



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

VISION ZERO SF: 2020 TRAFFIC FATALITY REPORT



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

April 27, 2021

TA Board

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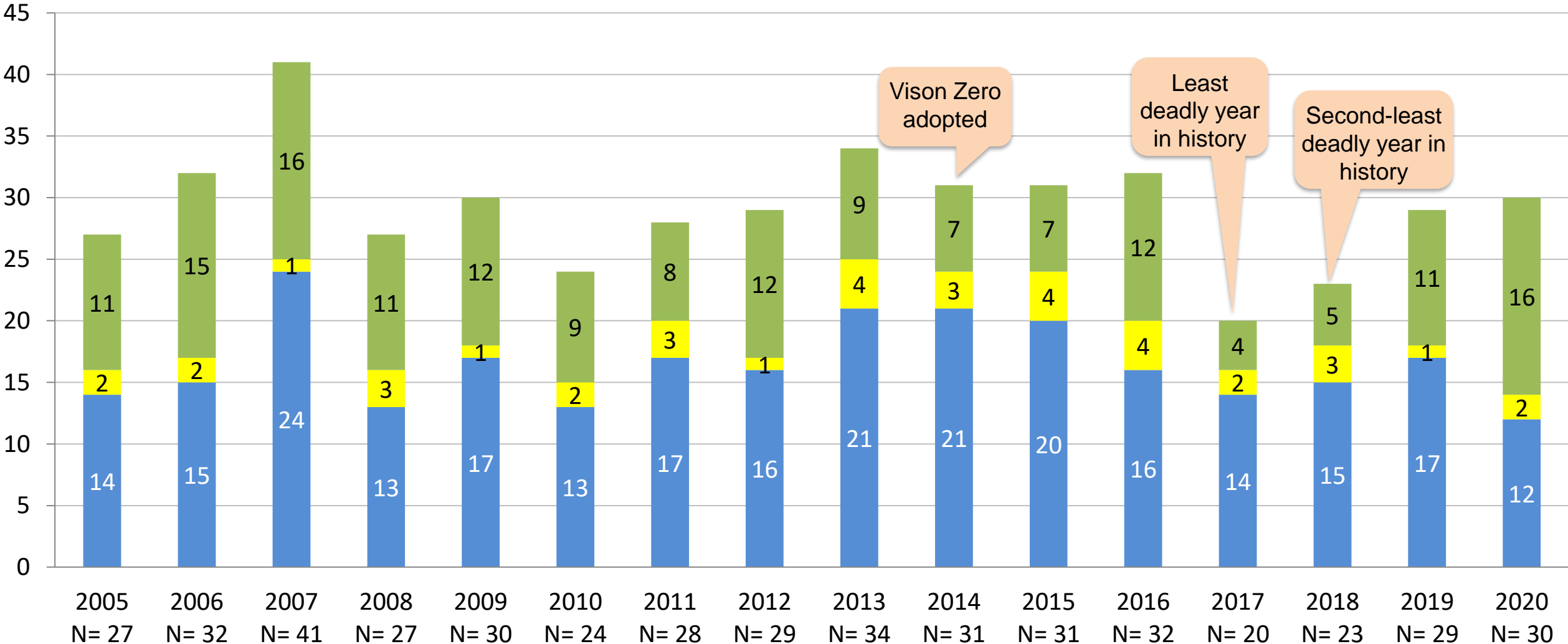
