

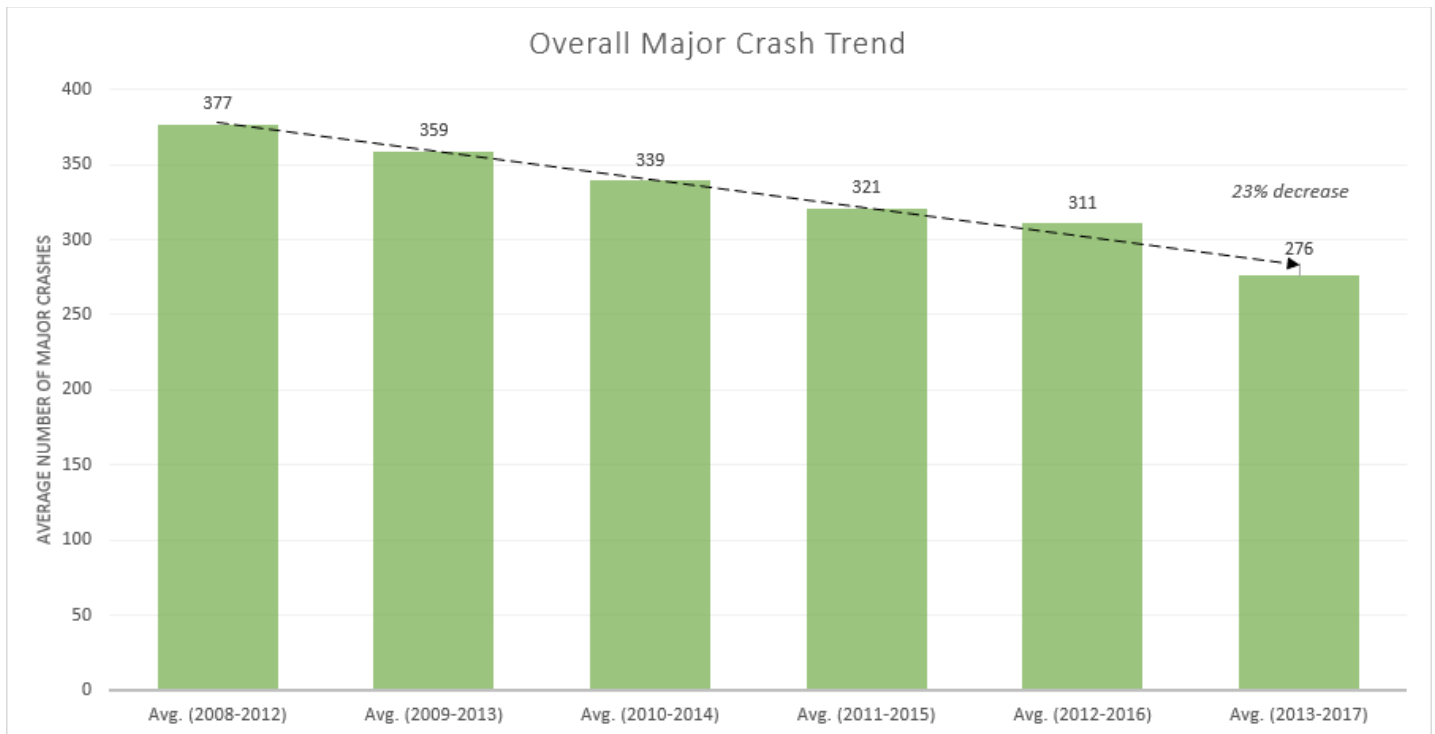
***DATA
State Highway
Safety Office
Crash Data Unit***

