



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

VISION ZERO SEVERE INJURY TRENDS 2010-2017



POPULATION HEALTH DIVISION
SAN FRANCISCO DEPARTMENT OF PUBLIC HEALTH

May 2, 2019

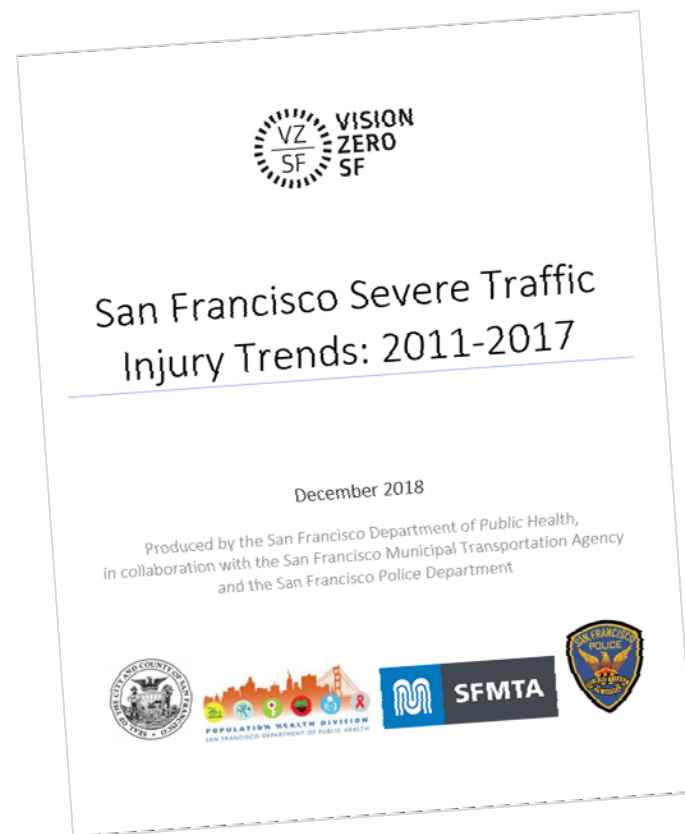
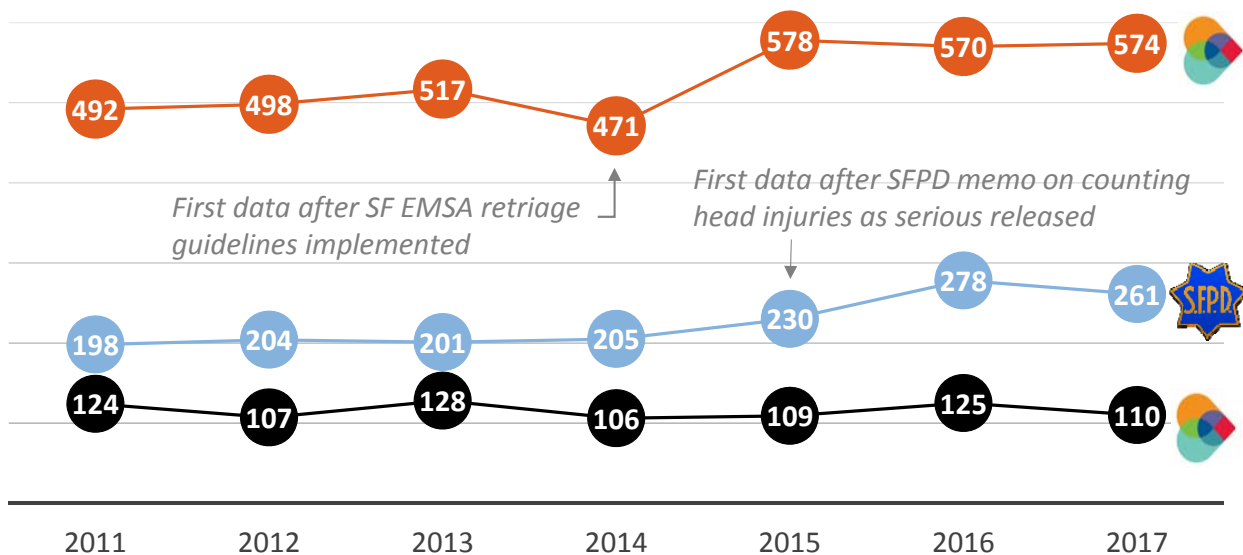
MTA Citizen Advisory Committee