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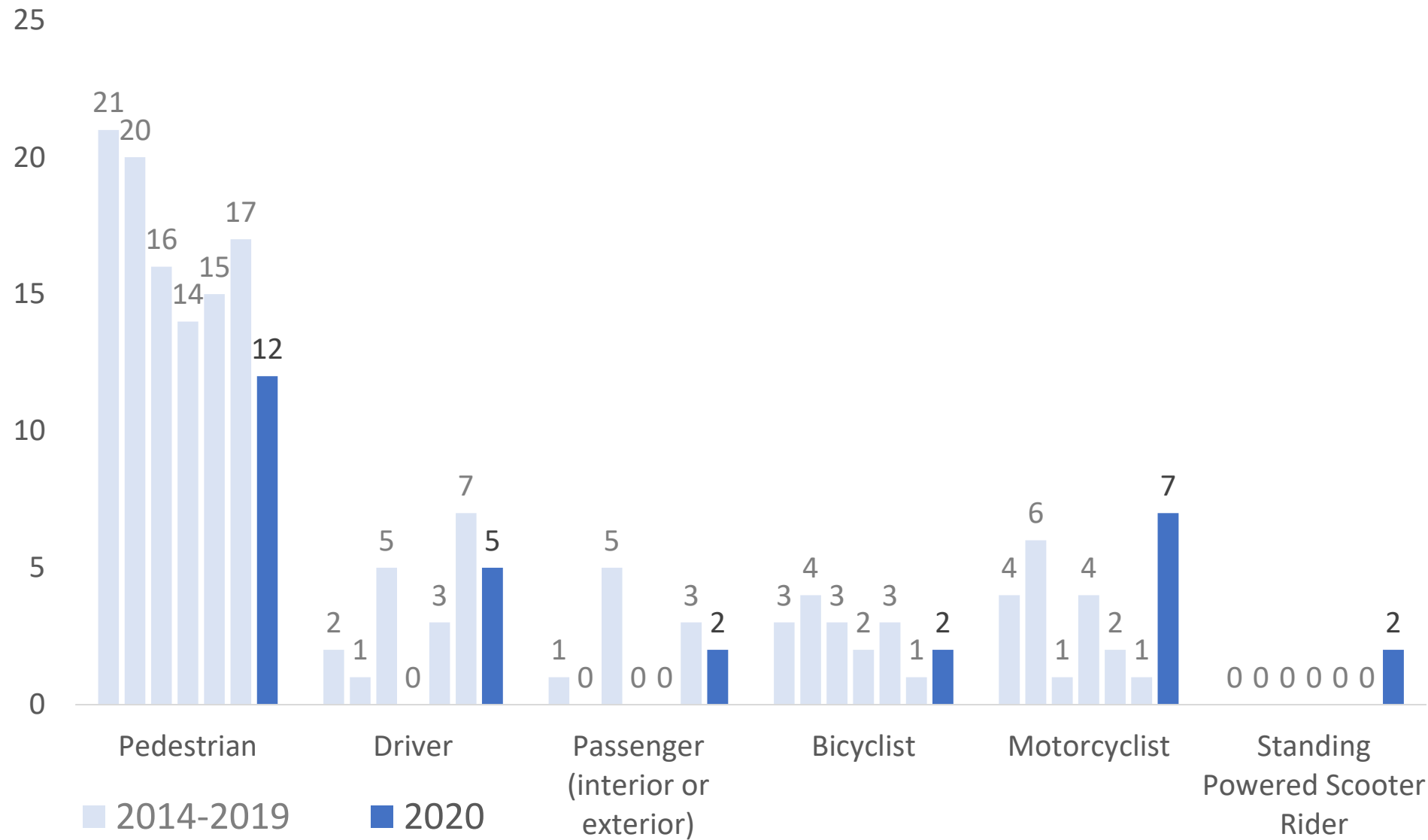
Produced by the San Francisco Department of Public Health,
in collaboration with the San Francisco Municipal Transportation Agency
and the San Francisco Police Department

