

VERMONT CRASH DATA RESOURCE BOOK 2007



**Vermont Crash Data
Resource Book
2007**

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INTRODUCTION

This edition of the Crash Data Resource Book marks the nineteenth annual report of motor vehicle crashes in Vermont and continues efforts to provide and widely distribute a highway safety resource book as well as historical trends in crashes. Information about the characteristics and dynamics of motor vehicle crashes has proven to be an important element in policy and planning initiatives to make Vermont's highways safer. The latest edition of the Crash Data Resource Book is published on the Governor's Highway Safety Program website at www.VThighwaysafety.com; a companion volume, the DUI Statistical Resource Book, is also published on that site. Readers are encouraged to visit the site and download tables in Adobe Acrobat PDF format. The Adobe Acrobat reader is available free at www.adobe.com.

Vermont's crash reporting system continues to undergo major improvements that are more fully reflected in this and last year's volumes than in previous years. A significant increase in the number of police reported crashes is evident as reports jumped from 3,258 in 2001 to 10,063 for 2002 and then further increased to 13,716 in 2003 and 13,793 in 2004 to 14,416 in 2007. The primary reason for increases of this magnitude was implementation of a new Uniform Report of a Motor Vehicle Crash form by the Department of Motor Vehicles (2003 was the first full year of utilization of the new crash form), which has effectively made it easier for law enforcement to collect data and file reports. Extensive training was also carried out as part of the implementation and has resulted in more reports of better quality.

Data used for this report are extracted from the Accident Reporting System (ARS) database developed by the Agency of Transportation. The ARS collects data from police crash reports filed with the Department of Motor Vehicles and adds additional elements not previously available from the previous crash database. It is also important to note that data elements in the ARS are designed to be substantially consistent with the Model Minimum Uniform Crash Codes (MMUCC) developed and adopted by the National Highway Traffic Safety Administration (NHTSA) in 1998. During the past year the Traffic Records Committee, a multi-agency advisory group designed to coordinate improvements to Vermont's highway safety information systems, continued to work hard to improve the Uniform Crash Report Form based on the MMUCC elements, ARS structure, and experience in Vermont.

Readers are advised to carefully review tables in this report, especially those presenting trends from previous years. The large increase in crash reports have created corresponding increases in many of the tables and statistics presented in the following pages.

A highlight of the past years has been development of the architecture for an electronic crash form and system to directly capture data from law enforcement agencies throughout the state. Work on building the system will begin in January 2005 with implementation in mid-2007. This effort promises to facilitate improved, timely and efficient crash reports, therefore enhancing the quality of data presented here. Traffic citation and criminal charging data from the Vermont District Court and Vermont Judicial Bureau continue to be used as in past editions. All fatal and most injury crashes are included in the ARS data; excluded are property damage crashes involving less than \$1,000.

Secondary data necessary for compiling the various rates and measures used in this report were obtained from the Department of Motor Vehicles (registration, licensed drivers, and aggregate crash report data), Agency of Transportation (ARS interpretations and classifications, vehicle miles traveled), Vermont Center for Justice Research (motor vehicle offense and citation databases), National Highway Traffic Safety Administration (national statistics) and Department of Health (population statistics).

Analysis and report production was conducted by the Vermont Center for Justice Research under a grant from the Vermont Governor's Highway Safety Program and National Highway Traffic Safety Administration.

Requests for further information, or questions pertaining to the data presented in this report should be addressed to:

Governor's Highway Safety Program
Department of Public Safety
103 South Main Street
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2007 Crash Highlights

HIGHLIGHTS AND TRENDS

- 14,416 crashes were reported; 64 fatal, 2,748 injury, and 11,604 property damage. (Figure 1.1 and Table 1.1)
- 66 people were killed and 3,644 injured, there was one untimely death. (Figure 1.1 and Table 1.3)
- The fatality rate per vehicle miles traveled was .8 down 11% from the 2006 rate. The injury rate was 36.1 in 2007, a 9.7% decrease from the 2006 level. (Table 1.2)

ENVIRONMENTAL CHARACTERISTICS

- Crash rates per 1,000 population were highest in Chittenden, Lamoille and Rutland counties. (Table 2.1)
- 79.4% of fatal crashes occurred in rural areas whereas more property damage crashes happened in urban (55.6%) rather than rural (44.4%) areas. (Table 2.3)
- 31.8% of the crashes in urban areas occurred at intersections; rural crashes often occur on open road (60.3%). (Table 2.4)
- Crashes were 8 times more likely to occur on state and town roads than on interstate highways. Fatal crashes were somewhat more likely to occur on state and town highways than interstates in 2007. (Table 2.5)
- About 69% of all fatal crashes occurred in the 35-50 m.p.h. posted speed ranges. (Table 2.6)
- The holiday period average crash rate per 24 hour period was 33.06. (Table 2.10)
- January, April, May and August had higher proportions of fatal crashes than other months in 2007. Whereas, for property damage crashes a higher number occurred in December, January and February. (Table 2.11)
- Fatal crashes most often occurred on Tuesdays, Fridays and Saturdays. (Table 2.12)
- 78% of fatal crashes occurred between 10 am-10 pm. Over half of all injury and property crashes also occurred between 10 am and 6 pm. (Table 2.14)
- The majority of crashes occurred under either clear (51.9%) or cloudy (24.7%) weather conditions with no precipitation. (Table 2.15)
- Most fatal crashes and about half of all injury and property crashes occurred on main roads. The next most likely place for a crash was at an intersection. (Table 2.20)

VEHICLE CHARACTERISTICS

- Passenger vehicles were involved in 90.3% of all crashes reported to police. (Table 3.1)
- 68% of all crashes involved 2 or more vehicles. 57% of fatal crashes involved a single vehicle. (Table 3.3)
- Operator actions, rather than vehicle or roadway conditions caused almost 8 out of 10 crashes. (Table 3.4)
- Failure to yield, inattention and driving too fast for conditions were the primary operator contributing circumstances for passenger cars, sport utility vehicles and light trucks or vans. (Table 3.10)
- Operator contributing circumstances for motorcycle crashes were most often failure to keep in proper lane/off road, driving too fast for conditions, inattention, operating vehicles recklessly and excessive speed. (Table 3.10)
- When vehicles collided with something other than another vehicle, it was typically a tree, pole, guard rail, rock or other fixed object. Overturning was also common in crashes that did not involve hitting another vehicle. (Table 3.8)
- 71% of crashes involving 3 or more vehicles were rear-end collisions. The most frequently cited manner of crash for two vehicle crashes was also rear-end collisions at 43.7% followed by angle collisions, turning at 18.8%. (Table 3.14)
- Driving too fast for conditions was the most common operator contributing circumstance for interstate and city/village roadways. However, inattention was the most frequent cause of crashes on state and town roads. (Table 3.9)
- Rear-end and angle collision, turning were the most common manner of crashes for all types of vehicle categories. (Table 3.11)

PERSON CHARACTERISTICS

- About equal proportions of licensed drivers were male (52.3%) and female (47.7%), however crash involved drivers were more likely to be male (56.7%). (Table 4.1)
- Drivers under age 35 were disproportionately involved in crashes, with the highest crash rates found among 16-24 year olds. (Table 4.2)
- There were 448 severe or fatal injuries in 2007. (Table 4.12)
- 90.2% of crash operators reported being restrained; passenger restraint use was 89%. (Table 4.13)
- The highest rates of restraint use were for passengers, ages infant-14. Persons ages 21-24 were least likely to use a restraint. (Table 4.14)

- For the five-year period 2002-2007, 95.1% of children in crashes were using a restraining belt or seat. (Table 4.22)
- About 48% of those killed in motor vehicle crashes were under the age of 40; 68% of the fatalities were male and 32% were female in 2007. (Table 4.24)
- The highest rate of DUI crashes involved persons between 21 and 24 years of age, while the highest crash rate for all operators was found among persons between the ages of 18-20. (Table 4.30)
- About 36% of DUI crashes involved an injury. (Table 4.38)
- 38% of all DUI cited crashes occurred between 6 pm and 6 am. (Table 4.33)
- 19% of all DUI cited crashes in 2007 occurred on a Friday; 81% of DUI crashes occurred on the weekend while 19% happened during the week. (Table 4.34)
- Lamoille County experienced the highest rate of alcohol-involved crashes, followed by Bennington County. The lowest rates were found in Grand Isle and Essex counties. (Table 4.36)
- Four pedestrians were killed in 2007. (Table 4.41)

Citations

- 112,460 citations were written in 2007. (Table 5.1)
- The most frequent violations cited in crashes were speeding, operating without insurance, DLS, driving road laned for traffic, and following too closely. (Table 5.3)
- Speeding continued to be the most frequent traffic citation and accounted for 56.8% of all tickets issued. (Table 5.8)
- Citations issued in Chittenden County comprised of about 17% of the statewide total. However, citations issued per vehicle miles traveled were highest in Essex (26.5) and Rutland (22.0) counties compared to Chittenden (12.8) and the statewide average (14.9). (Table 5.9)
- More than 7 out of 10 speeding citations were issued on non-interstate roads. Half (50.92%) of the speeding citations were issued on roadways with posted speed limits of 45 mph or less. (Tables 5.10 and 5.11)
- The highest speeding citation rate was for 18 to 20 year olds at 254 per 1,000 licensed drivers compared to the average rate of 114.1. (Table 5.12)
- Males are cited for 2 of 3 traffic citations, except for equipment citations, which are often issued to commercial carriers. (Table 5.20)

SECTION 1

Highlights and Trends

SECTION 1

Pre-2002 editions of this volume have noted a consistent decline in police reported motor vehicle crashes, however, with the implementation of the new crash reporting system in 2002 police reported crashes increased dramatically. With 2003 being the first full year of utilization of the new crash report, the number of reported crashes continued to rise. The number of reported crashes decreased slightly from 14,549 in 2006 to 14,416 in 2007.

Vermont continues to experience a lower incidence of reported crashes and injuries than does the country as a whole. Despite the large increase in reported crashes, the Vermont crash rate at 191.7 was still below the U.S. rate of 286 crashes per 100 million vehicle miles traveled. In previous editions of this volume, the downward trend in crashes and crash rates in Vermont were parallel to the decline in national trends of the past two decades. However, with the new crash reporting system in place it will be interesting to see the pattern between the two in future years.

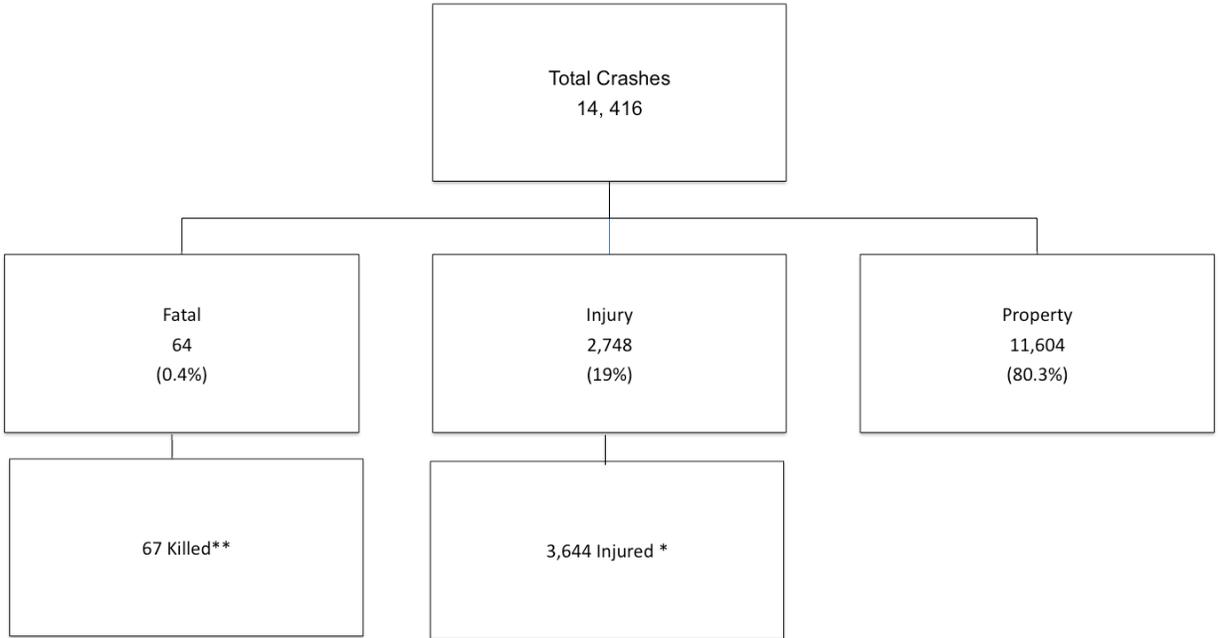
Several important qualifications affect the data provided in this report and should be kept in mind when drawing conclusions about the incidence and characteristics of motor vehicle crashes in Vermont. Most important is that the analysis reported here is based only on crash reports filed by law enforcement with the Vermont Department of Motor Vehicles (DMV) and is, therefore, not reflective of the total number of crashes occurring on Vermont's highways in 2007. It must be noted, however, that police reported crashes generally represent a subset of the more serious property damage crashes, most injury crashes, and a complete accounting of fatal crashes.

In 2007, there were 3,590 operator reported crashes. A significant statutory change was implemented on July 1, 1995 with an increase in the level of damage at which an operator is required to report a crash to DMV from \$500 to \$1,000. From 1995-2002, the number of operator reported crashes fluctuated from a low of 7,440 in 2002 to a high of 8,772 in 2000 with the average for these years around 8,000. Since 2003, the operator reported crashes dropped to about half the level for the previous years with an average of about 4,000 reported for 2003 through 2007.

The proportion of 2007 crashes for which both police and operator reports were filed at DMV was 80% nearly the same as in 2006. The level in 2006 and 2007 (80%) were the highest level reached in the period of analysis of 1998-2007. It is important to note that in recent years some law enforcement agencies have instituted policies for investigating property damage crashes only when they exceed a higher monetary damage value, most typically \$1,500-\$3,000. Additionally, some departments have eliminated property damage levels as a guiding factor in submitting a police report to the DMV.

The number of fatalities in Vermont declined to 66 in 2007, a 25% decrease from the number in 2006 (87). The number of people injured remained high at 3,644. This was a decline of 12% from the 2006 number of 4,144.

FIGURE 1.1
TOTAL POLICE REPORTED CRASHES 2007
BY CRASH CATEGORY AND NUMBER KILLED AND INJURED



* Includes persons injured in fatal crashes
** Includes one untimely death

TABLE 1.1: CRASHES REPORTED BY POLICE AND OPERATORS, BY TYPE, 1998-2007

POLICE REPORTED CRASHES CRASH TYPE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Fatal	90	84	75	83	72	63	84	68	77	64
Injury	1,895	1,889	1,892	1,655	2,689	3,086	3,109	2,956	3,048	2,748
Property	1,761	1,623	1,494	1,520	7,302	10,567	10,600	11,228	11,424	11,604
TOTAL	3,746	3,596	3,461	3,258	10,063	13,716	13,793	14,252	14,549	14,416
OPERATOR REPORTED CRASHES	7,488	7,982	8,772	8,128	7,440	3,569	4,333	4,530	3,480	3,590
TOTAL REPORTED CRASHES	11,234	11,578	12,233	11,386	17,503	17,285	18,126	18,782	18,029	18,006
Percent Police Reported	33.3	31.1	28.3	28.6	57.5	79.4	76.1	75.9	80.7	80.1

The number of police reported crashes decreased slightly in 2007 to 14,416, from the 2006 number of 14,549. Fatal crashes decreased from 77 in 2006 to 64 in 2007, an overall decrease of 18.1%. Injury crashes decreased from 3,048 in 2006 to 2,748 in 2007 a decrease of about 9.8%. The number of property damage crashes reached 11,604 crashes, a number only 1.6% higher than the 2006 number of 11,424. Crashes reported by operators increased by 3.1% in 2007 to 3,590 from 3,480 in 2006. The proportion of motor vehicle crashes resulting in a police crash report decreased slightly to 80.1% in 2007 from 80.7% in 2006. Crash rates increased in 2002 & 2003 due to the implementation of a new reporting system which increased the number of police reported crashes

Crashes Reported by Police and Operator 1998-2007

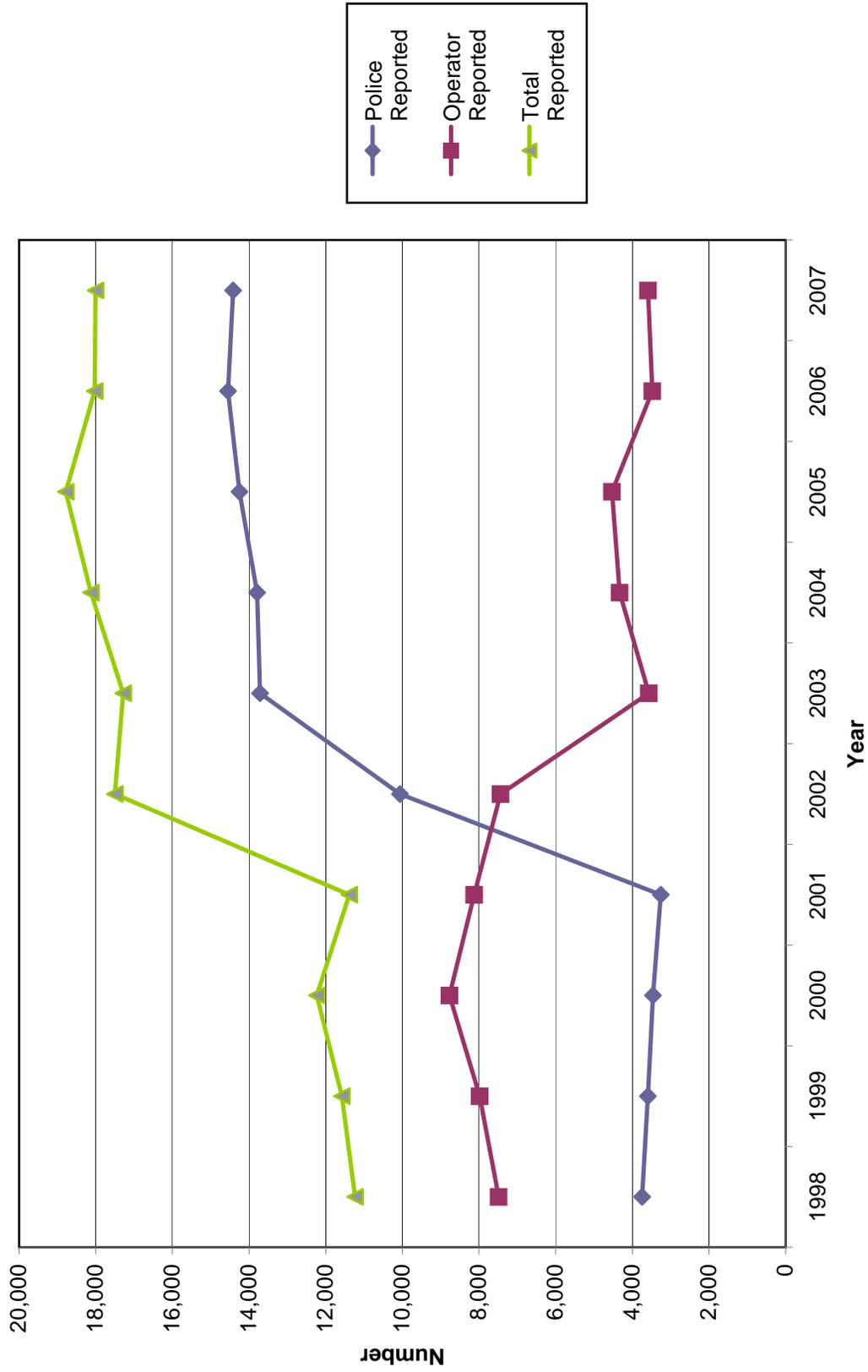


TABLE 1.2: CRASH RATES PER VEHICLE MILE TRAVELED BY TYPE, 1998-2007

CRASH TYPE	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Fatal	1.4	1.1	1	1	0.9	0.8	1.1	0.9	1	0.8
Injury	28.9	24.5	24.1	20.8	34.8	40.5	40.4	38.3	40	36.1
Property	26.9	21.0	19.0	19.1	94.6	138.8	137.9	145.5	150.1	152.5
Total	57.2	46.6	44.1	41.0	130.4	180.2	179.4	184.7	191.2	191.7
U.S. Rate	242	233	232	227	221	219	209	219	198	286
Vehicle Miles (millions)	6,554	7,714	7,851	7,938	7,717	7,611	7,689	7,717	7,611	7,519

NOTE: RATES PER 100 MILLION VEHICLE MILES TRAVELED

The Vermont crash rate per 100 million vehicle miles traveled reached 191.7 in 2007, it was the highest level for the study period from 1998-2007. The Vermont rate, however, was still below the U.S. rate of 286 per 100 million vehicle miles traveled.

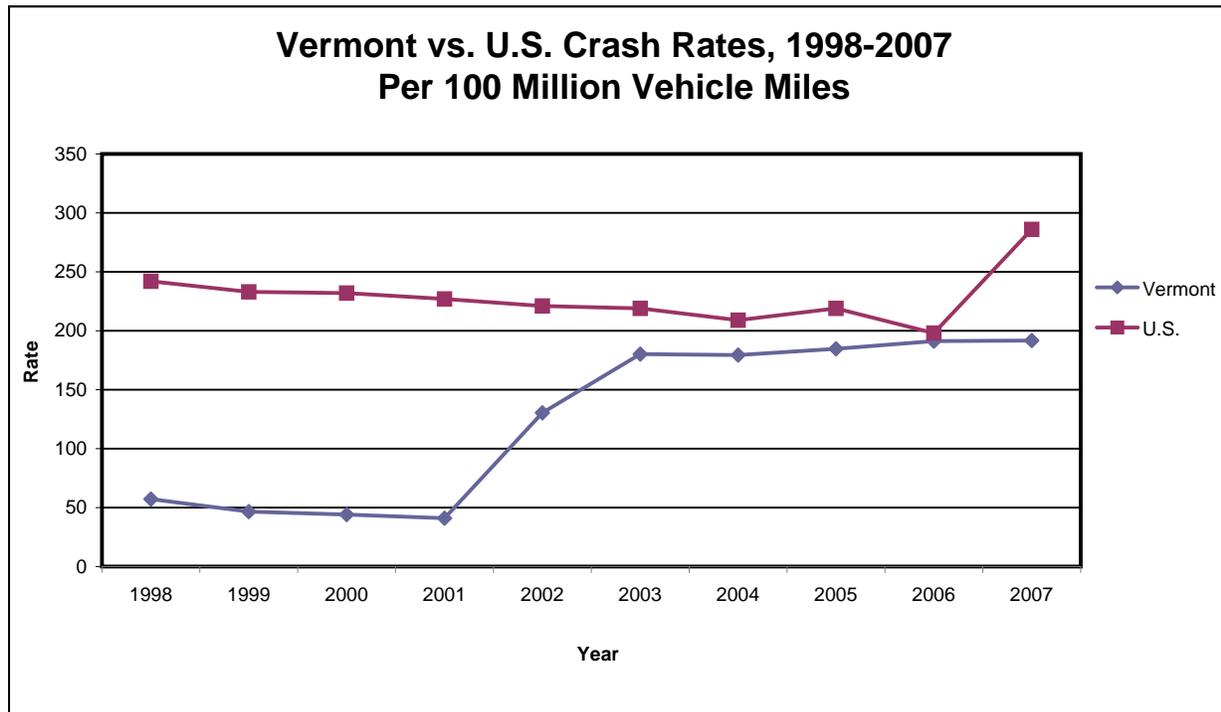


TABLE 1.3: INJURY AND FATALITY RATES PER VEHICLE MILE TRAVELED, 1998-2007

	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Persons Killed	106	93	79	92	78	69	98	73	87	66*
Fatality Rate	1.4	1.1	1.0	1.0	0.9	0.8	1.1	0.9	1.0	0.8
Persons Injured	3,106	3,029	2,986	2,628	3,897	4,425	4,328	4,085	4,144	3,644
Injury Rate	28.9	24.5	24.1	20.8	34.8	40.5	40.4	38.3	40.0	48.5

NOTE: RATES PER 100 MILLION VEHICLE MILES TRAVELED.

*does not include 1 untimely death.

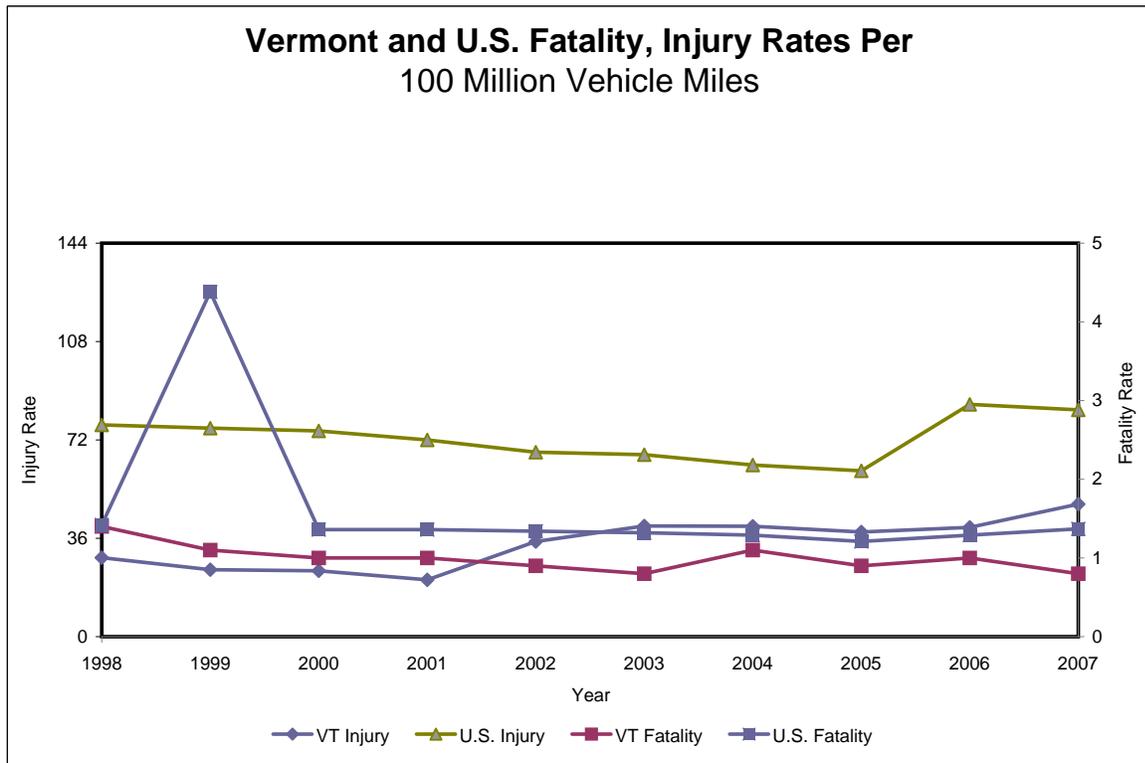


TABLE 1.4: VARIOUS CRASH RATES, 1998-2007

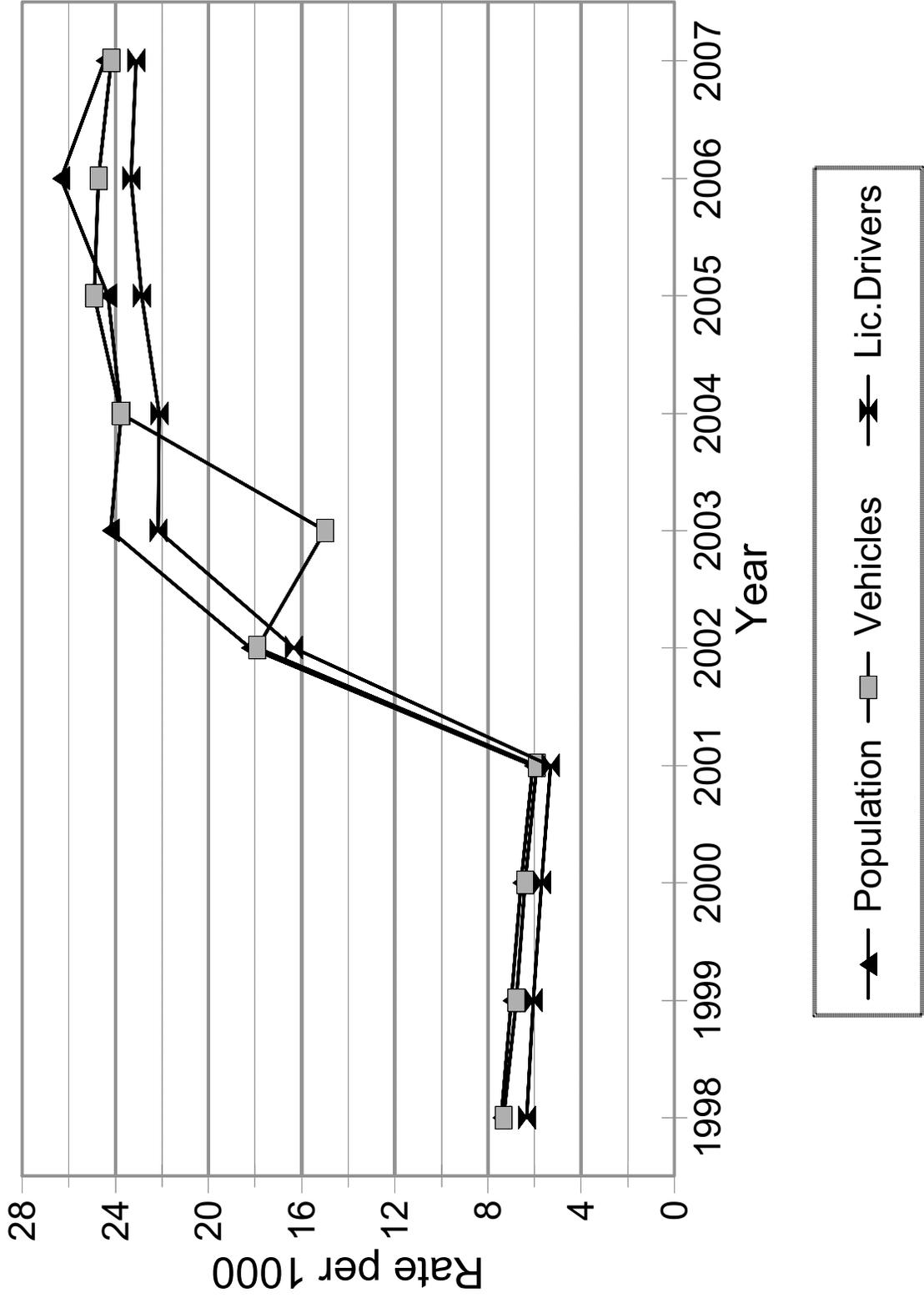
CRASH RATES	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007
Rate/1,000 Population	6.3	6.1	5.7	5.3	16.3	22.2	22.1	22.9	23.3	23.1
Fatal Crashes	0.15	0.14	0.12	0.14	0.12	0.1	0.13	0.11	0.12	0.1
Fatalities	0.18	0.16	0.13	0.15	0.13	0.11	0.16	0.12	0.14	0.11
Injury Crashes	3.2	3.2	3.1	2.7	4.4	5	5	4.7	4.9	4.4
Injuries	5.3	5.1	4.9	4.3	6.3	7.1	7.1	6.6	6.6	5.8
Property Crashes	3	2.7	2.5	2.5	11.9	17.1	17	18	18.3	18.6
Rate/1,000 Vehicles	7.3	6.8	6.4	5.9	17.9	24	23.8	24.9	24.7	24.2
Fatal Crashes	0.18	0.16	0.14	0.15	0.13	0.11	0.14	0.12	0.13	0.11
Fatalities	0.21	0.18	0.15	0.17	0.14	0.12	0.17	0.13	0.15	0.11
Injury Crashes	3.7	3.6	3.5	3	4.8	5.4	5.4	5.2	5.2	4.6
Injuries	6.1	5.7	5.5	4.8	6.9	7.7	7.5	7.1	7	6.1
Property Crashes	3.4	3.1	2.8	2.8	13	18.5	18.3	19.6	19.4	19.5
Rate/1,000 Licensed Drivers	7.4	7	6.6	6.1	18.2	24.2	23.7	24.3	26.3	24.5
Fatal Crashes	0.18	0.16	0.14	0.15	0.13	0.11	0.14	0.12	0.14	0.11
Fatalities	0.21	0.18	0.15	0.17	0.14	0.12	0.17	0.12	0.16	0.11
Injury Crashes	3.8	3.7	3.6	3.1	4.9	5.4	5.4	5	5.5	4.7
Injuries	6.2	5.9	5.7	4.9	7.1	7.8	7.4	7	7.5	6.2
Property Crashes	3.5	3.2	2.8	2.8	13.2	18.6	18.2	19.2	20.7	19.7
Vermont Population	590,883	593,740	608,827	612,308	615,611	619,116	621,394	623,050	624,055	623,908
Vermont Vehicle Registrations	510,978	530,038	541,061	551,905	561,493	572,271	580,088	572,271	588,490	596,430
Vermont Licensed Drivers	503,738	514,064	525,944	537,190	552,393	566,644	580,984	585,743	552,171	589,140

Data sources: Vermont Department of Health Intercensal Population Data; Vermont Department of Motor Vehicles; and Agency of Transportation.

Note: Crash rates increased in 2002 & 2003 due to the implementation of a new crash reporting system which increased the number of police reported crashes.

Vermont Crash Rates, 1998-2007

Per Various Measures



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SECTION 2

ENVIRONMENTAL CHARACTERISTICS

SECTION 2

The three major elements of motor vehicle crashes are roadways and environments, vehicle characteristics, and operator actions. This section of the report examines the relationship of environmental and roadway conditions to crashes, including weather, road surfaces and types, geographic or political subdivisions, and the distribution of crashes over time.

The analysis presented in this section details the conditions under which Vermont's crashes occurred in 2007. Many of the findings present in this report are similar to those found in previous years and lend some confidence in our ability to depict crash characteristics from reports filed by law enforcement.

Previous editions noted that crashes were more likely in urban than rural areas. This trend held true for 2007 with 52.1% of crashes occurring in urban areas and 47.9% in rural. Urban area crashes are characteristically different from rural crashes in that they are comprised of a smaller proportion of injury crashes (38.3% vs. 61.7%), proportionally fewer fatal crashes (79.4% vs. 20.6%), and are more likely to occur at intersections (32% vs. 19%). Property damage crashes, on the other hand, are more likely to occur in urban areas (55.6%) than in rural areas (44%). Overall, relatively few crashes occur on interstate highways (7%) and are more likely to occur on town (24%) or state (43%) roadways. Given increases in monetary thresholds at which local law enforcement report property damage crashes, it is likely that the proportion of property damage crashes occurring in towns and municipalities is somewhat greater than reflected in this report even despite the gains from the new reporting system.

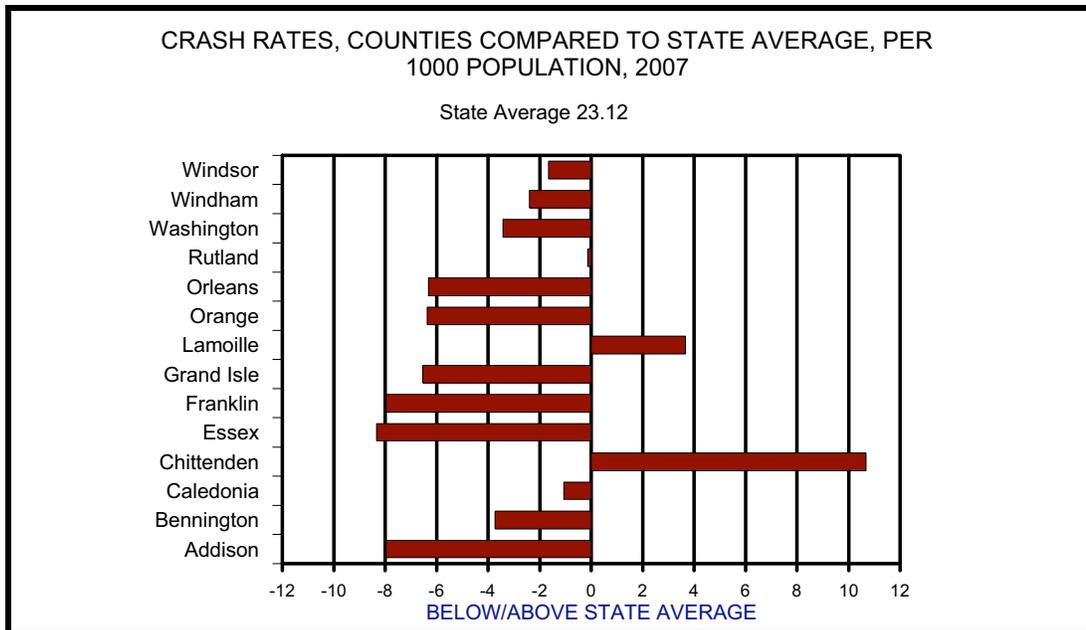
The proportion of crashes reported from Chittenden county was about 35% of all reported crashes, about the same as in previous years. Chittenden county experienced the highest crash rates per 1,000 population, followed by Rutland county. Chittenden and Rutland counties also exhibited the highest crash rates per 100 million vehicle miles traveled. Addison, Franklin and Essex counties experienced the lowest population crash rates, while Orange and Addison had the lowest vehicle miles traveled crash rates.

Construction zone crashes remain a concern for highway safety officials, although it is recognized that identification of such crashes in the crash report data is problematic under current reporting practices. However, the available data indicate that 76 construction zone crashes were reported in 2007, almost the same number reported in 2006. Following too closely, inattention, failure to yield right of way and visibility obstructed were common operator contributing circumstances for construction zone crashes in 2007. Not surprisingly, construction zone crashes occur mainly during week days between 6 AM and 6 PM.

As has been noted in previous reports, the timing of crashes tends to parallel work and leisure time schedules with some seasonal influences. Notably, a higher percentage of fatal crashes occurred on Friday and Tuesday and between the hours of 10 a.m.-10 p.m. in 2007. February and December experienced a greater number of crashes than other months. Moreover, proportionally more fatal crashes occurred in May, August and January than other times of the year. Overall, the rate of crashes occurring on holidays (33.06 per 24 hour period) was lower than the average daily rate in 2007 (39.32 per 24 hour period). Crash rates during New Year's Eve and President's Day were the highest of holidays.

**TABLE 2.1: CRASHES BY COUNTY AND TYPE, 2007
NUMBER AND RATE PER 1000 POPULATION**

COUNTY	CRASH TYPE								POPULATION
	FATAL		INJURY		PROPERTY		TOTAL		
	N	RATE	N	RATE	N	RATE	N	RATE	
Addison	4	0.11	155	4.22	398	10.83	557	15.15	36,760
Bennington	2	0.05	173	4.75	532	14.59	707	19.40	36,452
Caledonia	6	0.20	143	4.66	527	17.19	676	22.05	30,655
Chittenden	6	0.04	616	4.06	4,512	29.72	5,134	33.82	151,826
Essex	2	0.31	29	4.46	65	10.01	96	14.78	6,495
Franklin	8	0.17	169	3.53	549	11.45	726	15.15	47,934
Grand Isle	0	0.00	32	4.21	94	12.37	126	16.58	7,601
Lamoille	2	0.08	144	5.84	515	20.87	661	26.79	24,676
Orange	5	0.17	121	4.17	360	12.41	486	16.76	29,002
Orleans	4	0.15	106	3.88	349	12.78	459	16.81	27,302
Rutland	5	0.08	277	4.38	1,173	18.54	1,455	23.00	63,270
Washington	7	0.12	234	3.97	920	15.61	1,161	19.70	58,926
Windham	7	0.16	241	5.54	653	15.02	901	20.72	43,480
Windsor	4	0.07	311	5.28	949	16.12	1,264	21.47	58,875
STATE TOTAL	62	0.10	2,751	4.41	11,596	18.61	14,409	23.12	623,254



**TABLE 2.2: CRASHES BY COUNTY AND TYPE, 2007
NUMBER AND RATE PER VEHICLE MILES TRAVELED**

COUNTY	CRASH TYPE						TOTAL N RATE*	MILLION VEHICLE MILES	
	FATAL		INJURY		PROPERTY				
	N	RATE	N	RATE	N	RATE			
Addison	4	0.9	155	36.4	398	93.4	557	130.8	426
Bennington	2	0.5	173	41.1	532	126.4	707	167.9	421
Caledonia	6	1.4	143	34.5	527	127.0	676	162.9	415
Chittenden	6	0.4	616	40.7	4,512	298.0	5,134	339.1	1,514
Essex	2	2.8	29	40.3	65	90.3	96	133.3	72
Franklin	8	1.7	169	35.1	549	114.1	726	150.9	481
Grand Isle	0	0.0	32	35.6	94	104.4	126	140.0	90
Lamoille	2	0.7	144	52.4	515	187.3	661	240.4	275
Orange	5	1.2	121	28.3	360	84.3	486	113.8	427
Orleans	4	1.3	106	35.0	349	115.2	459	151.5	303
Rutland	5	0.7	277	40.2	1,173	170.2	1,455	211.2	689
Washington	7	1.0	234	33.4	920	131.2	1,161	165.6	701
Windham	7	1.0	241	35.7	653	96.6	901	133.3	676
Windsor	4	0.4	311	30.0	949	91.7	1,264	122.1	1,035
STATE TOTAL	62	0.8	2,751	36.6	11,596	154.1	14,409	191.5	7,525

* per 100 Million VMT

The highest crash rates per vehicle miles traveled in 2007 were found in Chittenden (339.1) and Lamoille (240.4) counties with the lowest rates were found in Orange County (113.8) and Windsor (122.1) For fatal crash rates, the highest rate was found in Essex (2.8) followed by Franklin (1.7) and Caledonia (1.4).

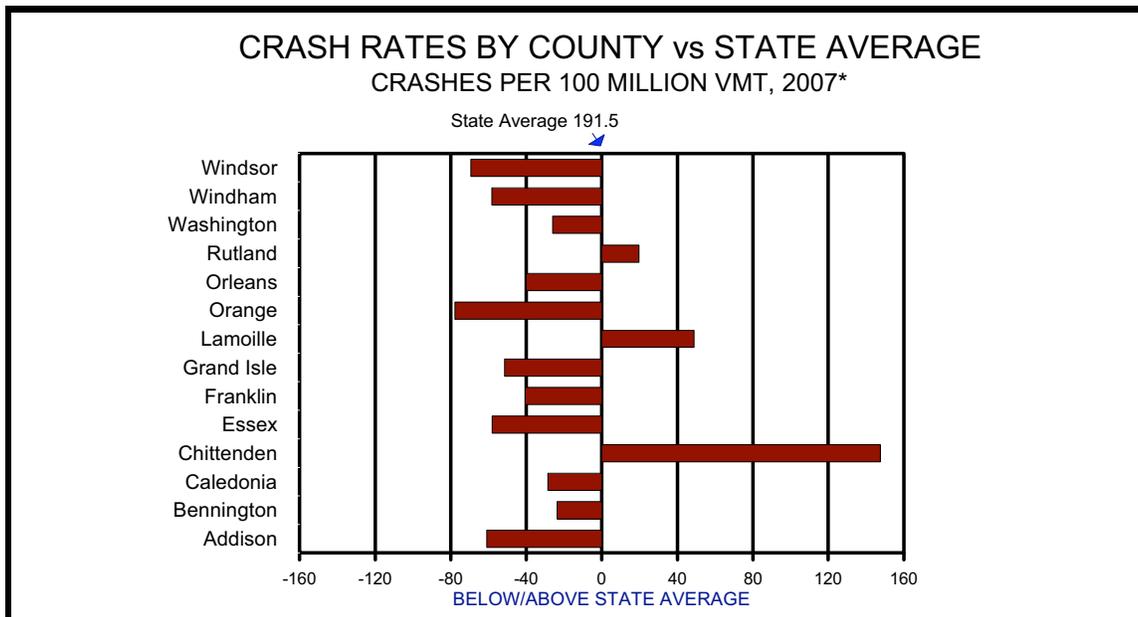


TABLE 2.3: CRASH TYPE BY RURAL VS. URBAN LOCATION, 2007

CRASH TYPE	LOCATION					
	RURAL		URBAN		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
FATAL	50	79.37%	13	20.63%	63	100% *
INJURY	1,696	61.70%	1,053	38.30%	2,749	100%
PROPERTY	5,147	44.45%	6,433	55.55%	11,580	100%
TOTAL	6,893	47.89%	7,499	52.11%	14,392	100%

*data unavailable for 3 fatal accidents.

In 2007, about 79.4% of fatal Vermont crashes occurred in rural areas, while only 20.6% occurred in urban areas. Injury crashes were also higher in rural areas (62%) than in urban regions (38%) with similar proportions to that found in 2006. Crashes in rural areas were still somewhat more likely to involve an injury or fatality (26%) than were those which occurred in urban areas (14%).

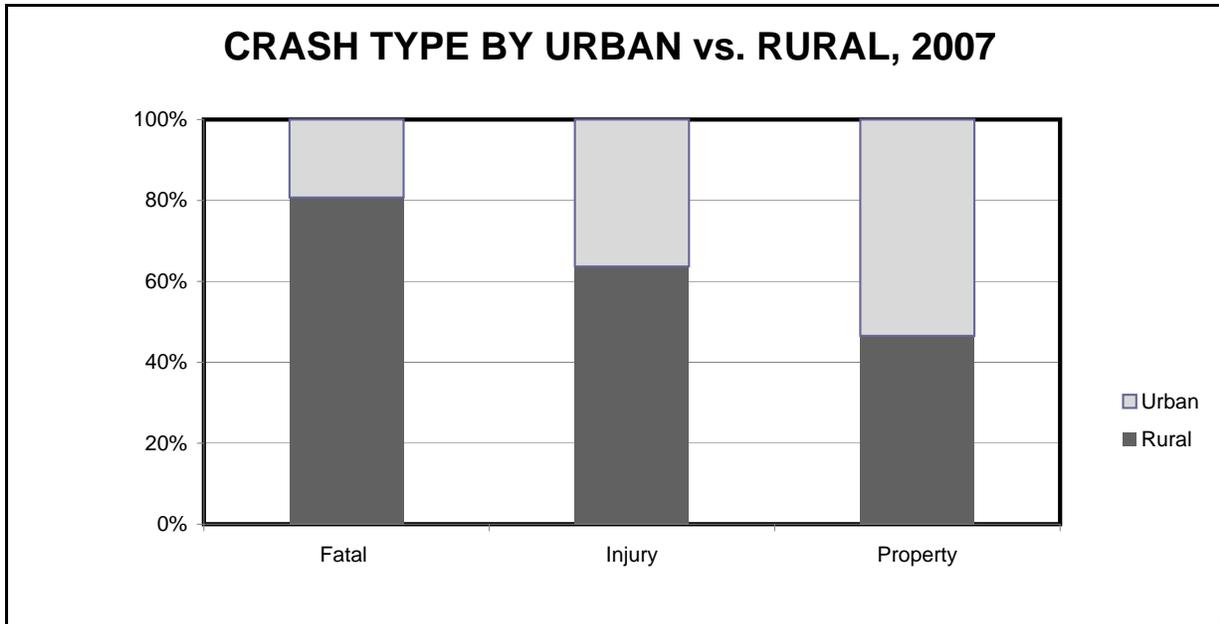


TABLE 2.4: ROAD CHARACTERISTICS OF RURAL VS. URBAN CRASH LOCATION, 2007

ROAD CHARACTERISTIC	LOCATION					
	RURAL		URBAN		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
Intersection with Another Road	1,332	19.3%	2,387	31.8%	3,719	25.9%
Five-point, or more	9	0.1%	19	0.3%	28	0.2%
Railroad Crossing	18	0.3%	10	0.1%	28	0.2%
Driveway	338	4.9%	343	4.6%	681	4.7%
Ramp Off	50	0.7%	86	1.1%	136	0.9%
Ramp On	34	0.5%	45	0.6%	79	0.5%
Open Road	4,155	60.3%	2,646	35.3%	6,801	47.3%
Traffic Circle/Roundabout	1	0.0%	60	0.8%	61	0.4%
Parking Lot	636	9.2%	1,569	20.9%	2,205	15.3%
Other	259	3.8%	222	3.0%	481	3.3%
Unknown/Not Reported	56	0.8%	110	1.5%	166	1.2%
TOTAL	6,888	100.0%	7,497	100.0%	14,385	100.0%

Most crashes whether urban or rural occur at an intersection with another road, at a driveway, in a parking lot or on an open road. A higher percent occur on open roads in rural areas (60.3%) compared to urban areas (35.3%) as would be expected. A large percent of crashes in urban regions also happen at intersections (31.8%) and in parking lots (20.9%). About 4% of crashes occur at a driveway.