***VERMONT HIGHWAY
SAFETY ALLIANCE***

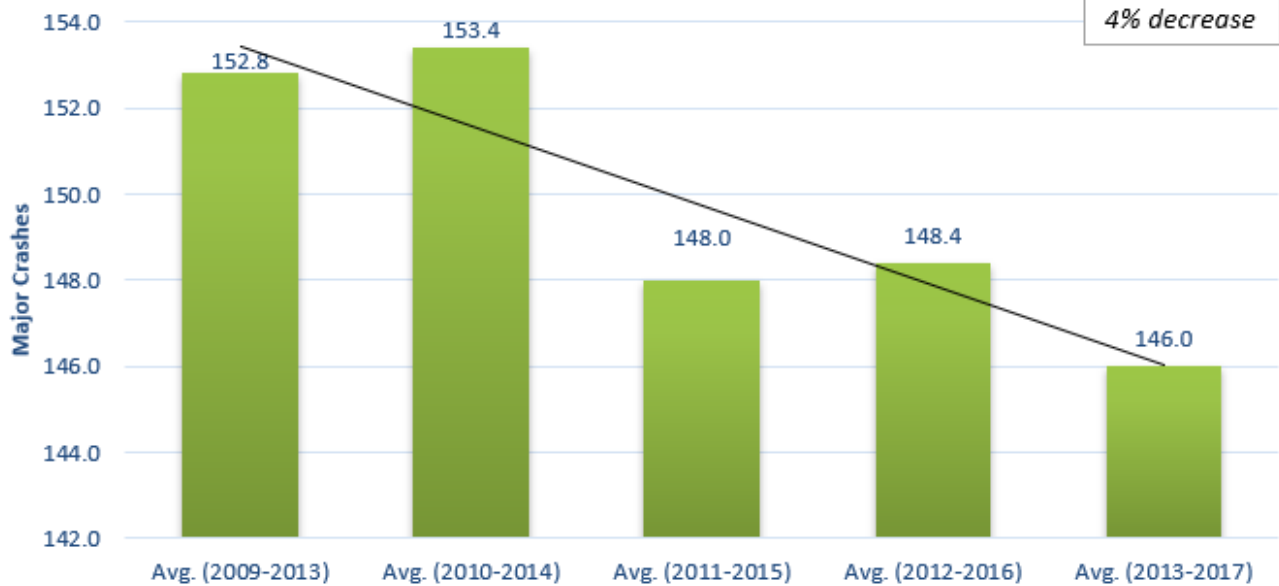


The goal of the Vermont Highway Safety Alliance and the Strategic Highway Safety Plan (SHSP) of reducing major crashes by 10% or greater by 2016 was met. The goals for the new SHSP for 2017 to 2021 have been set with a new target of reducing crashes by another 10%. This goal is based on consideration of the five-year average for the analysis period from 2012-2016 projected out an additional five years. The following charts and data include major crash data for the Critical Emphasis Areas identified in the SHSP as well as crash data for the Significant Emphasis Areas identified in the plan. The Alliance continues to explore the many opportunities that exist to further reduce crashes on our highways.

Crash Types by Year							
Year	Major Crashes		Suspected Minor Injury	Possible Injury	No Injury	Other/UNK*	Total
	Fatal Crashes	Suspected Serious Crashes					
2008	66	347	1,427	760	10,927	235	13,762
2009	68	308	1,333	681	9,893	371	12,654
2010	63	327	1,361	714	10,172	245	12,882
2011	48	322	1,377	659	10,232	13	12,651
2012	70	264	1,354	646	9,302	13	11,649
2013	64	260	1,251	620	9,472	2,138	13,805
2014	42	237	1,213	690	9,145	1,414	12,741
2015	50	248	1,125	599	8,693	3,275	13,990
2016	59	259	1,361	679	8,258	2,026	12,642
2017	64	206	1,182	576	8,196	2,420	12,644
Total: 2013-2017	279	1,210	6,132	3,164	43,764	11,273	65,822
% of Total	0.4%	1.8%	9.3%	4.8%	66.5%	17.1%	

