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Traffic Fatality Definition Protocol

February 2026
Version 6.8

POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

Contents

Contents 2
I. Purpose 3
II. Execution and Reporting 3
III. Data Sources 3
IV. Traffic Fatality Case Definition 4
V. Case Classification 5
VI. Reporting Template and Internal Tracking Table 7
Appendix A: Reporting Template 8
Appendix B: Stakeholders Receiving Memo 9
Appendix C: Pedestrian and Cyclist Fatalities Involving Aboveground Public Transit Rail Vehicles 10
Appendix D: Safe Streets Traffic Fatality Case Definition Flow Chart 11
Appendix E: Safe Streets Annual Tracking Table Template 12
Appendix F: Definition of Homicide Exclusions for Safe Streets San Francisco Traffic Fatality Protocol 13

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POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

Traffic Fatality Definition Protocol

I. Purpose

San Francisco's Street Safety initiative seeks to eliminate traffic fatalities and reduce severe traffic-related injury on San Francisco's streets. A standardized case definition of traffic fatality across city agencies ensures consistency, and is critical for data collection, surveillance, analysis, and evaluation of the burden of traffic mortality in the City and County of San Francisco.

II. Execution and Reporting

On a monthly basis, San Francisco Department of Public Health's (SFDPH) Safe Streets Lead Epidemiologist coordinates with San Francisco Police Department (SFPD) and San Francisco Municipal Transportation Agency (SFMTA) to reconcile traffic fatalities resulting from crashes in the prior month as reported by the Office of the Chief Medical Examiner (OCME) and SFPD. The process is as follows:

1) Within a week of a traffic death, DPH's Street Safety Lead Epidemiologist convenes a Rapid Response call to review the details of the fatality, with SFMTA, the SF District Attorney's Office, DPH Behavior Health Crisis Team, and SFPD as participants.
2) Once a month, a DPH Center for Data Science liaison downloads a copy of the Vital Records Business Intelligence System (VRBIS) for San Francisco death information.
3) Following receipt of this report, representatives from SFDPH, SFMTA, and SFPD evaluate the reported deaths by the VRBIS with additional information provided by SFPD reports, as available, and information from Rapid Response Calls. Using the traffic fatality case definition described in this protocol, they coordinate over email or phone to determine the number of reportable traffic deaths. Agencies also review any new information that has emerged regarding previous cases that might impact case classification. If no deaths occur during the month under review, the group nevertheless coordinates to confirm the fatality total.
4) Suspected or probable cases requiring additional follow-up or investigation for case classification are assigned to the appropriate agency representative, who reports results back to SFDPH as soon as possible.
5) Once suspected and probable case issues are reconciled and reviewed by all three agencies, SFDPH reports final traffic fatality counts in the Safe Streets Monthly Memo Reporting Template (Appendix A) to identified stakeholders (see Appendix B) via email and maintains associated documentation.
6) SFDPH also maps traffic fatalities and posts to the Safe Streets website on a monthly basis once the reporting template is complete.
7) Final fatality counts are subject to revisions if new information emerges that results in revised classifications.

III. Data Sources

Two primary data sources are used to identify traffic fatalities:

1) **Vital Records Business Intelligence System "VRBIS"**
   The California Department of Public Health maintains the VRBIS. Data in the VRBIS extract includes all death certificate and clinical diagnoses of the relevant decedent that perished in the City and County of San Francisco.
2) **San Francisco Police Department's "Report on Fatal Traffic Collisions"**

When there is a need for case clarification, SFPD will share information from CHP 555 Traffic Collision Reports or other salient investigation documentation regarding recent fatalities to inform case identification.

IV. Traffic Fatality Case Definition

Inclusion Criteria

Fatalities included have the following characteristics:

- 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.

In the event that a person dies within 30 days of the collision/collision date, but their death occurs in the subsequent calendar month or year, the case will be classified based on the collision date. This is consistent with the definition used by the California Highway Patrol's Statewide Integrated Traffic Records System (SWITRS), the primary data source utilized by the City for fatalities tracking prior 2013 – with the exception of the inclusion of LRV, as further addressed below.