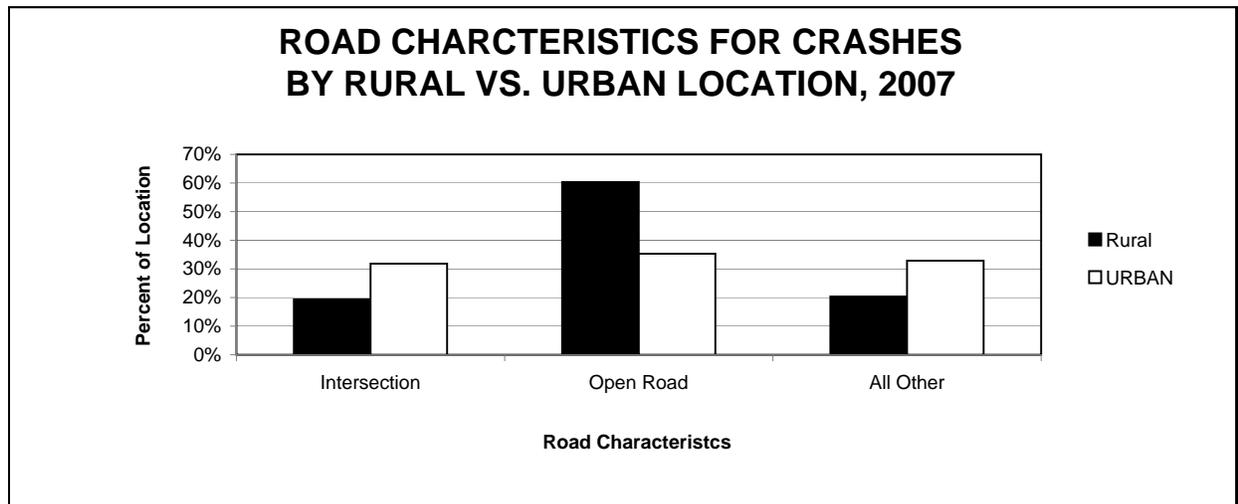


TABLE 2.5: HIGHWAY CLASS BY CRASH TYPE, 2007

HIGHWAY CLASS	CRASH TYPE						TOTAL NUMBER %	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Interstate	7	11.3%	266	9.7%	821	7.1%	1094	7.6%
State	29	46.8%	1445	52.5%	4705	40.6%	6179	42.9%
Town	6	9.7%	612	22.2%	2805	24.2%	3423	23.8%
City/Village	19	30.6%	345	12.5%	998	8.6%	1362	9.5%
Other	1	1.6%	83	3.0%	2269	19.6%	2353	16.3%
TOTAL	62	100.0%	2751	100.0%	11598	100.0%	14411	100.0%

In 2007 crashes were 8 times more likely to occur on state and town roads than on interstate highways. However, fatal crashes were somewhat more likely to occur on state and city roads rather than on interstate highways.

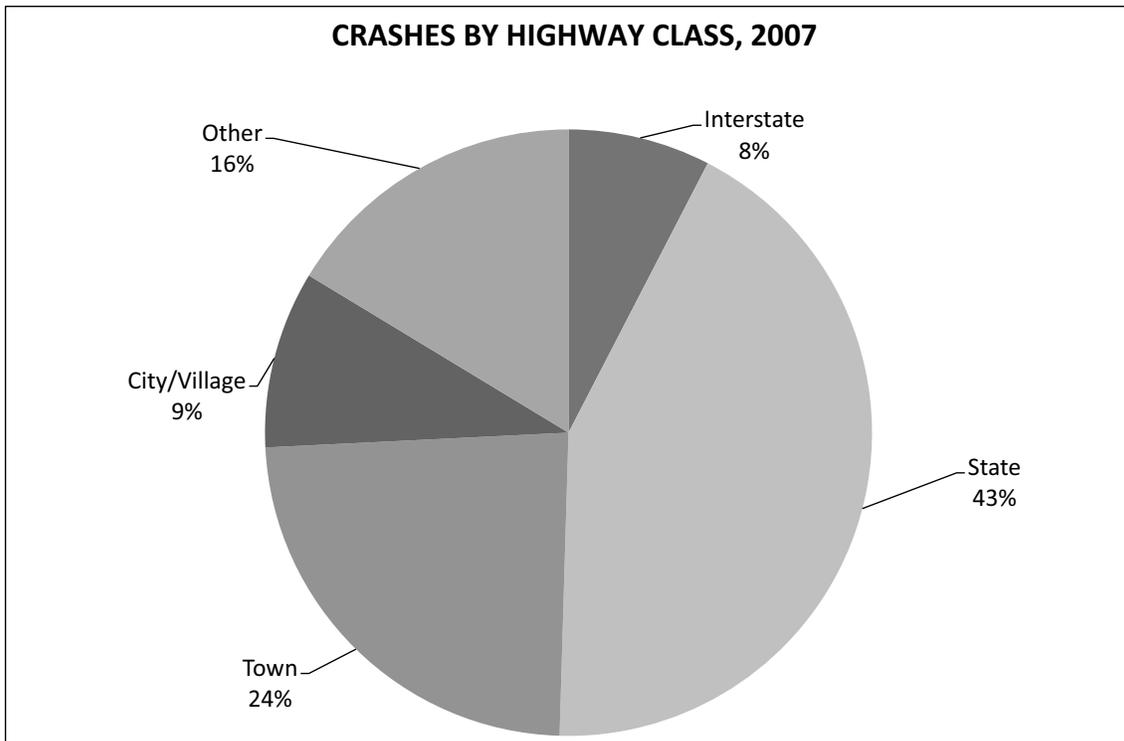
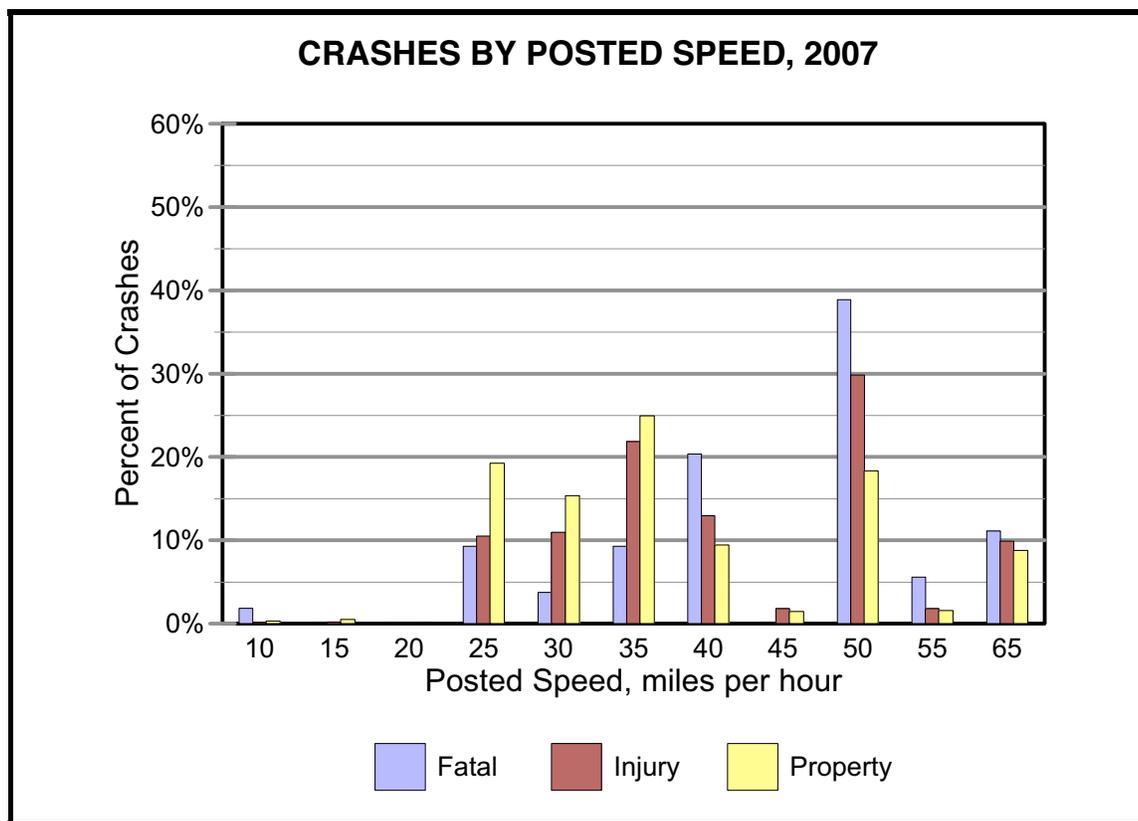


TABLE 2.6 POSTED SPEED BY CRASH TYPE, 2007

POSTED SPEED	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
10	1	1.9%	3	0.1%	22	0.3%	26	0.2%
15	0	0.0%	5	0.2%	39	0.5%	44	0.4%
20	0	0.0%	0	0.0%	7	0.1%	7	0.1%
25	5	9.3%	255	10.5%	1,535	19.3%	1,795	17.2%
30	2	3.7%	267	11.0%	1,226	15.4%	1,495	14.3%
35	5	9.3%	531	21.9%	1,989	25.0%	2,525	24.2%
40	11	20.4%	315	13.0%	750	9.4%	1,076	10.3%
45	0	0.0%	44	1.8%	117	1.5%	161	1.5%
50	21	38.9%	724	29.8%	1,459	18.3%	2,204	21.1%
55	3	5.6%	43	1.8%	124	1.6%	170	1.6%
65	6	11.1%	241	9.9%	703	8.8%	950	9.1%
TOTAL	54	100.0%	2,428	100.0%	7,971	100.0%	10,453	100.0%

*Note: Cases with missing data are excluded from this table.

Around 54% of all fatal crashes occurred in the higher posted speed ranges of 50-65 m.p.h. while the majority of injury and property crashes were likely to occur at lower speeds of 25-40 m.p.h.



**TABLE 2.7: OPERATOR CONTRIBUTING CIRCUMSTANCES
IN CONSTRUCTION ZONE CRASHES, 2007**

CONTRIBUTING CIRCUMSTANCES	2007	
	N	%
Failure to yield row	2	5.1%
Disregarded traffic signs, signals, road markings	0	0.0%
Excessive speed	1	2.6%
Driving too fast for conditions	3	7.7%
Improper turn	1	2.6%
Wrong side or wrong way	0	0.0%
Followed too closely	8	20.5%
Failure to keep in proper lane	3	7.7%
Operating vehicle in careless or reckless manner	1	2.6%
Swerving or avoiding	1	2.6%
Under the influence of medication/drugs/alcohol	0	0.0%
Visibility obstructed	3	7.7%
Inattention	10	25.6%
Distracted	0	0.0%
Fatigued, asleep	0	0.0%
Operating defective equipment	0	0.0%
Distraction caused by technology	0	0.0%
Other improper action	3	7.7%
Unknown	3	7.7%
TOTAL	39	100.0%

Note: Cumulative data are not presented as a result of changes in crash cause codes.
Cases with missing cause are excluded.

FIGURE 2.1: CONSTRUCTION ZONE CRASHES 2003-2007

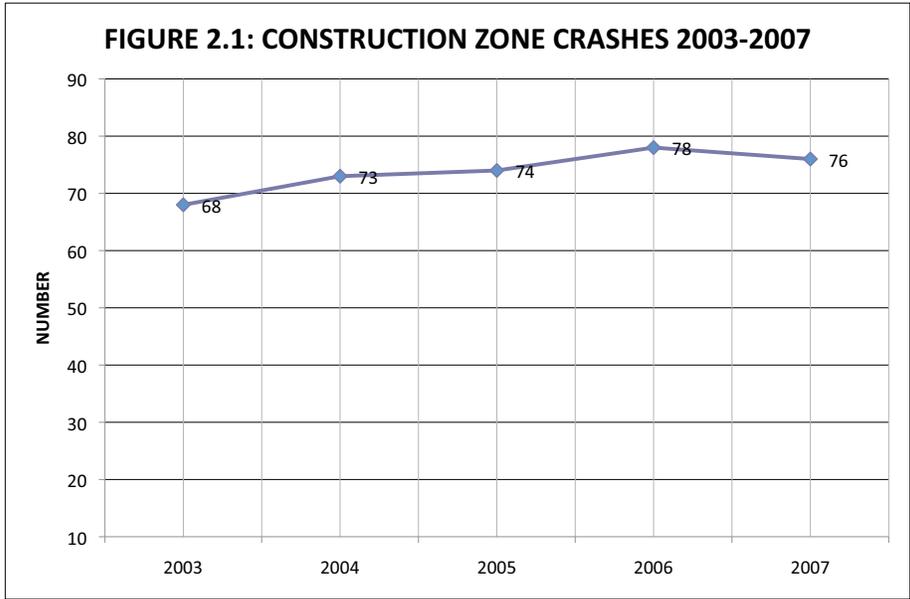


TABLE 2.8: CONSTRUCTION ZONE CRASHES BY TIME OF DAY, 2003-2007

TIME OF DAY	2007		CUMULATIVE 2003-2007	
	N	%	N	%
Early Morn (2-6 am)	2	4.4%	8	2.4%
Morning (6-10 am)	8	17.8%	67	20.1%
Midday (10-2 pm)	8	17.8%	116	34.7%
Afternoon (2-6 pm)	19	42.2%	108	32.3%
Evening (6-10 pm)	7	15.6%	24	7.2%
Night (10 pm - 2 am)	1	2.2%	11	3.3%
TOTAL	45	100.0%	334	100.0%

Note: Cases with missing data are excluded from this table.

TABLE 2.9: CONSTRUCTION ZONE CRASHES BY DAY OF WEEK, 2003-2007

DAY OF WEEK	2007		CUMULATIVE 2003-2007	
	N	%	N	%
Sunday	6	13.0%	19	5.7%
Monday	7	15.2%	54	16.1%
Tuesday	7	15.2%	57	17.0%
Wednesday	6	13.0%	63	18.8%
Thursday	6	13.0%	59	17.6%
Friday	10	21.7%	65	19.3%
Saturday	4	8.7%	19	5.7%
TOTAL	46	100.0%	336	100.0%
Weekend (6pm Fri-6am Mon)	12	26.1%	44	13.1%
Weekday	34	73.9%	292	86.9%

Note: Cases with missing data are excluded from this table.

FIGURE 2.2: CONSTRUCTION ZONE CRASHES BY DAY OF WEEK AND TIME OF DAY 2003-2007

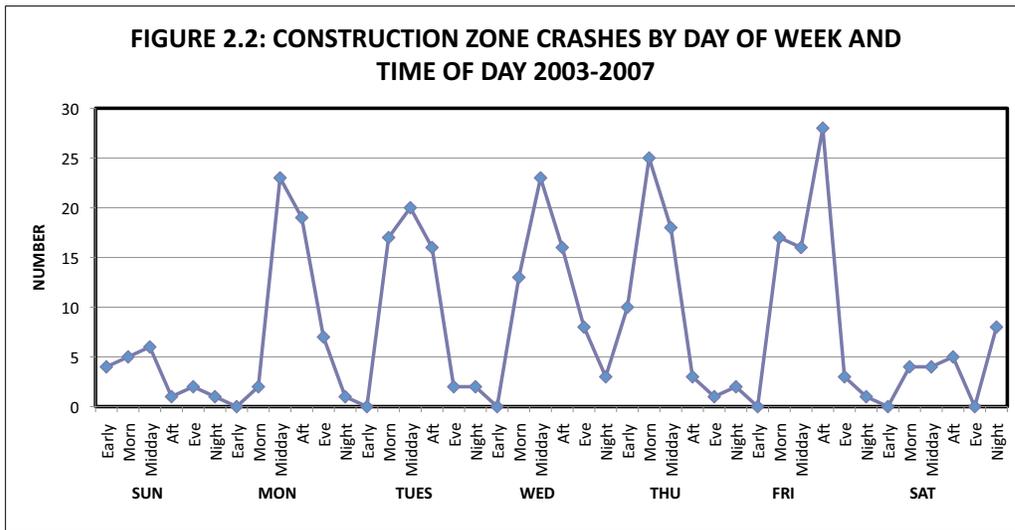


TABLE 2.10: HOLIDAY CRASHES BY TYPE AND RATE, 2007

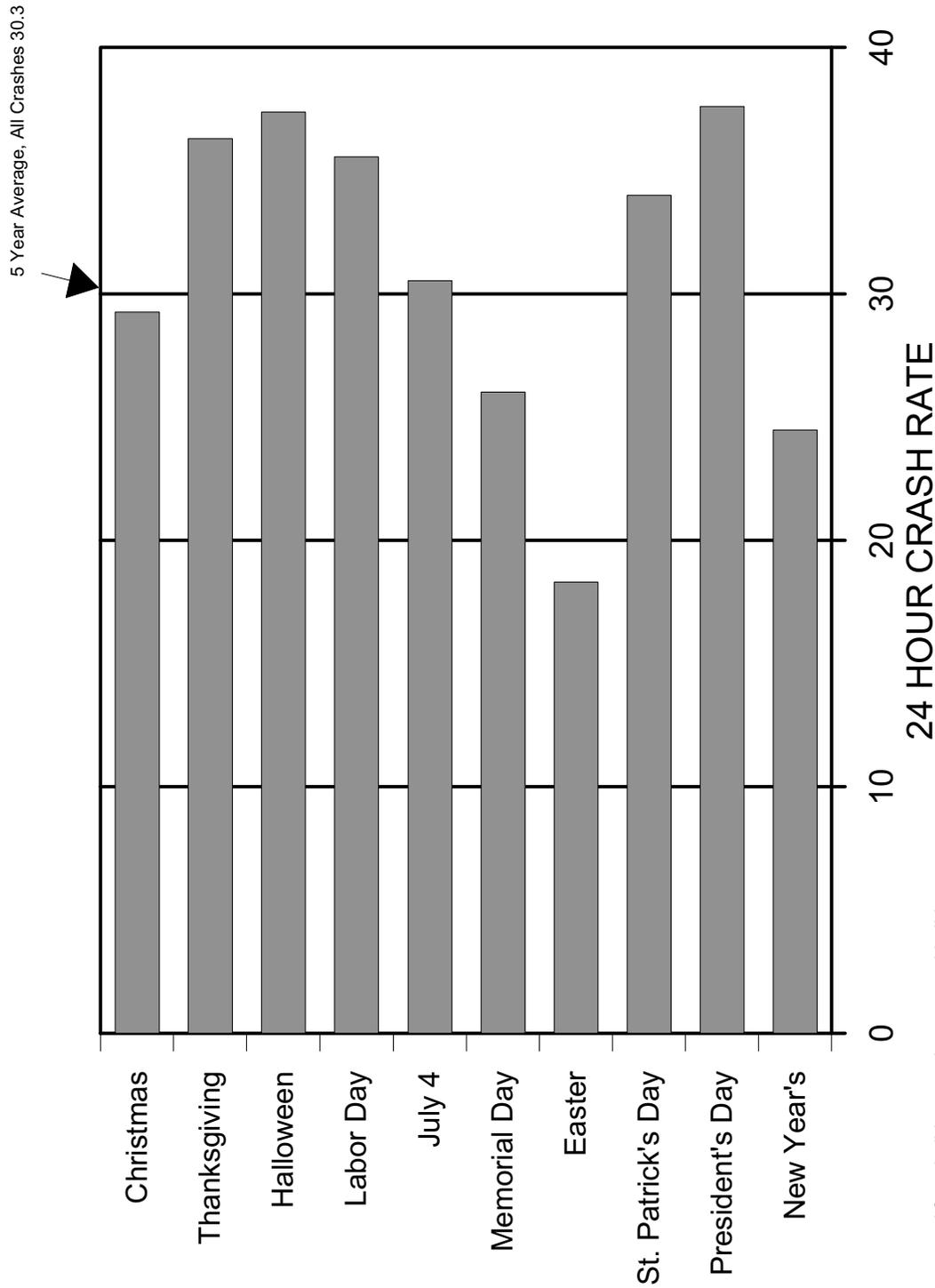
HOLIDAY	HOURS	FATAL		INJURY		CRASH TYPE		PROPERTY		NUMBER	TOTAL	
		N	%	N	%	N	%	N	%		PERCENT	RATE*
New Year's	30	1	1.6%	15	23.8%	12.00		47	74.6%	63	100%	50.40
President's Day	24	0	0.0%	6	9.5%	6.00		57	90.5%	63	100%	63.00
St. Patrick's Day	24	0	0.0%	5	14.3%	5.00		30	85.7%	35	100%	35.00
Easter	54	1	1.7%	13	22.4%	5.78		44	75.9%	58	100%	25.78
Memorial Day	78	0	0.0%	17	23.0%	5.23		57	77.0%	74	100%	22.77
July 4	78	0	0.0%	8	12.3%	2.46		57	87.7%	65	100%	20.00
Labor Day	78	0	0.0%	31	22.3%	9.54		108	77.7%	139	100%	42.77
Halloween	24	0	0.0%	3	9.4%	3.00		29	90.6%	32	100%	32.00
Thanksgiving	120	0	0.0%	26	17.2%	5.20		125	82.8%	151	100%	30.20
Christmas	78	0	0.0%	28	21.5%	8.62		102	78.5%	130	100%	40.00
Average per holiday												
Holiday Total	588	2	0.2%	152	18.8%	6.20		656	81.0%	810	100%	33.06
Year Total	8784	63	0.4%	2749	19.1%	7.53		11580	80.5%	14392	100%	39.32

Note: Duration of the holiday period varies by year, holiday, and day of the week. Holiday rates are often affected by weather conditions within the time period, which are not reflected in this table. New Year's includes 24 hours at the beginning of the calendar year and 6 hours at the end of the calendar year. * Rate per 24-hour period.

The 2007 average crash rate (33.06) during holiday periods was lower than the yearlong (39.32). Crash rates during President's Day and New Year's Eve were highest of holidays. The holiday fatal crash rate for 2007 (.08) is the same as the 2006 levels. The injury holiday rate (6.20) was about the same as in 2006. The property crash rate (26.78) during holidays increased from the level found in 2006 (23.14).

FIGURE 2.3: HOLIDAY CRASH RATES

5 YEAR AVERAGE, 2003 - 2007



Note: Hours counted for a holiday vary by year and holiday. Weekends are counted when adjacent to the holiday.

TABLE 2.11: CRASH TYPE BY MONTH, 2007

MONTH	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
January	7	11.1%	236	8.6%	1,186	10.3%	1,429	9.9%
February	5	7.9%	235	8.6%	1,177	10.2%	1,417	9.9%
March	2	3.2%	187	6.8%	1,008	8.7%	1,197	8.3%
April	8	12.7%	204	7.4%	749	6.5%	961	6.7%
May	11	17.5%	188	6.9%	680	5.9%	879	6.1%
June	5	7.9%	240	8.8%	833	7.2%	1,078	7.5%
July	5	7.9%	236	8.6%	924	8.0%	1,165	8.1%
August	8	12.7%	237	8.6%	1,006	8.7%	1,251	8.7%
September	4	6.3%	241	8.8%	868	7.5%	1,113	7.7%
October	2	3.2%	203	7.4%	898	7.8%	1,103	7.7%
November	4	6.3%	243	8.9%	960	8.3%	1,207	8.4%
December	2	3.2%	292	10.6%	1,269	11.0%	1,563	10.9%
Average	5		229		963		1,197	
Total	63	100%	2,742	100%	11,558	100%	14,363	100%

In 2007, May experienced the largest number of fatal crashes. August, April, and January also experience high percentages of fatal crashes. December experienced the largest number of injury crashes, March the lowest number. The rest of the months were evenly distributed between 7-9%. Proportionally more property damage crashes occurred during the winter months of December, January and February during 2007.

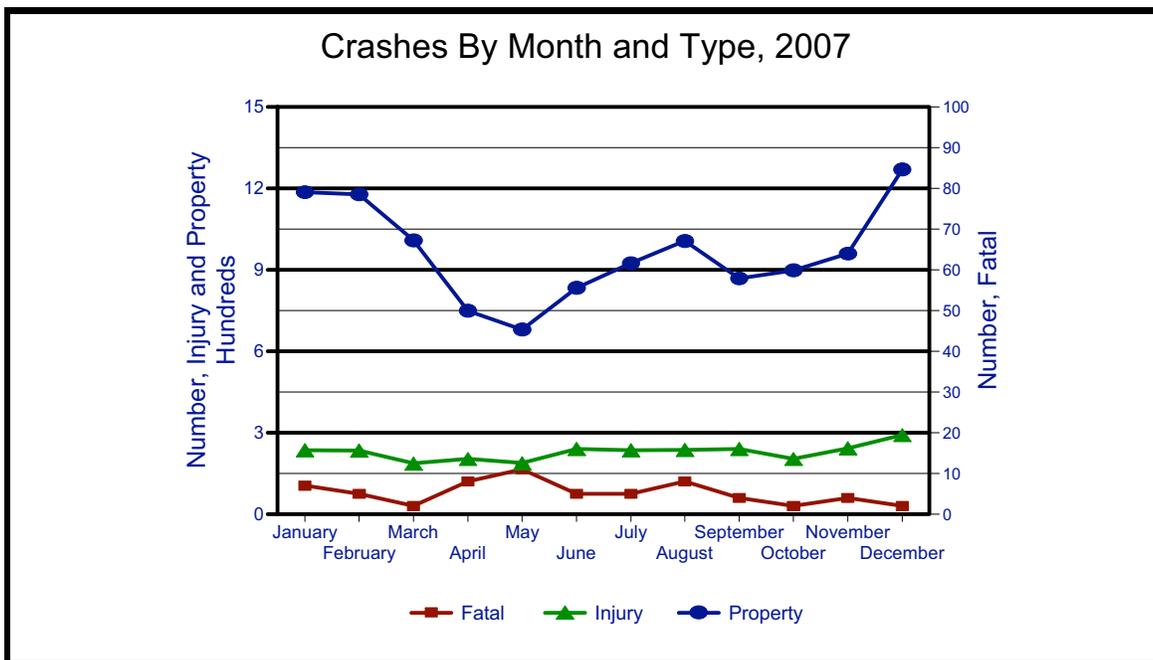


TABLE 2.12: DAY OF WEEK BY CRASH TYPE, 2007

DAY OF WEEK	CRASH TYPE						TOTAL NUMBER PERCENT	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%		
Sunday	7	11.1%	310	11.3%	1236	10.7%	1553	10.8%
Monday	7	11.1%	409	14.9%	1705	14.8%	2121	14.8%
Tuesday	11	17.5%	392	14.3%	1611	13.9%	2014	14.0%
Wednesday	6	9.5%	394	14.4%	1699	14.7%	2099	14.6%
Thursday	6	9.5%	416	15.2%	1705	14.8%	2127	14.8%
Friday	17	27.0%	456	16.6%	2115	18.3%	2588	18.0%
Saturday	9	14.3%	365	13.3%	1487	12.9%	1861	13.0%
Total	63	100.0%	2742	100.0%	11558	100.0%	14363	100.0%
Average	9		391.714		1651.14		2051.86	

Note: Crashes with unknown data are excluded from the table.

Fatal crashes most often occurred on Fridays (27%) followed by Tuesdays (17.5%) in 2007. The highest number (16.6%) of injury crashes happened on Fridays, followed by Thursdays (15.2) while other days of the week were more evenly distributed. The highest percent of property damage crashes occurred on Fridays while the lowest was observed on Sundays, which has been the case in past years.

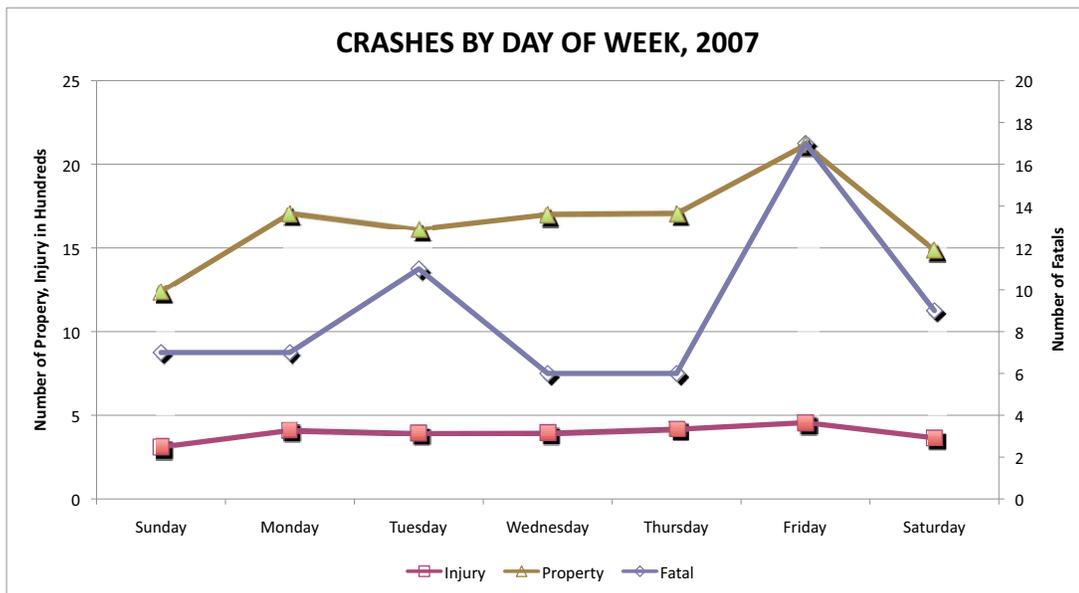


TABLE 2.13: TIME OF DAY BY DAY OF WEEK, 2007

Time of day	Day of Week															
	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Total	
	N	Crashes Per Hr.	N	Crashes Per Hr.												
Early morning (2-6 am)	74	18.5	46	11.5	48	12.0	46	11.5	72	18.0	105	26.3	103	25.8	494	123.5
Morning (6-10 am)	422	105.5	413	103.3	460	115.0	380	95.0	441	110.3	249	62.3	205	51.3	2,570	642.5
Midday (10 am-2 pm)	543	135.8	494	123.5	503	125.8	544	136.0	610	152.5	553	138.3	388	97.0	3,635	908.8
Afternoon (2-6 pm)	671	167.8	686	171.5	677	169.3	733	183.3	884	221.0	466	116.5	480	120.0	4,597	1,149.3
Evening (6-10 pm)	289	72.3	271	67.8	297	74.3	311	77.8	388	97.0	304	76.0	246	61.5	2,106	526.5
Night (10 pm-2 am)	112	28.0	95	23.8	101	25.3	107	26.8	190	47.5	168	42.0	121	30.3	894	223.5
Total	2,111	88.0	2,005	83.5	2,086	86.9	2,121	88.4	2,585	107.7	1,845	76.9	1,543	64.3	14,296	595.7

The highest number of crashes per hour (221) occurred on Friday between the hours of 2-6 pm while the lowest number (11.5) was found in the early morning hours between 2-6 am on Tuesday and Thursday.

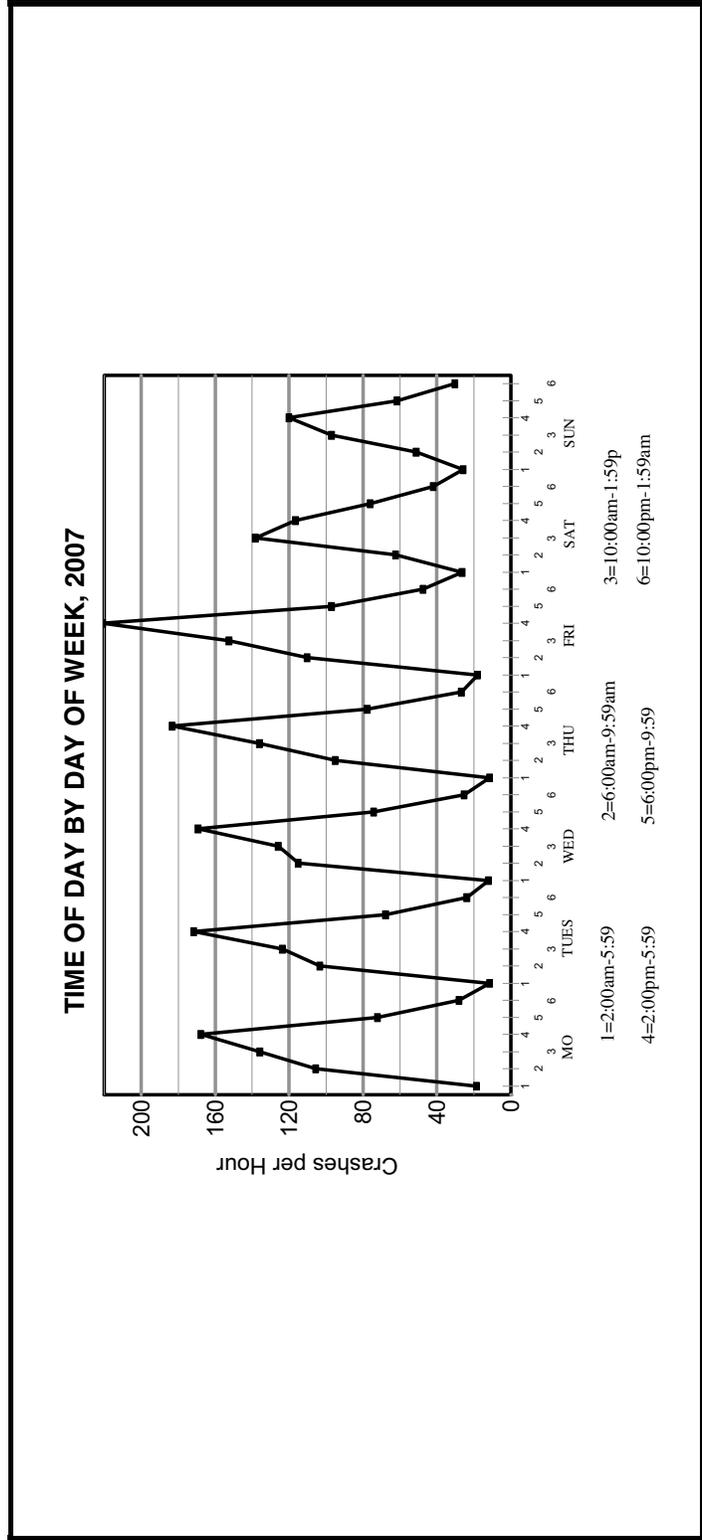


TABLE 2.14: TIME OF DAY BY CRASH TYPE, 2007

TIME OF DAY	CRASH TYPE									TOTAL	
	FATAL			INJURY			PROPERTY				
	N	%	RATE PER HOUR	N	%	RATE PER HOUR	N	%	RATE PER HOUR	N	%
Early morning (2-6 am)	6	9.5%	1.5	111	4.1%	27.8	2,066	18.0%	516.5	2,183	15.3%
Morning (6-10 am)	5	7.9%	1.3	495	18.2%	123.8	2,951	25.7%	737.8	3,451	24.2%
Midday (10 am-2 pm)	16	25.4%	4.0	664	24.4%	166.0	3,693	32.2%	923.3	4,373	30.6%
Afternoon (2-6 pm)	20	31.7%	5.0	876	32.1%	219.0	1,696	14.8%	424.0	2,592	18.2%
Evening (6-10 pm)	8	12.7%	2.0	396	14.5%	99.0	701	6.1%	175.3	1,105	7.7%
Night (10 pm-2 am)	8	12.7%	2.0	184	6.7%	46.0	376	3.3%	94.0	568	4.0%
Total	63	100%	2.6	2,726	100%	113.6	11,483	100%	478.5	14,272	100%

More than half of all fatal, injury and property crashes occurred between 10:00 am and 6:00 pm. A proportionally high number of fatal crashes also occurred in the evening hours from 6-10 pm.

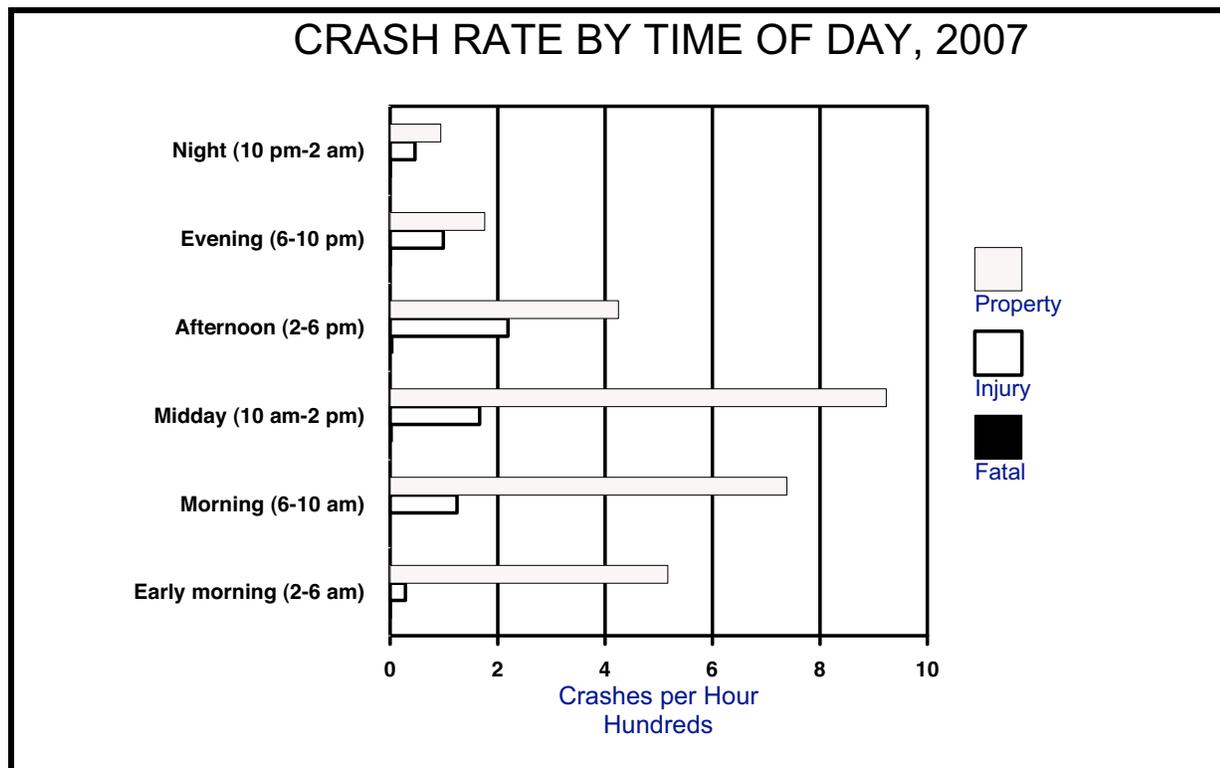


FIGURE 2.4: INJURY CRASHES BY DAY, 2007

5 day moving average

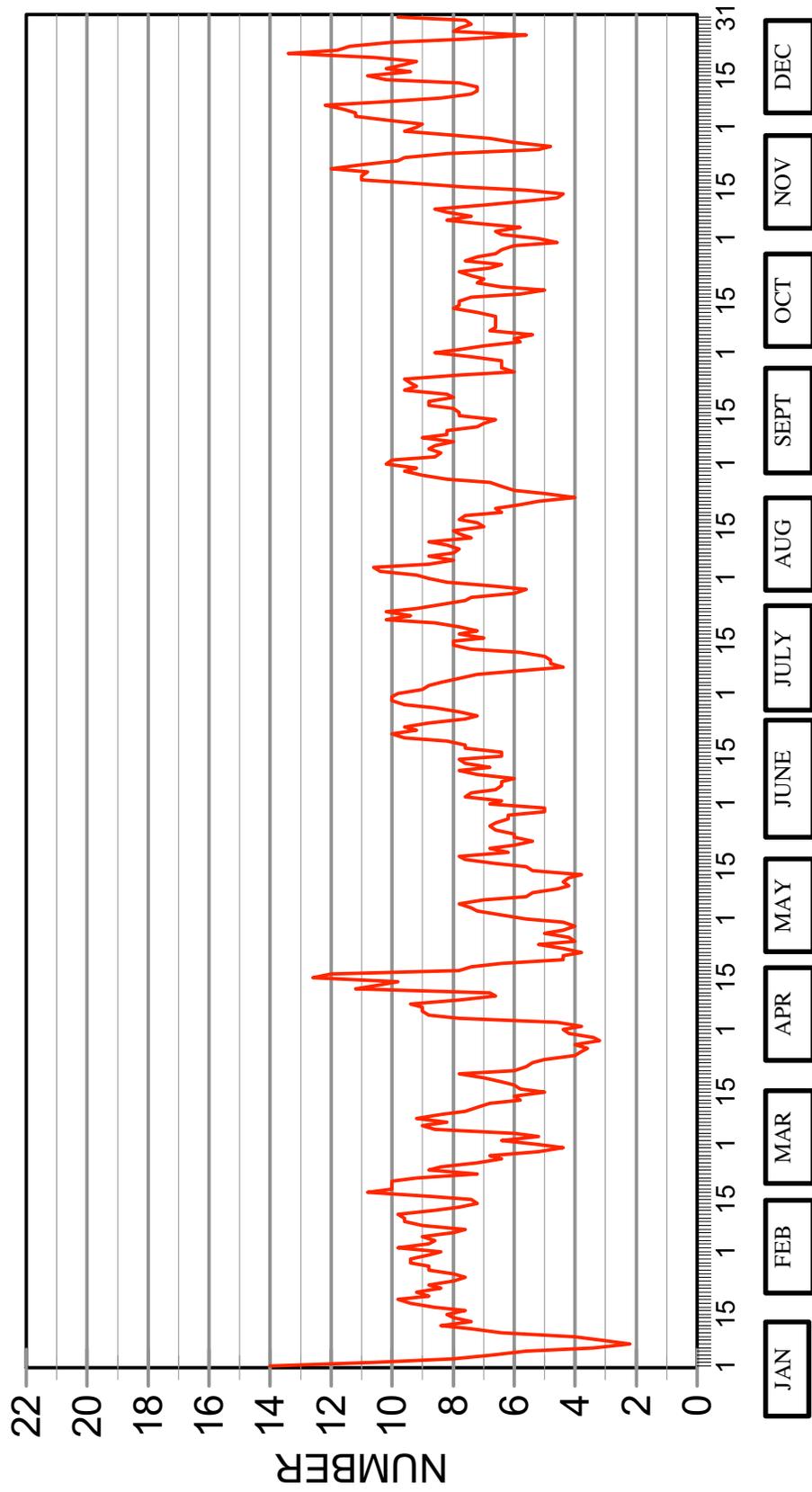


TABLE 2.15: WEATHER CONDITION BY CRASH TYPE, 2007

WEATHER	CRASH TYPE						TOTAL CRASHES
	FATAL		INJURY		PROPERTY		
	CRASHES	PERSONS KILLED	CRASHES	PERSONS INJURED	CRASHES	PERSONS INVOLVED	
Clear	36	37	1,429	1,869	5,929	11,906	7,394
Rain	3	3	169	233	600	1,192	772
Snow	4	5	266	353	1,266	2,285	1,536
Fog, smog, smoke	0	0	32	41	59	81	91
Sleet, hail, freezing rain	0	0	65	89	210	360	275
Cloudy	18	20	696	899	2,808	5,737	3,522
Other & Unknown	1	1	71	91	584	1,083	656
TOTAL	62	66	2,728	3,575	11,456	22,644	14,246

The majority of all crashes occurred under either clear (51.9%) or cloudy (24.7%) weather conditions with no precipitation. Around eleven percent of 2007 crashes occurred when it was snowing.

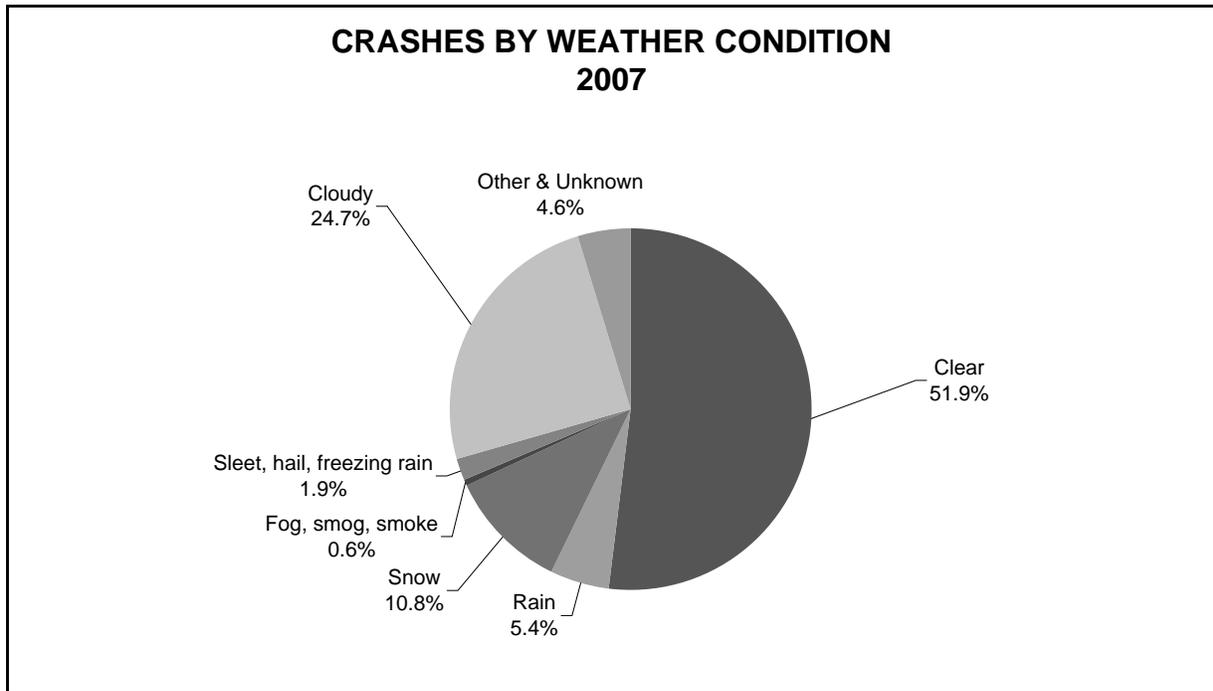


TABLE 2.16: ROAD SURFACE CONDITION BY CRASH TYPE, 2007

SURFACE CONDITION	CRASH TYPE						TOTAL CRASHES
	FATAL PERSONS		INJURY PERSONS		PROPERTY PERSONS		
	CRASHES	KILLED	CRASHES	INJURED	CRASHES INVOLVED	PERSONS	
Dry	46	48	1703	2233	6770	13744	8519
Wet	7	8	372	503	1568	3236	1947
Snow/ice/slush	9	9	554	707	2528	4558	3091
Sand/mud/gravel/dirt	0	0	38	48	94	172	132
Water(Standing, Moving)	1	1	9	10	14	18	24
Other & unknown	0	0	68	101	598	878	666
TOTAL	63	66	2744	3602	11572	22606	14379

Thirty-five percent of all crashes reported in 2007 occurred on wet or snow/slush/ice covered roadways.

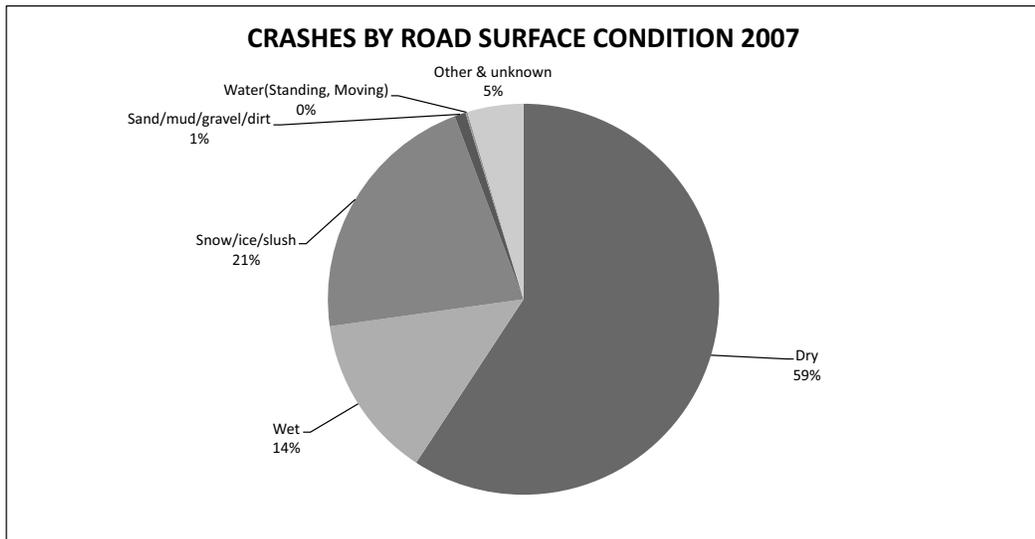


TABLE 2.17: SURFACE CONDITION BY LIGHTING CONDITION, 2007

SURFACE CONDITION	LIGHTING CONDITIONS						TOTAL
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	
Dry	99	6,635	212	878	613	83	8,520
Wet	29	1,344	60	240	256	18	1,947
Snow/ice/slush	75	1,905	109	651	296	55	3,091
Sand/mud/gravel/dirt	3	91	2	28	3	2	129
Water(Standing,Moving)	2	20	0	1	1	0	24
Other & unknown	9	273	19	37	53	388	779
TOTAL	217	10,268	402	1,835	1,222	546	14,490

TABLE 2.18: WEATHER BY LIGHTING CONDITION, 2007

WEATHER	LIGHTING CONDITIONS						TOTAL
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	
Clear	79	5,772	165	776	529	66	7,387
Rain	16	523	19	110	98	4	770
Snow	33	874	56	346	193	33	1,535
Fog, smog, smoke	10	27	0	46	6	2	91
Sleet, hail, freezing rain	6	159	11	74	21	1	272
Cloudy	60	2,600	128	407	297	25	3,517
Other & Unknown	13	317	24	76	78	307	815
TOTAL	217	10,272	403	1,835	1,222	438	14,387

TABLE 2.19: CRASH TYPE BY LIGHTING CONDITION, 2007

CRASH TYPE	LIGHTING CONDITIONS						TOTAL
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	
Fatal	0	31	5	23	3	0	62
Injury	61	1,934	81	469	173	30	2,748
Property	155	8,307	317	1,342	1,047	409	11,577
TOTAL	216	10,272	403	1,834	1,223	439	14,387

TABLE 2.20: ROAD DESIGN BY CRASH TYPE, 2007

ROAD DESIGN	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Main Road	49	79%	1,692	62%	5,058	44%	6,799	47%
Four-way intersection	5	8%	273	10%	1,262	11%	1,540	11%
T-intersection	2	3%	359	13%	1,512	13%	1,873	13%
Y-intersection	1	2%	52	2%	253	2%	306	2%
Traffic circle/roundabout	0	0%	8	0%	53	0%	61	0%
Five-point, or more	0	0%	6	0%	22	0%	28	0%
Ramp	0	0%	45	2%	170	1%	215	1%
Driveway	2	3%	120	4%	559	5%	681	5%
RR Crossing	0	0%	6	0%	22	0%	28	0%
Parking Lot	0	0%	72	3%	2,133	18%	2,205	15%
Other/Unknown	3	5%	115	4%	529	5%	647	4%
TOTAL	62	100%	2,748	100%	11,573	100%	14,383	100%

Most fatal crashes and just over half of all injury and property crashes occurred on main roads. The next most likely place for a crash was at an intersection. Driveway locations accounted for approximately 5% of injury and property crashes, nearly the same proportion as last year.