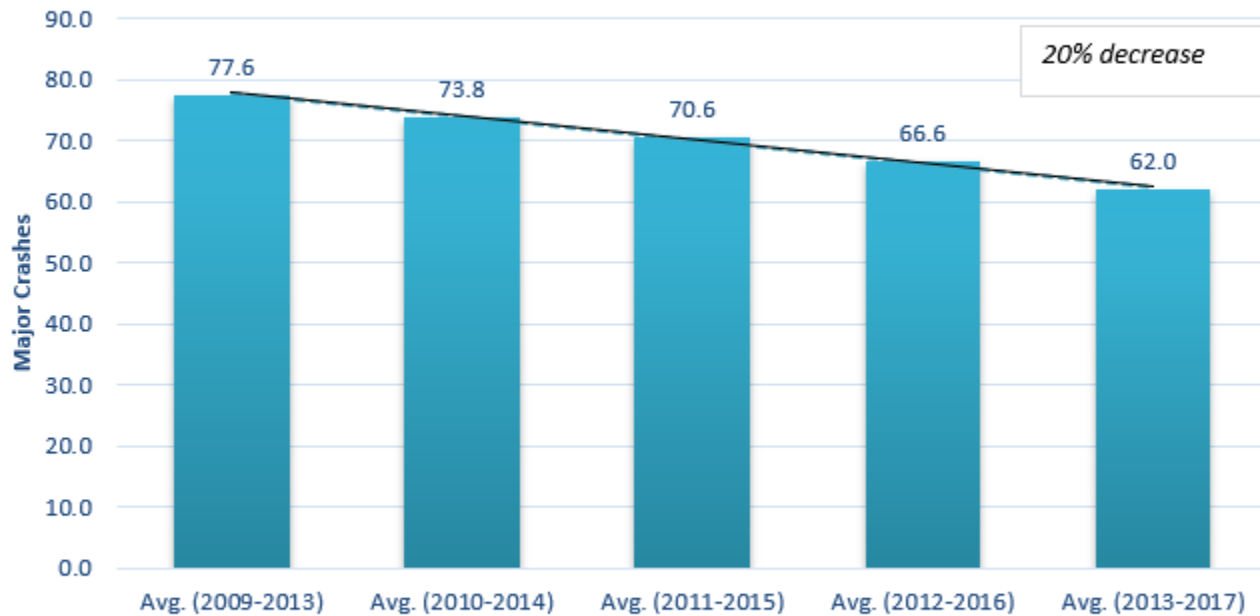


CEA 1A: Minimize Lane Departure



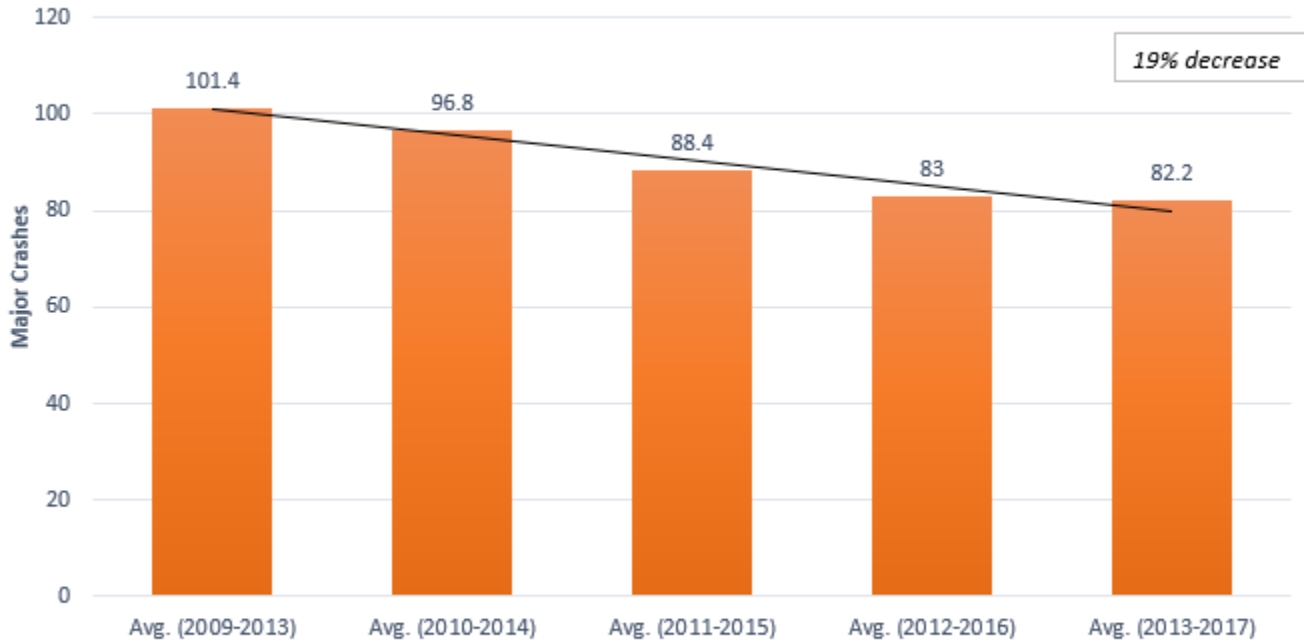
Note: VehCollidedWith is Overturned, GuardRail/Curb, Tree, Pole/Sign, Ledge/Boulder, Other Fixed