Light Rail Vehicle, Cable Cars, and Streetcars: Public transit rail vehicle fatal collisions involving vehicles, motorcycles, bicycles, and mopeds are included and captured in the SWITRS database. However, fatality cases involving pedestrian/passenger/standup powered device riders versus public transit rail vehicles are not captured in SWITRS because neither is considered a "vehicle." However, rail-pedestrian fatalities will be included in the appropriate category for traffic fatality counts if they occur on a roadway or street and will be noted with an asterisk below the table. This reporting approach facilitates long-term trend analysis of comparable datasets with previous years of SWITRS data.

Freeways: Traffic fatalities on State-operated and maintained freeways are tracked, but not included in the Safe Streets total counts, and instead reported in a separate note below the table. Freeways are defined as grade-separated highways with high-speed vehicular traffic and controlled ingress/egress. The recording and reporting of traffic deaths occurring on the freeway and freeway ramps that are designated State-jurisdiction will be included in traffic death reporting as a separate note and will facilitate engagement with Caltrans and the California Highway Patrol.

Freeway Ramps: Freeway ramp deaths occurring within a City intersection or that occur at the limit line within City jurisdiction will be counted in the traffic fatalities total count. Freeway ramp intersections are ramp transitions to a City street jurisdiction at street-level intersections or designated crosswalks where jurisdiction transfers from the state to the City.

Excluded from Traffic Fatality Total, but Tracked in Annual Report

A case will be tracked yet excluded from San Francisco fatal crash totals if the death:

- Is investigated by the Office of the Medical Examiner, but occurs outside the City and County of San Francisco;
- Occurs on private property (note that University of California, San Francisco and San Francisco State University campuses are private property);

- Occurs in the underground MUNI or BART transportation infrastructure;
- Occurs on Caltrain right-of-way that does not intersect with a city street;
- Is reported as a suicide based on agency-specific investigation;
- Is reported as a homicide in which the 'party at fault' intentionally inflicted serious bodily harm that caused the victim's death (See Appendix F for additional detail). Cases without intentionality information available are not excluded;
- Occurs more than 30 days after a qualifying crash or impact event;
- 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: In the event that a person driving suffers a medical emergency and consequently hits and kills another road user, the road user is included and the driver suffering a medical emergency is excluded.)

Please refer to Appendix D for a flowchart of these criteria.

Additionally, a number of geography and jurisdiction-based criteria within the City and County of San Francisco also result in tracking but exclusion from the fatality count. These are if the death:

- Occurs within the Presidio (federal land/roadways);
- Occurs on a freeway anywhere besides a freeway ramp which intersects with a non-freeway street;
- Occurs on a San Francisco International Airport (SFO) roadway. SFO roadways are private as a matter of law, and fall under the jurisdiction of San Mateo County and are tracked separately from Safe Streets totals.

V. Case Classification

Deceased: Victims are classified based on the collision report as: Pedestrian, Driver, Passenger inside a Motor or Transit Vehicle, Passenger outside a Motor or Transit Vehicle, Motorcyclist, Cyclist, Moped rider, or Standup powered device rider.

Pedestrians are defined as people traveling on foot or on a (non-bicycle) device propelled solely by human power – including skateboards, roller skates, sleds, skis, kick scooters, and baby carriages, in line with the CHP definition. Pedestrians also include someone not using any type of vehicle that may be stationary, sleeping or sitting on a public sidewalk or street. Note that the sole motorized device currently included in the pedestrian category is personal mobility scooter (distinct from a moped or electric or motorized standup scooter; see Moped and Standup Powered Device definitions for more on these). Note: Deaths of individuals travelling in a wheelchair, motorized mobility scooter, or self-propelled non-motorized skateboard, standup (kick) scooter, or roller blades will be captured under pedestrian counts and denoted with a separate asterisk under the reporting table.

Drivers and Passengers are occupants of motor vehicles including cars, trucks, buses, vans, and public transit rail vehicles. Passengers inside such vehicles will be designated as "People Killed While Riding in a Motor or Transit Vehicle." People outside designated passenger areas of such vehicles (including on the exterior of a vehicle or in the bed of a truck) will be designated as "People Killed While Riding outside a Motor or Transit Vehicle."

- In the event that a rider of a non-motorized skateboard (or other typically self-propelled travel mode) is killed in association with an event where the rider holds onto another vehicle (e.g. skitching), the person will be classified in the "People Killed While Riding outside a Motor or Transit Vehicle" category.
- Individuals alighting or entering into stopped vehicles (e.g., Waymo/Uber passengers and drivers of commercial delivery vehicles), are also included in this category.

