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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: 2022 TRAFFIC FATALITY REPORT



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

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April 25, 2023

San Francisco County Transportation Authority

Iris Tsui, MPH, San Francisco Dept. of Public Health



**POPULATION HEALTH DIVISION**

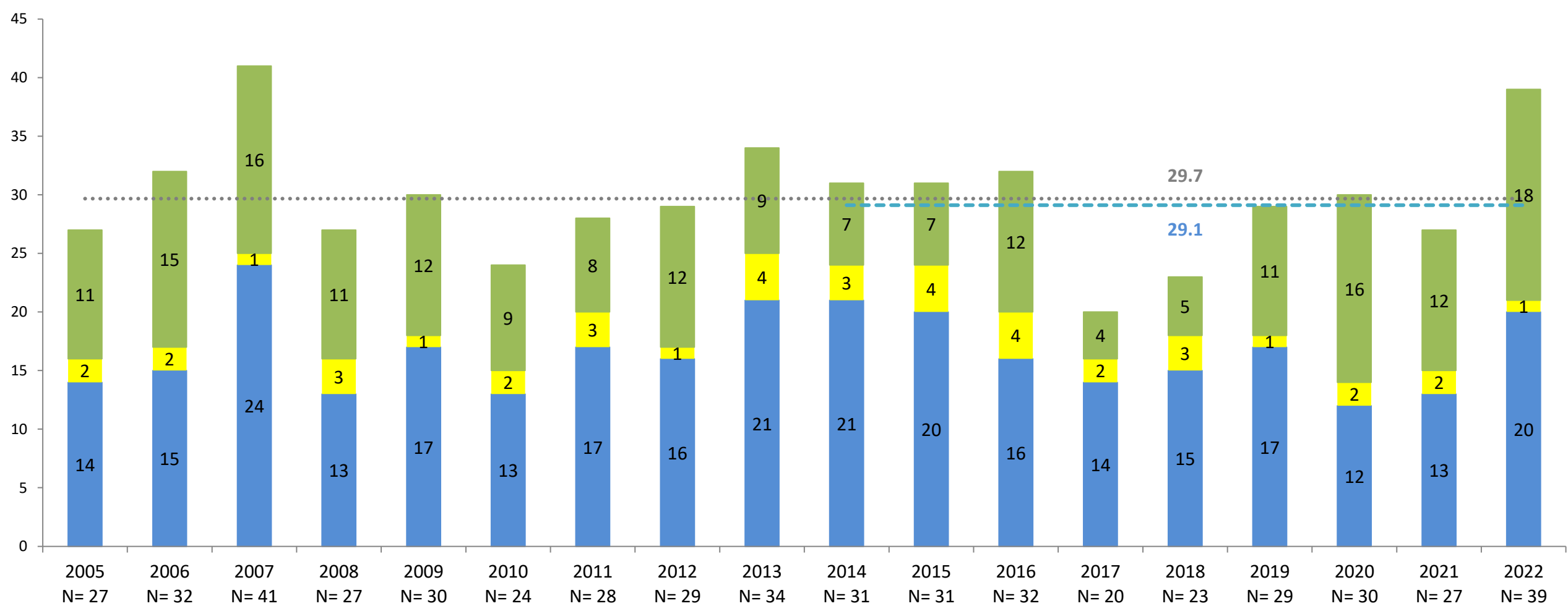
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



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

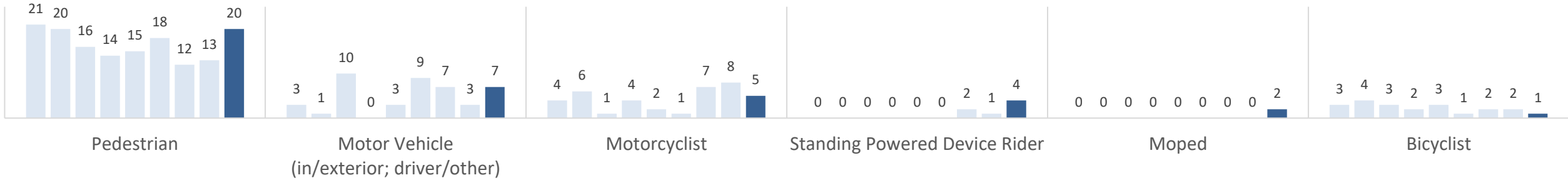
# 39 TRAFFIC-RELATED DEATHS IN 2022

■ People Killed While Walking    ■ People Killed While Biking    ■ People Killed in Vehicles    ..... Overall AVG    - - - VZ AVG