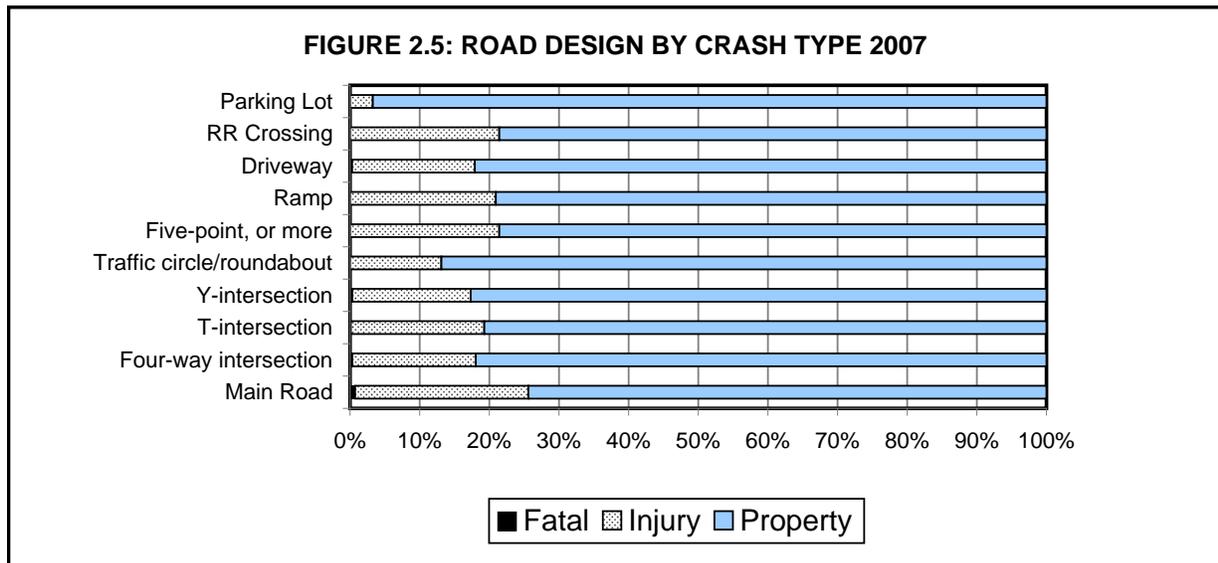


TABLE 2.21: ROAD CONDITION BY CRASH TYPE, 2007

ROAD CONDITION	2007							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
Good Road	49	79%	1,943	71%	8,115	70%	10,107	70%
Wet, icy, snow, slush, etc.	10	16%	655	24%	2,452	21%	3,117	22%
Debris	0	0%	9	0%	24	0%	33	0%
Ruts, holes, bumps	2	3%	21	1%	36	0%	59	0%
Work zone	0	0%	3	0%	43	0%	46	0%
Obstruction in roadway	0	0%	8	0%	36	0%	44	0%
Shoulders	0	0%	12	0%	50	0%	62	0%
Other/Unknown	1	2%	93	3%	809	7%	903	6%
TOTAL	62	100%	2,744	100%	11,565	100%	14,371	100%

Relatively few crashes occurred on roadways under construction, damaged or obstructed by debris.

TABLE 2.22: TRAFFIC CONTROL BY CRASH TYPE, 2007

TRAFFIC CONTROL	2007							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
None	54	86%	1,986	72%	8,257	71%	10,297	72%
Stop signs on cross street only	2	3%	212	8%	862	7%	1,076	7%
Stop signs on mainline only	0	0%	10	0%	49	0%	59	0%
All-way stop signs	1	2%	27	1%	120	1%	148	1%
All-way flasher (red on cross street)	0	0%	18	1%	40	0%	58	0%
All-way flasher (red on mainline)	0	0%	5	0%	10	0%	15	0%
All-way flasher (red on all)	0	0%	1	0%	6	0%	7	0%
Yield signs on cross street only	0	0%	6	0%	63	1%	69	0%
Yield signs on mainline only	0	0%	5	0%	36	0%	41	0%
Traffic Signal (normal operation)	0	0%	213	8%	1,208	10%	1,421	10%
Traffic signal (flashing)	1	2%	4	0%	33	0%	38	0%
Officer	0	0%	3	0%	27	0%	30	0%
Flagman	0	0%	6	0%	28	0%	34	0%
Other/Unknown	5	8%	252	9%	834	7%	1,091	8%
TOTAL	63	100%	2,748	100%	11,573	100%	14,384	100%

SECTION 3

Vehicle Characteristics

SECTION 3

The second major element of motor vehicle crashes is the vehicle. This section of the report examines the crash involvement of various vehicle types, as well as crash causes and dynamics.

The most important finding in this section is that the vast majority of motor vehicle crashes are caused by operator actions rather than vehicle equipment malfunction, roadway or other causes. In 2007, around 77% of all crashes were the result of operator actions, nearly the same proportion found in previous years. Relatively few crashes resulted from equipment malfunction (1%) while more resulted from roadway conditions (23%).

Typical causes for non-fatal crashes in 2007 are similar to those found in previous years and include failure to yield, inattention, following too closely, driving too fast for conditions and failure to keep in proper lane/off road which combined accounted for 56% of operator contributing circumstances. Contributing circumstances of the operator for fatal crashes were most frequently failure to keep in proper lane/off road (34.4%), driving too fast for conditions (18%), and operating under the influence (13.1%). Also, for fatal crashes hitting another motor vehicle in traffic was a frequent manner of crash at 38.1% followed by hitting a tree (19%) and overturned vehicle (17.5%). Almost half (44.3%) of all injury crashes involved colliding with another motor vehicle in traffic, 24 % involved hitting a guard rail/curb, tree, pole/sign, ledge/boulder or other fixed object and 11.6% overturned.

As reported in previous years, over 9 out of 10 vehicles involved in crashes are passenger cars and light trucks, which also comprise about 90 percent of vehicle registrations in Vermont. The proportion of national crashes involving passenger cars and light trucks is similar (94%) to that found in Vermont. Passenger car (32.6) and light truck (35.8) crash rates were considerably higher than those for large trucks (26.1) and motorcycles (7.1) in 2007, however, the rate of fatal crashes was the greatest for motorcycles (.20) followed by light trucks (.19).

The number of vehicles involved in crashes varies by the type of crash. In 2007, property damage only crashes involved multiple vehicles 73% of the time, while injury crashes involved multiple vehicles 59% of the time, similar to findings in previous years. Fatal (57%) crashes were more likely to involve a single vehicle than property damage crashes (27%). Additionally, the most frequent manner of crashes for passenger vehicles in multiple vehicle crashes in 2007 were rear-end (49.1%) and angle collision, turning (16.4%). For non-collision crashes, overturning and hitting a fixed object were a frequent manner of crash for passenger cars, sport utility vehicles, light trucks, or large trucks.

TABLE 3.1: CRASHES BY VEHICLE TYPE, 2007

<u>VEHICLE TYPE</u>	<u>NUMBER OF VEHICLES</u>	<u>PERCENT</u>	<u>NUMBER OF CRASHES *</u>	<u>VEHICLE TYPE PER CRASH</u>
Passenger Car	15,119	61.0%	11,206	1.35
Sport Utility	2,946	11.9%	2,789	1.06
Pickup Truck/Van (noncommercial)	4,307	17.4%	3,985	1.08
Pickup Truck/Van (commercial)	19	0.1%	19	1.00
Truck	506	2.0%	495	1.02
Tractor Trailer	413	1.7%	398	1.04
Farm Vehicle	31	0.1%	31	1.00
Bus	152	0.6%	150	1.01
Motorcycle	250	1.0%	241	1.04
Ambulance	12	0.0%	12	1.00
Train	4	0.0%	3	1.33
Other/Unknown	1,024	4.1%	1,030	0.99
Total	24,783	100%	20,359 **	1.22

* Number of crashes in which each vehicle type is involved.
 ** Exceeds the total number of crashes (n=13,793) due to multiple vehicle crashes.

Vehicles commonly used as passenger vehicles were involved in 91% of all crashes reported to police in 2007.

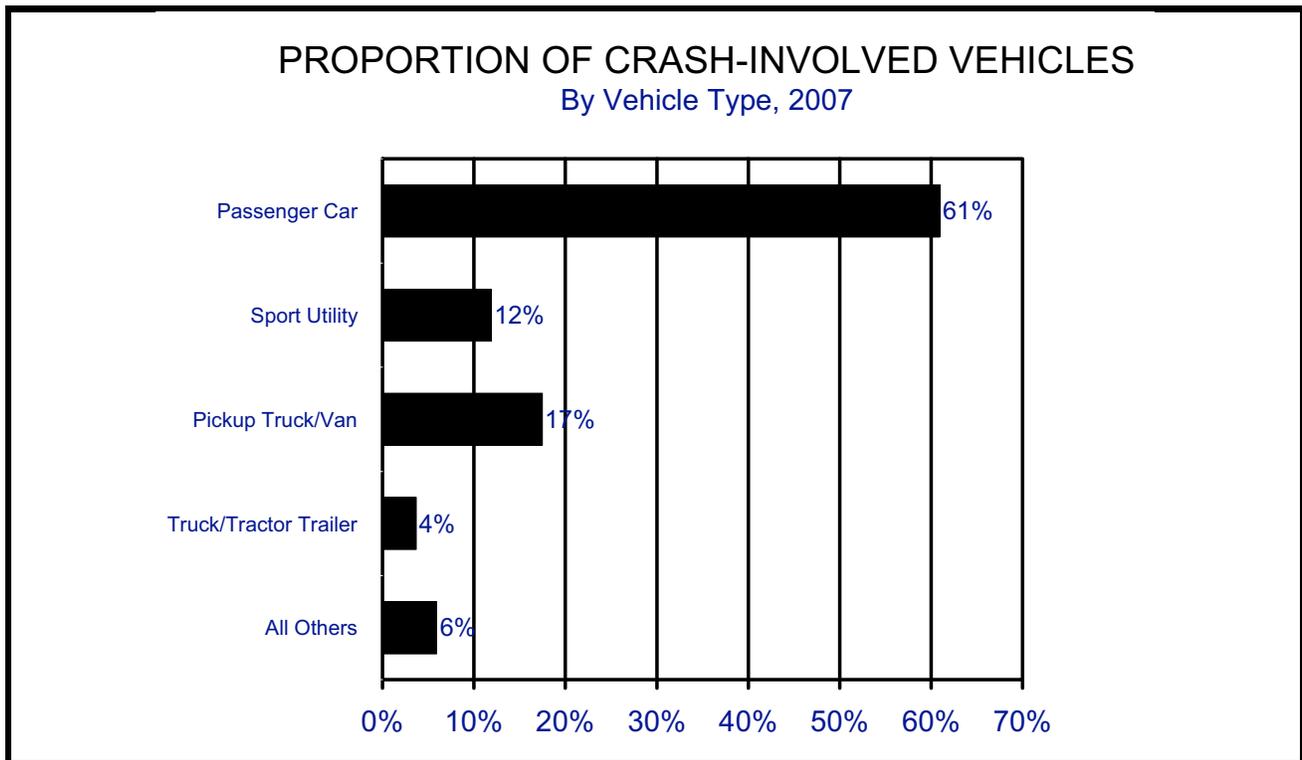


Figure 3.1: Fatalities by Vehicle Type, 2007

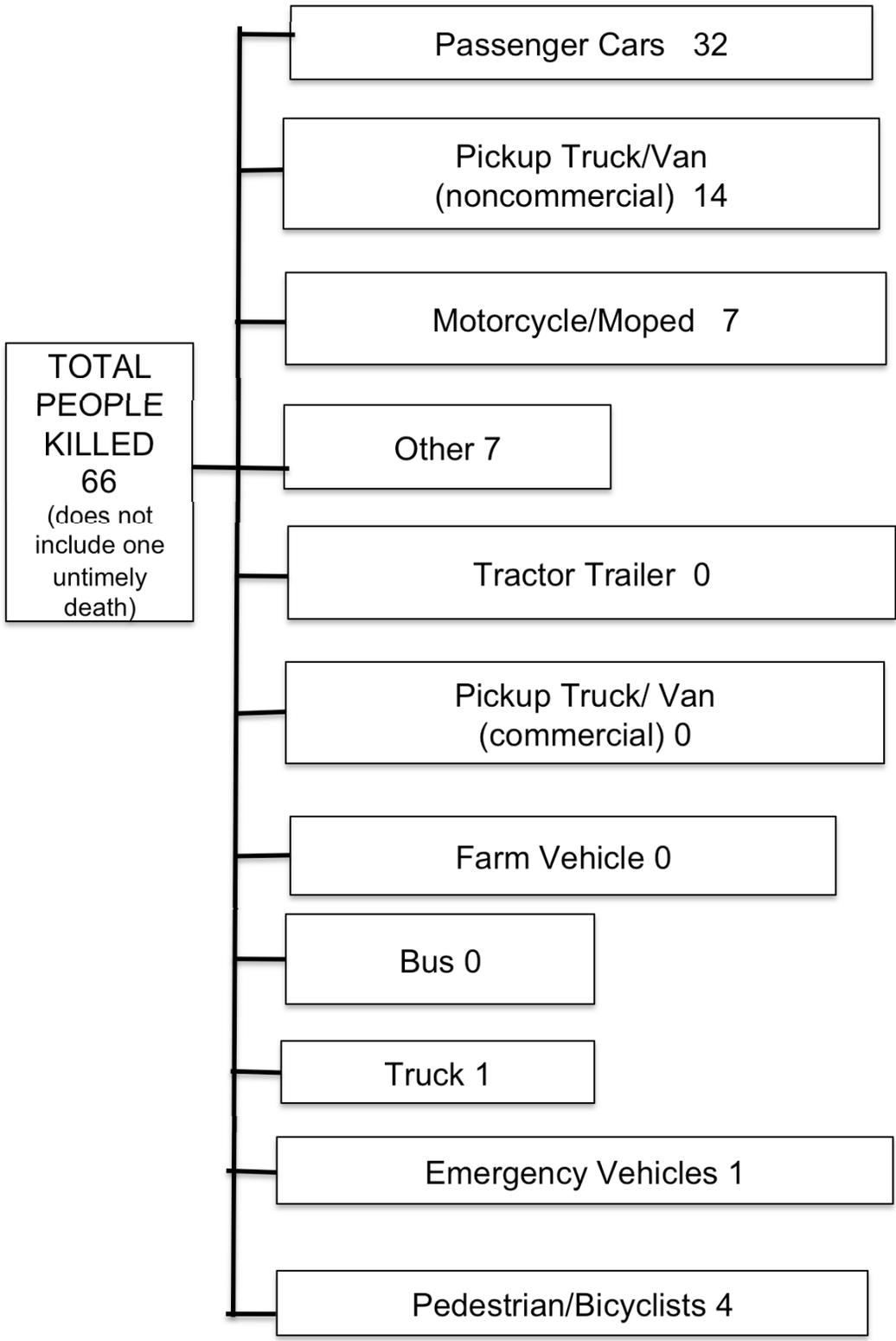


Figure 3.2: Injuries by Vehicle Type, 2007

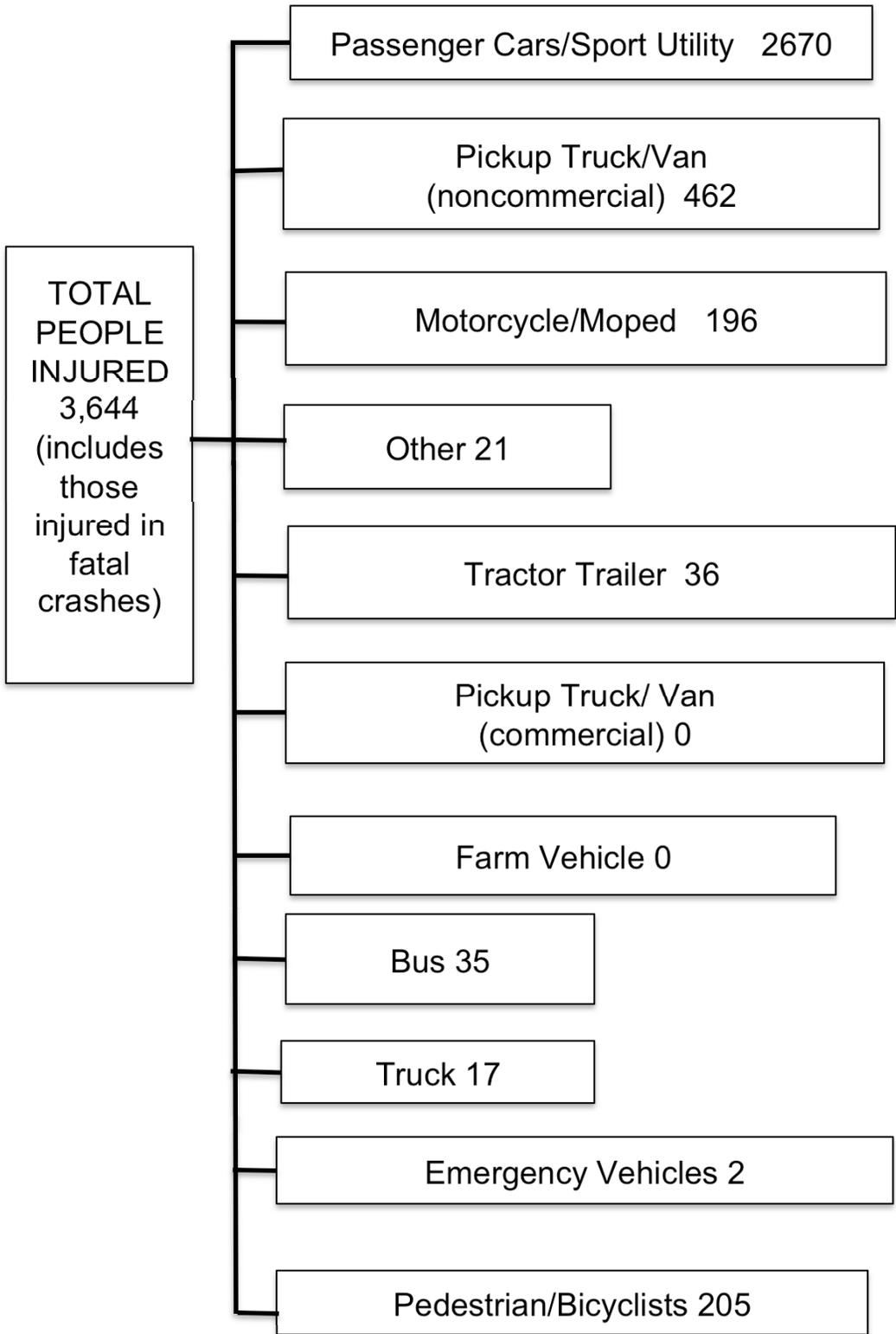
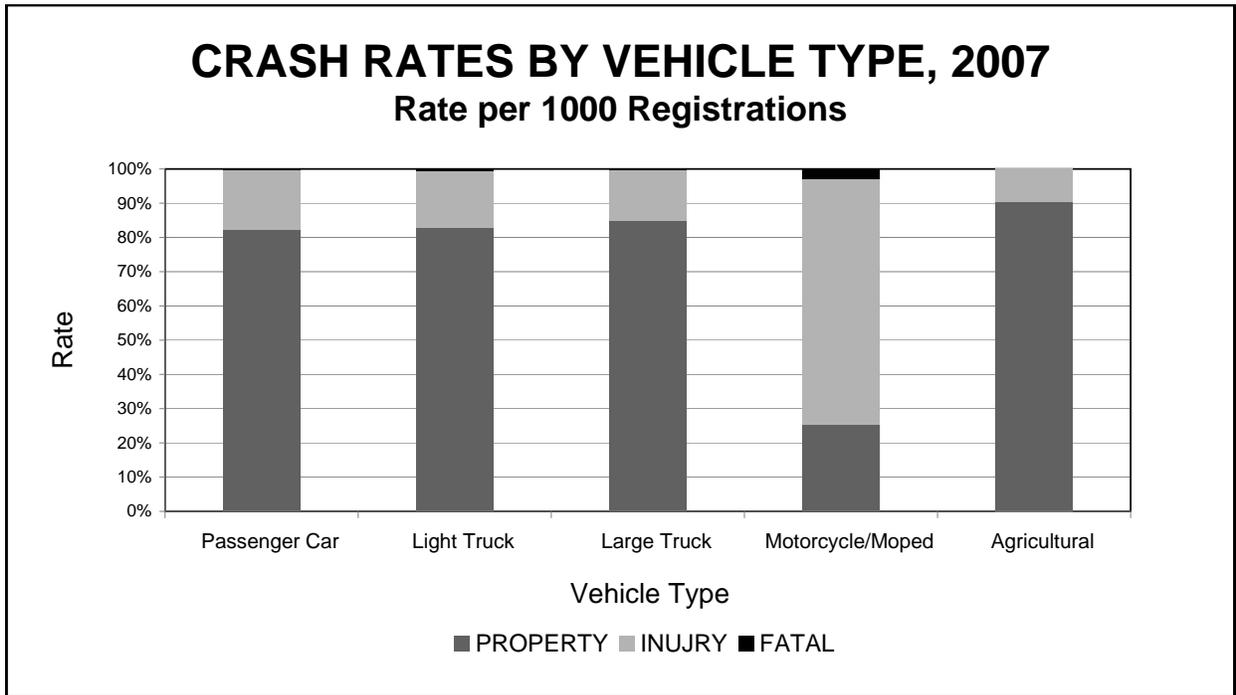


TABLE 3.2: CRASH RATES BY VEHICLE AND CRASH TYPE, 2007

	Registrations *	CRASH TYPE							
		FATAL		INJURY		PROPERTY		TOTAL	
		Number	Rate**	Number	Rate**	Number	Rate**	Number	Rate**
Passenger Car	553,735	51	0.09	3,149	5.69	14,835	26.79	18,035	32.57
Light Truck	120,612	23	0.19	722	5.99	3,574	29.63	4,319	35.81
Large Truck	35,239	4	0.11	134	3.80	781	22.16	919	26.08
Motorcycle/Moped ***	35,382	7	0.20	180	5.09	63	1.78	250	7.07
Agricultural	3,753	0	0.00	3	0.80	28	7.46	31	8.26

*Note: The registration figures used in this table include unexpired registrations that have not been deleted from DMV records. These numbers include unexpired temporary registrations, which are not eligible for renewal and are replaced by a permanent registration. Therefore, these totals are slightly larger than those used in other tables. These figures were necessary in order to distinguish between light and heavy trucks while having all vehicle registrations counted in the same manner.
 **Rates are per 1,000 registrations of each vehicle type.
 ***Motorcycle/moped rates are not adjusted for seasonal use, which is typically about 6 months per year.

The total crash rate for light trucks (35.8) was close to the passenger car rate (32.6) but considerably higher than the large truck rate (26.1). The rate of fatal crashes was greatest for motorcycles (.20) followed by light truck (.19).



**TABLE 3.3: NUMBER OF VEHICLES INVOLVED
BY TYPE OF CRASH, 2007**

TYPE OF CRASH	NUMBER OF VEHICLES INVOLVED			TOTAL
	1	2	3 OR MORE	
Fatal	36	25	2	63
Injury	1,412	1,178	159	2,749
Property	3,165	8,079	336	11,580
Total	4,613	9,282	497	14,392

Note: Does not include cases with missing data.

Sixty-seven percent of all crashes involved 2 or more vehicles, except fatal crashes, for which 57% involved a single vehicle. Crashes involving 3 or more vehicles accounted for relatively few (3%) of the reported crashes in 2007, as in past years.

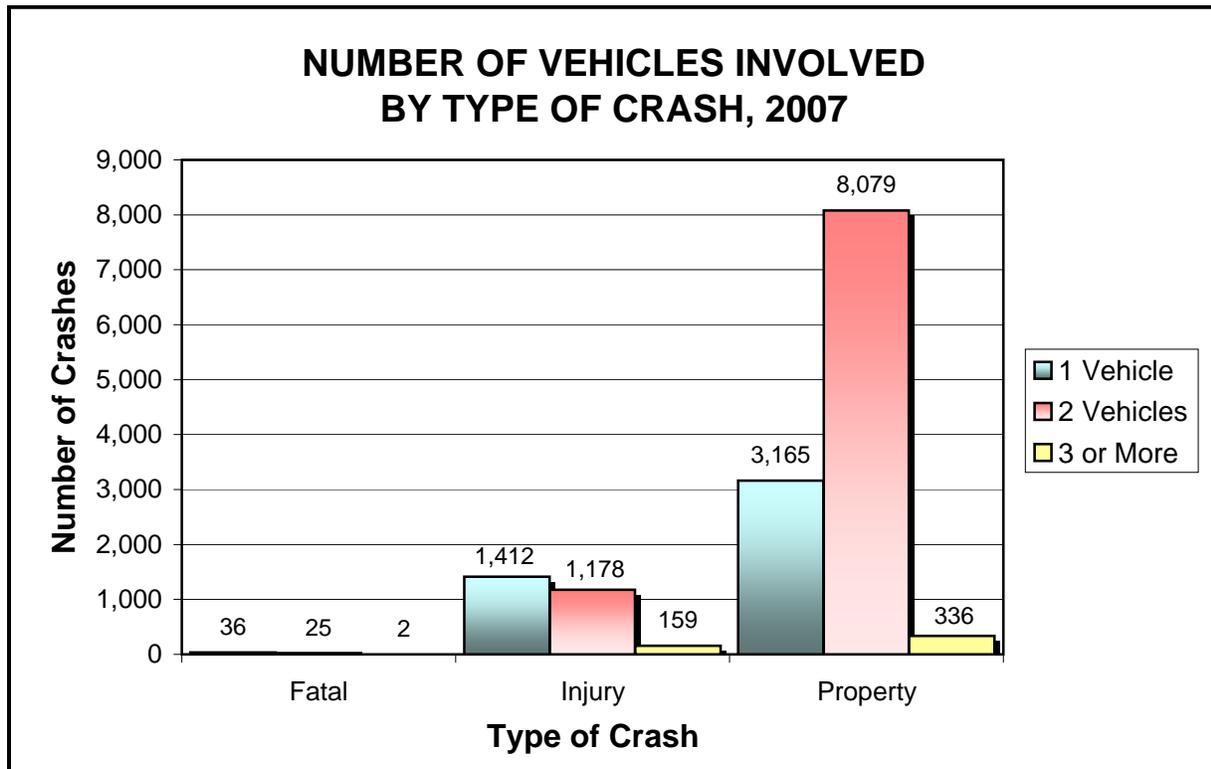


FIG 3.3: OPERATOR CONTRIBUTING CIRCUMSTANCES BY CRASH TYPE, 2007

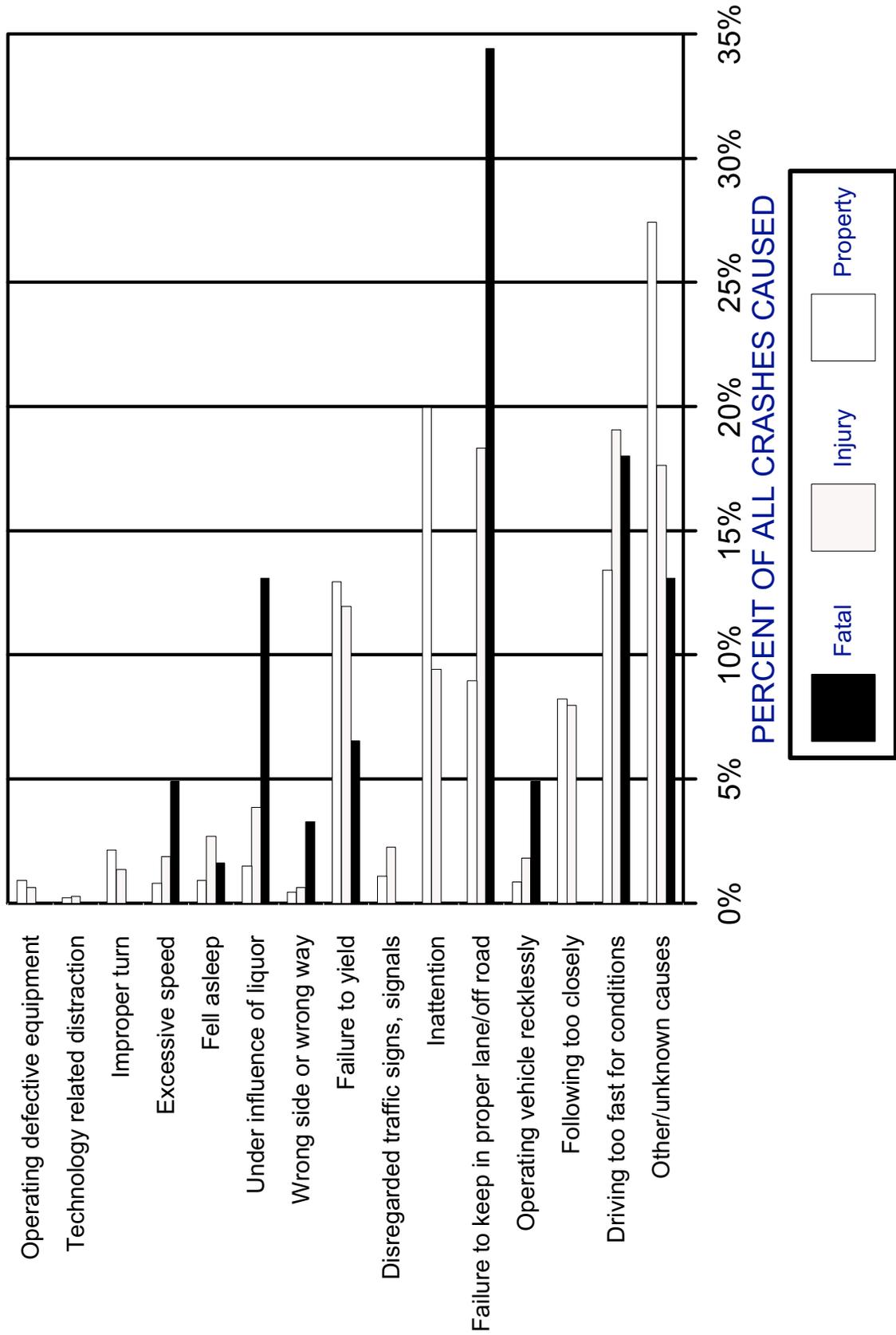


TABLE 3.4: MAJOR CATEGORIES OF CONTRIBUTING CIRCUMSTANCES OF CRASH BY CRASH TYPE, 2007

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Operator	61	82.4%	2759	77.7%	10939	76.3%	13759	76.6%
Vehicle	0	0.0%	17	0.5%	94	0.7%	111	1.0%
Road	13	17.6%	776	21.8%	3298	23.0%	4087	22.8%
TOTAL	74	100.0%	3552	100.0%	14331	100.0%	17957	100.0%

Almost eight out of ten crashes are caused by operator actions, rather than vehicle or roadway conditions.

TABLE 3.5: CONTRIBUTING CIRCUMSTANCES OF OPERATOR BY CRASH TYPE, 2007

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Driving too fast for conditions	11	18.0%	526	19.1%	1467	13.4%	2004	14.6%
Failure to keep in proper lane/off road	21	34.4%	506	18.3%	981	9.0%	1508	11.0%
Operating vehicle recklessly	3	4.9%	51	1.8%	95	0.9%	149	1.1%
Visibility obstructed	0	0.0%	39	1.4%	362	3.3%	401	2.9%
Excessive speed	3	4.9%	52	1.9%	90	0.8%	145	1.1%
Following too closely	0	0.0%	220	8.0%	902	8.2%	1122	8.2%
Improper turn	0	0.0%	38	1.4%	236	2.2%	274	2.0%
Disregarded traffic signs, signals	0	0.0%	63	2.3%	121	1.1%	184	1.3%
Failure to yield	4	6.6%	330	12.0%	1417	13.0%	1751	12.7%
Inattention	0	0.0%	260	9.4%	2185	20.0%	2445	17.8%
Wrong side or wrong way	2	3.3%	18	0.7%	50	0.5%	70	0.5%
Fell asleep	1	1.6%	75	2.7%	103	0.9%	179	1.3%
Under influence of medication/drugs/alcohol	8	13.1%	107	3.9%	165	1.5%	280	2.0%
Operating defective equipment	0	0.0%	18	0.7%	101	0.9%	119	0.9%
Technology related distraction	0	0.0%	8	0.3%	27	0.2%	35	0.3%
Distracted	2	3.3%	37	1.3%	175	1.6%	214	1.6%
Swerving due to wind, slippery surface, etc	0	0.0%	66	2.4%	229	2.1%	295	2.1%
Other/Unknown operator cause	6	9.8%	345	12.5%	2233	20.4%	2584	18.8%
TOTAL	61	100.0%	2759	100.0%	10939	100.0%	13759	100.0%

TABLE 3.6: CRASH CAUSES DUE TO VEHICLE BY CRASH TYPE, 2007

VEHICLE CAUSE	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
Defective brakes	0	0.0%	6	35.3%	31	33.0%	37	33.3%
Defective lights	0	0.0%	0	0.0%	5	5.3%	5	4.5%
Defective steering	0	0.0%	0	0.0%	3	3.2%	3	2.7%
Defective tires	0	0.0%	6	35.3%	21	22.3%	27	24.3%
Defective engine	0	0.0%	0	0.0%	3	0.0%	3	2.7%
Exhaust	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Glass	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other/Unknown vehicle cause	0	0.0%	5	29.4%	31	33.0%	36	32.4%
TOTAL	0	0.0%	17	100.0%	94	100.0%	111	100.0%

TABLE 3.7: CONTRIBUTING ROAD CIRCUMSTANCES BY CRASH TYPE, 2007

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
Road surface condition	10	76.9%	655	84.4%	2,452	74.3%	3,117	76.3%
Debris	0	0.0%	9	1.2%	24	0.7%	33	0.8%
Ruts, holes, bumps	2	15.4%	21	2.7%	36	1.1%	59	1.4%
Work zone	0	0.0%	3	0.4%	43	1.3%	46	1.1%
Obstruction in roadway	0	0.0%	8	1.0%	36	1.1%	44	1.1%
Traffic control malfunction	0	0.0%	2	0.3%	5	0.2%	7	0.2%
Shoulders	0	0.0%	12	1.5%	50	1.5%	62	1.5%
Other/Unknown road cause	1	7.7%	66	8.5%	652	19.8%	719	17.6%
TOTAL	13	100%	776	100.0%	3,298	100.0%	4,087	100.0%

TABLE 3.8: VEHICLE 1 COLLIDED WITH OBJECT BY CRASH TYPE, 2007

COLLIDED WITH	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
Pedestrian	3	4.8%	99	3.6%	20	0.2%	122	0.9%
MV in traffic	24	38.1%	1,204	44.3%	6,150	56.0%	7,378	53.6%
MV parked	0	0.0%	57	2.1%	1,531	13.9%	1,588	11.5%
RR train	0	0.0%	0	0.0%	3	0.0%	3	0.0%
Pedalcycle	0	0.0%	63	2.3%	20	0.2%	83	0.6%
Deer	0	0.0%	18	0.7%	352	3.2%	370	2.7%
Moose	2	3.2%	16	0.6%	61	0.6%	79	0.6%
Other wild animal	0	0.0%	3	0.1%	21	0.2%	24	0.2%
Domestic animal	0	0.0%	3	0.1%	29	0.3%	32	0.2%
Snowmobile	0	0.0%	1	0.0%	1	0.0%	2	0.0%
Other movable object	0	0.0%	19	0.7%	67	0.6%	86	0.6%
Overtuned	11	17.5%	316	11.6%	456	4.2%	783	5.7%
Guard rail, curb	2	3.2%	136	5.0%	476	4.3%	614	4.5%
Tree	12	19.0%	268	9.9%	425	3.9%	705	5.1%
Pole, sign	1	1.6%	154	5.7%	481	4.4%	636	4.6%
Ledge, boulder	3	4.8%	108	4.0%	169	1.5%	280	2.0%
Motorcycle/moped	1	1.6%	28	1.0%	8	0.1%	37	0.3%
Work zone equipment	0	0.0%	2	0.1%	2	0.0%	4	0.0%
Other fixed object	3	4.8%	135	5.0%	448	4.1%	586	4.3%
Other, non-collision	1	1.6%	85	3.1%	190	1.7%	276	2.0%
Unknown	0	0.0%	2	0.1%	70	0.6%	72	0.5%
TOTAL	63	100.0%	2,717	100.0%	10,980	100.0%	13,760	100.0%

FIGURE 3.4: SELECTED OPERATOR CONTRIBUTING CIRCUMSTANCE FOR ONE AND TWO VEHICLE CRASHES, 2007

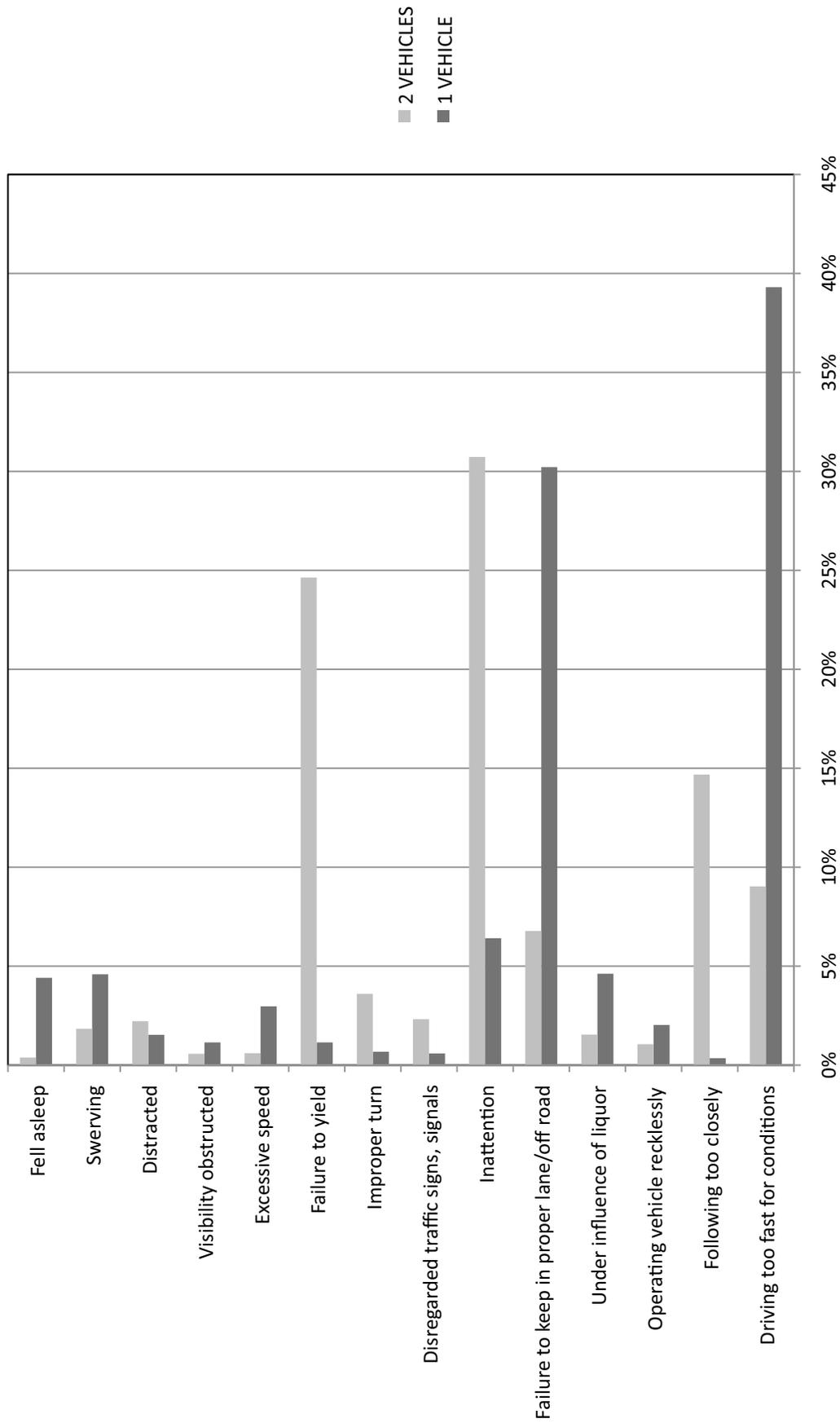


TABLE 3.9: OPERATOR CONTRIBUTING CIRCUMSTANCES BY HIGHWAY CLASS, 2007

CONTRIBUTING CIRCUMSTANCES	HIGHWAY CLASS											
	INTERSTATE		STATE		TOWN		CITY/VILLAGE		OTHER			
	N	%	N	%	N	%	N	%	N	%		
Driving too fast for conditions	353	35.8%	757	12.0%	440	13.3%	403	29.6%	53	2.7%		
Failure to keep in proper lane/off road	197	20.0%	696	11.1%	276	8.3%	289	21.3%	54	2.7%		
Operating vehicle recklessly	8	0.8%	52	0.8%	35	1.1%	32	2.4%	22	1.1%		
Visibility obstructed	4	0.4%	129	2.0%	104	3.1%	17	1.3%	149	7.5%		
Excessive speed	18	1.8%	50	0.8%	37	1.1%	39	2.9%	1	0.1%		
Following too closely	93	9.4%	784	12.5%	192	5.8%	25	1.8%	31	1.6%		
Improper turn	7	0.7%	135	2.1%	42	1.3%	21	1.5%	69	3.5%		
Disregarded traffic signs, signals	3	0.3%	111	1.8%	52	1.6%	16	1.2%	3	0.2%		
Failure to yield	16	1.6%	1,038	16.5%	453	13.7%	105	7.7%	142	7.2%		
Inattention	54	5.5%	928	14.7%	618	18.7%	91	6.7%	757	38.2%		
Wrong side or wrong way	7	0.7%	135	2.1%	37	1.1%	39	2.9%	3	0.2%		
Fell asleep	41	4.2%	91	1.4%	29	0.9%	15	1.1%	3	0.2%		
Under influence of medication/drugs/alcohol	12	1.2%	120	1.9%	79	2.4%	43	3.2%	27	1.4%		
Operating defective equipment	8	0.8%	67	1.1%	28	0.8%	5	0.4%	11	0.6%		
Technology related distraction	0	0.0%	21	0.3%	7	0.2%	4	0.3%	3	0.2%		
Distracted	13	1.3%	104	1.7%	50	1.5%	17	1.3%	30	1.5%		
Swerving due to wind, slippery surface, etc	48	4.9%	115	1.8%	83	2.5%	38	2.8%	11	0.6%		
Other/unknown operator cause	104	10.5%	962	15.3%	749	22.6%	161	11.8%	611	30.9%		
TOTAL	986	100.0%	6,295	100.0%	3,311	100.0%	1,360	100.0%	1,980	100.0%		

Most crashes caused by operator contributing circumstances occur on roads other than an interstate. In 2007, driving too fast for conditions and failure to keep in proper lane/off road were the most frequently cited causes of crashes on interstates and city/village roads, while failure to yield the right of way, inattention, following too closely and driving too fast for conditions were the most frequently cited causes on state and town roads.

OPERATOR CONTRIBUTING CIRCUMSTANCES BY HIGHWAY CLASS, 2007

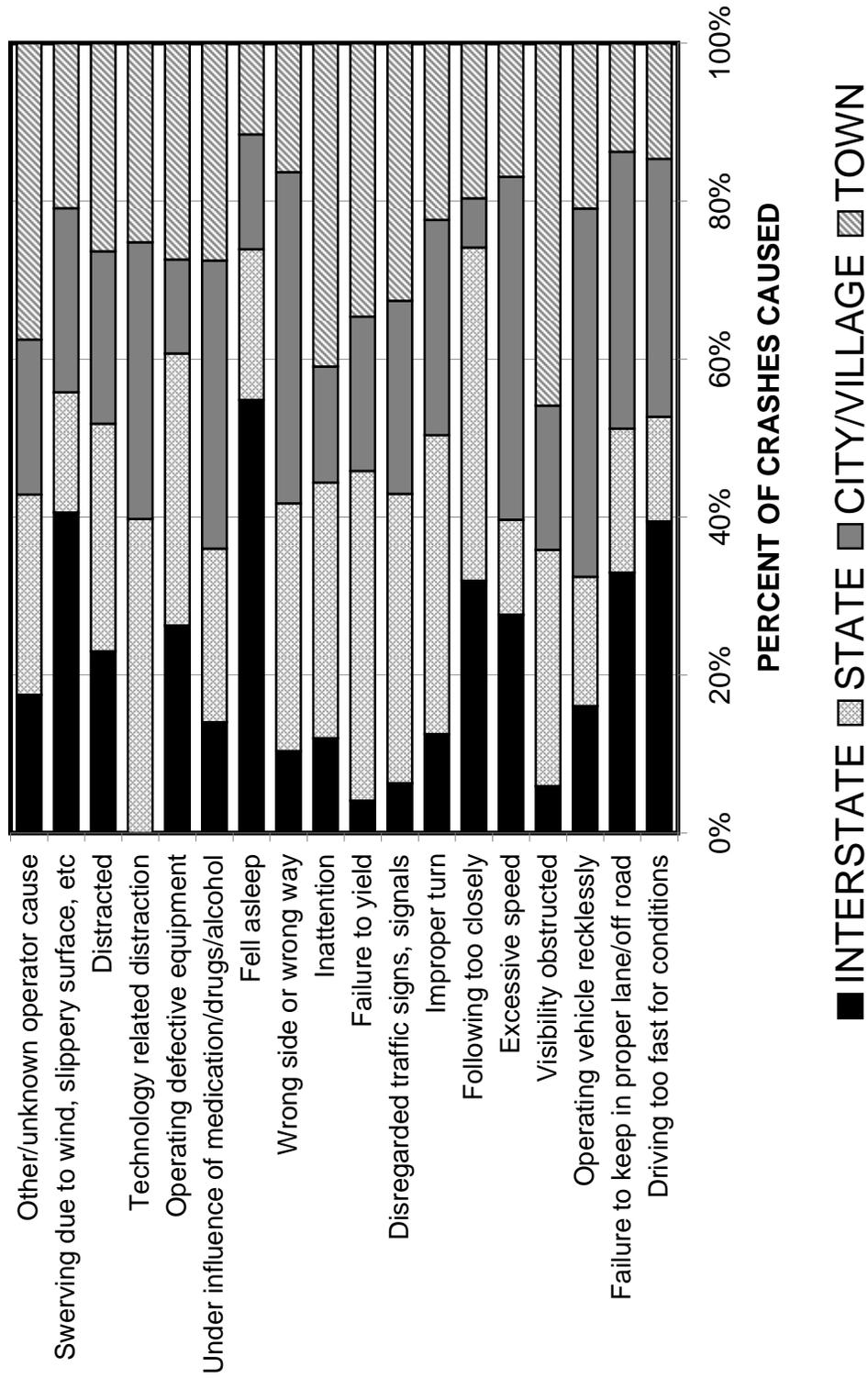


TABLE 3.10: OPERATOR CONTRIBUTING CIRCUMSTANCES BY VEHICLE TYPE, 2007

CONTRIBUTING CIRCUMSTANCES	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK OR VAN		LARGE TRUCK		MOTORCYCLE OR MOPED		OTHER	
	N	%	N	%	N	%	N	%	N	%	N	%
Driving too fast for conditions	1,239	14.7%	316	18.4%	380	14.2%	39	6.9%	23	13.2%	9	4.8%
Failure to keep in proper lane/off road	900	10.6%	169	9.8%	305	11.4%	83	14.7%	41	23.6%	14	7.4%
Operating vehicle recklessly	89	1.1%	21	1.2%	28	1.0%	1	0.2%	10	5.7%	3	1.6%
Visibility obstructed	223	2.6%	35	2.0%	92	3.4%	42	7.4%	1	0.6%	10	5.3%
Excessive speed	108	1.3%	13	0.8%	19	0.7%	0	0.0%	5	2.9%	0	0.0%
Following too closely	697	8.2%	146	8.5%	220	8.2%	41	7.3%	13	7.5%	8	4.3%
Improper turn	165	2.0%	23	1.3%	48	1.8%	22	3.9%	4	2.3%	12	6.4%
Disregarded traffic signs, signals	122	1.4%	29	1.7%	20	0.7%	10	1.8%	3	1.7%	1	0.5%
Failure to yield	1,191	14.1%	181	10.5%	314	11.7%	45	8.0%	7	4.0%	16	8.5%
Inattention	1,490	17.6%	325	18.9%	483	18.0%	96	17.0%	14	8.0%	40	21.3%
Wrong side or wrong way	42	0.5%	8	0.5%	15	0.6%	4	0.7%	1	0.6%	0	0.0%
Fell asleep	129	1.5%	20	1.2%	26	1.0%	4	0.7%	0	0.0%	0	0.0%
Under influence of medication/drugs/alcohol	176	2.1%	48	2.8%	46	1.7%	0	0.0%	5	2.9%	6	3.2%
Operating defective equipment	52	0.6%	22	1.3%	31	1.2%	11	1.9%	0	0.0%	0	0.0%
Technology related distraction	26	0.3%	4	0.2%	4	0.1%	0	0.0%	0	0.0%	1	0.5%
Distracted	144	1.7%	22	1.3%	35	1.3%	7	1.2%	1	0.6%	5	2.7%
Swerving due to wind, slippery surface, etc	176	2.1%	41	2.4%	44	1.6%	16	2.8%	12	6.9%	6	3.2%
Other/Unknown operator cause	1,483	17.5%	298	17.3%	570	21.3%	144	25.5%	34	19.5%	57	30.3%
TOTAL	8,452	100.0%	1,721	100.0%	2,680	100.0%	565	100.0%	174	100.0%	188	100.0%

Failure to yield, inattention and driving too fast for conditions were the primary operator contributing circumstances in the categories of passenger car, sport utility vehicles and light truck or van. Failure to keep in proper lane/off road, driving too fast for conditions and inattention contributed to 39% of the crashes involving large trucks. Operator causes for motorcycle crashes were most often driving too fast for conditions, failure to keep in proper lane/off road, inattention, speeding and operating vehicle recklessly.

