



Through Vision Zero SF we commit to working together to prioritize street safety and eliminate traffic deaths in San Francisco.

VISION ZERO COMMITTEE

MARCH 14, 2019





ITEM 4: 2018 FATALITY REPORT

SHAMSI SOLTANI, SFDPH

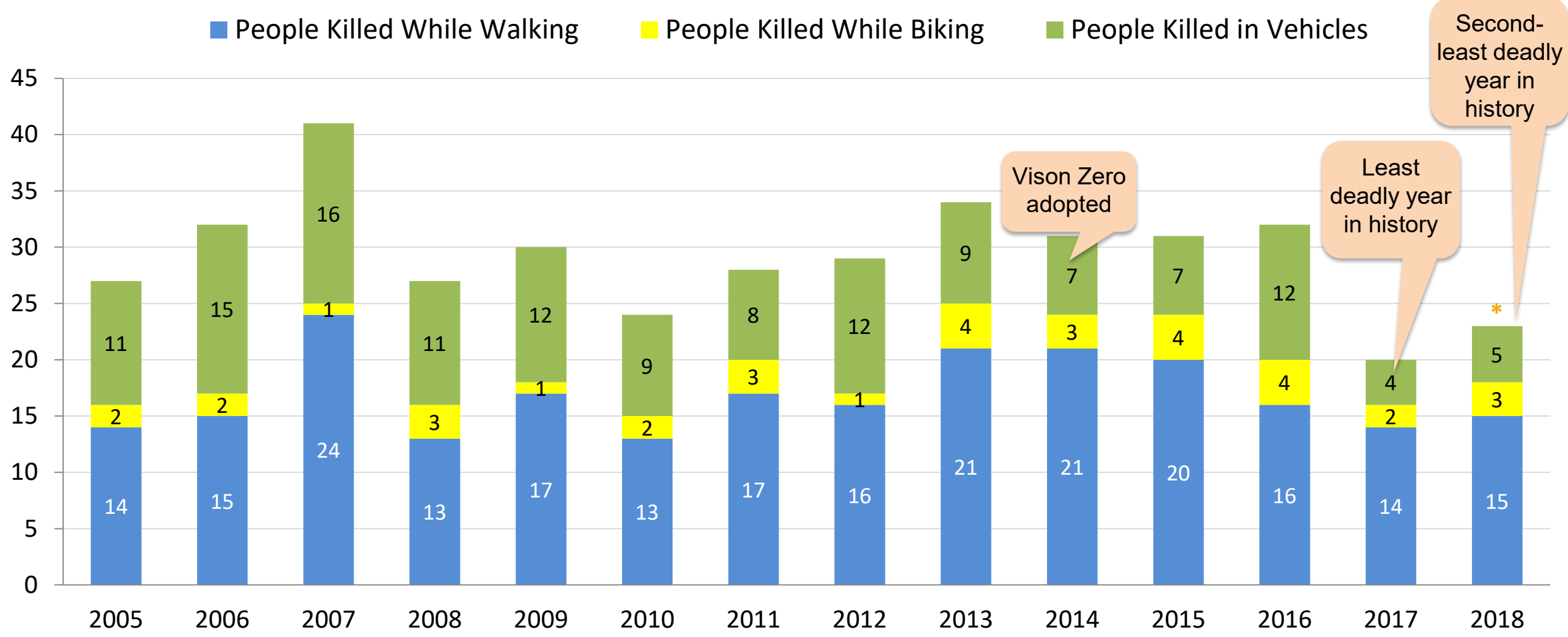


POPULATION HEALTH DIVISION
 SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH



