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Through Vision Zero SF we commit to  
working together to prioritize street safety and  
eliminate traffic deaths in San Francisco.

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# VISION ZERO SF: 2019 TRAFFIC FATALITY REPORT



**POPULATION HEALTH DIVISION**  
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

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June 25, 2020

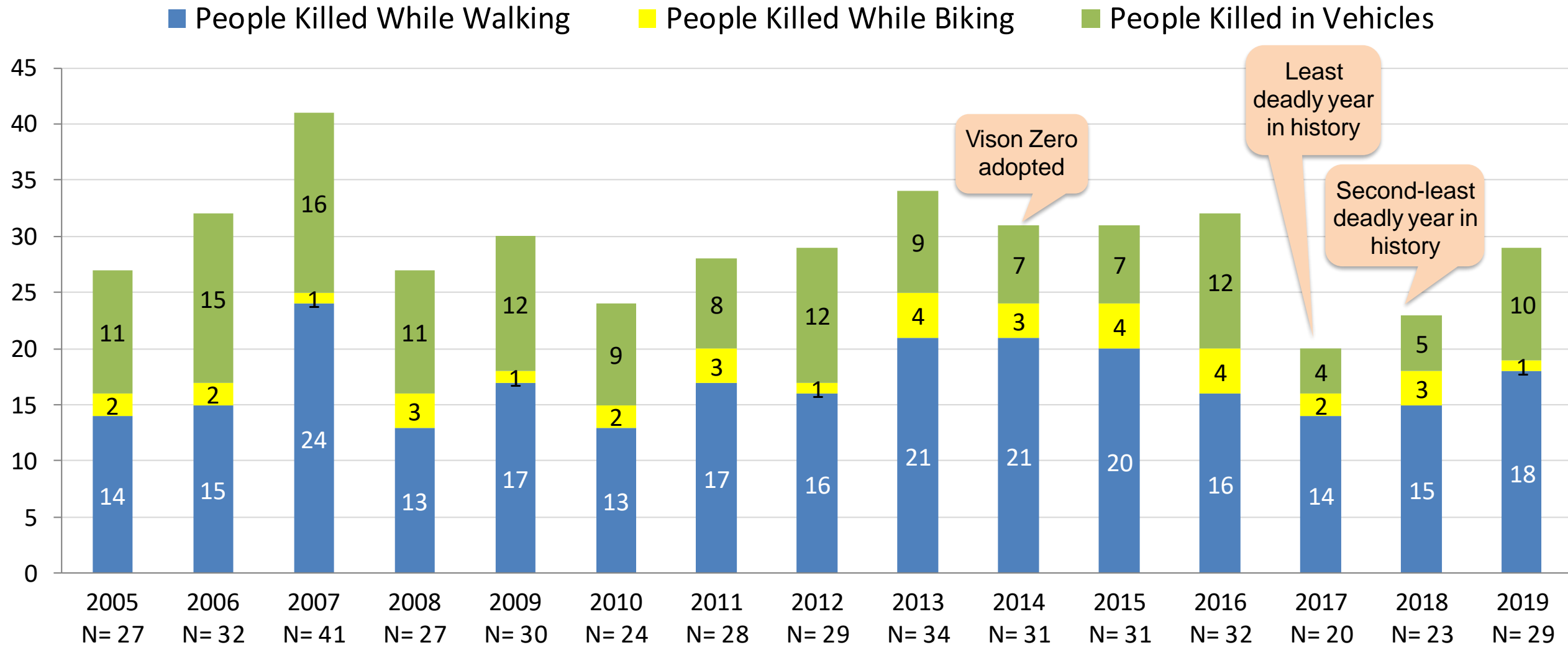
Vision Zero Committee

Shamsi Soltani, MPH | San Francisco Dept. of Public Health



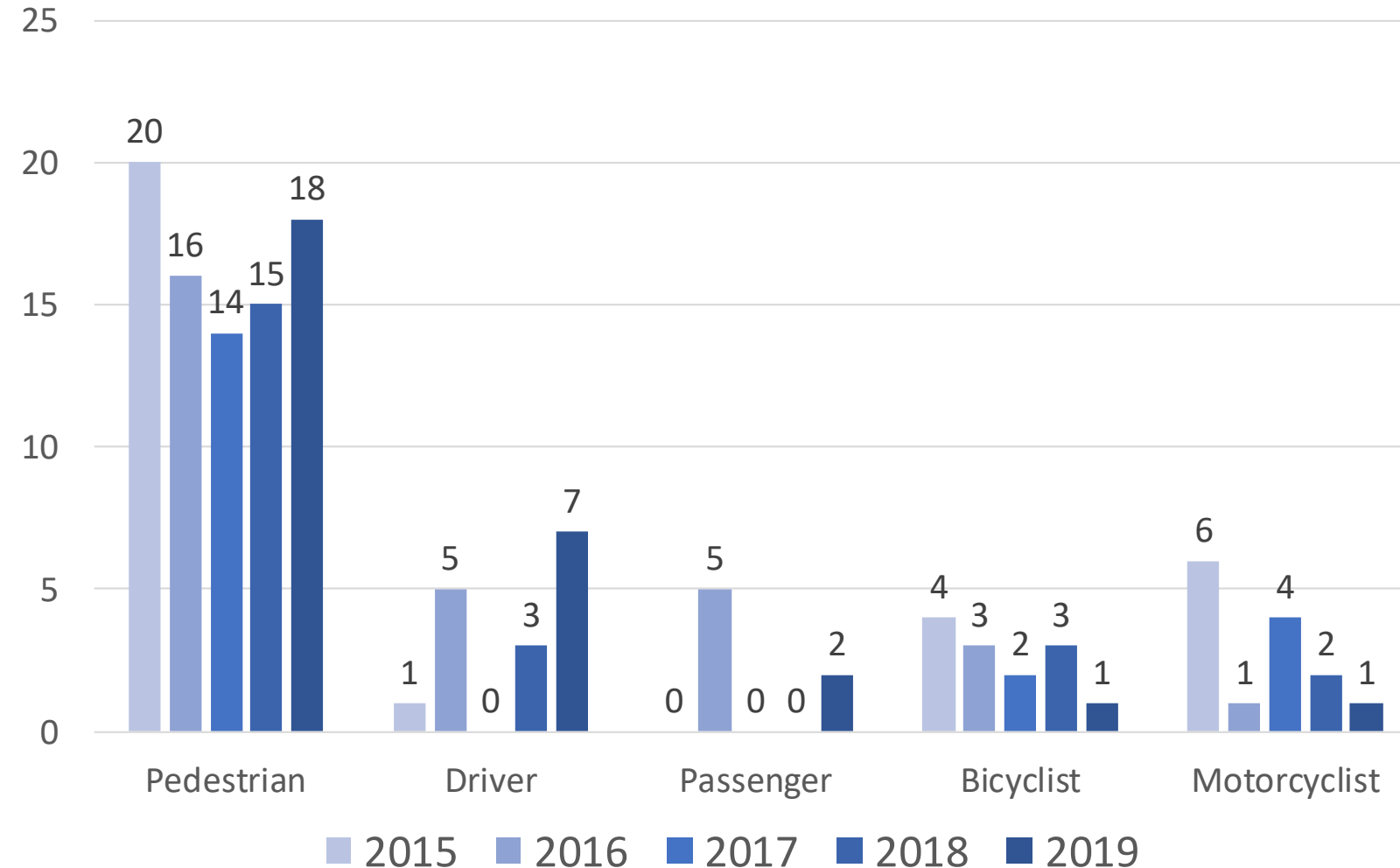
Produced by the San Francisco Department of Public Health,  
in collaboration with the San Francisco Municipal Transportation Agency  
and the San Francisco Police Department

# 29 TRAFFIC-RELATED DEATHS IN 2019



# TRAVEL MODE

Fatalities by Mode (2014-2019)



Pedestrians are most vulnerable: 62% of fatalities



Nine people killed while travelling in a motor vehicle, up from prior years



One person killed while biking, down from prior years



One person killed while riding a motorcycle

*Note:* Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

VISIONZEROSF

# VISION ZERO HIGH INJURY NETWORK

2019 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA

- In 2019, 66% (n=19) of traffic fatalities occurred on the Vision Zero High Injury Network.
- Two-thirds (69%; n=20) of fatalities occurred in a Community of Concern – 14 of which were on the VZHIN.

