

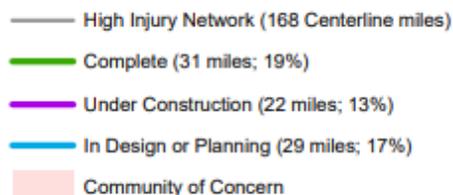
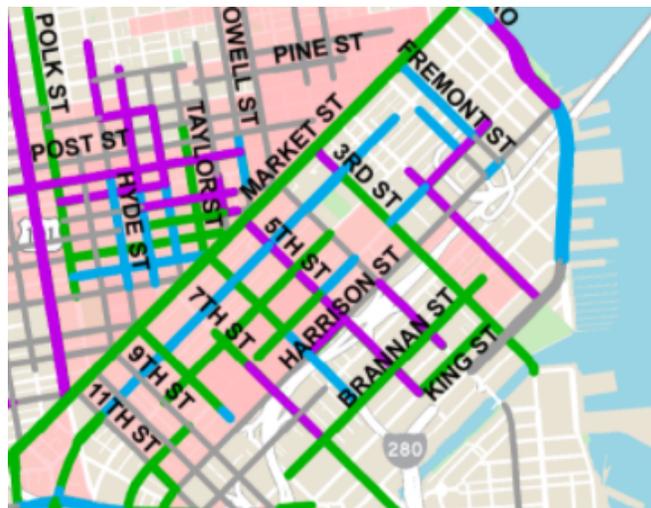
District 6

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

4,691 People Injured in Traffic Crashes in District 6 Since January 2014

Top Ten Most Dangerous Intersections

- Van Ness Ave at Hayes St[^]
- 13th St at South Van Ness Ave
- 5th St and Cyril Magnin St at Market St*
- Mission St at 8th St*
- Otis St at 13th St at Duboce Ave at Hwy 101 at Mission St
- 6th St at Mission St*
- I-80 E Ramp at 5th St at Bryant St[^]
- 12th St at Mission St at Otis at South Van Ness Ave
- Golden Gate Ave at Hyde[^]
- 6th Street at Folsom[^]



High-Injury Corridors

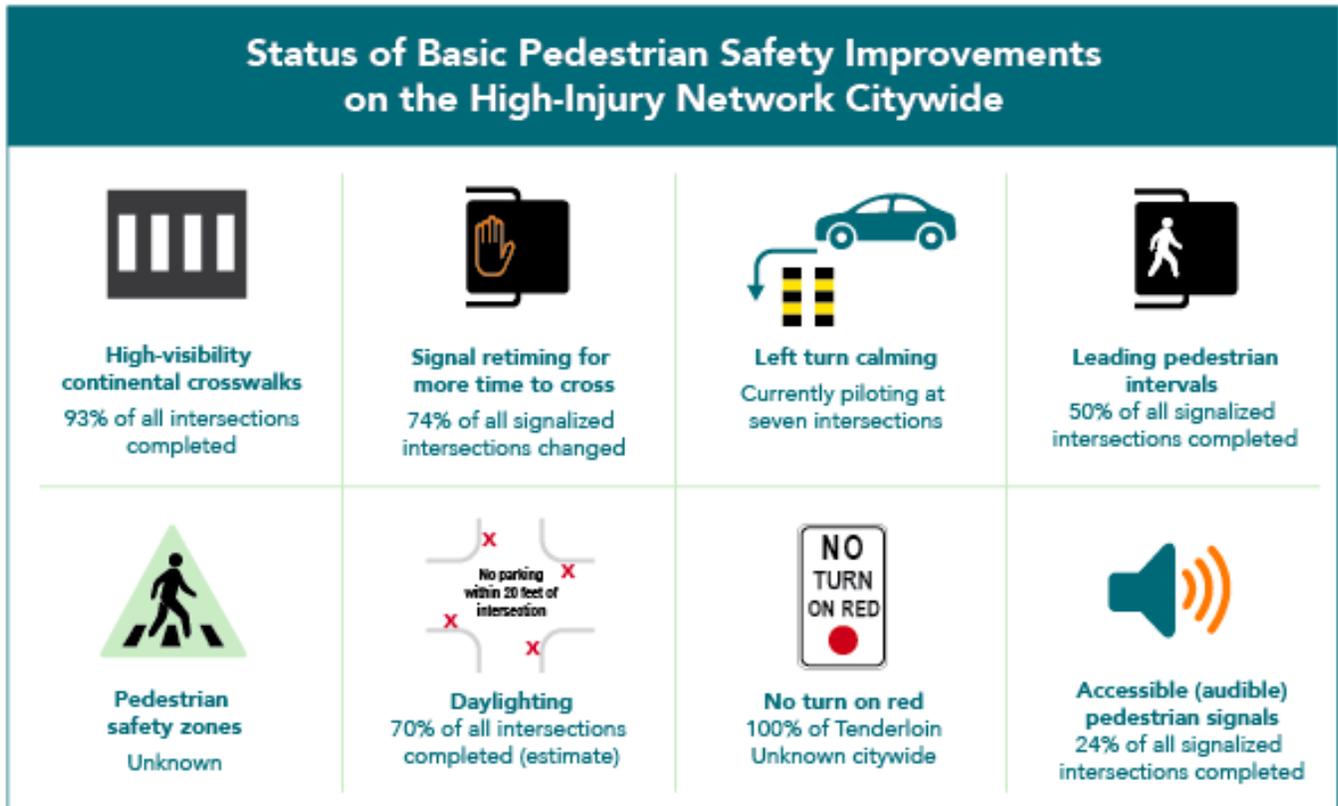
- | | | |
|------------|----------------|-------------------------|
| • 1st | • Ellis | • Market* |
| • 2nd* | • Embarcadero* | • Mason |
| • 3rd* | • Folsom* | • McAllister* |
| • 4th | • Fremont | • Mission |
| • 5th* | • Golden Gate* | • O'Farrell* |
| • 6th* | • Grove | • Polk* |
| • 7th* | • Harrison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

* Indicates significant permanent safety improvements have been made.

[^] Indicates significant permanent 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.



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 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