TABLE 3.11: MANNER OF CRASH BY VEHICLE TYPE, MULTIPLE VEHICLES, 2007

MANNER OF CRASH	VEHICLE TYPE											
	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK OR VAN		LARGE TRUCK		MOTORCYCLE OR MOPED		BUS AND OTHER	
	N	%	N	%	N	%	N	%	N	%	N	%
Head-on	457	5.2%	93	5.4%	162	6.3%	40	7.3%	8	8.1%	7	4.8%
Rear-end	4,354	49.1%	901	52.1%	1,223	47.2%	169	30.8%	46	46.5%	68	46.9%
Sideswipe, opposite direction	735	8.3%	158	9.1%	261	10.1%	89	16.2%	14	14.1%	13	9.0%
Sideswipe, same direction	1,476	16.7%	220	12.7%	393	15.2%	171	31.1%	12	12.1%	25	17.2%
Rear-to-rear	380	4.3%	73	4.2%	112	4.3%	16	2.9%	2	2.0%	6	4.1%
Angle collision, turning	1,457	16.4%	285	16.5%	440	17.0%	64	11.7%	17	17.2%	26	17.9%
TOTAL	8,859	100.0%	1,730	100.0%	2,591	100.0%	549	100.0%	99	100.0%	145	100.0%

TABLE 3.12: VEHICLE 1 COLLIDED WITH OBJECT BY VEHICLE TYPE, 2007

COLLIDED WITH	VEHICLE TYPE											
	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK OR VAN		LARGE TRUCK		MOTORCYCLE OR MOPED		BUS AND OTHER	
	N	%	N	%	N	%	N	%	N	%	N	%
Pedestrian	83	1.0%	10	0.6%	22	0.8%	4	0.7%	0	0.0%	3	1.6%
MV in traffic	4,703	55.8%	889	50.6%	1,417	53.2%	256	44.1%	52	29.7%	72	39.3%
MV parked	829	9.8%	194	11.0%	378	14.2%	119	20.5%	3	1.7%	67	36.6%
RR Train	1	0.0%	0	0.0%	1	0.0%	1	0.2%	0	0.0%	0	0.0%
Pedalcycle	55	0.7%	14	0.8%	10	0.4%	2	0.3%	1	0.6%	1	0.5%
Deer	267	3.2%	52	3.0%	42	1.6%	4	0.7%	6	3.4%	0	0.0%
Moose	40	0.5%	9	0.5%	23	0.9%	5	0.9%	2	1.1%	0	0.0%
Other, wild animal	16	0.2%	2	0.1%	4	0.2%	0	0.0%	2	1.1%	0	0.0%
Domestic animal	21	0.2%	1	0.1%	6	0.2%	1	0.2%	3	1.7%	0	0.0%
Snowmobile	1	0.0%	0	0.0%	1	0.0%	0	0.0%	0	0.0%	0	0.0%
Other movable object	55	0.7%	11	0.6%	10	0.4%	6	1.0%	2	1.1%	2	1.1%
Overturned	372	4.4%	161	9.2%	165	6.2%	38	6.5%	38	21.7%	9	4.9%
Other, non-collision	144	1.7%	29	1.6%	48	1.8%	21	3.6%	30	17.1%	4	2.2%
Guard rail, curb	396	4.7%	76	4.3%	101	3.8%	22	3.8%	19	10.9%	2	1.1%
Tree	434	5.2%	109	6.2%	137	5.1%	13	2.2%	5	2.9%	7	3.8%
Pole, sign	385	4.6%	71	4.0%	126	4.7%	44	7.6%	4	2.3%	7	3.8%
Ledge, boulder	183	2.2%	42	2.4%	49	1.8%	7	1.2%	1	0.6%	0	0.0%
Other fixed object	368	4.4%	71	4.0%	99	3.7%	37	6.4%	6	3.4%	8	4.4%
Moped	1	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Motorcycle	15	0.2%	7	0.4%	11	0.4%	1	0.2%	0	0.0%	1	0.5%
Work zone equipment	2	0.0%	1	0.1%	1	0.0%	0	0.0%	1	0.6%	0	0.0%
Unknown	50	0.6%	9	0.5%	13	0.5%	0	0.0%	0	0.0%	0	0.0%
TOTAL	8,421	100.0%	1,758	100.0%	2,664	100.0%	581	100.0%	175	100.0%	183	100.0%

**FIGURE 3.5
FREQUENT MANNER OF VEHICLE CRASHES
PASSENGER VEHICLES, 2007**

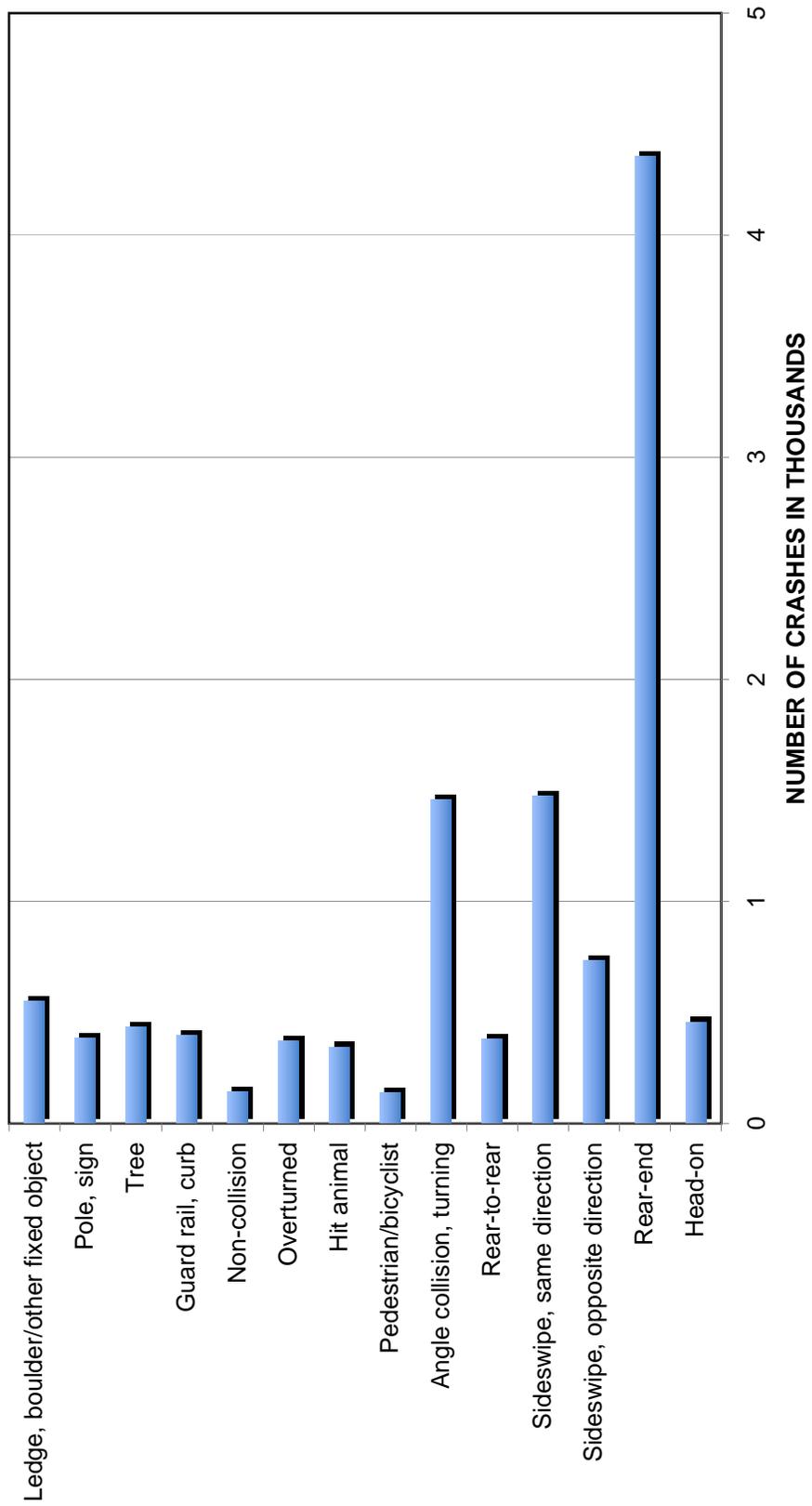


TABLE 3.13: VEHICLE 1 COLLIDED WITH OBJECT BY NUMBER OF VEHICLES, 2007

COLLIDED WITH	NUMBER OF VEHICLES					
	1		2		3 OR MORE	
	N	%	N	%	N	%
Pedestrian	110	2.4%	12	0.1%	0	0.0%
MV in traffic	14	0.3%	6,968	80.0%	407	82.2%
MV parked	2	0.0%	1,513	17.4%	76	15.4%
RR Train	0	0.0%	3	0.0%	0	0.0%
Pedalcycle	82	1.8%	1	0.0%	0	0.0%
Deer	367	8.0%	4	0.0%	0	0.0%
Moose	78	1.7%	1	0.0%	0	0.0%
Other, wild animal	24	0.5%	0	0.0%	0	0.0%
Domestic animal	30	0.7%	2	0.0%	0	0.0%
Snowmobile	1	0.0%	1	0.0%	0	0.0%
Other movable object	71	1.6%	15	0.2%	0	0.0%
Overtuned	778	17.0%	4	0.0%	1	0.2%
Other, non-collision	235	5.1%	39	0.4%	2	0.4%
Guard rail, curb	589	12.9%	25	0.3%	2	0.4%
Tree	701	15.3%	4	0.0%	0	0.0%
Pole, sign	625	13.7%	9	0.1%	3	0.6%
Ledge, boulder	279	6.1%	3	0.0%	0	0.0%
Other fixed object	571	12.5%	16	0.2%	2	0.4%
Moped	1	0.0%	0	0.0%	0	0.0%
Motorcycle	0	0.0%	35	0.4%	1	0.2%
Work zone equipment	0	0.0%	4	0.0%	0	0.0%
Unknown	18	0.4%	53	0.6%	1	0.2%
TOTAL	4,576	100.0%	8,712	100.0%	495	100.0%

**TABLE 3.14: MANNER OF CRASH BY NUMBER OF VEHICLES
MULTIPLE VEHICLES, 2007**

MANNER OF CRASH	NUMBER OF VEHICLES			
	2		3 OR MORE	
	N	%	N	%
Head-on	362	5.4%	22	5.1%
Rear-end	2,952	43.7%	306	71.0%
Sideswipe, opposite direction	656	9.7%	21	4.9%
Sideswipe, same direction	1,210	17.9%	30	7.0%
Rear-to-rear	299	4.4%	7	1.6%
Angle collision, turning	1,272	18.8%	45	10.4%
TOTAL	6,751	100.0%	431	100.0%

**TABLE 3.15: DRIVERS AND PASSENGERS INJURED OR KILLED,
BY VEHICLE TYPE AND INJURY SEVERITY, 2007**

VEHICLE TYPE	INJURY SEVERITY AND PERCENT OF THOSE INJURED							
	MINOR OR MODERATE			SEVERE OR FATAL			TOTAL **	
	Number	Percent	Rate *	Number	Percent	Rate *	Number	Percent
Passenger Car	2437	90.2%	4.40	265	9.8%	0.48	2702	100.0%
Light Truck/Van	417	87.6%	3.46	59	12.4%	0.49	476	100.0%
Large Truck	48	88.9%	1.36	6	11.1%	0.17	54	100.0%
Motorcycle/Moped	140	69.0%	3.96	63	31.0%	1.78	203	100.0%
Bus	35	68.6%	***	16	31.4%	***	51	100.0%
Total	3077	88.3%		409	11.7%		3486	100.0%

* Rate per 1000 registrations.
 ** Does not include cases with unknown vehicle type, or those uninjured or with unknown injury severity.
 *** Because total bus registrations could not accurately be identified, no rate was computed for that vehicle type.

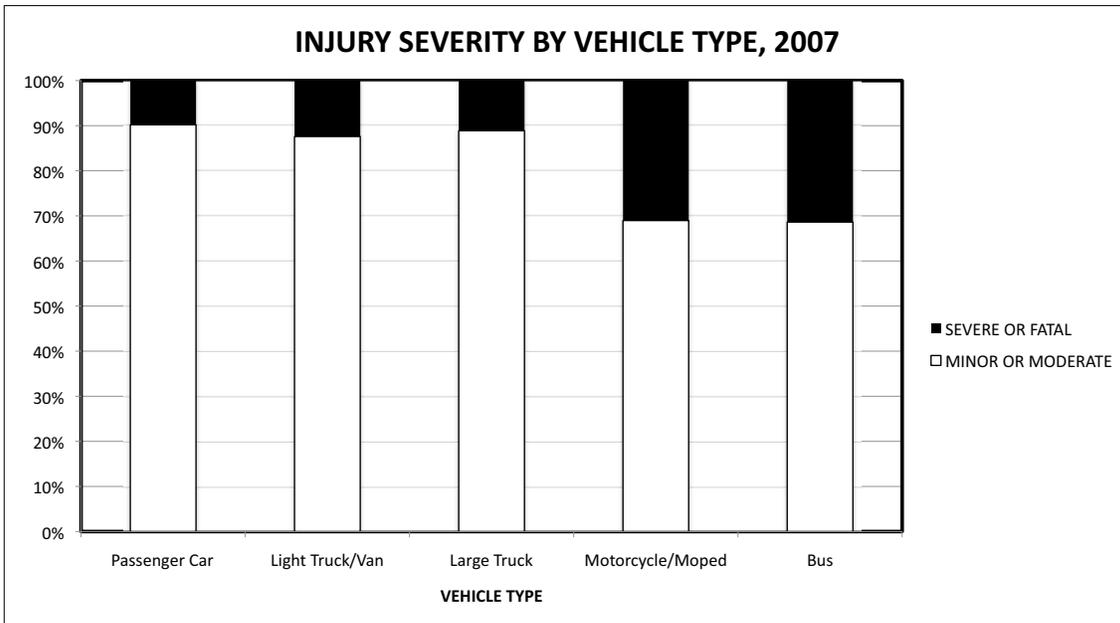


TABLE 3.16: CRASH INVOLVED VEHICLES BY MODEL YEAR AND VEHICLE TYPE, 2007

MODEL YEAR	VEHICLE TYPE									
	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK/VAN		LARGE TRUCK		ALL VEHICLES	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
1989 and Prior	335	2.2%	39	1.3%	171	4.0%	52	5.7%	503	2.1%
1990	141	0.9%	13	0.4%	50	1.2%	8	0.9%	214	0.9%
1991	162	1.1%	23	0.8%	39	0.9%	5	0.6%	331	1.4%
1992	293	2.0%	23	0.8%	33	0.8%	6	0.7%	385	1.6%
1993	403	2.7%	43	1.5%	95	2.2%	8	0.9%	437	1.9%
1994	457	3.0%	66	2.3%	157	3.7%	18	2.0%	658	2.8%
1995	694	4.6%	118	4.0%	170	4.0%	24	2.6%	886	3.8%
1996	795	5.3%	136	4.7%	167	3.9%	37	4.1%	1,094	4.6%
1997	913	6.1%	139	4.8%	225	5.2%	28	3.1%	1,386	5.9%
1998	1,022	6.8%	150	5.1%	254	5.9%	42	4.6%	1,340	5.7%
1999	1,124	7.5%	169	5.8%	232	5.4%	56	6.2%	1,585	6.7%
2000	1,204	8.0%	223	7.6%	319	7.4%	79	8.7%	1,719	7.3%
2001	1,041	6.9%	209	7.1%	280	6.5%	66	7.3%	1,885	8.0%
2002	1,151	7.7%	238	8.1%	347	8.1%	37	4.1%	1,983	8.4%
2003	1,108	7.4%	293	10.0%	373	8.7%	69	7.6%	1,837	7.8%
2004	1,082	7.2%	291	10.0%	398	9.3%	89	9.8%	1,855	7.9%
2005	1,206	8.0%	265	9.1%	339	7.9%	88	9.7%	1,980	8.4%
2006	933	6.2%	270	9.2%	415	9.7%	82	9.0%	1,982	8.4%
2007	843	5.6%	188	6.4%	204	4.8%	109	12.0%	1,474	6.2%
2008	77	0.5%	28	1.0%	25	0.6%	4	0.4%	87	0.4%
Total	14,984	100%	2,924	100.0%	4,293	100%	907	100%	23,621	100%

Seventy-five percent of vehicles involved in crashes in 2007 were a model year of 1998 or newer.

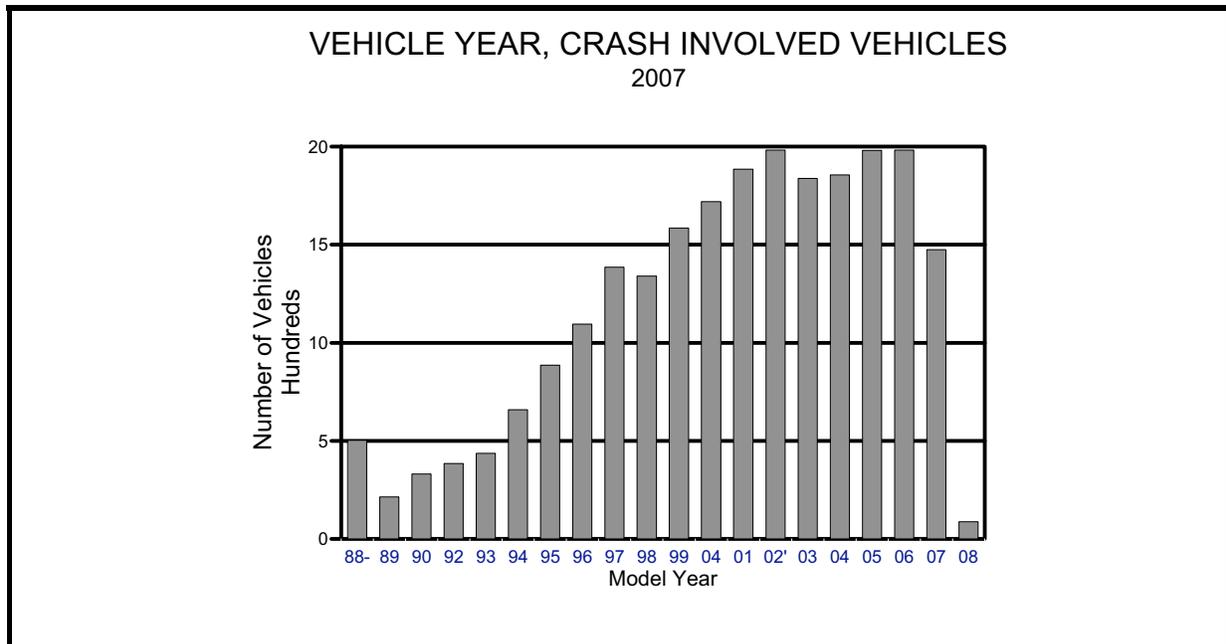


TABLE 3.17: COMMERCIAL VEHICLE BY CRASH TYPE, 2007

VEHICLE TYPE	CRASH TYPE						TOTAL NUMBER %	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Commercial	4	0.5%	130	14.7%	748	84.8%	882	100.0%
Noncommercial	59	0.4%	2619	19.4%	10832	80.2%	13510	100.0%
TOTAL	63	0.4%	2749	19.1%	11580	80.5%	14392	100.0%

The percent of fatal crashes was slightly higher for commercial vehicles (.5%) compared to noncommercial vehicles (0.4%), however, proportionally fewer commercial vehicle crashes (14.7%) involve injury than noncommercial vehicle crashes (19.4)

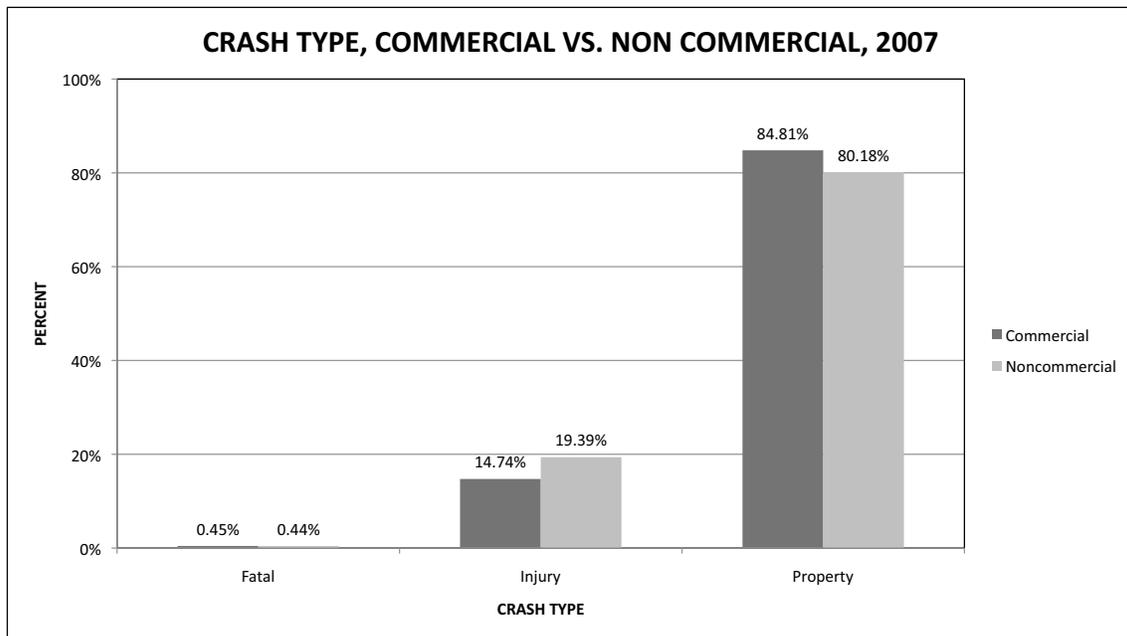


TABLE 3.18: HIGHWAY CLASS BY COMMERCIAL VEHICLE CRASHES, 2007

HIGHWAY CLASS	COMMERCIAL		NONCOMMERCIAL	
	N	Percent	N	Percent
Interstate	97	11.0%	990	7.3%
State	441	50.0%	5730	42.3%
Town	162	18.4%	3260	24.1%
City/Village	69	7.8%	1290	9.5%
Other	113	12.8%	2264	16.7%
TOTAL	882	100.0%	13534	100.0%

Proportionally more commercial vehicle crashes (11%) occurred on interstate highways compared to noncommercial vehicle crashes (7.3%) while proportionally more noncommercial vehicle crashes occurred on town and city/village roads (33.6%) than did commercial vehicle crashes (25%). A large portion of both commercial vehicle crashes (50%) and noncommercial vehicle crashes (42.3%) took place on state roadways.

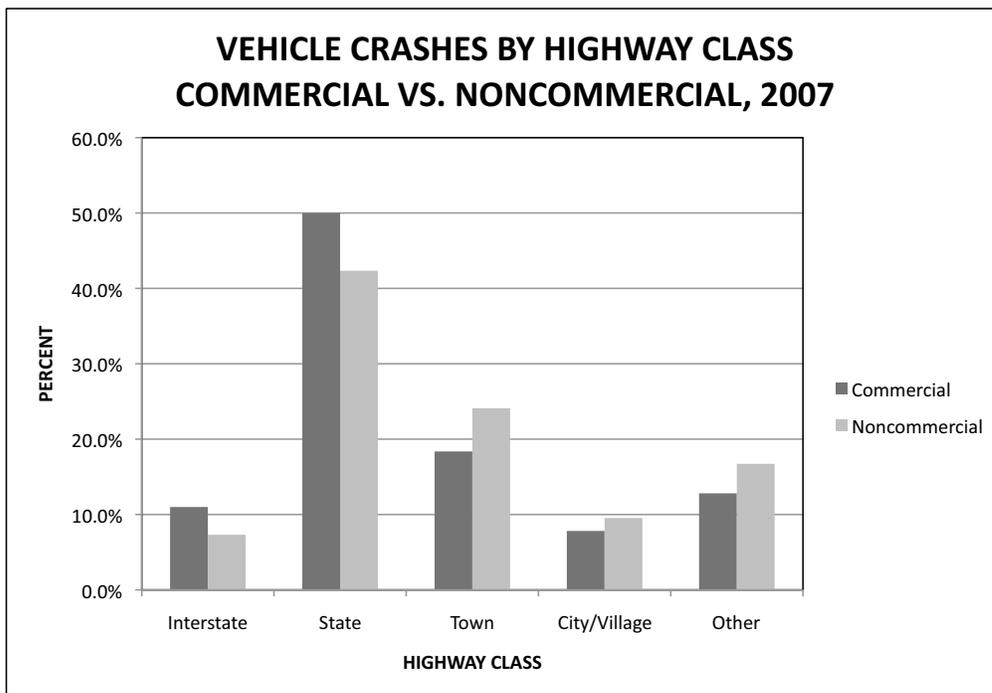


TABLE 3.19: COMMERCIAL VEHICLE OPERATOR CONTRIBUTING CIRCUMSTANCES, 2007

CAUSE	COMMERCIAL		NONCOMMERCIAL	
	N	%	N	%
Driving too fast for conditions	39	6.9%	1,967	12.1%
Failure to keep in proper lane/off road	83	14.6%	1,429	8.8%
Operating vehicle recklessly	4	0.7%	145	0.9%
Visibility obstructed	42	7.4%	361	2.2%
Excessive speed	0	0.0%	145	0.9%
Following too closely	41	7.2%	4,084	25.2%
Improper turn	22	3.9%	252	1.6%
Disregarded traffic signs, signals	10	1.8%	175	1.1%
Failure to yield	45	7.9%	1,709	10.5%
Inattention	96	16.9%	2,352	14.5%
Wrong side or wrong way	4	0.7%	66	0.4%
Fell asleep	4	0.7%	175	1.1%
Under influence of medication/drugs/alcohol	0	0.0%	281	1.7%
Operating defective equipment	11	1.9%	108	0.7%
Distraction caused by technology	0	0.0%	35	0.2%
Distracted	7	1.2%	207	1.3%
Swerving due to wind, slippery surface, etc	16	2.8%	279	1.7%
Other/Unknown	144	25.4%	2,443	15.1%
Total	568	100.0%	16,213	100.0%

The most frequent causes of crashes for noncommercial vehicles were driving too fast for conditions and inattention while for commercial vehicles the most frequent causes were failure to keep in proper lane/off road and inattention.

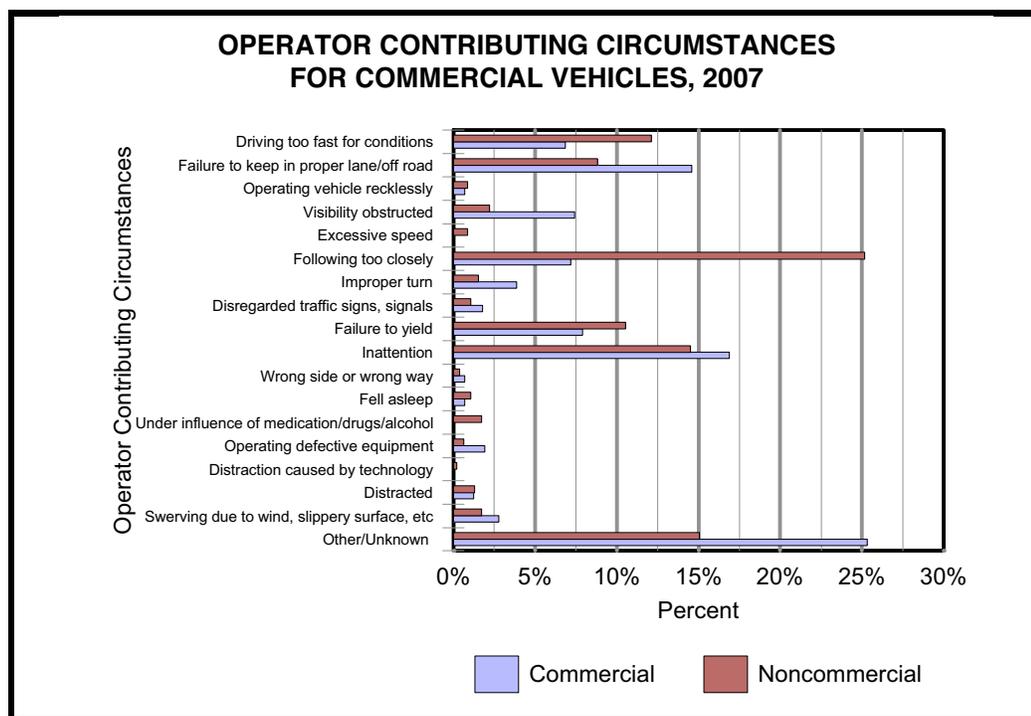


TABLE 3.20: CITATIONS FOR COMMERCIAL VEHICLES IN CRASHES, 2007

<u>VIOLATION</u>	<u>NUMBER</u>	<u>% OF TOTAL CITATIONS</u>
DUI	0	0.0%
Speeding	23	10.6%
Operating without Insurance	4	1.8%
DLS	0	0.0%
Leaving scene of accident	0	0.0%
Careless/negligent operation	0	0.0%
Fail to yield/stop intersection	0	0.0%
Driving road laned for traffic	26	11.9%
Defective equipment	2	0.9%
Passing on left	0	0.0%
Following too closely	6	2.8%
Limit on passing	0	0.0%
Driving to right	4	1.8%
Operating with no license	3	1.4%
Not registered	0	0.0%
Other vehicle	0	0.0%
Other driver	0	0.0%
All Other	150	68.8%
Total	218	100%

CITATIONS FOR COMMERCIAL VEHICLE CRASHES, 2007

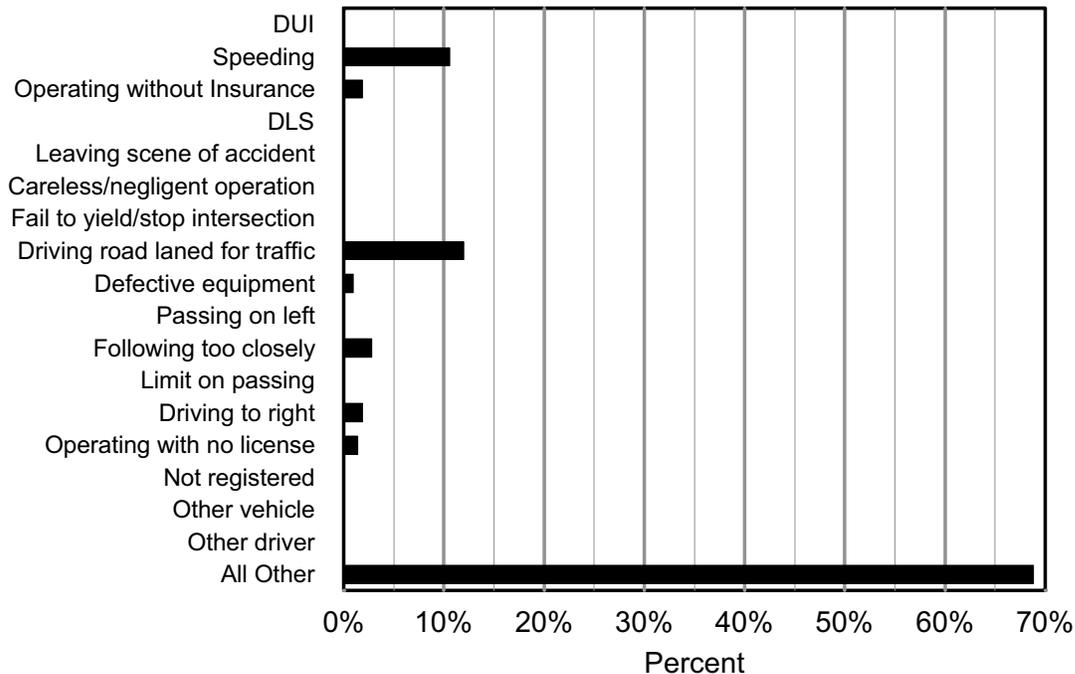
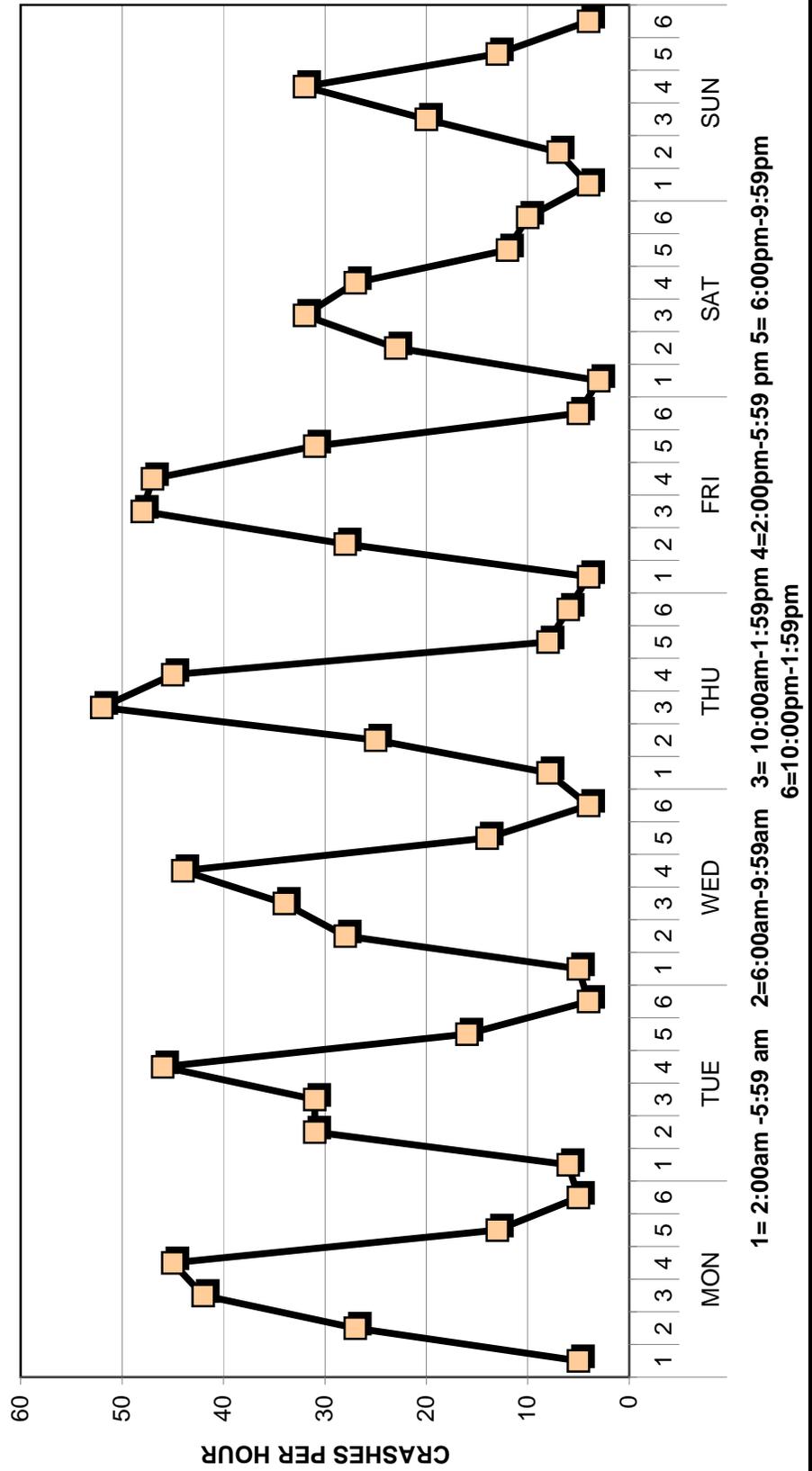


TABLE 3.21: COMMERCIAL VEHICLE CRASHES, TIME OF DAY BY DAY OF WEEK, 2007

Time of day	Day of Week															
	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		Total	
	Crashes N	Per Hr.														
Early morning (2-6 a.m.)	5	1.3	6	1.5	5	1.3	8	2.0	4	1.0	3	0.8	4	1.0	35	8.8
Morning (6-10 a.m.)	27	6.8	31	7.8	28	7.0	25	6.3	28	7.0	23	5.8	7	1.8	169	42.3
Midday (10 a.m.-2 p.m.)	42	10.5	31	7.8	34	8.5	52	13.0	48	12.0	32	8.0	20	5.0	259	64.8
Afternoon (2-6 p.m.)	45	11.3	46	11.5	44	11.0	45	11.3	47	11.8	27	6.8	32	8.0	286	71.5
Evening (6-10 p.m.)	13	3.3	16	4.0	14	3.5	8	2.0	31	7.8	12	3.0	13	3.3	107	26.8
Night (10 p.m.-2 a.m.)	5	1.3	4	1.0	4	1.0	6	1.5	5	1.3	10	2.5	4	1.0	38	9.5
Total	137	5.7	134	5.6	129	5.4	144	6.0	165	6.9	107	4.5	80	3.3	894	37.3

COMMERCIAL VEHICLE CRASHES TIME OF DAY BY DAY OF WEEK, 2007



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SECTION 4

PERSON CHARACTERISTICS

SECTION 4

Among the most important aspects of motor vehicle crashes are the characteristics of persons involved in crashes as either operators, passengers, pedestrians, or bicyclists. This section presents a variety of analyses which examine the relationship of age and sex to motor vehicle crash patterns.

This section of the report details several commonly known demographic relationships experienced in other states and nationally. Data from police reported crashes indicate that drivers age 25-34 and 35-44 accounted for about 26% (13% each) of all crashes, the greatest proportion for all age groups.

However, a simple distribution of the age of crash involved drivers does not adequately portray the *risk* of crashing for various age groups primarily because almost 85% of all drivers are over the age of 25. Age adjusted crash rates per 1,000 licensed drivers indicate that drivers under 25 years of age had the highest rate of crash involvement of all age groups, with 16-20 year olds involved in crashes more than twice as likely as would be expected given their number of licensed operators.

Conversely, drivers over the age of 45 were significantly less likely to be involved in crashes. Data on vehicle miles traveled by age are not available in Vermont, so crash rates based on mileage and age were not computed.

Younger drivers also pose greater challenges for the highway safety community in several other respects. The highest rates of crashes resulting from driving under the influence of alcohol are found among 18-24 year olds. Additionally, younger drivers and occupants involved in crashes report wearing seat belts less often than older persons. Seventy-five percent of persons age 18-29 reported using a restraint in 2007, compared to around 84% usage for persons over age 30 and 88% for those under age 10. As one would suspect, adults as well as children who are not restrained are more likely to be injured.

Another finding consistent with previous years and national data is that crash involved drivers are disproportionately male. While Vermont's licensed drivers are almost evenly split between males and females, about 66% of crash involved drivers were males in 2007. However, female passengers accounted for almost 67% of serious injuries and almost 60% of minor injuries. Males accounted for 54% of the fatalities in 2007.

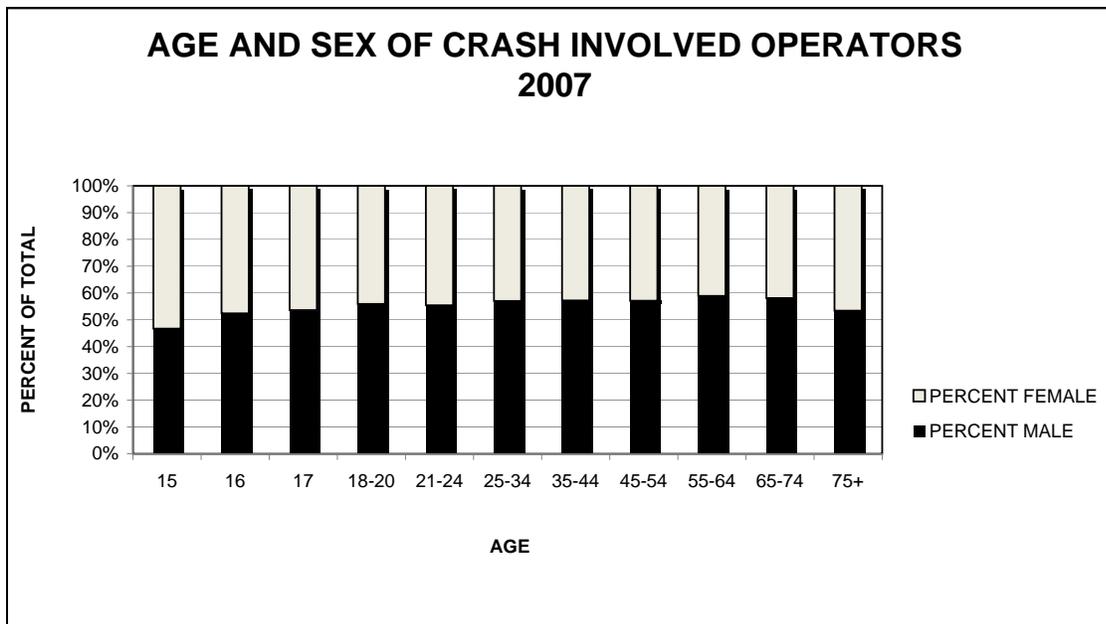
A variety of additional data regarding alcohol involved crashes are presented in this section. There were 791 alcohol related crashes in 2007. However, data for DUI crashes indicate there were only 16 in 2007, similar to what was observed in 2005 and 2006.

Pedestrian and bicyclist findings underscore the fact that encounters with motor vehicles often result in injury or death. The vast majority (80%) of the 157 pedestrians and 102 bicyclists involved in a motor vehicle crash suffered an injury of some type with 4 pedestrians killed in 2007. An analysis of age shows 35% of pedestrians and bicyclists to be age 20 or younger. A large portion of pedestrians (28%), are in the age 50 or above category.

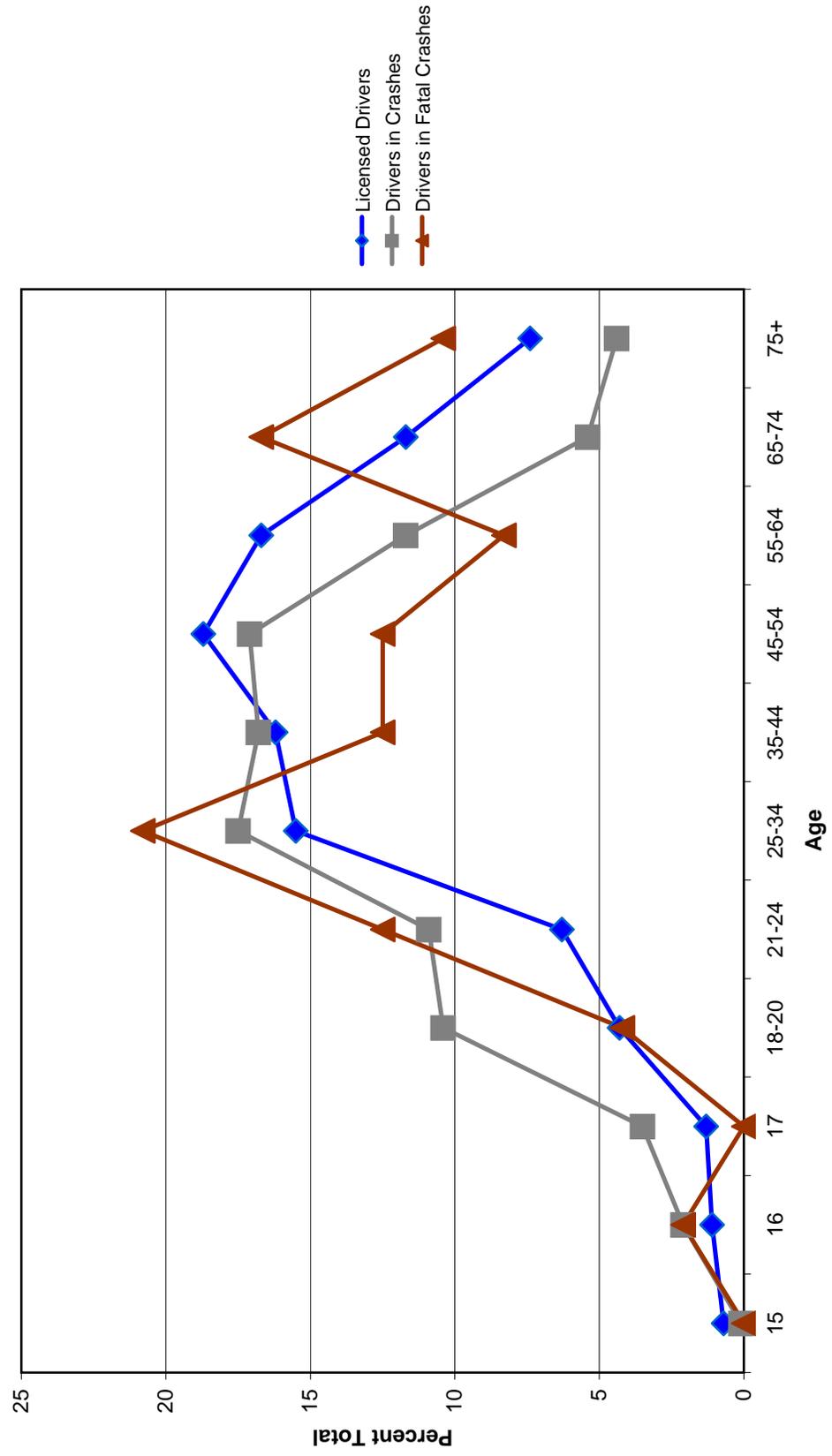
TABLE 4.1: AGE AND SEX OF LICENSED AND CRASH INVOLVED OPERATORS, 2007

Age Group	LICENSED DRIVERS				CRASH INVOLVED DRIVERS			
	Number	Percent Total	Percent Male	Percent Female	Number	Percent Total	Percent Male	Percent Female
15	4,340	0.7	49.3	50.7	30	0.1	46.7	53.3
16	6,749	1.1	49.8	50.2	458	2.1	52.4	47.6
17	7,738	1.3	51.3	48.7	755	3.5	53.6	46.4
18-20	25,452	4.3	50.6	49.4	2,245	10.4	55.9	44.1
21-24	37,029	6.3	51.1	48.9	2,354	10.9	55.4	44.6
25-34	91,320	15.5	50.4	49.6	3,771	17.5	57.0	43.0
35-44	95,703	16.2	49.7	50.3	3,629	16.8	57.2	42.8
45-54	110,208	18.7	49.5	50.5	3,696	17.1	57.1	42.9
55-64	98,223	16.7	55.7	44.3	2,537	11.7	58.9	41.1
65-74	68,924	11.7	64.5	35.5	1,166	5.4	58.1	41.9
75+	43,454	7.4	45.4	54.6	951	4.4	53.4	46.6
TOTAL	589,140	100	52.3	47.7	21,592	100	56.7	43.3

About equal proportions of licensed drivers are male (52.3%) and female (47.7%). However, crash involved operators are more likely to be male (56.7%). Eighteen to twenty-four year old drivers are over-represented in crashes.