Shamsi Soltani, MPH, San Francisco Dept. of Public Health

1ST VISION ZERO SEVERE TRAFFIC INJURY REPORT RELEASED

Total Severe Injury Counts by Year

● ZSFGH Severe ● SFPD Severe ● ZSFGH Critical



http://visionzerosf.org/wp-content/uploads/2018/12/Severe-Injury-Trends_2011-2017Final.pdf

SEVERE INJURY DIFFERS FROM FATALITY MONITORING

Severe and critical injury monitoring **with ZSFG hospital data**, is distinct from fatality monitoring for Vision Zero SF. Includes severe and critical traffic injuries occurring:

- on the freeway
- in the Presidio
- underground in MUNI and BART incidents

Also excludes fatalities



DIFFERENT DATA SOURCES = DIFFERENT DEFINITIONS

Data described in three categories, from TR and Collision Reports:

1. ZSFGH Severe Traffic Injuries *Trauma activation and/or hospital admission*
2. ZSFGH Critical Traffic Injuries *Ditto above, with Injury Severity Score (ISS) > 15*
3. SFPD Severe Traffic Injuries *Police Officer's visual assessment of injury severity*

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- Strength of ZSFGH data is clinical scoring of trauma severity (ISS)
 - SFPD data contributes high quality geography data for mapping
 - Some overlap– linked dataset piloted for 2013-2015, will be updated. In the interim, this analysis looks at separate data.

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Reclassification of police data:

Table 4. Reclassification of SFPD Injury Severity based on Hospital Data for Linked Records (N=4289; SFPD/ZSFG, 2013-2015)

Injury Extent	Original SFPD Report	Reclassified SFPD/ZSFG	Percent Change
Severe Injury	522	883*	40.9%
Non-severe Injury	3,702	3,341	-10.8%
Total		4,289	

PROPORTIONS OF INJURY BY TRAVEL MODE: ZSFG DATA



People walking comprise ~**one-third** of severe and 30-40% of critical (the most severe) injuries in recent years (2015-2017)

People in motor vehicles comprise a **growing proportion** of severe and critical injuries treated at ZSFG in recent years: 33% of severe injuries and 30% of critical injuries in 2017



People biking and people on motorcycles each comprise ~**20%** of both severe and critical injuries in recent years (2015-2017)



RECENT INJURY TRENDS BY TRAVEL MODE: ZSFG DATA



People walking

Severe injuries increased 24% from 2013-2016 and may have begun to flatten out in 2017. Critical (the most severe) injuries to people walking declined 40% (2013-2017).



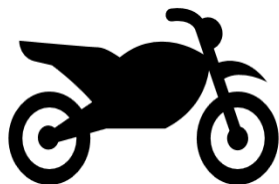
People in motor vehicles

Severe injuries noticeably increased 21% in hospital data (2015-2017). Critical injuries to people in motor vehicles more than doubled (2015-2017). *Notably, hospital data includes people injured on freeways.*



People biking

Severe injuries declined 22% in hospital data (2013-2017). Critical injuries were relatively flat during that same period.

