Archived Document

This document was originally published on visionzerosf.org. It is now part of the archived Vision Zero SF website archive and is kept for reference only.

The content is historical and may be out of date. It does not reflect current City policy, programs or data.

Vision Zero SF has been replaced by the City's Street Safety Initiative. For current information, visit the San Francisco Street Safety Initiative webpage.

The SFMTA's terms of use are at the SFMTA terms webpage.

Vision Zero Traffic Fatalities: 2024 End of Year Report

July 2025

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

Introduction and National Context 4
San Francisco Comparison to Peer Cities (2023) 7
Key Findings (2024) 9
High Injury Network and Communities of Concern 9
Travel Mode 9
Demographics: Homelessness, Sex, Age and Race/Ethnicity 9
Primary Collision Factors 10
Hit and Run Collisions 10
Large Vehicle Involvement 10
Single-Party Collisions 10
The Vision Zero High Injury Network and Equity Priority Communities 11
Detailed Findings: 2024 Fatality Trends 12
Travel Mode 12
Race and Ethnicity 13
Age 14
Sex 14
Homelessness 15
Primary Collision Factors 16
Time of Day 17
Turn Movement Preceding Driver At-Fault Collisions 17
Driver Age (for Drivers Determined to be at Fault) 17
Hit and Run Collisions 18
Sharing Technology Involvement and Ride-hail Involvement 18
Large Vehicle Involvement 18
Safety Equipment 18
Single-party Collisions 18
Appendix A – Table of 2024 Vision Zero Traffic Fatalities 19
Appendix B – Tracking Separate From Vision Zero Totals: Fatalities on Freeways, at San Francisco International Airport, and in the Presidio 23
Appendix C – Primary Collision Factors by Year 24
Appendix D – Preliminary Exclusions: Applying the Vision Zero Traffic Fatality Protocol 25

Suggested APA Format Citation:

San Francisco Department of Public Health. (2025, July). *Vision Zero Traffic Fatalities: 2024 End of Year Report*. San Francisco: Center for Data Science.

Acknowledgements

We wish to sincerely thank David Serrano Sewell of the San Francisco Office of the Chief Medical Examiner. The Office of the Chief Medical Examiner has been instrumental in providing crucial mortality data and other valuable supplementary information needed to implement this process. In addition, thank you to staff from the Center for Data Science including Christopher Lee, our VRBIS Data Steward and Cathleen Xing for data analytic support.

INTRODUCTION AND NATIONAL CONTEXT

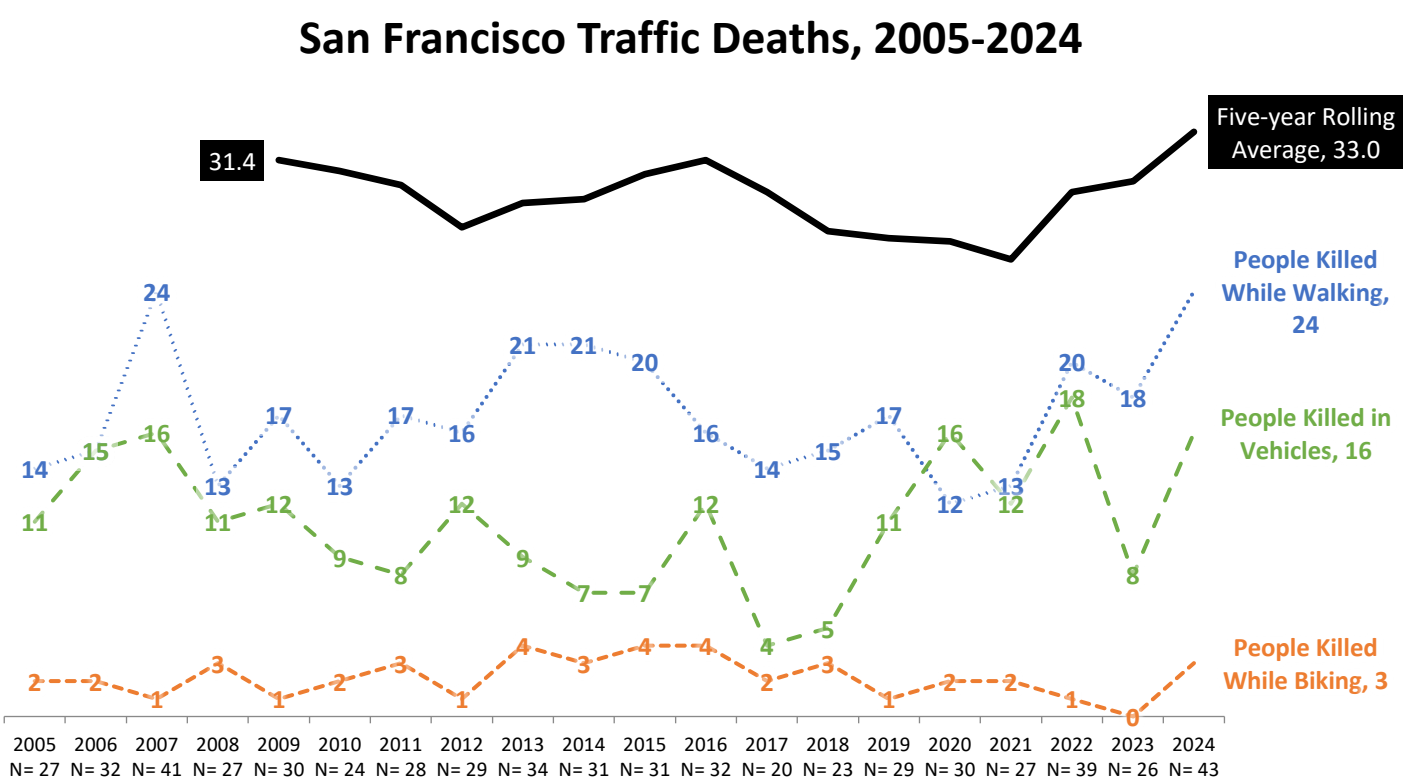
San Francisco recorded 43 traffic-related deaths in 2024 as part of the Vision Zero SF Initiative.

These 43 deaths represent a 65% increase compared to 2023 and is the highest number of fatalities recorded since 2005. San Francisco remains committed to achieving our Vision Zero goal of zero traffic deaths.

This report summarizes traffic fatality characteristics for the 2024 calendar year, and reviews traffic fatality trends in San Francisco between 2014 and 2024 to inform SF's data-driven actions and policies to save lives.

The following chart compares annual fatality data between 2005 and 2024. Vision Zero was adopted in 2014, and the numbers of total traffic deaths were relatively stable between 2014 to 2016, though there were differences by mode of travel. The number of traffic deaths in San Francisco fell notably in 2017 to a period low of 20 deaths. Unfortunately, the number of traffic-related fatalities then rose steadily between 2018 to 2020, with steep increases observed in 2022 (n=39) and in 2024 (n=43).

Figure 1: San Francisco Traffic Deaths, 2005-2024

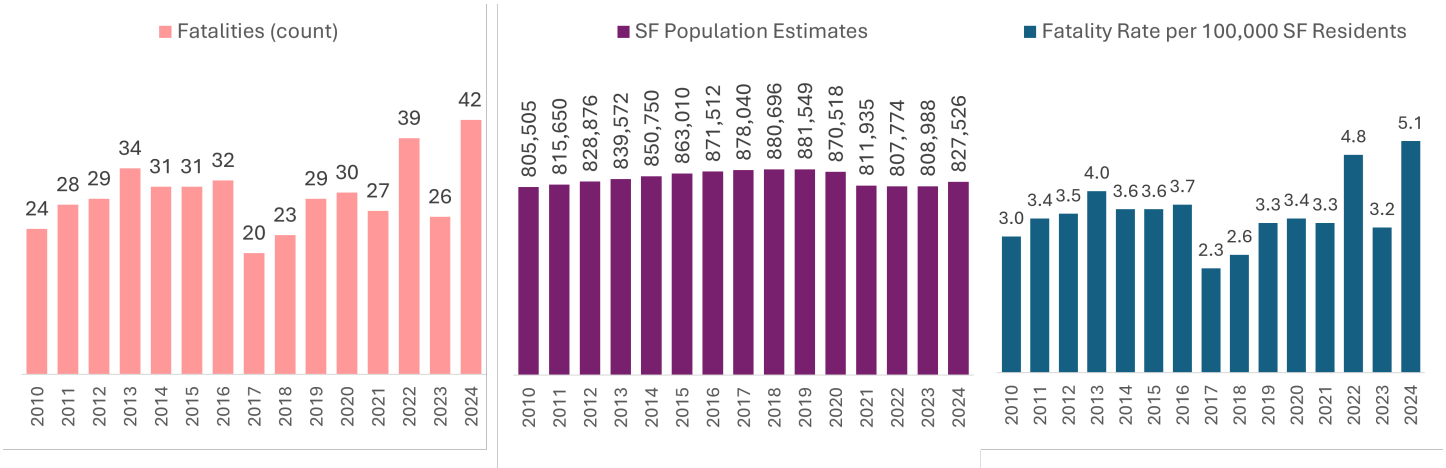


NOTE: 2005-2012 deaths sourced from California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS) data, restricting to San Francisco City Streets jurisdiction, including streets that intersect with freeways (i.e., fatalities occurring at freeway ramps in the City jurisdiction). 2013 traffic deaths from SFPD. 2014-2024 traffic deaths reported using the Vision Zero Traffic Fatality Protocol based on data from the Office of the Medical Examiner and SFPD; includes deaths involving above-ground light rail vehicles not routinely reported in SWITRS. Also note that "People Killed in Vehicles" includes external passengers, as well as riders of standup powered micro-mobility devices and skateboards not propelled by a second vehicle.

Given the change in population over time, the fatality rate per population is shown below. As shown in Figure 2 below, the residential population of San Francisco rose steadily between 2010 and 2017, reached an inflection point between

2018 to 2020, and then dropped between 2021 to 2023. When looking at fatality rates, 2022 and 2024 trend above average.