Distribution of Licensed Drivers, Crash & Fatal Involved Drivers, 2007



Distribution of Licensed Drivers and Crash Involvement Rates, 2007

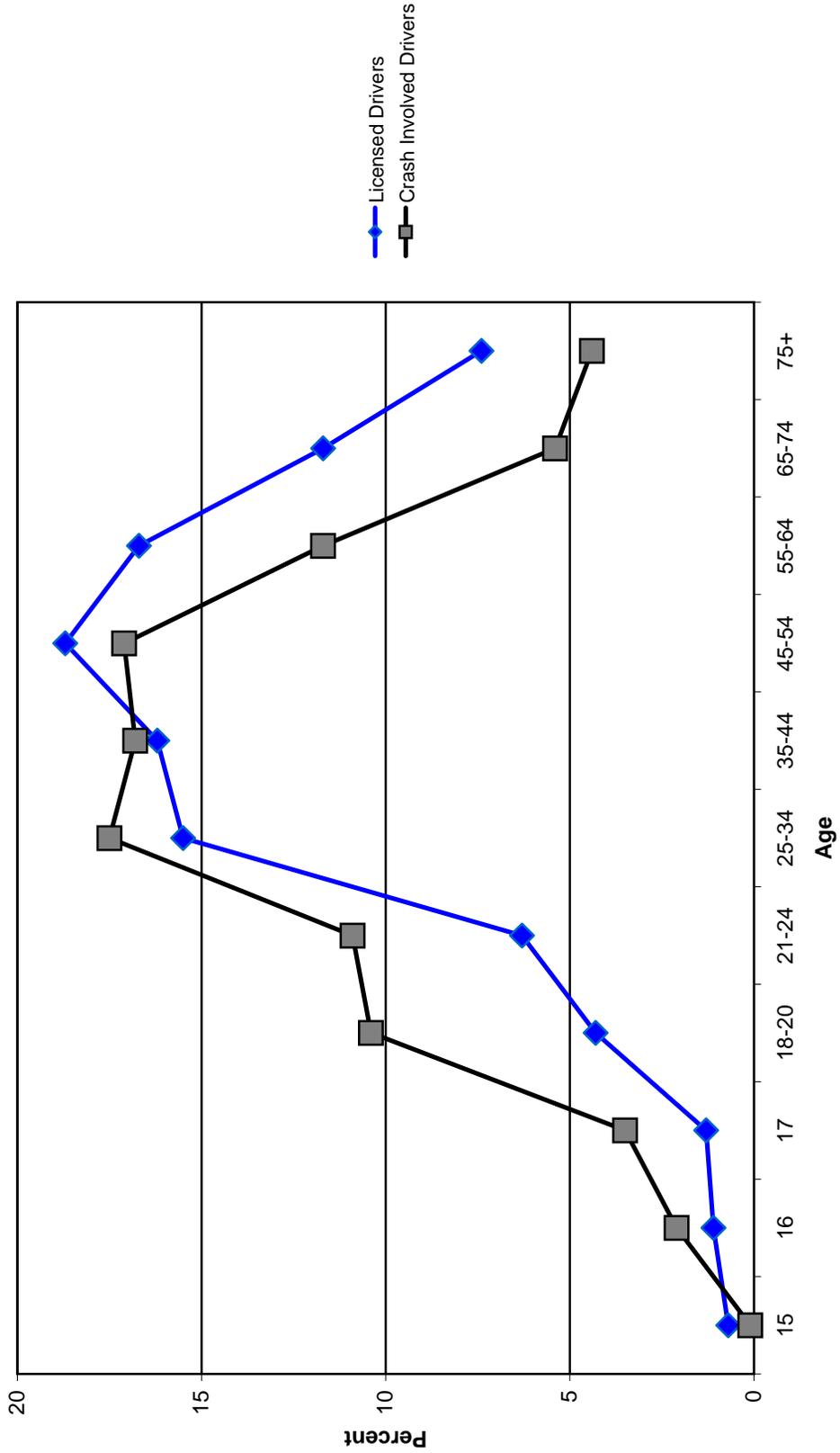


TABLE 4.2: CRASH RATES BY OPERATOR AGE, 2007

Age Group	Population	Licensed Drivers	Crash Operators	Rate* per Population	Rate** per Licenses	Risk Ratio***
15	8,504	4,340	30	3.5	6.9	0.19
16	8,939	6,749	458	51.2	67.9	1.85
17	9,236	7,738	755	81.7	97.6	2.66
18-20	28,638	25,452	2,245	78.4	88.2	2.41
21-24	32,580	37,029	2,354	72.3	63.6	1.73
25-34	70,391	91,320	3,771	53.6	41.3	1.13
35-44	87,650	95,703	3,629	41.4	37.9	1.03
45-54	104,359	110,208	3,696	35.4	33.5	0.92
55-64	82,060	98,223	2,537	30.9	25.8	0.70
65-74	43,643	68,924	1,166	26.7	16.9	0.46
75+	40,782	43,454	951	23.3	21.9	0.60
TOTAL	516,782	589,140	21,592	41.8	36.7	1

*Rate per 1,000 population.
 **Rate per 1,000 licensed drivers.
 ***The risk ratio is calculated as the percent of crash operators in each age category, relative to the percent of all licensed drivers in the age category. A ratio of 1.0 is the expected risk ratio.

Younger drivers have significantly higher crash rates than older drivers, with the highest crash rates found among 16-24 year olds. Drivers under age 35 are disproportionately involved in crashes. Crash rates per 1,000 licenses steadily decline with age and are lowest for older drivers, with the exception of 15 year old drivers.

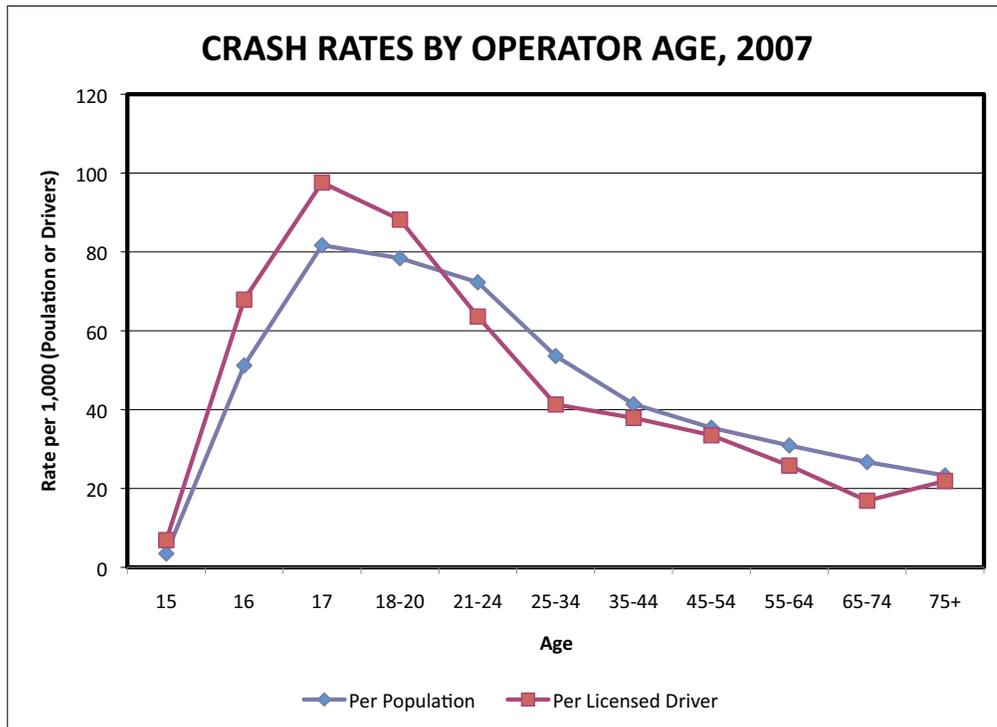
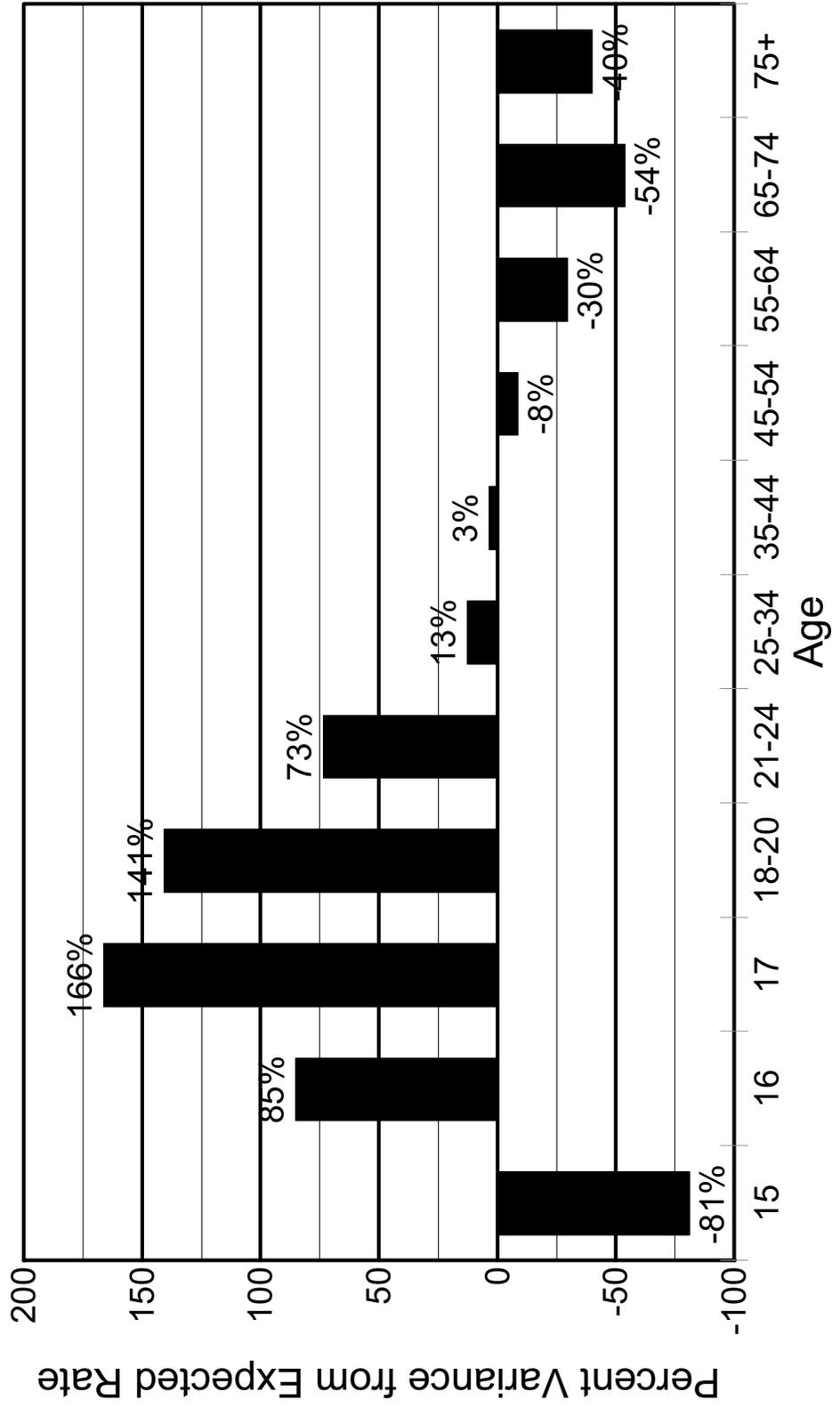


Figure 4.1
Representation of Operator Age Groups in
Percent Under/Over Representation, 2007

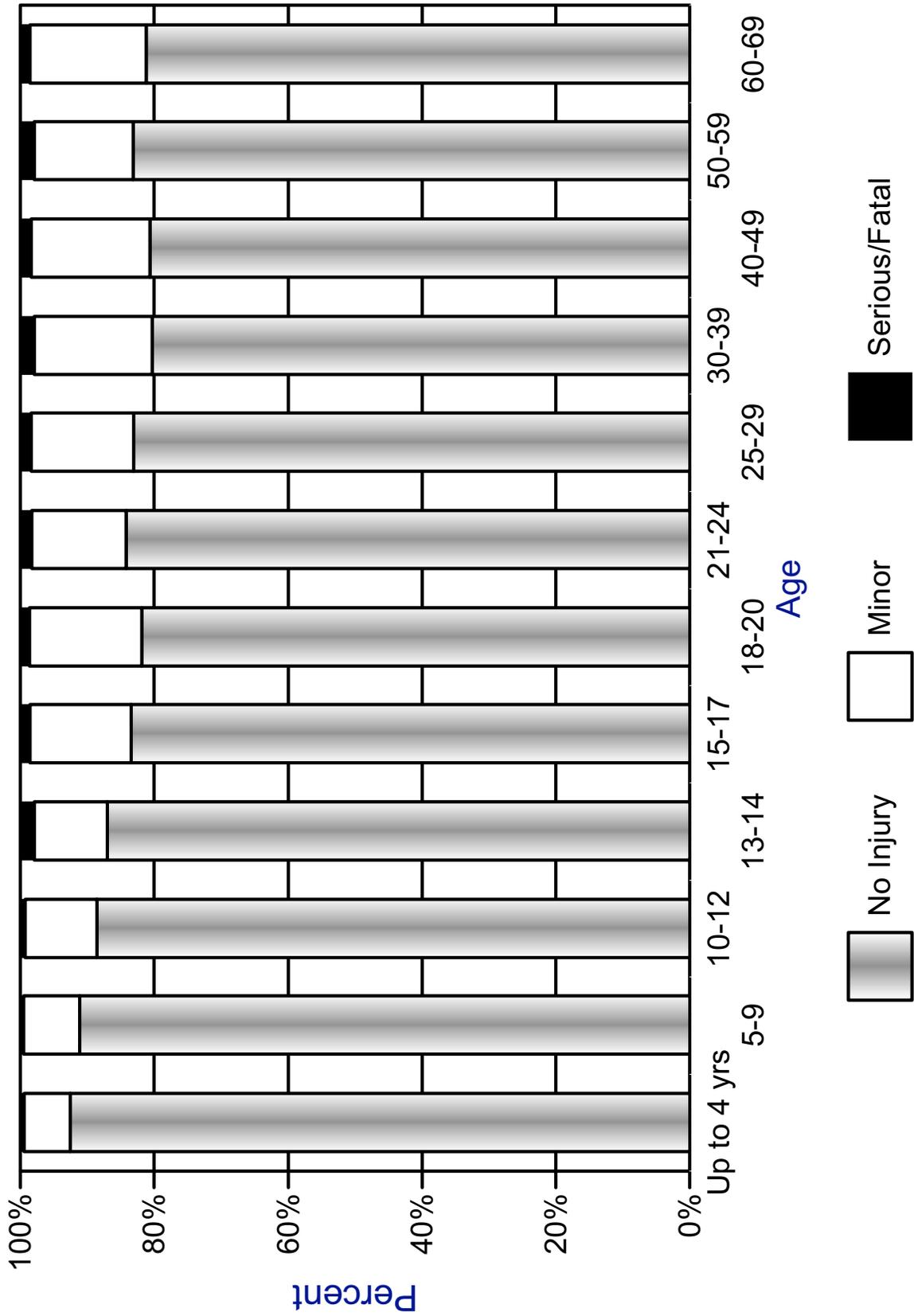


**TABLE 4.3: AGE AND SEX CHARACTERISTICS OF PASSENGERS
BY TYPE OF INJURY, 2007**

Age Group	INJURY SEVERITY											
	FATAL			SERIOUS			MINOR*			NONE		
	Total N	Male %	Female %	Total N	Male %	Female %	Total N	Male %	Female %	Total N	Male %	Female %
Up to 4 years	0	0.0	0.0	3	4.3	66.7	35	4.7	54.3	474	10.5	47.7
5 to 9 years	0	0.0	0.0	2	2.9	100.0	33	4.4	51.5	361	8.0	47.1
10 to 12 years	0	0.0	0.0	2	2.9	100.0	30	4.0	50.0	248	5.5	44.8
13 to 14 years	2	15.4	50.0	3	4.3	33.3	26	3.5	34.6	208	4.6	55.3
15 to 17 years	0	0.0	0.0	10	14.5	40.0	104	13.9	44.2	576	12.7	49.5
18 to 20 years	4	30.8	100.0	5	7.2	80.0	111	14.8	49.5	541	12.0	45.8
21 to 24 years	0	0.0	0.0	9	13.0	44.4	74	9.9	47.3	440	9.7	48.2
25 to 29 years	0	0.0	0.0	6	8.7	33.3	57	7.6	40.4	309	6.8	45.6
30 to 39 years	0	0.0	0.0	9	13.0	77.8	76	10.1	36.8	348	7.7	47.4
40 to 49 years	0	0.0	0.0	7	10.1	85.7	76	10.1	21.1	345	7.6	63.5
50 to 59 years	1	7.7	100.0	7	10.1	85.7	55	7.3	25.5	311	6.9	58.8
60 to 69 years	2	15.4	50.0	1	1.4	100.0	36	4.8	30.6	168	3.7	66.1
70 or more years	4	30.8	100.0	5	7.2	100.0	37	4.9	37.8	195	4.3	67.7
TOTAL	13	100	53.8	69	100	66.7	750	100	40.3	4524	100	51.2

*Note: "Minor" includes nonincapacitating and possible injuries. Unknown ages and unknown injuries are excluded.

Injury of Passengers by Age, 2007



**TABLE 4.4: AGE AND SEX CHARACTERISTICS OF OPERATORS
BY TYPE OF INJURY, 2007**

Age Group	INJURY SEVERITY															
	FATAL				SERIOUS				MINOR*				NONE			
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female	
	N	%	%	N	%	%	N	%	%	N	%	%	N	%	%	
15 and under	0	0	0	1	0.4	100	0	0	0	0.4	60	40	26	0.1	53.8	46.2
16	1	2.1	100	4	1.5	50	0	0	2.7	38.3	61.7	391	2.1	54.2	45.8	
17	0	0	0	6	2.2	33.3	66.7	93	4.1	48.4	51.6	653	3.5	54.5	45.5	
18-20	2	4.2	100	21	7.7	66.7	33.3	279	12.4	47.7	52.3	1,916	10.2	56.7	43.3	
21-24	6	12.5	100	34	12.5	61.8	38.2	260	11.5	50	50	2,025	10.8	55.7	44.3	
25-34	10	20.8	60	44	16.2	68.2	31.8	394	17.5	50.8	49.2	3,287	17.5	57.6	42.4	
35-44	6	12.5	83.3	44	16.2	65.9	34.1	345	15.3	45.2	54.8	3,197	17	58.4	41.6	
45-54	6	12.5	66.7	53	19.5	60.4	39.6	354	15.7	49.7	50.3	3,247	17.3	57.9	42.1	
55-64	4	8.3	25	29	10.7	65.5	34.5	267	11.8	50.9	49.1	2,212	11.8	59.9	40.1	
65-74	8	16.7	87.5	17	6.3	64.7	35.3	107	4.7	50.5	49.5	1,024	5.4	58.5	41.5	
75 or more years	5	10.4	40	19	7	31.6	68.4	88	3.9	45.5	54.5	829	4.4	45.1	0	
TOTAL	48	100	70.8	272	100	61.4	38.6	2,257	100	48.7	51.3	18,807	100	57.5	42.5	

*"Minor" includes nonincapacitating and possible injuries. Unknown gender and unknown injuries are excluded.

About 12% of the operators involved in a motor vehicle crash in 2007 were injured with males more likely to be involved in a fatal or serious injury crash than females.

Injury of Operators by Age, 2007

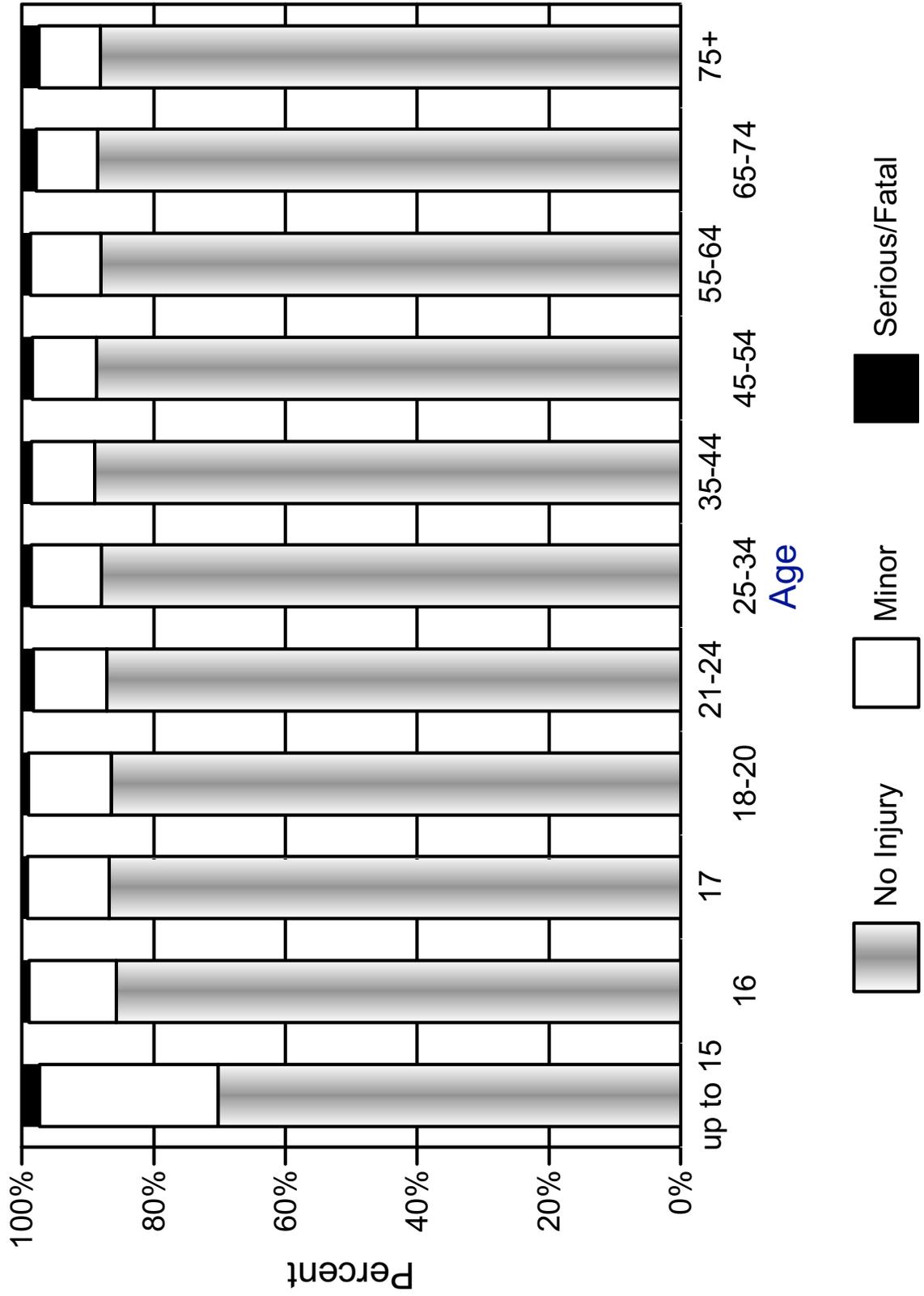


TABLE 4.5: AGE OF OPERATORS AND PASSENGERS INVOLVED IN CRASHES FOR MOTORCYCLE/MOPEDS, 2007

AGE CATEGORY	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Up to 4 years	0	0.0%	0	0.0%	0	0.0%
5 to 9 years	0	0.0%	1	3.7%	1	0.4%
10 to 12 years	0	0.0%	0	0.0%	0	0.0%
13 to 14 years	0	0.0%	0	0.0%	0	0.0%
15 to 17 years	4	1.7%	0	0.0%	4	1.5%
18 to 20 years	15	6.3%	1	3.7%	16	6.0%
21 to 24 years	21	8.8%	1	3.7%	22	8.3%
25 to 29 years	21	8.8%	3	11.1%	24	9.0%
30 to 39 years	38	15.9%	4	14.8%	42	15.8%
40 to 49 years	58	24.3%	9	33.3%	67	25.2%
50 to 59 years	55	23.0%	6	22.2%	61	22.9%
60 to 69 years	23	9.6%	1	3.7%	24	9.0%
70 years & older	2	0.8%	1	3.7%	3	1.1%
Unknown	2	0.8%	0	0.0%	2	0.8%
Total	239	100%	27	100%	266	100%

Around 60% of motorcycle operators involved in crashes were between 30 and 59 years old with the age category with the largest number (24.3%) of crash operators being the 40 to 49 year olds.

TABLE 4.6: SEX OF OPERATORS AND PASSENGERS INVOLVED IN CRASHES FOR MOTORCYCLE/MOPEDS, 2007

SEX	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Male	209	87.8%	1	3.7%	210	79.2%
Female	29	12.2%	26	96.3%	55	20.8%
Total	238	100%	27	100%	265	100%

Most crash involved motorcycle operators were male (88%) and few had passengers.

**TABLE 4.7: AGE OF OPERATORS AND PASSENGERS
FOR SPORT UTILITY/PICKUP TRUCKS, 2007**

AGE CATEGORY	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Up to 4 years	0	0.0%	136	7.6%	136	1.6%
5 to 9 years	1	0.0%	126	7.1%	127	1.5%
10 to 12 years	0	0.0%	89	5.0%	89	1.0%
13 to 14 years	1	0.0%	89	5.0%	90	1.0%
15 to 17 years	297	4.3%	191	10.7%	488	5.6%
18 to 20 years	582	8.4%	171	9.6%	753	8.7%
21 to 24 years	617	8.9%	144	8.1%	761	8.7%
25 to 29 years	689	9.9%	123	6.9%	812	9.3%
30 to 39 years	1,205	17.4%	152	8.5%	1357	15.6%
40 to 49 years	1,472	21.3%	178	10.0%	1650	19.0%
50 to 59 years	1,128	16.3%	126	7.1%	1254	14.4%
60 to 69 years	585	8.4%	62	3.5%	647	7.4%
70 years & older	309	4.5%	52	2.9%	361	4.1%
Unknown	39	0.6%	141	7.9%	180	2.1%
Total	6,925	100%	1,780	100%	8,705	100%

Around 55% of operators of sport utility/trucks were between the ages of 30 and 59. About 40% of the passengers in these vehicles were under the age of 20.

**TABLE 4.8: SEX OF OPERATORS AND PASSENGERS
FOR SPORT UTILITY/PICKUP TRUCKS, 2007**

SEX	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Male	4,683	69.7%	836	47.4%	5,519	65.1%
Female	2,035	30.3%	925	52.5%	2,960	34.9%
Unknown	3	0.0%	1	0.1%	4	0.0%
Total	6,721	100%	1,762	100%	8,483	100%

The operators of sport utility and pick-up truck vehicles involved in crashes were predominately male (69.7%) while passengers were almost equally likely to be male or female.

TABLE 4.9: OPERATOR AGE FOR CRASHES BY TIME OF DAY, 2007

AGE GROUP	TIME OF DAY						Total
	Early Morning 2am-6am	Morning 6am-10am	Midday 10am-2pm	Afternoon 2pm-6pm	Evening 6pm-10pm	Night 10pm-2am	
Unknown	46	365	426	637	253	122	1,849
Up to 14	54	272	403	481	196	76	1,482
15	7	41	66	77	27	9	227
16	18	141	132	218	115	58	682
17	31	228	237	312	164	64	1,036
18 to 20	103	485	707	972	466	188	2,921
21 to 24	125	455	714	942	462	198	2,896
25 to 34	136	836	1,114	1,369	651	272	4,378
35 to 44	124	755	1,059	1,332	568	226	4,064
45 to 54	114	800	1,071	1,343	570	210	4,108
55 to 64	91	509	773	946	371	134	2,824
65 to 74	32	216	417	467	149	62	1,343
75 and older	28	183	348	376	142	41	1,118
Total	909	5,286	7,467	9,472	4,134	1,660	28,928

Crash rates for younger drivers were higher than those of older drivers (25+) during most time periods.

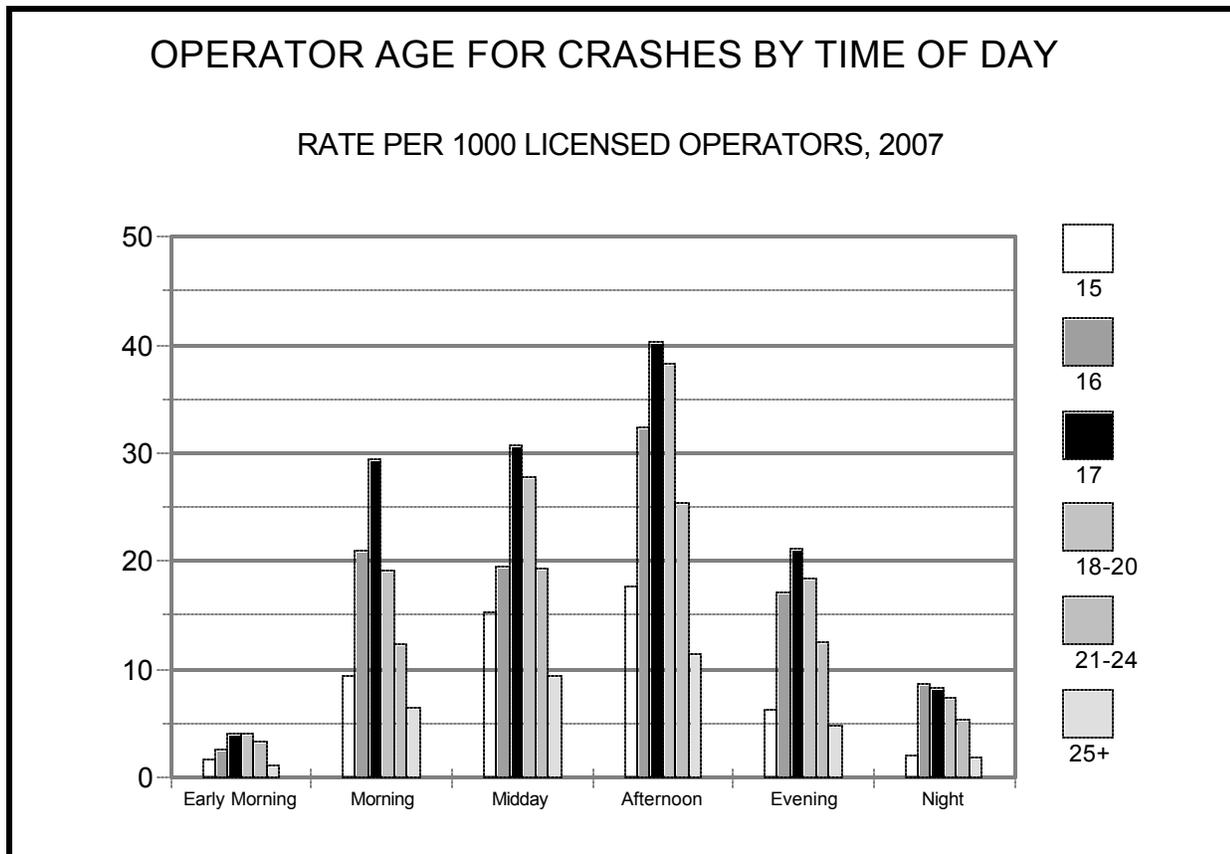
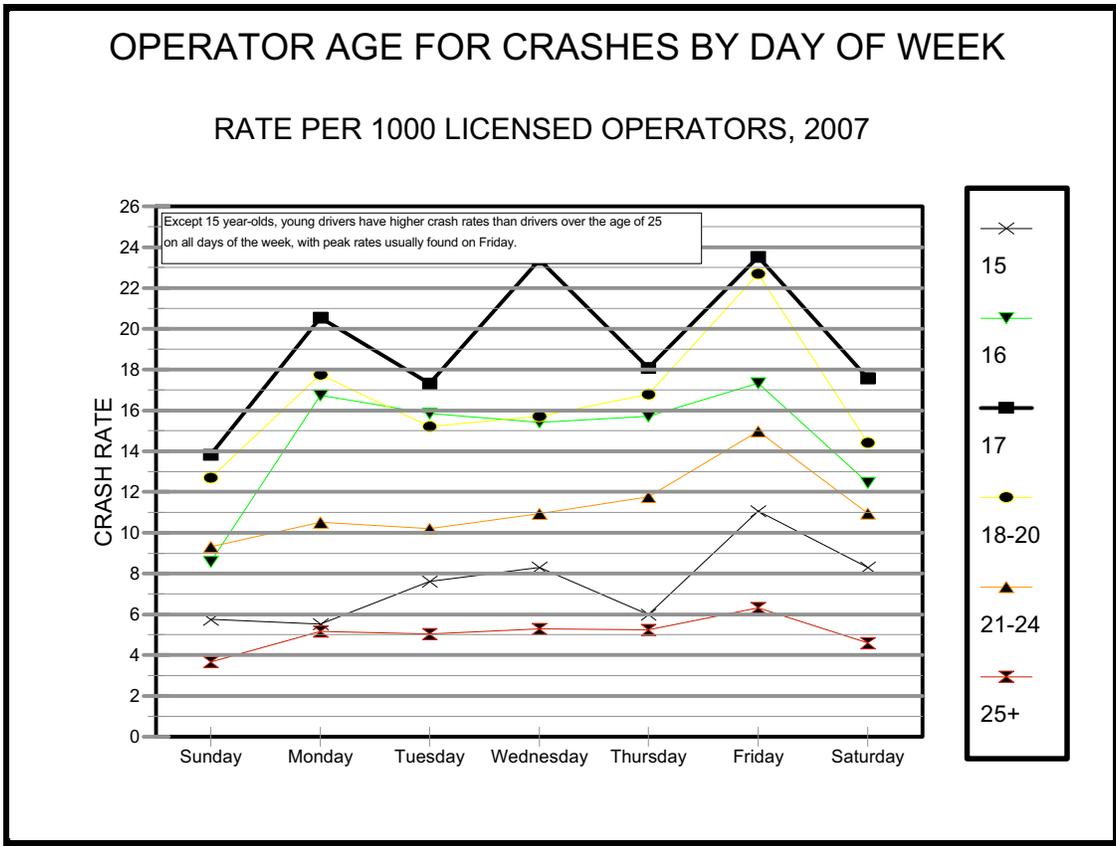


TABLE 4.10: OPERATOR AGE FOR CRASHES BY DAY OF WEEK, 2007

AGE GROUP	DAY OF WEEK							TOTAL
	MONDAY	WEDNESDAY	FRIDAY					
	SUNDAY	TUESDAY	THURSDAY	SATURDAY				
15	25	24	33	36	26	48	36	228
16	58	113	107	104	106	117	84	689
17	107	159	134	181	140	182	136	1,039
18-20	323	452	387	400	427	578	367	2,934
21 to 24	345	389	378	405	436	555	406	2,914
25 to 34	475	619	646	635	628	816	583	4,402
35 to 44	403	620	613	610	622	711	510	4,089
45 to 54	474	579	580	600	590	760	543	4,126
55 to 64	264	430	366	428	425	541	388	2,842
65 to 74	129	203	221	210	214	206	166	1,349
75 and older	116	171	132	204	187	173	141	1,124
Total	2,719	3,759	3,597	3,813	3,801	4,687	3,360	25,736

Unknown data are excluded from the table



**TABLE 4.11: LICENSE STATE OF CRASH INVOLVED OPERATORS
BY TYPE OF CRASH, 2007**

STATE	CRASH TYPE							
	TOTAL		FATAL		INJURY		PROPERTY	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vermont	17,620	78.0	66	73.3	3,397	80.8	14,157	77.4
Massachusetts	494	2.2	3	3.3	91	2.2	400	2.2
New Hampshire	665	2.9	5	5.6	157	3.7	503	2.7
Connecticut	266	1.2	3	3.3	51	1.2	212	1.2
New York	697	3.1	1	1.1	130	3.1	566	3.1
Quebec Province	152	0.7	3	3.3	30	0.7	119	0.7
Other State/Province	1,097	4.9	5	5.6	181	4.3	911	5.0
Unknown	1,600	7.1	4	4.4	169	4.0	1,427	7.8
TOTAL	22,591	100.0	90	100.0	4,206	100.0	18,295	100.0

About 8 out of 10 crash operators were licensed in Vermont for all crash types.

**STATE OF LICENSE FOR CRASH INVOLVED OPERATORS
FATAL CRASHES, 2007**

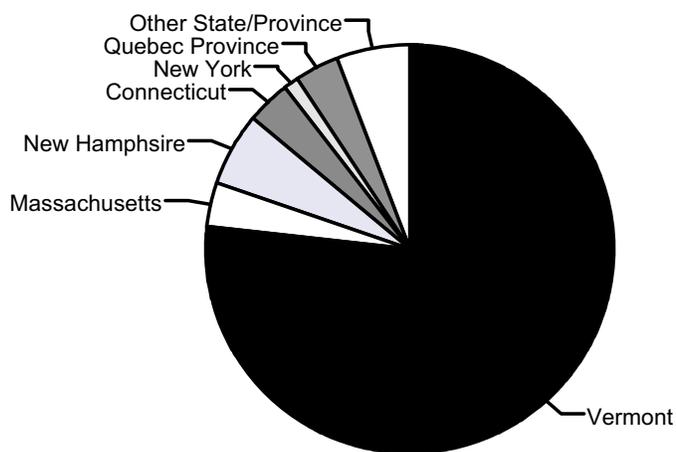


TABLE 4.12: INJURY SEVERITY BY PERSON TYPE, 2007

PERSON TYPE	INJURY SEVERITY					
	MINOR OR POSSIBLE		SEVERE OR FATAL		TOTAL*	
	Number	Percent	Number	Percent	Number	Percent
Driver	2,263	69.40%	320	71.40%	2,583	69.60%
Passenger	829	25.40%	89	19.90%	918	24.70%
Pedestrian	105	3.20%	30	6.70%	135	3.60%
Bicyclist	65	2.00%	9	2.00%	74	2.00%
Total	3,262	100%	448	100%	3,710	100%

* Table does not include persons with no injury or unknown injury severity or person type.

Seventy percent of persons injured or killed in a motor vehicle crash in 2007 were operators, while 24.7% were passengers. Pedestrians and bicyclists accounted for 8.7% of persons receiving severe or fatal injuries, 2% more than observed in 2006.

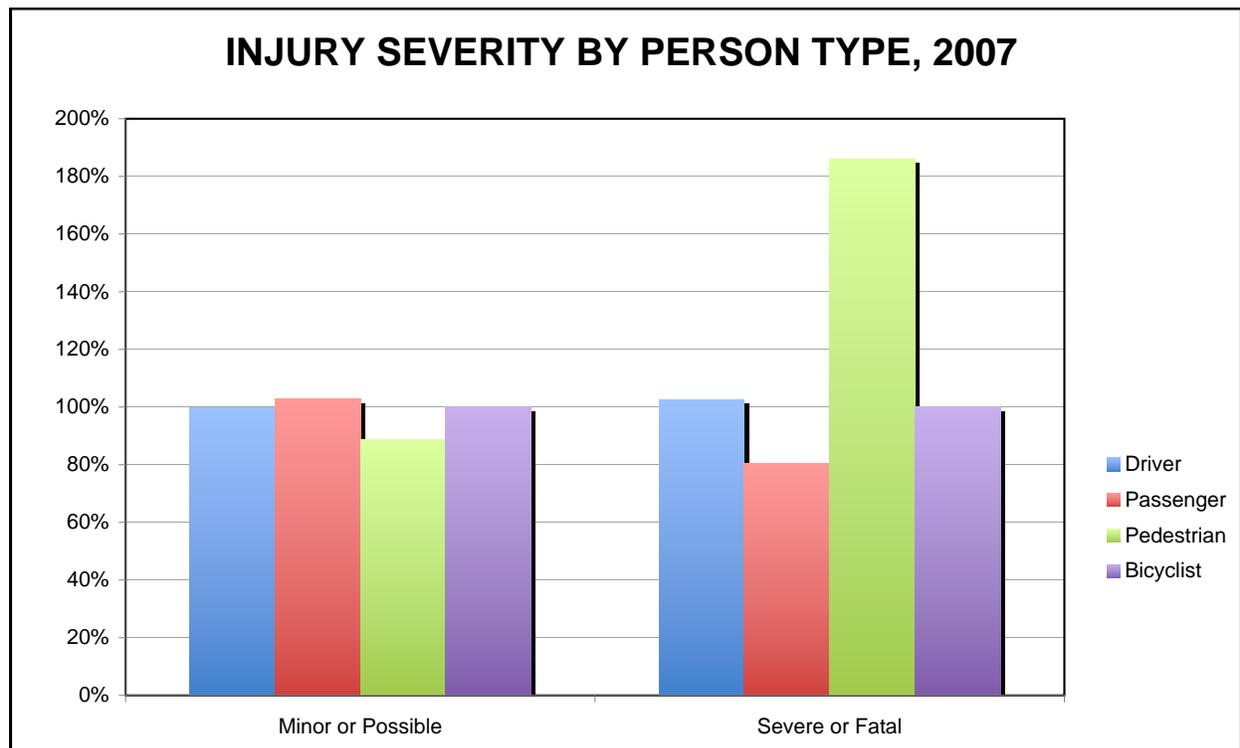
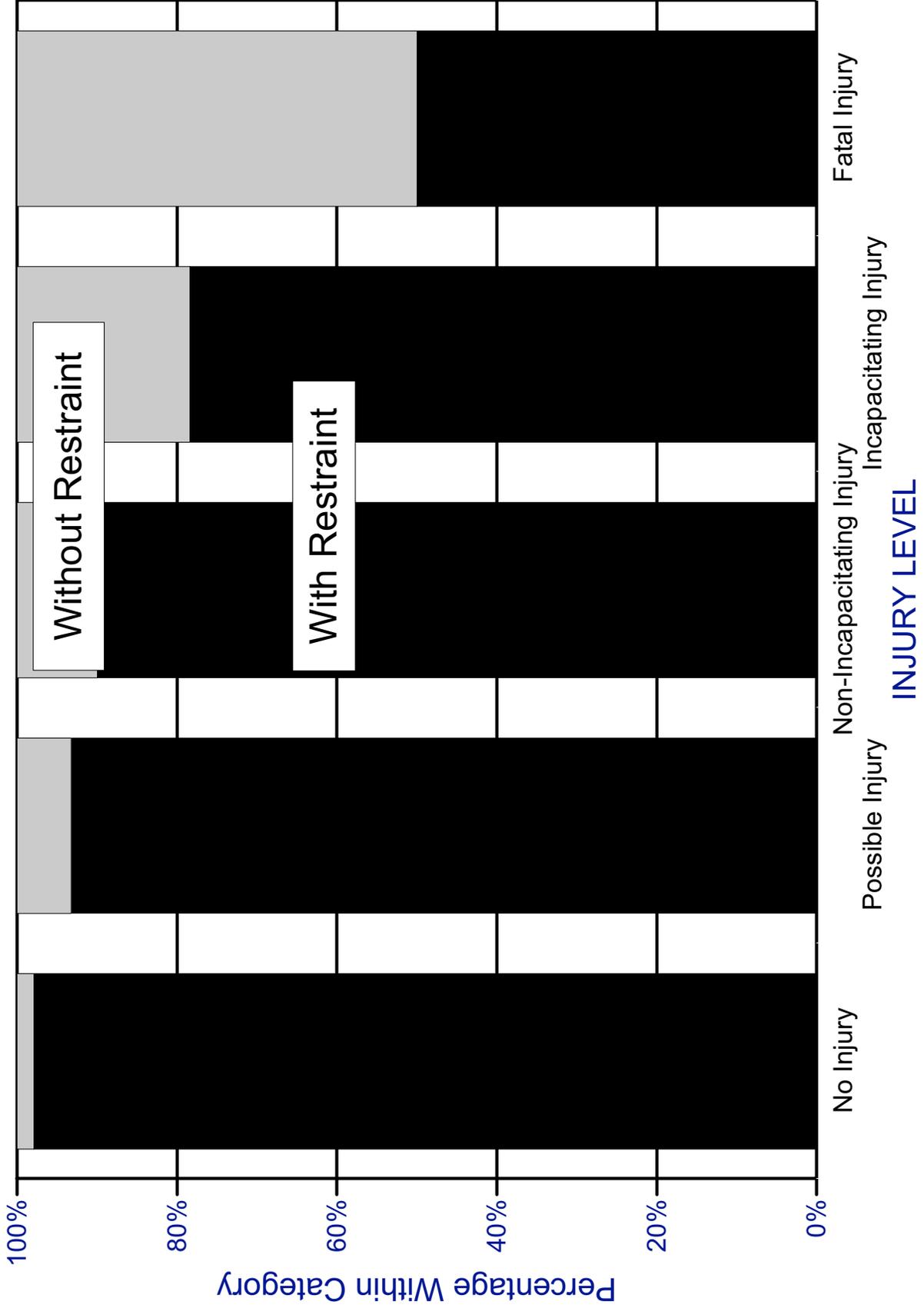


TABLE 4.13: INJURY SEVERITY BY SEAT POSITION AND SAFETY RESTRAINT USE, PASSENGER CARS, 2007

INJURY SEVERITY	OPERATOR			FRONT CENTER			FRONT RIGHT					
	RESTRAINT USED	NOT USED	UN-KNOWN	PERCENT USED	RESTRAINT USED	NOT USED	UN-KNOWN	PERCENT USED	RESTRAINT USED	NOT USED	UN-KNOWN	PERCENT USED
No Injury	10,772	229	747	91.70%	43	0	2	100.00%	1,511	37	180	97.60%
Possible Injury	512	37	27	88.90%	2	0	0	100.00%	131	8	7	94.20%
Non-Incapacitating Injury	780	87	54	84.70%	2	0	1	100.00%	193	31	12	86.20%
Incapacitating Injury	116	32	9	73.90%	0	0	0	n.a.	28	4	3	87.50%
Fatal Injury	11	11	2	45.80%	0	0	0	n.a.	4	1	0	80.00%
Unknown	72	5	90	43.10%	0	0	0	n.a.	14	1	6	93.30%
Total	12,263	401	929	13.593	47	0	3	50	1,881	82	208	2,171
%	90.20%	3.00%	6.80%	100.00%	94.00%	0.00%	6.00%	100.00%	86.60%	3.80%	9.60%	100.00%
INJURY SEVERITY	REAR LEFT			REAR CENTER			REAR RIGHT					
	RESTRAINT USED	NOT USED	UN-KNOWN	PERCENT USED	RESTRAINT USED	NOT USED	UN-KNOWN	PERCENT USED	RESTRAINT USED	NOT USED	UN-KNOWN	PERCENT USED
No Injury	372	4	30	91.60%	134	2	6	98.50%	482	6	23	98.80%
Possible Injury	21	1	1	91.30%	6	0	0	100.00%	20	2	0	90.90%
Non-Incapacitating Injury	35	4	2	85.40%	3	2	1	60.00%	22	8	0	73.30%
Incapacitating Injury	5	2	0	71.40%	0	1	0	0.00%	5	0	5	100.00%
Fatal Injury	0	0	0	0.00%	0	0	0	n.a.	0	0	0	0.00%
Unknown	6	0	0	100.00%	2	0	0	100.00%	6	0	1	100.00%
Total	439	11	33	483	145	5	7	157	535	16	29	580
%	90.90%	2.30%	6.80%	100.00%	92.40%	3.20%	4.50%	100.00%	92.20%	2.80%	5.00%	100.00%

OPERATOR INJURY BY RESTRAINT USE, 2007



PASSENGER INJURY, RESTRAINT USE, 2007

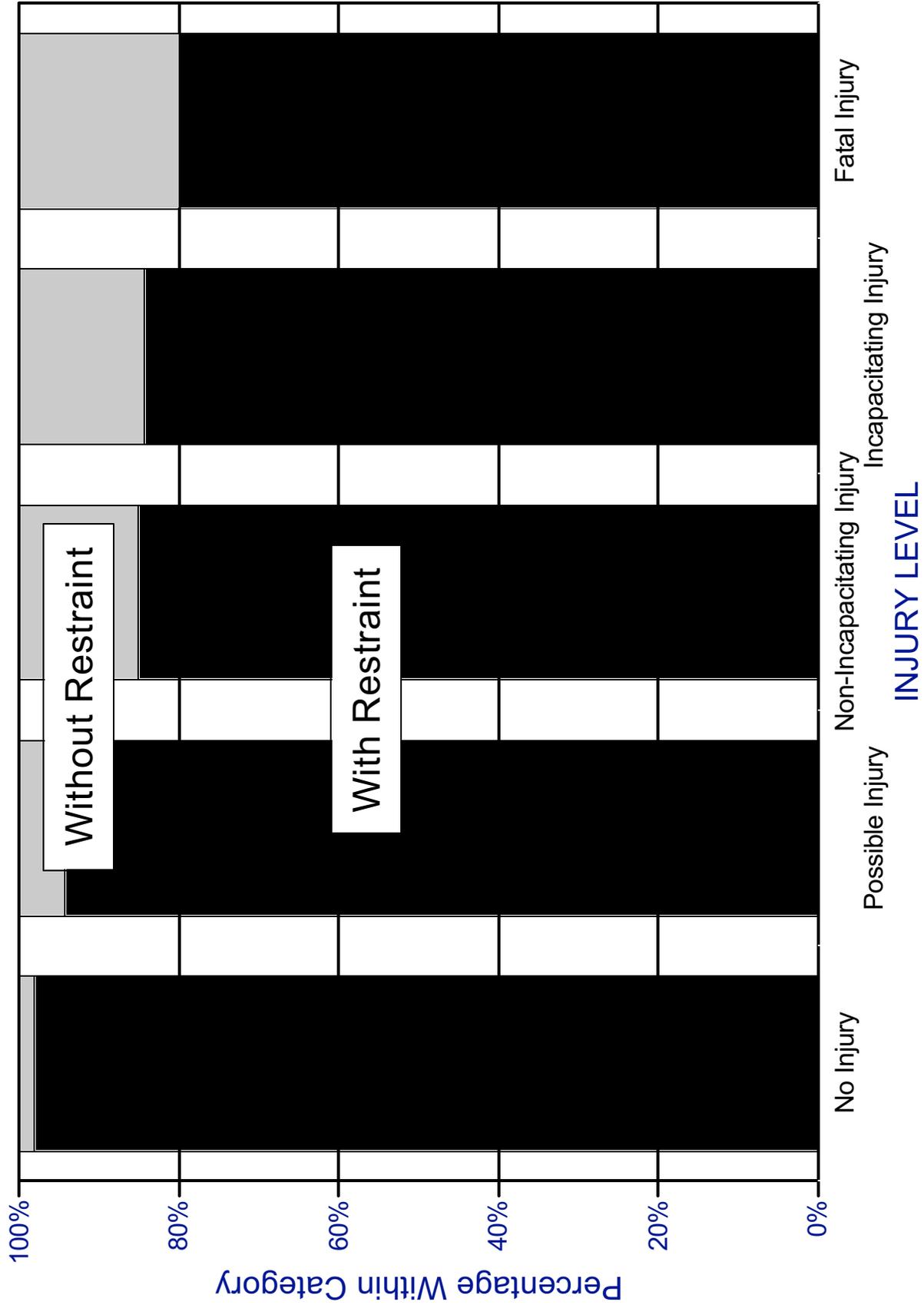


TABLE 4.14: PASSENGER CAR CRASH OCCUPANTS BY AGE GROUP AND RESTRAINT USE, 2007

AGE CATEGORY	RESTRAINT USE							
	USED		NOT USED		UNKNOWN USE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Up to 4 years	237	92.2%	0	0.0%	20	7.8%	257	100%
5 to 9	219	85.2%	13	5.1%	25	9.7%	257	100%
10 to 12	133	83.1%	8	5.0%	19	11.9%	160	100%
13 & 14	128	78.0%	17	10.4%	19	11.6%	164	100%
15 to 17	1,004	78.7%	136	10.7%	135	10.6%	1,275	100%
18 to 20	1,155	76.9%	165	11.0%	182	12.1%	1,502	100%
21 to 24	927	73.5%	125	9.9%	210	16.6%	1,262	100%
25 to 29	749	74.7%	92	9.2%	162	16.2%	1,003	100%
30 to 34	634	79.7%	59	7.4%	102	12.8%	795	100%
35 to 39	614	81.3%	51	6.8%	90	11.9%	755	100%
40 to 44	646	81.0%	48	6.0%	104	13.0%	798	100%
45 to 49	617	79.6%	54	7.0%	104	13.4%	775	100%
50 to 54	536	81.2%	45	6.8%	79	12.0%	660	100%
55 to 59	413	81.8%	25	5.0%	67	13.3%	505	100%
60 to 64	307	79.5%	16	4.1%	63	16.3%	386	100%
65 to 69	233	79.5%	19	6.5%	41	14.0%	293	100%
70 to 74	219	81.7%	14	5.2%	35	13.1%	268	100%
75 years & older	427	85.2%	10	2.0%	64	12.8%	501	100%
Total	9,198	79.2%	897	7.7%	1,521	13.1%	11,616	100%

Note: persons with unknown age were excluded from the analysis.

