

The Vermont Highway Safety Alliance

Who We Are



- **Founded in 2012**
- **50+ members**

- **A collaboration of private and public organizations**

- **Committed to improving highway safety for all users**

- **Dedicated to producing an integrated Strategic Highway Safety Plan (SHSP)**
 - **Working together, we use data to improve highway safety by integrating engineering;**
 - **enforcement; education, marketing and outreach; and emergency medical services initiatives**



Board Leadership

**Chair: Lt. Kevin Geno,
Rutland County Sheriff's Department**

**Vice Chair: Barbara Brody,
Vermont Driver & Traffic Safety Association**

**Treasurer: Lt. Allen Fortin,
Chittenden County Sheriff's Department**

**Secretary: Dan Goodman,
Public Affairs Manager, AAA Northern N.E.**

**Federal Partners:
Federal Highway Administration
National Highway Traffic Safety Administration
Federal Motor Carrier Safety Association**

**Staff:
Evelyn McFarlane, Coordinator**

Board Members

Bill Mitchell, Ride Safe Vermont

Doug Masson, AARP Vermont

Chief George Merkel, VT Association of Chiefs of Police

Karen Yacos, Local Motion

Ann Gammell, Vermont Agency of Transportation

Lt. Tara Thomas, Vermont State Police

**Allison Laflamme, State Highway Safety Office,
Behavioral Safety Unit**

Anthony Facos, Vermont Department of Motor Vehicles

1. Improve Infrastructure

2. Reduce Speeding and Aggressive Driving

3. Increase Use of Occupant Protection

4. Vulnerable Users:

a. Increase Pedestrian Safety

b. Increase Bicyclist Safety

c. Increase Motorcyclist Safety

**7 Identified
Critical Emphasis
Areas
(identified by the
data)**

5. Age-Appropriate Solutions

**a. Improve Younger Driver Safety
(Under 25)**

**b. Improve Older Driver Safety
(65 and Over)**

6. Reduce Impaired Driving

7. Curb Distracted and Inattentive Driving

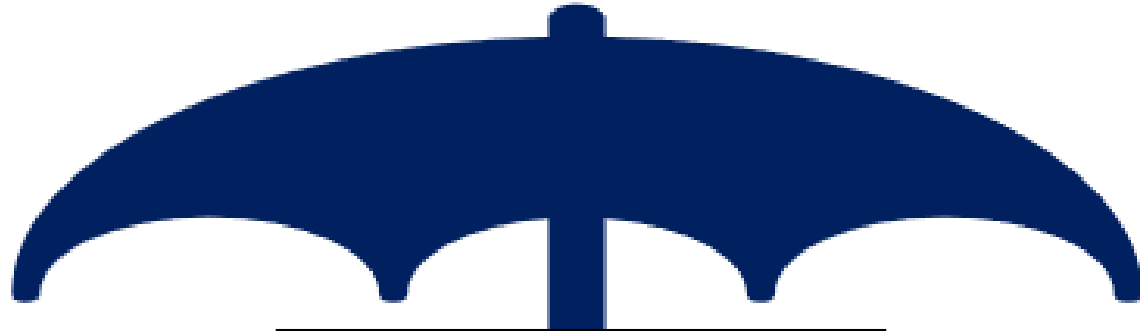


VERMONT

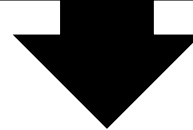
Strategic Highway Safety Plan 2017-2021



A Comprehensive Plan to Reduce the