Figure 2: San Francisco Traffic Deaths, Population Estimates, and Fatality Rates per 100,000, 2010-2024



Staff from the SF Department of Public Health (SFDPH) work with colleagues from SF Police Department (SFPD) and the SF Municipal Transportation Agency (SFMTA) to report and map official fatality statistics monthly on the Vision Zero data and maps webpage[1] http://visionzerosf.org/maps-data/. Per the Vision Zero Traffic Fatality Protocol Version 6.3 (2025)[2], fatalities must meet the following criteria to be included in Vision Zero counts:

- Person(s) killed in or outside of a vehicle (bus, truck, car, motorcycle, moped, bicycle, standup powered device, light rail vehicle (LRV), etc.) involved in a crash or an impact with a vehicle or road structure;
- Occur within the public right-of-way in the City and County of San Francisco;
- Death takes place within 30 days of the public roadway collision as a result of the injury.

Traffic fatalities on freeways are tracked but are not included in the Vision Zero total counts. Instead, they are reported in an Appendix (see Appendix B) as they are designated State jurisdiction and are investigated by Caltrans and/or the California Highway Patrol. Freeway ramp deaths occurring *within* a San Francisco city intersection or that occur at the limit line within City jurisdiction are counted in Vision Zero Traffic Fatality total counts.

The Presidio is a federal land/roadway, and the San Francisco International Airport (SFO) is a private roadway by matter of law and falls under the jurisdiction of San Mateo County. Crashes in these locations are excluded from official counts. These fatalities are tracked in Appendix B. For more detailed information about exclusion criteria, case definitions, and case classifications please refer to the Traffic Fatality Protocol Version 6.3 (2025).

This report summarizes characteristics of traffic deaths in San Francisco from 2014 to 2024 to identify patterns and trends to inform SF's data-driven actions and policies. Note that traffic fatality totals are susceptible to random variation and/or fluctuations due to historical or time-specific factors (e.g., COVID, change in the underlying population of San Francisco). Year-to-year changes as well as annual patterns in the data where there are small sample sizes may thus display greater variation in trends and cannot rule out root causes due to chance. SFDPH also monitors and reports on severe

[1] In 2015, the City finalized and standardized the first San Francisco Vision Zero Traffic Fatality Protocol, to ensure consistency of fatality tracking and reporting across city agencies. The protocol utilizes the traffic fatality definition in the collision investigation manual of the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS). However, it expands the definition to include above ground light rail vehicle (LRV)-involved fatalities that involve collisions with pedestrians and cyclists. Traffic fatalities are any person(s) killed in or outside of a vehicle (bus, truck, car, motorcycle, bike, moped, light rail vehicle, etc.) involved in a crash, or killed within the public roadway due to impact with a vehicle or road structure, or anyone who dies within 30 days of the public roadway incident as a result of the injuries sustained within the City and County of San Francisco.

[2] https://www.visionzerosf.org/wp-content/uploads/2024/02/Vision-Zero-Traffic-Fatality-Protocol_2020_6.2.pdf

injuries[3] to understand trends and characteristics of the most severe traffic-related injuries, which serves as an additional metric by which to evaluate the progress of street safety efforts.

In 2014, San Francisco became the third city in the country to adopt Vision Zero with the goal of zero traffic deaths. This initiative is now implemented by over 50 communities across the United States. The Federal Government recently joined this movement with the release of the 2022 "National Roadway Safety Strategy" which states: "Zero is the only acceptable number of deaths on our highways, roads, and streets."[4]

National Trends

According to the CDC National Center for Health Statistics for 2023 data, crashes involving motor vehicles ranked as the third most common cause of accidental deaths in the United States.[5] The National Highway Traffic Safety Administration (NHTSA) traffic fatality estimates show that 2021 was a 16-year high in traffic fatalities across the country, particularly in urban areas. Subsequently, traffic fatalities declined for 10 consecutive quarters nationwide. Specifically, NHTSA recorded a 3.8% nationwide decrease in total motor vehicle related fatalities in 2024 compared to 2023.[6] The latest report from NHTSA states that the total estimated fatalities on urban interstate, arterial and collector/local roads decreased approximately 6% between 2023 and 2024.

Vehicle Miles Traveled (VMT) is a standard traffic unit of measurement that summarizes the total number of miles driven by all cars, trucks, or similar vehicles in a specific area for a given year. Figure 3 below visually displays the changes over time in total vehicle miles traveled across urban streets in the United States between 2010 and 2023.[7] Data from the Bureau of Transportation Statistics summarize that total VMT decreased 14% between 2019 and 2020 with nationwide sheltering in place due to the COVID pandemic emergency response. However, vehicle miles traveled returned to pre-COVID levels by 2023 and regained the 14% difference. Between 2023 and 2024, the nation saw another 1% increase in VMT.

[3] Severe Injury Trends Report available at: https://www.visionzerosf.org/wp-content/uploads/2024/12/Severe-Injury-Trends_2015-2022.pdf

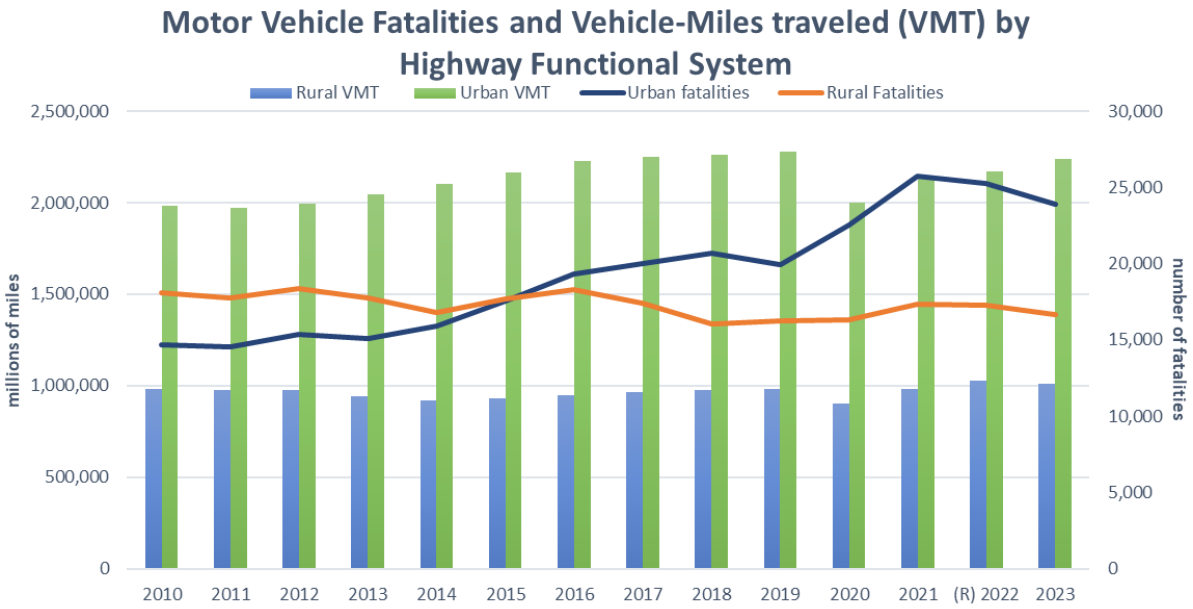
[4] U.S. Department of Transportation (2020, January). National Roadway Safety Strategy. https://www.transportation.gov/sites/dot.gov/files/2022-01/USDOT_National_Roadway_Safety_Strategy_0.pdf

[5] https://www.cdc.gov/nchs/fastats/accidental-injury.htm

[6] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813729

[7] https://www.bts.gov/content/motor-vehicle-fatalities-vehicle-miles-and-associated-rates-highway-functional-system

Figure 3: Motor Vehicle Fatalities and Vehicle Miles Traveled (VMT) by Highway System (2010-2023)



Data Source: Bureau of Transportation Statistics, https://www.bts.gov/content/motor-vehicle-fatalities-vehicle-miles-and-associated-rates-highway-functional-system

Between 2010 and 2021, fatalities in urban areas nationwide steadily increased, peaked in 2021, and then trended downward again between 2021 and 2023 (Figure 1). According to a recent 2025 National Highway and Traffic Safety Administration (NHTSA) Crash Stats Report,[8] there was a national decline in traffic fatalities across nearly all subcategories measured including among pedestrians (down 4%), speeding-related crashes (down 6%), and motorcyclists (down 2%). The subcategories that saw increases between 2023 and 2024 were among people younger than 15 (up 1%) and crashes in the 65-and-older age group (up 2%).[9]

It is important to note that when presenting local statistics, because the sample size at the local level is comparatively so much smaller than the sample size at the national level, the proportion of change will seem much larger than at the national level. When contrasting a local jurisdiction with national trends, the direction of the change is more important. Locally, in San Francisco, the data reveal similar age-group trends compared to national data, but in contrast to national data, San Francisco displayed an increase in pedestrian and motorcycle fatalities.

San Francisco Comparison to Peer Cities (2023)

In order to compare San Francisco fatality rates with peer cities, 2023 traffic fatality statistics were chosen because complete 2024 data are not yet available for most jurisdictions. Table 1 below shows that San Francisco had one of the lowest traffic fatality rates in 2023 among its peer cities and is well below the state and national rates. In this chart, New York City, Chicago, and Los Angeles were excluded because they are much larger metropolitan areas; however, they had 2023 traffic fatality rates of 3.1 per 100K, 5.1 per 100K, and 8.8 per 100K, respectively.

