



2025 Traffic Fatality Monthly Report

As of 8/20/2025, the included table summarizes July traffic fatalities and 2025 year to date (YTD) traffic fatalities (through the end of July 2025) which adhere to the San Francisco Vision Zero traffic fatality case definition.¹ For comparison purposes, July 2020-2024 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 July of Each Year*

Traffic Victim	2025		2024		2023		2022		2021		2020	
	Jul Count	YTD Total	Jul Count	YTD Total	Jul Count	YTD Total	Jul Count	YTD Total	Jul Count	YTD Total	Jul Count	YTD Total
People Killed While Walking	1 [†]	9	1	14	2	9	0	10	1	10	3	7
People Killed While Cycling	1	1	0	1	0	0	0	1	0	1	1	2
People Killed While Riding a Standup Powered Device	0	0	0	1	0	1	0	3	0	0	0	0
People Killed While Riding in a Motor or Transit Vehicle	0	1	0	2	0	2	0	1	0	0	0	1
People Killed While Riding outside a Motor or Transit Vehicle	0	0	0	0	0	0	0	0	0	0	0	1
People Killed While on a Moped	0	0	0	0	0	0	0	1	0	0	0	0
People Killed While on a Motorcycle	0 [^]	2	1	2	0	0	0	2	0	2	0	3
People Killed While Driving	0	2	0	2	0	1	0	2	0	1	0	2
TOTAL	2	15	2	22	2	13	0	20	1	14	4	16

[†] There was one July pedestrian fatality on Mission St and Santa Rosa Ave that is still under active investigation and not included in this count.

[^] There was one July solo motorcycle fatality on South Van Ness Avenue between 18th and 19th Sts that is still under active investigation and not included in this count.

* 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:

2024: 2 people walking, 1 person riding in a vehicle

2023: 2 people walking, 3 people riding in vehicles

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 2025, and SFPD Reports.

¹ 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

The Metropolitan Transportation Commission's (MTC) Equity Priority Communities² highlight areas with high concentrations of poverty and vulnerable populations. For reference: In 2024, 26% (n=11) of fatalities occurred in an Equity Priority Community, 26% (n=11) of those killed were seniors,³ and 45% (n=19) of fatalities occurred on the High Injury Network.⁴

In 2025 (through 7/31/2025):

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	9	5	56%	7	78%	7	78%
People Killed While Cycling	1	0	0%	0	0%	1	100%
People Killed While Riding a Standup Powered Device	0	0		0		0	
People Killed While Riding in a Motor Vehicle	1	0	0%	0	0%	1	100%
People Killed While Riding outside a Motor Vehicle	0	0		0		0	
People Killed While Riding on a Moped	0	0		0		0	
People Killed While on a Motorcycle	2	1	50%	1	50%	0	0%
People Killed While Driving	2	0	0%	1	50%	1	50%
TOTAL	15	6	40%	9	60%	10	67%

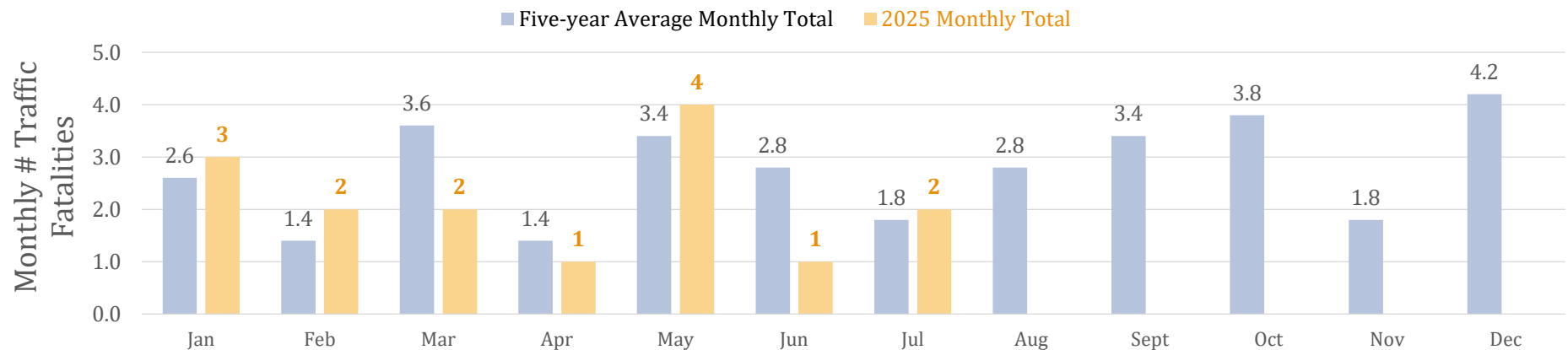
² Details of the 2021 Equity Priority Communities boundaries are available at: <https://mtc.ca.gov/planning/transportation/access-equity-mobility/equity-priority-communities>

³ Defined as people age 65 and up.

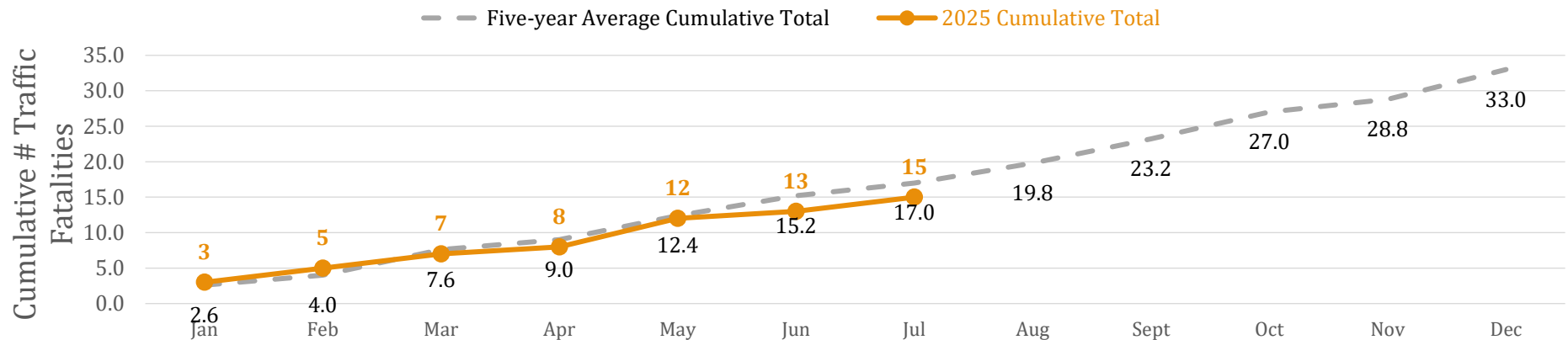
⁴ This memo uses the 2022 VZ HIN boundaries. San Francisco's VZHN represents the 12% of San Francisco streets where 68% of severe and fatal traffic injuries occurred between 2017-2021. More details available at: <https://sfgov.maps.arcgis.com/apps/webappviewer/index.html?id=fa37f1274b4446f1bddd7bdf9e708ff>

This chart displays Vision Zero traffic fatalities over 2025 at monthly intervals as well as five-year cumulative and monthly average totals (2020-2024), providing a snapshot of traffic fatality trends in San Francisco.

Vision Zero Monthly Traffic Fatalities: 2025 and Five-Year Averages



Vision Zero Cumulative Traffic Fatalities: 2025 and Five-Year Averages



Contact

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