2023-2024 San Francisco Traffic Crashes Report

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Ricardo Olea
City Traffic Engineer
Streets Division
ricardo.olea@sfmta.com

SFMTA

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Summary

Key findings (Table 1) from analysis of San Francisco Police Department-reported injury and fatal collision data for the period 2015-2024:

- **Overall Trends:** For the five years prior to the COVID-19 pandemic (2015-2019) compared to the five subsequent years (2020-25) there has been a sharp divergence between injury crashes, down 16 percent, compared with fatal crashes, up by 21 percent. The drop in overall injury crashes is related to significant drops in transportation activity during the pandemic, particularly during 2020 to 2021.
- **Fatal Collisions:** The number of people killed due to traffic collisions increased in 2024 to 42, the highest annual total since 2007.
- **Fatal to Injury Ratio:** The percentage of overall crashes that were fatal increased from a ratio of 6.6 fatalities for every 1000 injuries pre-pandemic, to 9.4 fatal crashes for every 1000 injuries post-pandemic, a 42 percent increase. As documented in the prior *2017-2022 San Francisco Traffic Crashes Report*, the fatality to injury ratio increased during the pandemic in other California cities and nationally.
- **Pedestrian-Involved Crashes:** Injury collisions involving people walking have declined since 2019 by about 28 percent. Despite lower fatality totals in 2020 and 2021, in 2024 24 people died walking, the highest annual total since 2007.
- **Bicycle-Involved Crashes:** Injury collisions involving people on a bicycle have declined since 2019 by about 25 percent and fatal crashes declined by 38 percent.
- **Other Crash Changes:** This reporting period also saw notable increases in motorcycle fatal crashes, stand up scooter device crashes in general, and the percentage of crashes that were hit and run or speeding related.

Table 1: Crash Totals Comparison of 2015-2019 with 2020-2024

Crash Category Totals	Pre-pandemic 2015-2019	Post-Pandemic 2020-2024	Total Change	Percent Change
Fatal Crashes	*135*	*164*	*29*	*21%*
Injury Crashes	16,331	13,810	-2,521	-15%
Fatalities per 1000 Injuries	*6.6*	*9.4*	*2.8*	*42%*
Fatal - Pedestrian	*82*	*87*	*5*	*6%*
Injury - Pedestrian	4,165	3,000	-1,165	-28%
Fatal - Person on Bicycle	13	8	-5	-38%
Injury - Person on Bicycle	2,869	2,148	-721	-25%
Fatal - Motorcyclist	*13*	*27*	*14*	*108%*
Injury - Motorcyclist	1,611	1,084	-527	-33%
Fatal – Stand Up Device	*0*	*9*	*9*	*N/A*
Injury – Stand Up Device	*142*	*887*	*745*	*525%*

About This Report

The SFMTA regularly produces reports summarizing traffic crash trends in San Francisco. This report is a follow up to the *2017-2022 San Francisco Traffic Crashes Report* which compared the three years prior to the COVID-19 pandemic (2017-2019) with the three years after (2020-2022). This report will continue the process of looking at the effect of the pandemic on crash totals, now using the longer five-year period of 2020-2024 (pandemic and post-pandemic) contrasted with the five-year pre-pandemic period of 2015-2019. According to a recent Legislative and Budget Analyst report, crashes cost San Francisco about $500 million a year.[1]

COVID-19 Pandemic

The COVID-19 shelter in place emergency was declared in March of 2020, but the pre-pandemic months of January and February are included in 2020 data for simplicity. The pandemic greatly altered the levels of activity of all transportation modes, particularly in 2020 and 2021. Even by 2025 travel and commute activity San Francisco has not returned to pre-pandemic levels, with the slowest recovery in the downtown area.[2] It appears that the pandemic has affected crash severity in ways government agencies and safety experts are still

[1] San Francisco Budget and Legislative Analyst, "Economic Costs and Fiscal Impacts of Traffic Collisions in San Francisco," April 23 2025. https://sfbos.org/sites/default/files/BLA.Traffic_Crash_Costs.042325.pdf
[2] *The San Francisco Chronicle*, "San Francisco Traffic is Getting Worse. Here's Why." January 11, 2025.

trying to understand. Unlike most other countries,[3] the United States has experienced increases in traffic and pedestrian fatalities since 2020 despite declines in transportation activity seen during the pandemic and gradual improvements in transportation infrastructure.

Collision Data

The crash data is used here is collected by the San Francisco Police Department (SFPD) and validated by the Department of Public Health (DPH) and the SFMTA. The underlying data in this report was queried in March of 2025 and is subject to future revisions and updates. This same traffic collision data is publicly available through the city's DataSF Data Portal. Reported collisions at any site or area can vary widely from year to year, at times due to factors that are not related to street infrastructure, for example changes in economic activity like those associated with the pandemic or normal statistical fluctuations. Analysis of long-term trends help minimize the influence of these factors.

Data Not Included

Non-Injury Collisions: Due to limited SFPD resources, property damage only collisions mostly do not result in an official report and are therefore not included in this analysis.

Collisions outside of SFMTA jurisdiction are also not included:

- Freeways collisions are reported to the California Highway Patrol. However, crashes on city streets that are state-designated highways (such as 19th and Van Ness Avenues) are included in this report since the local responding agency is the SFPD.
- Crashes in the Presidio of San Francisco and the San Francisco Airport.
- People injured on Caltrain property and Bart tracks.
- Crashes in private property such as private parking lots and garages.

Underreported Injury Collisions: While injury collisions tend to be reported more consistently than non-injury collisions, not all injury collisions are captured by police reports. The extent of this underreporting has been documented through the Department of Public Health's comprehensive Transportation-related Injury Surveillance System (TISS), which includes San Francisco hospital data and links it to police and other sources of crash information.[4]

Vehicle-train collisions: Because the California Vehicle Code does not consider trains "vehicles," pedestrian-streetcar injury crashes are generally not included in this report, but vehicle-streetcar or bicycle-streetcar crashes would be reported since they would involve another vehicle. Streetcar-pedestrian crashes are included in the fatal totals, however.

[3] International Transport Forum, *Road Safety Annual Report 2024*. https://www.itf-oecd.org/sites/default/files/docs/irtad-road-safety-annual-report-2024.pdf
[4] www.sfdph.org/dph/eh/phes/phes/transportationandhealth.asp

Part 1: Citywide Injury and Fatal Collision Trends

Reported non-fatal injury causing collisions in San Francisco have remained under 3,000 a year during the last five reporting years (Figure 1). Injury crashes are all those that range from complaint of pain to severe crashes that require hospitalization. Looking at historical data, non-fatal injury collisions declined by a remarkable 50 percent from 1990 to 2006, then stabilized at around 3,000 per year. Annual injury totals unfortunately started increasing after 2014. This negative trend was reversed with the start of the COVID-19 pandemic. Injury crash totals fell significantly in 2020 and then have trended upward in recent years.

The annual number of collisions resulting in fatalities has also remained relatively unchanged in the past two decades, in the range of 20 to 40 a year (Figure 2). Since 1990 San Francisco has seen annual fatality totals cut by half, but the lack of improvement in the past decade goes contrary to the city's Vision Zero goal to eliminate roadway deaths. SFMTA responds after each fatal crash and analyzes site conditions and crash factors, information which is then summarized in the City's rapid response dashboard. More analysis and data concerning fatal crashes are included in the Department of Public Health's annual fatal collision reports.[5]

Table 2 looks at the ratio of injuries to fatalities, a number that has increased and become more volatile since 2020, with 2024 recording the highest ratio of the past decade. Last year there were almost double the number of fatalities than would be predicted using pre-pandemic ratios of fatalities to injuries (6.6 versus 11.3 deaths per 1,000 reported injuries).