Motorcyclists are riders of two or three wheeled seated vehicles which require a helmet to drive in California[1]. M-1 Department of Motor Vehicles license endorsement may or may not be required depending on the particular vehicle. Devices classified as motor-driven cycles or motorcycles by California Vehicle Code are included in this definition.

Moped riders are riders of a two or three wheeled device "*having fully operative pedals for propulsion by human power, or having no pedals if powered solely by electrical energy, an automatic transmission, and a motor which produces less than 4 gross brake horsepower and is capable of propelling the device at a maximum speed of not more than 30 miles per hour on level ground*," according to the CHP definition. In addition, this category includes class III electric bicycles, which have speedometers and provide power assistance up to 28 mph.

Cyclists include riders of conventional bicycles and class I-II electric bicycles, as well as pedicabs and seated unicycles among other possible variants. Devices must have fully operable pedals. Class I and II electric bicycles may reach powered speeds of up to 20 mph by federal definition. Note: Deaths of individuals riding class I and II electric bicycles will be captured under cyclist counts and denoted with a separate asterisk under the reporting table.

Standup powered device riders are defined as riders of electric or motorized transportation devices that are designed to be ridden while standing on a floorboard and are permitted to ride in a bicycle lane. This includes, but is not limited to: powered standup scooters (whether or not the device features a seat), electric skateboards, Segway-type vehicles, nine-bots, hoverboards and electric unicycles on which the rider stands.

Freeway count: A death that occurs solely on a freeway or freeway ramp at a location that does not intersect with a non-freeway street within the City and County of San Francisco.

Public transit rail collision not involving a motor vehicle count: A death that involves a collision with an aboveground public transit rail vehicle and a Pedestrian, Cyclist, either conventional or exterior Passenger, and/or Standup powered device rider. Appendix C details this category and its history in more detail.

[1] Details per CA CHP: https://www.chp.ca.gov/programs-services/programs/california-motorcyclist-safety/motorcycles-and-similar-vehicles

VI. Reporting Template and Internal Tracking Table

Reporting Table Template

A Reporting Table template (Appendix A) will be used to summarize all traffic deaths that meet the Traffic Fatality Case Definition. This table will display the distribution of San Francisco City Streets deaths by mode, with LRV-related non-motor vehicle fatalities and freeway deaths noted with an asterisk. To maintain comparability to SWITRS data, rail-related pedestrian deaths are captured and tracked separately since SWITRS data excludes that type of collision.

Tracking Table Template

In order to track the classification of all cases, a Tracking Table will be utilized, categorizing each death by victim and traffic circumstances (Appendix E). Using the Traffic Fatality Case Definition, traffic deaths will be either included or excluded for reporting based on the criteria, which will be reflected in this table. The Tracking Table will be retained as documentation of the process and accountability for all reported traffic deaths in the City and County of San Francisco.

Distribution

Once deaths are reconciled through this process, the Reporting Table will be distributed to the appropriate agencies and Stakeholders, as listed in Appendix B, and the website will be updated. The Tracking Table will also be distributed to the Fatality Reporting Team representatives from SFPD, SFMTA, and SFDPH.

Appendix A: Reporting Template

Monthly Reporting Template

Traffic Fatalities through Current Month, Year

Traffic Victim	Current Month Count	Year to Date Count
People Killed While Walking*	0	0
People Killed While Cycling*†	0	0
People Killed While Riding a Standup Powered Device*	0	0
People Killed While Riding in a Motor or Transit Vehicle ‡	0	0
People Killed While Riding outside a Motor or Transit Vehicle ‡	0	0
People Killed While on a Moped	0	0
People Killed While on a Motorcycle	0	0
People Killed While Driving	0	0
TOTAL	**0**	**0**

*W of those cases involved collisions between above-ground light rail vehicle (LRV) and a pedestrian, cyclist, or standup powered device rider on city streets— which are not captured in the CHP's Statewide Integrated Traffic Records System

†X cyclist fatalities involved riders of class I or II electric bicycles

‡Y passenger fatalities (e.g. riding inside or outside of an LRV) included which are not captured in the CHP's Statewide Integrated Traffic Records System

Note: The table does not reflect Z freeway deaths occurring on grade-separated freeways under Caltrans jurisdiction in the City and County of San Francisco.