Number of Crashes on Vermont's Highways



**Strategic Highway
Safety Plan**



**Identifies the Who,
What, Where, When
and How of crashes**

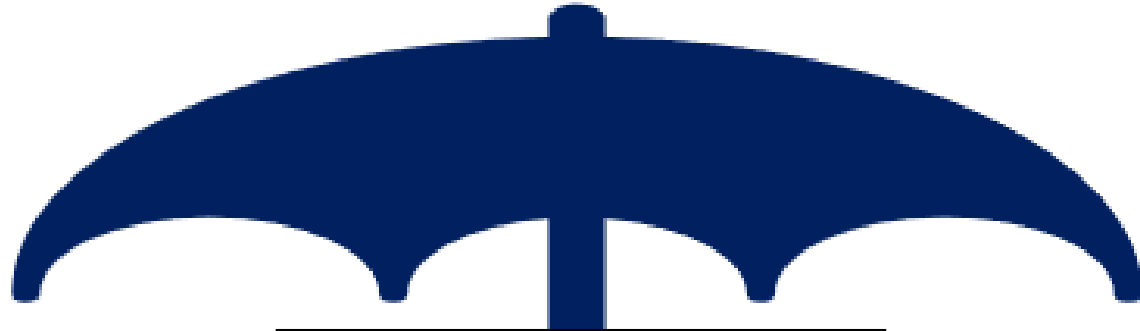
Defines Critical Areas

**Federally
Required 5 Year
Strategic Plan**

**Current Plan
2017 - 2021**

**Framework for
reducing highway
fatalities and
serious injuries**

**Plan Update
begins Feb. 2021**



**Strategic Highway
Safety Plan**



**DATA
DRIVEN**

**Tracks 5-year
rolling averages
for
Major Crashes***

***Major Crashes
are defined by
VTrans as fatal
and serious injury
crashes**



**Strategic Highway
Safety Plan**

Updated Annually

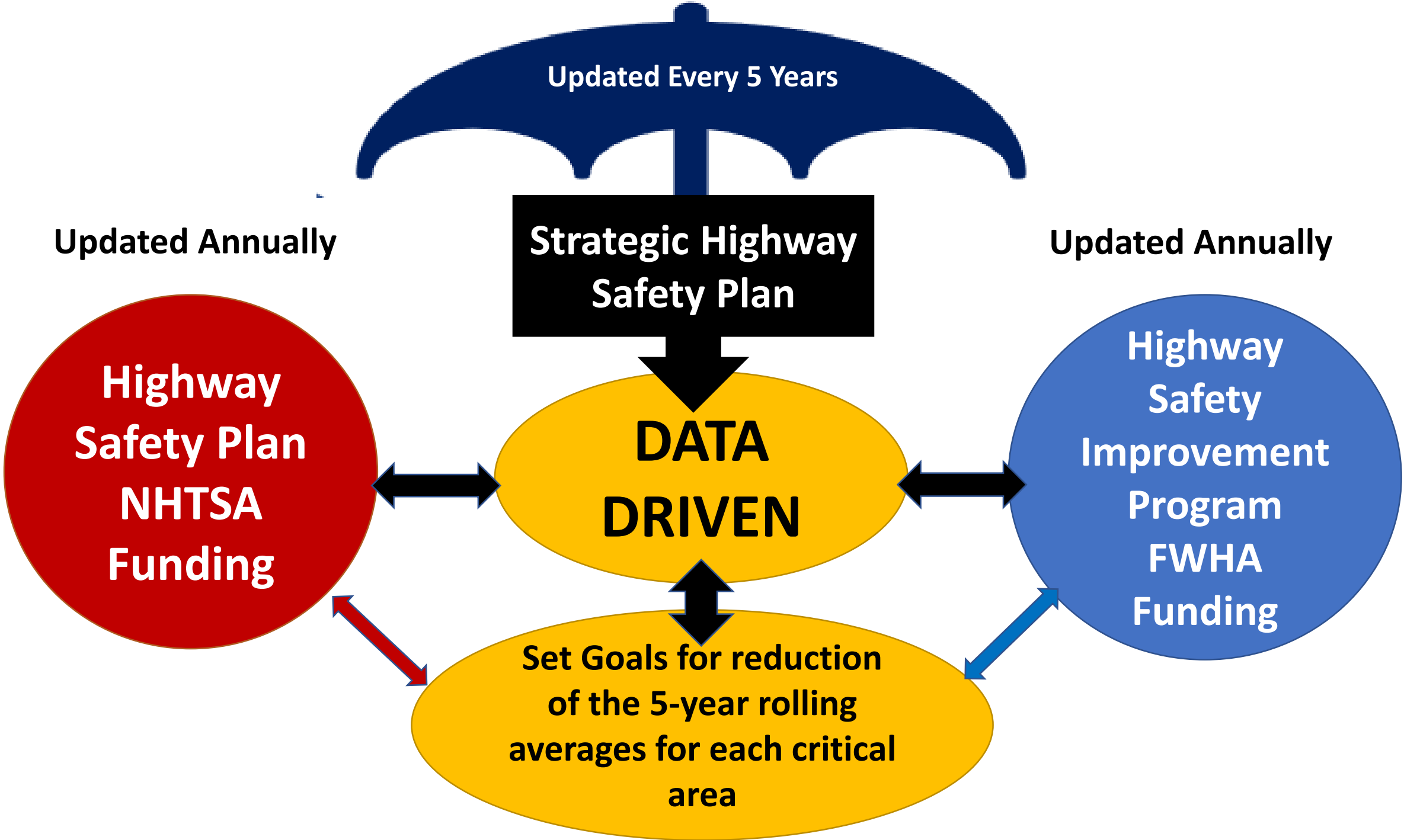
**Highway
Safety
Plan
NHTSA
Funding**



**DATA
DRIVEN**



**Set Goals for reduction
of the 5-year rolling
averages for each critical
area**



1. Improve Infrastructure

2. Reduce Speeding and Aggressive Driving

3. Increase Use of Occupant Protection

4. Vulnerable Users:

- a. Increase Pedestrian Safety
- b. Increase Bicyclist Safety
- c. Increase Motorcyclist Safety

Identify Critical
Emphasis Areas

5. Age-Appropriate Solutions

- a. Improve Younger Driver Safety (Under 25)
- b. Improve Older Driver Safety (65 and Over)

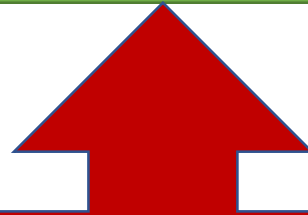
6. Reduce Impaired Driving

7. Curb Distracted and Inattentive Driving

**Identify Strategies and Countermeasures
(both new and continued)**



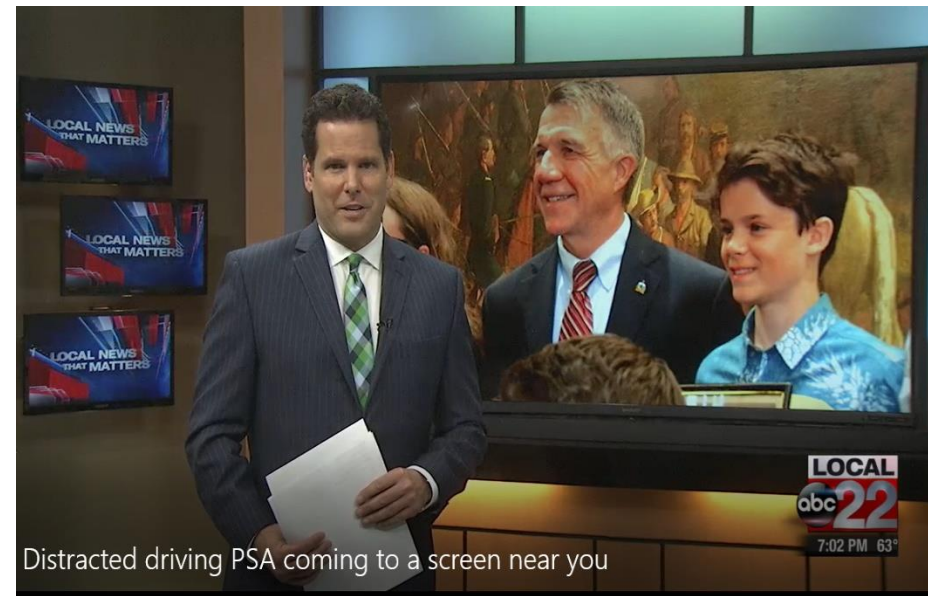
**SHSP Guides Project Planning and
Implementation**



**Vermont Highway Safety Alliance
Oversees the preparation of the State's Strategic Highway Safety Plan
Supports implementation**

#802phonesdown!headsup!

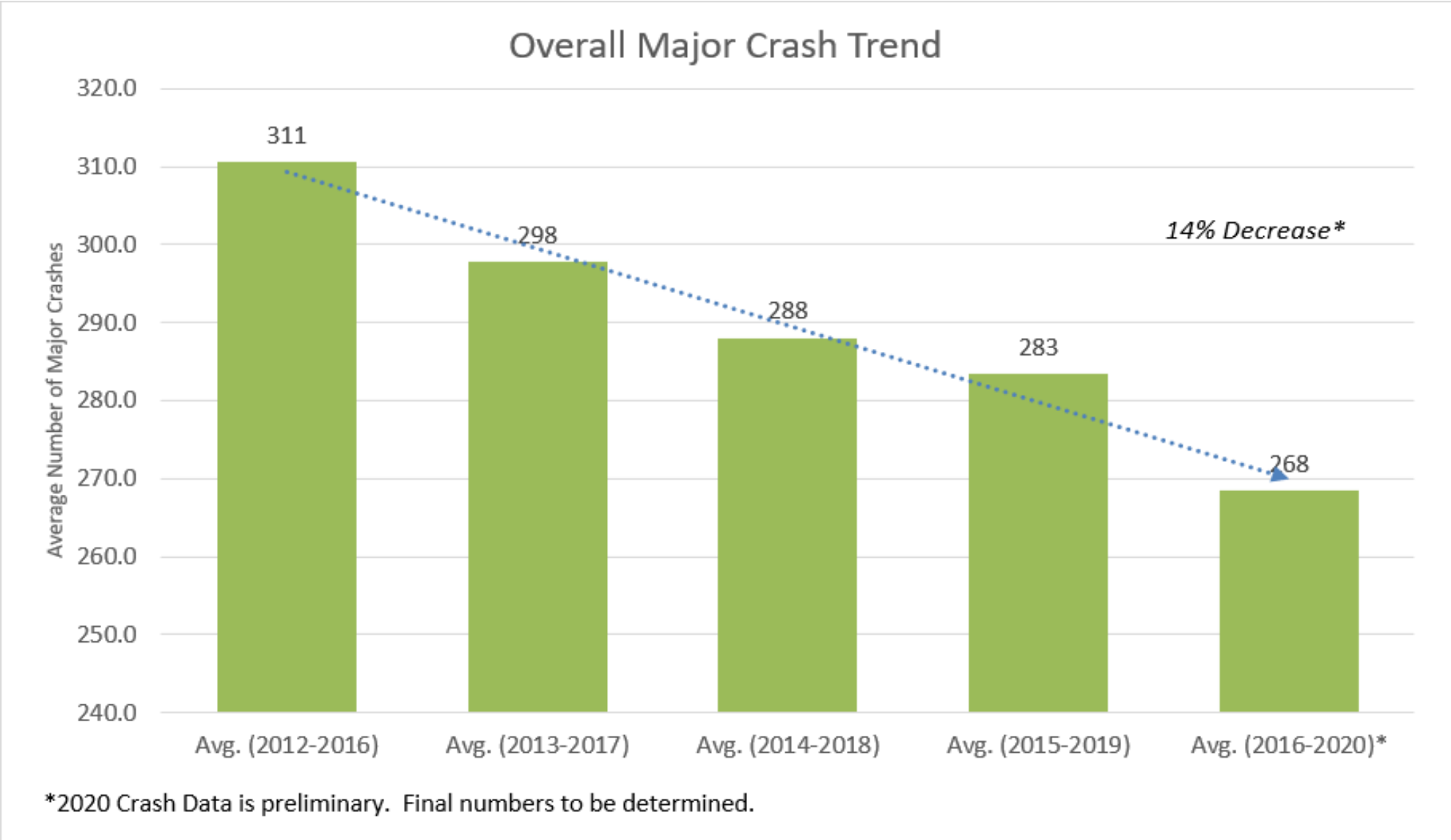
PSA VIDEO CONTEST FOR HIGH SCHOOL STUDENTS



The Vermont Highway Safety Alliance (VHSA) sponsored the 3rd Public Service Announcement (PSA) #802phonesdown!headsup! award contest for Vermont high school students designed to change driving habits in conjunction with National Distracted Driving Awareness Month in April.