CEA 1B: Highway Intersection Major Crashes



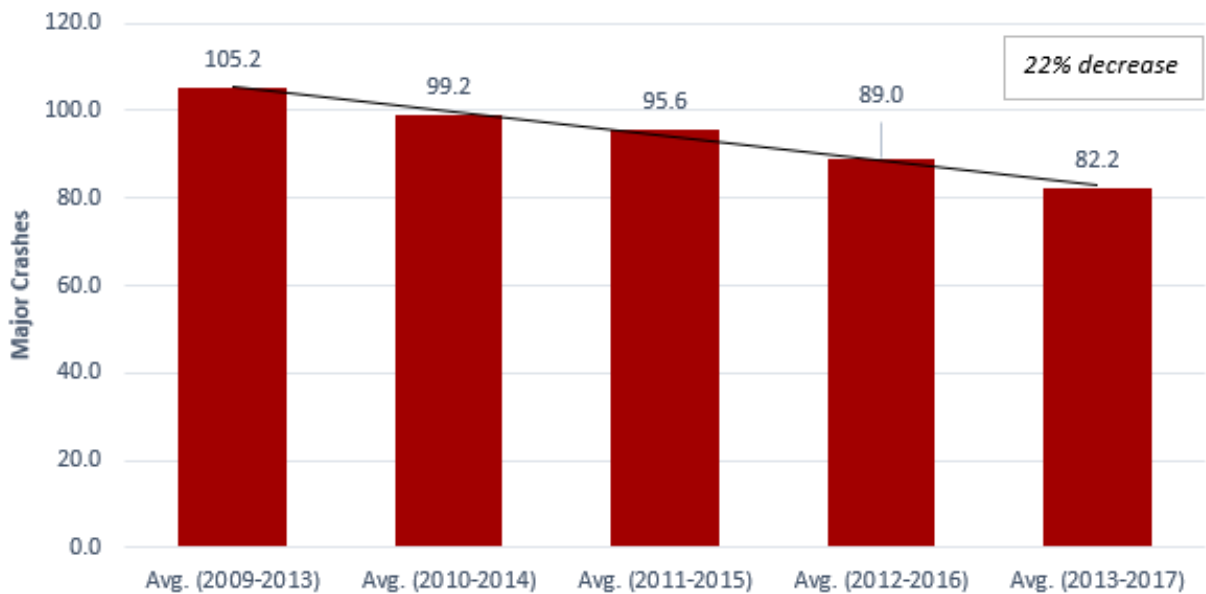
Note: Intersection = 4-way,T-inters., Y-inters., Circle/Roundabout,5-way.

CEA 2: Curb Speed & Aggressive Driving



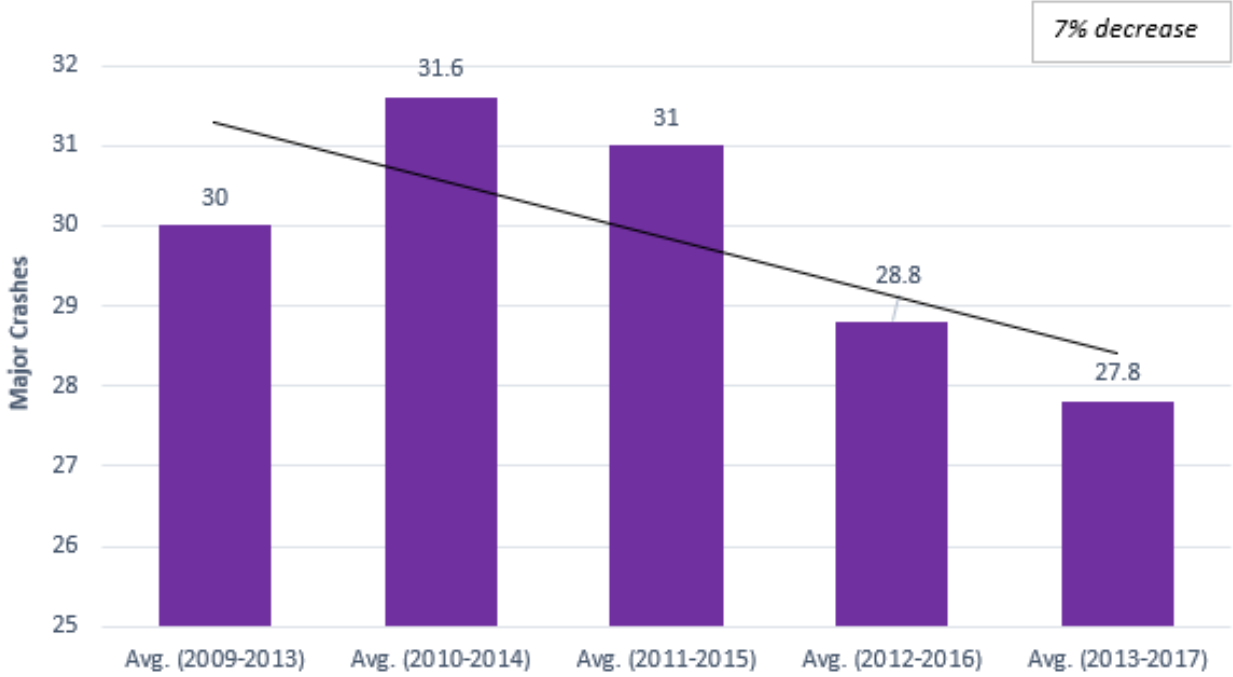
Note: Contributing Circumstances Primary or Secondary = Exceeded Authorized Speed Limit, Driving Too Fast for Conditions or Operating in Erratic, Reckless, Careless or Aggressive Manner.