Appendix B: Stakeholders Receiving Memo

Fatality Reporting
Upon finalization of traffic fatality counts, the monthly and year-to-date reporting templates will be distributed to key Stakeholders at a number of agencies via a list maintained by SFDPH. Stakeholders include those listed below:

Mayor's Office, to include
- Mayor

SFMTA, to include
- SFMTA Director

SFPD, to include
- SFPD Police Chief

SFDPH, to include
- SFDPH Director and Health Officer

SFCTA

SF Controller's Office

SFDPW

Advocacy Groups, to include
- San Francisco Bicycle Coalition
- Walk San Francisco

Team Representatives from SFPD, SFMTA, SFDPH

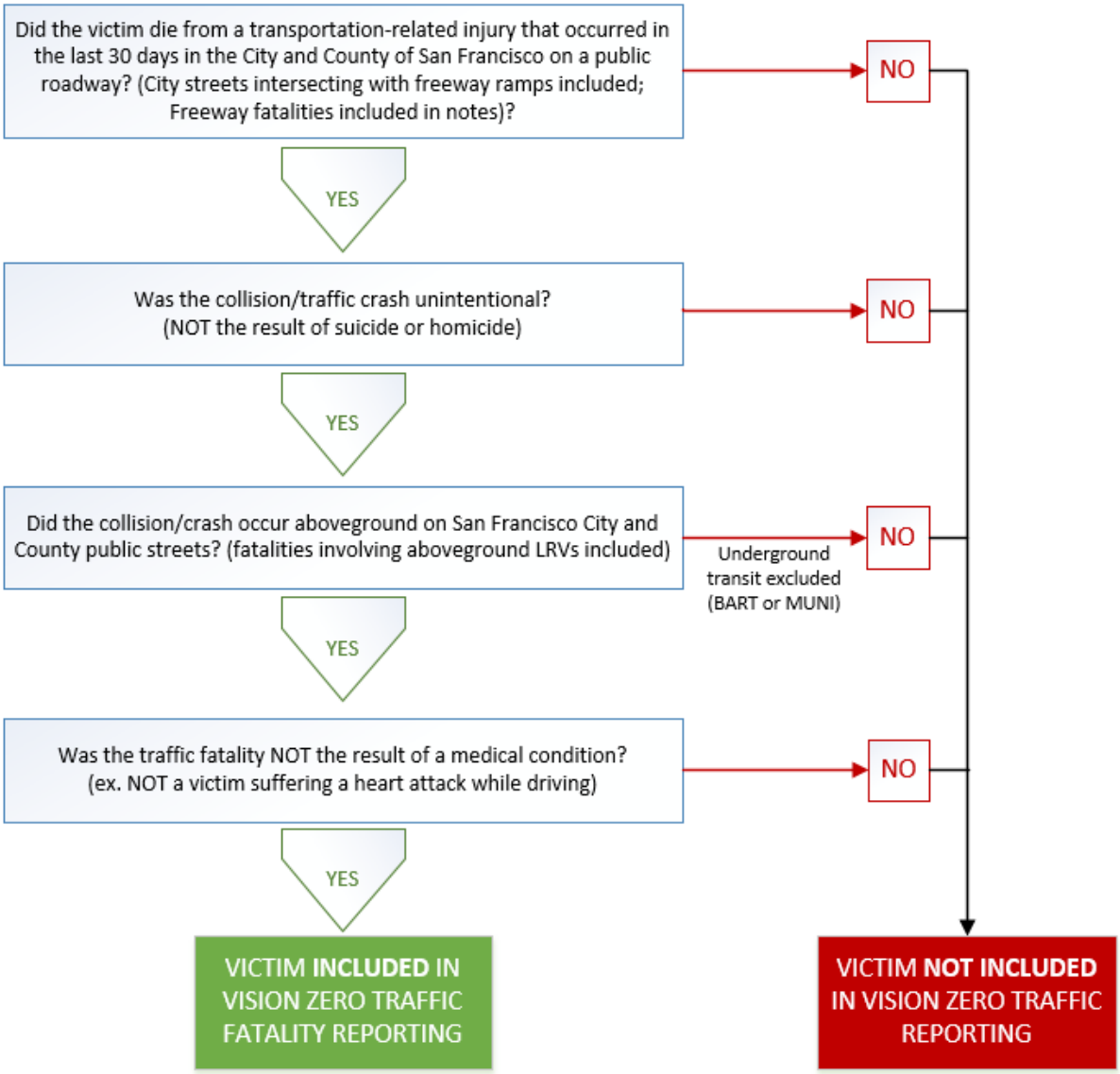
Appendix C: Pedestrian and Cyclist Fatalities Involving Aboveground Public Transit Rail Vehicles