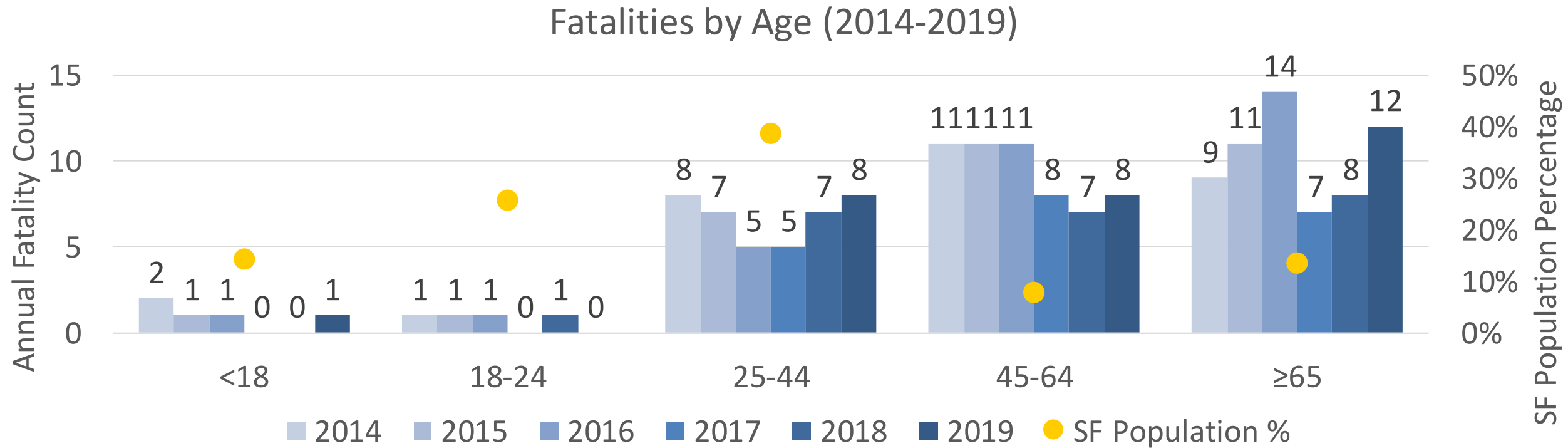


Source: SFPD, SFMTA, SFDPH.  
Map current as of 1/16/2020

City and County of San Francisco  
Department of Public Health  
Environmental Health Section