[8]https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813729
[9] https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813729

Table 1: Traffic Deaths, Population Estimates, and Fatality Rates per 100,000 across Peer Cities (2023)

City	Death count in 2023	2023 PEP* Estimate	2023 Rate per 100K Residents
Miami	69	455,924	15.1
United States	40,990	336,806,231	12.2
Portland	69	630,498	10.9
California	4,013	39,198,693	10.2
Austin	90	979,882	9.2
Long Beach	36	449,468	8.0
Washington DC	52	678,972	7.7
Oakland	33	436,504	7.6
Minneapolis	26	425,115	6.1
San Jose	51	969,655	5.3
Seattle	35	755,078	4.6
San Francisco	**26**	**808,988**	**3.2**
Boston	16	653,833	2.5

Data Sources:

- US Census Bureau Population Estimates Program (PEP). https://www.census.gov/data/datasets/time-series/demo/popest/2020s-counties-detail.html
- Miami death count, https://visionzeromdc.miamidade.gov/#VisionZeroHubSeriousCrashEvents
- Portland death count, https://www.portland.gov/transportation/vision-zero/documents/portland-2023-deadly-traffic-crash-report-executive-summary/download
- California death count, https://www.mercurynews.com/2025/01/03/california-sees-drop-in-crashes-2024/
- Austin death count, https://visionzero.austin.gov/viewer/
- Long Beach death count, https://lbpost.com/news/fewer-people-died-in-traffic-last-year-but-long-beach-is-still-far-from-its-goal-of-zero-deaths/
- Washington DC death count, https://mpdc.dc.gov/page/traffic-data
- Oakland death count, https://www.oaklandca.gov/topics/traffic-fatality-tracking
- Minneapolis death count, https://lims.minneapolismn.gov/Download/RCAV2/45386/2024-Vision-Zero-Annual-Report.pdf
- San Jose death count, https://app.powerbigov.us/view?r=eyJrIjoiNGI0M2Y5MjEtNDFmZC00YmY2LTk2Y2ItZGQxOGY4MmMwOTIwIiwidCI6IjBmZTMzYmUwLTYxNDItNGY5Ni05YjhkLTc4MTdkNWMyNjEzOSJ9
- Seattle death count, https://wtsc.wa.gov/dashboards/fatalities-dashboard/
- Boston death count, https://storymaps.arcgis.com/stories/09243820eea94460b3b5f22b1c14e344https://storymaps.arcgis.com/stories/09243820eea94460b3b5f22b1c14e344

KEY FINDINGS (2024)

Thirty-nine collisions resulted in 43 traffic deaths on San Francisco streets in 2024. Between 2016 and 2021 there was a steady period of decline in the 5-year rolling average of annual fatalities for San Francisco. Since 2021, the 5-year rolling average of annual fatalities sharply increased and peaked at an average of 33 fatalities.

High Injury Network and Communities of Concern

- Of the 43 traffic deaths in 2024, 19 (44%) occurred on the 2022 Vision Zero High Injury Network (VZHIN).[10]
- About one-quarter of all fatalities (26%; n=11) occurred in an Equity Priority Community as defined by the Metropolitan Transportation Commission.
- Taken together, this means that compared to 2023, fewer fatalities occurred on the Vision Zero High Injury Network in 2024.

Travel Mode

- Twenty-four people (56% of reported fatalities) were killed while walking in San Francisco, comprising the largest road user group affected by traffic fatalities. This is a 33% (n=6) increase from 2023.
- Four people were killed while riding a motorcycle (9% of reported fatalities) and no one was killed riding a moped. In 2023, there was one motorcycle fatality and one moped fatality.
- Eleven people (15% of reported fatalities) were killed while travelling in a motor vehicle: six drivers and five passengers. This statistic is nearly three times higher than the count in 2023.
- Three people (7% of reported fatalities) were killed while bicycling in San Francisco overall in 2024. In 2023, no cyclist fatalities were recorded in the Vision Zero network in San Francisco.
- One rider of standing powered scooters died on San Francisco streets in 2024 (2% of reported fatalities), down from two in 2023.

Demographics: Homelessness, Sex, Age and Race/Ethnicity

- Two people without a fixed address were among 2024 Vision Zero traffic fatalities, comprising 5% of all fatalities.
- The majority of those killed in traffic collisions in 2024 were male (81%; n=35). See table below for gender breakdown by transportation type.

Table 2: Traffic Deaths Counts by Transportation Type and Gender (2023)

Transportation type	Male (n = 35)	Female (n = 8)
Pedestrian	19	5
Motor Vehicle Driver	5	1
Motor Vehicle Passenger	3	2
Bicyclist	3	0
Motorcyclist	4	0
Standup powered device	1	0

[10] Source: San Francisco Department of Public Health-Program on Health, Equity and Sustainability. 2017. Vision Zero High Injury Network: 2017 Update – A Methodology for San Francisco, California. San Francisco, CA. Available at: https://www.sfdph.org/dph/eh/PHES/PHES/TransportationandHealth.asp. While a 2022 update for the VZHIN was released last November, because it came out so late in the year, and because MTA is also using 2017 for all the project mileage tracking for 2022, this report continues to use the 2017 VZHIN as reference. Beginning in February 2023 and in 2023's EOY report, we'll be using the 2022 VZHIN update

- Approximately one-quarter of fatalities (n=12, 28%) were among older adults (people aged 65 years or older). A majority of seniors killed in 2024 were pedestrians (n=7), and all three fatalities that occurred while riding a bicycle were among seniors.
- Persons who identify as Hispanic/Latino or Black are overrepresented among traffic fatalities:
    - 33% of those killed in 2024 were Hispanic/Latino, despite representing 16% of the city's population;
    - 23% of those killed in 2024 were Black, despite representing only 5% of the city's population.

Primary Collision Factors

- The collision factors in 2024 that were most often cited by SFPD in fatal collisions were *unsafe speeds*, *failure of pedestrians to yield the right-of-way outside of crosswalks*, *jaywalking*, *failure of drivers yielding right-of-way at crosswalks*, and *driving under the influence of alcohol*.
    - The most cited primary collision factor was unsafe speed (CVC 22350), which was cited in 11 of 43 fatalities (26%).
    - The next two most cited collision factors were that pedestrians must yield right-of-way outside of crosswalks (CVC 21954(a)) (n=4, 9%) and jaywalking (CVC 21955)) (n=4, 9%).[11]
    - According to SFPD incident reports, no collisions were dual fault (both the pedestrian and driver at fault).
    - The at-fault factors for fatal collisions varied. Four crashes (9%) took place while turning left or right at an intersection. Three crashes (7%) were due to pedestrians crossing mid-block. One scooter rider (2%) was traveling in the wrong direction of traffic.

Hit and Run Collisions

- There were five (12%) hit and run collisions in 2024, resulting in the death of four people walking, and one motorcycle rider. This is a 29% decrease from 2023, during which seven fatalities resulted from hit and run collisions.

Large Vehicle Involvement

- Of the 43 fatal traffic fatalities in 2024, four (9%) involved a large vehicle (e.g., truck or van > 8000 lbs). This is up 2%, compared to large vehicle involvement in 2023.

Single-Party Collisions

- Ten traffic fatalities (23%) were a single-party incident where the victim collided with an inanimate roadway object such as a concrete barrier, utility pole, streetlight pole, or ejected from motorcycle or standup powered device. This count represents more than a 2-fold increase from 2023 (n=4).

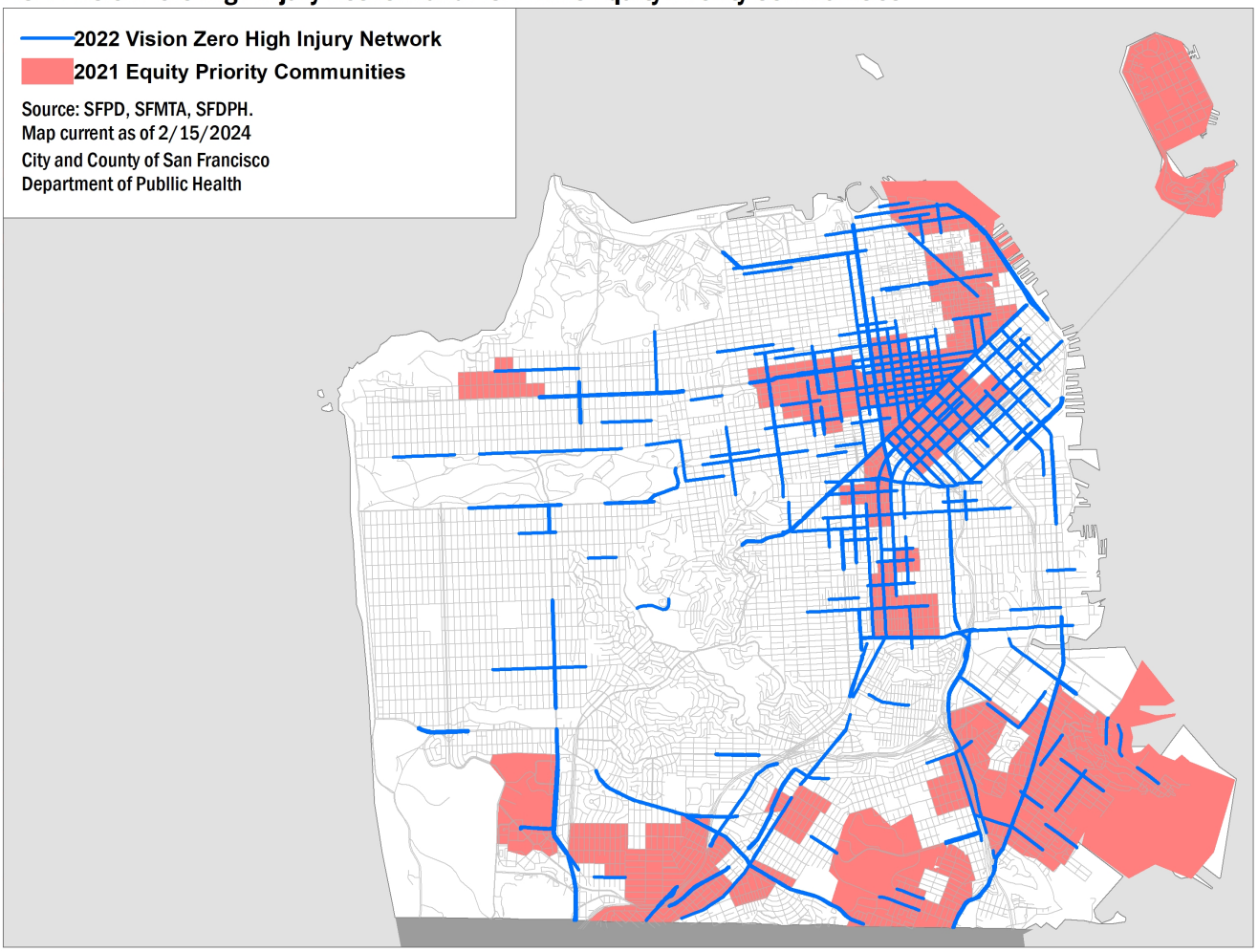
[11] Both citations involve pedestrian safety and the obligation to yield right-of-way, but CVC 21954(a) focuses on the general duty to yield when not in a crosswalk, while CVC 21955 specifically addresses crossing between controlled intersections without using a crosswalk.