Table 2: Ratio of Fatalities per 1,000 Reported Injuries (2015-2024)

Year	Reported Victims Injured	Victims Killed	Fatalities per 1,000 Reported Injuries	Five Year Average
2015	3,713	31	8.3	6.6
2016	4,100	32	7.8	
2017	4,235	20	4.7	
2018	4,084	23	5.6	
2019	4,334	29	6.7	
2020	2,930	30	10.2	9.4
2021	3,475	27	7.8	
2022	3,619	39	10.8	
2023	3,758	26	6.9	
2024	3,720	42	11.3	

[5] For fatal crash dashboard, annual severe injury, and annual fatal collision reports: www.visionzerosf.org

Figure 1: San Francisco Non-Fatal
Injury Causing Collision Totals (1990-2024)

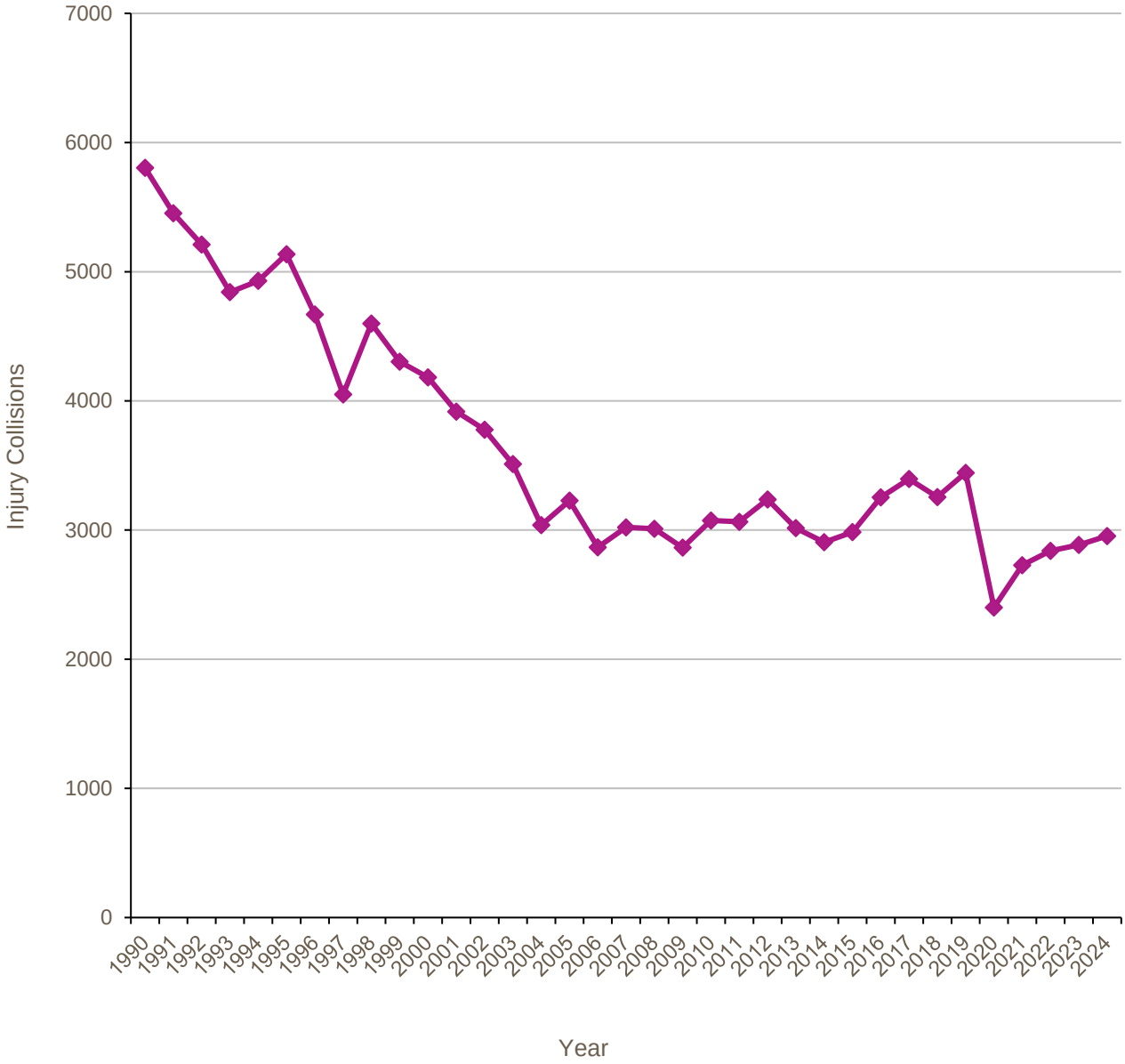


Figure 1: San Francisco Non-Fatal
Injury Causing Collision Totals (1990-2024)

Year	1990	2000	2010	2020	2023	2024
Total	5,804	4,182	3,074	2,400	2,889	2,954

Figure 2: San Francisco
Fatal Collision Totals (1990-2024)