30 TRAFFIC-RELATED DEATHS IN 2020

■ People Killed While Walking
 ■ People Killed While Biking
 ■ People Killed in Vehicles



FATALITIES BY TRAVEL MODE



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

FATALITIES BY TRAVEL MODE



Pedestrians remain vulnerable: 40% of fatalities, down from prior years



Two people killed while biking, similar to prior years



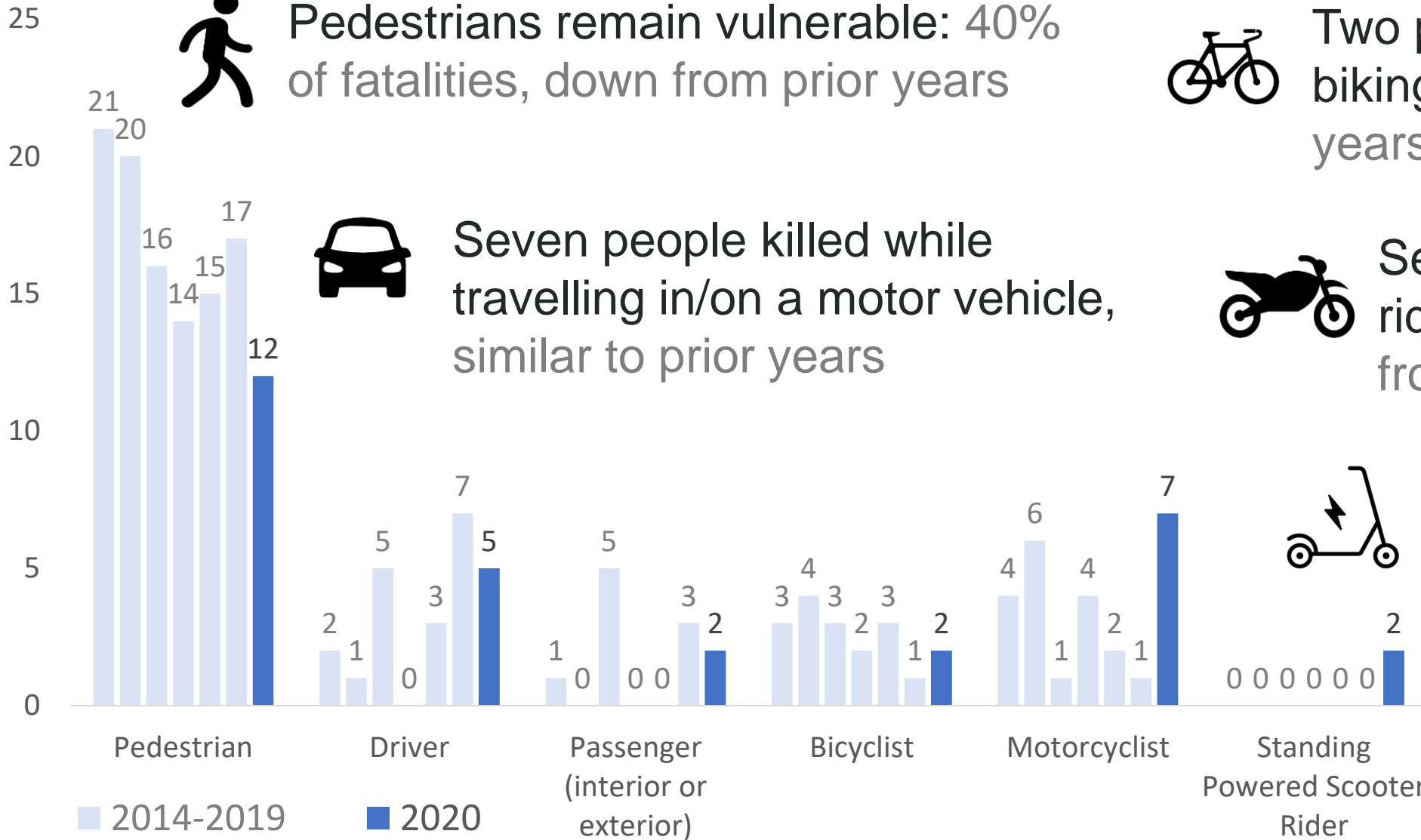
Seven people killed while travelling in/on a motor vehicle, similar to prior years