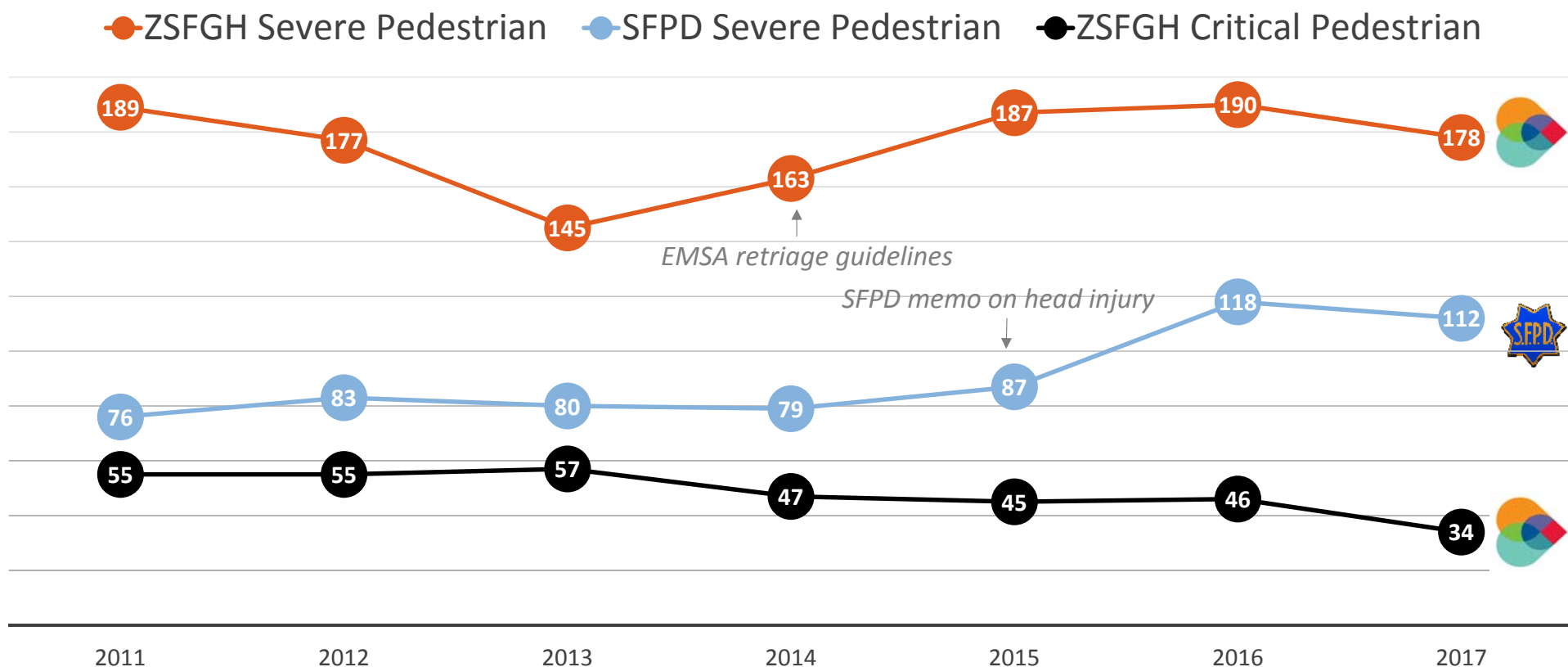


People on motorcycles

Both severe and critical injuries to people riding motorcycles increased in 2015 and 2016 with a dip in 2017

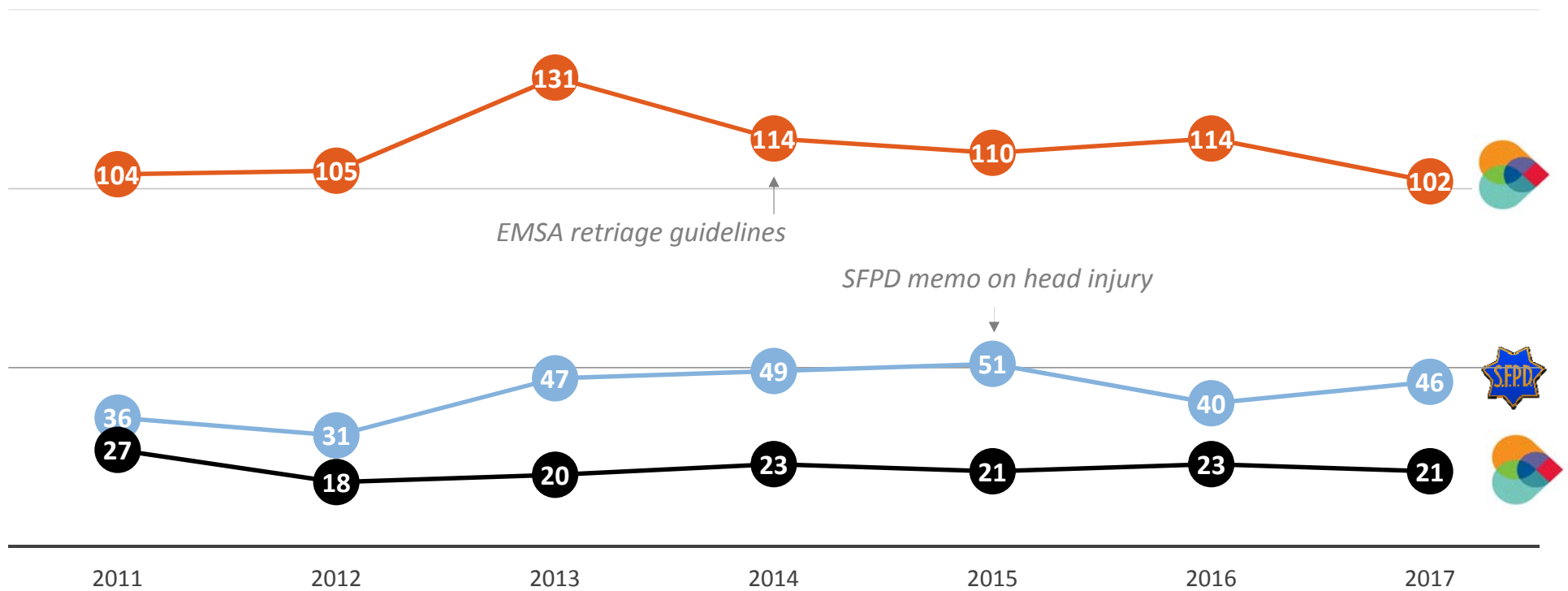
Please note: implementation of Emergency Medical Services Agency triage guidelines during this period led to more patients with severe injury being sent to ZSFG and thus contributed to increases in severe injuries as reported above.

