District 6

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

4,718 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 Duboce Ave at Hwy 101 Northbound Ramp at Mission St at Otis St
- 5th St and Cyril Magnin St at Market St
- Mission St at 8th St
- 12th St at Mission St at Otis St at S Van Ness Ave
- 7th St at Charles J Brenham Pl at Market St
- 5th St at Bryant St at I-80 E onramp
- 6th St at Mission St
- Market St at S Van Ness Ave at Van Ness Ave
- 10th St at Mission St

High-Injury Corridors: 24

- 1st
- 2nd (King to Market)
- 3rd (Townsend to Market)
- 4th (Harrison to Market)
- 5th (Townsend to Market)
- 6th (Brannan to Market)
- 7th (16th and Market)
- 8th (Townsend to Market)
- 9th
- 10th
- 13th (Folsom to Valencia)
- 16th (Third to Potrero)
- Bryant (17th to 13th)
- Embarcadero (Townsend to North Pt)
- Folsom (2nd to 11th)
- Fremont
- Harrison
- Howard (4th to 11th)
- King
- Market (Steuart to Octavia)
- Mission (1st to 11th)
- Townsend (8th to 3rd)
- Van Ness (Mission to Bay)
- Vermont

* 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.
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*