



## 2023 Traffic Fatality Monthly Report

As of 11/20/2023, the included table summarizes October traffic fatalities and 2023 year to date (YTD) traffic fatalities (through the end of October 2023) which adhere to the San Francisco Vision Zero traffic fatality case definition.<sup>1</sup> For comparison purposes, October 2018-2022 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 October of Each Year\*

Traffic Victim	2023		2022		2021		2020		2019		2018	
	Oct Count	YTD Total	Oct Count	YTD Total	Oct Count	YTD Total	Oct Count	YTD Total	Oct Count	YTD Total	Oct Count	YTD Total
People Killed While Walking	2	16	2	16	1	11	1	9	1	15	1	13
People Killed While Cycling	0	0	0	1	0	2	0	2	0	1	0	3
People Killed While Riding a Standup Powered Device	0	1	0	3	0	1	0	0	0	0	0	0
People Killed While Riding in a Motor or Transit Vehicle	0	2	0	2	0	0	0	1	0	2	0	0
People Killed While Riding outside a Motor or Transit Vehicle	0	0	0	0	0	0	0	1	0	1	0	0
People Killed While on a Moped	0	1 <sup>†</sup>	1	2	0	0	0	0	0	0	0	0
People Killed While on a Motorcycle	0	0	1	4	2	7	2	6	0	1	0	1
People Killed While Driving	0	2	0	4	1	3	1	4	2	6	0	2
<b>TOTAL</b>	<b>2</b>	<b>22</b>	<b>4</b>	<b>32</b>	<b>4</b>	<b>24</b>	<b>4</b>	<b>23</b>	<b>3</b>	<b>26</b>	<b>1</b>	<b>19</b>

NOTE: There is one motorcycle collision pending investigation in August 2023.

† this moped fatality is pending classification as a potential modified bicycle fatality instead.

\* 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:

2022: 2 people walking, 3 people on motorcycles, 3 people riding in vehicles

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

2016: 3 people walking, 2 people on motorcycles

Data Source: Motor Vehicle Death Reports, Office of the Chief Medical Examiner 2023, and SFPD Reports.

<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)



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 2022, 33% (n=13) of fatalities occurred in an Equity Priority Community, 26% (n=10) of those killed were seniors,<sup>3</sup> and 69% (n=27) of fatalities occurred on the High Injury Network.<sup>4</sup>

In 2023 (through 11/20/2023):

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	16	7	44%	7	44%	12	75%
People Killed While Cycling	0	0		0		0	
People Killed While Riding a Standup Powered Device	1	1	100%	0	0%	0	0%
People Killed While Riding in a Motor Vehicle	2	0	0%	0	0%	2	100%
People Killed While Riding outside a Motor Vehicle	0	0		0		0	
People Killed While Riding on a Moped	1 <sup>†</sup>	0	0%	1	100%	1	100%
People Killed While on a Motorcycle	0	0		0		0	
People Killed While Driving	2	0	0%	0	0%	2	100%
<b>TOTAL</b>	<b>22</b>	<b>8</b>	<b>36%</b>	<b>8</b>	<b>36%</b>	<b>17</b>	<b>77%</b>

<sup>†</sup> this moped fatality is pending classification as a potential modified bicycle fatality instead.

<sup>2</sup> Details available at: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>. As of 2023-03-15, this report uses the 2021 Equity Priority Community boundaries instead of the 2018 boundaries.

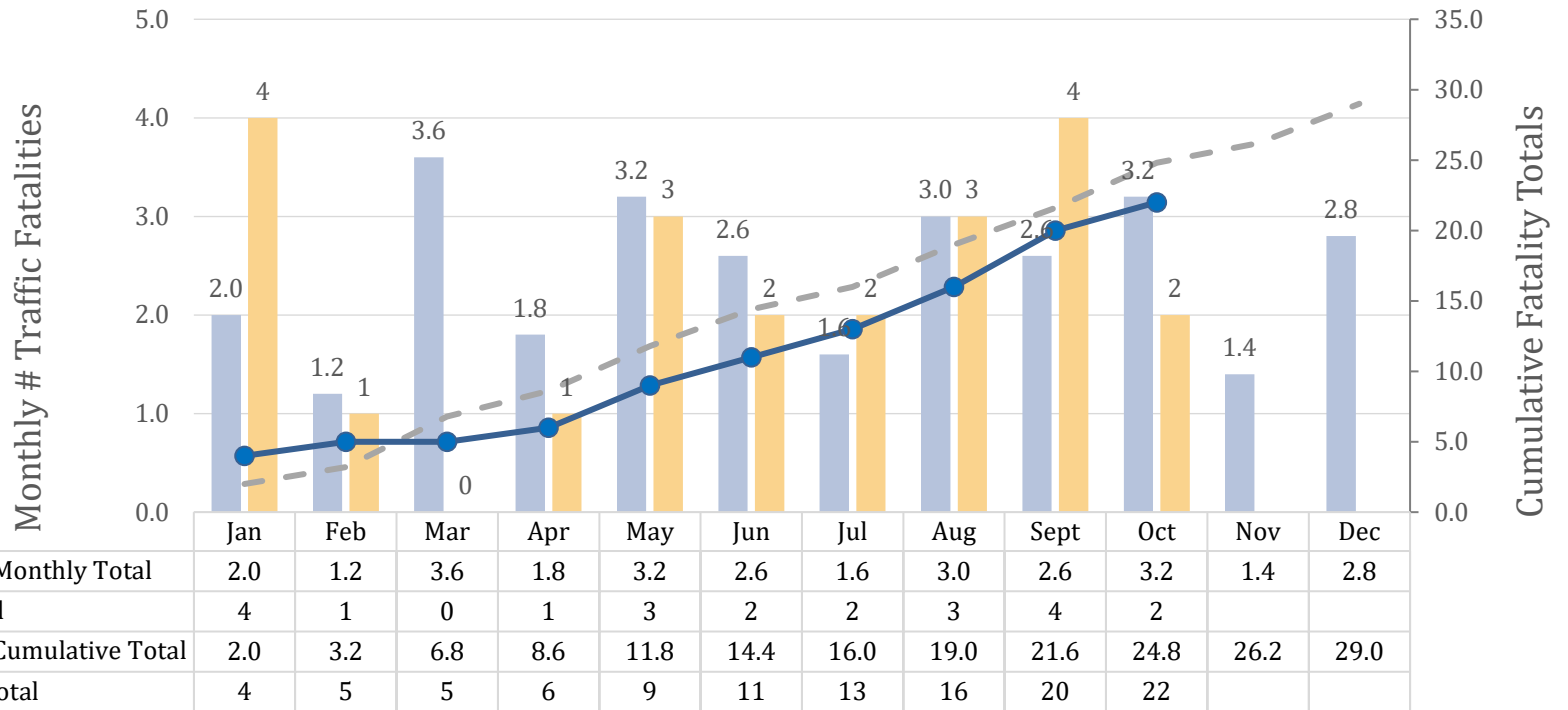
<sup>3</sup> Defined as people age 65 and up.

<sup>4</sup> As of 2023-03-15, this report uses the 2022 High Injury Network instead of the 2017 network. San Francisco’s Vision Zero High Injury Network represents the 12% of San Francisco streets where 68% of severe and fatal traffic injuries occurred between 2017-2021. More details available at:

<https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>

This chart displays Vision Zero traffic fatalities over 2023 at monthly intervals as well as five-year cumulative and monthly average totals (2018-2022), providing a snapshot of traffic fatality trends in San Francisco.

Vision Zero Traffic Fatalities: 2023 and Five-Year Averages



**Contact**

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