THE VISION ZERO HIGH INJURY NETWORK AND EQUITY PRIORITY COMMUNITIES

The Vision Zero High Injury Network (VZHIN) identifies the corridors where the most severe and fatal injuries in San Francisco are concentrated and is used to identify and prioritize where improvements in engineering, education, enforcement, and policy are focused to realize Vision Zero. The VZHIN[12] incorporates both police and hospital data and represents the 12% of San Francisco streets where more than 68% of severe and fatal traffic injuries occur. The majority (44%, or 56 out of 128 miles) of the VZHIN is in the Metropolitan Transportation Commission's (MTC) Equity Priority Communities,[13] which contain 29% of the city's surface streets. Equity Priority Communities are areas with high concentrations of poverty, communities of color, seniors, and other vulnerable populations.

- In 2024, 47% (n=20) of traffic fatalities occurred on the Vision Zero High Injury Network.
- In 2024, 28% (n=12) of traffic fatalities occurred in Equity Priority Communities (EPC). Of these 12 EPC fatalities, a majority (n=9, 75%) were on the VZHIN.

2022 Vision Zero High Injury Network and 2021 MTC Equity Priority Communities



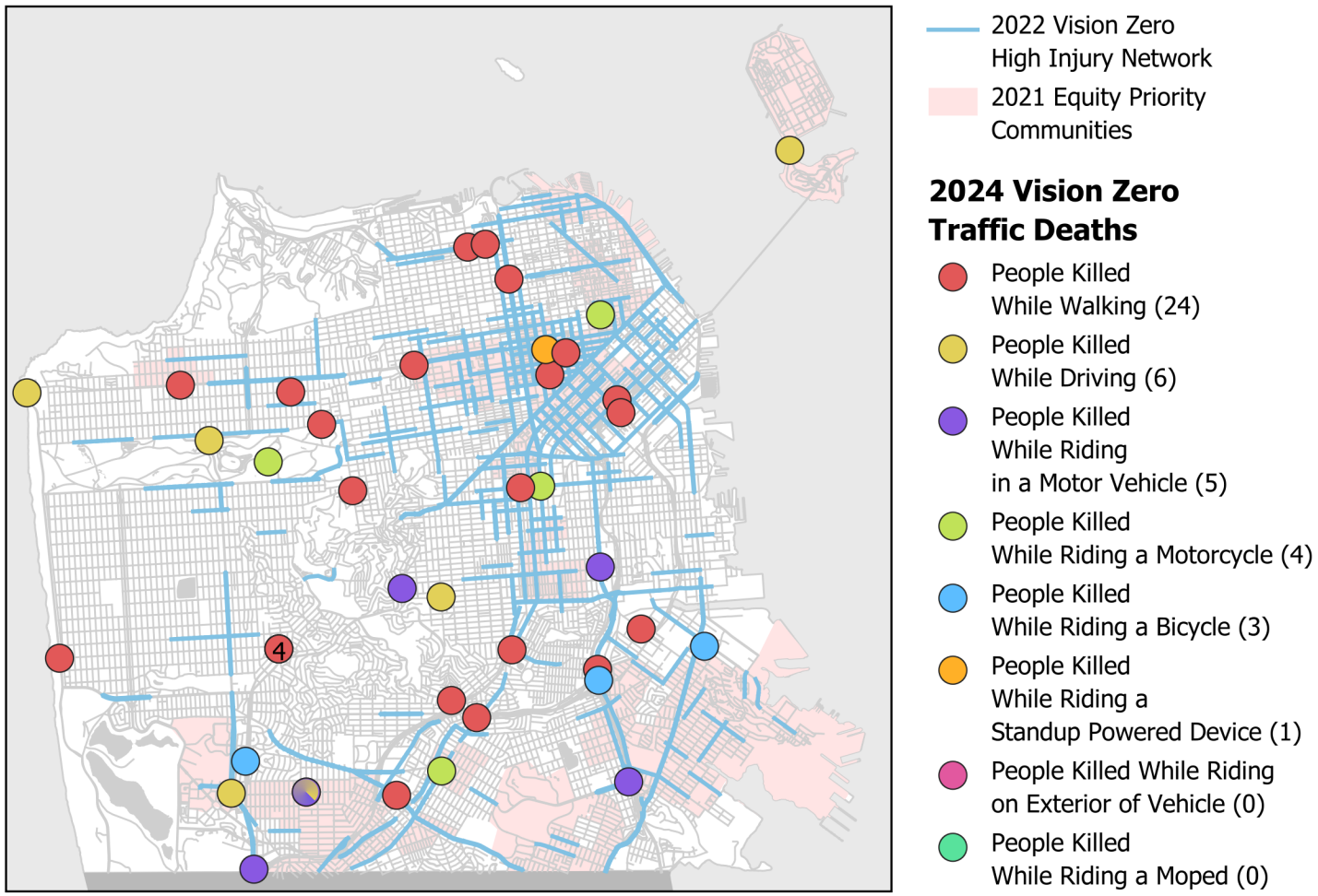
[12] Source: San Francisco Department of Public Health-Center for Data Science. 2022. Vision Zero High Injury Network: 2022 Update – A Methodology for San Francisco, California. San Francisco, CA. Available at: https://www.visionzerosf.org/wp-content/uploads/2023/03/2022_Vision_Zero_Network_Update_Methodology.pdf.

[13] Source: Plan Bay Area: 2040 Plan, 2018. http://www.planbayarea.org/2040-plan/plan-details/equity-analysis

DETAILED FINDINGS: 2024 FATALITY TRENDS

Travel Mode

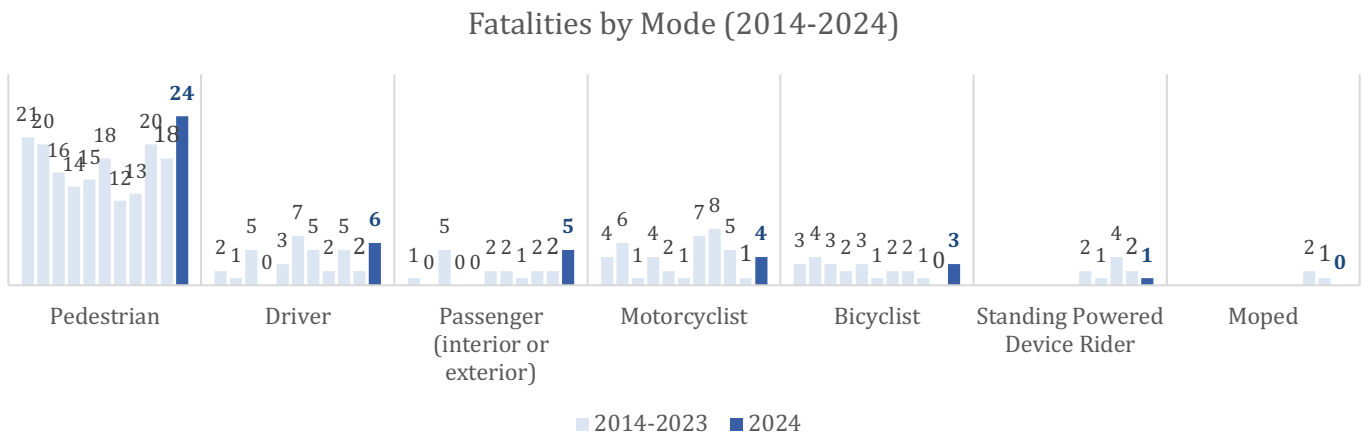
2024 Vision Zero Traffic Fatalities by Travel Mode: San Francisco



Nearly half of all fatalities in 2024 (n=20, 47%) occurred on the 2022 Vision Zero High Injury Network. **Pedestrians** are consistently among the most vulnerable road users in San Francisco, accounting for 56% of all fatalities in 2024 (n=24). There were six more pedestrian deaths in 2024 than in 2023. Of the 24 pedestrian fatalities, 23 (96%) resulted from collisions with a motor vehicle, and one (4%) resulted from a collision with a tour bus.

Eleven people were killed in **motor vehicles** in 2024 (six drivers and five passengers), up from four people in 2023. Three people were killed while **bicycling** in 2024 (compared to zero in 2023). **Motorcyclist** fatalities increased by three, for a total of four fatalities in 2024 compared to one in 2023. One person was killed while riding a standup powered device compared to two in the previous year. There were zero fatalities among people riding mopeds in 2024.

