



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

# VISION ZERO SF: SEVERE INJURY AND FATALITIES TRENDS UPDATE



POPULATION HEALTH DIVISION  
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

Collaborators



September 10, 2024  
SF County Transportation Authority  
Iris Tsui, MPH, San Francisco Dept. of Public Health  
Item 12

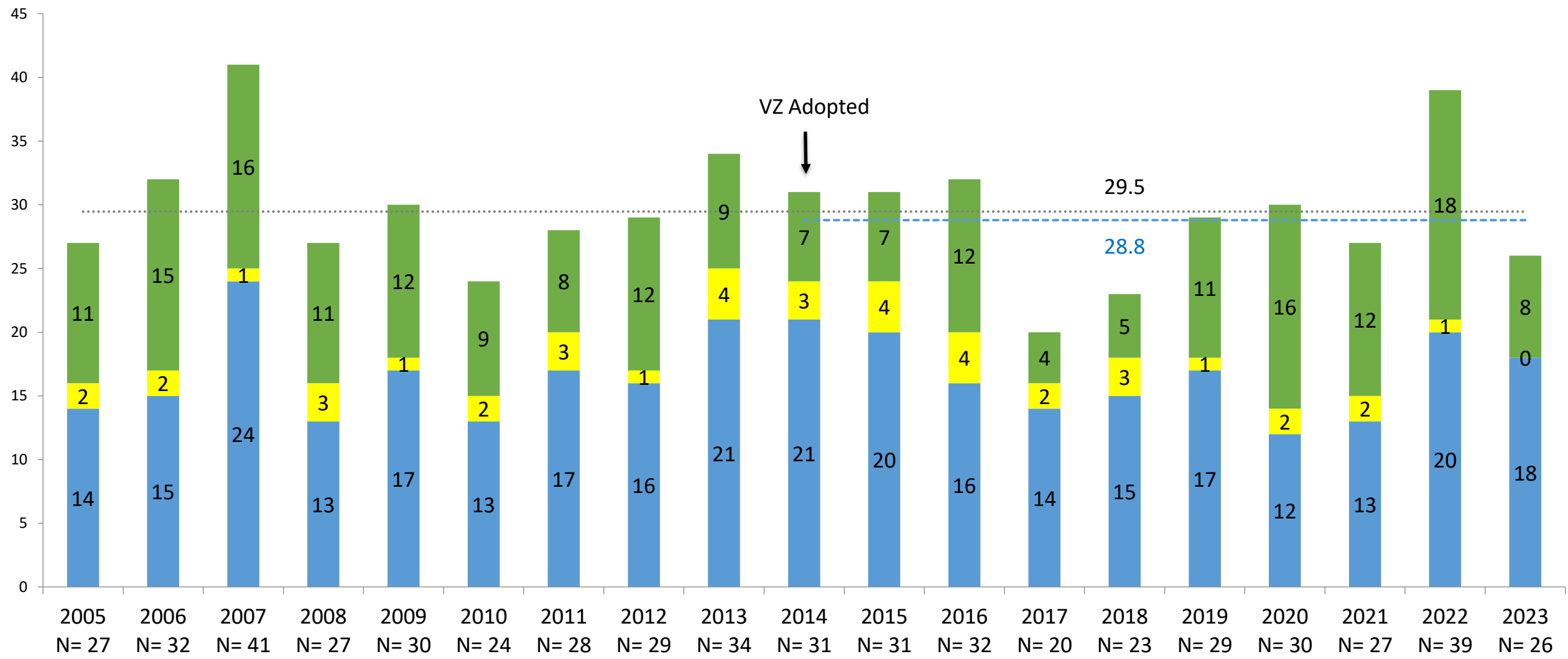
# FATALITY TRENDS

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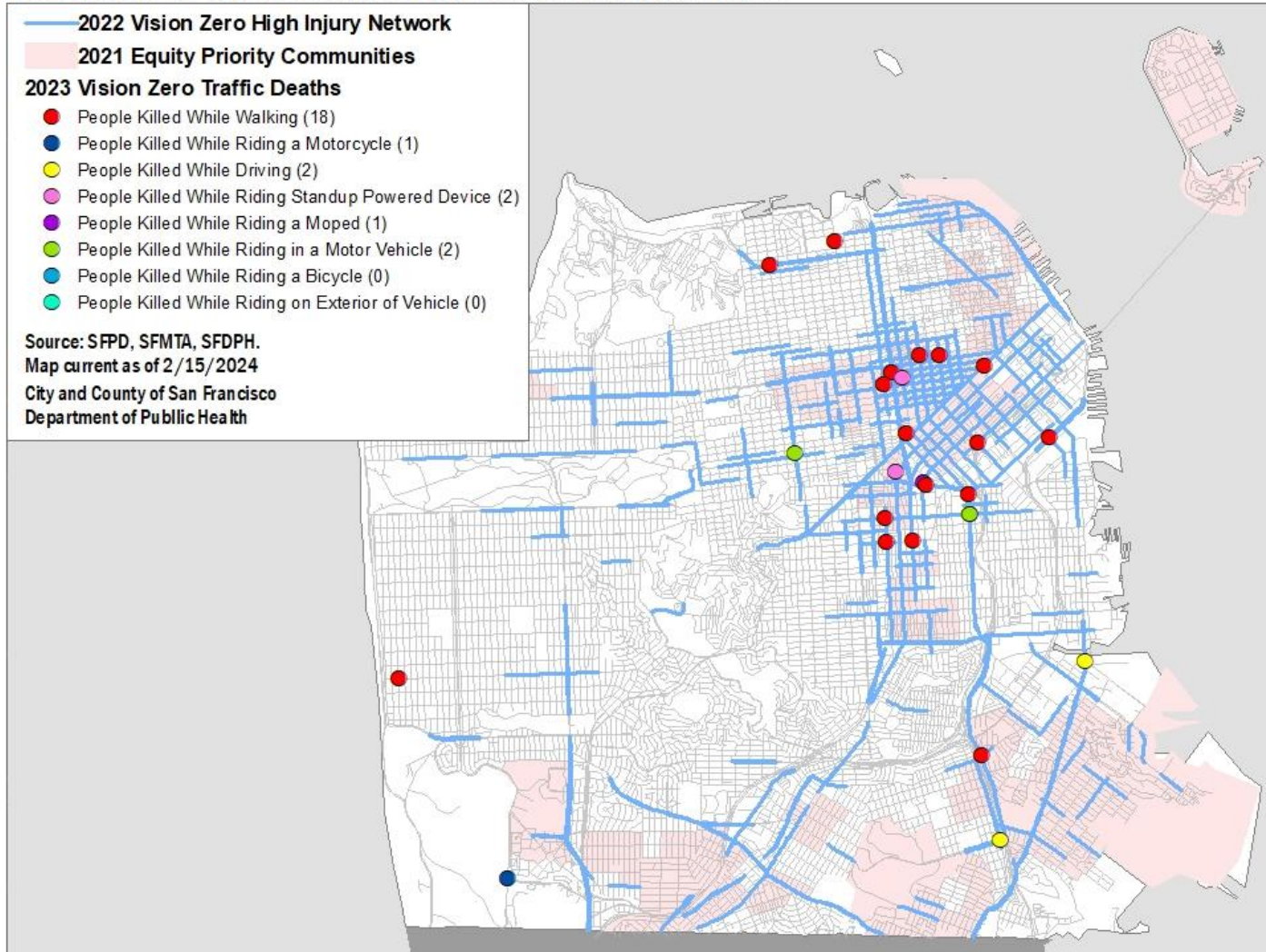