PEDESTRIAN INJURY AMONG MOST COMMON TRAFFIC INJURY @ ZSFG. NOTABLY, CRITICAL PED INJURY IS DECLINING

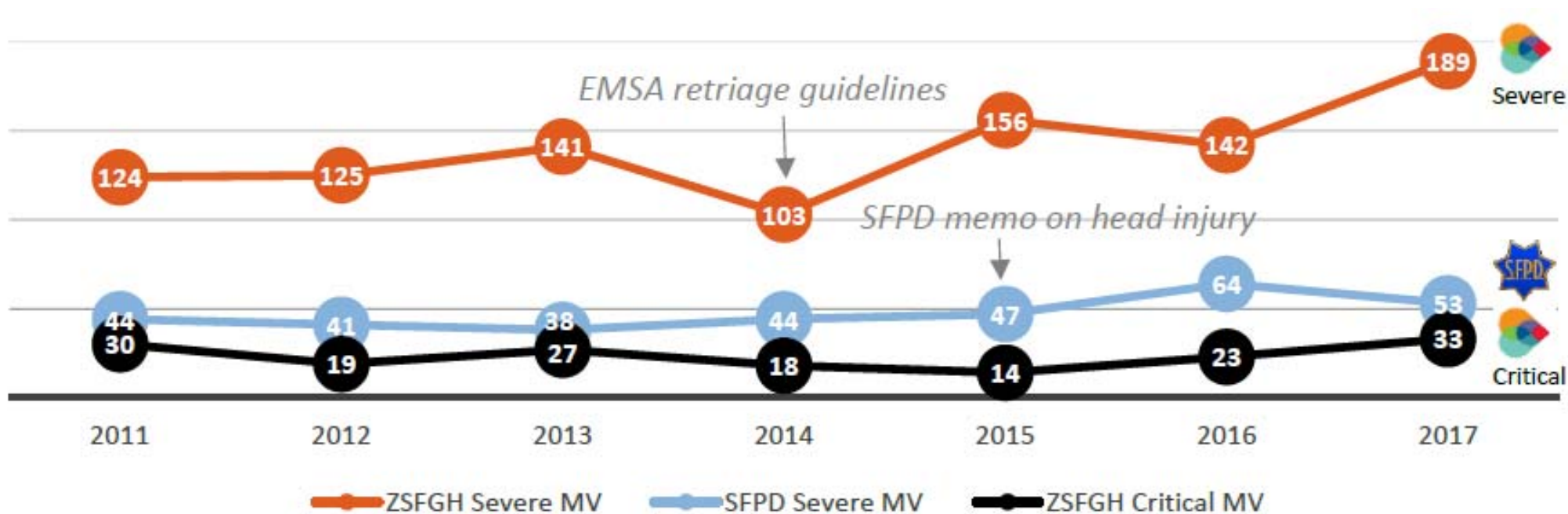


BICYCLE INJURY COUNTS STABLE ACROSS SOURCES; DOES NOT ACCOUNT FOR INCREASING CYCLIST POPULATION

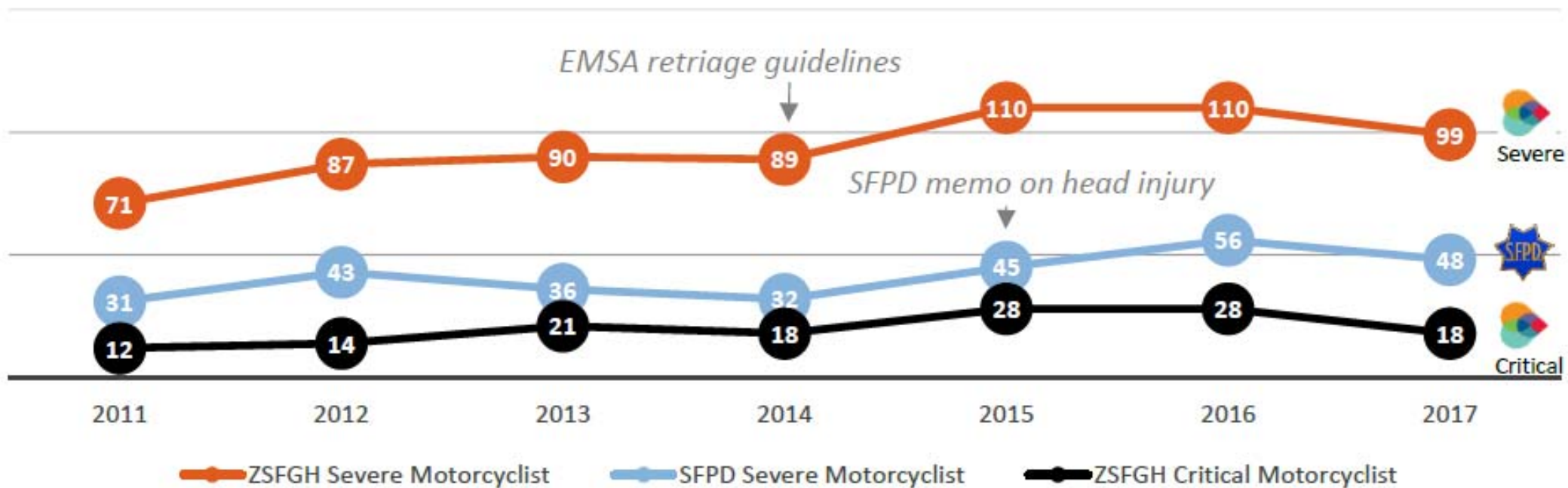
● ZSFGH Severe Cyclist ● SFPD Severe Cyclist ● ZSFGH Critical Cyclist