CEA 3: Increase the Use of Occupant Protection

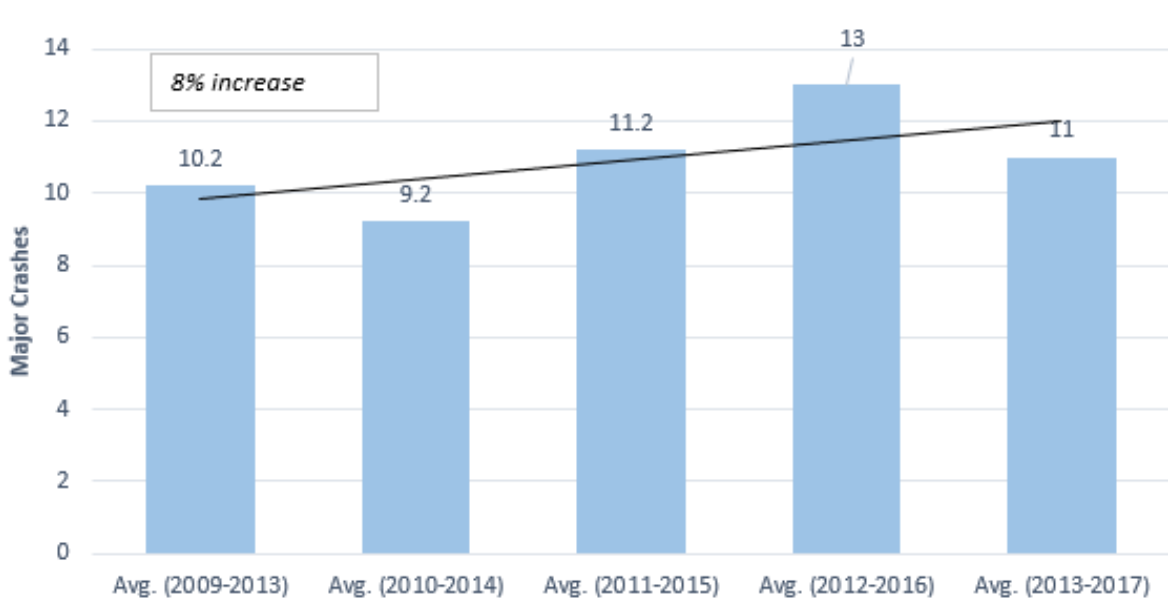


No Occupant Protection = None Used

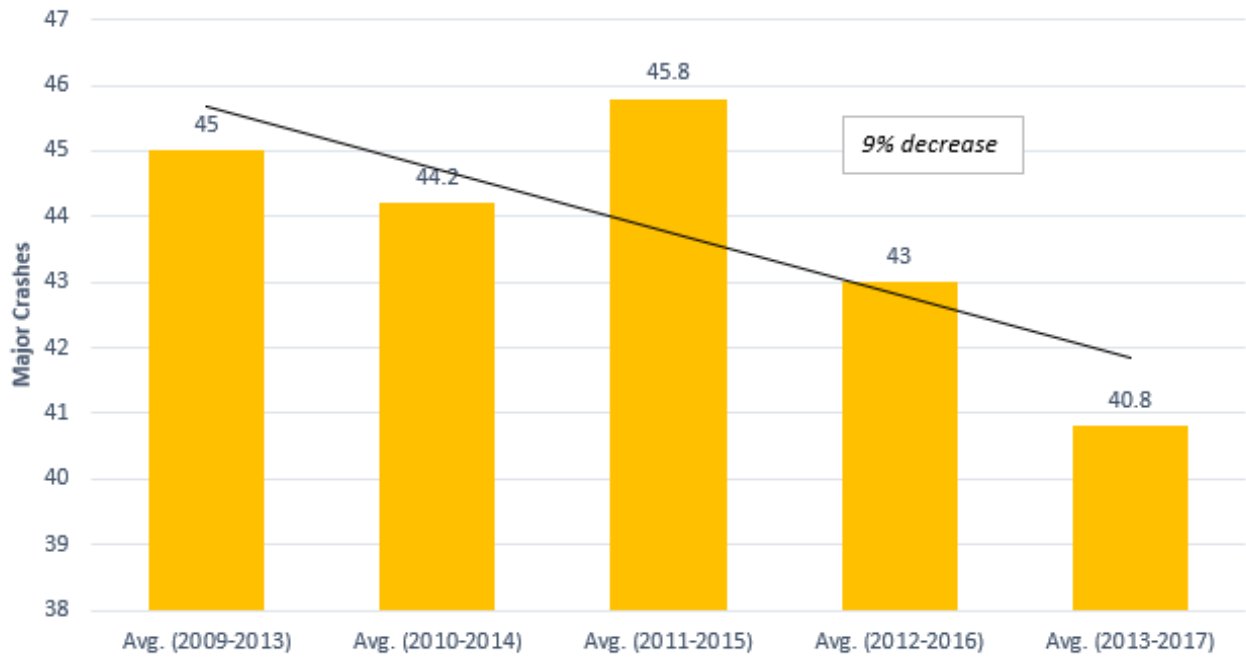