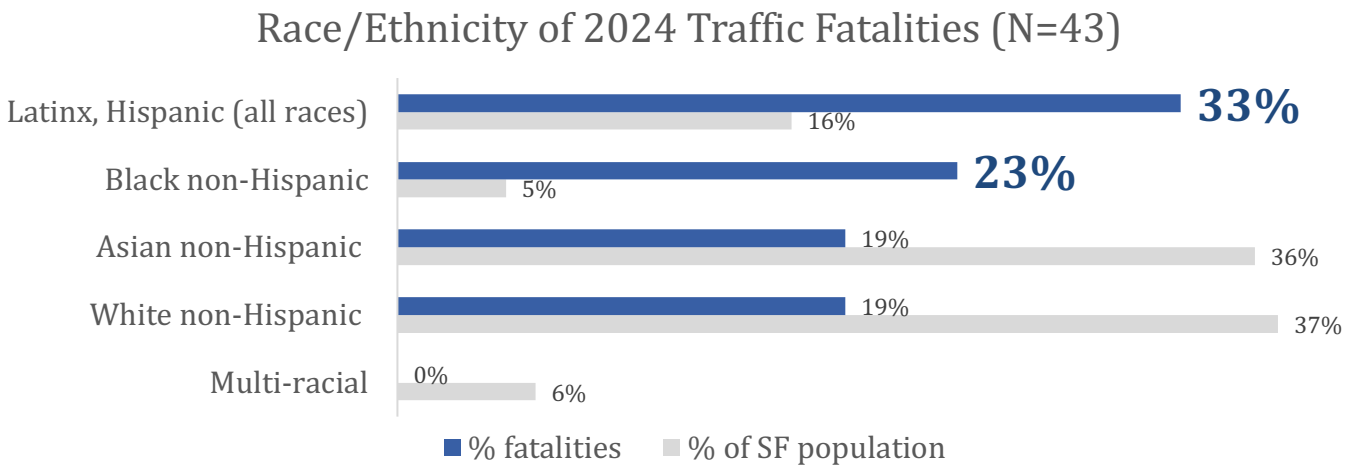
Figure 4: Fatality Counts by Mode (2014-2024)



Race and Ethnicity

When traffic related fatalities are examined by race/ethnicity, Hispanic/Latino and Black non-Hispanic individuals represent the majority of fatalities in 2024. Individuals from both racial/ethnic groups are disproportionately represented in our fatality reporting in San Francisco relative to their proportion of the city's population. Of the 43 people killed in traffic collisions in 2024, 33% (n=14) were Hispanic/Latino, 23% (n=10) were Black, 19% (n=8) were Asian, and 19% (n=8) were White. However, the demographic profile of San Francisco is approximately 5% Black, 16% Hispanic/Latino, 36% Asian, and 37% White among people reporting a single race, and 6% reporting two or more races).[14, 15,16,17] Three fatalities (7%) involved an individual where race or ethnicity could not be determined.

Figure 5: Race/Ethnicity of 2024 Traffic Fatalities



[14] Source: U.S. Census Bureau (2022). Hispanic or Latino Origin by Race American Community Survey 1-year estimates. Retrieved from <https://censusreporter.org>. Note that the Census does not report Latinx or Latino/a as a racial group.

[15] Source: U.S. Census Bureau (2022). Hispanic or Latino Origin by Race American Community Survey 1-year estimates. Retrieved from <https://censusreporter.org>. Note that the Census does not report Latinx or Latino/a as a racial group.

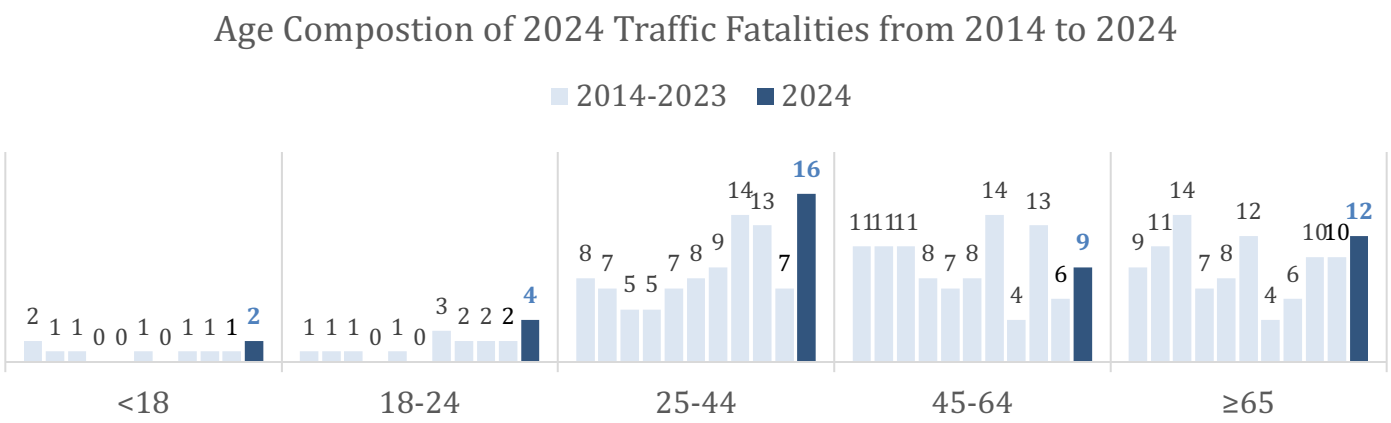
[16] Note: San Francisco is a city with significant tourist and commuter populations. Though members of these groups are also at risk of injury or death while traveling on San Francisco streets, they are not reflected in the Census population estimates for San Francisco.

[17] Four traffic fatality victims (15%) in 2023 had a home address outside San Francisco's city limits.

Age

Seniors (aged 65 and up) are disproportionately represented in traffic fatality reporting.[18] Despite currently representing 18% of San Francisco's total population,[19] seniors accounted for 29% (n=12) of all traffic fatalities in 2024, down significantly from 38% of all traffic fatalities in 2023. As investigated in other jurisdictions, data reveal that seniors die at a higher rate when struck by motor vehicles because they are more likely to succumb to injuries than younger pedestrians.[20] All age groups experienced a greater number of traffic fatalities in 2024 compared to 2023. The age group with the greatest increase in their fatality count were the 25-44 year olds; the fatalities in this group more than doubled from 7 deaths in 2023 to 16 deaths in 2024.

Figure 6: Age Composition of 2024 Traffic Fatality Counts from 2014 to 2024



Sex

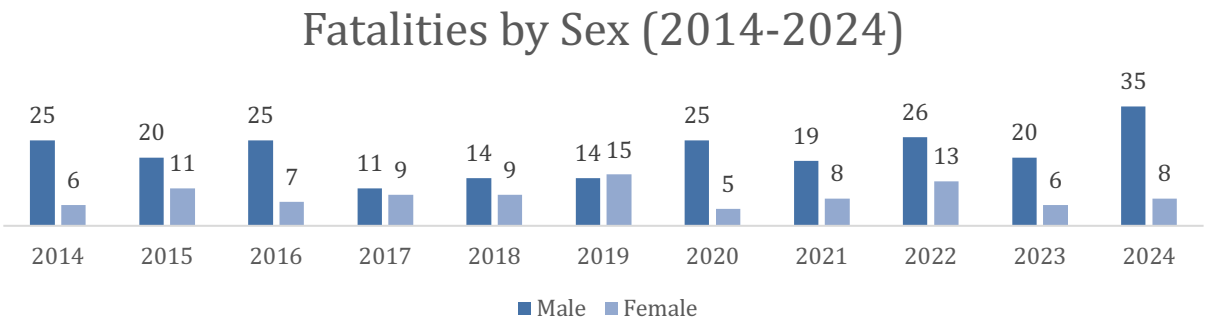
In 2024, males continue to be overrepresented in traffic fatalities. Traffic fatalities involved 81% male and 19% female travelers, compared to 77% male, 23% female in 2023. Historically (except in 2019), males represented the majority of traffic related fatalities by sex on San Francisco streets.

[18] Sklar DP, Demarest GB, McFeeley P. Increased pedestrian mortality among the elderly. Am J Emerg Med. 1989 Jul;7(4):387-90. doi: 10.1016/0735-6757(89)90044-2. PMID: 2735985.

[19] Source: U.S. Census Bureau, 2022 American Community Survey 1-Year Estimate

[20] Basem Y. Henary, Johan Ivarsson & Jeff R. Crandall (2006) The Influence of Age on the Morbidity and Mortality of Pedestrian Victims, Traffic Injury Prevention, 7:2, 182-190, DOI: 10.1080/15389580500516414

Figure 7: Fatality Counts by Sex (2014-2024)



Homelessness

Vision Zero SF tracks the proportion of traffic fatalities affecting people with no fixed address as a conservative proxy for people experiencing homelessness who die in traffic-related crashes. In 2024, two people without a fixed address (5%) were killed on city streets as a result of a traffic collision, down from three in 2023. The homeless population count in San Francisco is estimated to be approximately 7,754,[21] making up approximately 0.9% of the city population.[22] Thus, there is still an overrepresentation of fatalities among those unstably housed in the city.

[21] Source: Applied Survey Research, San Francisco Homeless Count & Survey 2022 Comprehensive Report. https://hsh.sfgov.org/wp-content/uploads/2022/08/2022-PIT-Count-Report-San-Francisco-Updated-8.19.22.pdf

[22] San Francisco population estimate of 865,933. Source: U.S. Census Bureau, 2017-2021 5-year American Community Survey, December 8, 2022

Primary Collision Factors

The top primary collision factor in 2024 was Unsafe speed for prevailing conditions (n=11 out of 43, 26%).
Other top primary collision factors included:

1) pedestrians must yield right-of-way outside of crosswalks (9%)
2) jaywalking (9%), or
3) driver failure to yield right-of-way at crosswalks (7%)

California Vehicle Code (CVC)*	Primary Collision Factor Description	2024 Count (N=43)
22350	Unsafe speed for prevailing conditions	11
21954(a)	Pedestrians must yield right-of-way outside of crosswalks	4
21955	Crossing between controlled intersections (Jaywalking)	4
n/a	Unknown, Pending, or None	4
21950(a)	Driver failure to yield right-of-way at crosswalks	3
23152(a)	Under the influence of alcohol	3
21456(a,b,c)	Pedestrian violation of Walk or Wait signals	2
21801(a)	Violation of right-of-way - left turn	2
21451(a)	Failure to yield right-of-way within intersection or crosswalk	1
21453(a,c)	Red signal - driver or bicyclist responsibilities	1
21453(d)	Red signal - pedestrian responsibilities	1
21800(a)	Failure to yield right-of-way to vehicle that entered intersection from different highway	1
21950(b)	Pedestrian suddenly entering into vehicle path close enough to create an immediate hazard	1
21950(c)	Failure to exercise care and reduce speed for pedestrian within crosswalk	1
22106	No starting or backing vehicle while unsafe	1
22107	Unsafe turn or lane change prohibited	1
22517	Opening door on traffic side when unsafe	1
23152(g)	Under the influence of drug	1