Restraint use among passenger car occupants involved in crashes was 79.2%, about the same as the 2006 level. The highest rates of use were among passenger car occupants ages infant to 14 years old. Persons ages 21-24 were least likely to use restraint.

RESTRAINT USE BY AGE CATEGORY

PASSENGER CAR OCCUPANTS, 2007

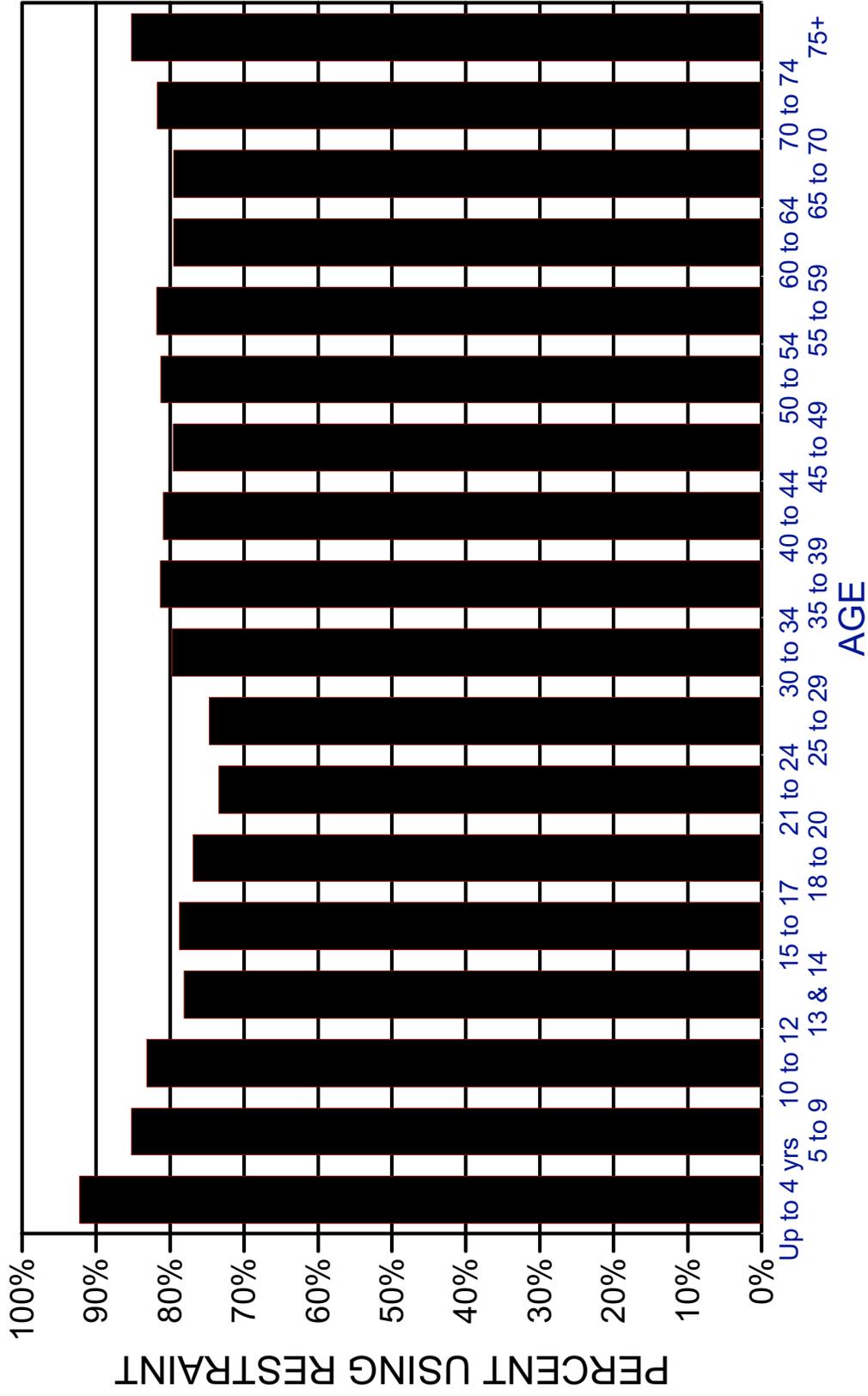
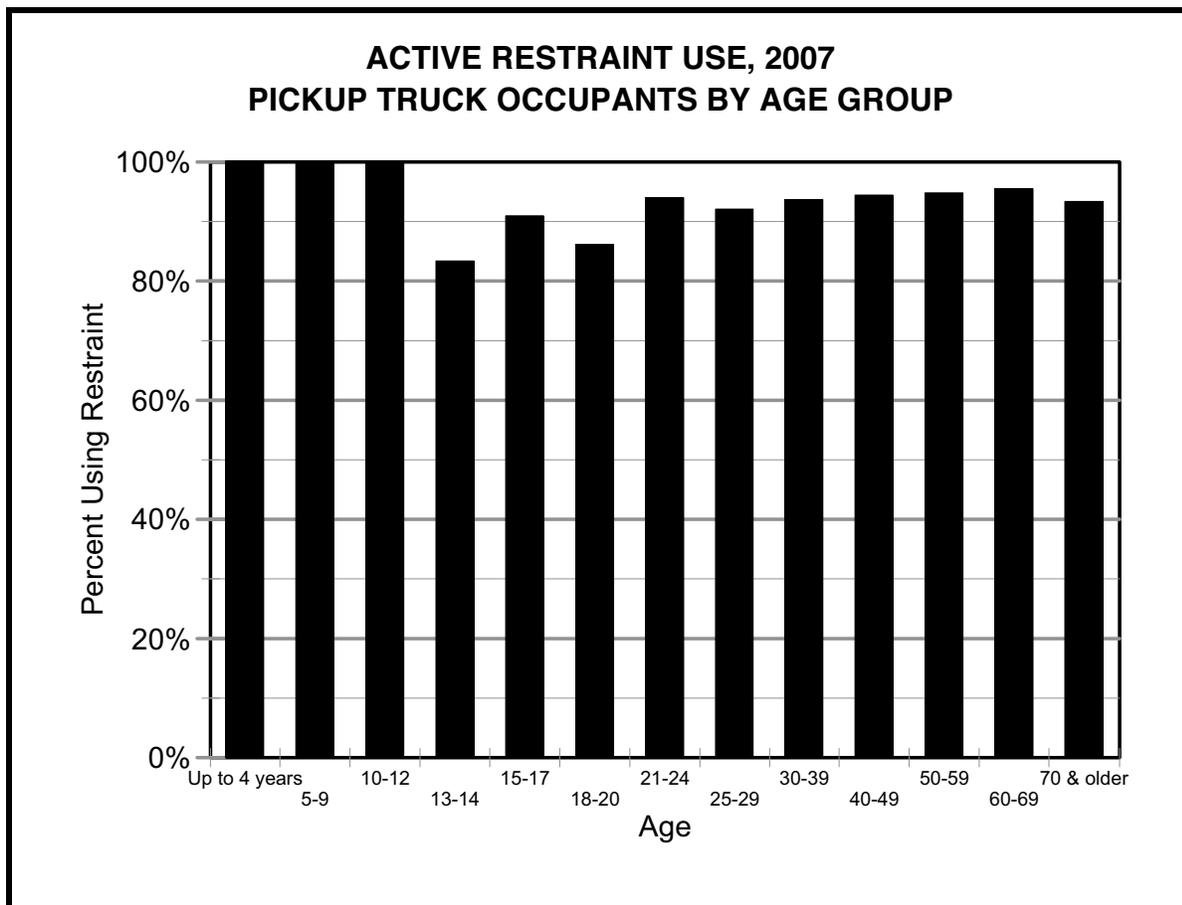


TABLE 4.15: PICKUP TRUCK CRASH OCCUPANTS BY AGE GROUP AND ACTIVE RESTRAINT USE*, 2007

Age Group	Used		Not Used		Total	
	Number	Percent	Number	Percent	Number	Percent
Up to 4 years	34	100.0%	0	0.0%	34	100.0%
5 to 9	34	100.0%	0	0.0%	34	100.0%
10 to 12	30	100.0%	0	0.0%	30	100.0%
13 to 14	20	83.3%	4	16.7%	24	100.0%
15 to 17	202	91.0%	20	9.0%	222	100.0%
18 to 20	299	86.2%	48	13.8%	347	100.0%
21 to 24	330	94.0%	21	6.0%	351	100.0%
25 to 29	372	92.1%	32	7.9%	404	100.0%
30 to 39	610	93.7%	41	6.3%	651	100.0%
40 to 49	819	94.5%	48	5.5%	867	100.0%
50 to 59	604	94.8%	33	5.2%	637	100.0%
60 to 69	341	95.5%	16	4.5%	357	100.0%
70 & older	197	93.4%	14	6.6%	211	100.0%
TOTAL	3,892	93.4%	277	6.6%	4,169	100.0%

*Active restraint use consists of vehicle occupants who used the belt system available for seat location.



**FIG 4.2: VERMONT OBSERVED BELT USE
1989-2009**

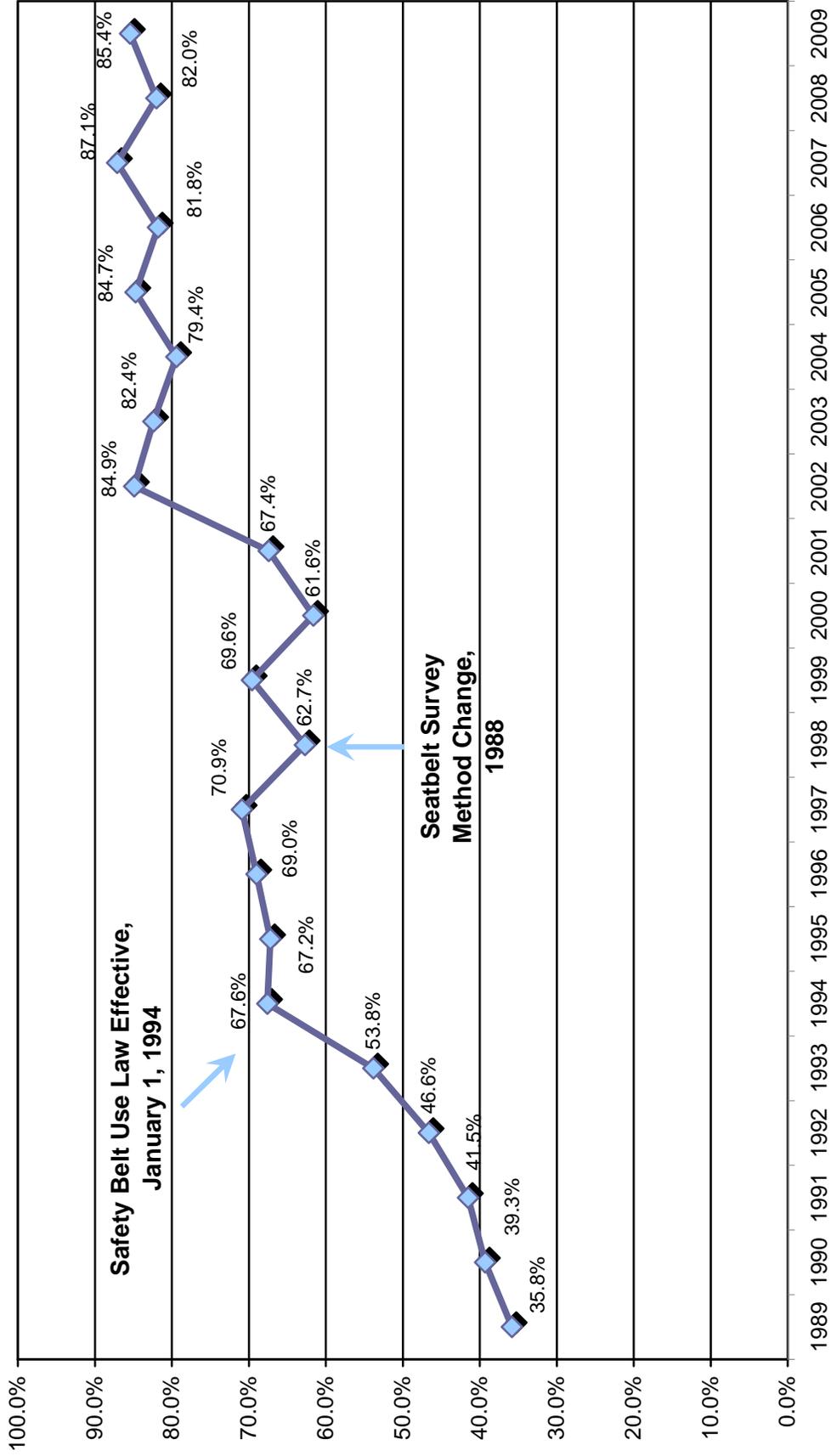
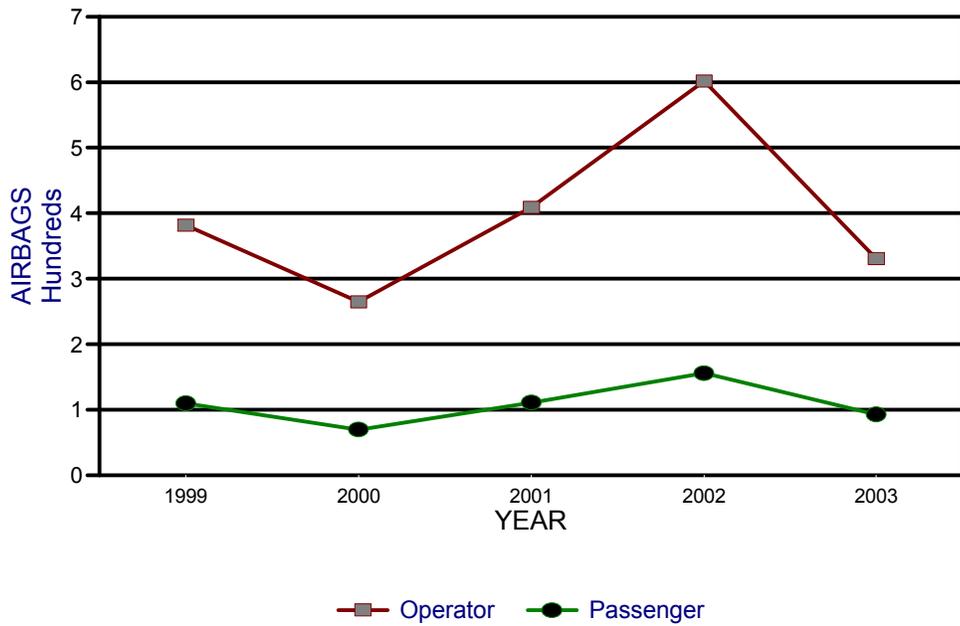


FIG 4.3: AIRBAGS DEPLOYED IN CRASHES*
1999-2003



*Airbag data - unavailable for 2004, 2005, 2006.

**FIG 4.4: MOTORCYCLE HELMET USE IN CRASHES
AND SPORT/PU RESTRAINT USE, 2003-2007**

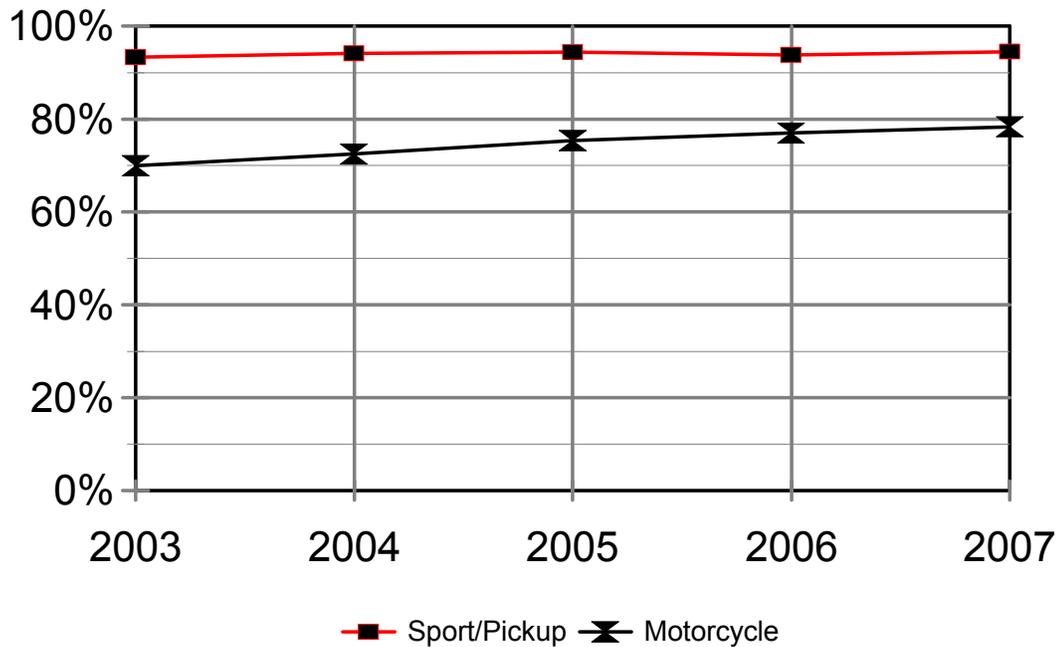


TABLE 4.16: INJURY BY RESTRAINT FOR CRASHES WHERE AIRBAGS DEPLOYED, 2007

Restraint	FATAL		SERIOUS		MINOR*		NONE	
	N	%	N	%	N	%	N	%
Lap Belt Only	0	0.00%	0	0.00%	4	0.60%	3	0.40%
Shoulder Belt Only	0	0.00%	0	0.00%	6	0.90%	1	0.10%
Lap & Shoulder Belts	14	58.30%	83	78.30%	607	87.50%	805	94.00%
No Belts	10	41.70%	23	21.70%	77	11.10%	47	5.50%
TOTAL	24	100.00%	106	100.00%	694	100.00%	856	100.00%

*Note: "minor" includes nonincapacitating and possible injuries.
Unknown injuries are excluded.

The majority of crashes in which air bags deployed and lap and shoulder belts were in use resulted in minor or no injuries as would be expected. However, the proportion of fatal and serious injury crashes in which lap and shoulder belts were used was relatively high, perhaps reflecting the overall severity of the crash.

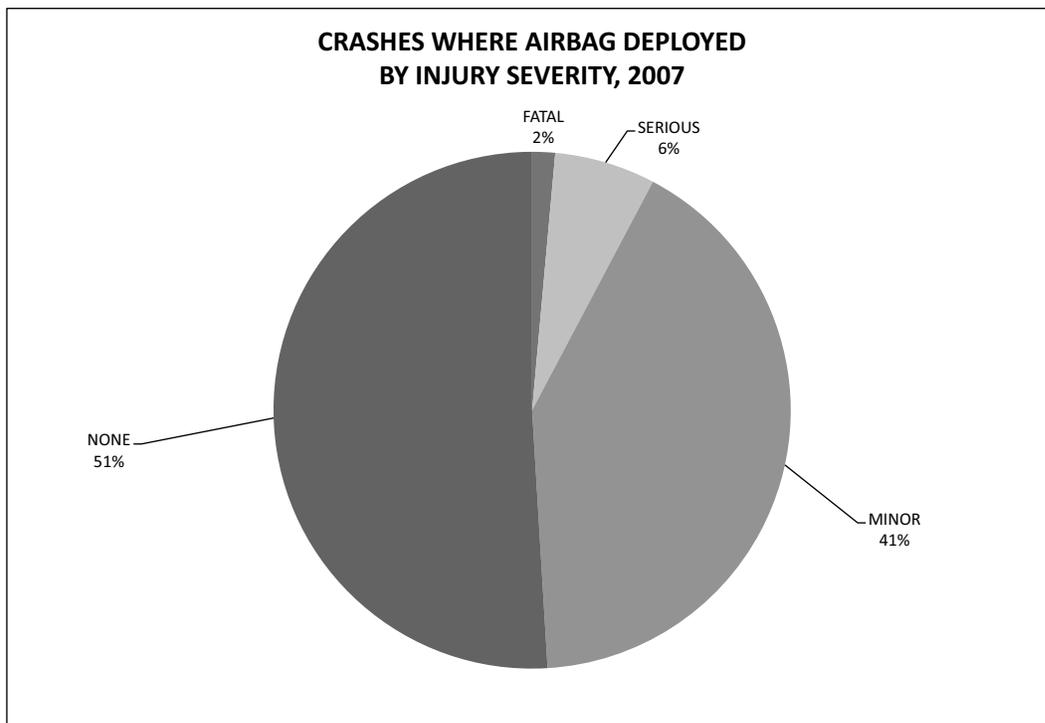


TABLE 4.17: RESTRAINT USE BY OPERATORS AND PASSENGERS FOR SPORT UTILITY/PICKUP TRUCKS, 2007

RESTRAINT USE	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
No restraint used	325	4.60%	93	5.00%	418	4.70%
Lap and/or shoulder belt	5,938	83.80%	1,256	67.60%	7,194	80.50%
Air bag inflated	323	4.60%	102	5.50%	425	4.80%
Child seat/other	2	0.00%	171	9.20%	173	1.90%
Unknown	494	7.00%	236	12.70%	730	8.20%
Total	7,082	100%	1,858	100%	8,940	100%
Percent Use (known)	95%		94%		95%	

TABLE 4.18: HELMET USE BY OPERATORS AND PASSENGERS FOR MOTORCYCLE/MOPED, 2007

HELMET USE	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Yes	165	77.10%	24	88.90%	189	78.40%
No	49	22.90%	3	11.10%	52	21.60%
Total	214	100%	27	100%	241	100%

TABLE 4.19: 5 - YEAR TRENDS FOR SPORT UTILITY/PICKUP TRUCK RESTRAINT USE AND MOTORCYCLE/MOPED HELMET USE

SPORT UTILITY/ PICKUP TRUCK	2003	2004	2005	2006	2007	TOTAL
Restraint used	7,226	7,436	6,798	6,874	7,194	35,528
No restraint	517	460	398	451	418	2,244
Unknown	1,335	1,319	1,226	871	730	5,481
Percent used (known)	93%	94%	94%	94%	95%	94%
<u>MOTORCYCLE/MOPED</u>						
Helmet used	105	145	138	184	189	761
Not used	45	55	45	55	52	252
Percent used	70%	73%	75%	77%	78%	75%

TABLE 4.20: VEHICLE OPERATOR RESTRAINT USE BY TYPE OF VEHICLE, 2007

VEHICLE TYPE	RESTRAINT USE							
	USED		NOT USED		UNKNOWN USE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	12,263	90.2%	402	3.0%	929	6.8%	13,594	100%
Sport Utility	2,460	90.4%	85	3.1%	177	6.5%	2,722	100%
Light Truck/Van	3,484	87.6%	199	5.0%	293	7.4%	3,976	100%
Large Truck	805	90.7%	29	3.3%	54	6.1%	888	100%
Bus	135	88.2%	7	4.6%	11	7.2%	153	100%
All Other	112	78.3%	11	7.7%	20	14.0%	143	100%
Total	19,259	89.7%	733	3.4%	1,484	6.9%	21,476	100%

For known crash operator restraint use, the highest was for large truck (90.7%) and lowest for light truck/van operators (87.6%).

TABLE 4.21: OCCUPANT EJECTION BY INJURY SEVERITY, 2007

EJECTION	INJURY SEVERITY							
	SEVERE OR FATAL		MINOR OR MODERATE		NOT INJURED		TOTAL *	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Completely Ejected	81	38.2%	81	38.2%	50	23.6%	212	100.0%
Stayed in Vehicle	309	1.3%	309	1.3%	23,731	97.5%	24,349	100.0%
Partially Ejected	16	69.6%	3	13.0%	4	17.4%	23	100.0%
Unknown	48	49.0%	8	8.2%	42	42.9%	98	100.0%
Total	454	1.8%	401	1.6%	23,827	96.5%	24,682	100.0%

* Total does not include persons with unknown injury severity.

Around 38% of the persons completely ejected from a vehicle were killed or severely injured while 97.5% of those who stayed in the vehicle were not injured. Also, 38.2% of those completely ejected received moderate or minor injuries and 23.6% were not injured.

FIG 4.5: CHILD RESTRAINT USE IN CRASHES

BY YEAR, 2003-2007

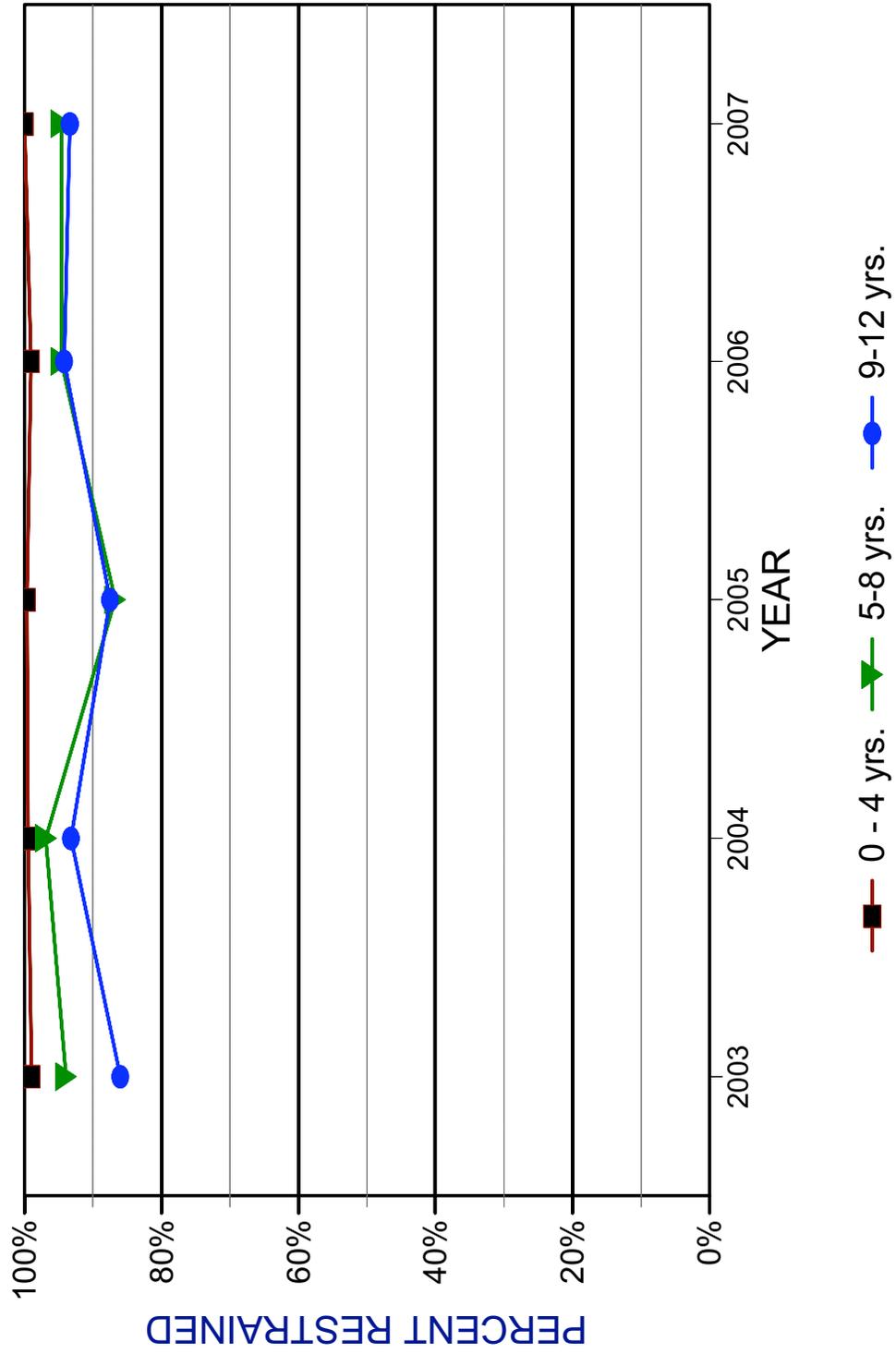


TABLE 4.22: CHILD CRASH INJURIES AND RESTRAINT USE, 2003-2007

AGE	RESTRAINT USE			% Injured
	Yes	No	% Unrestrained	
1	847	3	0.4%	8.6%
2	439	2	0.5%	7.6%
3	416	1	0.2%	8.8%
4	459	4	0.9%	9.8%
5	382	11	2.8%	11.3%
6	341	36	9.5%	14.2%
7	335	23	6.4%	15.8%
8	356	29	7.5%	15.0%
9	318	34	9.7%	15.3%
10	375	36	8.8%	15.5%
11	421	31	6.9%	11.8%
12	381	50	11.6%	12.7%
Total	5,070	260	4.9%	11.8%

The proportion of children who were unrestrained varied considerably by age between 2003-2007 with only .2% of children 3 years old not restrained, compared to 11.6% for 12 year olds. Older children continue to have the lowest levels of restraint use for those subject to Vermont's child restraint law.

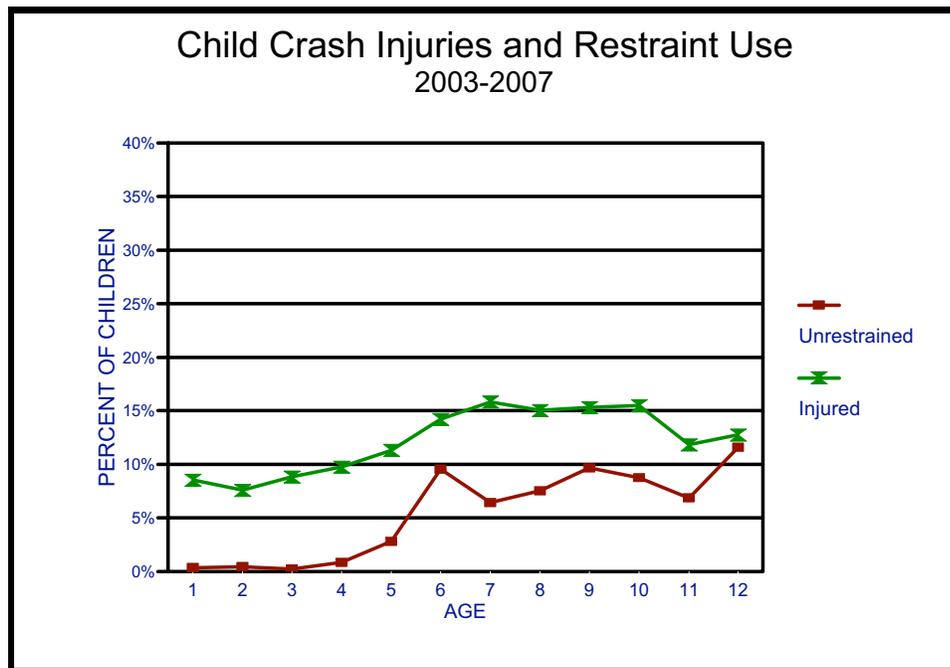


TABLE 4.23: INJURY AND FATALITY RATES BY COUNTY, 2007

COUNTY	PEOPLE KILLED			PEOPLE INJURED			TOTAL		
	N	POP* RATE	VMT** RATE	N	POP* RATE	VMT** RATE	N	POP* RATE	VMT** RATE
Addison	4	0.11	0.90	200	5.40	45.21	204	5.51	46.11
Bennington	2	0.05	0.47	214	5.79	50.51	216	5.85	50.98
Caledonia	7	0.23	1.68	191	6.19	45.71	198	6.42	47.38
Chittenden	6	0.04	0.41	827	5.51	56.85	833	5.55	57.26
Essex	2	0.30	2.74	40	6.09	54.81	42	6.40	57.55
Franklin	10	0.21	1.95	230	4.77	44.75	240	4.98	46.70
Grand Isle	0	0.00	0.00	40	5.16	41.65	40	5.16	41.65
Lamoille	2	0.08	0.71	207	8.42	73.68	209	8.50	74.39
Orange	5	0.17	1.10	153	5.20	33.68	158	5.37	34.78
Orleans	5	0.18	1.57	143	5.16	44.98	148	5.34	46.55
Rutland	5	0.08	0.71	380	5.97	54.08	385	6.05	54.79
Washington	7	0.12	1.01	297	4.99	42.83	304	5.10	43.84
Windham	7	0.16	1.01	296	6.74	42.61	303	6.90	43.62
Windsor	4	0.07	0.38	426	7.39	40.74	430	7.46	41.13
STATE TOTAL	66	0.11	0.87	3644	5.84	47.88	3710	5.95	48.74

* Rate per 1000 population.
 ** Rate per 100 million vehicle miles traveled.

The highest total injury and fatality rates per VMT for 2007 were found in Essex and Lamoille counties while the lowest occurred in Orange, Windsor and Grand Isle.

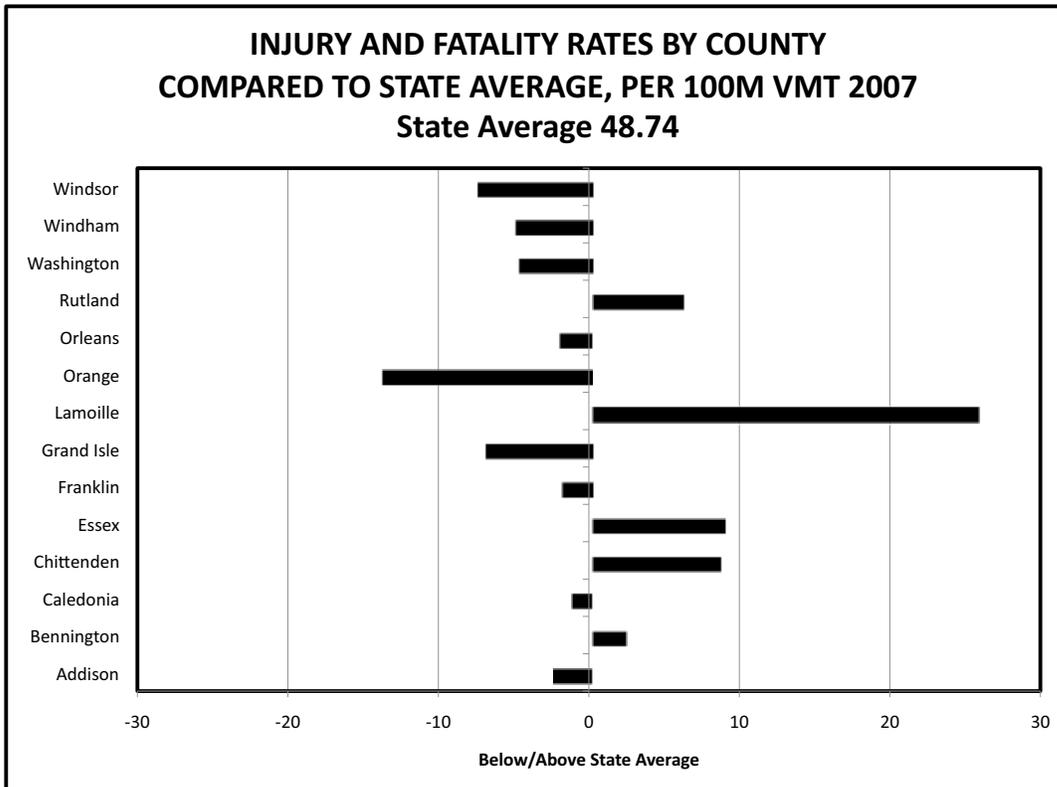


TABLE 4.24: PERSONS KILLED BY AGE GROUP AND SEX, 2007

AGE CATEGORY	MALE			FEMALE			TOTAL		
	N	%	Pop Rate	N	%	Pop Rate	N	%	Pop Rate
Up to 4 years	0	0%	0.00	0	0%	0.00	0	0%	0.00
5-9	0	0%	0.00	0	0%	0.00	0	0%	0.00
10-12	0	0%	0.00	0	0%	0.00	0	0%	0.00
13-14	1	50%	0.12	1	50%	0.13	2	3%	0.12
15-17	1	100%	0.07	0	0%	0.00	1	2%	0.04
18-20	6	100%	0.41	0	0%	0.00	6	9%	0.21
21-24	8	100%	0.48	0	0%	0.00	8	12%	0.25
25-29	4	67%	0.22	2	33%	0.11	6	9%	0.17
30-34	3	50%	0.18	3	50%	0.17	6	9%	0.17
35-39	3	100%	0.15	0	0%	0.00	3	5%	0.07
40-44	2	67%	0.09	1	33%	0.04	3	5%	0.06
45-49	2	50%	0.08	2	50%	0.07	4	6%	0.08
50-54	2	100%	0.08	0	0%	0.00	2	3%	0.04
55-59	2	50%	0.09	2	50%	0.09	4	6%	0.09
60-64	0	0%	0.00	2	100%	0.11	2	3%	0.06
65-69	2	100%	0.17	0	0%	0.00	2	3%	0.08
70-74	7	78%	0.80	2	22%	0.20	9	14%	0.48
75 & older	2	25%	0.13	6	75%	0.24	8	12%	0.20
Total	45	68%	0.15	21	32%	0.07	66	100%	0.11

Forty-eight percent of those killed in motor vehicle crashes were under the age of 40. Additionally, 68% of the fatalities were male while 32% were female. The highest rates for males were in the age categories of 21-24 and 70-74 and older, while for women the highest rates were in the 70-74 and 75 and older age ranges.

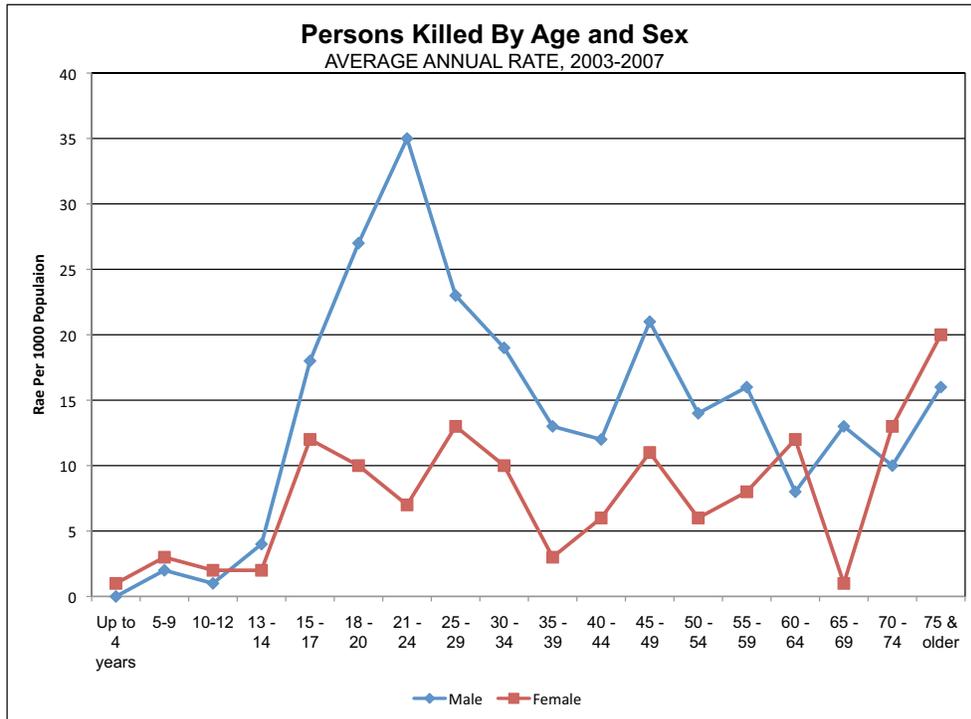


TABLE 4.25: OPERATORS KILLED BY AGE GROUP AND SEX, 2007

AGE CATEGORY	MALE		FEMALE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
15 to 17 years	1	100%	0	0%	1	2%
18 to 20	2	100%	0	0%	2	4%
21 to 24	6	100%	0	0%	6	13%
25 to 29	3	60%	2	40%	5	10%
30 to 34	3	60%	2	40%	5	10%
35 to 39	3	100%	0	0%	3	6%
40 to 44	2	67%	1	33%	3	6%
45 to 49	2	50%	2	50%	4	8%
50 to 54	2	100%	0	0%	2	4%
55 to 59	1	33%	2	67%	3	6%
60 to 64	0	0%	1	100%	1	2%
65 to 69	1	100%	0	0%	1	2%
70 to 74	6	86%	1	14%	7	15%
75 & older	2	40%	3	60%	5	10%
Total	34	71%	14	29%	48	100%



TABLE 4.26: CITATIONS FOR CRASH INVOLVED DRIVERS BY VEHICLE TYPE, 2007

VEHICLE TYPE	CITATIONS CHARGED					
	NO		YES		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	13,631	90.2%	1,488	9.8%	15,119	100%
Sport Utility	2,679	90.9%	267	9.1%	2,946	100%
Light Truck/Van	3,875	89.6%	451	10.4%	4,326	100%
Large Truck	823	89.6%	96	10.4%	919	100%
Motorcycle/Moped	214	85.6%	36	14.4%	250	100%
Bus	145	95.4%	7	4.6%	152	100%
Other	169	89.9%	19	10.1%	188	100%
Total	21,536	90.1%	2,364	9.9%	23,900	100%

Operators of motorcycles/mopeds were more likely to be charged with a violation in 2007 than were operators of other vehicle types involved in crashes. Bus operators were less likely to be charged with a violation than were operators of other vehicle types.

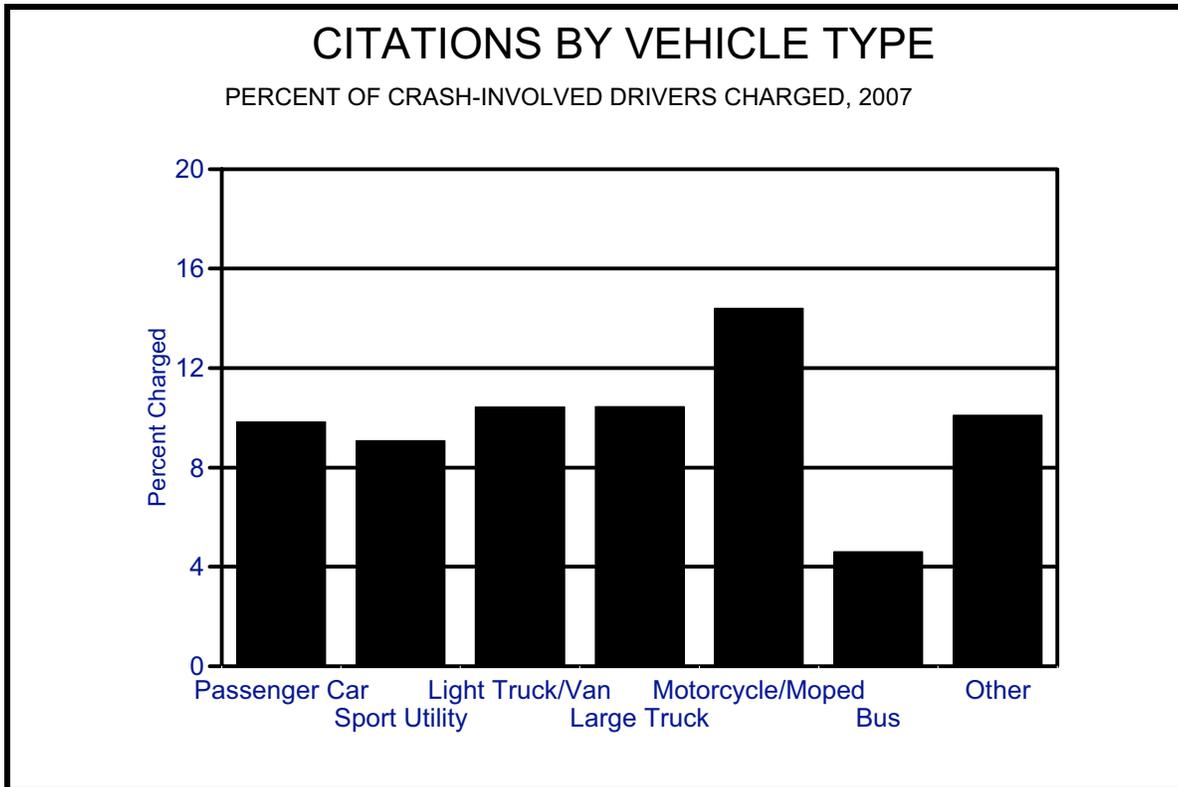


TABLE 4.27: CITATIONS FOR SPORT/PICKUP TRUCKS IN CRASHES, 2007

<u>VIOLATION</u>	<u>NUMBER</u>	<u>% OF TOTAL CITATIONS</u>
DUI	6	0.7%
Speeding	199	22.5%
Operating without insurance	102	11.6%
DLS	7	0.8%
Leaving scene of accident	11	1.2%
Following too closely	56	6.3%
Operating without license	63	7.1%
Careless & negligent	1	0.1%
Fail to yield	22	2.5%
Not registered	26	2.9%
Defective equipment	14	1.6%
Driving in road laned for traffic	116	13.1%
Driving to right	50	5.7%
Vehicle not inspected	5	0.6%
Limilt on backing	14	1.6%
Failure to yield vehicle turning left	23	2.6%
Enter from private road	17	1.9%
Limit on passing	6	0.7%
Under 18/21 & .02% or more alc conc	9	1.0%
Minor (16+) consumption of alcohol	7	0.8%
Traffic control signal/device	8	0.9%
Operating w/o owner consent	0	0.0%
Permitting Illegal operation	0	0.0%
All other	121	13.7%
Total	883	100%

Speeding, operating without insurance, operating without a license and driving in road laned for traffic were the most common citations issued for crashes involving sport utility vehicles pick-up trucks in 2007.

TABLE 4.28: CITATIONS FOR MOTORCYCLE/MOPEDS IN CRASHES, 2007

<u>CITATION</u>	<u>NUMBER</u>	<u>% of TOTAL CITATIONS</u>
Operating without insurance	13	23.6%
Operating without license	4	7.3%
DLS	0	0.0%
Not registered	4	7.3%
Speeding	9	16.4%
Driving in road laned for traffic	6	10.9%
DUI	0	0.0%
Careless/negligent operation	0	0.0%
All other	19	34.5%
Total	55	100%

About 22% of motorcycle and moped operators charged in a crash were operating their vehicles illegally in 2007. The most frequent citations in such crashes were operating without insurance, speeding and driving in a road laned for traffic.

TABLE 4.29: DUI CHARGES, CONVICTIONS, AND CRASHES, 2007

<u>OFFENSE/CRASH</u>	<u>NUMBER</u>	<u>PERCENT OF DUI CHARGES</u>
DUI Charges*	3,750	100.0
DUI Convictions*	2,767	73.8
Crash Operators Using Alcohol**	791	N.A.
Crash Operators Charged with DUI	16	0.4

* Based on the number of charges and convictions, not the number of persons charged and/or convicted. Included are charges and/or convictions for all DUI offenses.

