



## 2022 Traffic Fatality Monthly Report (released Jan. 19, 2023)

As of 1/19/2023, the included table summarizes December traffic fatalities and 2022 year to date (YTD) traffic fatalities (through the end of December 2022) which adhere to the San Francisco Vision Zero traffic fatality case definition<sup>1</sup>. For comparison purposes, December 2017-2021 traffic fatalities and YTD totals are provided. The Vision Zero Fatality Reporting Map has been updated to reflect the most recent data ([map](#)) and this report will be posted on the website (<http://visionzerosf.org/maps-data/>).

Vision Zero Traffic Fatalities through December of Each Year\*

Traffic Victim	2022		2021		2020		2019		2018		2017	
	Dec Count	YTD Total										
People Killed While Walking	4	20	0	13	3	12	1	17	0	15	2	14
People Killed While Cycling~	0	1	0	2	0	2	0	1	0	3	0	2
People Killed While Riding a Standup Powered Device+	0	3	0	1	2	2	0	0	0	0	0	0
People Killed While Riding in a Motor or Transit Vehicle	0	2	0	1	0	1	0	2	0	0	0	0
People Killed While Riding outside a Motor or Transit Vehicle	0	0	0	0	0	1	0	1	0	0	0	0
People Killed While on a Moped**	0	1	0	0	0	0	0	0	0	0	0	0
People Killed While on a Motorcycle	1	6	1	8	1	7	0	1	0	2	0	4
People Killed While Driving^	0	4	0	2	0	5	1	7	1	3	0	0
<b>TOTAL</b>	<b>5</b>	<b>37</b>	<b>1</b>	<b>27</b>	<b>6</b>	<b>30</b>	<b>2</b>	<b>29</b>	<b>1</b>	<b>23</b>	<b>2</b>	<b>20</b>

\* Data do not reflect freeway deaths occurring on grade-separated freeways/roadways under Caltrans jurisdiction in the City and County of San Francisco, which are tracked and mapped separately. They include (totals for entire year):

2022 YTD: 1 people walking, 3 people riding a motorcycle, 3 people riding in a vehicle

2021: 3 people walking, 1 person on a motorcycle, 3 people driving

2020: 2 people walking, 2 people on motorcycles, 1 person riding in a vehicle

2019: 2 people walking, 2 people on motorcycles, 4 people driving, 3 people riding in vehicles

2018: 1 person walking, 2 people on motorcycles, 1 person riding in a vehicle

2017: 3 people walking, 1 person on a motorcycle, 2 people driving

\*\* One person killed while riding a standup powered device in April was reclassified to killed while on a moped in the June memo.

~ The death of a cyclist following a 10/19/22 solo crash was added to reporting due to being found to meet fatality protocol criteria.

+ One e-scooter fatality on 11/27/22 is under investigation.

^ One solo motor vehicle fatality on 12/24/22 is under investigation.

^ The death of a motorcyclist following a 10/28/22 solo crash was found to meet the fatality protocol and added to the count for October.

^ The death of a motorcyclist following a 10/31/22 solo crash was found to meet the fatality protocol and added to the count for October.

^ The death of a driver following a 9/28/22 solo motor vehicle crash was found to meet the fatality protocol and added to the count for September.

^ The death of a driver following a 8/11/22 solo motor vehicle crash was found to meet the fatality protocol and added to the count for August.

~ The death of a cyclist following a 6/23/22 solo crash was found to meet the fatality protocol and added to the count for June.

<sup>1</sup> SFDPH, SFMTA, and SFPD. 2020. Vision Zero Traffic Fatality Protocol: [https://www.sfdph.org/dph/files/EHSdocs/PHES/VisionZero/Vision\\_Zero\\_Traffic\\_Fatality\\_Protocol.pdf](https://www.sfdph.org/dph/files/EHSdocs/PHES/VisionZero/Vision_Zero_Traffic_Fatality_Protocol.pdf)



Data Source: Motor Vehicle Death Reports, Office of the Chief Medical Examiner 2022, and SFPD Reports.

The Metropolitan Transportation Commission’s (MTC) Equity Priority Communities<sup>2</sup> highlight areas with high concentrations of poverty and vulnerable populations. For reference: In 2021, 59% (n=16) of fatalities occurred in an Equity Priority Community, 22% (n=6) of those killed were seniors<sup>3</sup>, and 59% (n=16) of fatalities occurred on the High Injury Network<sup>4</sup>.