Seven people killed while riding a motorcycle, up from prior years



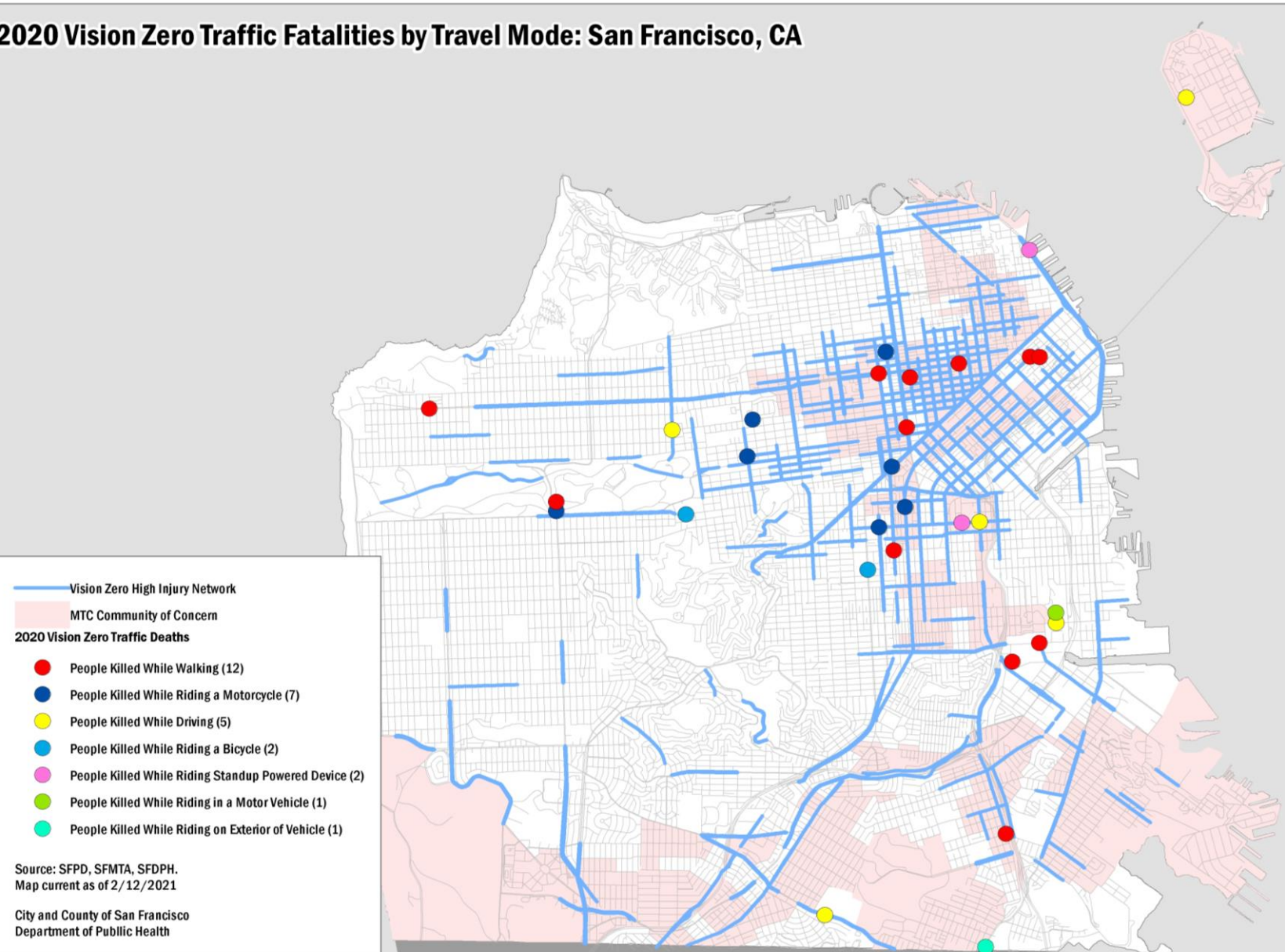
Two people killed while riding standing powered devices, for the first time



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VISION ZERO HIGH INJURY NETWORK