# FATALITIES BY TRAVEL MODE

2014-2021 2022



Pedestrians remain most vulnerable

51% of total fatalities

Highest since 2015



Five drivers and two passengers

18%

Four more than last year



Five people killed while riding a motorcycle

13%

Lower than the past three years



Includes e-scooters and e-unicycles

10%

More than doubles the total



Lowered powered sit-down vehicles

5%

Newly separated from motorcycles



One person killed while biking

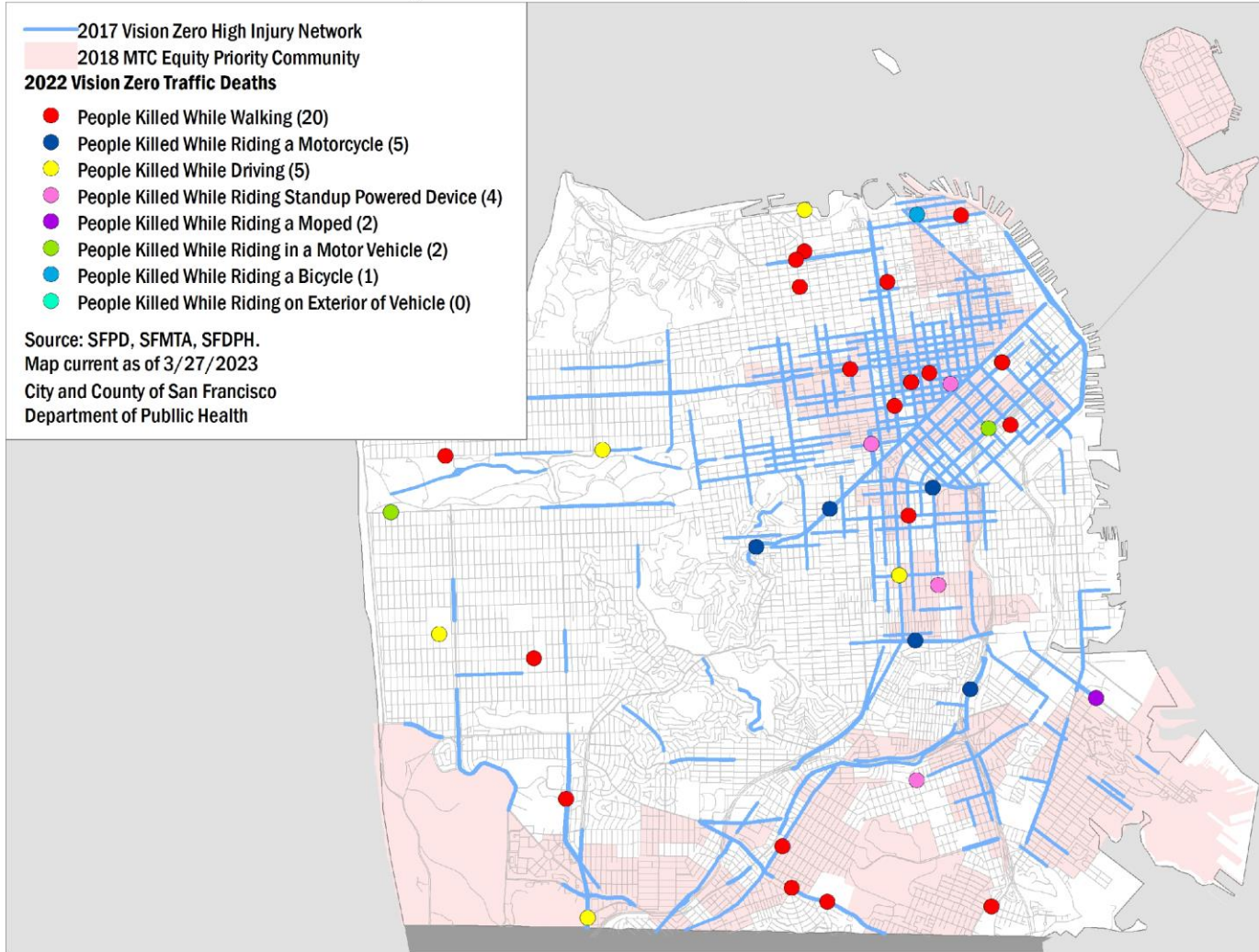
3%

One fewer than last year

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