# 26 TRAFFIC-RELATED DEATHS IN 2023

People Killed While Walking    People Killed While Biking    People Killed in Vehicles    Overall AVG    VZ AVG



# VISION ZERO HIGH INJURY NETWORK

## 2023 Vision Zero Traffic Fatalities by Travel Mode: San Francisco, CA



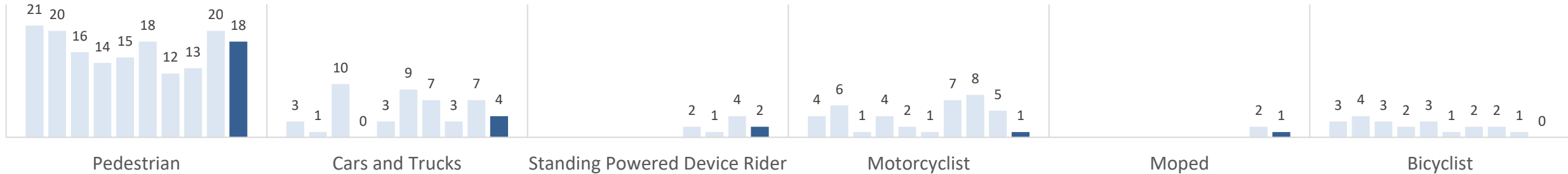
In 2023, 65% (n=17) of traffic fatalities occurred on the Vision Zero High Injury Network (VZHIN)