Aboveground public transit rail vehicle fatality collisions not involving motor vehicles but affecting pedestrians, cyclists, or standup powered device riders are important to track separately under Safe Streets Traffic Fatalities, as they meet the traffic fatality definition criteria, but are not captured in the police-reported data from the Statewide Integrated Traffic Records System (SWITRS). SWITRS protocol captures LRV injury collisions that involve motor vehicles, but do not include LRV injury collisions that involve non-motor vehicle parties. In the Safe Streets Reporting Table, an asterisked note is included below the table indicating the number of these fatalities, so that comparison with past data reported can still be done easily if desired. The utilization of OME's Motor Vehicle Deaths data addresses this data gap as a consistent and reliable source to monitor and collect this data forward from 2014.

According to the Collision Investigation Manual, which informs SWITRS data collection and data standardization protocols, only LRV collisions involving a motor vehicle are captured in SWITRS reporting[2]. The manual defines trains as "a series of rail vehicles that move along guides to transport freight or passengers from one place to another…[which] includes a cable car or trolley which is on rails (p 8-18)". Specifically, in Section 13.4 of the manual, a "train is not a motor vehicle by definition for the purposes of reporting, therefore a train versus vehicle collision is only reported if the collision involves a motor vehicle – a train versus pedestrian is not documented on a CHP 555" (CHP 555 = Traffic Collision Report). LRV injury collisions involving motor vehicles are identified as "Railroad Collisions," as defined in Section 2.52 as "any collision involving a train and a motor vehicle in transport" and are coded as "F – Train" in the Motor Vehicle Involved With" field in the Collision Table of the SWITRS dataset. Specific investigation procedures for vehicle versus train collisions are provided in chapter 13 of the CHP manual.

[2] California Highway Patrol. 2003. Collision Investigation Manual HPM 110.5. pp 1-236.

Appendix D: Safe Streets Traffic Fatality Case Definition Flow Chart



Appendix E: Safe Streets Annual Tracking Table Template

Mode/ Collision Circumstance	People Walking	People Driving	People Riding in a Vehicle	People Riding outside a Vehicle	People Riding a Motorcycle	People Riding a Moped	People Riding a Bike†	People Riding a Standup Powered Device α	Total
Reporting / Qualified									
City Streets									0
Freeway ramp intersecting with City Street									0
LRV/non-motorist β									0
Freeways/Presidio/SFO - OOJ									
Freeway									0
Presidio									0
SFO									0
VRBIS Exclusions									
Non-SF Jurisdiction									0
Private Property									0
Underground									0
Suicide									0
Homicide									0
Fatality in non-moving vehicle									0
Other, Death > 30 days									0
Other, Medical									0
Total	0	0	0	0	0	0	0	0	0

†X cyclist fatalities involved riders of class I or II electric bicycles.

α For our purposes, standup powered devices are electric or motorized devices designed to be stood upon and motor-assisted 20 MPH. This includes e-scooters, hoverboards, Segway-type vehicles and e-skateboards. Deaths of people riding unpowered analogous devices are captured and footnoted in the People Walking category.

β Aboveground light rail vehicle (LRV) fatalities involving parties outside of motor vehicles (i.e. pedestrians, cyclists, standup powered device riders, and conventional or exterior LRV passengers) are tracked separately, as they are not captured in the CHP's Statewide Integrated Traffic Records System (See Appendix C).

VISION ZERO SF

Working together to prioritize street safety and eliminate traffic deaths in San Francisco.