# VISION ZERO HIGH INJURY NETWORK

## 2022 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA



In 2022, 59% (n=23) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)

Almost half of fatalities (44%; n=17) occurred in an Equity Priority Community

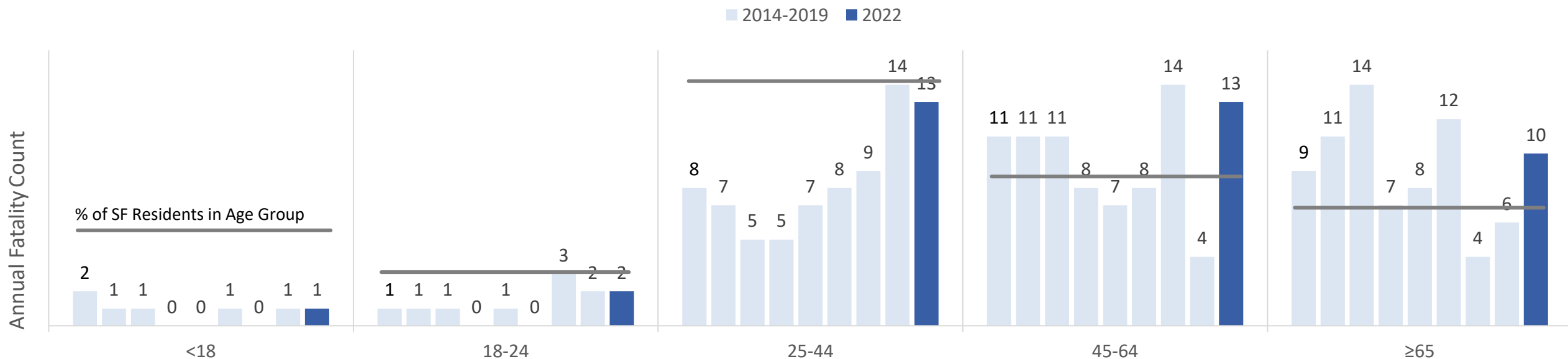
11 of which were also on the VZHIN

# FATALITIES BY AGE

Number of seniors 65+ killed in traffic increased in 2022; a return to pre-pandemic levels, on avg.

Among pedestrian fatalities: **26%** were age 65+ and **49%** were age 50+

Percent of total fatalities in the 45-64 age group increased from **15%** (2021) to **33%** (2022)