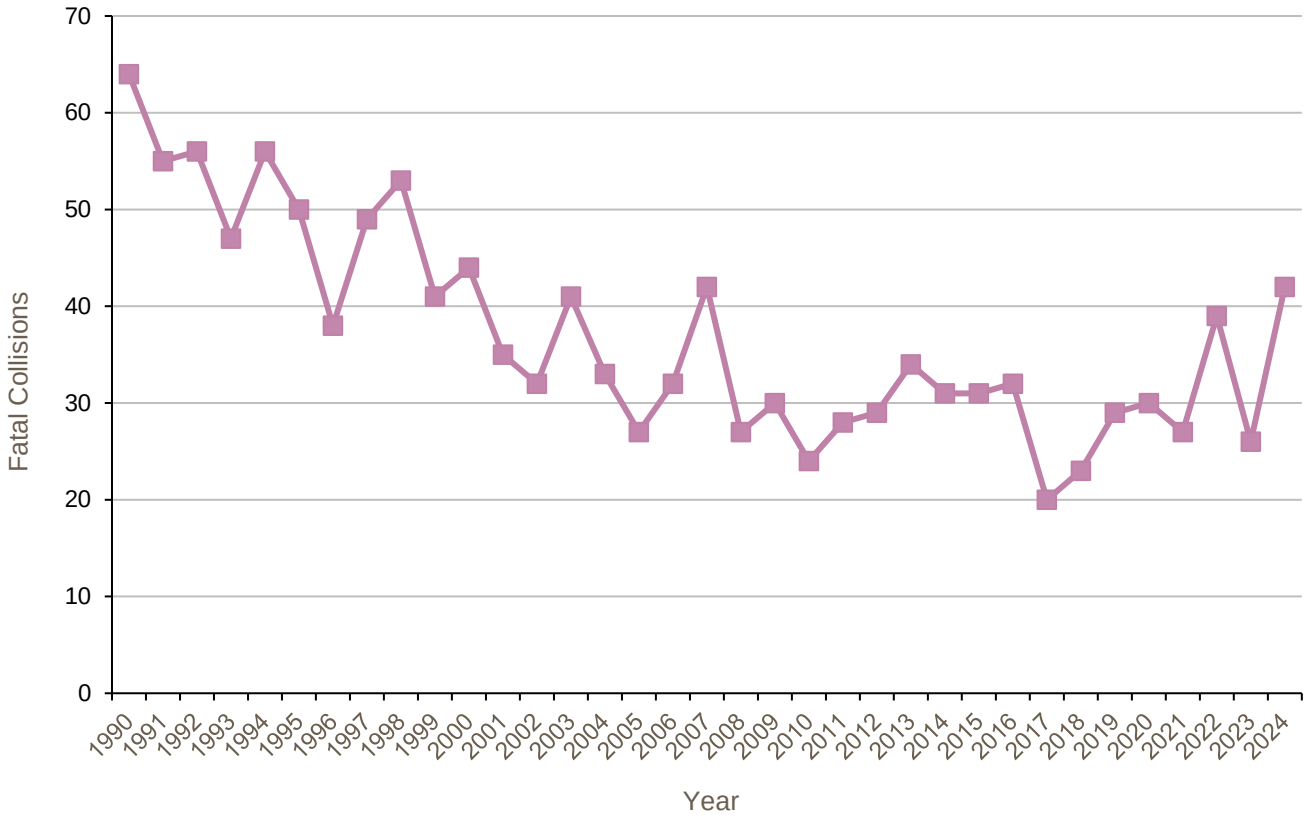


Figure 2: San Francisco
Fatal Collision Totals (1990-2024)

Year	1990	2000	2010	2020	2023	2024
Total	64	44	22	30	26	42

It is not clear why San Francisco injury and fatal crashes started to trend in opposite directions during the pandemic. National studies and media stories have speculated on why more people are dying in traffic collisions, proposing variations in factors such as individual recklessness, mental stress, crime, speeding, alcohol use, medications, fatigue, homelessness, vehicle sizes, in-vehicle distractions, seat belt use, helmets use, driver education, transit ridership, and police traffic enforcement.[6] This last factor is discussed in more detail in Part 5 of this report.

[6] For example: AAA, "Traffic Safety Impact of the COVID-19 Pandemic," December 2022. Bloomberg, "Covid increased traffic deaths but reduced car crashes. Here's Why," April 2, 2022. *The New York Times*, "The Exceptionally American Problem of Rising Roadway Deaths," November 27, 2022. See also Appendix D.

Part 2: Collision Types and Causes

Table 3 shows 2020-2024 injury collision totals by primary collision type. The two most common types of collisions, vehicular broadsides (crashes at right-angles) and vehicle-pedestrian crashes, together comprise half of injury collisions and two-thirds of fatal crashes.

Table 3: 2020-2024 Injury and Fatal Collisions by Collision Type

Collision Type	Injury Collisions	Percent	Fatal Collisions	Percent
Broadside	4,500	33%	30	19%
Vehicle/Pedestrian	2,273	17%	69	44%
Rear End	2,081	15%	7	5%
Sideswipe	1,960	14%	9	6%
Head-On	999	7%	3	2%
Other	722	5%	5	3%
Hit Object	561	4%	24	15%
Not Stated	406	3%	6	4%
Overturned	272	2%	4	3%

Though crashes can have multiple collision factors, SFPD determines the most likely California Vehicle Code (CVC) violation. Table 4 has the most common CVC primary violations as determined by the SFPD investigation. The top CVC violation cause is 22350, which is a person travelling at a speed “unsafe for conditions” but not necessarily over the posted speed limit. In this way CVC 22350 is a violation code that can apply to many injury crashes: if the party at fault had been travelling at a slower speed the impact could have been avoided or been less severe. CVC 21950(A) is the failure of a vehicle driver or other parties on the roadway to yield to pedestrians crossing at a crosswalk. This includes failure to yield at both signalized and unsignalized, as well as marked or unmarked crosswalks. CVC 21453(A) is a violation of the traffic signal by a vehicle driver, bicycle, or scooter rider. The violation factors reported for fatal crashes are provided in Table 5. Five of the top six fatal crash CVC violations (comprising almost half of incidents) are driver-at-fault.

Table 6 summarizes what percentage of annual collisions the top CVC primary violation codes constituted for 2017 and 2024. One can see that the percentage of crashes associated with unsafe lane changes went up significantly, jumping from 7% of crashes to 11% in 2024. The percentage of crashes attributed to pedestrian right-of-way violations went down both in rank (2nd to 4th) and percentage of annual total but by a small amount.

Table 4: 2020-2024 Most Common
Injury Crash Primary Collision Violation

CVC Violation	Injury Collisions	Percent
22350: Unsafe speed given conditions of roadway	3,231	18%
21950(A): Failure to yield to pedestrian at a crosswalk	1,772	10%
21453(A): Violation of a traffic signal by operator of a vehicle	1,672	9%
22107: Unsafe lane change	1,590	9%
21801(A): Failure to yield for left or U-turn	1,070	6%
21703: Following another vehicle too closely	828	5%
22450(A): Vehicle failure to stop at a STOP sign limit line	685	4%
All Others	7,307	40%

Table 5: 2020-2024 Most Common
Fatal Crash Primary Collision Violation

CVC Violation	Fatal Collisions	Percent
22350: Unsafe speed given conditions of roadway	31	20%
21453(A): Violation of a traffic signal by operator of a vehicle	15	10%
21954(A): Pedestrian failure to yield outside crosswalk	15	10%
21950(A): Failure to yield to pedestrian at a crosswalk	14	9%
23152(A): Driving under the influence of alcohol	10	6%
21801(A): Failure to yield for left or U-turn	6	4%
All Others	46	33%

Table 6: Percent of Injury Total by CVC Factors (2017 Compared with 2024)

CVC Violation	2017 (Rank)	2024 (Rank)
22350: Unsafe speed for conditions	16% (1)	17% (1)
21950(A): Failure to yield to pedestrian	11% (2)	10% (4)
21453(A): Driver violation of a traffic signal	8% (3)	10% (3)
22107: Unsafe lane change	7% (4)	11% (2)
21801(A): Failure to yield for left or U-turn	7% (5)	6% (5)
CVC Unknown	6% (6)	4% (7)
21703: Following vehicle too closely	5% (7)	5% (6)
22106: Vehicular unsafe starting/backing	3% (8)	3% (9)
22450(A): Failure to stop at a STOP sign	3% (9)	5% (8)
Other	34%	29%

Part 3: Highest Collision Intersections

Over 70 percent of injury collisions in San Francisco occur at intersections. As documented in previous annual collision reports, the number of intersections with double-digit annual injury collision totals has decreased in past decades thanks in part to San Francisco's on-going targeted safety efforts.

Table 7 is a list of the highest injury collision intersections for the most recent five-year period, 2020-2024. SFMTA has made or will make changes at these locations and other high injury intersections or streets.[7] Actions range from improved signal timing and signal hardware changes (for example at Gough and Market streets), pavement marking changes, speed limit reductions, changed regulations (such as car-free Market Street), major capital projects (including Van Ness Avenue), quick-build safety projects (like 13th Street), and automated enforcement of speeds, red lights and illegal turns (Market and Octavia streets).

Table 7: 2020-2024 Injury Collision Intersections,
Intersections with 27 or More Injury Collisions

Intersection	Fatal Crashes	Injury Crashes
Gough Street and Market Street	0	40
Market Street and Octavia Street	0	38
Fell St / Oak St / John F Kennedy Dr. / Stanyan St	0	30
Divisadero Street and Geary Boulevard	0	28
Eddy Street and Larkin Street	2	28
13th Street / Duboce / Otis Street / Mission Street	0	27
19th Avenue and Junipero Serra Blvd	0	27
Market Street and Van Ness Avenue	0	27

The top mid-block (non-intersection) crash location during the same five-year period was Park Presidio Bypass (State Route 1) between Crossover Drive and Fulton Street, with 19 injury crashes reported.