2020 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA

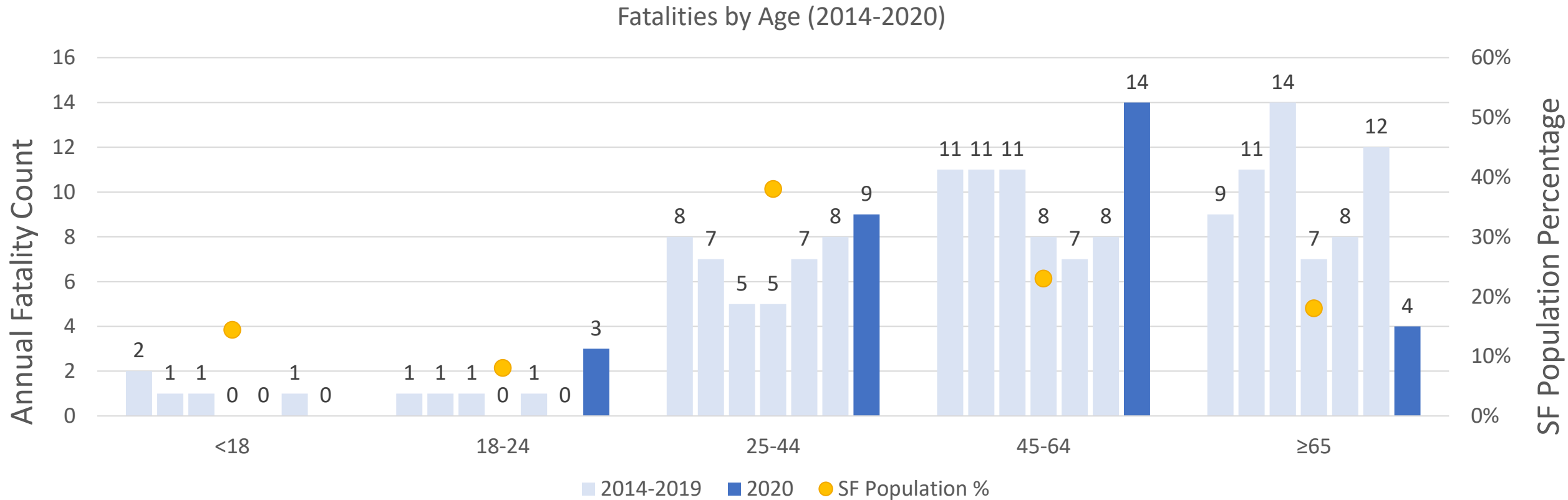


In 2020, 63% (n=19) of traffic fatalities occurred on the Vision Zero High Injury Network.

Almost half (47%; n=14) of fatalities occurred in a Community of Concern – 10 of which were on the VZHIN, down from 69% in 2019.