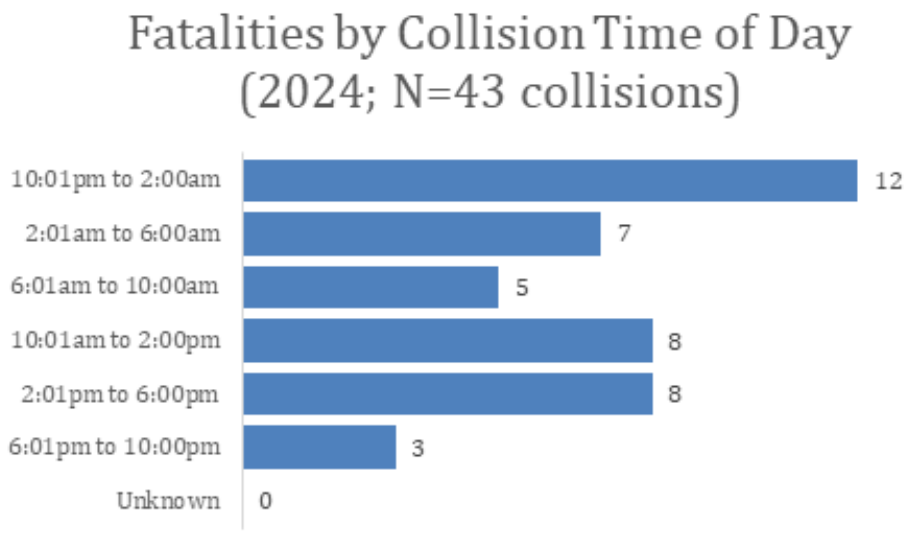
* This vehicle code number refers to official California Vehicle Codes (CVC). Descriptions provided are shorthand and not verbatim from the CVC code.

Of pedestrian fatalities (n=24) which have vehicle code information available, police classified 29% (n=7 out of 24) as caused primarily by the driver of a vehicle and 54% where the pedestrian was at fault (n=13 out of 24). No collisions in 2024 were considered dual-fault. Counts of primary collision factors by year can be found in Appendix C.

Time of Day

Collisions resulting in traffic fatalities in 2024 occurred more frequently in the late evening and early morning hours with peak numbers occuring between 10:01pm and 2am (28%; n=12). Between 10:01pm and 6:00am, the percentage of fatalities in aggregate is approximately 44% (n=19 of 43). Fatal collision time of day has shown notable variation from year to year.

Figure 8: Fatality Counts by Collision Time of Day in 2024



Turn Movement Preceding Driver At-Fault Collisions

Among the 20 driver-at-fault fatal traffic collisions, 65% of cases (n=13) involved drivers proceeding straight prior to collision. Three (15%) involved a left-turning vehicle, one involved a right-turning vehicle (5%), one crossed into the opposing lane (5%), one involved a parked vehicle (5%), and one drove off the road (5%).

There were 16 driver-involved fatal crashes where the driver was deemed not-at-fault (37%). In these crashes the at-fault parties were all pedestrians. Five of the pedestrians crossed the road, but not at a crosswalk, four of the pedestrians were in a crosswalk at an intersection but did not have the right of way, and four were standing in the road or in the shoulder of the road. Three driver-involved collisions had no at-fault party identified.

Driver Age (for Drivers Determined to be at Fault)

In 2024, 39 fatal collisions led to 43 fatalities. Approximately half (n=20, 51%) of the 39 fatal collisions were determined by police to be the responsibility of the driver of the motor vehicle or motorcycle involved. At fault drivers had a median age of 51 years. Approximately one-quarter (n=3 of 20, 15%) were young adults identified in the 18-24 age range, three were seniors (15%, defined as age 65 or older), and two at-fault drivers had an unknown age. Of the 39 total at-fault fatal collisions, 6 (15%) were single-party collisions that involved only a motor vehicle or motorcycle. For more details about driver demographics, see Appendix A.

Hit and Run Collisions

In 2024, 12% (n=5) of all traffic fatalities resulted from a collision in which the driver left the scene. A majority of those killed in hit and run collisions were pedestrians (n=4) and one was the rider of a motorcycle. While this statistic represents a 29% decrease in hit and runs from 2023, these circumstances remain problematic and disproportionately impact pedestrians.

Sharing Technology Involvement and Ride-hail Involvement

Sharing technology includes app-based services for ride-hailing as well as e-scooters and e-bikes. In 2024, there were no ride-hailing passenger fatalities or rider fatalities of rental standing powered devices. Ride-hail includes Transportation Network Companies (TNCs) like Uber and Lyft, as well as traditional taxis. In 2024, there were no passengers of a TNC involved in fatal traffic collisions. No taxis were determined by police to be a party in any fatal traffic collisions.

Large Vehicle Involvement

Of 43 traffic fatalities in 2024, three (7%) involved a pedestrian victim and a large vehicle.[23] These three fatalities are an increase from two in 2023.

Safety Equipment

Use of personal safety equipment as recorded in police collision reports varied by mode. Among six fatalities involving a driver of a motor vehicle, only one was verified as having used a seatbelt; the use of a seatbelt was unknown for the other five victims. There were three fatal motorcycle crashes where riders were wearing helmets, and one crash where the rider was not wearing a helmet.

Single-party Collisions

Single-party collisions are traffic fatalities that involve only one party and may include collisions with unoccupied parked vehicles; trips or falls from a means of conveyance; colliding with inanimate objects such as buildings, streetlights, and center medians; or falling from environmental hazards such as steep cliffs or embankments. In 2024, ten traffic crashes out of 39 (26%) were single-party collisions. Of these ten single-party traffic collisions resulting in a fatality: six were people in motor vehicles (60%), two were riding a motorcycle (20%), one was riding a bicycle (10%), and one was riding a standup powered device (10%).

[23] Large vehicles are defined as those larger than a pickup truck (with unladen weight of over 8,000 lbs) or a van designed to carry 10 or more people. Note that vehicle size information was unavailable for two hit and run collisions.

APPENDIX A – TABLE OF 2024 VISION ZERO TRAFFIC FATALITIES

#	Collision Date	Collision Time	Collision Location	Collision Type	Primary (Secondary) Collision Factor	Hit and Run	Deceased	Victim Age	Victim Sex	Collision Description
1	1/1/2024	8:26 PM	Junipero Serra Blvd near Palmetto Ave	Motor Vehicle Collision (solo)	23152(g)	No	Passenger	42	Male	The driver of the sedan was speeding northbound under the influence and struck the center median, resulting in the vehicle rolling over multiple times. The victim, who was a passenger, succumbed to their injuries.
2	1/31/2024	5:18 AM	Arguello Blvd and Fulton St	Motor Vehicle & Pedestrian	21950(c)	No	Pedestrian	63	Male	The driver of a minivan was traveling westbound, proceeded on a green light, and struck the victim, who was crossing northbound in the west side crosswalk.
3	2/8/2024	1:06 AM	19th Ave and Crespi Dr	Motor Vehicle Collision (solo)	22350	No	Driver	32	Male	The driver of a sedan was speeding southbound on 19th Avenue and collided with a parked tow truck. The driver succumbed to their injuries.
4	2/8/2024	4:58 AM	6th St and Bryant St	Motor Vehicle & Pedestrian	21954(a)	No	Pedestrian	31	Male	A driver of a pickup truck struck the victim, who was lying in the roadway for unknown reasons.
5	2/25/2024	6:40 PM	Alemany Blvd and Rousseau St	Motor Vehicle & Pedestrian	21950(a)	Yes	Pedestrian	76	Male	A driver of a sedan was traveling eastbound and struck the victim, who was crossing southbound in the east side crosswalk. The driver fled the scene.
6	3/2/2024	12:28 AM	Golden Gate Ave between Larkin and Hyde Sts	Motor Vehicle & Pedestrian	22106	Yes	Pedestrian	41	Male	A driver of a pickup truck was parked on the north side of Golden Gate Avenue when the victim walked and stood in the roadway. The driver began traveling eastbound and struck the victim. The driver fled the scene and was later arrested. The victim was experiencing homelessness.
7	3/8/2024	3:20 PM	Martin Luther King Dr and Music Concourse Dr	Motorcycle Collision (solo)	22106	No	Motorcyclist	48	Male	A driver of a motorcycle was speeding westbound and swerved to avoid a driver from the Music Concourse approach. The motorcyclist lost control, was ejected, and succumbed to their injuries.
8	3/16/2024	12:13 PM	Ulloa St and Lenox Way	Motor Vehicle & Pedestrian	22350	No	Pedestrian	40	Male	A driver of an SUV was speeding eastbound on Ulloa St, drove on the wrong side of the road and onto the sidewalk, struck the Library, and struck the victims, who were waiting at the bus shelter at Lenox Way. Four victims succumbed to their injuries.
9	3/16/2024	12:13 PM	Ulloa St and Lenox Way	Motor Vehicle & Pedestrian	22350	No	Pedestrian	1	Male	A driver of an SUV was speeding eastbound on Ulloa St, drove on the wrong side of the road and onto the sidewalk, struck the Library, and struck the victims, who were waiting at the bus shelter at Lenox Way. Four victims succumbed to their injuries.
10	3/16/2024	12:13 PM	Ulloa St and Lenox Way	Motor Vehicle & Pedestrian	22350	No	Pedestrian	38	Female	A driver of an SUV was speeding eastbound on Ulloa St, drove on the wrong side of the road and onto the sidewalk, struck the Library, and struck the victims, who were waiting at the bus shelter at Lenox Way. Four victims succumbed to their injuries.
11	3/16/2024	12:13 PM	Ulloa St and Lenox Way	Motor Vehicle & Pedestrian	22350	No	Pedestrian	0	Male	A driver of an SUV was speeding eastbound on Ulloa St, drove on the wrong side of the road and onto the sidewalk, struck the Library, and struck the victims, who were waiting at the bus shelter at Lenox Way. Four victims succumbed to their injuries.
12	3/30/2024	10:27 AM	Diamond St between 26th St and 25th St	Motor Vehicle Collision (solo)	22350	No	Driver	85	Male	The driver of a sedan was speeding northbound, lost control of the vehicle, struck trees and vehicles, and was ejected. The driver succumbed to his injuries.
13	5/3/2024	11:34 PM	Mansell St and San Bruno Ave	Motor Vehicle & MUNI Bus	22350	No	Passenger	25	Male	The driver of a sedan was speeding eastbound on Mansell Street, ran the stop sign at San Bruno Avenue, struck a MUNI bus, and struck a building. The passenger of the vehicle later succumbed to their injuries a few days later.