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

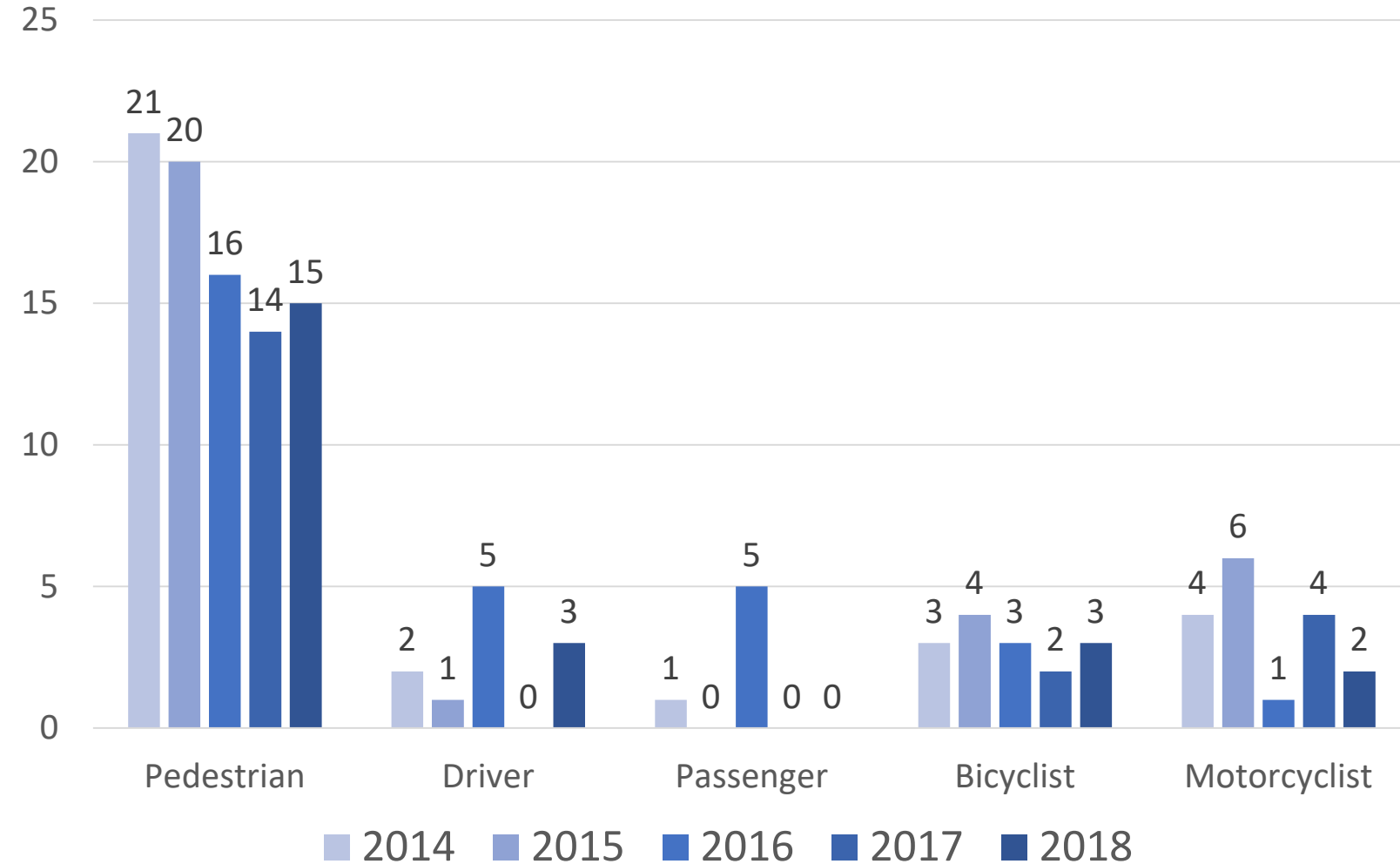
23 TRAFFIC-RELATED DEATHS IN 2018



*2018 FATALITY COUNTS ARE PRELIMINARY

TRAVEL MODE

Fatalities by Mode (2014-2018)