Appendix F: Definition of Homicide Exclusions for Safe Streets San Francisco Traffic Fatality Protocol

MEMORANDUM

TO: Commander Ann Mannix, Traffic Chief, San Francisco Police Department
James Shahamiri, Associate Engineer, San Francisco Municipal Tranportation Agency
Ricardo Olea, City Traffic Engineer, San Francisco Municipal Tranportation Agency

FROM: Leilani Schwarcz, Safe Streets Epidemiologist, San Francisco Department of Public Health
Megan Wier, Co-chair, San Francisco Safe Streets Task Force, San Francisco Department of Public Health

DATE: June 4, 2015

RE: Definition of Homicide Exclusions For Safe Streets San Francisco Traffic Fatality Protocol

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The Definition of Homicides for San Francisco Safe Streets Fatality Tracking

Surveillance of traffic fatalities occurring in San Francisco has raised the issue of the death classification of 'homicide'. The term 'homicide' presents an inherent layer of complication because it is a legal term, broadly defined as any killing of a human being by another human being, which are sometimes lawful or unlawful depending on circumstance.[3] The Office of the San Francisco Chief Medical Examiner emphasizes that the classification of 'homicide' for the purposes of death certification is a neutral term and neither indicates, nor implies criminal intent or wrongdoing, which remains a determination or province of legal processes.[4] In the current version of the Safe Streets Traffic Fatality Protocol, a death is excluded if it 'is reported as a homicide based on an agency-specific investigation'. In the practical application of this definition to evaluate traffic deaths occurring in San Francisco, this can lead to excluding traffic deaths that are a result of the 'party at fault' behaving in a way that displays extreme, reckless disregard for life. An example would be the exclusion of a pedestrian death that was the result of a police pursuit of a criminal who committed a violent crime, fleeing the scene in a motor vehicle, speeding and disregarding traffic rules, who consequently hits and kills a pedestrian in the roadway. Police investigation or Medical Examiner investigation may classify this pedestrian death as a homicide; however, this death is recommended to be captured as a Safe Streets reported traffic fatality. This example parallels the fatal consequences of a drunk driver who kills a fellow road user due to their disobedience of traffic laws and reckless behavior, which would be a death included as a Safe Streets reportable traffic fatality.

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[3]NOLO Law For All. Homicide: Murder and Manslaughter. (2015, May 20). Retrieved from http://www.nolo.com/legal-encyclopedia/homicide-murder-manslaughter-32637.html

[4]City and County of San Francisco Office of the Chief Medical Examiner. (2013). *Fiscal Year 2013-2014 Annual Report*. Retrieved May 20, 2015 from http://sfgsa.org/modules/showdocument.aspx?documentid=10737

In order to capture these deaths that are a result of reckless human behavior, the proposed revision to the Safe Streets Traffic Fatality Protocol exclusion language reads:

"A case will be excluded if the death is reported as a homicide in which the 'party at fault' intentionally inflicted serious bodily harm that causes the victim's death."

Specifically, this would allow for the exclusion of deaths resulting from the intentional use of violent weapons against victims who are actively using the transportation system (i.e. victims who suffer a gunshot wound while driving). This proposed definition is consistent with California SWITRS (Statewide Integrated Traffic Records System), FARS (Fatality Analysis Reporting System) definition and the Australian road fatality definition and would ensure that San Francisco is not underestimating traffic fatalities. As Safe Streets Traffic Fatality Reporting is conducted on a monthly basis, any corrections or revisions regarding unresolved homicides would have to be reconciled at the end of the year.

Background: California and US Traffic Fatality Definition

In the SWITRS CHP (California Highway Patrol) Manual, a fatal injury is defined as death as a result of injuries sustained in a collision, or an injury resulting in death within 30 days of the collision. The manual further explains that the following are not classified as motor vehicle collisions: (1) Suicide or self-inflicting injury (2) Homicide, Injury, or Damage Purposely Inflicted.[5] More specifically, the manual details examples of circumstances that would qualify as homicide and consequently be excluded, such as: a person who deliberately intended to cause death, injury, or damage by driving a motor vehicle against persons, vehicles, or property; or a person who fired a gun into a motor vehicle that was travelling along a highway, where the driver was struck and subsequently lost control of the vehicle, resulting in a traffic collision; or a passenger who grabs the steering wheel of a vehicle with the intent to harm themselves and/or the driver, resulting in a traffic collision. FARS, which is a nationwide census providing NHTSA (National Highway Traffic Safety Administration), Congress and the American public yearly data regarding fatal injuries suffered in motor vehicle traffic crashes, define a traffic fatality as at least one motor vehicle involved in a crash while in transport on a traffic way and at least one person involved in the crash died as a direct result of the crash within 720 hours (30 days), which is consistent with the California SWITRS traffic fatality definition. FARS excludes cases of: deliberate intent (homicide, suicide), legal intervention (except when the fatality is an innocent victim), cataclysm (earthquake, flood, landslide, etc.), not on a traffic way (private property, parking lot), and a fatally injured person who expires after 720 hours from the time of the crash.[6]