[7] For more details see: https://www.sfmta.com/getting-around/walk/vision-zero-sf

Part 4: Vulnerable Modes

“Vulnerable” modes refer to those outside cars, buses and trucks: pedestrians, people riding bicycles, people driving motorcycles, and those on electric stand-up electric devices.

Tables 8 and 9 summarize the percentage of fatal and injury crashes that involve individual travel modes. The percentage of fatal crashes involving at least one of the listed vulnerable road users remained about the same pre and post pandemic (about 80 percent), with an increase in the percentage of crashes that involved motorcycles offsetting a decline in the percentage of crashes that were pedestrian-involved. The percentage of reported injury crashes involving vulnerable road users increased from 57 percent (2017-2019) to 62 percent (2020-2022) due to the new category of stand-up powered devices, which constitutes about six percent of injuries in the past five years (2020-2024).

Table 8: Percent Fatalities by Mode 2020-2024 (Total 164 People Killed)

Crash category	2020-2024 Percent of Total
Pedestrian	53%
Motorcycle/Moped Driver	17%
Vehicle Driver	12%
Vehicle Passenger	7%
Person on Bicycle	5%
Person on Stand-up Powered Device	5%

Table 9: Percent Injury Crashes by Mode 2020-2024 (Total 13,744 Crashes)

Crash category	2020-2024 Percent of Total
Vehicle Driver or Passenger	47%
Pedestrian	22%
Person on Bicycle	16%
Motorcycle/Moped Driver	8%
Person on Stand-up Powered Device	6%

Table 10: 2020-2024 Injuries by Victim Role

Drivers	Passengers	Pedestrians	On Bicycles	Other
8,119	3,250	3,218	2,097	939

Pedestrian-Involved Collisions

Approximately 22% of San Francisco's injury collisions involve pedestrians (Table 9). Until 2019, pedestrian collisions were in the range of 700 to 900 a year. The 2024 total of 642 pedestrian-involved injury collisions remains lower than any of the annual totals reported before 2020 (Figure 3). It is not clear how much the drop in 2020-2024 was due to the pandemic's decrease in walking and fewer vehicles on city streets. It is encouraging that totals in 2023 and 2024 have not rapidly returned to pre-pandemic levels even as walking and driving levels increased, hopefully indicating that other factors such as road design changes could be helping decrease pedestrian-involved crashes for the longer-term.

Figure 3: San Francisco Injury Collisions Involving Pedestrians (2000-2024)

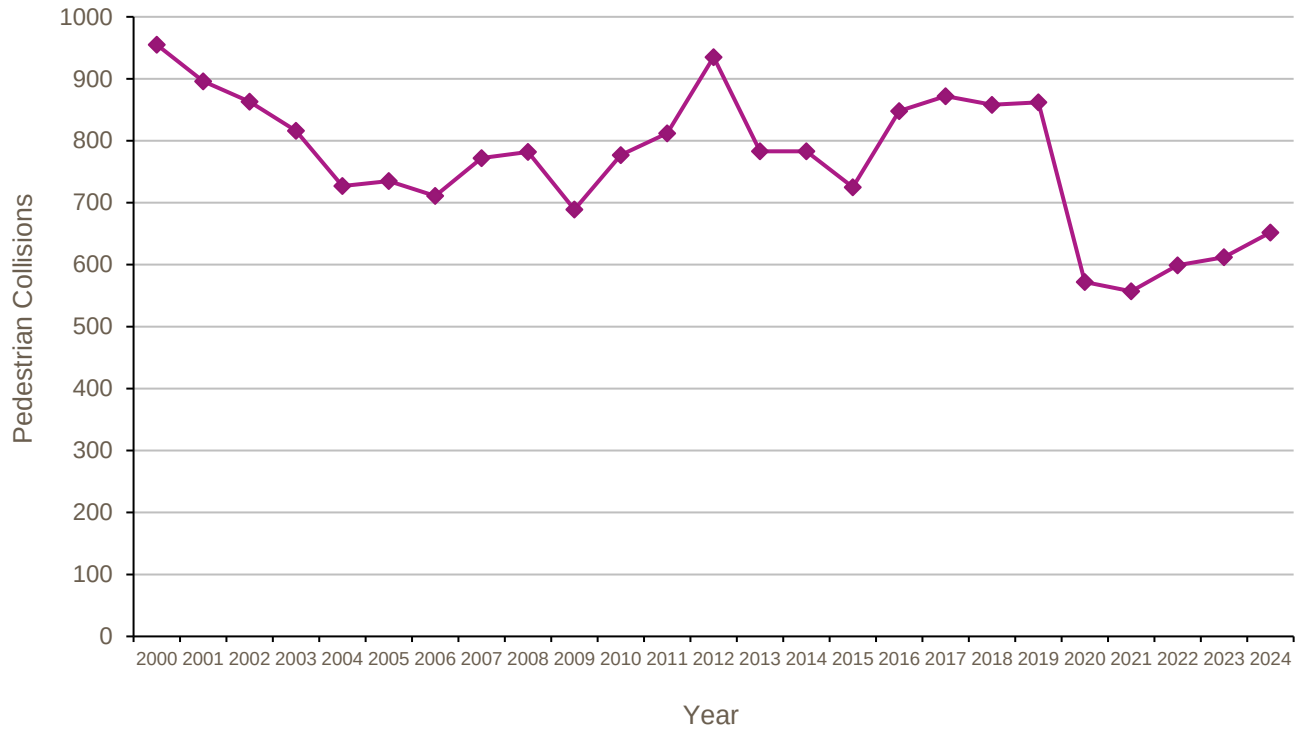


Figure 3: San Francisco Injury Collisions Involving Pedestrians (2000-2024)

Year	2000	2010	2020	2023	2024
Total	955	777	576	612	658

The number of people killed walking or outside a vehicle was 24 in 2022, the highest annual total since 2007 (Figure 4). Over half of San Francisco's fatal collisions continue to involve pedestrians (Table 8). As with fatal crashes in general, pedestrian fatal crashes have not decreased in the past two decades even though the reported number of pedestrians being injured has declined.

Figure 4: San Francisco Pedestrian
Fatal Collision Totals (2000-2024)

Figure 4: San Francisco Pedestrian
Fatal Collision Totals (2000-2024)

Year	2000	2010	2020	2023	2024
Total	32	13	12	18	24

Table 11 summarizes which CVC violations are associated with vehicle-pedestrian crashes. The two most frequent (46% of total) violations on the part of motorists are failure to yield at crosswalks (CVC 21950 A) and unsafe speed (CVC 22350). Common yielding violations are when motorists are making left or right turns at traffic signals, or when a vehicle fails to yield at

an uncontrolled crosswalk when going straight. The two most frequent violations by pedestrians (16% of total) are failure to yield right-of-way outside crosswalk (CVC 21954 A) and pedestrian violation of signal indication (CVC 21453 D).