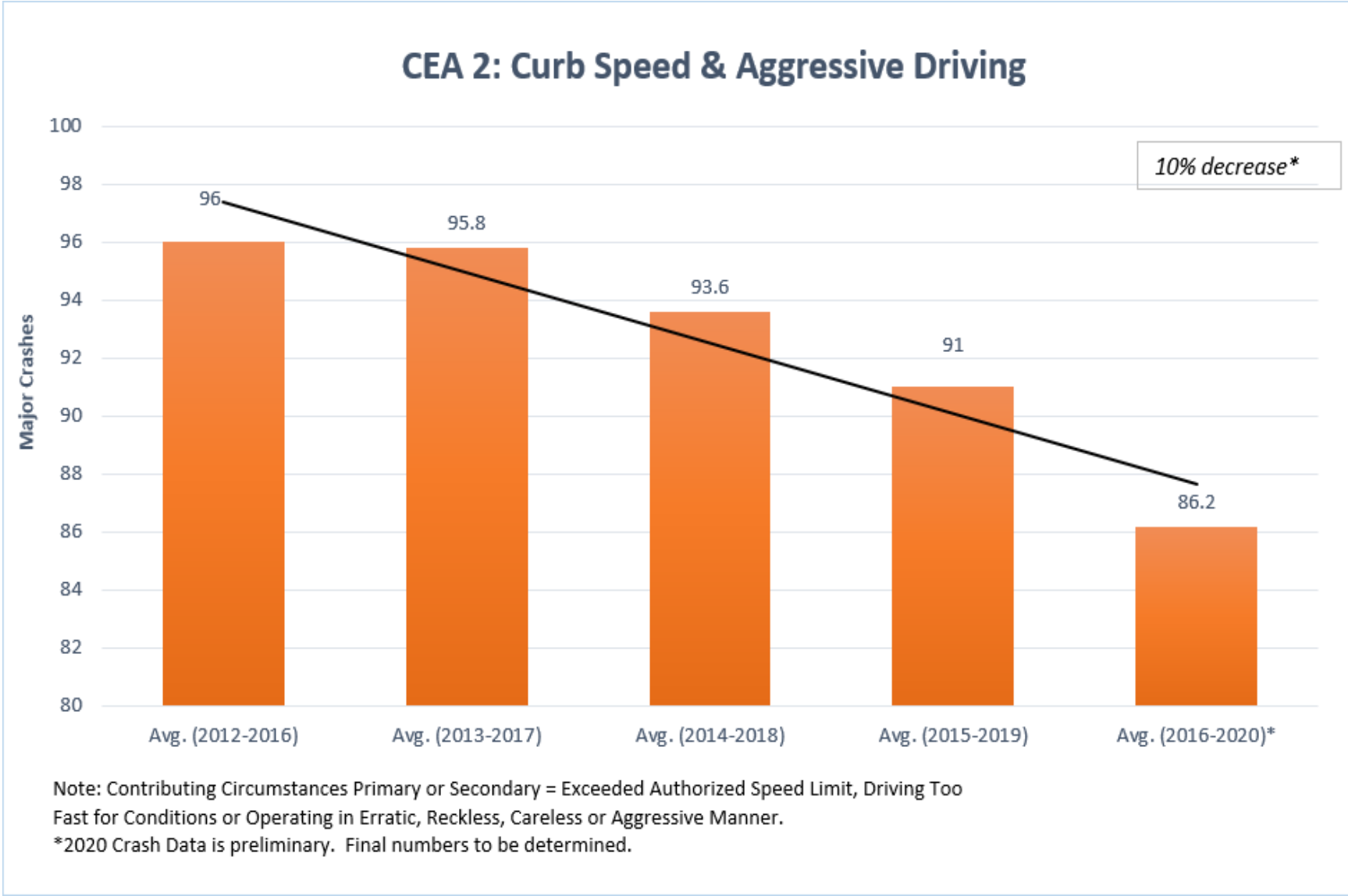
Strategic Highway Safety Plan (SHSP) 2017-2021 Goals and Objectives