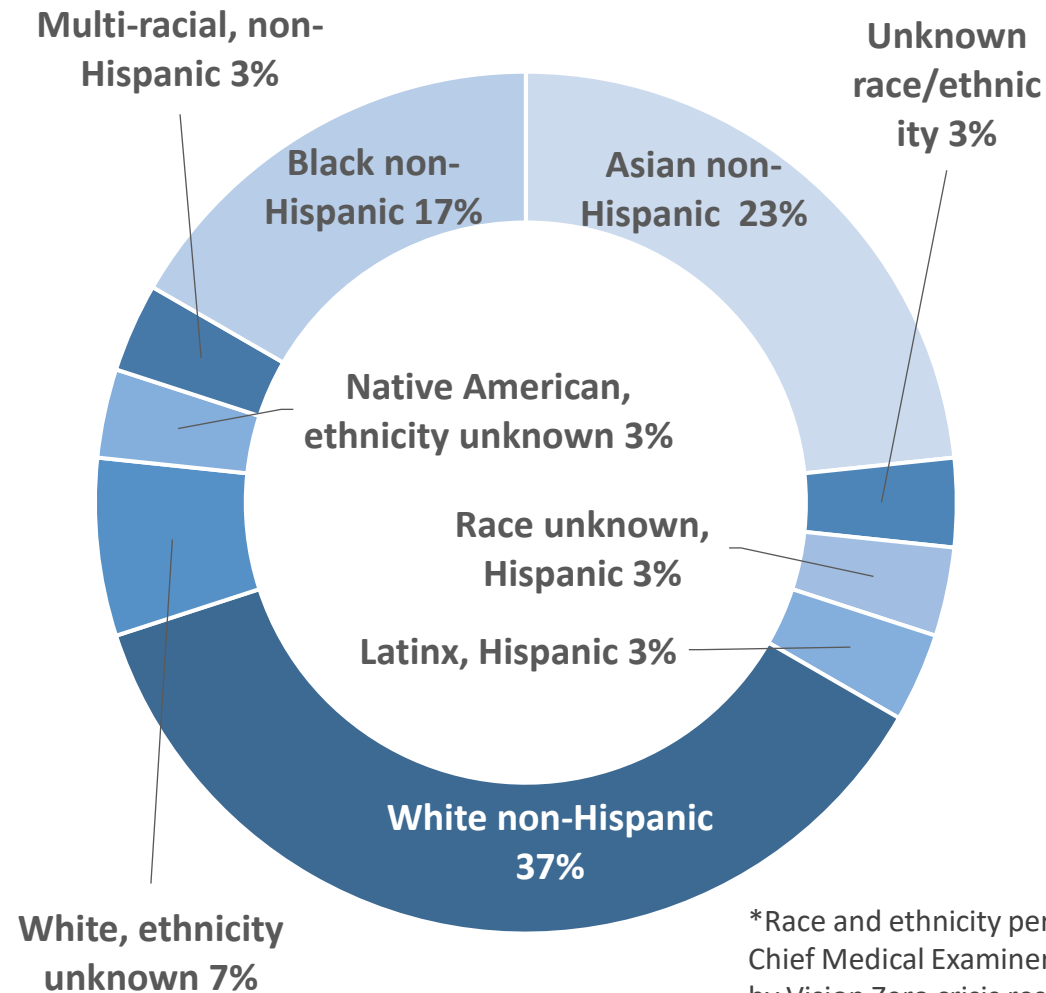
AGE

- The number of seniors killed in traffic in 2020 dropped sharply
- Among pedestrian fatalities, 25% were people age 65+; 75% were age 50+
- No youth fatalities in 2020



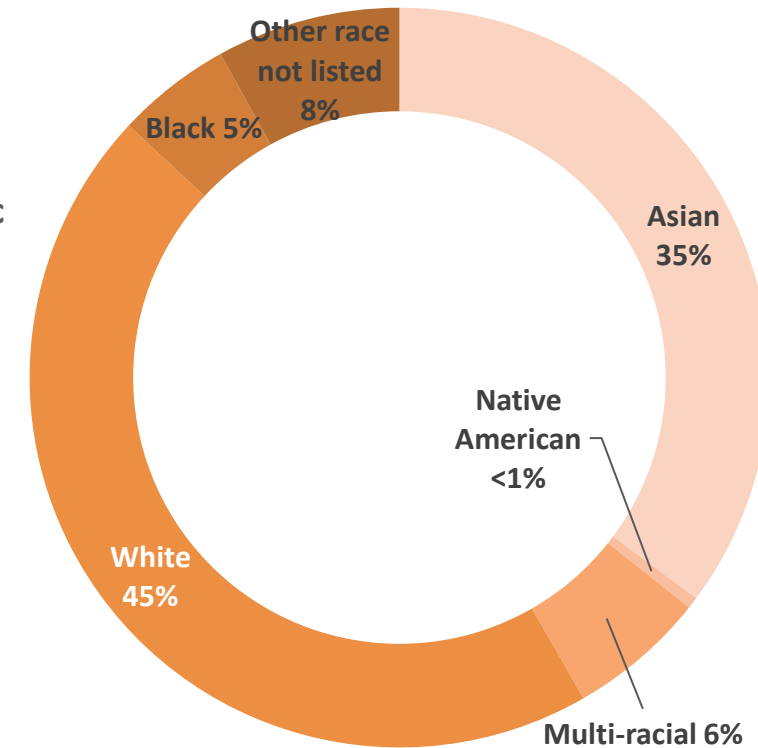
- Native American and Black individuals over-represented in fatality data relative to SF population
- Majority of people killed were non-Hispanic ethnicity and White or Asian yet both under-represented groups

