



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

VISION ZERO SF: 2022 TRAFFIC FATALITY REPORT



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

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San Francisco County Transportation Authority CAC

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POPULATION HEALTH DIVISION

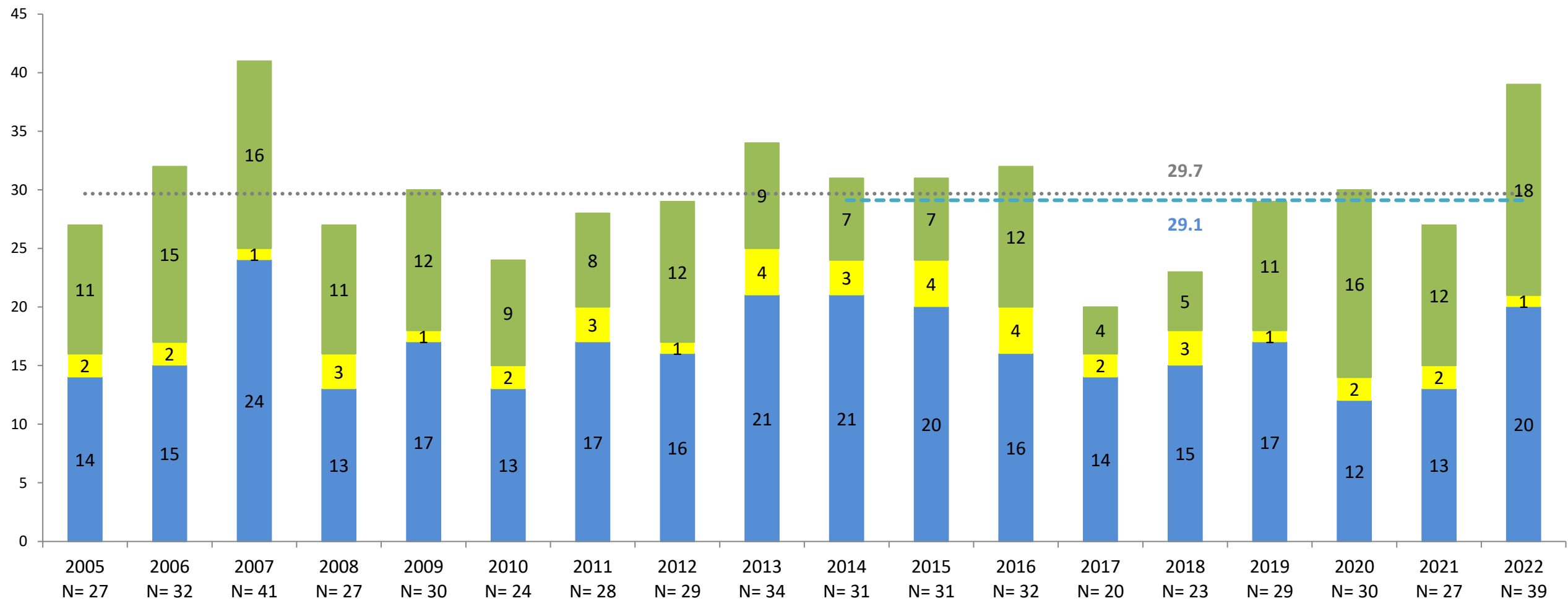
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