- **Primary Goal:**
Reduce major crashes in Vermont by 10% from 2017-2021



CEA 2: Curb Speeding and Aggressive Driving

Goal: Reduce major crashes by **20%** between 2017-2021



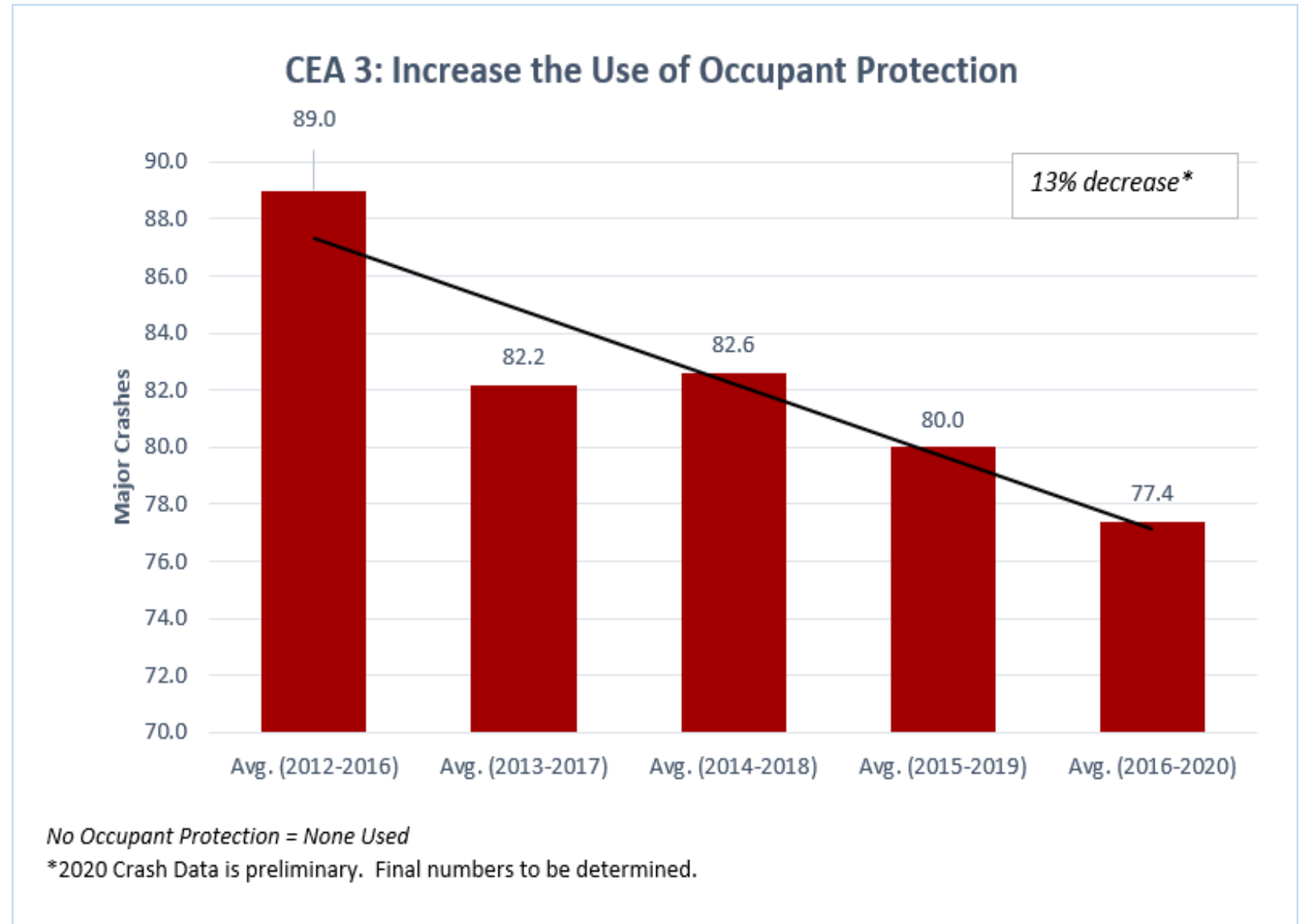
2

5 Year Rolling Average 2016-2020 - 10% Reduction

The State has not met the target goal of an average 4% decrease a year for 5 years.

CEA 3: Increase Use of Occupant Protection

Goal: Reduce major crashes by **20%** between 2017-2021



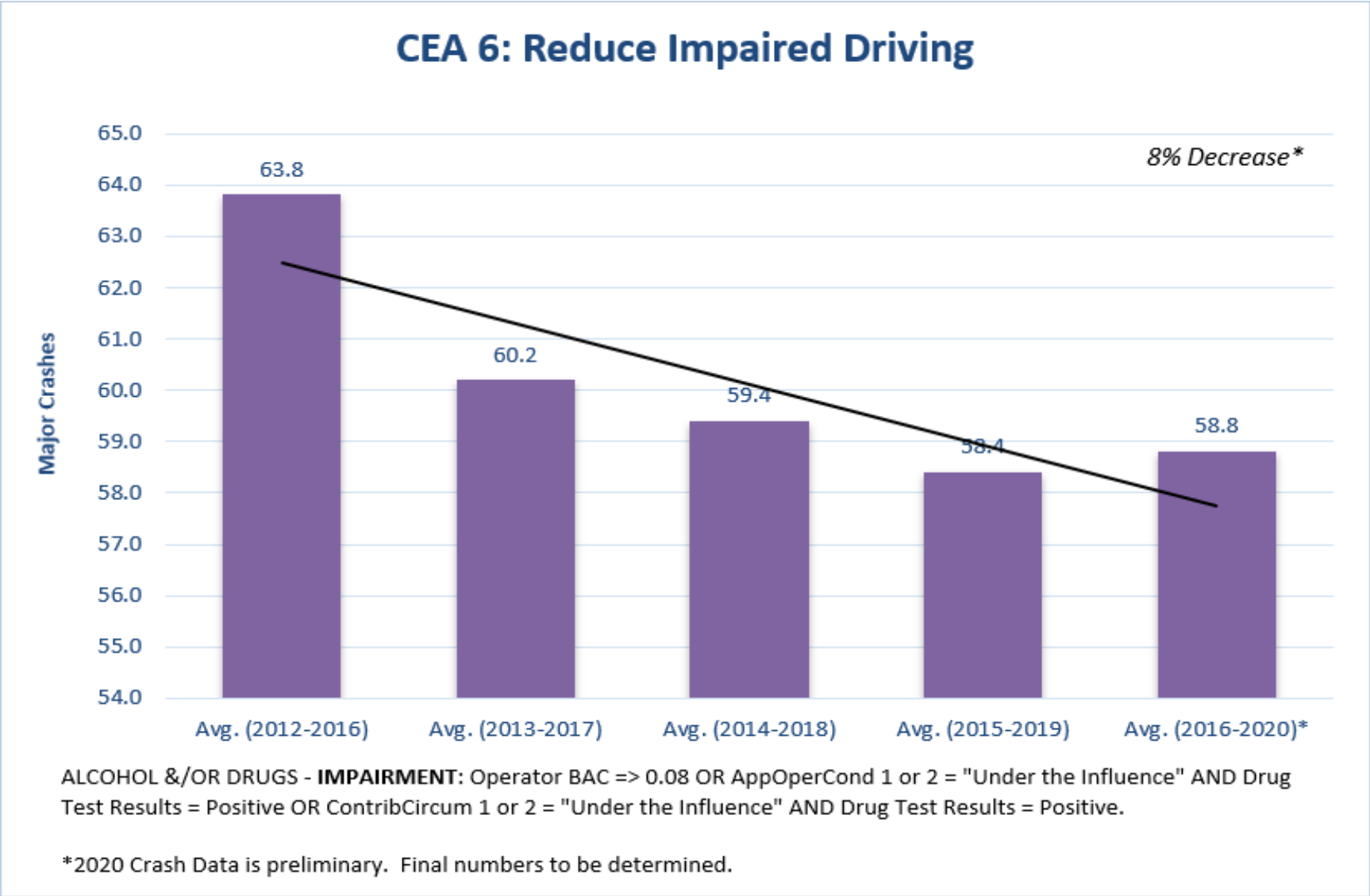
3

5 Year Rolling Average 2016-2020 - 13% Reduction

The State has not met the target goal of an average 4% decrease a year for 5 years.