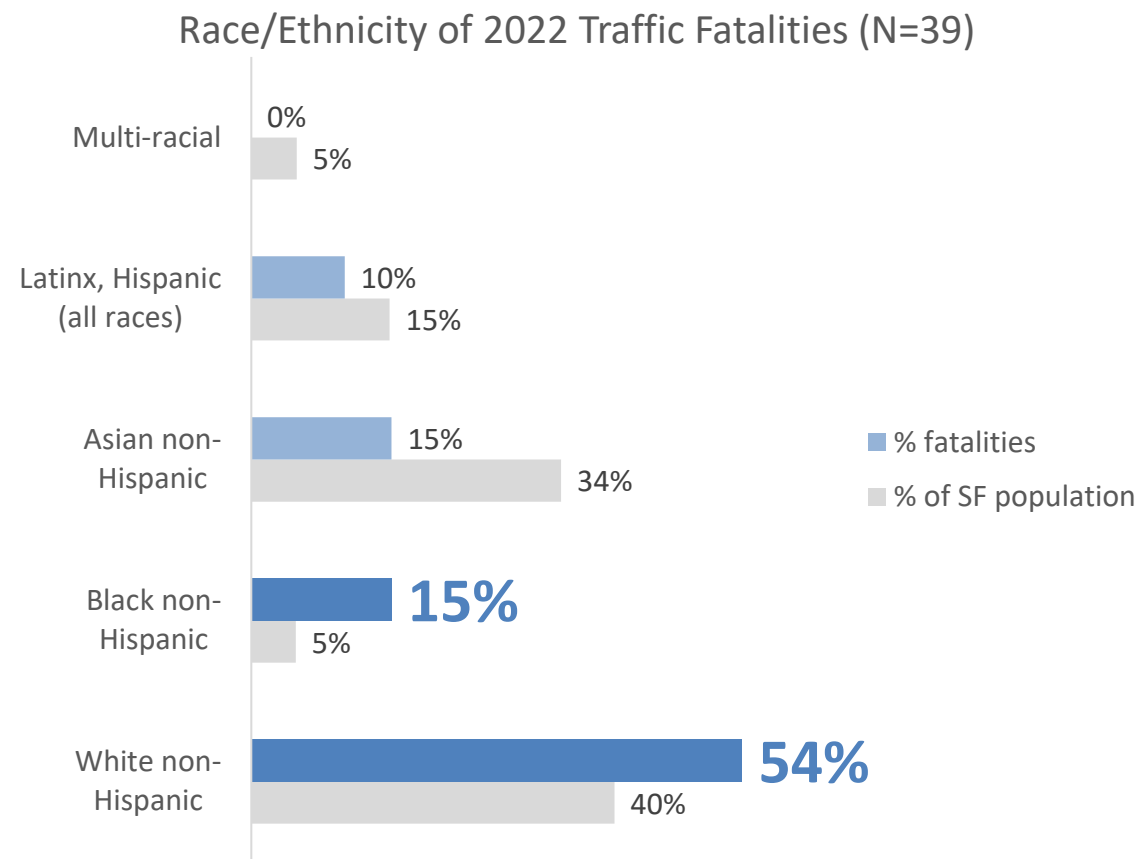


## FATALITIES BY RACE/ETHNICITY\*

Asian and Latinx persons are under-represented in fatality data relative to SF population estimates.

Black and White individuals are over-represented in fatality data relative to their representation in the SF population

8 (21%) of victims were not SF residents  
All White



\*Race and ethnicity for SF fatalities are per Office of the Chief Medical Examiner.

\*There were two fatalities where race/ethnicity could not be determined.

SF Population estimates for race and ethnicity are from the US Census Bureau, 2020 American Community Survey 5-year estimates



# CRASH CHARACTERISTICS



**Sharing Technology Involvement:** For the third consecutive year, riders of a standing powered device figured in the fatality count (n=4 in 2022; n=7 since 2014). In addition, one Uber passenger died.

**Solo Crashes:** Single party vehicle crashes totaled 21% (n=8) of fatalities. This represents one fewer death than in 2021 (33%, n=9).

**Time of Day:** Fatal collisions occurred more frequently between 6p and 10p



# SF TRAFFIC FATALITIES IN CONTEXT

	<b>2019</b>	<b>2022</b>	Percent change from pre-pandemic
<b>OAKLAND</b>	26	36	+38%
<b>SAN FRANCISCO</b>	29	39	+34%
<b>LOS ANGELES</b>	244	312	+29%
<b>NATIONAL</b> Jan 1 – Sep 30 only	24,827	31,785	+28%
<b>LONG BEACH</b>	36	45	+25%
<b>SAN DIEGO</b>	51	59	+16%
<b>SAN JOSE</b>	60	65	+8%

<https://www.oaklandca.gov/topics/traffic-fatality-tracking>

<https://www.latimes.com/california/story/2023-01-14/traffic-deaths-rise-again-in-2022-with-marked-increase-in-pedestrian-fatalities>

<https://www.nhtsa.gov/press-releases/nhtsa-estimates-traffic-deaths-2022-third-quarter>

<https://lbpost.com/news/traffic-deaths-have-spiked-in-recent-years-with-45-in-2021>

<https://data.sandiego.gov/datasets/police-collisions-details/>

<https://www.sanjoseca.gov/your-government/departments-offices/transportation/safety/vision-zero/maps-data>



# Thank you!

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