CEA 4A: Increase Pedestrian Safety



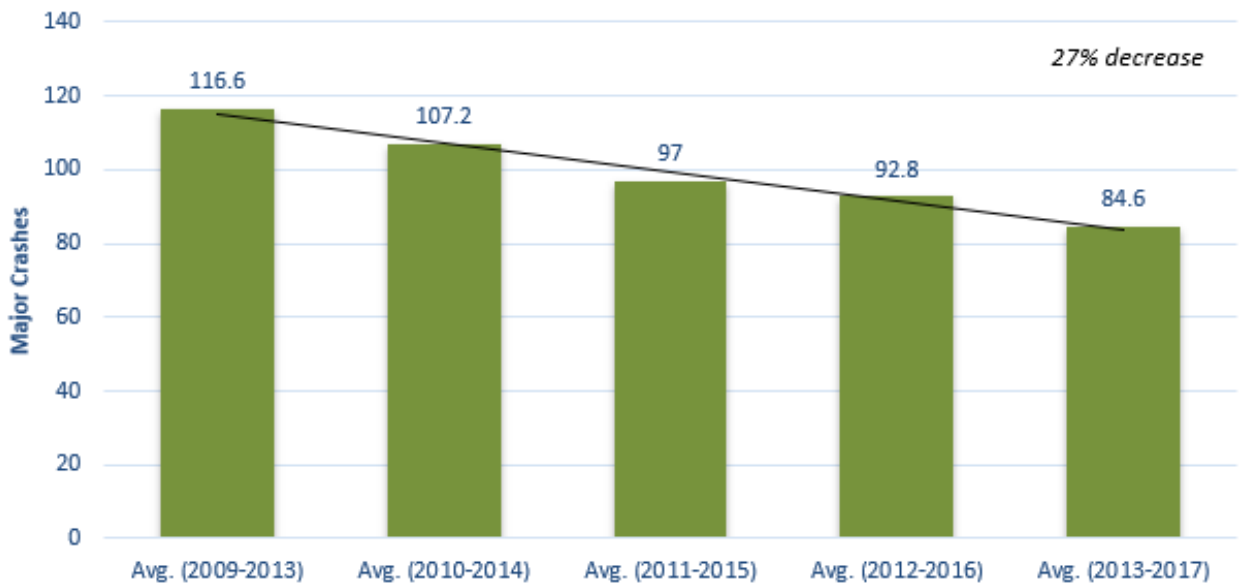
CEA 4B: Increase Bicyclist Safety



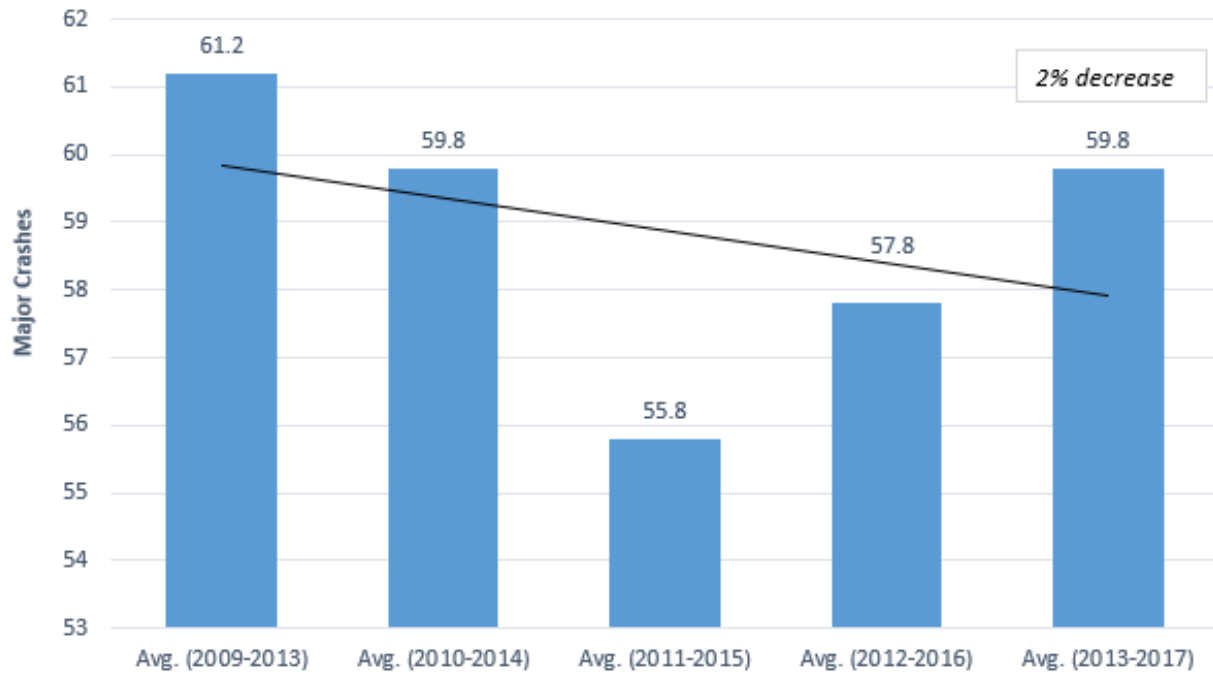