14	5/23/2024	12:37 PM	Ellis St and Jones St	Motor Vehicle & Pedestrian	21955(a)	No	Pedestrian	55	Male	The driver of a box truck was stopped at a red light at westbound Ellis St. The victim was walking northbound and proceeded to climb under the truck. When the Ellis St traffic signal became green, the driver proceeded and struck the victim, who succumbed to their injuries.
15	5/30/2024	9:30 AM	Fairfax Ave and Newhall St	Bicycle & Motor Vehicle	22517	No	Bicyclist	70	Male	A driver of a SFPUC pickup truck parked north of the intersection and opened the driver-side door. The victim was bicycling northbound and struck the open car door. The victim later succumbed to their injuries.
16	6/10/2024	3:41 AM	Cortland Ave and Mission St	Motor Vehicle & Pedestrian	Unknown	Yes	Pedestrian	41	Male	A driver of an SUV was traveling northbound and struck the victim.
17	6/15/2024	11:36 PM	Broadway and Van Ness Ave	Motor Vehicle & Pedestrian	21453(d)	No	Pedestrian	37	Male	A driver of a sedan was traveling westbound on Broadway and struck the victim, who was crossing northbound in the west side crosswalk against the solid red hand. The victim later succumbed to their injuries.
18	6/16/2024	3:50 PM	O'Farrell St and Hyde St	Standup Powered Device Collision (solo)	22350	No	Standup Powered Device Rider	49	Male	
19	6/17/2024	9:30 PM	Jerrold Ave and Toland St	Bus (Tour) & Pedestrian	21950(a)	No	Pedestrian	43	Female	A driver of a tour bus was traveling eastbound, stopped at the STOP sign, made a left turn onto northbound Toland, and struck the victim, who was crossing westbound in the north side crosswalk.
20	6/30/2024	4:48 PM	Harrison St between 5th St and 6th St	Motor Vehicle & Pedestrian	21954(a)	No	Pedestrian	29	Male	A driver of a minivan was speeding westbound when the victim ran northbound in front of the vehicle midblock. The victim later succumbed to their injuries.
21	7/5/2024	1:14 AM	16th St and South Van Ness Ave	Motorcycle & Motor Vehicle	21801(a)	Yes	Motorcyclist	22	Male	A driver of a vehicle was traveling northbound and struck the driver and passenger of a motorcycle, who were traveling southbound. The driver of the motorcycle later succumbed to their injuries. The driver of the vehicle fled the scene.
22	7/11/2024	12:41 AM	Geneva Ave between Cayuga Ave and Delano Ave	Motor Vehicle & Pedestrian	21954(a)	No	Pedestrian	23	Male	A driver of a sedan was traveling westbound under the influence and struck the victim, who was previously sitting in the roadway.
23	8/9/2024	3:38 PM	Driveway north of Bayshore Blvd and Helena St	Bicycle & Motor Vehicle	21801(a)	No	Bicyclist	66	Male	A driver of a pickup truck was making a southbound left turn into a parking lot and failed to yield to the victim, who was bicycling northbound and struck the rear of the pickup truck.
24	8/15/2024	2:49 PM	Bosworth St and Diamond St	Motor Vehicle & Pedestrian	21950(a)	No	Pedestrian	61	Female	A driver of a box truck was making an eastbound right turn and struck the victim, who was crossing eastbound in the southside crosswalk.
25	9/3/2024	4:39 PM	Point Lobos Ave between El Camino Del Mar and Great Highway	Motor Vehicle & Motor Vehicle	22350	No	Driver	56	Male	A driver of an SUV was speeding westbound on Point Lobos Avenue and struck a parked SUV. Both vehicles went through the fence and fell onto the embankment. The driver of the speeding vehicle was pronounced deceased at the scene.
26	9/12/2024	5:50 AM	Lombard St and Laguna St	Motor Vehicle & Pedestrian	21451(a)	No	Pedestrian	70	Female	A driver of a pickup truck was traveling eastbound and struck the victim, who was crossing northbound in the east side crosswalk. The victim later succumbed to their injuries.
27	9/21/2024	11:32 PM	Lombard St and Gough St	Motor Vehicle & Pedestrian	21456(a)(3)	Yes	Pedestrian	52	Male	A driver of an SUV was speeding eastbound and struck the victim, who was crossing southbound in the west side crosswalk against a solid red hand. The driver of the vehicle fled the scene.
28	9/30/2024	8:10 AM	6th Ave and Anza St	Motor Vehicle & Pedestrian	21955(a)	No	Pedestrian	94	Male	A driver of a sedan was traveling eastbound struck the victim, who was crossing northbound, east of the east side marked crosswalk. The victim later succumbed to their injuries.

29	10/2/2024	12:57 AM	25th Ave and Geary Blvd	Motor Vehicle & Pedestrian	21456(a)(3)	No	Pedestrian	94	Male	A driver of a sedan was traveling westbound and struck the victim, who began crossing southbound in the west side crosswalk against the solid red hand. The victim later succumbed to their injuries.
30	10/6/2024	1:11 AM	Treasure Island Rd between Clipper Cove Way and Macalla Rd	Motor Vehicle Collision (solo)	22107	No	Driver	24	Male	A driver of a sedan attempted to pass another vehicle on the one-lane, southbound direction, lost control of the vehicle and steered into the San Francisco Bay on the west side of the roadway. The driver was pronounced deceased at the scene.
31	10/15/2024	12:29 AM	Bush St between Stockton St and Grant Ave	Motorcycle Collision (solo)	Unknown	No	Motorcyclist	60	Male	A driver of a motorcycle was traveling eastbound on Bush Street, lost control, swerved into the north side sidewalk, and struck a tree and pole.
32	10/22/2024	8:44 AM	Parnassus Ave and Stanyan St	Motor Vehicle & Pedestrian	21950(b)	No	Pedestrian	70	Male	A driver of a truck was making a southbound right turn and struck the victim, who was crossing southbound in the west side crosswalk.
33	10/25/2024	6:52 AM	Broderick St and Geary Blvd	Motor Vehicle & Pedestrian	21955(a)	No	Pedestrian	35	Male	A driver of an SUV was traveling eastbound and struck the victim, who was crossing southbound.
34	11/23/2024	2:10 AM	Potrero Ave between 23rd and 24th Sts	Motor Vehicle Collision (solo)	23152(a)	No	Passenger	23	Male	A driver of a sedan was driving under the influence southbound on Potrero and struck a tree in front of 1176 Potrero Ave.
35	11/24/2024	2:40 AM	16th St and Rondel Pl	Motor Vehicle & Pedestrian	21954(a)	No	Pedestrian	64	Male	A driver of an SUV was traveling eastbound and struck the victim. Prior to the collision, the victim for unknown reasons laid down in the roadway.
36	11/25/2024	1:21 AM	Grafton Ave and Jules Ave	Motor Vehicle & Motor Vehicle	23152(a)	No	Driver	42	Female	A driver of a sedan was speeding southbound, failed to stop at the STOP sign, and struck the driver and passenger of another vehicle, who were traveling eastbound on Grafton Avenue. The driver and passenger of the second vehicle succumbed to their injuries. The southbound driver was suspected and charged of driving under the influence.
37	11/25/2024	1:21 AM	Grafton Ave and Jules Ave	Motor Vehicle & Motor Vehicle	23152(a)	No	Passenger	36	Female	A driver of a sedan was speeding southbound, failed to stop at the STOP sign, and struck the driver and passenger of another vehicle, who were traveling eastbound on Grafton Avenue. The driver and passenger of the second vehicle succumbed to their injuries. The southbound driver was suspected and charged of driving under the influence.
38	11/29/2024	1:47 PM	Mission St and Persia Ave	Motorcycle & Motor Vehicle	21453(a)	No	Motorcyclist	44	Male	A driver of an SUV traveling westbound ran a red light and struck a motorcyclist, who was travelling southbound on Mission Street. The motorcyclist was ejected and succumbed to their injuries.
39	12/3/2024	5:27 PM	Junipero Serra Blvd Frontage Road between Lyndhurst Dr and Holloway Ave	Bicycle Collision (solo)	Not Stated	No	Bicyclist	70	Male	A bicyclist was traveling northbound and struck a light pole. The victim later succumbed to their injuries.
40	12/14/2024	6:19 AM	Bayshore Blvd between Cortland Ave and Industrial St	Motor Vehicle & Pedestrian	Unknown	No	Pedestrian	65	Male	A driver of an SFPD marked patrol vehicle was traveling northbound and struck the victim, who was crossing eastbound. The victim stepped off the concrete median in front of the vehicle, north of Industrial Street, outside of the marked crosswalk.
41	12/25/2024	1:57 PM	Portola Dr and Market St	Motor Vehicle & Motor Vehicle	21800(a)	No	Passenger	88	Female	A driver was travelling northbound, made a left turn, and struck another driver who was traveling southbound. The passenger of the southbound vehicle later succumbed to their injuries.
42	12/25/2024	3:53 PM	Park Presidio Bypass north of Crossover Dr	Motor Vehicle Collision (solo)	22350	No	Driver	30	Male	A driver of a sedan was speeding southbound on Park Presidio Bypass approaching the curve towards Crossover Drive. The vehicle left the roadway, collided with a tree, and the vehicle was engulfed in flames. The driver was pronounced deceased at the scene.
43	12/27/2024	5:42 AM	Upper Great Highway near Ulloa St	Motor Vehicle & Pedestrian	21955(a)	No	Pedestrian	68	Female	A driver of a vehicle was travelling southbound on Upper Great Highway and struck the victim, who was crossing westbound from the center median.

