

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)
- Market (♦Steuart to Octavia)
- Mason
- Masonic (♦Fell to Geary)
- McAllister (♦Central to Larkin)
- Oak
- O'Farrell (♦Gough to Market)
- Page (♦Gough to Stanyan)
- Post
- Polk (♦McAllister to Union)
- Stanyan
- Taylor (♦Sutter to Market)
- Turk (♦Polk to Market)
- Van Ness (♦Mission to Bay)
- Webster

♦ Indicates significant safety improvements have been made.

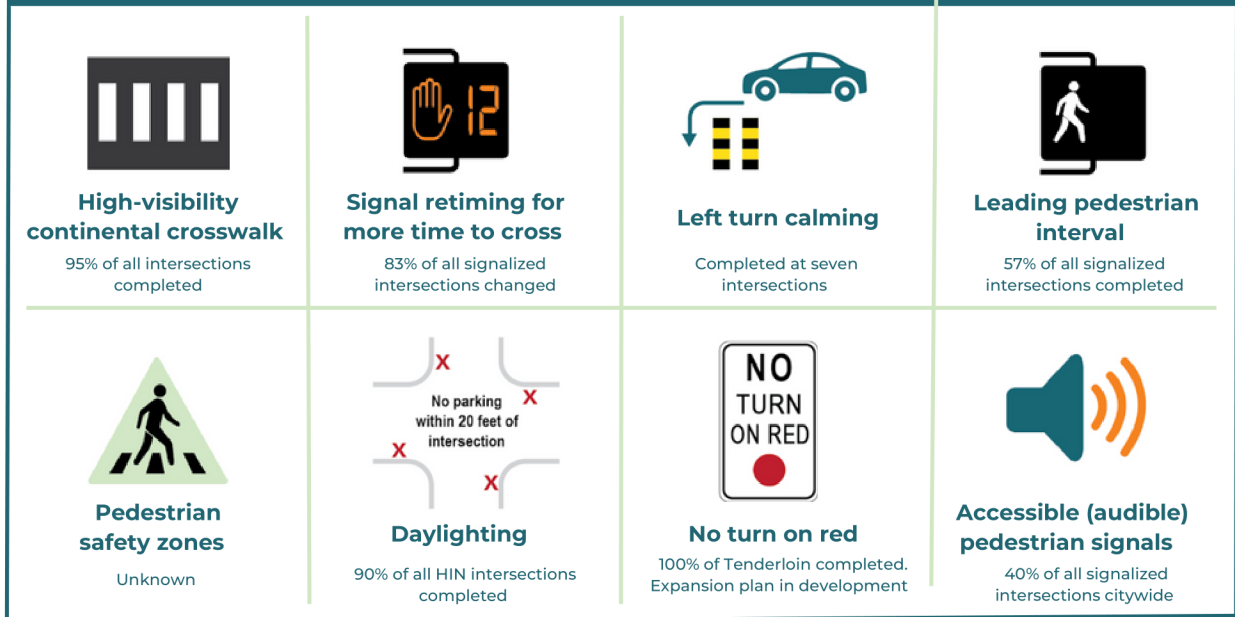
■ Indicates significant safety improvements are planned.

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