CEA 4C - Increase Motorcycle Safety



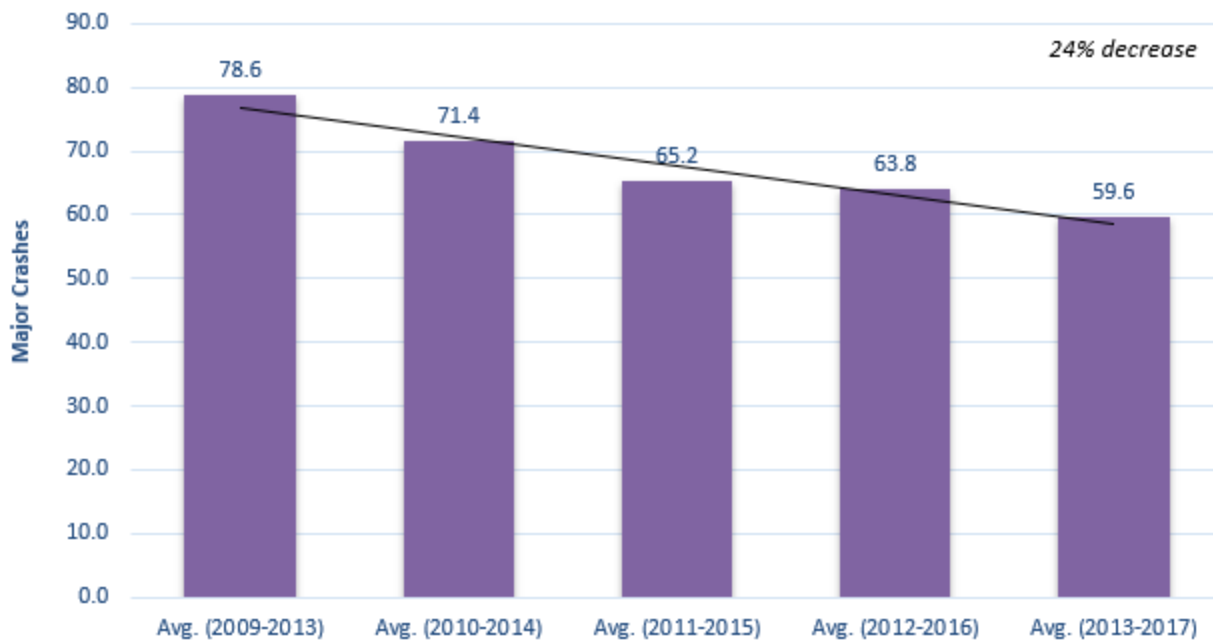
CEA 5A: Improve Younger Driver Safety (Under 25)



CEA 5B - Improve Older Driver Safety (65 and Over)

