

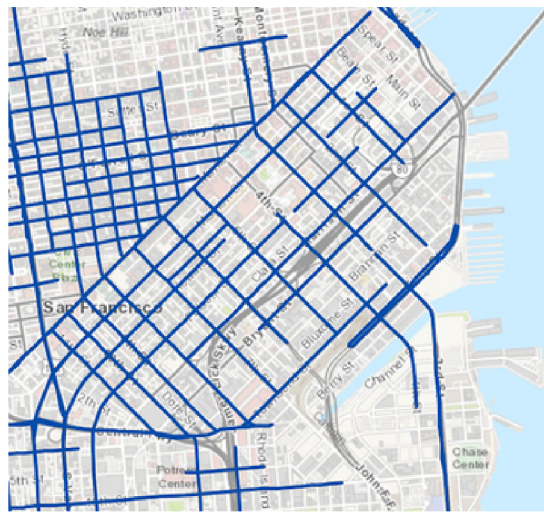
District 6

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

- | | |
|---|---|
| <ul style="list-style-type: none"> • 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) | <ul style="list-style-type: none"> • 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.

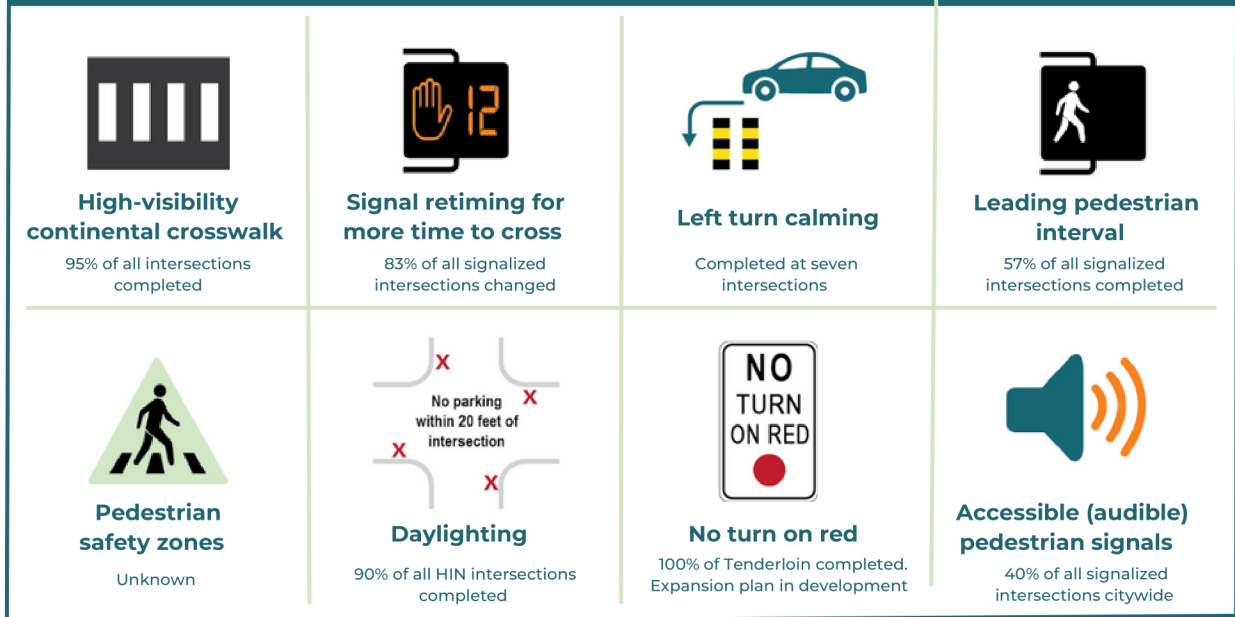
■ Indicates significant safety improvements are planned.

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.

Status of Basic Pedestrian Safety Improvements on the High-Injury Network Citywide



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