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

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

<table>
<thead>
<tr>
<th>Safety Improvement</th>
<th>Status/Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>High-visibility continental crosswalks</strong></td>
<td>85% of all intersections completed</td>
</tr>
<tr>
<td><strong>Signal retiming for more time to cross</strong></td>
<td>65% of all signalized intersections changed</td>
</tr>
<tr>
<td><strong>Left turn calming</strong></td>
<td>Currently piloting at seven intersections</td>
</tr>
<tr>
<td><strong>Leading pedestrian intervals</strong></td>
<td>50% of all signalized intersections completed</td>
</tr>
<tr>
<td><strong>Pedestrian safety zones</strong></td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>Daylighting</strong></td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>No turn on red</strong></td>
<td>Unknown</td>
</tr>
<tr>
<td><strong>Accessible (audible) pedestrian signals</strong></td>
<td>Unknown</td>
</tr>
</tbody>
</table>

### 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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