*TC refers to City and County of San Francisco Traffic Code. This collision did not require a California Vehicle Code classification.

APPENDIX B – TRACKING SEPARATE FROM VISION ZERO TOTALS: FATALITIES ON FREEWAYS, AT SAN FRANCISCO INTERNATIONAL AIRPORT, AND IN THE PRESIDIO

Eight people (two people walking, four in motor vehicles, one person riding on a motorcycle, and one person riding a bicycle) were killed in transportation-related collisions on freeways in San Francisco in 2024. This number is down from nine in 2023; however, due to data availability changes that occurred in 2024, these numbers are preliminary.

There were zero traffic deaths in the Presidio and one on San Francisco International Airport (SFO) roadways in 2024.

Freeways are defined as grade separated highway with high-speed vehicular traffic and controlled ingress/egress. Traffic fatalities on freeways and in the Presidio are tracked, but not included in the Vision Zero SF Fatality counts, as these areas are serviced by various state and federal agencies. Caltrans is the state agency responsible for freeway operation, maintenance and improvements, and the California Highway Patrol (CHP) is the state agency responsible for traffic law enforcement. SFO and its roadways are private property under San Mateo County jurisdiction. Within the Presidio, the National Park Service's US Park Police officers perform law enforcement and public safety functions. Additionally, the Presidio Trust is responsible for operation, maintenance, and improvement of all roadways within the Presidio. The City engages with these agencies regarding transportation safety issues and freeway rights-of-way in San Francisco.

FATALITIES ON FREEWAYS

#	Collision Date	Deceased	Collision Type	Victim Age	Victim Sex	Collision Time	Collision Location
1	1/14/2024	Pedestrian	Motor Vehicle & Pedestrian	25	F	3:20 AM	Eastbound Highway 80 Bay Bridge
2	2/15/2024	Passenger	Motor Vehicle Collision	29	X	4:14 AM	Interstate 80 East Bay Bridge
3	2/15/2024	Driver	Motor Vehicle Collision	59	M	4:14 AM	Interstate 80 East Bay Bridge
4	2/15/2024	Passenger	Motor Vehicle Collision	38	F	4:14 AM	Interstate 80 East Bay Bridge
5	3/9/2024	Driver	Motor Vehicle Collision	22	M	2:08 AM	Interstate 280 North of Rousseau Street
6	3/11/2024	Pedestrian	Motor Vehicle & Pedestrian	67	M	2:34 AM	Interstate 80 West Fifth Street and Ninth Street Exit
7	4/11/2024	Motorcyclist	Motorcycle Collision	35	M	2:33 PM	Westbound Interstate 80
8	12/21/2024	Bicyclist	Bicycle & Motor Vehicle	34	M	Unknown	Southbound Hwy 101 at Silver Ave

APPENDIX C – PRIMARY COLLISION FACTORS BY YEAR

Darker shades represent higher counts. The table below suggests that overall, unsafe speed has consistently been a primary collision factor since 2014.

Driver failure to yield right of way to pedestrians at crosswalks was a top primary collision factor prior to 2020, and while still representing an ongoing issue, it is so at a lower average count in 2022 and 2023 than the trend recorded before 2020.

The trends below suggest that non-pedestrian commuters also still collide following moving violations at a red signal.

CA Vehicle Code	Primary Collision Factor Description	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
22350	Unsafe speed for prevailing conditions	6	7	3	4	3	4	9	9	8	2	11
21954(a)	Pedestrians must yield right-of-way outside of crosswalks	2	2	1	0	3	1	1	3	1	4	4
21955	Crossing between controlled intersections (Jaywalking)	3	1	1	2	1	0	0	1	1	0	4
n/a	Unknown, Pending, or None	3	0	4	1	1	2	4	0	5	2	4
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5	8	4	0	4	3	3
23152(a)	Under the influence of alcohol	1	1	2	0	1	2	2	2	2	3	3
21456(a,b,c)	Pedestrian violation of Walk or Wait signals	2	1	2	0	1	2	1	1	3	2	2
21801(a)	Violation of right-of-way - left turn	0	1	0	0	0	0	0	0	3	1	2
21451(a)	Failure to yield right-of-way within intersection or crosswalk	0	0	0	0	0	0	0	0	0	0	1
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1	2	3	4	4	4	2	1
21453(d)	Red signal - pedestrian responsibilities	1	0	2	0	0	1	1	0	0	0	1
21800(a)	Failure to yield right-of-way to vehicle that entered intersection from different highway	0	0	0	0	0	0	0	0	0	0	1
21950(b)	Pedestrian suddenly entering into vehicle path close enough to create an immediate hazard	3	0	0	1	0	0	0	1	1	0	1
21950(c)	Failure to exercise care and reduce speed for pedestrian within crosswalk	0	0	0	0	0	0	0	0	0	0	1
22106	No starting or backing vehicle while unsafe	0	0	0	0	1	0	0	1	0	3	1
22107	Unsafe turn or lane change prohibited	0	2	0	0	0	1	0	0	1	0	1
22517	Opening door on traffic side when unsafe	0	0	0	0	0	1	1	0	0	0	1
23152(g)	Under the influence of drug	0	0	0	0	0	0	0	0	0	0	1
20001(a)	Duty to stop when involved in accident with injury or death	0	0	0	0	0	0	0	2	0	0	0
21203	Illegal to hitch a ride on another vehicle	0	0	0	0	0	1	0	0	0	0	0
21208(a)	Riding outside bicycle lane prohibited	0	1	0	0	0	0	0	0	0	0	0
21460(a)	Remain at right of double parallel solid yellow lines - driver responsibility	0	0	0	0	1	1	0	0	0	0	0
21650	Failure to keep to right side of road	1	1	2	0	2	0	0	0	0	0	0
21650.1	Bicycle to travel in same direction as vehicles (riding wrong way)	0	0	0	1	0	0	0	0	0	0	0
21651(a,b)	Wrong way driving	0	0	1	0	0	0	0	1	0	0	0
21651(b)	Wrong way driving	0	0	1	0	0	0	0	0	0	0	0
21657	Going against one-way traffic patterns	0	0	0	0	0	0	0	0	0	1	0
21658(a)	Lane straddling or failure to use specified lanes	1	0	0	0	0	0	0	0	0	1	0
21663	Operating vehicle or bicycle on sidewalk prohibited	0	0	0	0	0	0	0	0	1	0	0
21712(b)	Unlawful riding on vehicle or bicycle prohibited	1	0	0	0	0	0	0	0	0	0	0
21755(a)	Unsafe overtaking or passing by driver	0	0	0	0	0	0	1	0	0	0	0
21804(a)	Entering highway from alley or driveway	0	1	0	0	0	1	1	0	0	0	0
21954(b)	Failure of driver or bicyclist to exercise due care for safety of pedestrian on roadway	0	0	0	0	0	1	1	0	2	0	0
21956	Pedestrian upon roadway	0	0	0	0	1	0	0	0	0	0	0
22100(a)	Turn at intersection from wrong position	0	0	0	0	0	0	0	1	2	0	0
22101(d)	Violating special traffic control markers (illegal turning movement)	0	0	0	1	0	0	0	0	0	0	0
22102	Illegal U-turn in business district	0	0	0	1	1	0	0	0	0	0	0
22411	Operating motorized scooter at speed in excess of 15MPH	0	0	0	0	0	0	0	0	0	1	0
22450(a)	Failure to stop at STOP sign	0	0	0	0	0	0	0	0	1	0	0
22515(a)	Leaving vehicle unattended without setting the brakes or stopping the motor	0	0	0	1	0	0	0	0	0	0	0
23152(f)	Under the influence of drug	0	0	0	0	0	0	0	0	0	1	0
7.213(c)13 TC	Other improper driving	0	0	0	0	0	0	0	1	0	0	0

APPENDIX D – PRELIMINARY EXCLUSIONS: APPLYING THE VISION ZERO TRAFFIC FATALITY PROTOCOL

Data provided from the California Department of Public Health's Vital Records Business Intelligence System (VRBIS) may include fatalities that: occurred in a motor vehicle but are not directly attributable to a traffic collision; occurred outside San Francisco; or occurred more than 30 days after the collision. The Vision Zero Traffic Fatality Protocol provides exclusion criteria for these cases, consistent with national and international best practices. The purpose of the protocol is to ensure consistent reporting of traffic fatalities through uniform application of agreed-upon criteria for defining a traffic death. A shared and consistent definition ensures that we can objectively evaluate trends and the impact of our efforts over time.

Cases are excluded if the death: occurs outside of the City and County of San Francisco; occurs on private property (including Caltrain right of way); occurs in the underground MUNI or BART transportation infrastructure; is reported as a suicide based on investigation; is reported as a homicide in which the 'party at fault' intentionally inflicted serious bodily harm that caused the victim's death; or is a fatality caused directly and exclusively by a medical condition or where the fatality is not attributable to road user movement on a public roadway. (Note: If a person driving suffers a medical emergency and consequently hits and kills another road user, the latter is included although the driver suffering a medical emergency is excluded.) Below is a chart of fatalities excluded from Vision Zero counts in 2024, with reasons for exclusion. *Fatalities may fall into multiple exclusion categories.*

2024 Railway deaths: Three deaths excluded from the Vision Zero fatality total were associated with railways, all on BART's right of way, in 2024. None of these three were determined to be a suicide, but one was determined to be a homicide. The number of railway associated fatalities is down from ten in 2023.
*subject to update pending additional information