RACE/ETHNICITY



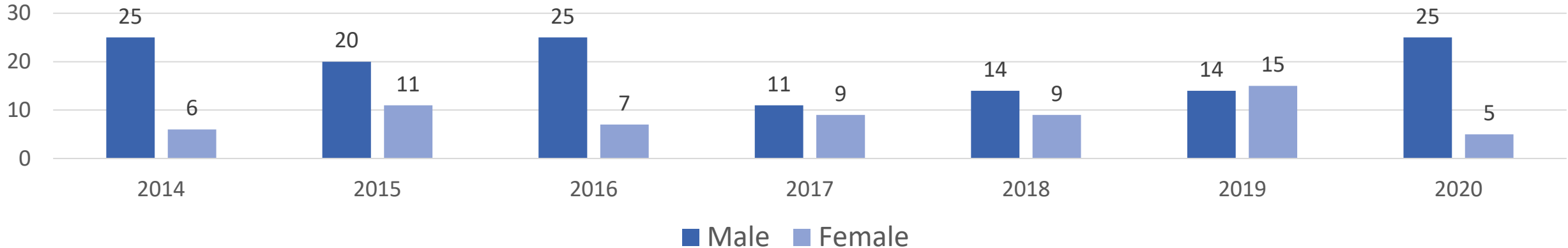
*Race and ethnicity per Office of the Chief Medical Examiner, supplemented by Vision Zero crisis response team

Race† of San Franciscans



† Race from US Census Bureau, 2019 American Community Survey 1-year estimates

FATALITIES BY SEX



- More males than females died on SF streets. The disparity was greater than any time since VZ adoption.
- Different mode patterns by sex:
 - All motorcyclists who died were male (n=7)
 - All cyclists and standing powered scooter riders who died were male (each n=2)
 - 75% of pedestrian fatalities were male (9/12)
 - 80% of drivers who died were male (4/5)
 - One person riding outside of a vehicle who died was male; one motor vehicle passenger who died was female

PRIMARY COLLISION FACTORS

- **Unsafe speed, failure to yield to pedestrians, 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, **67% were caused primarily by the driver of a vehicle*** (8/12)
- 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	2020
22350	Unsafe speed for prevailing conditions	6	7	3	4	3	4	9
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8	4
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1	3	3	4