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[5]California Highway Patrol. (2003). *Collision Investigation Manual* (HPM 110.5). Sacramento, CA: Office of the Commissioner. Retrieved May 20, 2015 from http://www.nhtsa.gov/nhtsa/stateCatalog/states/ca/docs/CA_CHP555_Manual_2_2003_ch1-13.pdf

[6]Chidester A. (2008). *Overview of NHTSA's Investigation Based Programs: NASS CDS, SCI, and NMVCCS*. National Highway Traffic Safety Administration Retrieved May 20, 2015 from http://www.nhtsa.gov/DOT/NHTSA/NVS/Public%20Meetings/SAE/2010/Chidester_SAE2010.pdf

Background: International Road Traffic Fatality Definitions

The Safe Streets Policy is a systematic approach that originated in Sweden in 1997, and was imported to San Francisco in part due to its remarkable road safety success, which aims to eliminate all roadway fatalities and serious injuries. Since Sweden and other European countries have been the pioneers of this initiative, research of their definitions for a traffic fatality was undertaken. Internationally, according to OECD (Organization for Economic Co-operation and Development), IRTAD (International Traffic Safety Data and Analysis Group), WHO (World Health Organization) and UNECE (United Nations Economic Commission of Europe), a road fatality is a person who died in a traffic crash within 30 days of the crash. Suicides, but not homicides, involving the use of a road motor vehicle are excluded.[7] Globally, approximately 80 countries use a 30-day definition for a road traffic fatality.[8] In Sweden, road fatalities adhere to the international definition established at the Vienna convention from 1968: "Any person who was killed outright or who died within 30 days as a result of an accident", which would have included suicides. However, as of 2010, Sweden started separating out reports into natural cause and suicides, which are then excluded from the national statistics.[9] In Australia, another Safe Streets pioneer, a road fatality is defined as a person who dies within 30 days as a result of injuries sustained in a road traffic crash. Fatalities caused directly and exclusively by a medical condition, suicide or other deliberate act (such as homicide) or where the fatality is not attributable to vehicle movement (such as an insect or animal bite, or the accidental discharge of a weapon) are excluded. However, associated fatalities caused as a result of excluded casualties are included. For example, if a driver suffers a heart attack and subsequently dies after being involved in a road traffic crash which results in a pedestrian fatality, the pedestrian fatality is included although the driver fatality is excluded.[10]

Differences in these Approaches

Only the US and Australia specifically address the circumstance in which a road fatality is identified as a deliberate or intentional homicide, where both countries have deemed these as exclusions. However, in Australia there is a stipulation that includes deaths of innocent victims resulting from circumstances that are classified as 'exclusions', such as the scenario described in the previous section.

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[7]Organization for Economic Co-operation and Development. (2013). *Road Fatalities* (OECD Factbook 2013: Economic, Environmental and Social Statistics). Retrieved May 20, 2015 from http://www.oecd-ilibrary.org/sites/factbook-2013-en/06/02/03/index.html?contentType=&itemId=/content/chapter/factbook-2013-50-en&containerItemId=/content/serial/18147364&accessItemIds=&mimeType=text/html

[8]World Health Organization. (2009). *Global Status Report on Road Safety*. Retrieved May 20, 2015 from http://www.un.org/ar/roadsafety/pdf/roadsafetyreport.pdf

[9] Email correspondence with Dr. Matts-Åke Belin, Project Manager Vision Zero Academy, Swedish Transport Administration. May 20, 2015.

[10]Queensland Government. (2012). *2011 Fatal Road Traffic Crashes in Queensland: A report on the road toll* (Transport and Main Roads). Retrieved May 20, 2015 from http://www.tmr.qld.gov.au/~/media/Safety/Transport%20and%20road%20statistics/Road%20safety/Fatal_road_traffic_crashes_in_qld_2011.pdf

Consistently across all road fatality definitions, both international and domestic, deaths occurring within 30 days of the crash as a result of the injuries sustained from the crash are included and deaths determined as suicides are excluded. The US appears to be the only country that restricts the inclusion of deaths to crashes that occurred on public roadways.

As the widely accepted '30-day international definition' reads, **any** road fatalities resulting from a traffic crash would be tallied, which would capture both intentional and unintentional deaths that fall under the category of homicide.