** Operators using alcohol, whether cited with DUI or not, are included in this category.

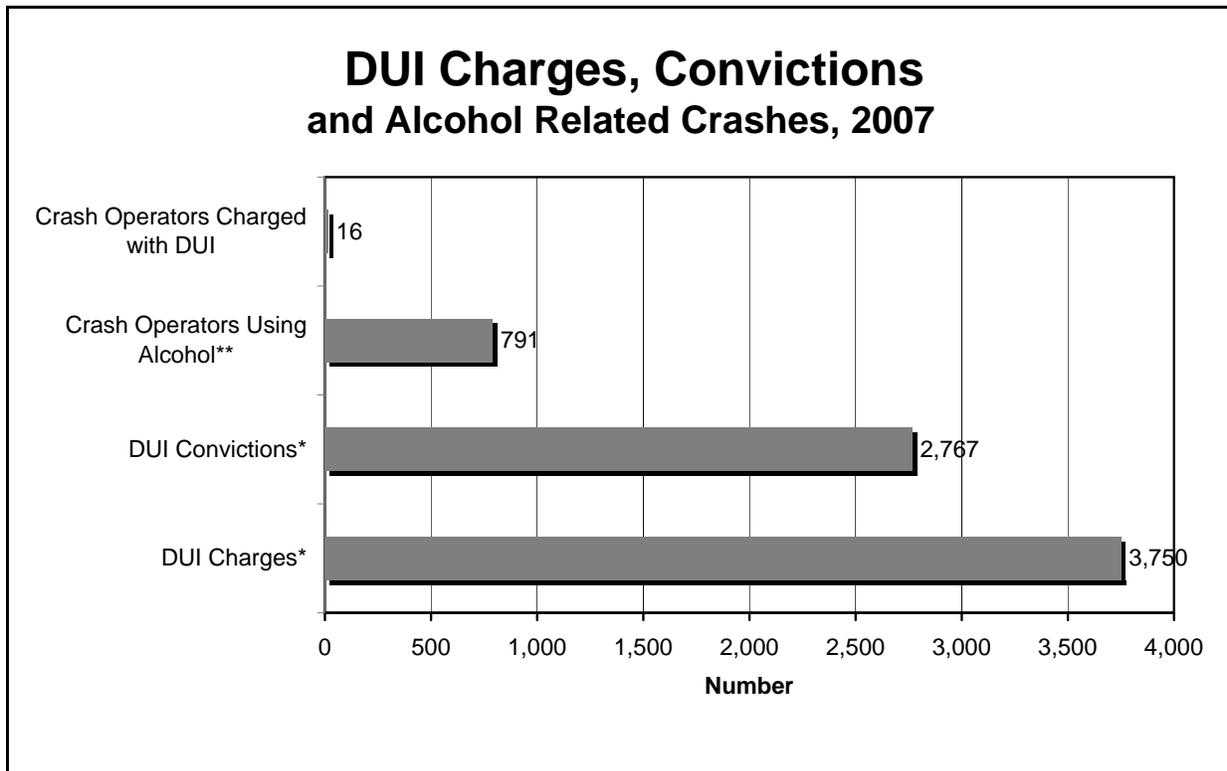


TABLE 4.30: AGE OF DUI, ALCOHOL INVOLVED AND ALL CRASH OPERATORS, 2007

AGE	CITED WITH DUI			ALCOHOL INVOLVED*			ALL CRASH OPERATORS**		
	Number	Percent	Rate***	Number	Percent	Rate***	Number	Percent	Rate***
Under 15	0	0.0	NA	0	0.0	NA	9	0.0	NA
15-17	0	0.0	0.0	23	2.9	1.2	1,243	5.8	66.0
18-20	1	6.7	0.0	83	10.3	3.3	2,245	10.4	88.2
21-24	4	26.7	0.1	160	20.0	4.3	2,358	10.9	63.7
25-34	5	33.3	0.1	194	24.2	2.1	3,772	17.5	41.3
35-44	1	6.7	0.0	141	17.6	1.5	3,633	16.8	38.0
45+	4	26.7	0.0	201	25.1	0.6	8,352	38.6	26.0
TOTAL	15	100.0	0.0	802	100.0	1.4	21,612	100.0	36.7

*Includes operators who had used alcohol, whether or not charged with DUI.
 **Operators in all crashes, for comparison purposes.
 ***Rates are per 1,000 licensed drivers in each category.
 Note: Cases with unknown age are excluded from the table.

The highest rates for DUI and alcohol involved crash operators in 2007 were for persons between 18 and 24 years of age. Crash rates for all operators were highest among persons in the age range of 15-24.

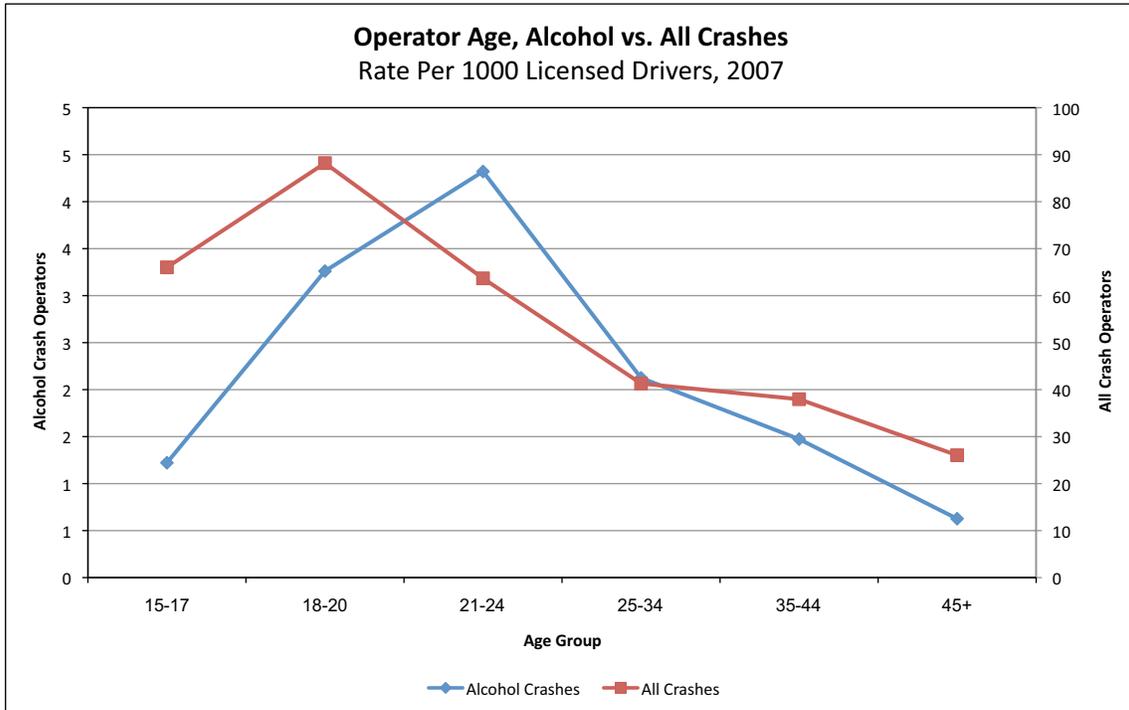


TABLE 4.31: OPERATOR BLOOD ALCOHOL CONCENTRATION BY AGE GROUP, TESTED OPERATORS, 2007

AGE GROUP	BLOOD ALCOHOL CONCENTRATION												Total	Mean	% Above .08	
	.039 or less		.040-.079		.080-.119		.120-.159		.160-.199		.20 & above					
	N	%	N	%	N	%	N	%	N	%	N	%				
15 to 17 years	2	13.3%	6	40.0%	3	20.0%	1	6.7%	3	20.0%	0	0.0%	15	100.0%	.096	46.7%
18 to 20	5	10.9%	10	21.7%	15	32.6%	3	6.5%	10	21.7%	3	6.5%	46	100.0%	.093	67.4%
21 to 24	9	10.7%	19	22.6%	30	35.7%	10	11.9%	8	9.5%	8	9.5%	84	100.0%	.12	66.7%
25 to 29	7	12.5%	14	25.0%	10	17.9%	8	14.3%	6	10.7%	11	19.6%	56	100.0%	.15	62.5%
30 to 34	4	9.3%	10	23.3%	9	20.9%	6	14.0%	5	11.6%	9	20.9%	43	100.0%	.13	67.4%
35 to 39	7	13.2%	10	18.9%	12	22.6%	5	9.4%	9	17.0%	10	18.9%	53	100.0%	.13	67.9%
40 to 44	4	9.5%	5	11.9%	5	11.9%	9	21.4%	10	23.8%	9	21.4%	42	100.0%	.15	78.6%
45 to 49	6	15.0%	3	7.5%	8	20.0%	10	25.0%	3	7.5%	10	25.0%	40	100.0%	.13	77.5%
50 & older	9	12.7%	20	28.2%	17	23.9%	9	12.7%	6	8.5%	10	14.1%	71	100.0%	.13	59.2%
Total	53	11.8%	97	21.6%	109	24.2%	61	13.6%	60	13.3%	70	15.6%	450	100.0%	.13	66.7%

The age group with the highest average blood alcohol percent was for the 40-44 year olds, and 25-29 year olds. The group with the lowest average blood alcohol percent were the 15-17 year olds. About 67% of tested operators were at or above the .08 BAC level.

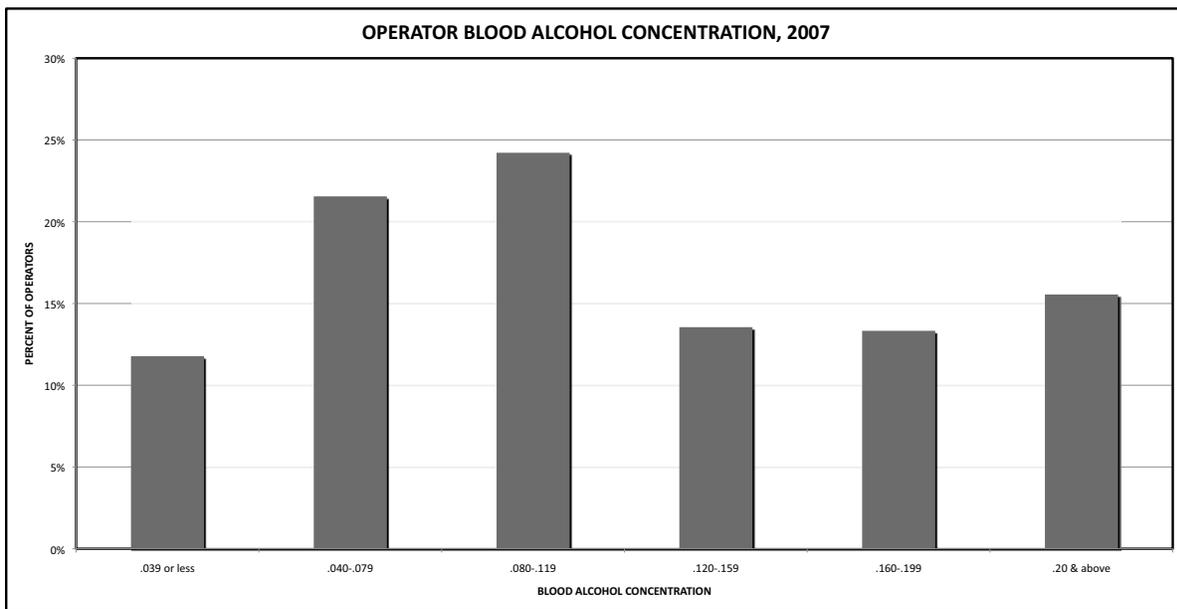


TABLE 4.32: SEX OF DUI, ALCOHOL INVOLVED AND ALL CRASH OPERATORS, 2007

SEX	DUI*			ALCOHOL INVOLVED**			ALL CRASH OPERATORS***		
	Number	Percent	Rate****	Number	Percent	Rate****	Number	Percent	Rate****
Male	14	87.5	0.05	575	71.6	1.87	12,301	56.7	39.91
Female	2	12.5	0.01	228	28.4	0.81	9,392	43.3	33.43
TOTAL	16	100	0.03	803	100.0	1.36	21,693	100	36.82

*Includes only operators charged with DUI.
 **Includes operators who had used alcohol, but were not charged with DUI as well as those who were charged.
 ***Operators in all crashes, for comparison purposes.
 ****Rates are per 1,000 licensed drivers in each category.
 Note: Cases with unknown sex are excluded from the table.

Over 7 out of 10 operators in alcohol involved crashes were male, compared to about 6 out of 10 operators in all crashes.

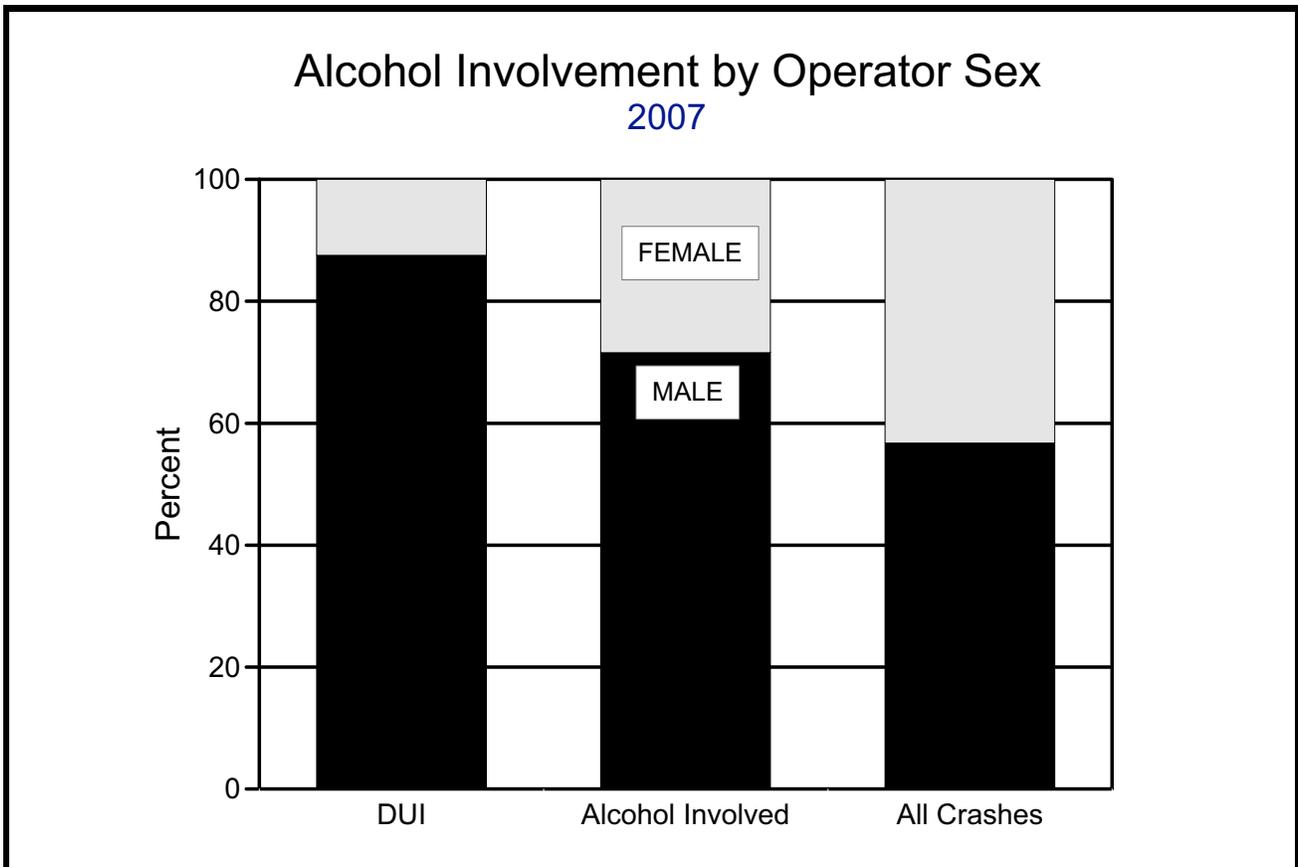


TABLE 4.33: TIME OF DAY FOR DUI CRASHES, 2007

<u>TIME</u>	<u>NUMBER</u>	<u>PERCENT</u>
Early Morning (2-6 am)	1	6.3
Morning (6-10 am)	1	6.3
Midday (10 am-2 pm)	3	18.8
Afternoon (2-6 pm)	6	37.5
Evening (6-10 pm)	1	6.3
<u>Night (10 pm-2 am)</u>	<u>4</u>	<u>25.0</u>
TOTAL	16	100

38% of all DUI-cited crashes in 2007 occurred during the nighttime hours of 6:00 pm to 6:00 am.

TABLE 4.34: DAY OF WEEK OF DUI CRASHES, 2007

<u>DAY</u>	<u>NUMBER</u>	<u>PERCENT</u>
Sunday	1	6.3
Monday	2	12.5
Tuesday	5	31.3
Wednesday	2	12.5
Thursday	1	6.3
Friday	3	18.8
<u>Saturday</u>	<u>2</u>	<u>12.5</u>
TOTAL	16	100
Weekend (6pm Fri-6am Mon)	13	81.3
Weekday	3	18.8
Friday eve (6pm-8am Sat)	1	6.3
Saturday eve (6pm-8am Sun)	1	6.3
All other times	14	87.5

The largest number of DUI crashes occurred Tuesday (31.3%) and Friday (18.8%) in 2007, with 81% of DUI crashes occurring on weekends.

FIGURE 4.6: DUI CRASHES BY HOUR AND DAY, 2007

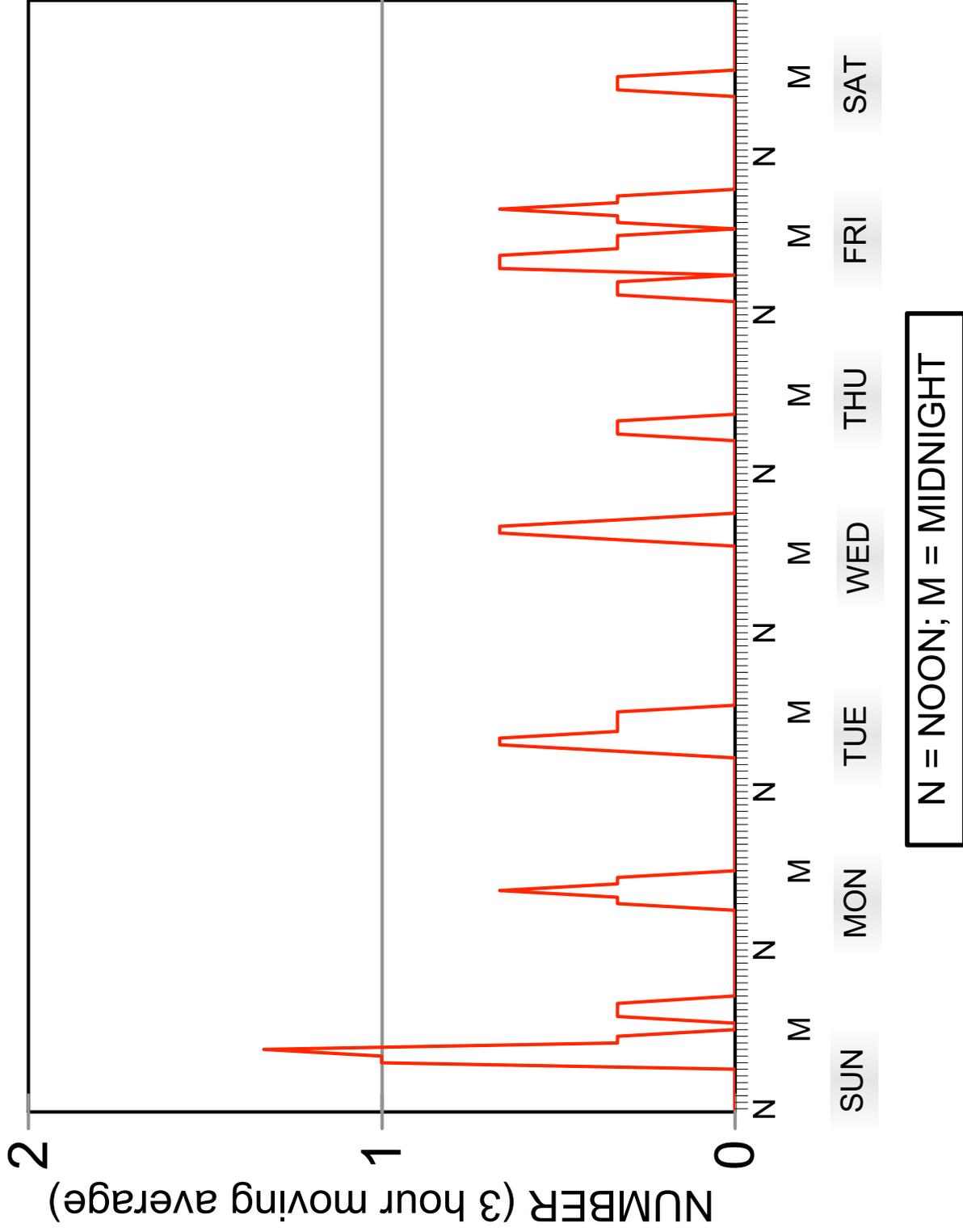


TABLE 4.35: MONTH OF DUI CRASHES, 2003-2007

MONTH	NUMBER OF CRASHES					2003-2007	
	2003	2004	2005	2006	2007	NUMBER	PERCENT
January	5	11	1	2	4	23	12.3%
February	9	2	0	2	2	15	8.0%
March	13	4	0	0	1	18	9.6%
April	7	6	1	0	2	16	8.6%
May	6	5	1	1	2	15	8.0%
June	9	6	1	1	1	18	9.6%
July	6	4	1	1	0	12	6.4%
August	12	3	1	2	0	18	9.6%
September	6	3	1	2	2	14	7.5%
October	4	1	1	3	0	9	4.8%
November	3	0	7	4	1	15	8.0%
December	7	3	1	2	1	14	7.5%
TOTAL	87	48	16	20	16	187	100.0%
AVERAGE	7.3	4.0	1.3	1.7	1.3	15.6	8.3%

For the five year period 2003-2007, DUI-cited crashes occurred at a fairly constant rate per month. Slightly higher than the average number of crashes occurred during the months of January, June, March and August.

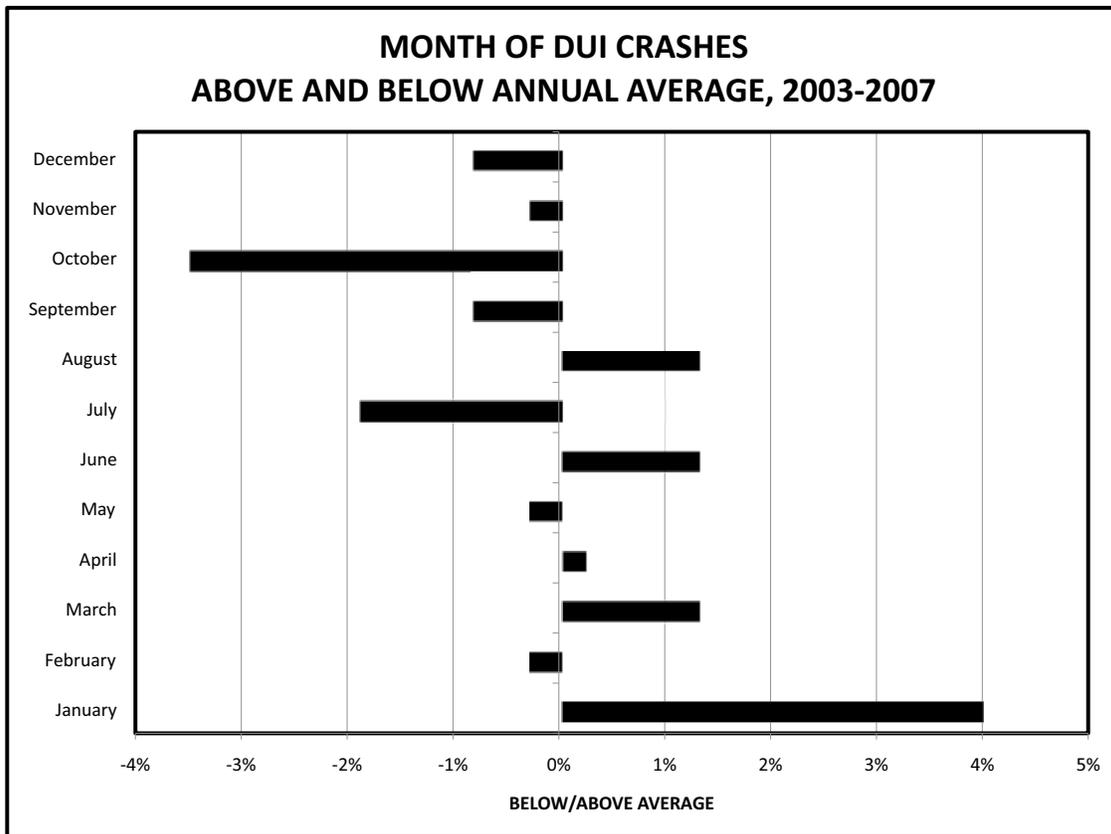


TABLE 4:36: ALCOHOL INVOLVED CRASHES AND DUI CHARGE RATES BY COUNTY, 2007

COUNTY	ALCOHOL CRASHES				DUI CHARGES			
	NUMBER	%	POP. RATE*	VMT RATE**	NUMBER	%	POP. RATE*	VMT RATE**
Addison	39	4.9	1.3	8.9	132	3.5	4.3	30.3
Bennington	56	7.1	1.8	12.8	190	5.1	6.2	43.4
Caledonia	46	5.8	1.8	10.8	136	3.6	5.4	32.0
Chittenden	186	23.5	1.5	12.2	857	22.9	6.9	56.1
Essex	5	0.6	0.9	6.9	14	0.4	2.5	19.4
Franklin	48	6.1	1.3	9.6	208	5.6	5.5	41.6
Grand Isle	7	0.9	1.1	7.4	17	0.5	2.6	18.1
Lamoille	45	5.7	2.2	16.5	141	3.8	7.0	51.8
Orange	37	4.7	1.5	8.2	127	3.4	5.2	28.3
Orleans	28	3.5	1.2	8.8	145	3.9	6.3	45.7
Rutland	75	9.5	1.4	10.3	274	7.3	5.1	37.7
Washington	75	9.5	1.5	10.3	540	14.4	10.9	73.9
Windham	63	8.0	1.7	8.9	569	15.2	15.5	80.8
Windsor	81	10.2	1.7	7.9	395	10.5	8.1	38.6
TOTAL	791	100.0	1.5	10.2	3745	100.0	7.3	48.5

* Rate per 1,000 population, based on 2004 population age 15 or greater.
 ** Rate per 100 Million Vehicle Miles Traveled.

Lamoille county experienced the highest rate of alcohol involved crashes, followed by Bennington county. The lowest rates were found in Essex and Grand Isle counties. Windham county had the highest DUI charge rates based on vehicle miles traveled, followed by Washington and Chittenden counties.

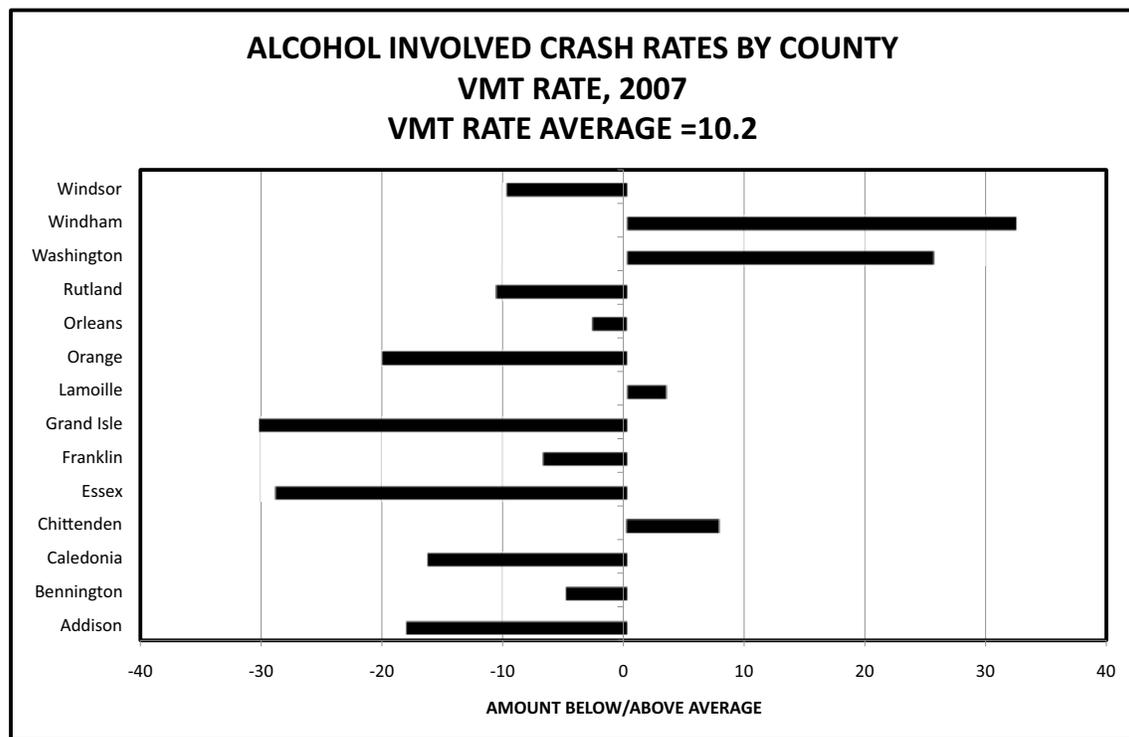


TABLE 4.37: DUI CHARGES* BY COUNTY, AND MONTH OF OFFENSE, 2007

County	January	February	March	April	May	June	July	August	September	October	November	December	Total
Addison	4	3	12	9	15	12	14	19	19	11	8	6	132
Bennington	15	15	20	19	10	23	14	8	11	17	16	22	190
Caledonia	9	8	13	5	12	15	12	11	21	8	10	12	136
Chittenden	67	67	73	83	67	79	61	68	84	65	64	79	857
Essex	0	3	0	0	1	0	1	1	3	0	3	2	14
Franklin	10	9	14	13	19	25	23	21	23	13	17	21	208
Grand Isle	0	0	3	3	2	1	5	0	2	1	0	0	17
Lamoille	12	6	11	19	14	15	15	8	14	10	6	11	141
Orange	7	10	15	10	11	10	8	9	14	11	8	14	127
Orleans	6	8	7	8	14	18	11	19	13	4	18	19	145
Rutland	14	26	16	31	29	23	17	19	23	27	15	34	274
Washington	41	40	54	45	47	36	44	43	34	39	55	62	540
Windham	60	66	43	53	41	33	49	38	36	52	46	52	569
Windsor	25	22	27	37	38	41	37	29	35	28	35	41	395
Total	270	283	308	335	320	331	311	293	332	286	301	375	3,745

* Based on the number of charges, not the number of people charged.

TABLE 4.38: DUI CITED CRASHES BY COUNTY AND TYPE, 2007

COUNTY	CRASH TYPE			TOTAL	TOTAL RATE PER 1000 POPULATION*	TOTAL RATE PER 100 MILLION VEHICLE MILES
	FATAL	INJURY	PROPERTY			
Addison	0	2	1	3	0.10	0.69
Bennington	0	0	1	1	0.03	0.23
Caledonia	1	0	3	4	0.12	0.94
Chittenden	0	0	0	0	0.01	0.00
Essex	0	0	0	0	0.00	0.00
Franklin	0	0	0	0	0.00	0.00
Grand Isle	0	0	0	0	0.00	0.00
Lamoille	0	0	1	1	0.05	0.37
Orange	0	0	0	0	0.00	0.00
Orleans	0	0	1	1	0.04	0.31
Rutland	0	2	3	5	0.09	0.69
Washington	0	1	0	1	0.02	0.14
Windham	0	0	0	0	0.00	0.00
Windsor	0	0	0	0	0.00	0.00
TOTAL	1	5	10	16		
STATE AVERAGE	0.07	0.36	0.71	1.14	0.03	0.20

* Rate based on 2007 population age 15 or greater.

About 36% of DUI cited crashes involved an injury 2007. Caledonia, Addison and Rutland counties experienced the highest rates of DUI cited crashes in 2007. There was one cited DUI fatality in 2007.

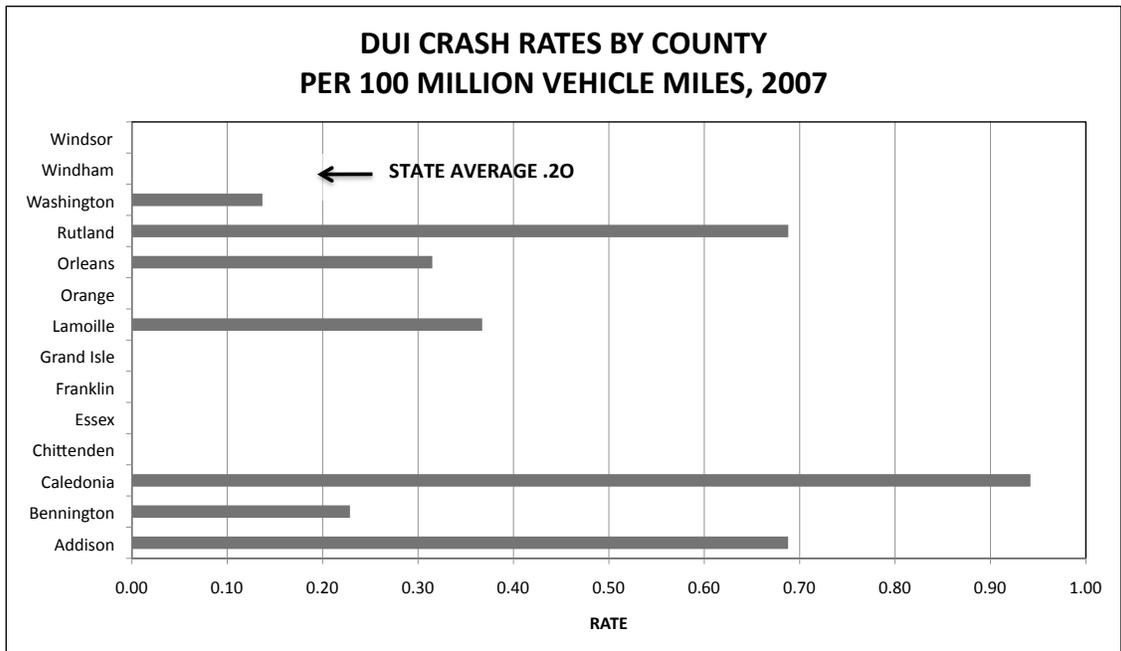
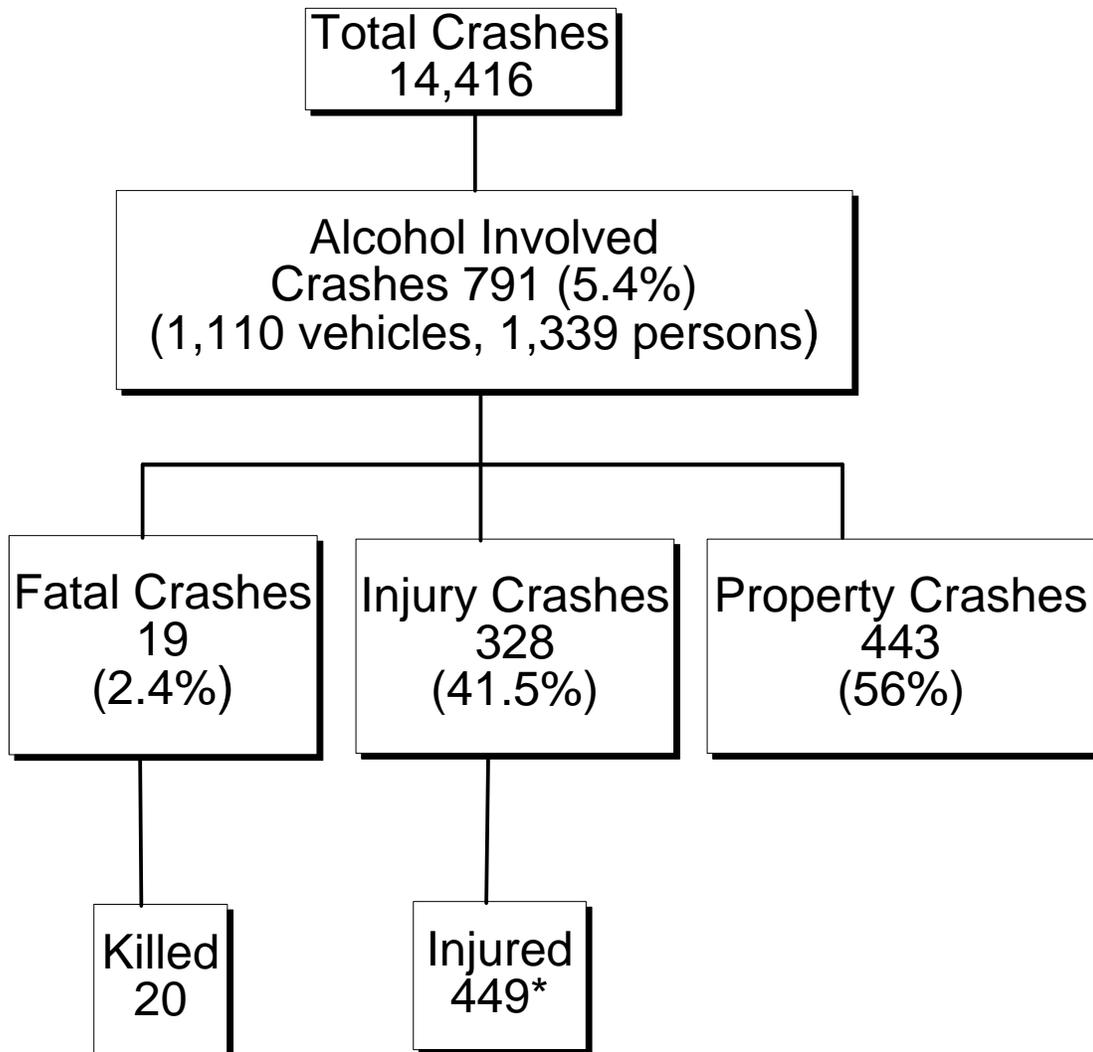


FIGURE 4.7: ALCOHOL INVOLVED CRASHES BY TYPE OF CRASH



*Includes persons injured in fatal crashes.

Chart illustrates crashes identified as those in which the operator had used alcohol.

**TABLE 4.39: PEDESTRIANS & BICYCLISTS INVOLVED IN VEHICLE CRASHES
BY OPERATOR CONTRIBUTING CIRCUMSTANCES, 2007**

CONTRIBUTING CIRCUMSTANCE	PEDESTRIANS		BICYCLISTS	
	NUMBER	PERCENT	NUMBER	PERCENT
Driving too fast for conditions	8	8.4%	0	0.0%
Failure to keep in proper lane/off road	1	1.1%	1	2.2%
Operating vehicle recklessly	6	6.3%	0	0.0%
Visibility obstructed	12	12.6%	4	8.9%
Excessive speed	0	0.0%	0	0.0%
Following too closely	1	1.1%	1	2.2%
Improper turn	0	0.0%	0	0.0%
Disregarded traffic signs, signals	2	2.1%	1	2.2%
Failure to yield	11	11.6%	15	33.3%
Inattention	17	17.9%	11	24.4%
Wrong side or wrong way	0	0.0%	0	0.0%
Fell asleep	0	0.0%	1	2.2%
Under influence of medication/drugs/alcohol	6	6.3%	0	0.0%
Operating defective equipment	1	1.1%	0	0.0%
Distraction caused by technology	0	0.0%	0	0.0%
Distracted	3	3.2%	0	0.0%
Swerving due to wind, slippery surface, etc	1	1.1%	0	0.0%
Unknown/other	26	27.4%	11	24.4%
Total	95	100.0%	45	100.0%

Operator contributing circumstances for vehicle crashes where pedestrians were involved were most often visibility obstructed and inattention. For vehicle crashes involving bicyclists, frequent contributing circumstances of operators were failure to yield the right of way, inattention and visibility obstructed.

**TABLE 4.40: PEDESTRIAN & BICYCLIST CONTRIBUTING ACTION IN VEHICLE
CRASHES, 2007**

PEDESTRIAN/BICYCLIST ACTION	PEDESTRIANS		BICYCLISTS	
	NUMBER	PERCENT	NUMBER	PERCENT
Improper crossing	20	13.6%	11	12.5%
Darting	9	6.1%	7	8.0%
Lying and/or illegally in roadway	2	1.4%	2	2.3%
Failure to yield right of way	2	1.4%	8	9.1%
Not visible (dark clothing)	5	3.4%	1	1.1%
Inattention	5	3.4%	3	3.4%
Failure to obey traffic signs, signals or officer	1	0.7%	4	4.5%
Wrong side of road	1	0.7%	4	4.5%
Unknown/other	102	69.4%	48	54.5%
Total	147	100.0%	88	100.0%

Contributing action of pedestrians in vehicle crashes where pedestrians were involved were most often improper crossing, darting, not visible (dark clothing) and inattention. For vehicle crashes involving bicyclists, bicyclists commonly crossed improperly, failed to yield the right of way, darted, failed to obey traffic signs, signals or officer, or were on the wrong side of the road.

TABLE 4.41: PEDESTRIANS AND BICYCLISTS INVOLVED IN VEHICLE CRASHES, BY INJURY SEVERITY, 2007

INJURY SEVERITY	PEDESTRIANS		BICYCLISTS		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
Fatal	4	3%	0	0%	4	2%
Incapacitating	26	17%	9	9%	35	14%
Non-incapacitating	66	42%	41	40%	107	41%
Possible Injury	39	25%	24	24%	63	24%
Not Injured	19	12%	23	23%	42	16%
Unknown	3	2%	5	5%	8	3%
Total	157	100.0%	102	100.0%	259	100%

Around 20% of pedestrians involved in vehicle crashes were seriously injured or killed in 2007. Bicyclists involved in vehicle crashes were less likely to be seriously injured than pedestrians, although both pedestrians and bicyclists are likely to be injured in crashes.

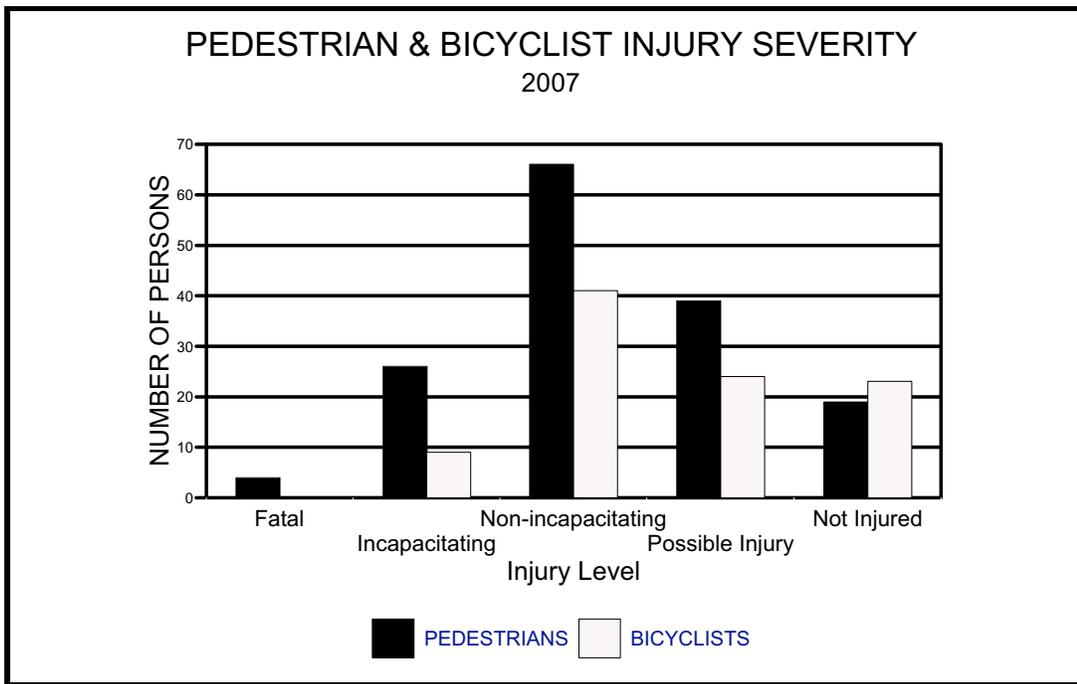


TABLE 4.42: OPERATOR CONTRIBUTING CIRCUMSTANCES OF PEDESTRIAN AND BICYCLE CRASHES BY WEATHER, 2007

CONTRIBUTING CIRCUMSTANCE	PEDESTRIANS		BICYCLISTS	
	CLEAR/ CLOUDY	RAIN/ SNOW/FOG	CLEAR/ CLOUDY	RAIN/ SNOW/FOG
Driving too fast for conditions	5	3	0	0
Failure to keep in proper lane/off road	0	0	1	0
Operating vehicle recklessly	6	0	0	0
Visibility obstructed	10	1	3	0
Excessive speed	0	0	0	0
Following too closely	2	0	0	0
Improper turn	0	0	1	0
Disregarded traffic signs, signals	1	1	1	0
Failure to yield	11	0	14	0
Inattentive	16	1	10	1
Wrong side or wrong way	0	0	1	0
Fell asleep	0	0	0	0
Under influence of medication/drugs/alcohol	6	0	0	0
Operating defective equipment	1	0	0	0
Distraction caused by technology	0	0	0	0
Distracted	3	1	0	0
Swerving due to wind, slippery surface, etc	0	1	0	0
Other/unknown	19	4	12	0
TOTAL	80	12	43	1

Cases with unknown weather were excluded.

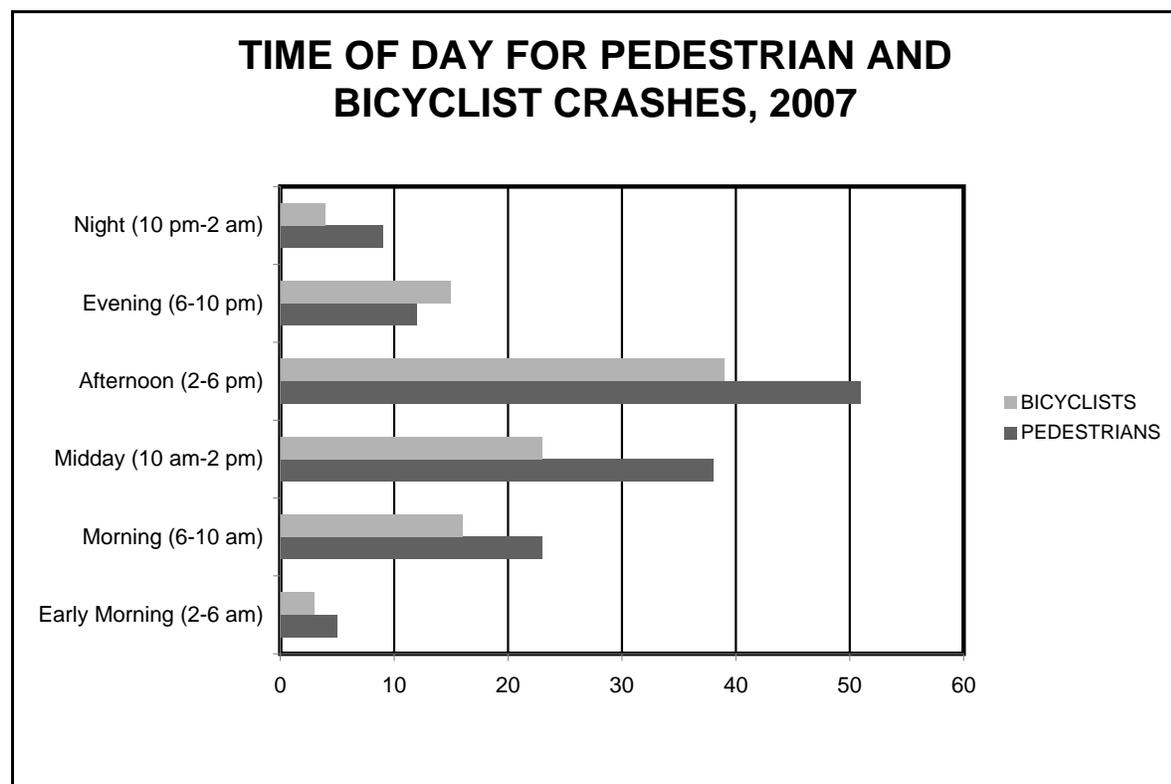
TABLE 4.43: PEDESTRIAN AND BICYCLIST CONTRIBUTING ACTION BY WEATHER, 2007

PEDESTRIAN/BICYCLIST ACTION	PEDESTRIANS		BICYCLISTS	
	CLEAR/ CLOUDY	RAIN/ SNOW/FOG	CLEAR/ CLOUDY	RAIN/ SNOW/FOG
Improper crossing	19	1	11	0
Darting	8	1	7	0
Lying and/or illegally in roadway	2	0	2	0
Failure to yield right of way	2	0	8	1
Not visible (dark clothing)	5	0	1	1
Inattention	4	1	3	0
Failure to obey traffic signs, signals or officer	1	0	4	0
Wrong side of road	1	0	4	1
Other/unknown	86	16	48	3
TOTAL	128	19	88	6

Cases with unknown weather were excluded.