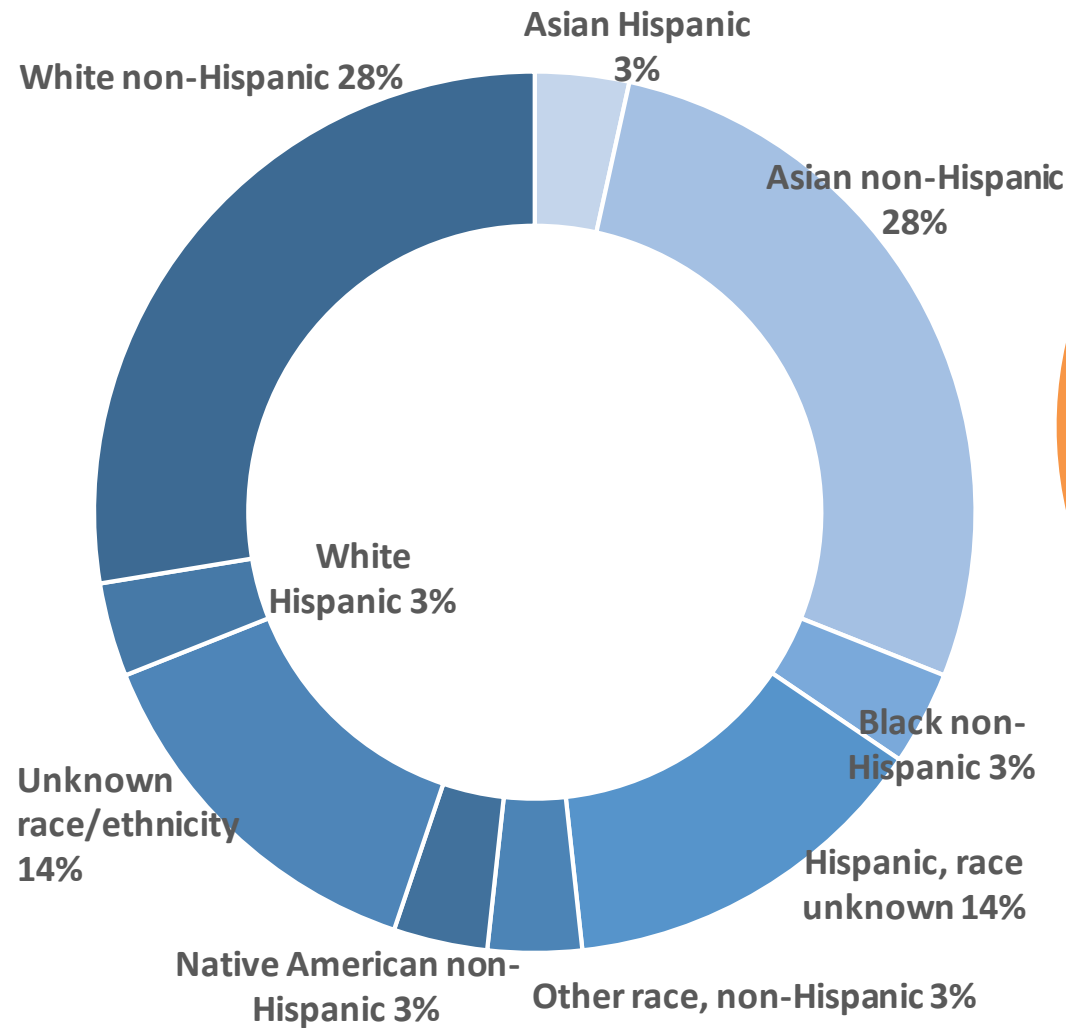
## AGE

- Seniors suffer a disproportionate rate of traffic fatalities
- Among pedestrian fatalities, 50% were people age 65 and older and 72% were people age 50 and older
- One youth fatality in 2019



- Majority of people killed were non-Hispanic ethnicity and White or Asian.
- People of Hispanic ethnicity over-represented, White individuals under-represented in these fatality data relative to SF population.