Pedestrians are most vulnerable: 65% of fatalities



Three people killed while travelling in a motor vehicle, in contrast to 2017



Three people killed while biking: 13% of fatalities

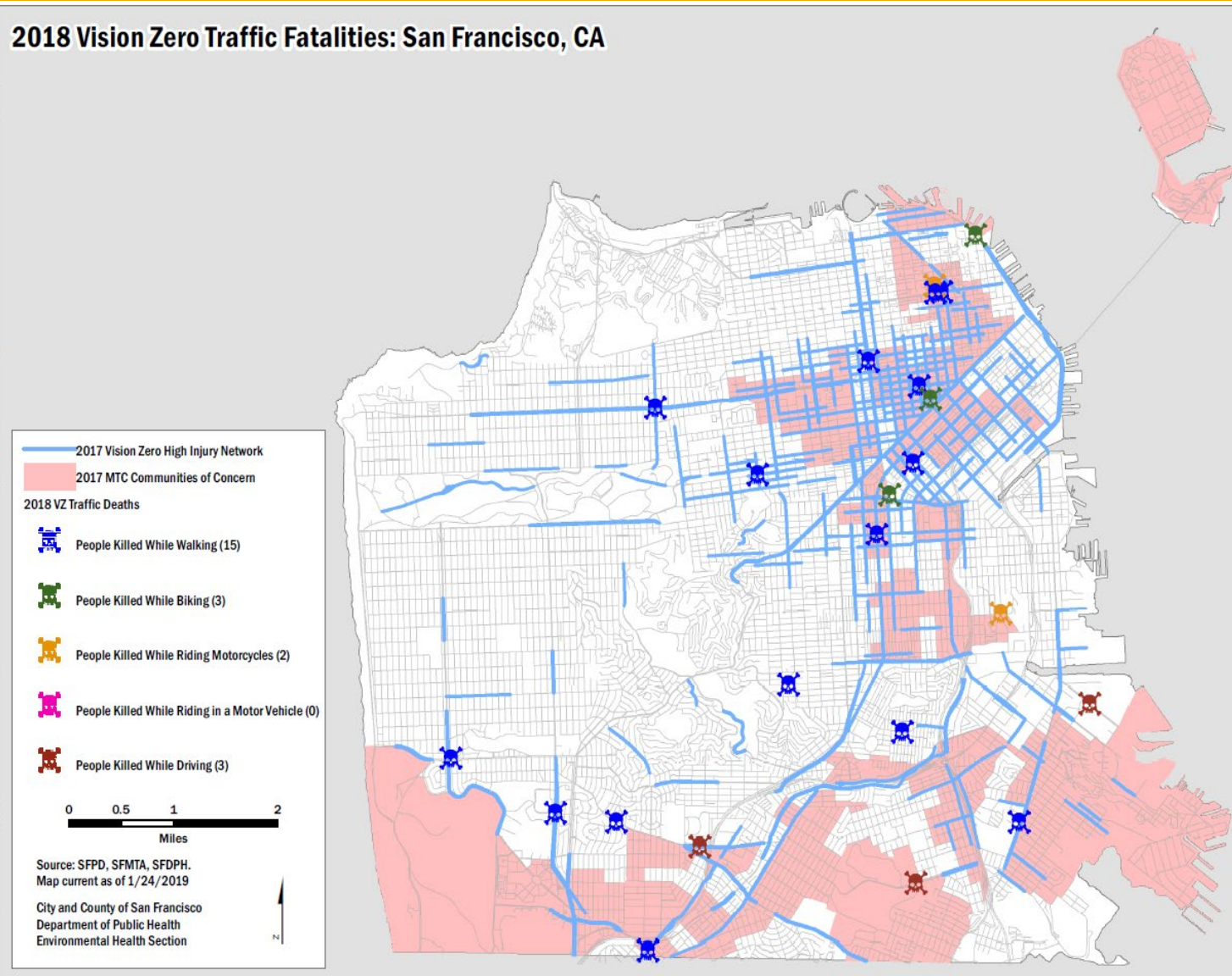


Two people killed while riding a motorcycle: 9% of fatalities

Note: Traffic fatality totals are susceptible to random variation. Year-to-year changes may thus be due to chance.