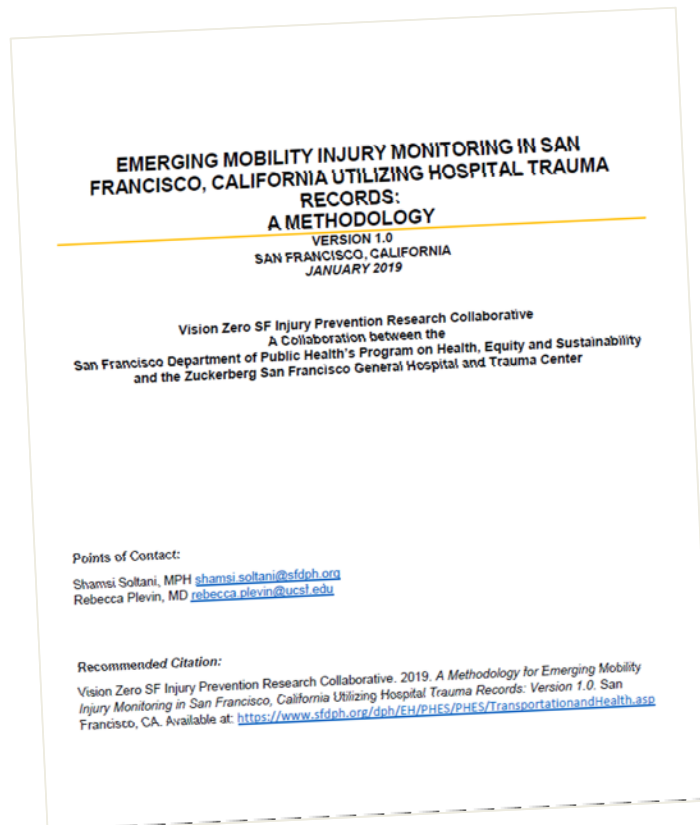
MOTOR VEHICLE INJURY LEADS TRAFFIC INJURY ADMITS TO ZSFGH IN 2017. CRITICAL MV INJURY IS ALSO ON THE RISE



MOTORCYCLE INJURY HAS BEEN ON THE RISE, BUT APPEARED TO DIP IN 2017



RECENT RELEASE: EMERGING MOBILITY INJURY MONITORING METHODOLOGY



<https://sfg.h.surgery.ucsf.edu/research>

Thank you!

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