CEA 6: Reduce Impaired Driving

Goal: Reduce major crashes by 10% between 2017-2021



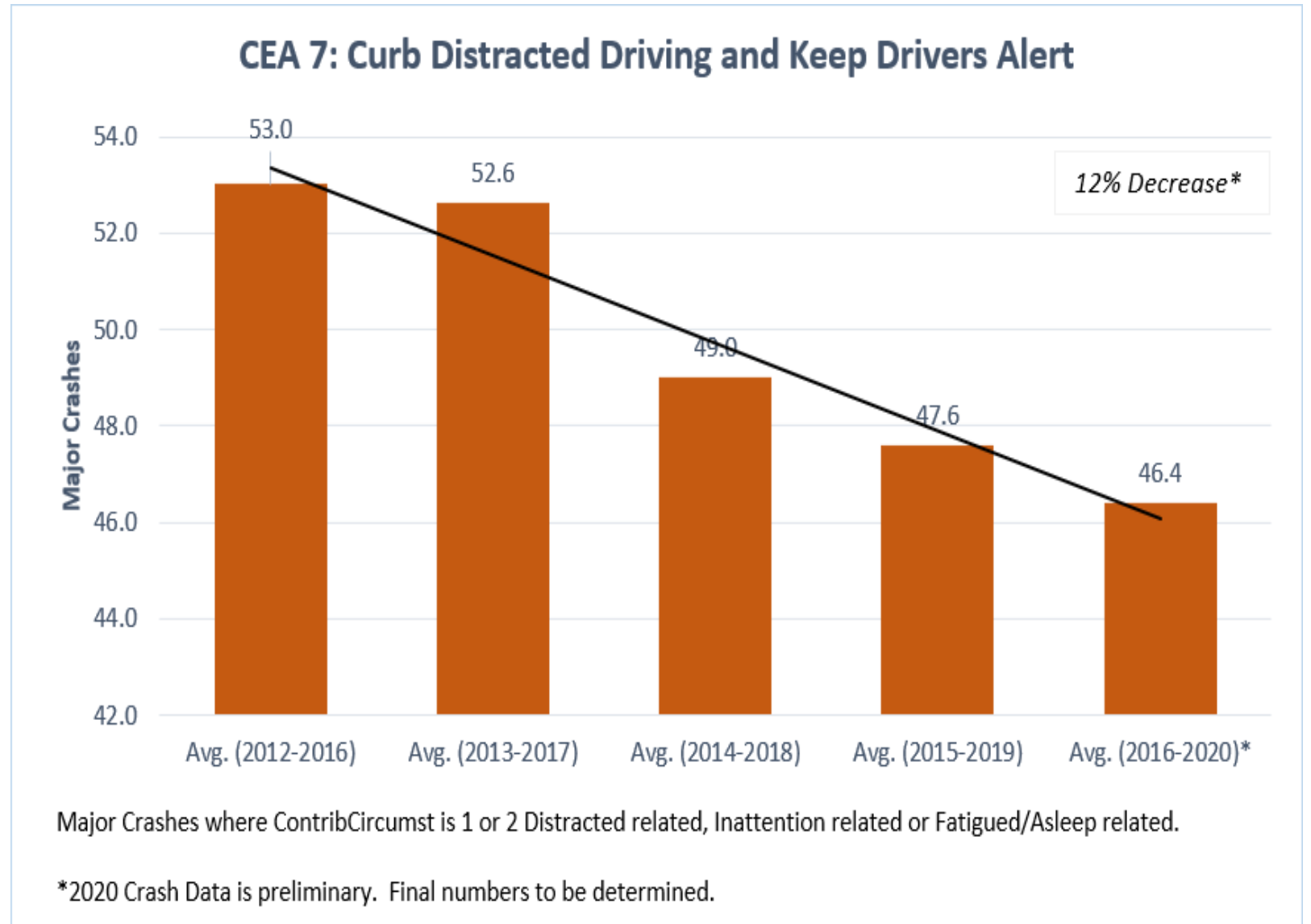
6

5 Year Rolling Average 2016-2020 - 8% Reduction

The State has not met the goal of an average 2% decrease a year for 5 years.

CEA 7: Curb Distracted Driving and Keep Drivers Alert

Goal: Reduce major crashes by **10%** between 2017-2021



7

5 Year Rolling Average 2016-2020- 12% Reduction

The State is on target to meet the goal of an average 2% decrease a year for 5 years.

CEA 4A: Increase Pedestrian Safety

Goal: Reduce major crashes by **10%** between 2017-2021



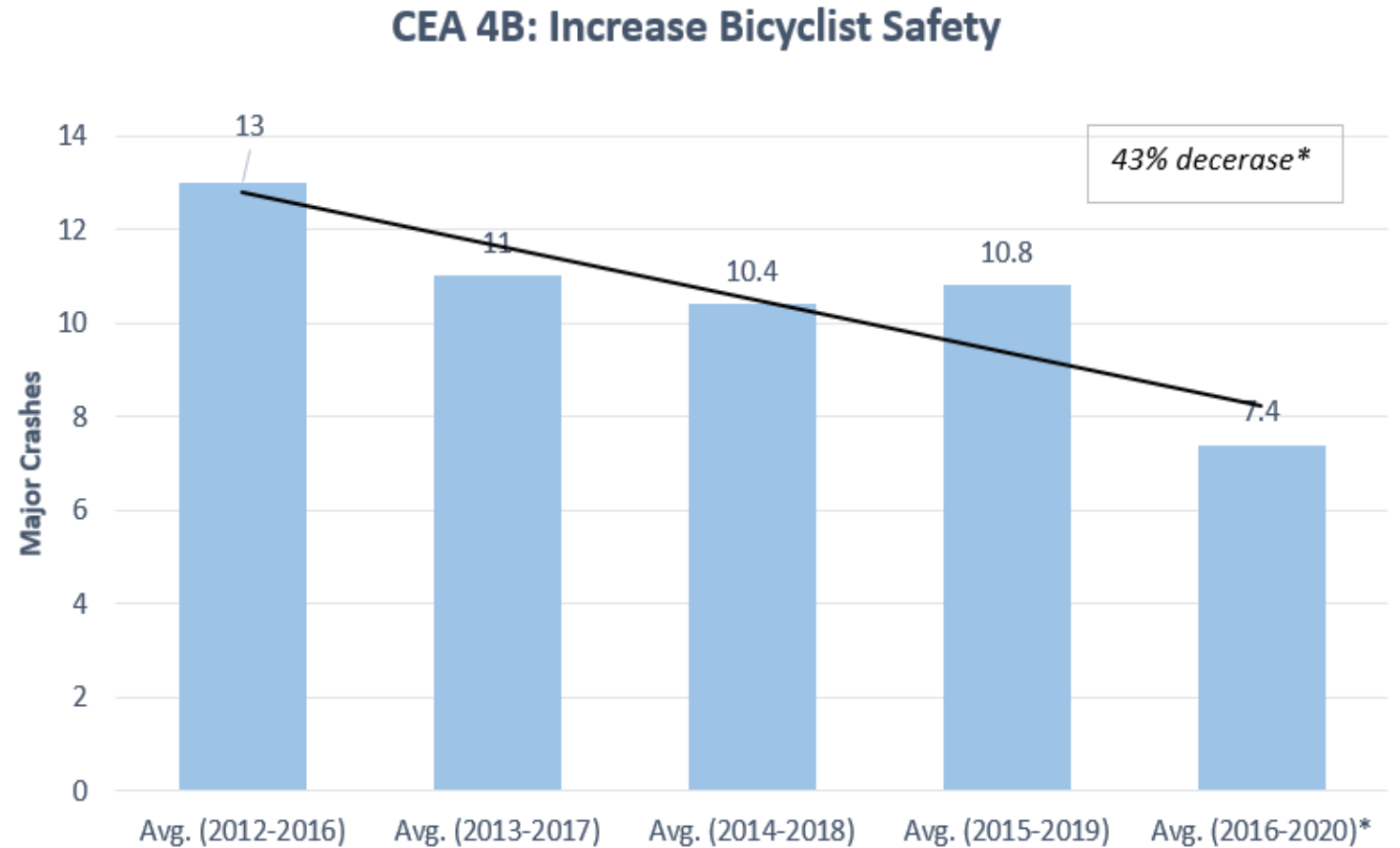
4A

5 Year Rolling Average 2016-2020 - 6% Reduction

The State has not met the goal of an average 2% decrease a year for 5 years.

CEA 4B: Increase Bicyclist Safety

Goal: Reduce major crashes by **10%** between 2017-2021



*2020 Crash Data is preliminary. Final numbers to be determined.