Almost half of fatalities (42%; n=11) occurred in an Equity Priority Community

5 of which (45%) were also on the VZHIN

# FATALITIES BY TRAVEL MODE

■ 2014-2022 ■ 2023



Pedestrians remain most vulnerable

69% of total fatalities

Two fewer than last year



Two drivers and two passengers

15%

Three fewer than last year



Includes e-scooters and e-unicycles

8%

Two fewer than last year



One person killed while riding a motorcycle

4%

Lowest since 2019



Lower-powered sit-down vehicles

4%

Separated from motorcycles



No one killed while biking

0%

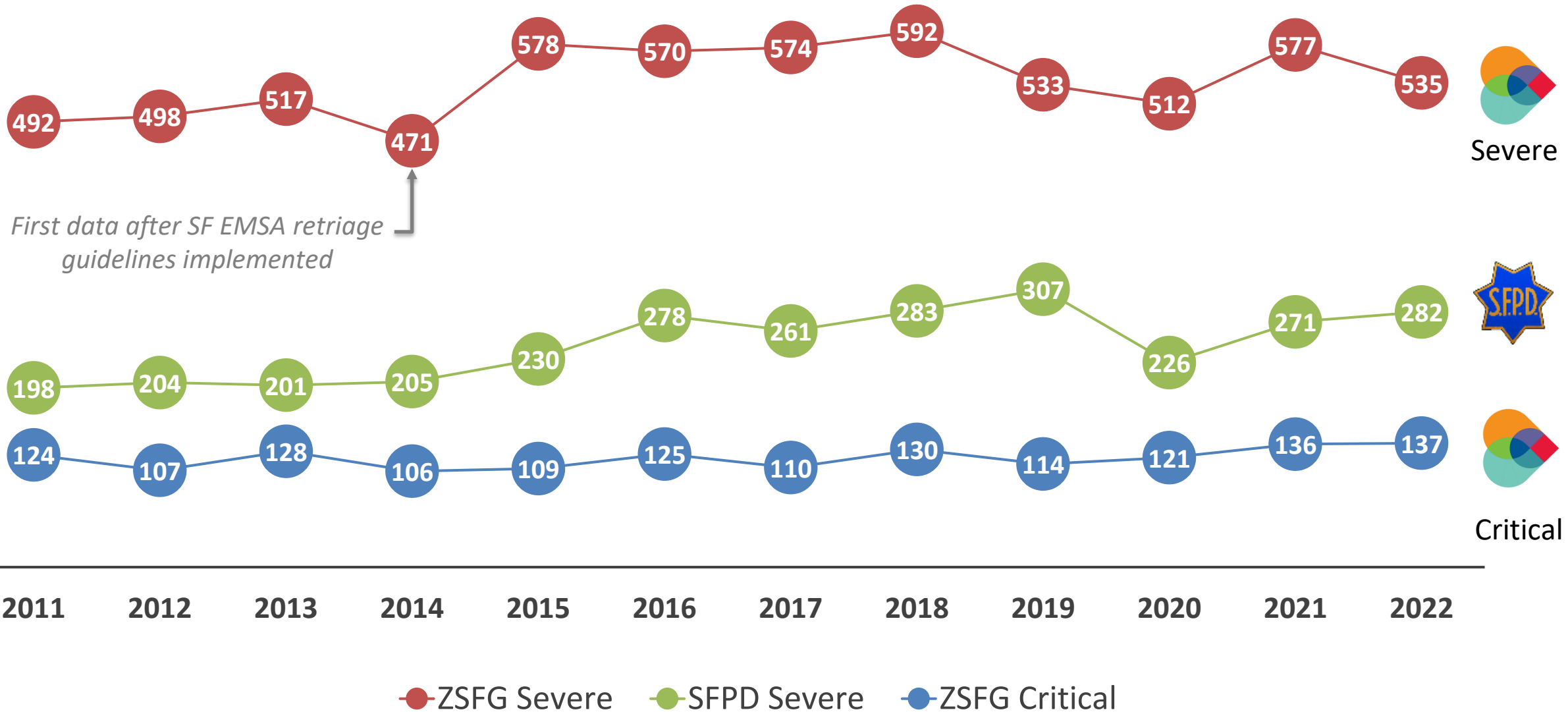
Major accomplishment

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

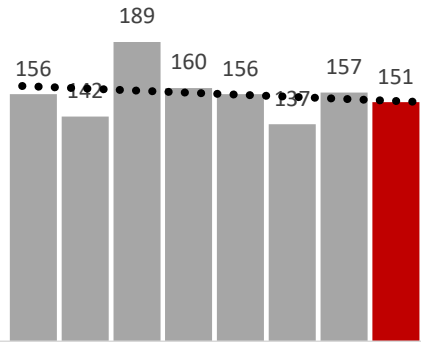
# **SEVERE INJURY TRENDS**

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# PRELIMINARY SEVERE AND CRITICAL INJURY TRENDS



# SEVERE INJURIES BY TRAVEL MODE



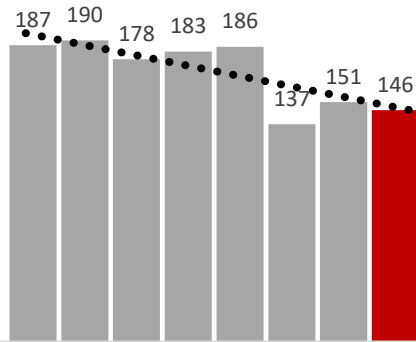
Motor Vehicle



Includes drivers and passengers

28% of total severe injuries

Relatively stable across years



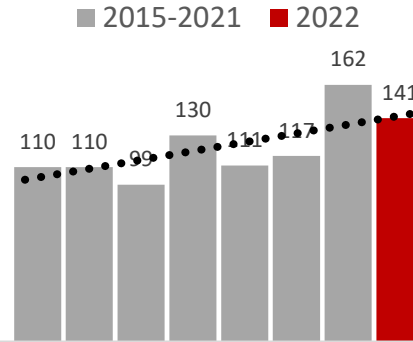
Pedestrian



Pedestrians remain most vulnerable

27%

Lower since 2020



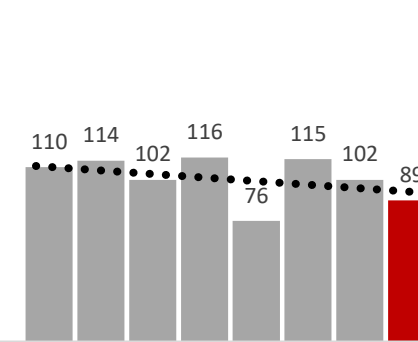
Motorcyclist



Peaked in 2021 and lower in 2022

26%

Increasing since 2017



Bicyclist



Injuries decreasing again since 2020

17%

Overall trend decreasing