VISION ZERO HIGH INJURY NETWORK

2018 Vision Zero Traffic Fatalities: San Francisco, CA

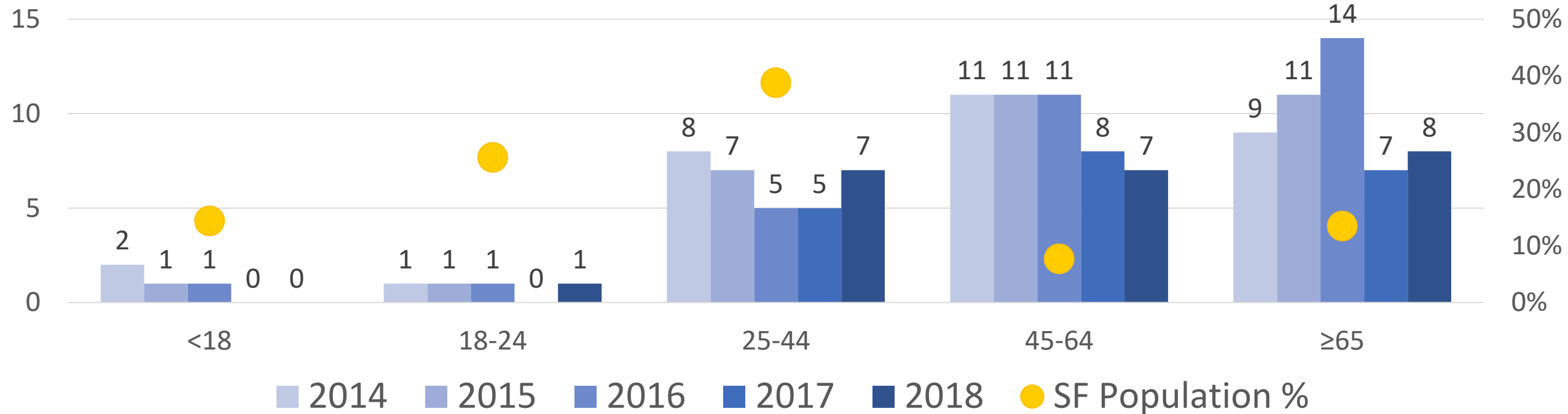


- In 2018, 48% (n=11) of traffic fatalities occurred on the Vision Zero High Injury Network.
- Over half (52%; n=12) of fatalities occurred in a Community of Concern – seven of which were on the VZHIN.

AGE

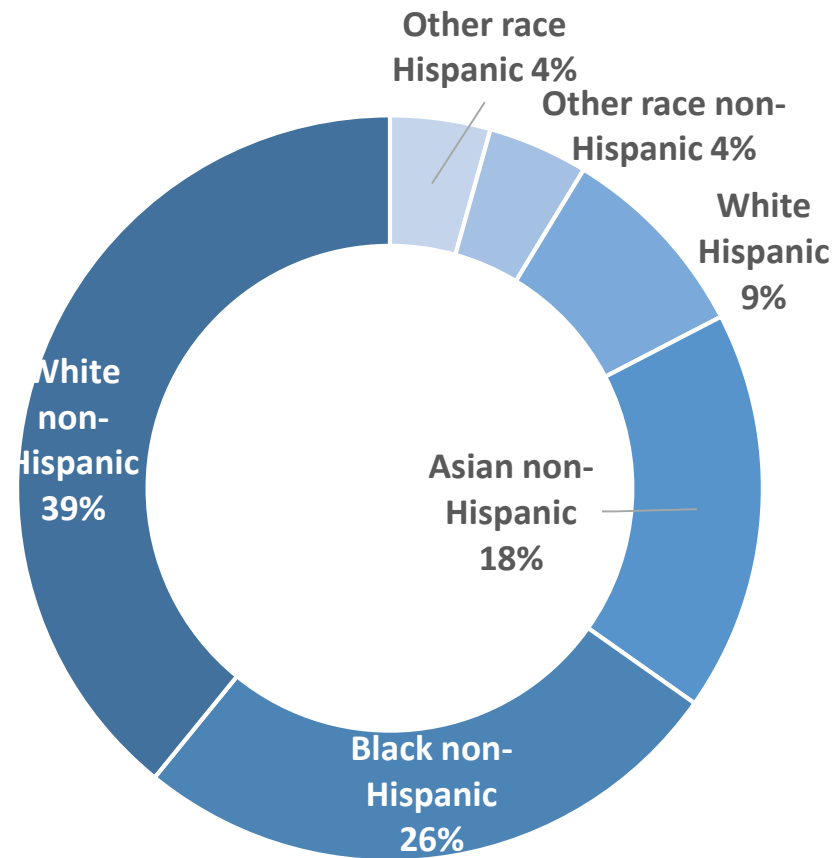
- Seniors suffer a disproportionate rate of traffic fatalities
- Among pedestrian fatalities, 40% were people age 65 and older and 73% were people age 50 and older
- No child fatalities, one death of a person 18-24 years old in 2018

