VISION ZERO REPORT CARD

District 6

51 People Killed in Traffic Crashes in District 6 Since January 2014

4,369 People Injured in Traffic Crashes in District 6 Since January 2014

High Injury Network (168 Centerline miles)
Complete (31 miles; 19%)
Under Construction (22 miles; 13%)
In Design or Planning (29 miles; 17%)
Community of Concern

Top Ten Most Dangerous Intersections

- Van Ness Ave at Hayes St^
- 5th St and Cyril Magnin St at Market St*
- 13th St at South Van Ness Ave
- Otis St at 13th St at Duboce Ave at Hwy 101 at Mission St
- Mission St at 8th St*
- I-80 E Ramp at 5th St at Bryant St^
- 6th St at Mission St*
- 7th St at Market St*
- Van Ness Ave at Market St at South Van Ness Ave^
- 12th St at Mission St at Otis at South Van Ness Ave

High-Injury Corridors

- 1st
- 2nd*
- 3rd*
- 4th
- 5th*
- 6th*
- 7th*
- 8th*
- 9th
- 10th
- 11th
- Brannan*
- Bryant
- Eddy*
- Ellis
- Embarcadero*
- Folsom*
- Fremont
- Golden Gate*
- Grove
- Harrison
- Hayes
- Howard*
- Hyde
- Jones
- King
- Larkin
- Leavenworth
- Market*
- Mason
- McAllister*
- Mission
- O'Farrell*
- Polk*
- Powell
- Stockton
- Taylor*
- Townsend*
- Turk*
- Van Ness^
- Vermont

** Indicates significant permanent safety improvements have been made.*
^ Indicates significant permanent safety improvements are planned.

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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.

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