Table 11: 2020-2024 Pedestrian Involved Injury and Fatal Collisions by CVC Violation

CVC Violation	Collisions	Percent
21950(A): Driver failure to yield to pedestrian at a crosswalk	1,154	38%
21954(A): Pedestrian failure to yield outside crosswalk	338	11%
22350: Driver unsafe speed for conditions	247	8%
21453(D): Pedestrian violation of traffic signal	145	5%
22106: Driver unsafe maneuver or backing after being parked	135	4%
21453(A): Driver violation of traffic signal	116	4%
21950(B): Pedestrian crossing at crosswalk when unsafe	100	3%
21955: Pedestrian crossing unsafely between intersections	91	3%
Other	747	24%

Table 12 summarizes the highest intersection crash locations involving pedestrians. An area of focus during the past five years has been the Tenderloin, where SFMTA has implemented signal timing changes, pedestrian scrambles, no turn on red regulations, daylighting, road diets, bicycle infrastructure, and lower speed limits in the area of 20 miles per hour.

Table 12: Injury Vehicle-Pedestrian Collision Intersections
Intersections with 9 or More Injury Collisions, 2020-2024

Intersection	Injury Crashes
Eddy Street and Larkin Street	13
Fillmore Street and Lombard Street	12
Geneva Avenue and Mission Street	10
Hyde Street and Turk Street	10
Divisadero Street and Geary Blvd	10
9th Street and Mission Street	10
Eddy Street and Taylor Street	9
Golden Gate Avenue and Hyde Street	9

Bicycle-Involved Collisions

There were 469 injury collisions in 2024 involving a bicycle rider as a party, an increase from 2020-2023 levels but a decline from pre-pandemic totals of about 550 to 600 crashes annually (Figure 5). Bicycle-related crashes increased in the late 2000s, almost doubling before stabilizing in the 2010s. To some extent bicycle-involved crash trends have mirrored changes in bicycle ridership: collisions appear to have increased when bicycle ridership was going up and have now fallen with the decline in work commute and visitor trips during the pandemic. SFMTA bicycle counters estimate the drop in bicycle trips in 2020 and 2021, at the peak of the pandemic, was in the order of 40 percent during the drier summer months.[8]

Figure 5: San Francisco Injury Collisions Involving Bicycles (2000-2024)

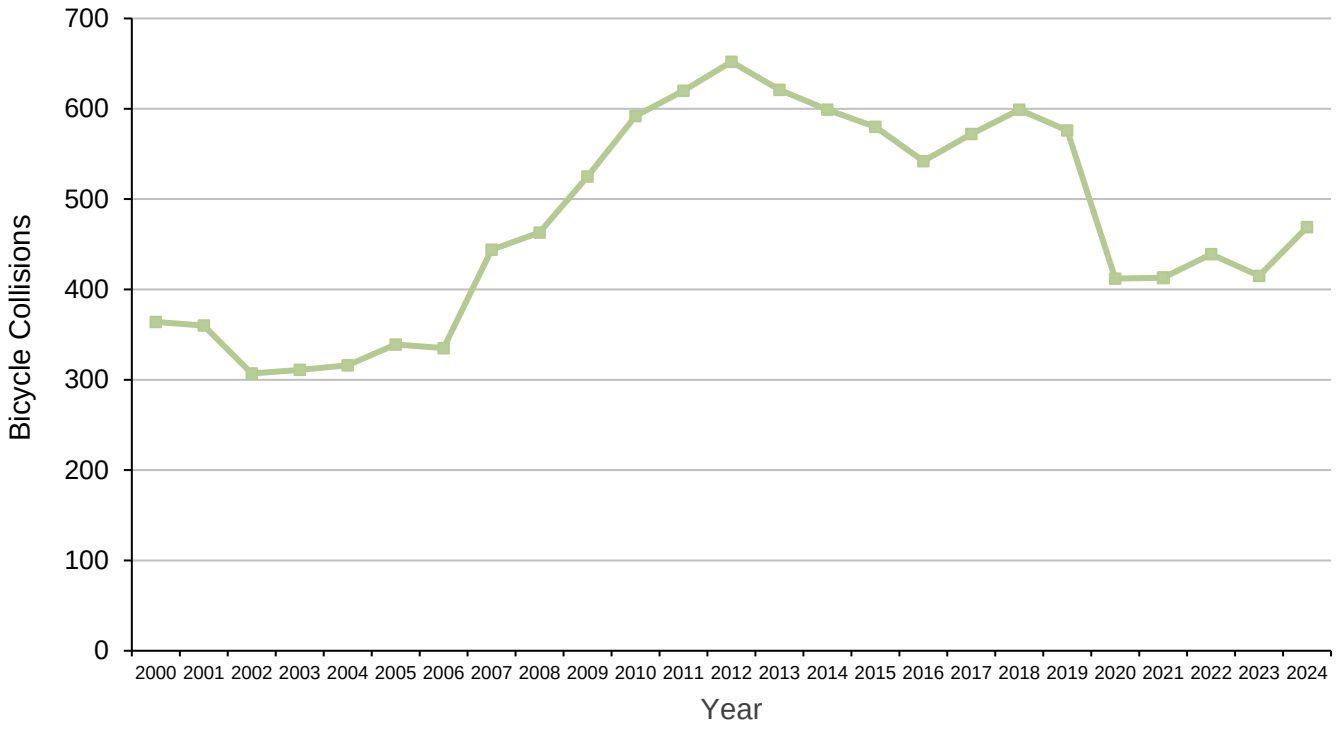


Figure 5: San Francisco Injury Collisions Involving Bicycles (2000-2024)

Year	2000	2010	2020	2023	2024
Total	364	592	409	415	469

Table 13 has the number of killed while riding a bicycle from 2017 to 2024.

[8] https://www.sfmta.com/bicycle-ridership-data

Table 13: People Killed
Riding a Bicycle (2017-2024)

Year	2017	2018	2019	2020	2021	2022	2023	2024
Fatalities	2	3	1	2	2	1	0	3

Table 14 shows the primary collision type for injury collisions involving at least one party on a bicycle. The most common crash patterns are broadsides and sideswipes (59 percent of crashes). The “other” category includes vehicle door-opening crashes, as discussed below.

Table 14: 2020-2024 Bicycle Injury and Fatal
Collisions by Primary Collision Type

Type	Collisions	Percent
Broadside	871	40%
Sideswipe	408	19%
Other	282	13%
Rear End	188	9%
Head-On	156	7%
Not Stated	82	4%
Hit Object	62	3%
Vehicle-Pedestrian	60	3%
Overturned	48	2%

Tables 15 and 16 present CVC violation factors for bicycle injury collisions, showing the top violation factors for when a bicyclist is and is not considered the party at fault by the SFPD investigation. Motorists and other parties are considered at fault in slightly over half of bicycle-involved crashes. For injury collisions where the bicyclist is likely not the party at fault, the top three factors are driver unsafe lane changes (CVC 22107), driver failure to yield when making a left or U-turn (CVC 21801 A), and driver opening door into moving traffic (CVC 22517). Reported injury crashes involving “dooring” CVC 22517 violations constitute about 11 percent of bicycle-involved crashes, which is down from the 16 percent of injury bicycle crash totals a decade ago (2012-2015).

For injury collisions where the bicyclist was likely the party at fault, the top violation factors were bicycle rider at unsafe speed for conditions (CVC 22350), violation of a traffic signal (CVC 21453 A) and making unsafe lane change (CVC 22107).

