



VERMONT

AGENCY OF TRANSPORTATION

DATA PRESENTATION

Transportation Committee Handout 2019

<http://ghsp.vermont.gov/content/reports-and-data>

Presented by:

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--Fatal Crashes January 22, 2019 – January 28, 2019:

- 1/19/18: Wilmington, VT 9. Single vehicle crash, driver fatality. Seatbelt used.

--2019 Fatalities: **1** Total – **1** vehicle operators, **0** passengers, **0** pedestrians

--2018 Fatalities: **69** Total – **47** vehicle operators, **16** passengers, **6** pedestrians

*****PLEASE NOTE: new numbers for 2018. Reminder, these numbers are not yet final.**

As of **January 28 in each calendar year shown:**

Year	Fatalities (People)	Fatal Crashes
2019	1	1
2018	2	2
2017	3	3
2016	3	3

--2018 Fatal Crash data **known to-date (January 28, 2019):**

Fatal Crash Data	2018*	2017	2016	2015	2014	2013
Total Fatal Crashes	61	64	59	50	42	64
Total Fatalities (People)	69	70	64	57	44	70
Double Fatality Crashes	8	3	2	5	2	6
Triple Fatality Crashes	0	0	1	1	0	0
Quadruple Fatality Crashes	0	1	0	0	0	0
Operators Suspected as Driving under the Influence of Alcohol Only	5	7	14	4	3	9
Operators Suspected as Driving under the Influence of Drugs Only	13	18	10	11	10	9
Operators Suspected as Driving under the Influence of both Alcohol & Drugs	10	9	10	9	3	9
Active Cannabis - Delta 9 THC Confirmed**	16	19	18	11	9	11
Operators Suspected of Speeding	22	30	29	16	14	17
Operators with Suspended License/ No License	7	11	10	5	4	1
Junior License Operators involved in fatal crashes	4	2	0	1	2	4
"Older Drivers" involved in fatal Crashes (Older Driver is defined as any person age 65 or older. & "involved" does not imply "fault")	14	15	14	11	11	17
Crashes involving a Large Truck/Bus ("involving" does not imply "fault")	6	3	5	4	9	9
Motorcyclist Fatalities	7	13	11	11	7	7

*2018 data is as of the date of this report. These numbers are subject to change.

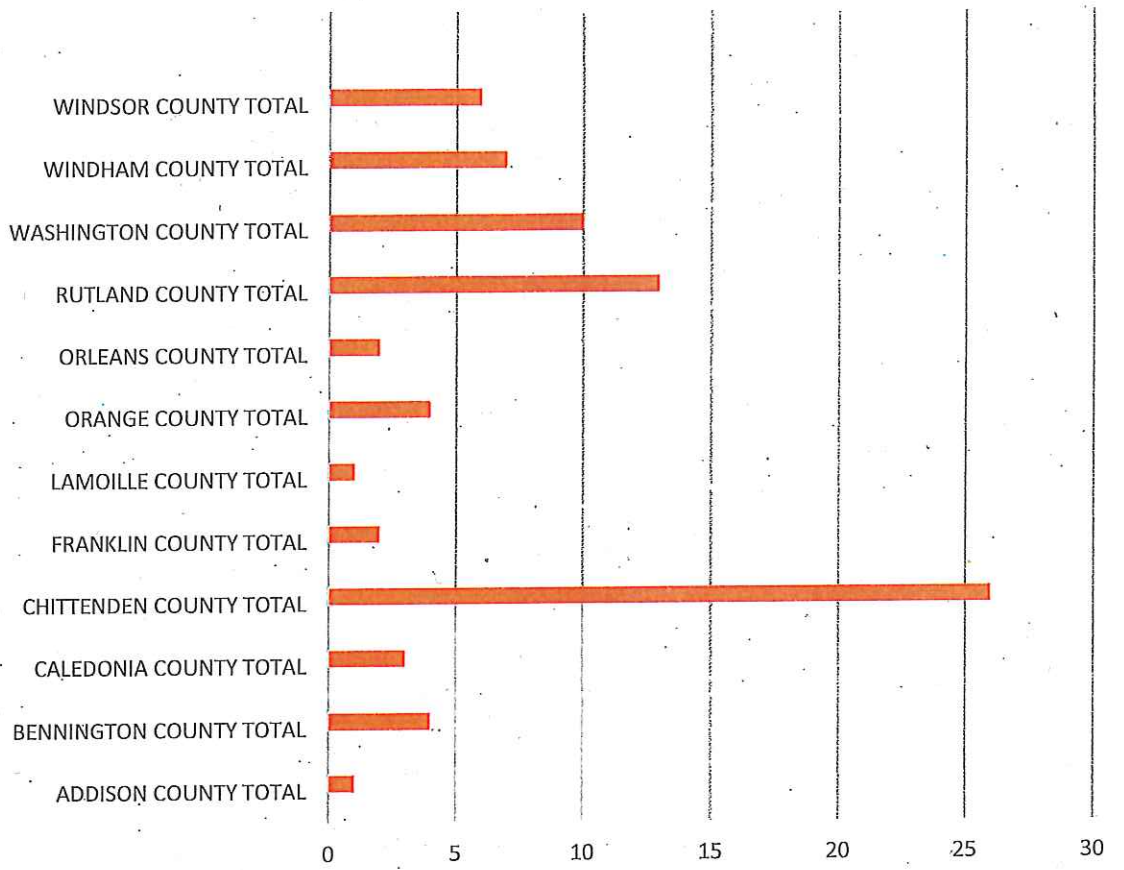
**Active Cannabis - Delta-9 THC Confirmed is counted in the number of operators that had drugs only or alcohol & drugs.