4B

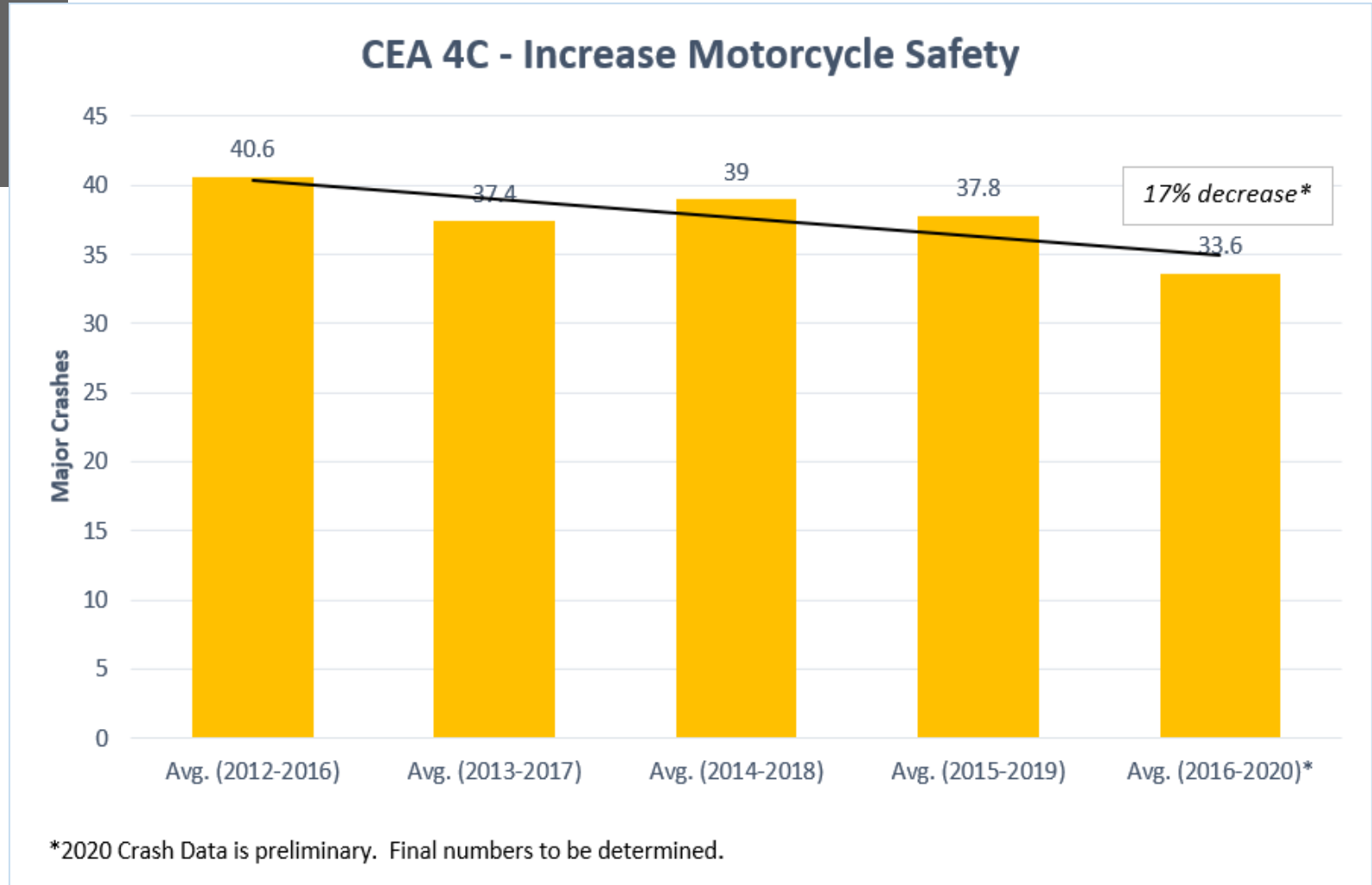
5 Year Rolling Average 2016-2020 - 43% Reduction

The State is on target to meet the goal of an average 2% decrease a year for 5 years.

CEA 4C: Increase Motorcyclist Safety

Goal: Reduce major
crashes by
between 2017-2021

10%



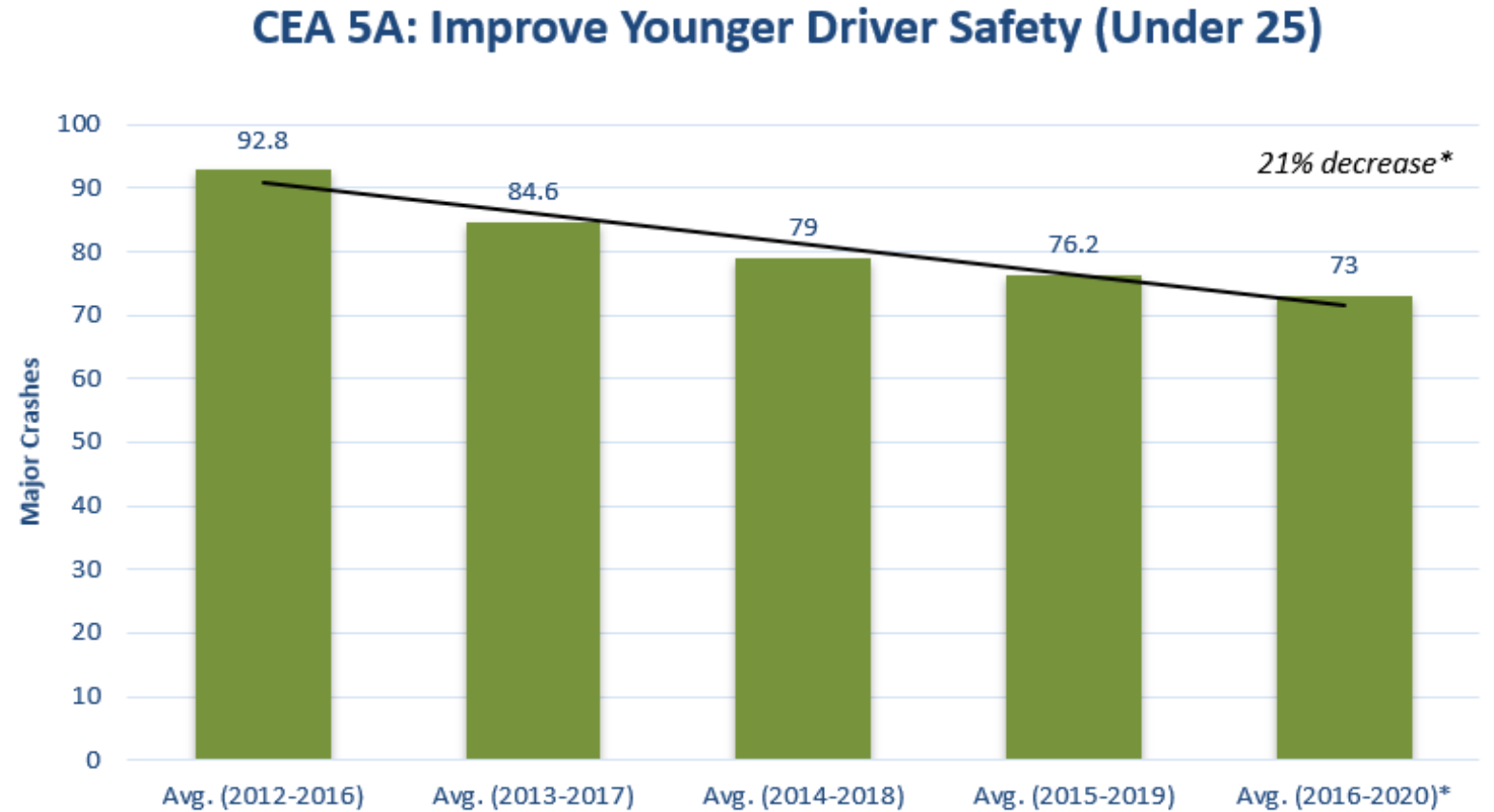
4C

5 Year Rolling Average 2016-2020 - 17% Decrease

The State is on target for the goal of an average 2% decrease a year for 5 years.

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

Goal: Reduce major crashes by **15%** between 2017-2021



*2020 Crash Data is preliminary. Final numbers to be determined.