Standing Powered Device Rider



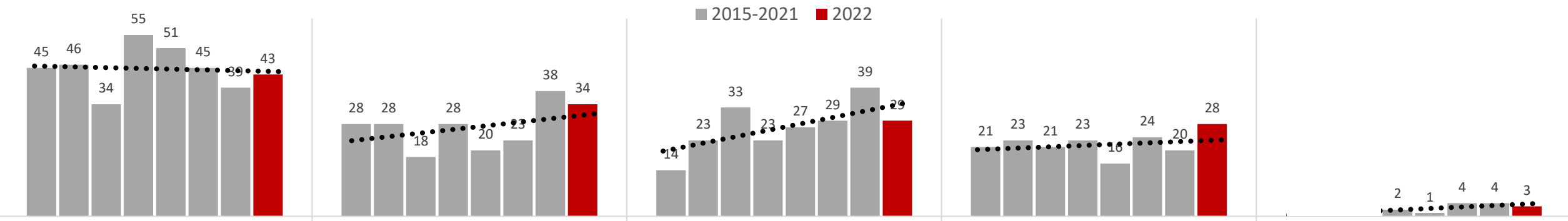
Records began in 2018

1%

Trend stable since 2018



# CRITICAL INJURIES BY TRAVEL MODE



Pedestrian

Motorcyclist

Motor Vehicle

Bicyclist

Standing Powered Device Rider



Most vulnerable among critical injuries

Overall trend increasing since 2017

Overall trend increasing since 2015

Relatively stable trend

Records began in 2018

31% of total critical injuries

25%

21%

20%

2%

2022 was higher than 2021

2022 was lower than 2021

2022 was lower than 2021

2022 was higher than 2021

Trend stable since 2018

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



# Thank you!

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## HOW SEVERE INJURIES ARE CALCULATED

- ZSFG Trauma Registry nursing staff send extracted severe-injury data to CDS.
- Severe injuries include all traffic-related injuries admitted to ZSFG that meet specific ICD-10 code criteria.
- Injury severity is rated using a clinical Injury Severity Scale (ISS) ranging from 1-75, as well as whether the individual required hospital admission for treatment.
  - **Critical** (ISS > 15)
  - **Severe** (all traffic injuries that result in hospital admission).
- The next Severe Injury Report is expected later this year that covers data up to 2022.
- The Severe Injury Report is typically a biennial report.