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
- 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.

Published June 2021. Injury totals through December 2020 and fatalities through April 2021. Fatalities occurring on Supervisorial District border streets included in both District totals.
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.

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