In 2022 (through 12/31/2022):

Traffic Victim	YTD Total	Count in Equity Priority Communities	Percent in Equity Priority Communities	Count Seniors	Percent Seniors	Count on High Injury Network	Percent on High Injury Network
People Killed While Walking	20	8	40%	7	35%	13	65%
People Killed While Cycling	1	1	100%	1	100%	0	
People Killed While Riding a Standup Powered Device	3	3	100%	0		2	67%
People Killed While Riding in a Motor Vehicle	2	1	50%	0		0	
People Killed While Riding outside a Motor Vehicle	0	0		0		0	
People Killed While Riding on a Moped	1	0	0%	0		1	100%
People Killed While on a Motorcycle	6	3	50%	1	17%	5	83%
People Killed While Driving	4	2	50%	0		2	50%
<b>TOTAL</b>	<b>37</b>	<b>18</b>	<b>50%</b>	<b>7</b>	<b>26%</b>	<b>23</b>	<b>61%</b>

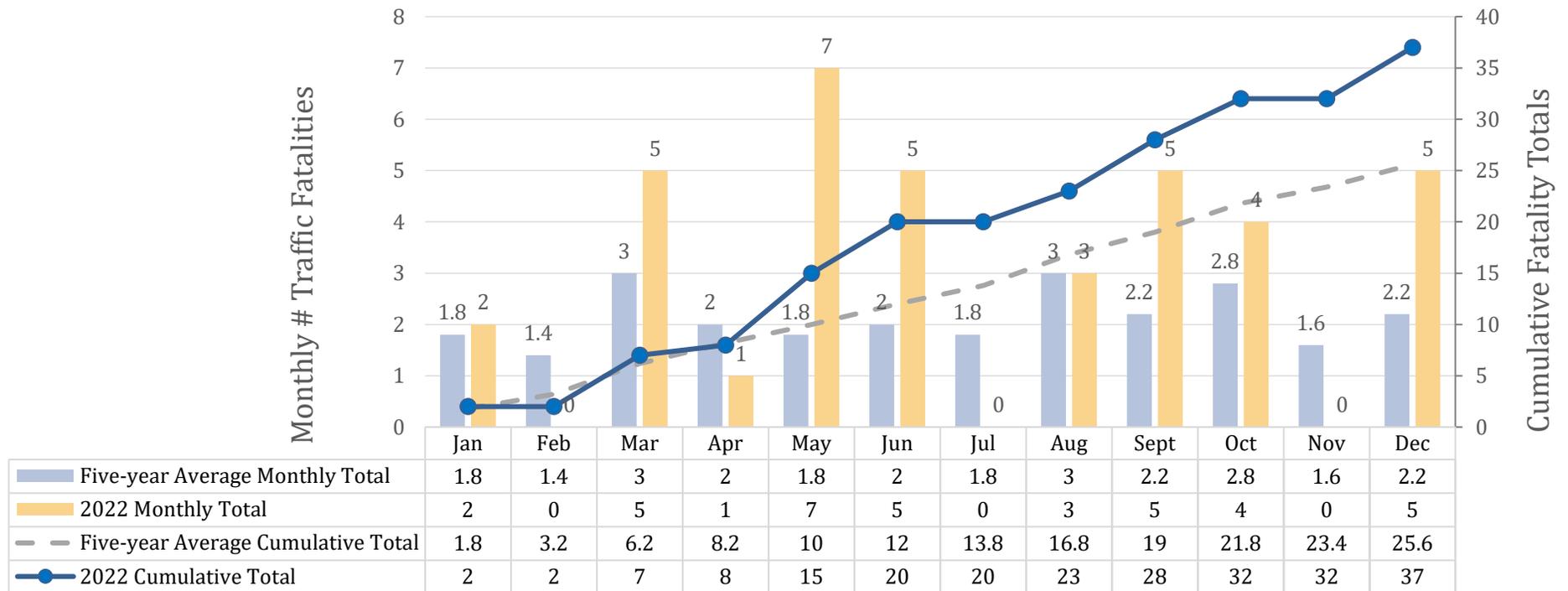
<sup>2</sup> Details available at: <https://www.sfcta.org/sites/default/files/content/Executive/Meetings/cac/2017/03-Mar/Community%20of%20Concern%20Supplemental%20Analysis%20Memo.pdf>

<sup>3</sup> Defined as people age 65 and up.

<sup>4</sup> San Francisco’s Vision Zero High Injury Network represents the 13% of San Francisco streets where more than 75% of severe and fatal traffic injuries occur. More details available at: <https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>

This chart displays Vision Zero traffic fatalities over 2022 at monthly intervals as well as five-year cumulative and monthly average totals (2017-2021), providing a snapshot of traffic fatality trends in San Francisco.

Vision Zero Traffic Fatalities: 2022 and Five-Year Averages



**Contact**

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