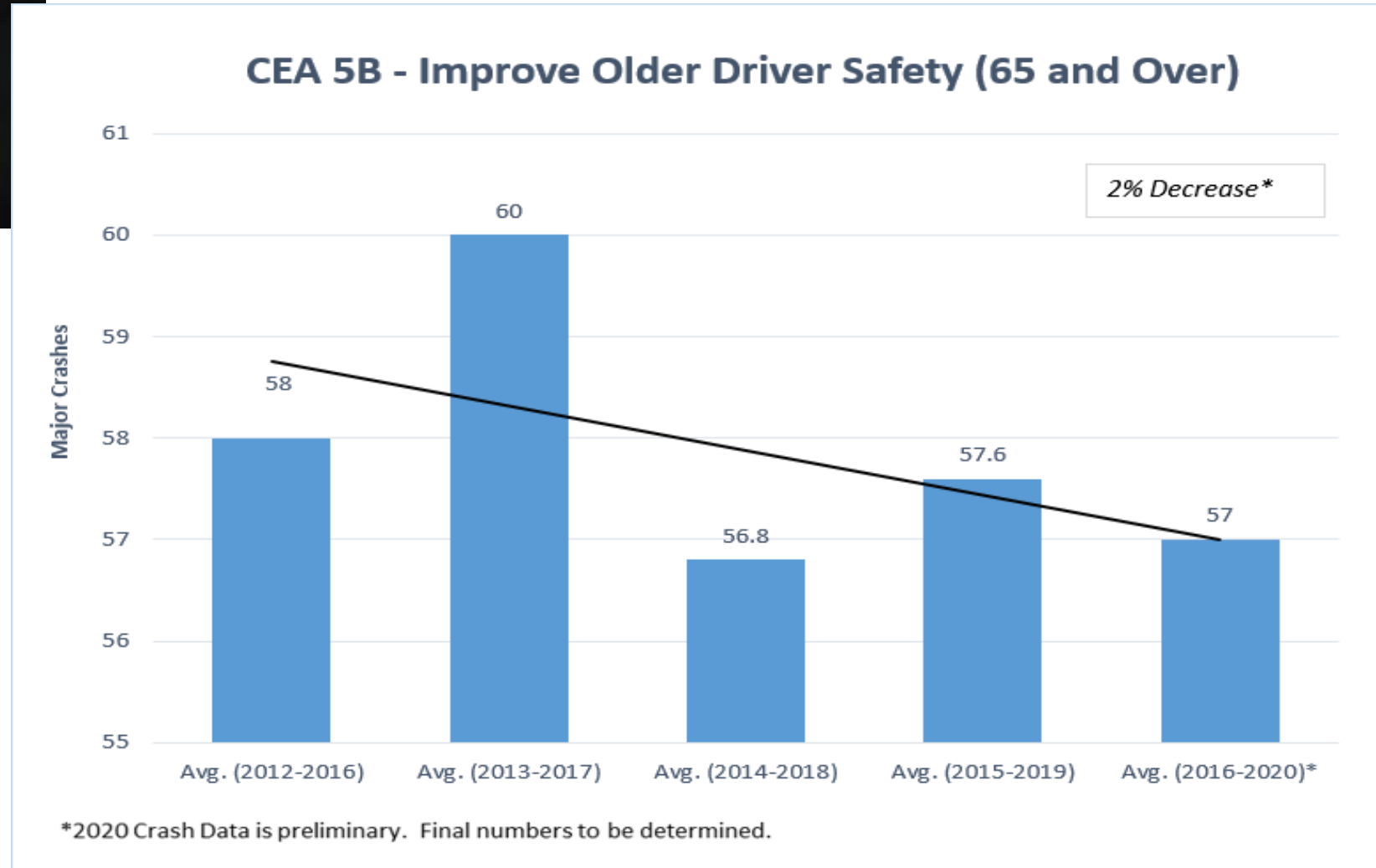
5A

5 Year Rolling Average 2016-2020 - 21% Decrease

The State is on target to meet the goal of an average 3% decrease a year for 5 years.

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

Goal: Reduce major crashes by **5%** between 2017-2021



5B

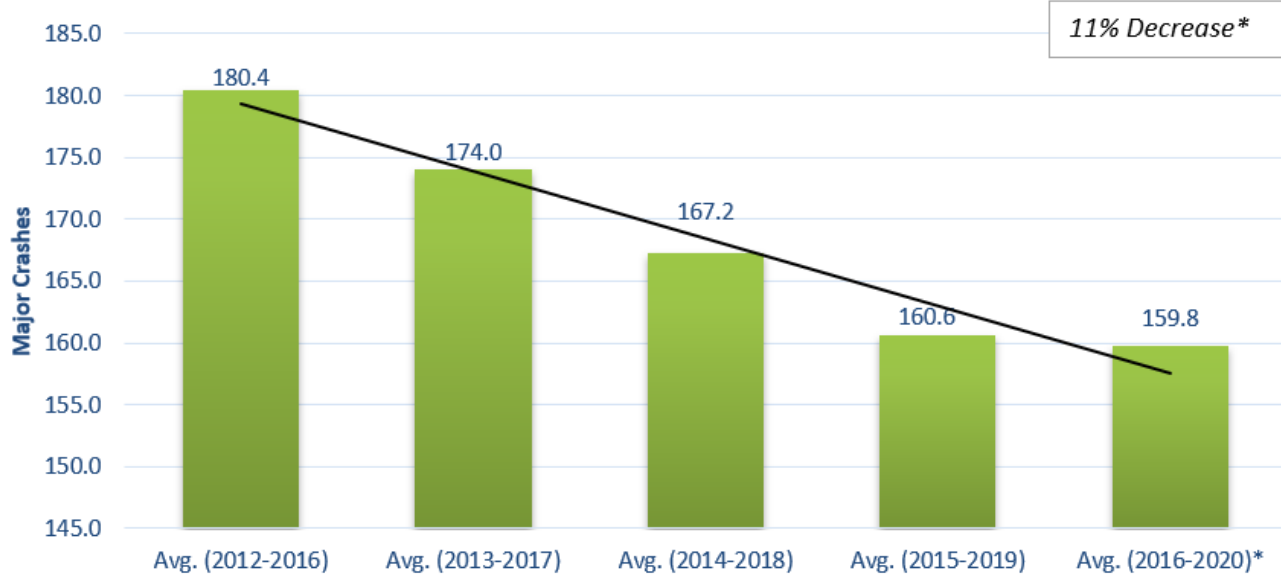
5 Year Rolling Average 2016-2020 - 2% Decrease

The State has not met the goal of an average 1% decrease a year for 5 years.

CEA 1A: Lane Departure
CEA 1B: Intersection Crashes

**Goal: Reduce major crashes by 10%
 between 2017-2021**

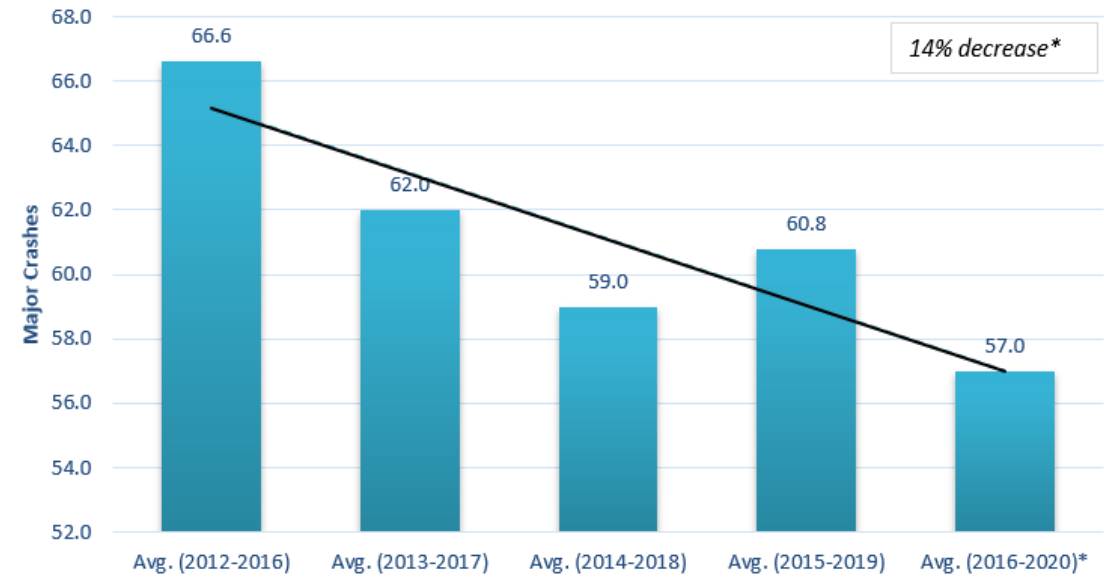
CEA 1A: Minimize Lane Departure



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

*2020 Crash Data is preliminary. Final numbers to be determined.