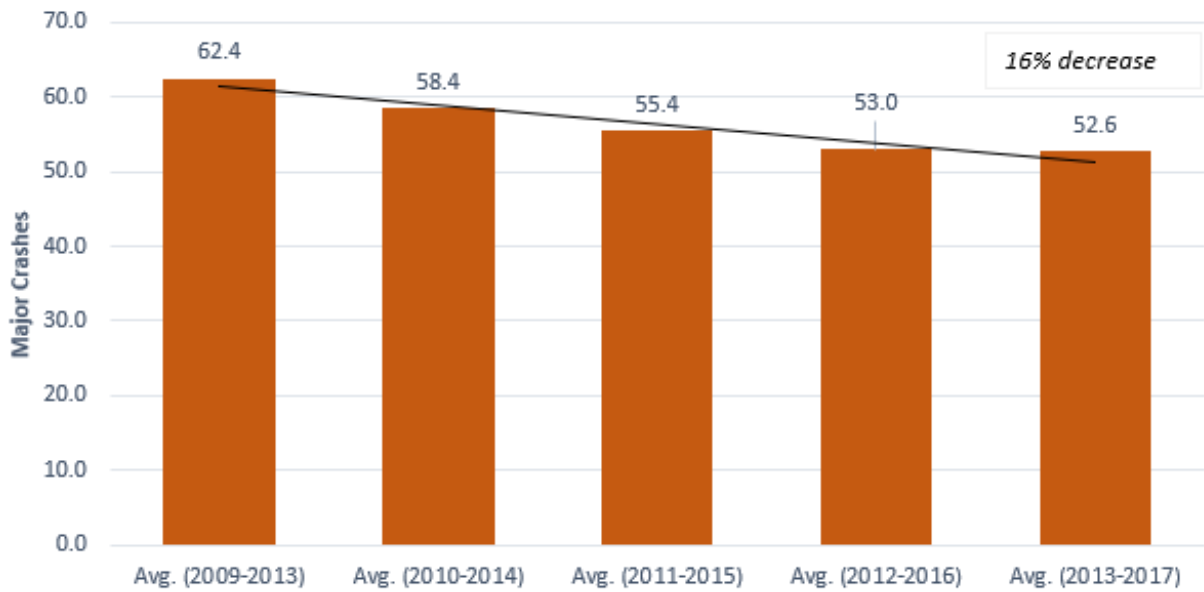


CEA 6: Reduce Impaired Driving



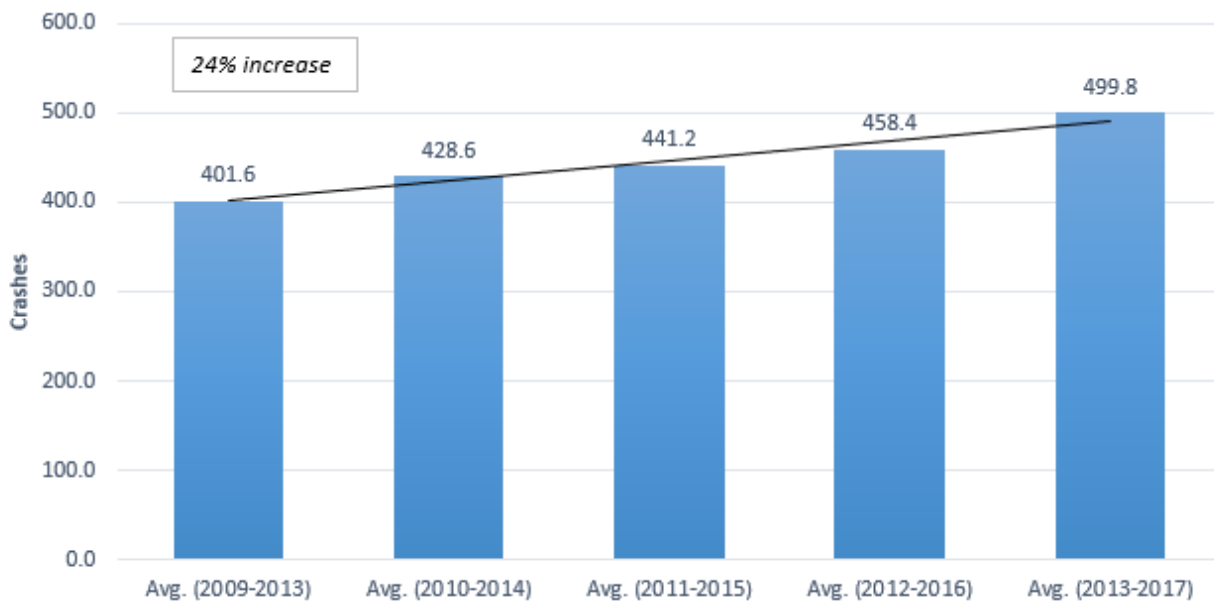
ALCOHOL &/OR DRUGS - IMPAIRMENT: Operator BAC => 0.08 OR AppOperCond 1 or 2 = "Under the Influence" AND Drug Test Results = Positive OR ContribCircum 1 or 2 = "Under the Influence" AND Drug Test Results = Positive.

CEA 7: Curb Distracted Driving and Keep Drivers Alert



Major Crashes where ContribCircumst is 1 or 2 Distracted related or Inattention related.

SEA 1: Reduce Medium and Heavy Vehicle Crashes



Units: Tractor Trailer(Bobtail), Tractor/Trailer, Tractor wTwin Trailers, Logging Truck, Logging Tractor/Trailer, Single Unit Truck,and Bus .

SEA 2: Improve Work Zone Safety