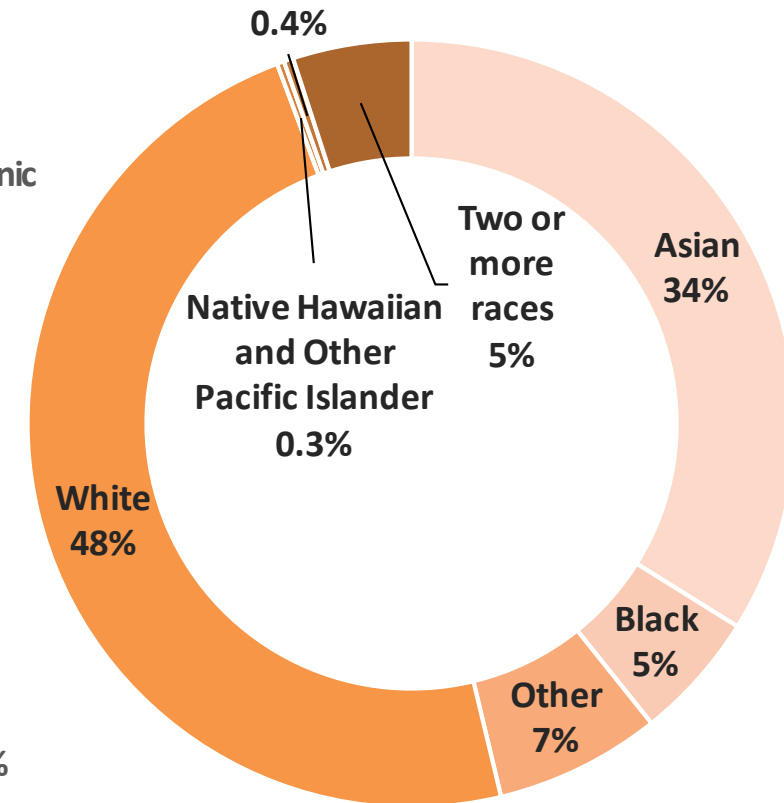
## RACE/ETHNICITY



\*Race and ethnicity per Office of the Medical Examiner, N=29

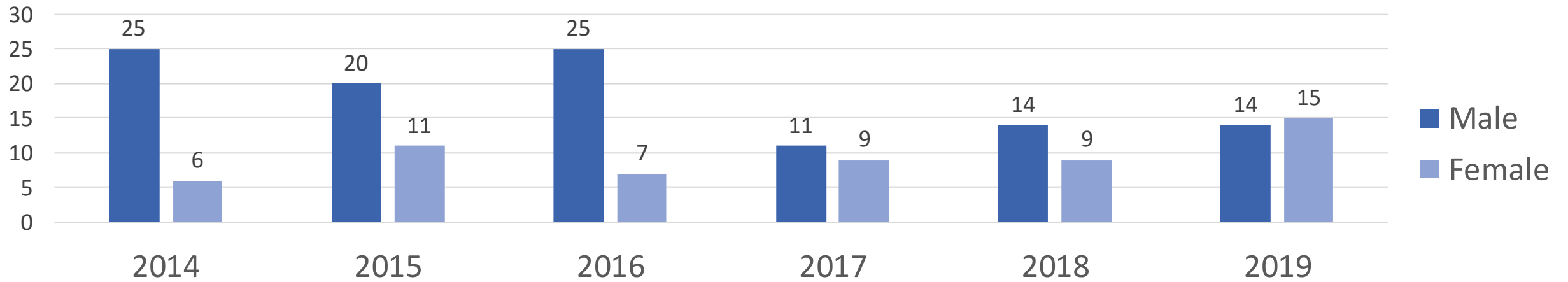
## Race† of San Franciscans

American Indian and Alaska Native



† Race from US Census Bureau, 2016.

## FATALITIES BY SEX



- In 2019 for the first time, more females than males died on SF streets
- Different mode patterns by sex:
  - 100% bicyclists killed were female (n=1)
  - 55% of pedestrian fatalities were female (10/18)
  - 100% of motor vehicle passengers who died were female (n=2)
  - 71% of drivers who died were male (5/7)
  - All motorcyclists who died were male (n=1)

# HOMELESSNESS

- In 2019, no people without an address were killed on City streets
  - Down from 22% of 2018 fatalities
  - In 2019, 27% of SF freeway fatalities affected people experiencing homelessness (3/11)
- <1% of the City population is homeless; Individuals experiencing homelessness may be particularly vulnerable to traffic injury



## PRIMARY COLLISION FACTORS

- **Failure to yield to pedestrians, unsafe speed and not stopping at a red signal** were the top primary collision factors – as they have been since fatality reporting began
- Of pedestrian fatalities with vehicle code information available, **75% were caused primarily by the driver of a vehicle\*** (N=16)
- Two fatalities resulted from collisions primarily caused by a **driver under the influence** (DUI) of alcohol

California Vehicle Code	Description	2014	2015	2016	2017	2018	2019
<b>21950(a)</b>	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8
<b>21453(a,c)</b>	Red signal - driver or bicyclist responsibilities	2	4	8	1	3	3
<b>22350</b>	Unsafe speed for prevailing conditions	6	7	3	4	3	4