Fatalities by Vehicle Type and Restraint/Safety Equipment Used							
Road User Type	Restraint/Safety Equipment	2018	2017	2016	2015	2014	2013
Motor Vehicle Occupant	Unbelted	34	24	21	16	16	26
	- Driver	25	17	11	11	13	20
	- Passenger	9	6	10	5	3	6
	- UTV Driver	1	1	0	0	0	0
	Belted	21	22	23	17	11	25
	- Driver	15	15	20	13	8	16

	- Passenger	6	7	3	4	3	9
	Improper Belt Use/Child Restraint		1	1	0	0	0
Motorcyclist/ATV	Wearing Helmet	5	11	10	11	7	5
	Non-DOT Compliant Helmet/Improper	1	1	1	0	1	0
	No Helmet	1	2	1	1	1	7
Vulnerable Users	Pedestrians	6	9	5	5	5	6
	Bicyclists		0	1	4	0	0
Unknown	Unknown Belt/Helmet Us	1	1	2	4	3	1
% Unbelted*		62%	52%	48%	48%	59%	51%
Total Fatalities		69	70	64	58	44	70

Of all fatalities: involving vehicles with seatbelts available were Unbelted. This percentage does not consider the unknown restraint cases. (Sum of Belted & "Unbelted", divided into "Unbelted")

Passed School Bus By County 2018



Passed School Bus Violations By Calendar Year:

2018- 79

2017- 60

2016 - 62

2015 - 77

Distracted Driving Major Crashes

Year	Crashes	All Major Crashes	% Distracted
2013	40	325	12.3%
2014	19	277	6.9%
2015	28	298	9.4%
2016	27	319	8.5%
2017	29	270	10.7%
*2018	18	255	7.1%
Total	161	1744	9.2%

**2018 is not yet complete.*

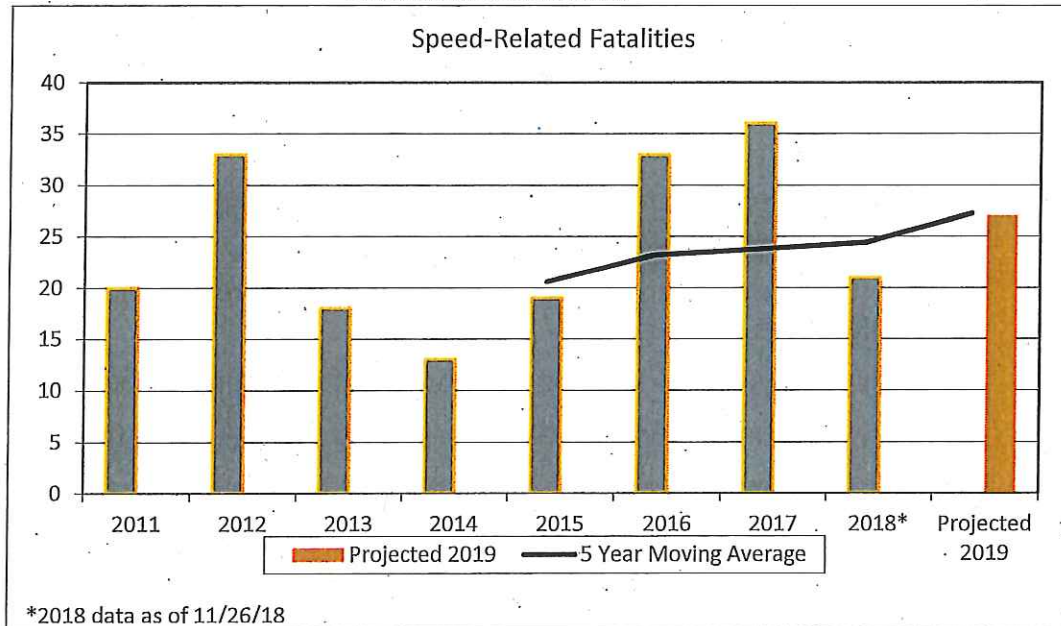
SOURCE: FARS

Speed-Related Fatalities

Year	Speed-related Fatalities	5-Year Average
2011	20	23.4
2012	33	25.4
2013	18	24.0
2014	13	22.2
2015	19	20.6
2016	33	23.2
2017	30	22.6
Projected 2018	21	24.4
2019 Projection: 27		

Speed-Related Fatalities

Source: SOV Web Crash Database



Source: 2018 Annual Report Operations and Safety Bureau VTrans

Goal C6: Speed-Related Fatalities (FARS)

Goal: To reduce speed-related fatalities by 4.0 percent from the five-year average of 21 from 2011 - 2015 to a five-year average of 20 through December 31, 2018.

Evaluation/Progress

Vermont did not meet its established goal of 20 for the five-year average from 2011-2015. The five-year moving average in 2018 was 24.4, an increase of 18.44%. Although there was a marked increase in the five-year average, the actual number of speed-related fatalities reduced by 41.67% from 2017. It appears that the five-year average was significantly affected by high speed-related fatalities totals in 2016 and 2017. Vermont will adjust the 2019 Highway Safety Plan to better meet its performance targets as follows:

1. educate the public on the dangers of speed;
2. continued utilization of aggressive media messaging both earned and paid;
3. further utilization of designated speed corridors on local and rural roads;
4. further utilization of designated speed corridors on our interstate highways;
5. aggressive national and local enforcement mobilizations; and
6. utilization of data in deploying HVE resources (i.e. DDACTS).