Fatalities by Age (2014-2018)



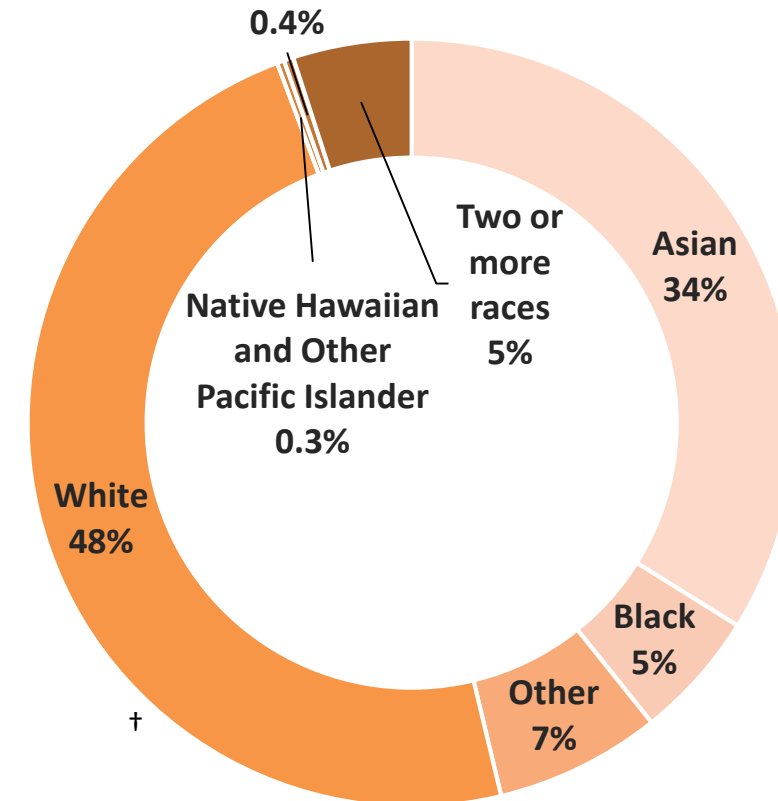
RACE/ETHNICITY

- Majority of people killed were non-Hispanic ethnicity and White, Black and Asian.
- Black individuals are notably over-represented and Asian people are under-represented in these fatality data.