Table 15: 2020-2024 Bicycle Injury and Fatal Collisions by CVC Violation When Person Riding Bicycle Likely Is Not at Fault (Total of 922)

CVC Violation	Collisions	Percent
22107: Unsafe lane change	204	22%
21801(A): Failure to yield for left or U-turn	128	14%
22517: Opening door into moving traffic	99	11%
22350: Unsafe speed for conditions	61	7%
21453(A): Violation of traffic signal	55	6%
Other	375	41%

Table 16: 2017-2024 Bicycle Injury and Fatal Collisions by CVC Violation When Person Riding Bicycle Is Likely at Fault (Total of 910)

CVC Violation	Collisions	Percent
22350: Unsafe speed for conditions	269	30%
21453(A): Violation of traffic signal	142	16%
22107: Unsafe lane change	76	8%
22450(A): Failure to stop at a STOP sign	66	7%
21650.1: Riding the wrong way on a one-way street	56	6%
Other	301	33%

Table 17 is a list of the highest bicycle injury intersections for 2020 through 2024. At the top location, Market and Octavia Streets, six-year intersection bicycle crash totals have been cut from 29 (2010-2014) to 15 (2020-2024). Physical changes were completed at this intersection last year as part of SFMTA's Upper Market capital project. Further east the city implemented car-free Market in early 2020 and completed in 2025 construction of the Better Market Street project between 5th and 8th Streets.

The highest mid-block bicycle-involved street segments in Table 18 all have had projects initiated, including changes on Valencia Street, two-way separated bicycle lane changes on The Embarcadero, and the addition of traffic calming devices on John F. Kennedy Drive in Golden Gate Park. While the portion of John F. Kennedy Drive listed in Table 18 was not closed to traffic during the pandemic, the street closure east of Transverse Drive by the Recreation and Parks Department helped reduce overall through traffic on the open portion.

Table 17: Highest Bicycle Involved Injury Collision Intersections
8 or more injury reported collisions (2020-2024)

Intersection	2020-2024 Injury Collisions
Market and Octavia Streets	15
7th and Market Streets	13
Market and Valencia Streets	11
Market Street and Van Ness Avenue	10
Fulton and Webster Streets	9
17th and Church Streets	8
4th and Market Streets	8
5th and Market Streets	8
8th and Mission Streets	8
Fell Street and Masonic Avenue	8
Fulton Street and Masonic Avenue	8

Table 18: Highest Bicycle Involved Injury Midblock Segments
6 or more injury reported collisions (2020-2024)

Midblock Segment	2020-2024 Injury Collisions
John F. Kenney Drive from 30th Avenue to Transverse Drive	7
The Embarcadero from Don Chee Way to Washington Street	6
Valencia Street from 16th to 17th Streets	6

Motorcycle-Involved Collisions

Crashes in which a motorcycle or moped/scooter were involved comprised about 8 percent of injury crashes since 2020. Figure 6 shows recent trends in motorcycle-related crashes. There has been a general decrease in crashes since 2015, but this drop has not been reflected in the fatal crash totals, with a spike in people killed riding a motorcycle during the three pandemic years of 2020 to 2022 (Table 19). The doubling of motorcycle-involved fatalities during the pandemic years (2015-2019) compared to the prior five years (2020-2024) is the sharpest of all travel modes excluding stand up electric scooters (Table 1).

Figure 6: San Francisco Injury Collisions
Involving Motorcycles and Mopeds (2005-2024)

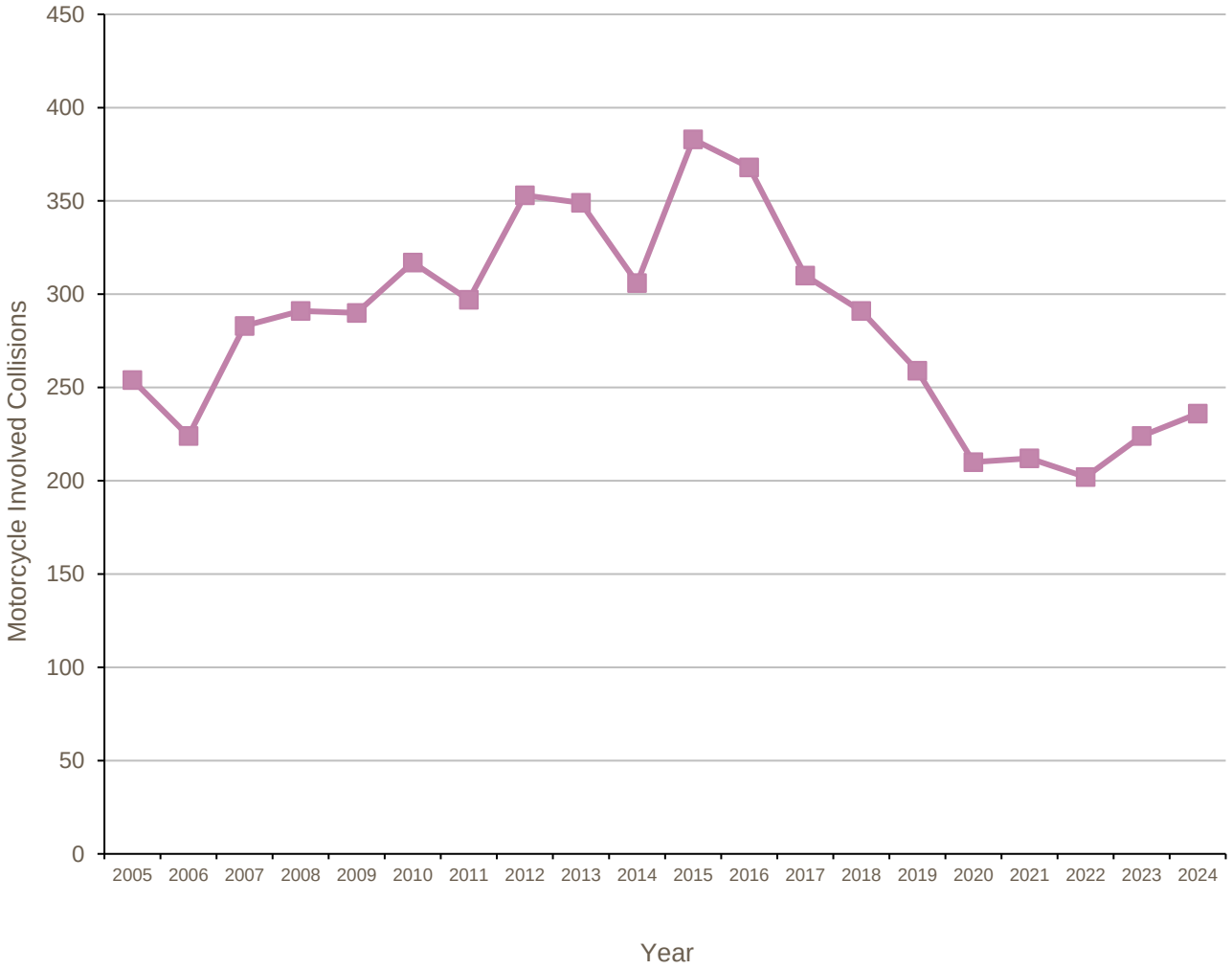


Figure 6: San Francisco Injury Collisions
Involving Motorcycles and Mopeds (2005-2024)

Year	2005	2010	2020	2023	2024
Total	254	317	296	224	236

Table 19: Fatal Injury Collisions
Involving Motorcycles (2017-2024)

Year	2017	2018	2019	2020	2021	2022	2023	2024
Fatal Collisions	4	2	1	7	8	7	2	3

Electric Standing Scooters and Motorized Boards

A new mode of injury and fatal crashes are those involving motorized board devices where a person stands to ride. These include electric stand-up scooters (the most common), electric skateboards, and one-wheel boards. Crashes involving these have gone up locally and nationally[9] with their increased adoption (Figure 7). Many stand up device solo fall injuries are underreported since the public may not always call the police in those situations. Of particular concern are nine fatalities associated with these new devices since 2020 (Table 20).

