

Vermont Highway Safety Alliance

Glen Button, Impaired Driving Project Manager, Governor's Highway Safety Program

Sheriff William Bohnyak, Orange County Sheriff's Department, Chair, Vermont Highway Safety Alliance

Bruce Nyquist, P.E. Director, Office of Highway Safety

January 12 2018

Fatal Crashes, [Serious Injuries*](#) & Towards Zero Deaths

Between 2012 and 2016

- 312** People killed on Vermont Roads. That is about 62 people per year
- 65%** Of those who died were in a single vehicle crash
- 15%** Of the fatalities involved a motorcycle
- 312** People killed represent **\$468,000,000** in economic costs**
- 1528** People were seriously injured. That is about 305 people per year
- 47%** Of those who were seriously injured were involved in a lane departure or roadway departure crash
- 15%** Of the serious injuries involved a motorcycle
- 1528** People seriously injured represent **\$135,228,000** in economic costs**
- 51%** Of those killed age 5 and above were known to be unrestrained
- 38%** Of those killed were involved in a speeding crash
- 30%** Of those killed were involved in an alcohol-impaired driving crash
- 22%** Of those seriously injured age 5 and above were known to be unrestrained
- 22%** Of those seriously injured were involved in a speeding crash
- 11%** Of those seriously injured were involved in an alcohol-impaired driving crash

Data source: VT Crash Database VCSG and FARS, VTTrans Highway Safety Data Unit

*A **serious injury**, as defined by the Investigator’s Guide for Completing the State of Vermont Uniform Crash Report, is an incapacitating injury, other than fatal, which prevents the injured person from walking, driving, or normally continuing the activities which he/she was capable of performing prior to the motor vehicle traffic crash.

**Data from the High Crash Location Report, State of Vermont Agency of Transportation <http://vtrans.vermont.gov/sites/aot/files/highway/documents/highway/Formal%202012-2016%20High%20Crash%20Location%20Report.pdf>

Modifying Human Choices can save lives - *Towards Zero Deaths*

NHSTA Countermeasure that Works: Primary Seat Belt Law

What Vermont has: A secondary seat belt law

What More could Vermont Do: Establish a Primary Seat Belt Law

Safety Effects: **35** deaths and **135** serious injuries to front seat passenger vehicle occupants could have been avoided in Vermont from 2012 to 2016.***

***Data Source: NHTSA FARS 2012 - 2015 Final and FARS 2016 ARF

Traffic Safety Facts Vermont 2012-2016

*Percent Based Only Where Restraint Use Was Known

**USA Data: National Occupant Protection Use Survey. Vermont Data: State Survey

Vermont Passenger Vehicle Occupant Fatalities Age 5 and Above by Restraint Use and Lives Saved Estimates

Year	Fatalities Age 5 and Above*					Lives Saved Estimates**	
	Total	Restrained	Unrestrained	Unknown Restraint Use	Percent Known Restrained*	Lives Saved at Current Belt Use	Potential Additional Lives Savable at 100% Usage
2012	51	16	34	1	32	20	8
2013	51	28	21	2	57	33	9
2014	27	11	14	2	44	14	5
2015	33	14	16	3	47	19	5
2016	45	24	20	1	55	32	8

Towards Zero Deaths

NHSTA Countermeasure that Works: Strong Graduated Driver Licensing (GDL)

Insurance Institute for Highway Safety says strong graduated licensing laws that include a strong nighttime restriction are a highly effective strategy for reducing teenage crash deaths and less severe collisions

What Vermont has: 15 years-old Permit Age, 40 hours of Practice, Passenger Restriction

What More could Vermont do: Add Night Time Restriction

Safety Effects: 12% to 20% reduction in 15-17-year-old drivers' fatal crash rate. One fatality out of four involving 15-17-year-old drivers could have been avoided in Vermont from 2012 to 2016.