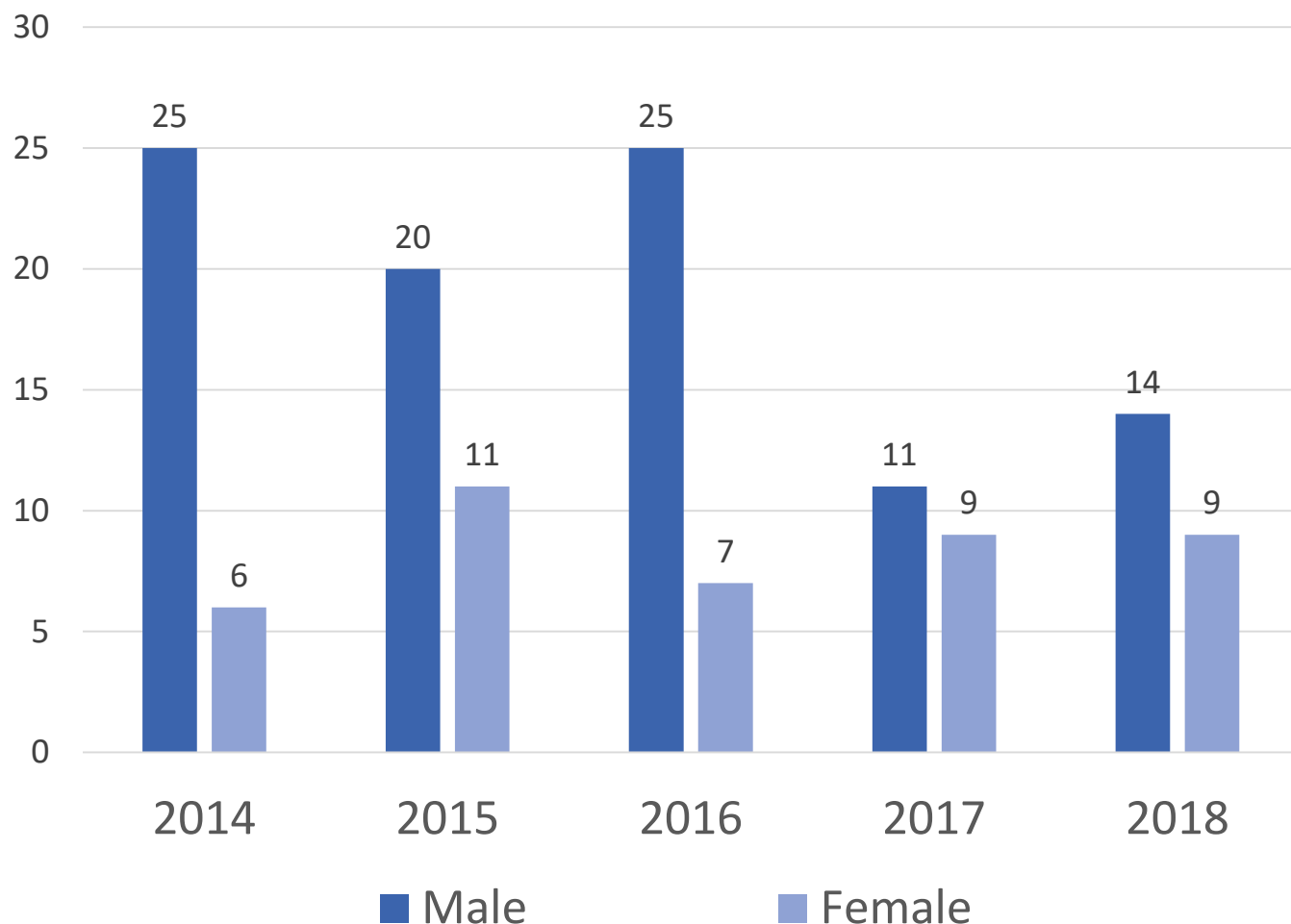
Race† of San Franciscans

American Indian and Alaska Native



Race from US Census Bureau, 2016.

FATALITIES BY SEX



Males are overrepresented in traffic fatalities in 2018. While they make up 51% of San Francisco population, they account for 65% of all fatalities.

Different mode patterns by sex:

- 100% bicyclists killed were male (n=3)
- 60% of pedestrian fatalities were male (9/15)
- Two-thirds of drivers who died were male (2/3)
- Motorcyclists who died were as likely to be female as male (n=2, total)

- In 2018, five people without an address were killed on City streets
 - 22% of fatalities: all were pedestrians
- By comparison, 0.9% of the City population is homeless
- Individuals experiencing homelessness may be particularly vulnerable to traffic injury



PRIMARY COLLISION FACTORS

- **Failure to yield to pedestrians, unsafe speed and not stopping at a red signal** were the top primary collision factors in 2018
- Of pedestrian fatalities with vehicle code information available, **64% were caused primarily by the driver of a vehicle*** (N=14)

California Vehicle Code	Description	2014	2015	2016	2017	2018
21950(a)	Driver failure to yield right-of-way at crosswalks	6	9	6	7	5
21453(a,c)	Red signal - driver or bicyclist responsibilities	2	4	8	1	3
22350	Unsafe speed for prevailing conditions	6	7	3	4	3

* Cause per police classification



Eber Oyuela
Antonio Octaviano
Lai Lei Wong
Candida Duazo
Elijah Reed
Chelsea Cole
Lilianna Preciado
Kevin Manning

John Russell
Dmitry Scotkin
Gregory Blackman
Edison Rivera
Ronald Albanesius
Senoris Jinks Jr.
Russell Franklin
Modesto Fegurdo

Marlene Aron
Donovan Flores
Norman Tanner
Jessica Christie
Ying Kuang
Eula Butler
Michael Castellino

Seven traffic fatalities (30%) involved a hit and run in 2018

- Four pedestrians, two bicyclists and one motorcyclist died following a hit and run.
- Increase from 2017, during which a single pedestrian fatality resulted from a hit and run collision.