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

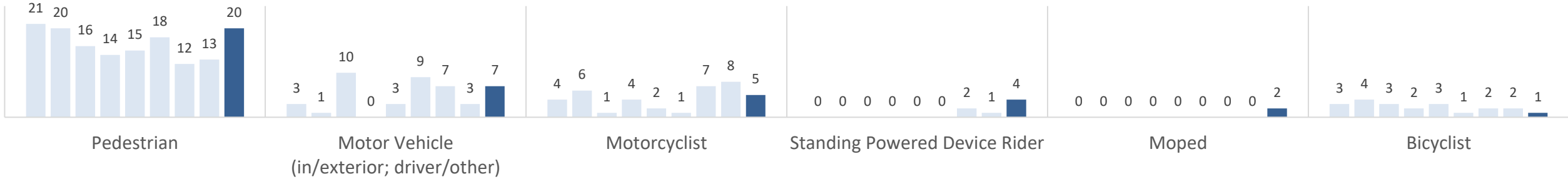
39 TRAFFIC-RELATED DEATHS IN 2022

■ 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

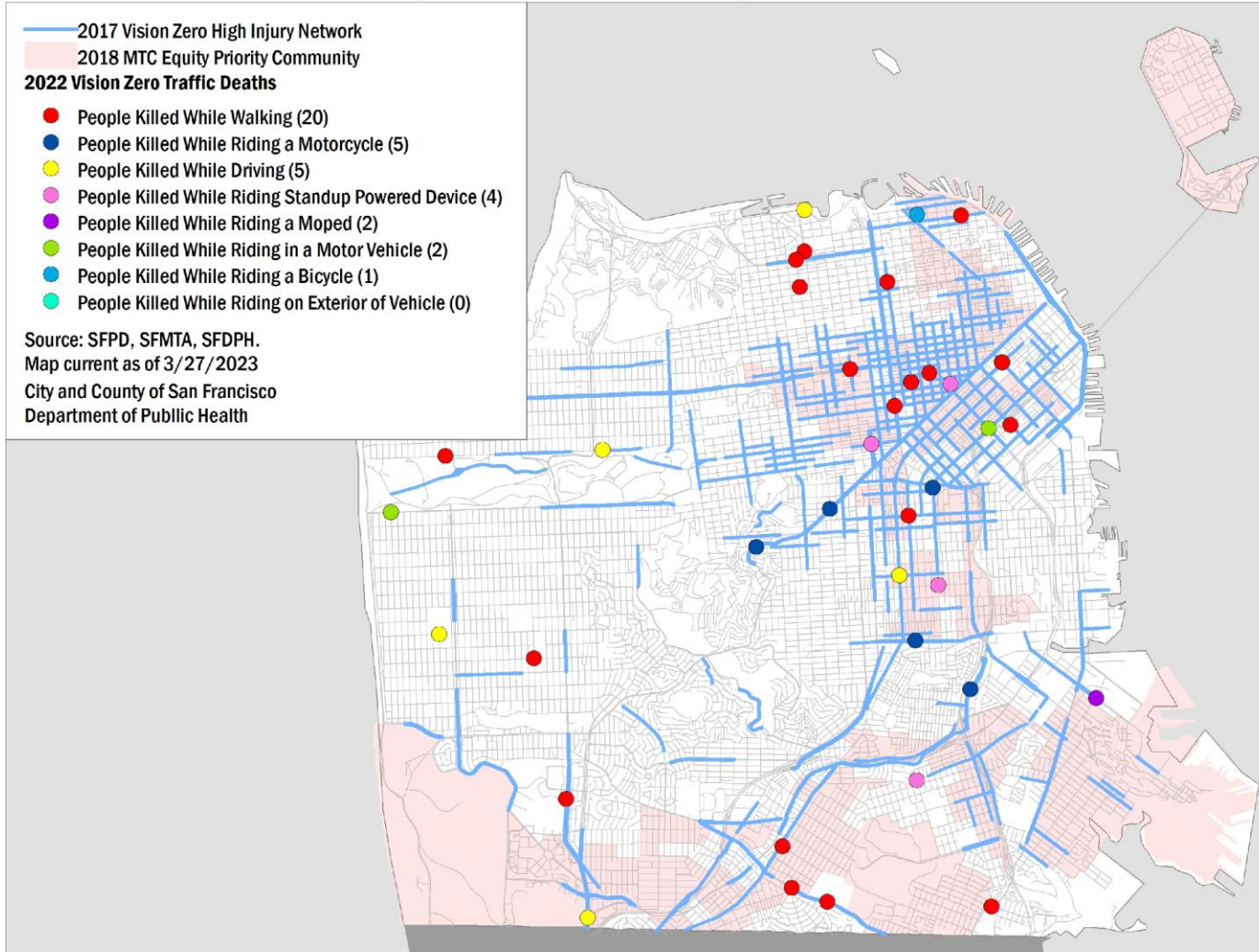
3%

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