Data Source: Insurance Institute for Highway Safety, Highway Loss Data Institute

Major Crashes and Excessive Speeding

A major cause of highway crashes is Excessive Speeding

30% of fatal and serious injury crashes are the result of Excessive Speeding

Speeding increases the probability of crash involvement and severity of the crash

Large differences in speed levels between vehicles are related to a higher crash rate

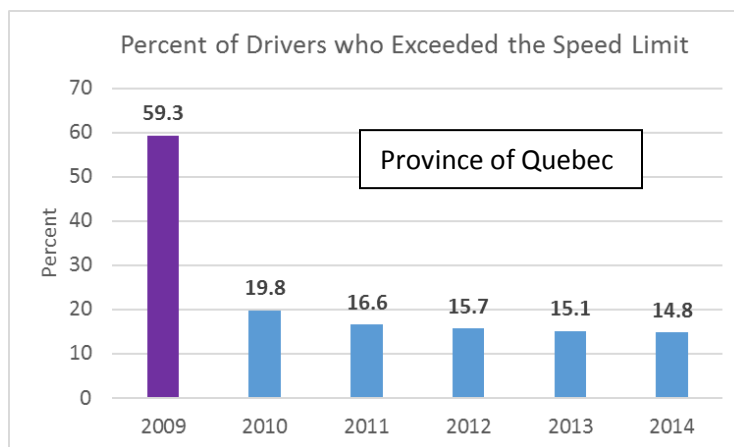
NHSTA Countermeasure that Works: Automated Speed Enforcement (for specific corridors)

Strengths: Ability to continuously enforce the speed limit, Can be implemented where traditional enforcement is dangerous or infeasible, Increases officer safety

What Vermont has: Nothing

What More could Vermont Do: Provide authorizing legislation for a Pilot Program

Safety Effects: 8% to 49% reduction in crashes, 8% to 70% reduction in drivers above the speed limit



Where could this be used initially: I-89 between exits 13 and 16, VT 22a

I 89 in the area of exits 13-16 is very difficult to enforce speed at various times of the day and it is during those time periods when the number of crashes are the greatest. VT22A along its entire length has long been a favorite route for trucks and others heading south Speed management and enforcement have been an issue for decades. VT 22A has very narrow shoulders making it difficult and hazardous for law enforcement pulling vehicles over for violations.

Operator Positive Drug Test Results by Category and Alcohol in Fatal Crashes: 2011-2017*											
Year of Crash	Alcohol Results: BAC 0.08+										Total Fatal Crashes
	Cannabis	CNS Depressants	CNS Stimulants	Narcotic Analgesics	Hallucinogens	Total Drug Results by Year					
2011	7	1	0	3	0	29					49
2012	15	8	5	7	1	57					70
2013	10	3	2	2	0	32					64
2014	8	4	2	2	0	22					42
2015	11	8	1	9	0	42					44
2016	16	3	2	3	1	47					59
2017	11	2	0	2	0	23					45
Totals	103	78	29	28	2	252					

*This report was created counting each instance of each drug category. The numbers reflect operators under the influence of more than one drug as well as alcohol in some instances.

**2017 Data is incomplete, as of 10/5/17. FARS data used for 2017.

Operator Positive Drug Test Results by Category and Alcohol in All Crashes: 2011-2017*											
Year of Crash	Alcohol Results: BAC 0.08+										Total Crashes
	Cannabis	CNS Depressants	CNS Stimulants	Narcotic Analgesics	Hallucinogens	Total Drug Results by Year					
2011	17	7	7	9	4	44					12646
2012	27	28	11	21	2	89					11648
2013	20	14	10	12	0	56					13796
2014	22	15	3	15	1	56					12715
2015	28	24	8	19	1	80					14139
2016	27	21	9	14	1	72					12677
2017	2	0	0	1	0	28					
Totals	2109	143	109	91	9	2509					

*This report was created counting each instance of each drug category. The numbers reflect operators under the influence of more than one drug as well as alcohol in some instances.

Pre-Decriminalization of Cannabis:

Crash Type	Number of Crashes
Fatal	26
Injury	18
Property Damage Only	9
Grand Total	53

*Dates used: 1/1/2011 - 6/30/13

Post Decriminalization of Cannabis:

Crash Type	Number of Crashes
Fatal	25
Injury	19
Property Damage Only	15
Grand Total	59

*Dates used: 7/1/2013 - 12/31/15