CEA 1B: Highway Intersection Major Crashes



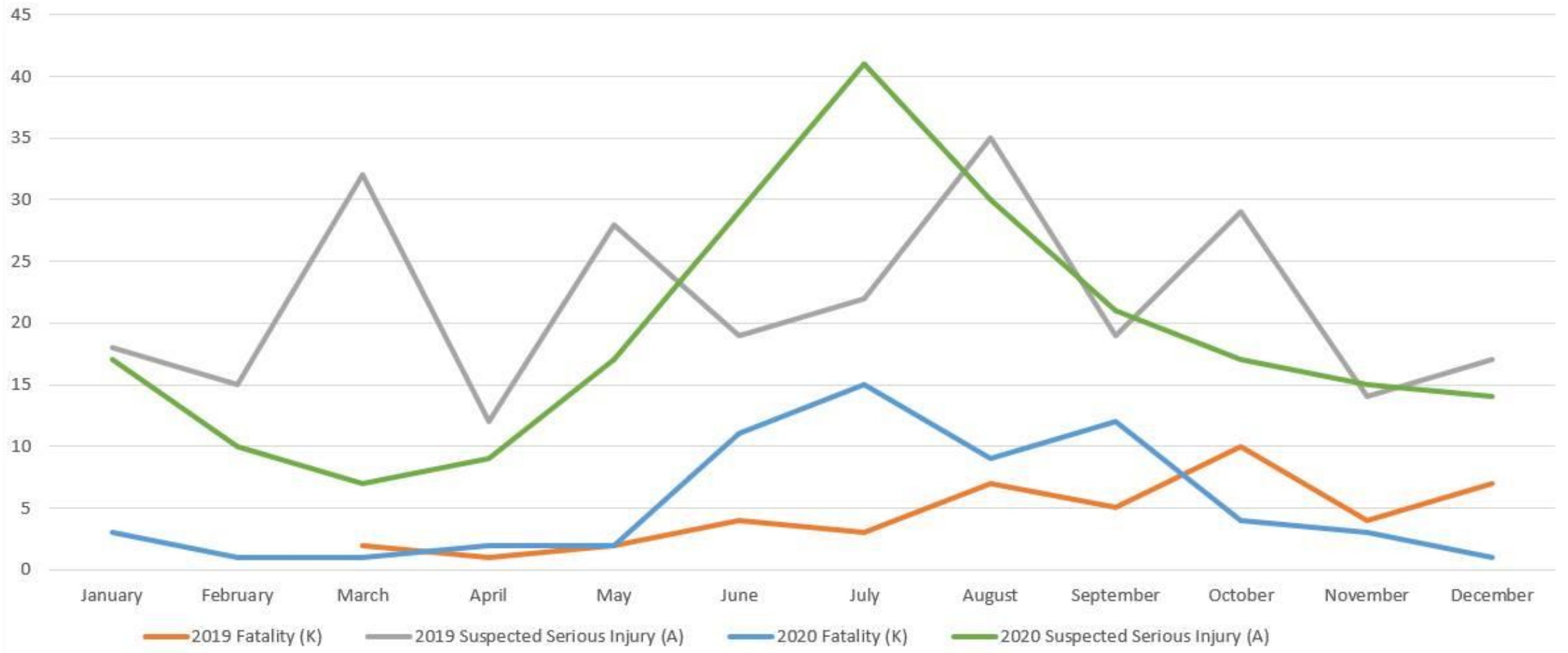
Note: Intersection = 4-way,T-inters., Y-inters., Circle/Roundabout,5-way.

*2020 Crash Data is preliminary. Final numbers to be determined.

1

The State is on target to meet the goal of an average 2% decrease a year for 5 years.

Fatalities & Serious Injuries by Month 2019 & 2020 Comparison



Fatal Crash Data	2021*	2020*	2019	2018	2017	2016	2015
Total Fatal Crashes	1	57	44	61	64	59	50
Total Fatalities (People)	1	61	47	69	70	64	57
Double Fatality Crashes		4	3	8	3	2	5
Triple Fatality Crashes		0	0	0	0	1	1
Quadruple Fatality Crashes		0	0	0	1	0	0
Operators Suspected as Driving under the Influence of Alcohol Only		12	5	5	6	14	4
Operators Suspected as Driving under the Influence of Drugs Only		11	15	13	18	10	11
Operators Suspected as Driving under the Influence of both Alcohol & Drugs		4	2	10	11	10	9
Active Cannabis - Delta 9 THC Confirmed**		9	10	16	18	18	11
Operators Suspected of Speeding		13	14	22	27	29	16
Operators with Suspended License/ No License		8	5	7	11	10	5
Junior License Operators involved in fatal crashes		0	1	4	2	0	1
"Older Drivers" involved in fatal Crashes (Older Driver is defined as any person age 65 or older. & "involved" does not imply "fault")		15	16	14	15	14	11
Crashes involving a Large Truck/Bus ("involving" does not imply "fault")		4	10	6	3	5	4
Motorcyclist Fatalities		10	8	7	13	11	11

2021 & 2020 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	2021	2020	2019	2018	2017	2016
Motor Vehicle Occupant	Unbelted		24	17	34	24	21
	- Driver		19	14	25	17	11
	- Passenger		5	2	9	6	10
	- UTV Driver				0	1	0
	Belted		17	18	21	22	23
	- Driver		12	14	15	15	20
	- Passenger		5	4	6	7	3
	Improper Belt Use/Child Restraint		0	0	0	1	1
Motorcyclist/ATV	Wearing Helmet		9	5	5	11	10
	Non-DOT Compliant Helmet/Improper		0	1	1	1	1
	No Helmet		2	2	1	2	1
Vulnerable Users	Pedestrians		7	3	6	9	5
	Bicyclists		1	0	0	0	1
Unknown	Unknown Belt/Helmet Use	1	1	1	1	1	2
% Unbelted*		0	58%	49%	62%	52%	48%
Total Fatalities		1	61	47	69	70	64

***Of all fatalities: only occupants in vehicles equipped with seatbelts are used in the calculation for unbelted percentage. Excludes: motorcycles, ATVs, pedestrians, bicyclists and unknowns. (Sum of Belted & "Unbelted", divided into "Unbelted")**



AAA Walk to End Distracted Driving

AAA Northern New England in conjunction with the Vermont Highway Safety Alliance and Project RoadSafe planned and hosted a "AAA Walk to End Distracted Driving" and Safety Event at the Vermont State House. There was a community walk in downtown Montpelier and traffic safety partners exhibited and hosted interactive activities on the front lawn of the State House.