary St at Polk St
- Golden Gate Ave at Hyde St

High-Injury Corridors: 30

- Bush
- Divisadero (†Waller to Geary)
- Eddy (†Mason to Leavenworth)
- Ellis
- Fell (†Baker to Shrader)
- Fillmore
- Franklin
- Geary (†Stanyan to 34th)
- Golden Gate (†Polk to Market)
- Gough
- Haight (†Central to Stanyan)
- Hyde (†Market to Geary)
- Jones (†O’Farrell to Golden Gate)
- Laguna
- Larkin
- Leavenworth (†Post to McAllister)

† 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 SFPDH, 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.

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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 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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