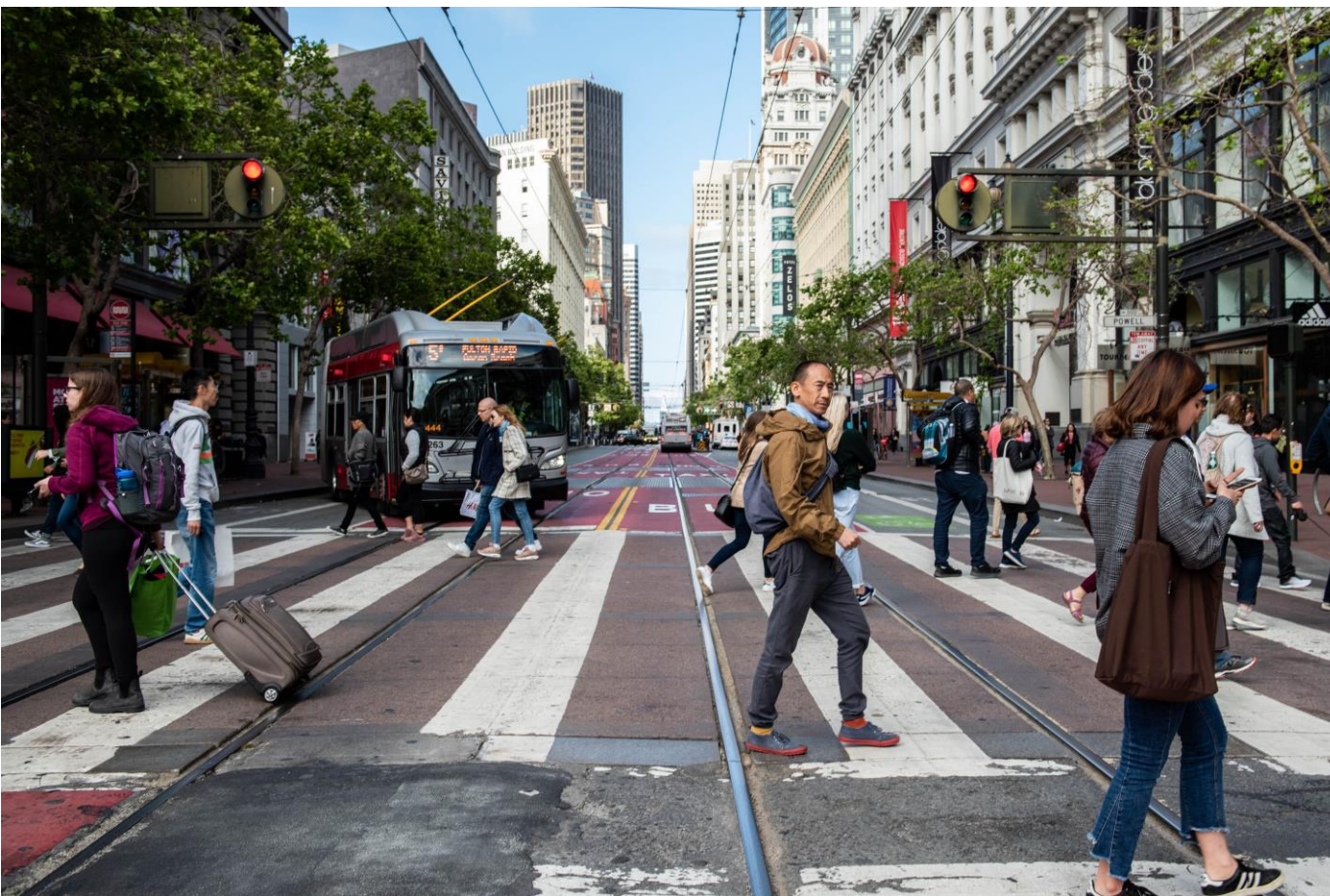
* Cause per police classification

HOMELESSNESS

- In 2020, six people without a fixed address were killed on City streets (20%)
 - Up from zero in 2019, similar to 22% of 2018 fatalities
 - In 2020, 40% of SF freeway fatalities affected people experiencing homelessness (2/5)
- <1% of the City population is homeless; People experiencing homelessness may be particularly vulnerable to traffic injury



CRASH CHARACTERISTICS



Sharing Technology Involvement: For the first time, riders of standing powered devices figured in the fatality count in 2020. Both riders rode rented e-scooters: one each from permitted companies Spin and Lime.

Solo Crashes: Single party vehicle crashes totaled 23% (n=7) of fatalities. This represents five more deaths than in 2019 (7%, n=2).

HIT AND RUN COLLISIONS

Seven traffic fatalities (23%) involved a hit and run in 2020

- Four people walking, one driver, one motorcyclist and one e-scooter rider died following hit and run collisions.
- Increase from 2019, during which four fatalities resulted from hit and run collisions.



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

Pandemic Impact on traffic safety not yet clear. Initial national data suggest less driving overall, though at higher speeds and crash rates.

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

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.

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***



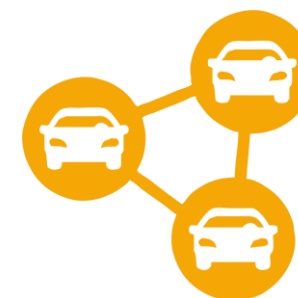
**Urban Speed
Limit Setting**



**Speed Safety
Cameras**



**Pricing and
Reducing Vehicle
Miles Travelled**



**Local Regulation
Of Transportation
Network Companies**

Thank you!

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