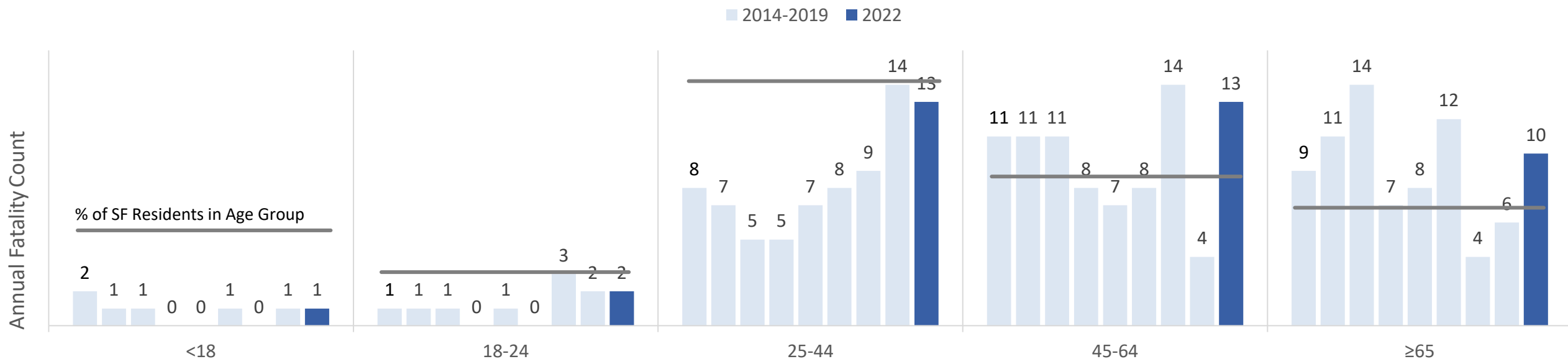
11 of which were also on the VZHIN

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)

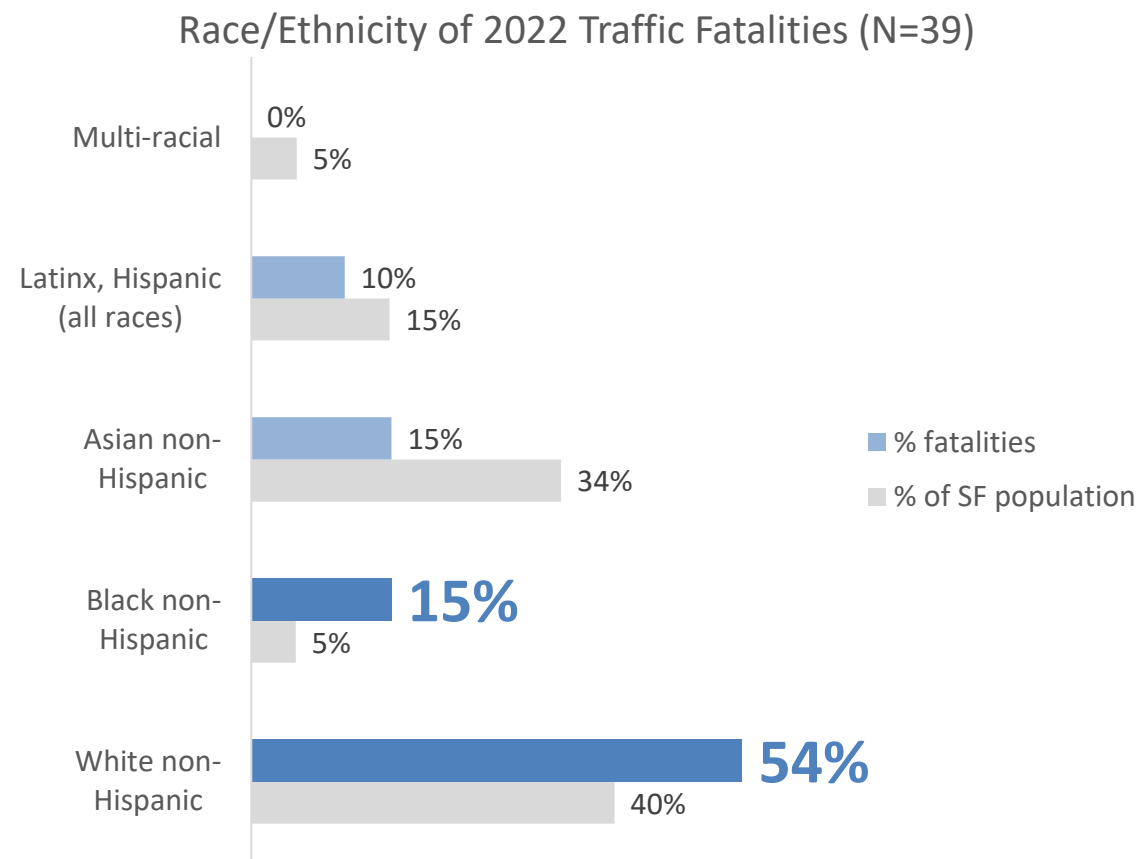


FATALITIES BY RACE/ETHNICITY*

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

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