Figure 7: San Francisco Injury Collisions
Involving Stand up Powered Devices (2005-2024)

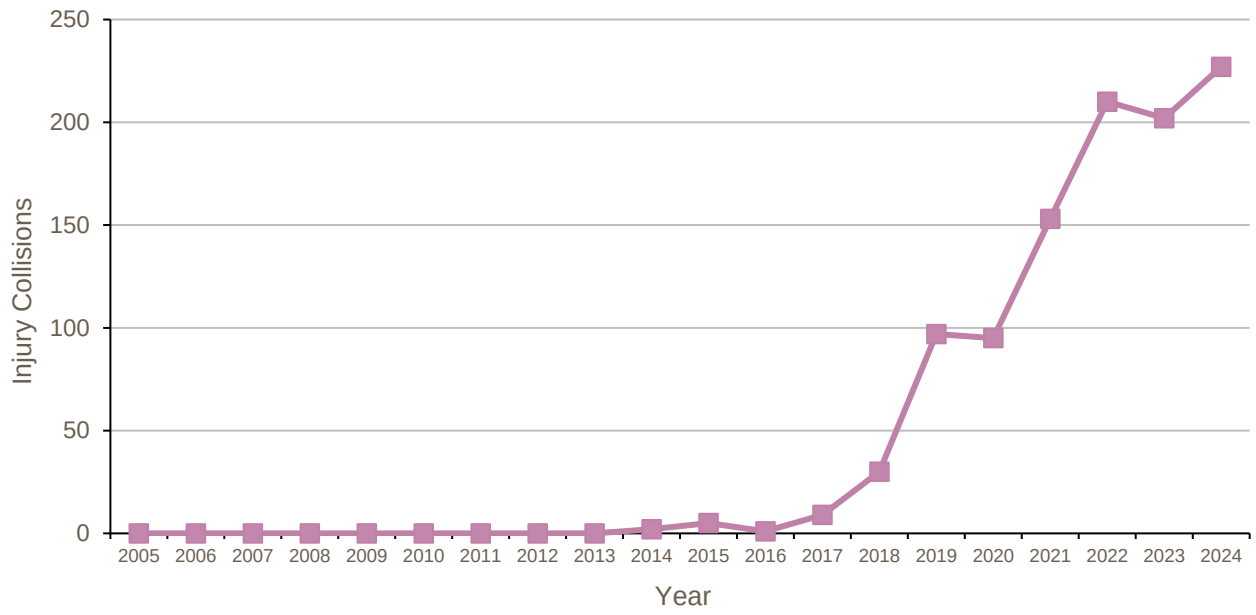


Figure 7: San Francisco Injury Collisions
Involving Stand Up Powered Devices (2005-2024)

Year	2005	2010	2020	2023	2024
Total	0	0	95	202	227

Table 20: Fatal Collisions
Involving Stand Up Powered Devices (2017-2024)

Year	2017	2018	2019	2020	2021	2022	2023	2024
Fatal Collisions	0	0	0	2	1	4	2	0

[9] See https://www.ucsf.edu/news/2024/07/428096/electric-scooter-and-bike-accidents-are-soaring-across-us , "E-bicycle injuries doubled every year from 2017 to 2022, while e-scooter injuries rose by 45 percent each year."

Part 5: Traffic Enforcement

Since 2013 the San Francisco Police Department (SFPD) has prioritized the five infractions listed in Table 21, which (along with unsafe lane changes and tailgating) are some of the most common primary collision causes in San Francisco. Though traffic citations were falling prior to the pandemic, after March of 2020 there was a notable drop in the number of vehicles being cited for moving violations (Figure 8). The reason for these declines and their possible relationship to crash trends has been widely reported by the media.[10]

Table 21: SFPD Priority CVC Violation Citation Categories

22350: Driving at unsafe speed given conditions of roadway
21950(A): Failure to yield to pedestrian at a crosswalk
21453(A): Driver violation of a traffic signal
21801(A): Failure to yield for left or U-turn
22450(A): Failure to stop at a STOP sign limit line

Figure 8: San Francisco SFPD Citations
Table 21 Violations (2016-2024)

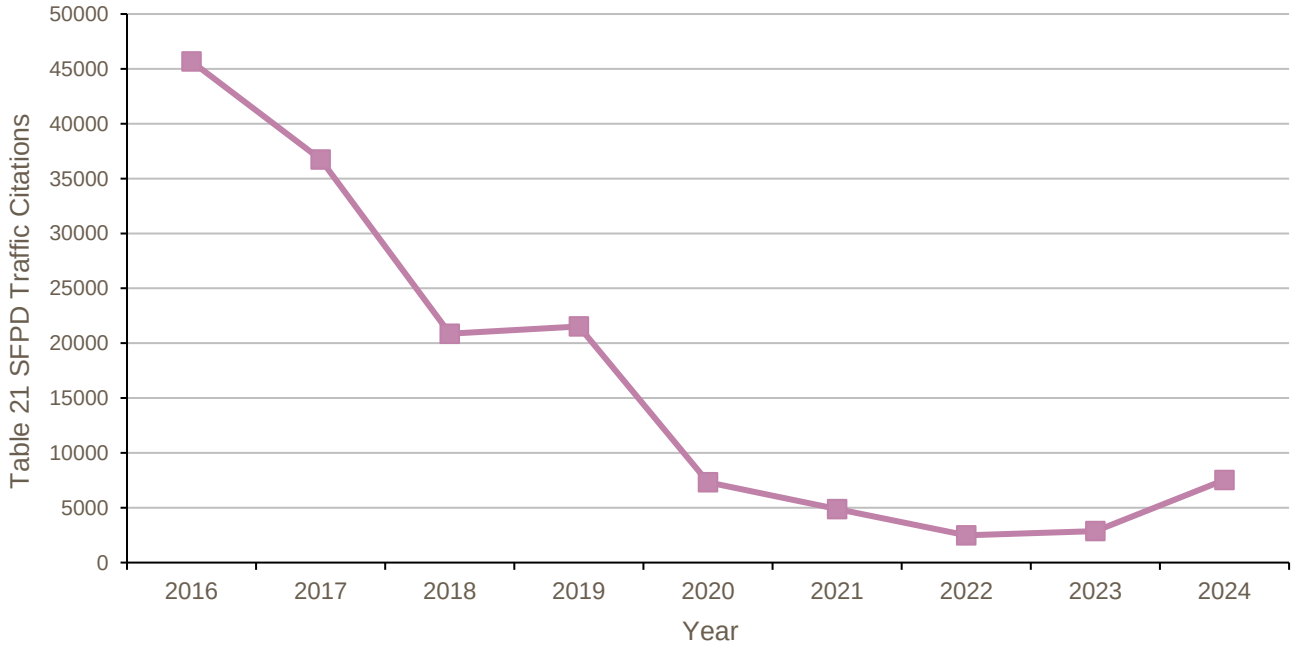


Figure 8: San Francisco SFPD Citations Table 21 Violations (2016-2024)