## DRIVER CHARACTERISTICS *(DRIVERS DETERMINED TO BE AT FAULT)*

- Most fatal collisions involved a police-determined **at fault driver** or motorcyclist (75%, n=21/28).
- At fault drivers spanned the age spectrum. Three were young adults (14%, defined as age 18-24), and four were seniors (19%, age 65 or more).
- **Turn Movement Preceding Collision:**
  - 52% of cases involved drivers proceeding straight prior to collision,
  - 38% involved a left-turning vehicle or motorcycle,
  - One each involved a door of a parked vehicle opening into the roadway, or an unknown movement preceding collision (both 5%)

# CRASH CHARACTERISTICS

## Large Vehicle Involvement

Of 28 fatal traffic collisions in 2019, four (14%) involved a large vehicle. Two involved semi-trucks, one involved a Golden Gate transit bus, and one involved a paratransit vehicle.

## Ride-hail Involvement

In 2019, Transportation Network Company (TNCs) and taxis were not determined to be at fault in any fatal traffic collisions. A TNC was a party in a fatal collision involving the deaths of one driver and one passenger. A taxi was a party in a fatal collision involving the death of a pedestrian.

## HIT AND RUN COLLISIONS

Four traffic fatalities (14%) involved a hit and run in 2019

- Two pedestrians and two vehicle occupants died following a hit and run.
- Decrease from 2018, during which seven fatalities resulted from hit and run collisions.



## IN MEMORIAM: 2019

Lucy Morales  
Nancy Ng  
Matilde Cheng  
Zhao Guan  
Gerard Graybosch  
Jose Manuel Haros  
Carrasco  
Janice Higashi  
Tess Rothstein  
Madlen Koteva

Phala Neuo  
Pablo Ramirez  
Galina Alterman  
Mark Swink  
Darren Travis  
Grace Jang  
Syed Waseem Ali  
Sela Henriquez  
Alexander Reyes  
Alexander Norton

Michael Evans  
Benjamin Dean  
Bruce Romans  
Hui Jun Yang  
Lee Dominique, Jr.  
Ramona Lang  
Pilsoo Seong  
Jesus Ocampo  
Piu King Dea  
John Griffin

## WHY AREN'T FATAL INJURIES DECLINING DESPITE SIGNIFICANT VZ INVESTMENTS? *SOME CONTEXT:*

**More People:** Nearly 150,000 **new residents** between 2010 and 2020 with 170,000 **new jobs** during the same period (Plan Bay Area 2040)

**More Vehicles:** Increase in **daily vehicle miles** travelled (VMT) by over 630,000 miles between 2010-2016 and TNCs account for 47% of this increase, in SFCTA estimates.

**Aging Population:** One in five residents are **seniors**, more vulnerable to severe injury. The Bay Area's senior population is forecasted to grow by 137% by 2040.

**Increasing Homelessness:** **15% increase in people living on the streets** from 2015-2019 - where exposure to traffic is highest, combined with increased physical and mental health issues for people without housing and marginally housed.

**Substance use** (OTC and otherwise) is a national trend, and potentially a factor

# TRANSFORMATIVE POLICIES ARE REQUIRED TO REALIZE OUR GOALS

- ***SLOWING VEHICLE SPEEDS***
- ***REDUCING VEHICLE MILES TRAVELLED***



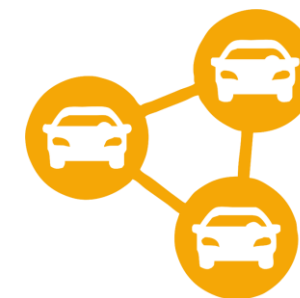
**Urban Speed  
Limit Setting**



**Automated  
Enforcement**



**Pricing and  
Reducing Vehicle  
Miles Travelled**



**Local Regulation  
Of Transportation  
Network Companies**



# Thank you!

## SFDPH Contacts

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