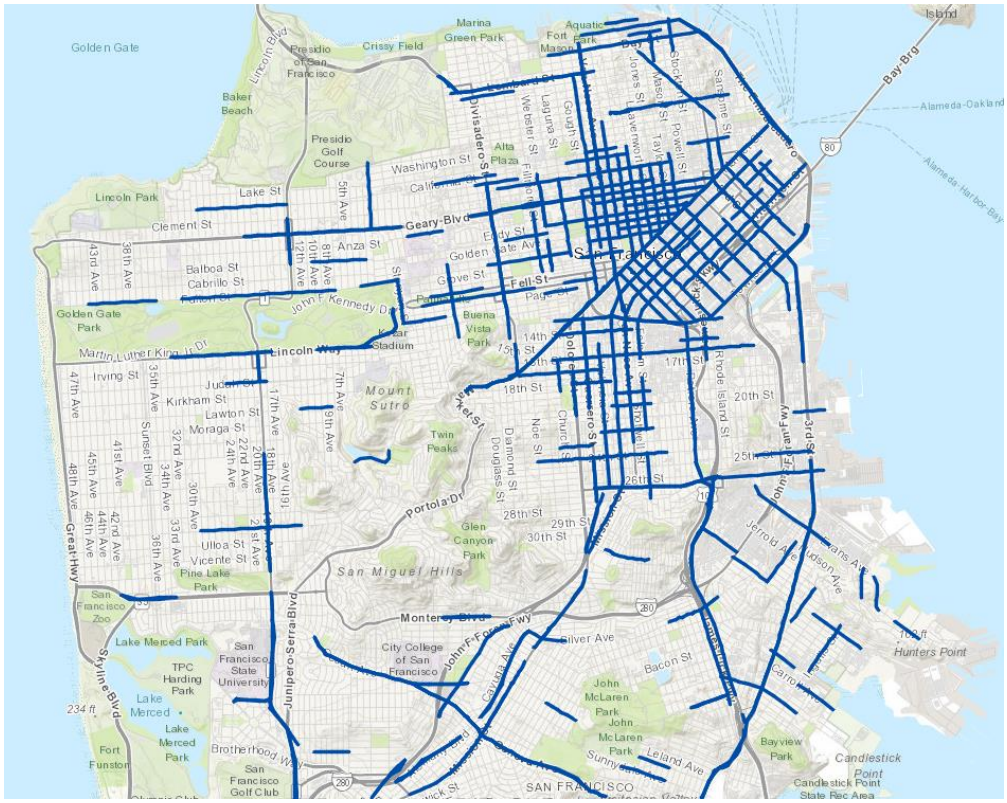
Year	2016	2017	2018	2019	2020	2021	2022	2023	2024
SFPD Citations	45,671	36,743	20,859	21,522	7,320	4,879	2,487	2,872	7,530

Note: Data does not include about 800 to 1000 citations a month from red light cameras.

[10] *The San Francisco Chronicle*, "S.F. Traffic Tickets Are Declining – Again. What's Behind the New Drop?" January 15, 2025.

Part 6: Collisions by Area

The general decrease in injury crashes between 2015-19 and 2020-24 of about 16 percent citywide have not been the same from neighborhood to neighborhood. Table 22 breaks down crash totals by Board of Supervisors district boundaries (Figure 10). The highest drops in overall injury crashes were in Districts 1, 3, 6, and 7. The drops in Districts 3 and 6 confirm the hypothesis that areas with the most drops in commuter and visitor activity have seen proportionally the most drops in reported crash totals. District 3 includes the downtown area most impacted by shelter-in-place and increased telecommuting, as well the major tourist areas of North Beach, Chinatown, and Fisherman's Wharf. The San Francisco Travel Association estimated there were almost 27 million fewer visitors in 2020-22 compared to 2017-19. District 6 (which includes South of Market) also saw crash reductions likely due to decreased driving, transit, and riding activity. District 6, along with portions the Tenderloin (District 5), is the heart of the city's High Injury Network, which is the 12% of city streets were approximately 68% of severe and fatal crashes occur (Figure 9). District 10 was the only area to see an increase in injury crashes when compared to the five pre-pandemic year crash totals.



Source: San Francisco Department of Public Health https://www.visionzerosf.org/maps-data/

Figure 9
The 2022 High Injury Network Map

Table 22: Injury Crashes by Board of Supervisors District Boundaries
Comparison of 2015-2019 with 2020-2024

Supervisor District (General SF Area)	Pre-pandemic 2015-2019	Post-Pandemic 2020-2024	Total Change	Percent Change
District 1 (Northwest, Richmond)	1,037	746	-291	-28%
District 2 (North Central, Pacific Heights)	1,084	951	-133	-12%
District 3 (Northeast, Downtown, Waterfront)	1,851	1,320	-531	-29%
District 4 (West Central, Sunset)	686	539	-147	-21%
District 5 (Central, Western Addition)	2,137	1,931	-206	-10%
District 6 (East Central, South of Market)	3,022	2,352	-670	-22%
District 7 (Southwest, West of Twin Peaks)	1,037	811	-226	-22%
District 8 (Central, Castro, Noe Valley)	1,076	947	-129	-12%
District 9 (Central, Mission, Bernal Heights)	1,949	1,743	-206	-11%
District 10 (Southeast, Bay View, Vis Valley)	1,428	1,527	99	7%
District 11 (South Central, Excelsior)	1,140	1,053	-87	-8%

Figure 10
San Francisco
Board of
Supervisors
District
Boundaries

Note: The data in this report used current district boundaries (2022 redistricting) for analysis of all 2015-2024 collision trends.

Part 7: Hit and Run Crashes

One of the concerning trends in recent years has been the steady increase in hit and run collisions in San Francisco. These are crashes when a party to the incident leaves without exchanging information or waiting for law enforcement to take a report. Slightly over 1 in 5 injury crashes result in a hit and run violation. The percentage of hit and run fatal crashes has been as high as 30 percent (2021).

Table 23: Hit and Run Collisions (2017-2024)

Year	2019	2020	2021	2022	2023	2024
Injury Crashes	607	523	601	601	589	602
Percent of Injury Total	18%	22%	22%	21%	20%	21%
Fatal Crashes	4	7	8	11	7	5
Percent of Fatal Total	14%	23%	30%	28%	27%	12%

Part 8: Unsignalized Intersections

The final section of this report looks at injury crashes by traffic control types. Table 24 lists the total number of injury crashes based on the presence of signals or stop signs. There are about 1,300 traffic signalized intersections in San Francisco and they constitute about two-thirds of intersection crashes. This is somewhat expected given traffic signals are used to control the busiest and thus most crash-prone junctions in the city.

Table 24: Intersection Injury Collisions by Traffic Control Type (2020-2024)

Traffic Signals	6,922
Partial or Two-Way STOPs	1,541
All-Way STOPs	1,361
Uncontrolled Intersections	483
Total Intersection Collisions	10,311

Tables 25 and 26 list the highest crash locations for unsignalized intersections by control type. The highest all-way STOP crash locations are Loomis Street and Oakdale Avenue as well as 41st Avenue and Lincoln Way, both of which were signalized in the past six months (Table 25). The highest partial stop-controlled intersection crash location (6th and Stevenson Streets) was signalized in 2023 (Table 26).

Table 25: Top Injury Collision Pedestrian for All-Way STOP Controlled (2020-2024)

Loomis Street and Oakdale Avenue	13
41st Avenue, Chain of Lakes, and Lincoln Way	11
Palou and Lane Streets	11

Table 26: Top Citywide Partial or Uncontrolled Intersections

6th Street and Stevenson Street	12
5th Street and Clara Street	10