TABLE 4.44: TIME OF DAY FOR PEDESTRIAN & BICYCLIST CRASHES, 2007

TIME	PEDESTRIAN	BICYCLIST
Early Morning (2-6 am)	5	3
Morning (6-10 am)	23	16
Midday (10 am-2 pm)	38	23
Afternoon (2-6 pm)	51	39
Evening (6-10 pm)	12	15
Night (10 pm-2 am)	9	4
TOTAL	138	100



PEDESTRIAN & BICYCLE CRASHES, 2007

TABLE 4.45 DAY OF WEEK, 2007

DAY	Pedestrian	Bicycle
Sunday	9	13
Monday	23	14
Tuesday	22	17
Wednesday	17	8
Thursday	24	16
Friday	27	20
Saturday	18	13
TOTAL	140	101

TABLE 4.46: MONTH OF YEAR, 2007

MONTH	Pedestrian	Bicycle
January	13	8
February	11	2
March	7	3
April	10	4
May	8	10
June	14	14
July	12	11
August	11	9
September	14	13
October	13	7
November	13	12
December	14	8
TOTAL	140	101

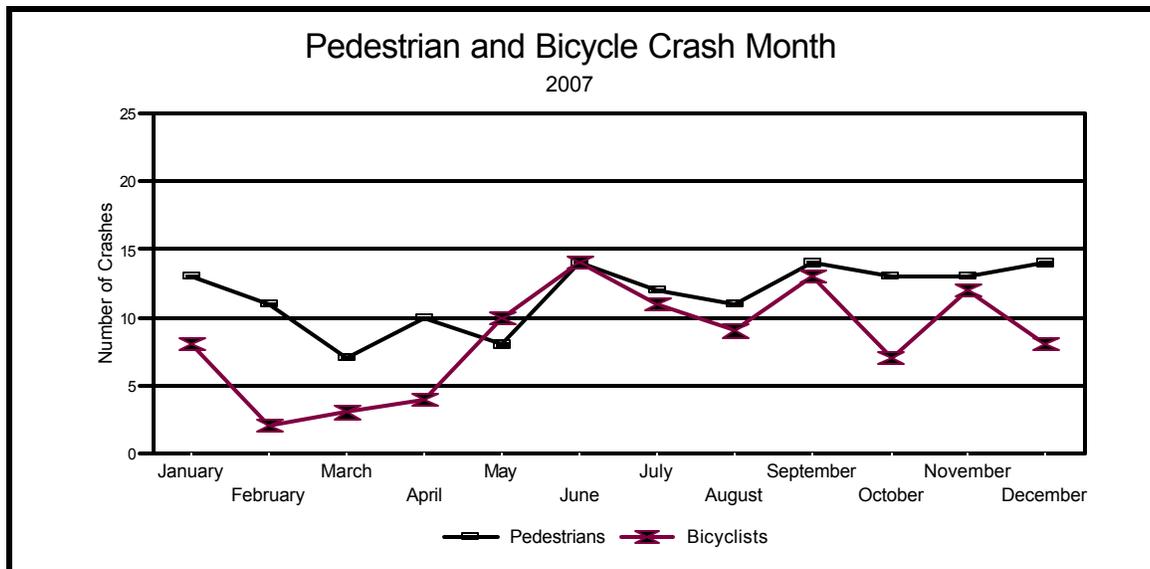
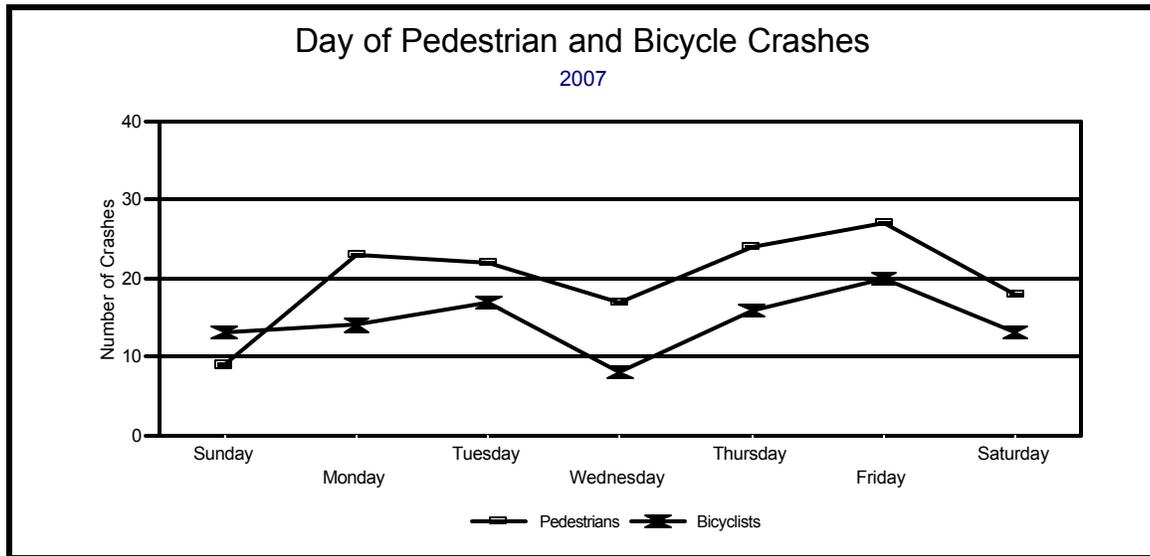


TABLE 4.47: PEDESTRIANS & BICYCLISTS INVOLVED IN CRASHES BY AGE AND GENDER, 2007

AGE GROUP	PEDESTRIANS						BICYCLISTS						TOTAL	
	MALE		FEMALE		TOTAL		MALE		FEMALE		TOTAL		N	%
	N	%	N	%	N	%	N	%	N	%	N	%		
Under 10 years	5	6.0%	5	7.6%	10	6.7%	4	5.7%	1	4.5%	5	5.4%	15	6.2%
10 to 14	4	4.8%	3	4.5%	7	4.7%	14	20.0%	1	4.5%	15	16.3%	22	9.1%
15 to 17	9	10.7%	6	9.1%	15	10.0%	4	5.7%	4	18.2%	8	8.7%	23	9.5%
18 to 20	2	2.4%	7	10.6%	9	6.0%	12	17.1%	4	18.2%	16	17.4%	25	10.3%
21 to 24	9	10.7%	5	7.6%	14	9.3%	9	12.9%	2	9.1%	11	12.0%	25	10.3%
25 to 29	11	13.1%	6	9.1%	17	11.3%	5	7.1%	3	13.6%	8	8.7%	25	10.3%
30 to 34	5	6.0%	3	4.5%	8	5.3%	4	5.7%	2	9.1%	6	6.5%	14	5.8%
35 to 39	6	7.1%	2	3.0%	8	5.3%	5	7.1%	2	9.1%	7	7.6%	15	6.2%
40 to 44	7	8.3%	3	4.5%	10	6.7%	3	4.3%	0	0.0%	3	3.3%	13	5.4%
45 to 49	7	8.3%	2	3.0%	9	6.0%	3	4.3%	1	4.5%	4	4.3%	13	5.4%
50 & older	19	22.6%	24	36.4%	43	28.7%	7	10.0%	2	9.1%	9	9.8%	52	21.5%
Total	84	100.0%	66	100.0%	150	100.0%	70	100.0%	22	100.0%	92	100.0%	242	100.0%

Twenty-nine percent of the pedestrians involved in crashes were in the 50 & older age category, the next largest groups were the 25-29 year olds at 11.3%. Youth 17 years old and younger accounted for 30.4% of the bicyclists involved in crashes.

PEDESTRIAN & BICYCLE CRASHES BY AGE 2007

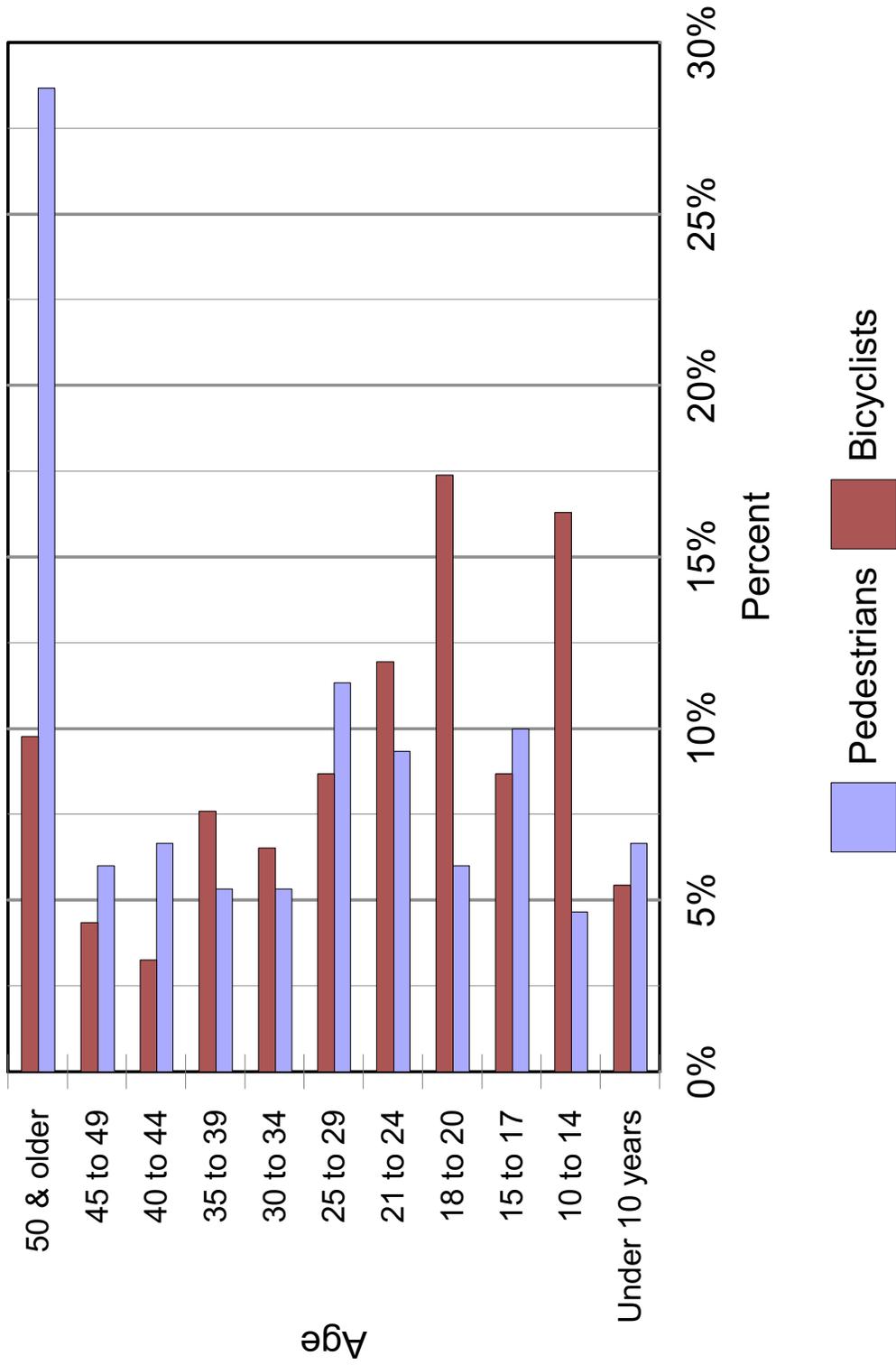


TABLE 4.48: PEDESTRIAN & BICYCLE CRASHES BY CRASH TYPE, 2007

CRASH TYPE	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Fatal	4	2.90%	0	0.00%	4	1.70%
Injury	118	84.30%	75	74.30%	193	80.10%
Property	18	12.90%	26	25.70%	44	18.30%
TOTAL	140	100.00%	101	100.00%	241	100.00%

A large portion of pedestrian (87.2%) and bicycle (74.3%) crashes resulted in an injury or death.

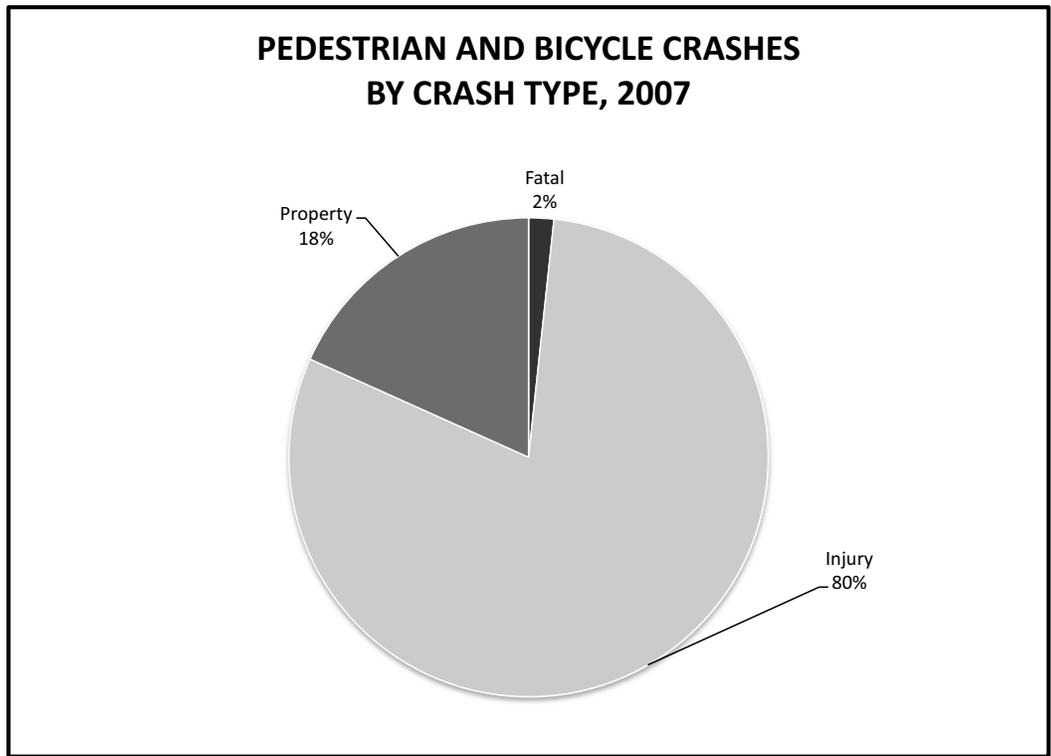
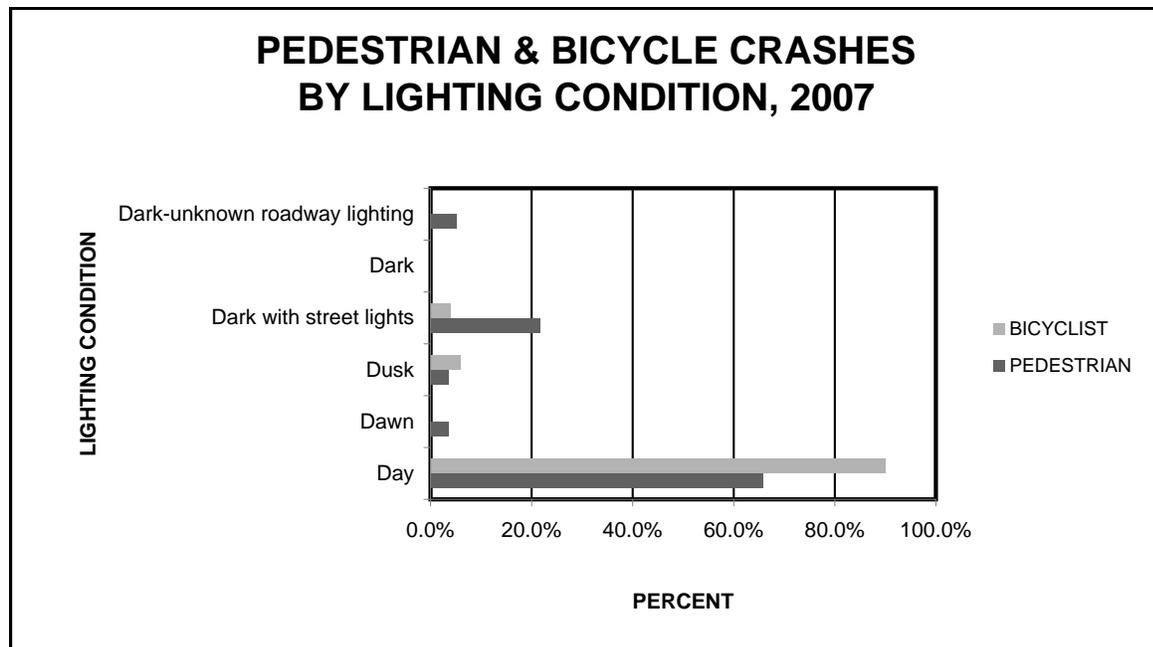


TABLE 4.49: PEDESTRIAN & BICYCLE CRASHES BY LIGHTING CONDITION, 2007

LIGHTING CONDITIONS	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Day	91	65.9%	90	90.0%	181	76.1%
Dawn	5	3.6%	0	0.0%	5	2.1%
Dusk	5	3.6%	6	6.0%	11	4.6%
Dark with street lights	30	21.7%	4	4.0%	34	14.3%
Dark	0	0.0%	0	0.0%	0	0.0%
Dark-unknown roadway lighting	7	5.1%	0	0.0%	7	2.9%
TOTAL	138	100.0%	100	100.0%	238	100.0%

The largest percent of both pedestrian (65.9%) and bicycle (90%) crashes occurred during daylight hours.



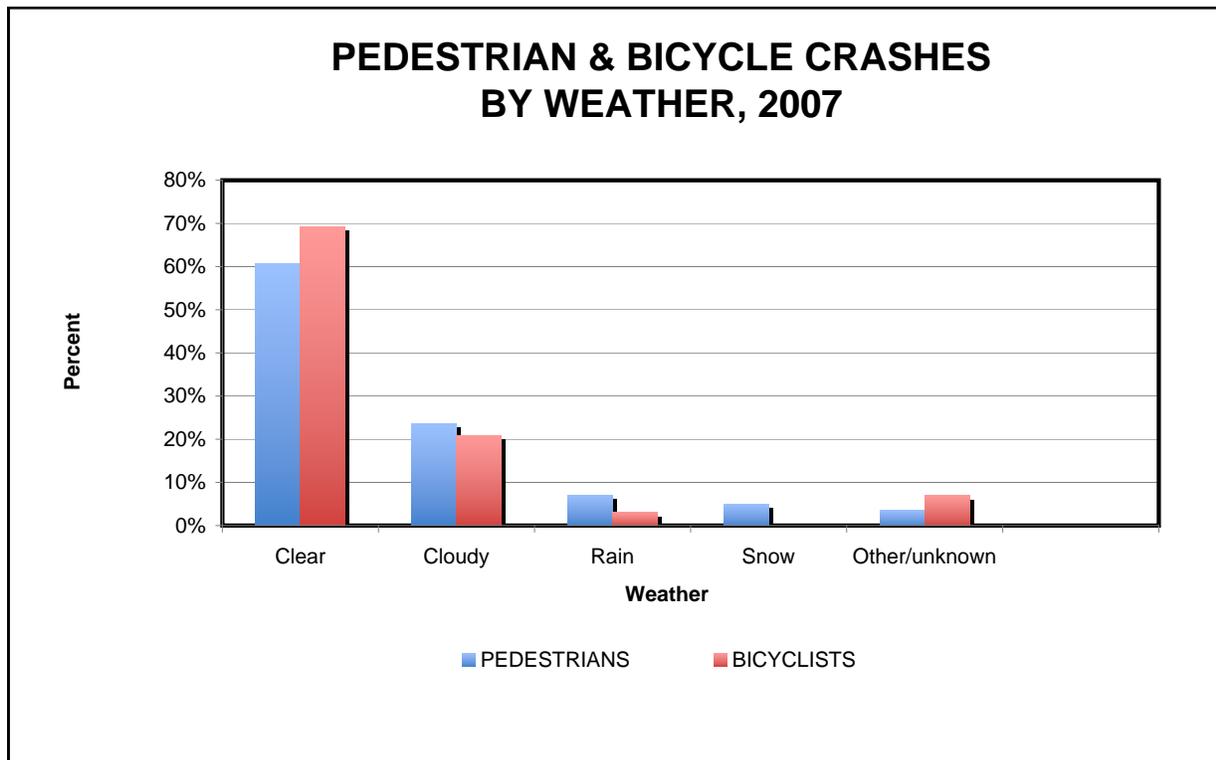
**TABLE 4.50: PEDESTRIAN & BICYCLE CRASHES
BY ALCOHOL INVOLVEMENT OF DRIVER, 2007**

ALCOHOL	PEDESTRIAN		BICYCLE		TOTAL	
	N	%	N	%	N	%
Alcohol related	10	7.10%	1	1.00%	11	4.60%
Nonalcohol related	130	92.90%	100	99.00%	230	95.40%
TOTAL	140	100.00%	101	100.00%	241	100.00%



TABLE 4.51: PEDESTRIAN & BICYCLE CRASHES BY WEATHER, 2007

WEATHER	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Clear	85	60.70%	70	69.30%	155	64.30%
Cloudy	33	23.60%	21	20.80%	54	22.40%
Rain	10	7.10%	3	3.00%	13	5.40%
Sleet, hail, freezing rain, or drizzle	0	0.00%	0	0.00%	0	0.00%
Snow	7	5.00%	0	0.00%	7	2.90%
Other/unknown	5	3.60%	7	6.90%	12	5.00%
TOTAL	140	100.00%	101	100.00%	241	100.00%



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SECTION 5

Citations

SECTION 5

This section of the report includes citation and adjudication data from sources other than police reports of motor vehicle crashes. Data presented here are drawn from the Vermont Judicial Bureau for citations and Vermont District Court for criminal cases. Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis. The purpose of this section is to describe offense patterns and the characteristics of violators in order to provide a context for crash data presented in earlier sections of this report and policy relevant information.

Data from the Judicial Bureau indicates that the number of traffic citations issued in 2007 was 112,460, a decrease of about 11% from the 2006 number. There were 8,999 criminal motor vehicle charges disposed in District Court, less than a 1% increase from the 2006 level. The largest category was DUI-1st at 2,735 or 30.4% of the total charges. Driving with license suspended followed at 2,686 or 29.8%. In addition, Reckless - C & N accounted for 16.7% of the total at 1,499 a decrease of less than 1% from the 2006 level. The total number of convictions for motor vehicle offenses was 6,469, a decrease of 1.1% from 2006.

The descriptive analyses of traffic citations presented in this section indicate that the majority (56.8%) of citations issued are for speeding. The next single largest category (10.0%) is for illegal operation, which includes violations such as operating without a valid license or permit. 18.13% of violations pertain to registration, inspection, insurance, and equipment, with only 5.8% considered other moving violations. Local police departments issued the most citations, about 35.4%, followed by state police (34.8%) and sheriffs and constables (24.7%).

The 2007 data indicate that more than 7 out of 10 speeding citations (78.7%) are issued on non-interstate highways. Moreover, 91.2% of the interstate and 84.7% of the non-interstate speed citations were for speeds exceeding the posted limit by more than 10 miles per hour. The median speed over posted speed limits on non-interstate highways is similar to that on Vermont's interstate highways (16-20 miles per hour). Also worthy of note is that half of the speeding citations issued in 2007 (as in previous years) were on roadways with posted limits of 45 miles per hour or less.

A basic profile of violators is also presented in this section of the report. The most distinctive findings are that 68.3% of persons issued citations are males, and that persons under the age of 30 account for about 50% of all violations other than speeding. Persons cited for speeding are slightly older, although nearly 4 in 10 (36%) are under the age of 35. The modal age for all violation types in 2007 was 21-24 years old, the same as in 2006. Also of importance is the continued high incidence of speeding citations for 18-20 year old drivers. Although this age group accounted for only 4.6 percent of all drivers licensed in Vermont, they accounted for 10.3% of all speeding tickets issued and experienced the highest rates of citation at 254.0 per 1,000 licensed drivers (about 1 in 4). In contrast, drivers 35 years and older experienced a speeding citation rate of 89.92 per 1,000 licensed drivers (about 1 in 11).

A variety of DUI data are also presented in this section and indicate patterns similar to those found with traffic citations. Specifically, offenders are more likely to be male (77.8%), and relatively young with a median age of 32.0 years. Approximately 57% of the DUI charges in 2007 were issued to persons between 21 and 39 years of age, a pattern similar to that found in earlier years. A number of reference tables are included in this section to portray DUI adjudication activity in 2007 and previous years.

Finally, the citation data indicate a 7.8% decrease in the number of child restraint system violations written in 2007. In addition, 72 citations were written for illegally passing a school bus, a decrease of 14% from the 2006 level. Data on other selected highway safety violations are included in this section and will continue to serve as baseline for assessing safety policy and programs.

TABLE 5.1: VERMONT TRAFFIC CITATIONS FILED, 1986-2007 *

<u>Year</u>	<u>Number</u>
1986	106,276
1987	94,865
1988	91,775
1989	89,063
1990	76,743
1991	81,578
1992	81,219
1993	72,306
1994	72,343
1995	71,222
1996	68,572
1997	70,031
1998	80,316
1999	79,534
2000	89,649
2001	97,557
2002	101,419
2003	125,335
2004	126,513
2005	125,895
2006	126,678
2007	112,460

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* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

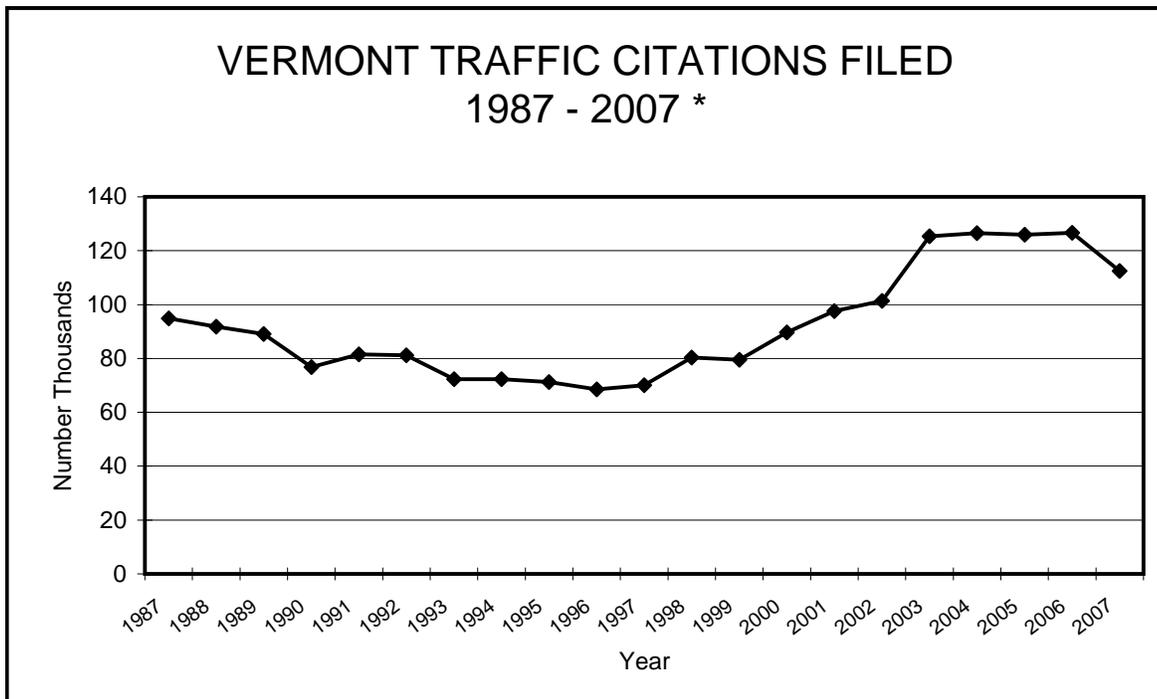


TABLE 5.2: CRIMINAL MOTOR VEHICLE CHARGES AND CONVICTIONS*, 2003 - 2007

DMV Offense Category	Year of Disposition														
	2003			2004			2005			2006			2007		
	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted
Driving with License Suspended	3,003	1,407	46.9%	1,763	1,124	63.8%	1,819	1,334	73.3%	2,000	1,523	76.2%	2,686	1,826	68.0%
DUI-1st	2,599	2,099	80.8%	2,904	2,334	80.4%	2,964	2,219	74.9%	3,096	2,249	72.6%	2,735	2,007	73.4%
DUI **	944	766	81.1%	1,089	880	80.8%	1,052	795	75.6%	1,102	819	74.3%	997	747	74.9%
DUI - Death Resulting	4	3	75.0%	7	5	71.4%	1	1	100.0%	7	5	71.4%	3	3	100.0%
DUI - Injury Resulting	5	3	60.0%	17	8	47.1%	13	9	69.2%	15	8	53.3%	15	10	66.7%
Eluding	238	155	65.1%	216	156	72.2%	228	159	69.7%	234	163	69.7%	207	152	73.4%
License / Title Violation	66	27	40.9%	18	7	38.9%	49	21	42.9%	47	17	36.2%	10	6	60.0%
Leaving Scene of Accident	296	190	64.2%	346	218	63.0%	348	239	68.7%	396	259	65.4%	316	202	63.9%
Operating without Owners Consent	171	120	70.2%	187	115	61.5%	187	110	58.8%	146	87	59.6%	165	98	59.4%
Reckless C & N	1,316	1,109	84.3%	1,473	1,259	85.5%	1,504	1,219	81.1%	1,500	1,250	83.3%	1,499	1,247	83.2%
DUI Refusal	150	40	26.7%	179	53	29.6%	183	50	27.3%	180	43	23.9%	154	37	24.0%
Other	132	81	61.4%	178	114	64.0%	179	108	60.3%	206	120	58.3%	212	134	63.2%
Total	8,924	6,000	67.2%	8,377	6,273	74.9%	8,527	6,264	73.5%	8,929	6,543	73.3%	8,999	6,469	71.9%

* Based on the number of charges and convictions, not the number of people charged and/or convicted.

** Includes DUI-2nd, DUI-3rd and subsequent, DUI-Unspecified Offense Number, DUI BAC > .10, and DUI .08 BAC.

TRENDS, CRIMINAL MOTOR VEHICLE CHARGES 1996-2007

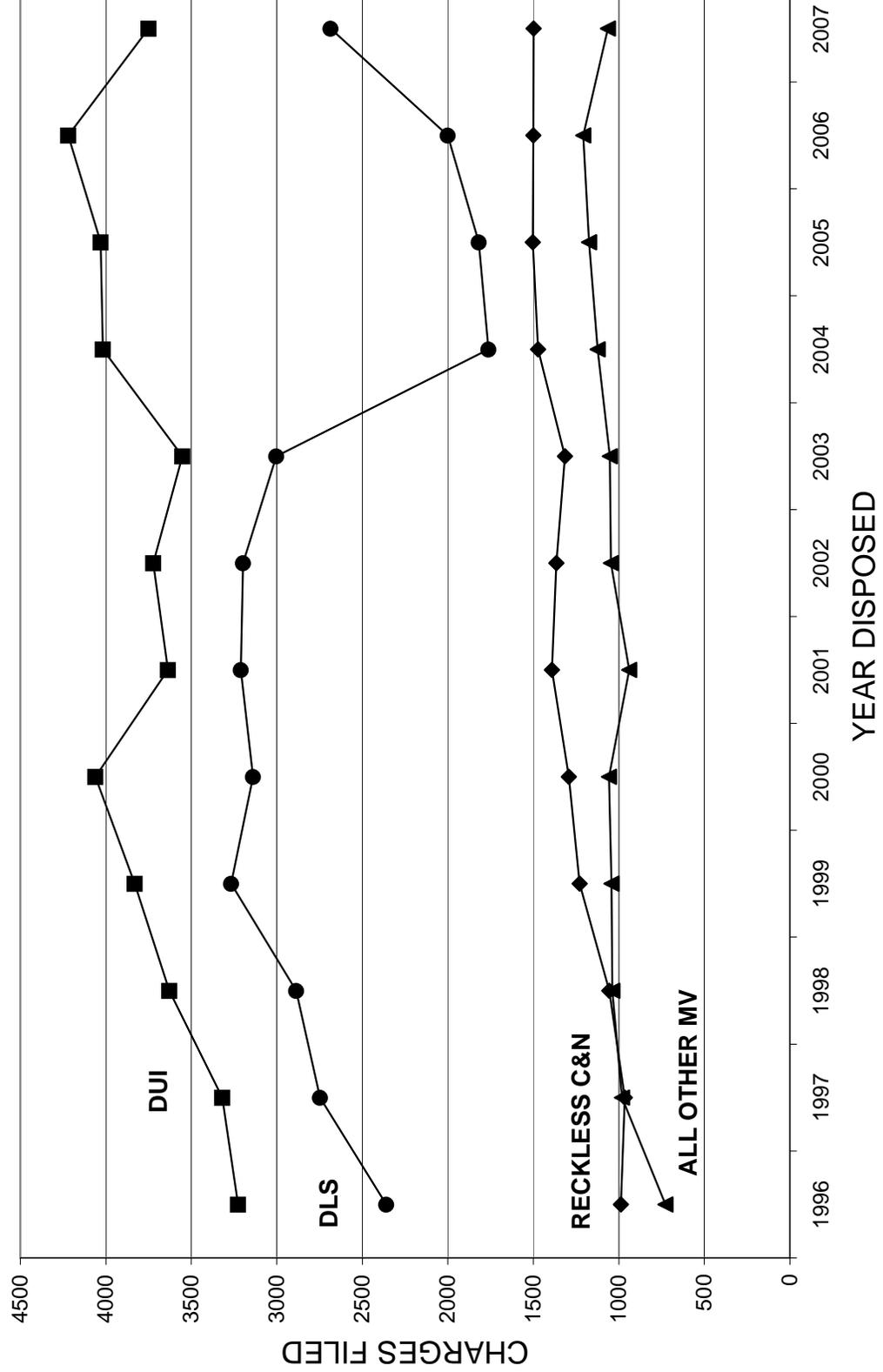


TABLE 5.3: MOST FREQUENT CITATIONS CHARGED, SINGLE AND MULTIPLE VEHICLE CRASHES, 2007

SINGLE VEHICLE CRASHES		2 VEHICLE CRASHES		3 OR MORE VEHICLE CRASHES	
CITATION	TOTAL CITATIONS N PERCENT	CITATION	TOTAL CITATIONS N PERCENT	CITATION	TOTAL CITATIONS N PERCENT
Speeding	420 31.3%	Operating without Insurance	264 17.5%	Following too closely	23 17.8%
Driving road laned for traffic	313 23.3%	DLS	14 0.9%	Speeding	18 14.0%
Operating without Insurance	194 14.4%	Speeding	153 10.1%	Operating without Insurance	24 18.6%
DLS	8 0.6%	Following too closely	158 10.5%	DLS	0 0.0%
Driving to right	93 6.9%	Fail to yield/stop intersection	81 5.4%	Fail to yield/stop intersection	3 2.3%
Operating with no license	66 4.9%	Driving to right	68 4.5%	Operating with no license	17 13.2%
Not registered	54 4.0%	Driving road laned for traffic	83 5.5%	Defective equipment	1 0.8%
DWI	12 0.9%	Failure to yield vehicle turning left	78 5.2%	Violation local ordinance	3 2.3%
Under 18/21 & .02% or more alcohol cons	30 2.2%	Not registered	50 3.3%	Failure to yield vehicle turning left	5 3.9%
Defective equipment	28 2.1%	Operating with no license	154 10.2%	Driving to right	5 3.9%
All Other	125 9.3%	All Other	408 27.0%	All Other	30 23.3%
Total	1343 100%	Total	1511 100%	Total	129 100%
% of Total Number of Single Vehicle Crashes Resulting in at least 1 Citation	22.3%	% of Total Number of 2 Vehicle Crashes Resulting in at least 1 Citation	12.6%	% of Total Number of 3 Vehicle Crashes Resulting in at least 1 Citation	19.3%

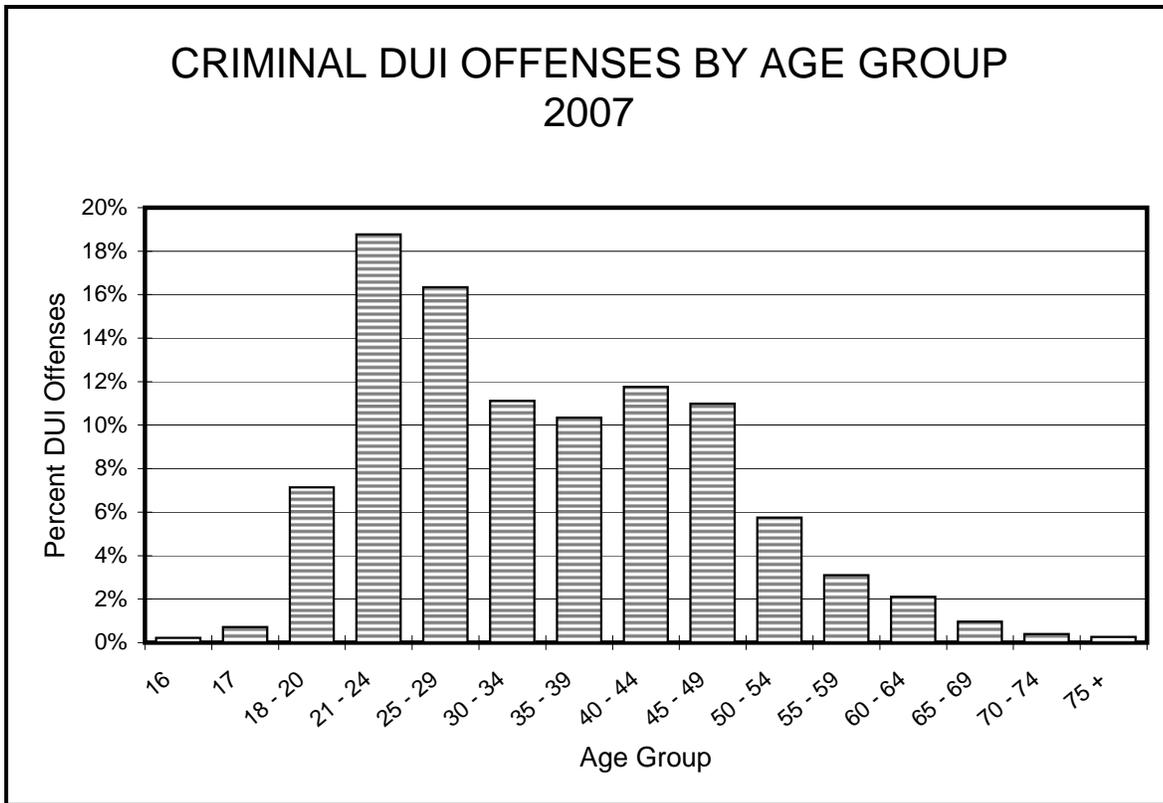
The most frequent violations cited in single vehicle crashes were speeding, and driving road laned for traffic. In multiple vehicle crashes, the most frequent citations were operating without insurance, speeding, following too closely and operating with no license.

TABLE 5.4: CRIMINAL DUI OFFENSES BY AGE GROUP, 2007

<u>Age Group</u>	<u>Number</u>	<u>Percent</u>
16	8	0.2%
17	27	0.7%
18 - 20	267	7.1%
21 - 24	702	18.8%
25 - 29	611	16.3%
30 - 34	416	11.1%
35 - 39	387	10.3%
40 - 44	440	11.8%
45 - 49	411	11.0%
50 - 54	215	5.7%
55 - 59	116	3.1%
60 - 64	79	2.1%
65 - 69	36	1.0%
70 - 74	15	0.4%
75 +	10	0.3%
Total	3,740	100%

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56.6 % of the DUI charges disposed in 2007 involved persons between 21 and 39 years of age, a pattern similar to that found in earlier years. The median age for persons with a DUI charge disposed in 2007 was 32.0 years, which is the same as the median age found in 2006.

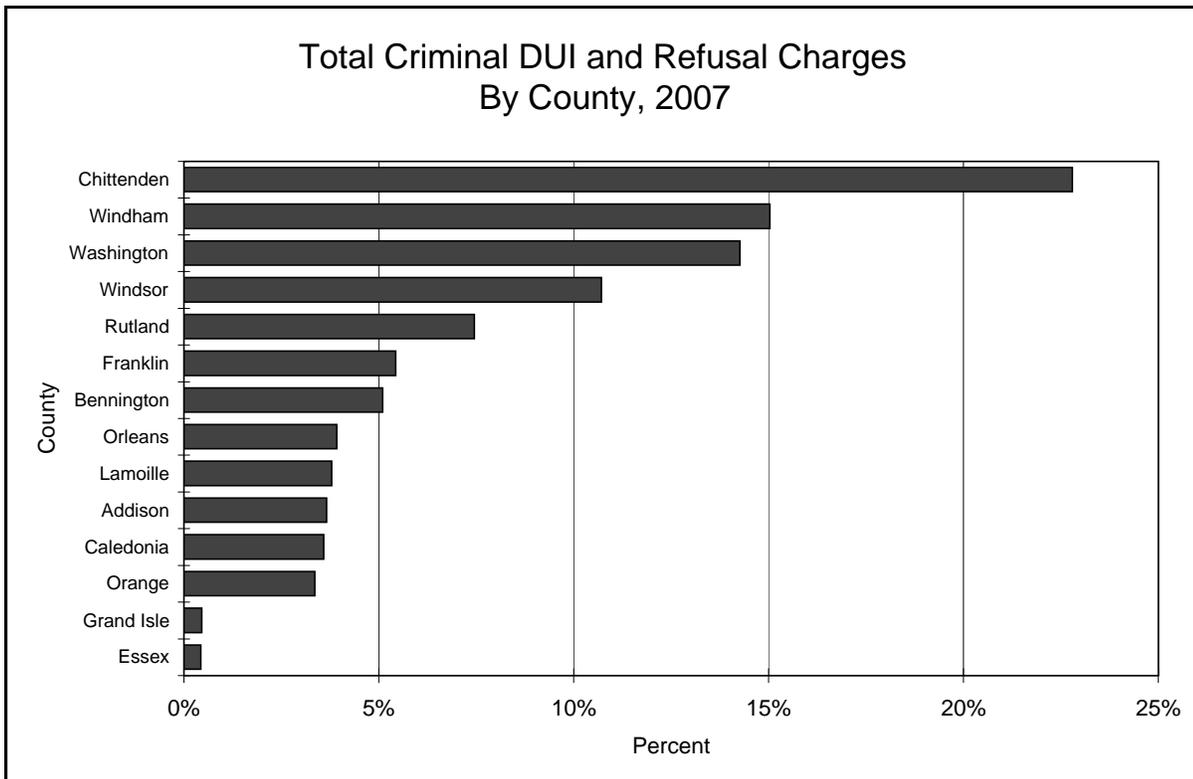


**TABLE 5.5: CRIMINAL DUI AND REFUSAL CHARGES*
BY COUNTY, 2003-2007**

County	2003		2004		2005		2006		2007		Total	
	N	%	N	%	N	%	N	%	N	%	N	%
Addison	159	4.3%	160	3.8%	195	4.6%	189	4.3%	143	3.7%	846	4.1%
Bennington	246	6.6%	327	7.8%	201	4.8%	207	4.7%	199	5.1%	1,180	5.8%
Caledonia	119	3.2%	144	3.4%	189	4.5%	193	4.4%	140	3.6%	785	3.8%
Chittenden	1,003	27.1%	1,021	24.3%	869	20.6%	910	20.7%	890	22.8%	4,693	23.0%
Essex	14	0.4%	20	0.5%	31	0.7%	26	0.6%	17	0.4%	108	0.5%
Franklin	240	6.5%	325	7.7%	288	6.8%	165	3.8%	212	5.4%	1,230	6.0%
Grand Isle	29	0.8%	26	0.6%	28	0.7%	9	0.2%	18	0.5%	110	0.5%
Lamoille	145	3.9%	164	3.9%	170	4.0%	166	3.8%	148	3.8%	793	3.9%
Orange	128	3.5%	140	3.3%	121	2.9%	123	2.8%	131	3.4%	643	3.1%
Orleans	120	3.2%	161	3.8%	112	2.7%	170	3.9%	153	3.9%	716	3.5%
Rutland	343	9.3%	377	9.0%	332	7.9%	412	9.4%	291	7.5%	1,755	8.6%
Washington	552	14.9%	598	14.3%	672	16.0%	592	13.5%	557	14.3%	2,971	14.6%
Windham	313	8.5%	418	10.0%	678	16.1%	838	19.0%	587	15.0%	2,834	13.9%
Windsor	291	7.9%	315	7.5%	327	7.8%	400	9.1%	418	10.7%	1,751	8.6%
Total	3,702	100%	4,196	100%	4,213	100%	4,400	100%	3,904	100%	20,415	100%

* Based on the number of charges, not the number of people charged.

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**TABLE 5.6: TOTAL CRIMINAL DUI AND REFUSAL CHARGES*
BY SEX, 2003 - 2007**

DUI Offense Category	Male		Female		Total
	N	%	N	%	
DUI-1st	10,531	75.7%	3,374	24.3%	13,905
DUI **	4,227	82.8%	877	17.2%	5,104
DUI-Death Resulting	17	77.3%	5	22.7%	22
DUI-Injury Resulting	53	81.5%	12	18.5%	65
DUI Refusal	673	81.0%	158	19.0%	831
Total	15,501	77.8%	4,426	22.2%	19,927

* Based on the number of charges, not the number of people charged.
 ** Includes DUI-2nd, DUI-3rd and subsequent, DUI-Unspecified Offense Number, DUI BAC >.10 and DUI .08 BAC.

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**TOTAL DUI AND REFUSAL OFFENSES BY SEX
2003 - 2007**

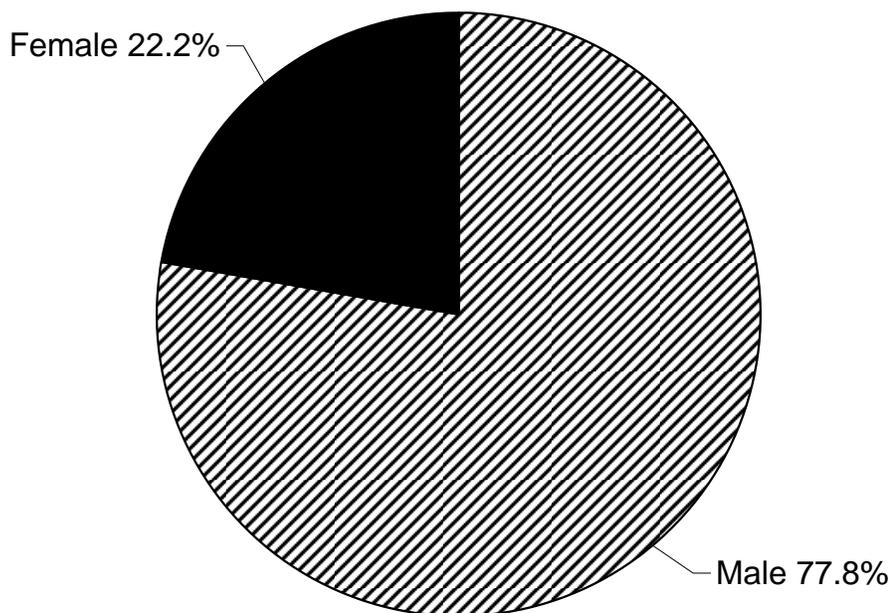
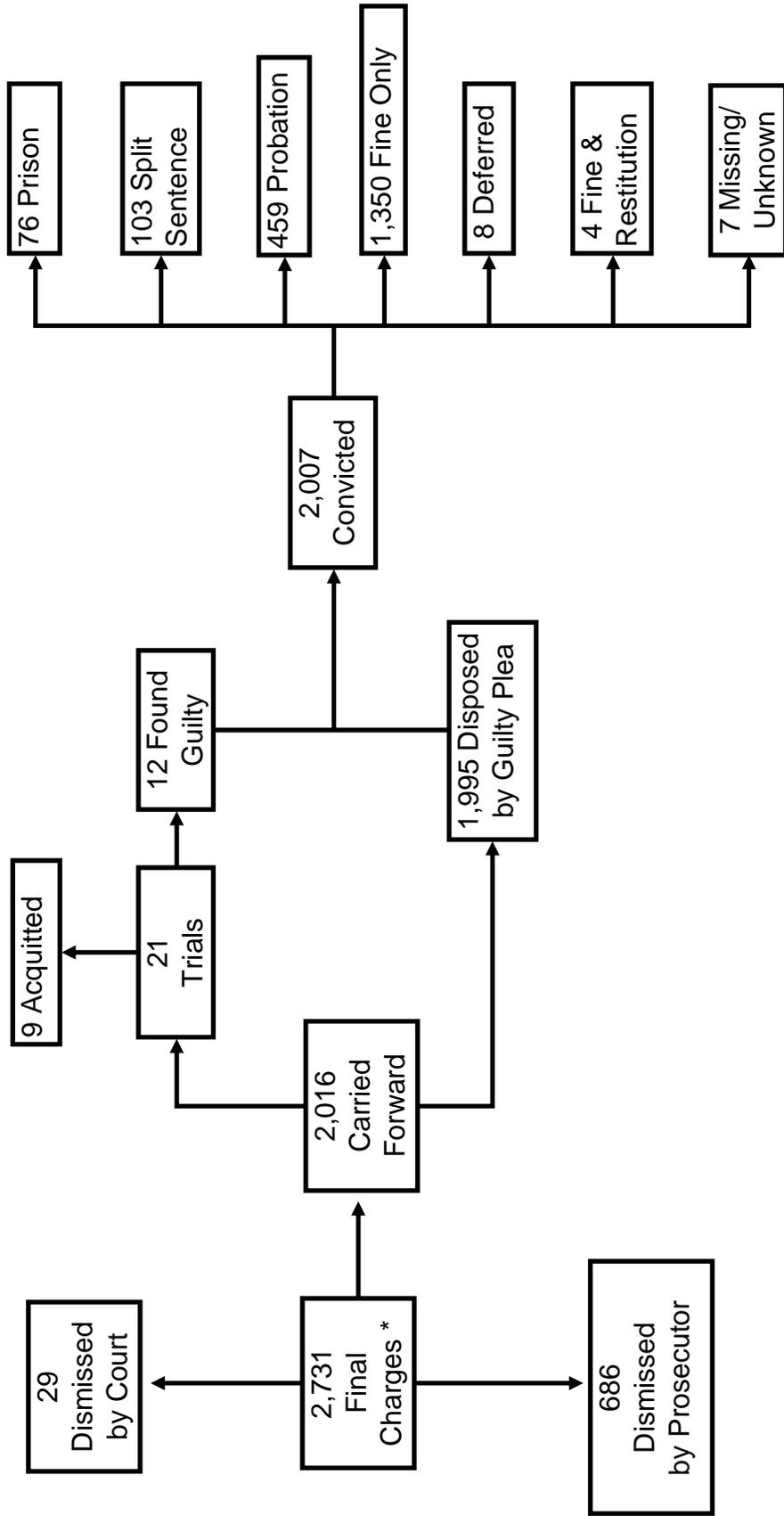
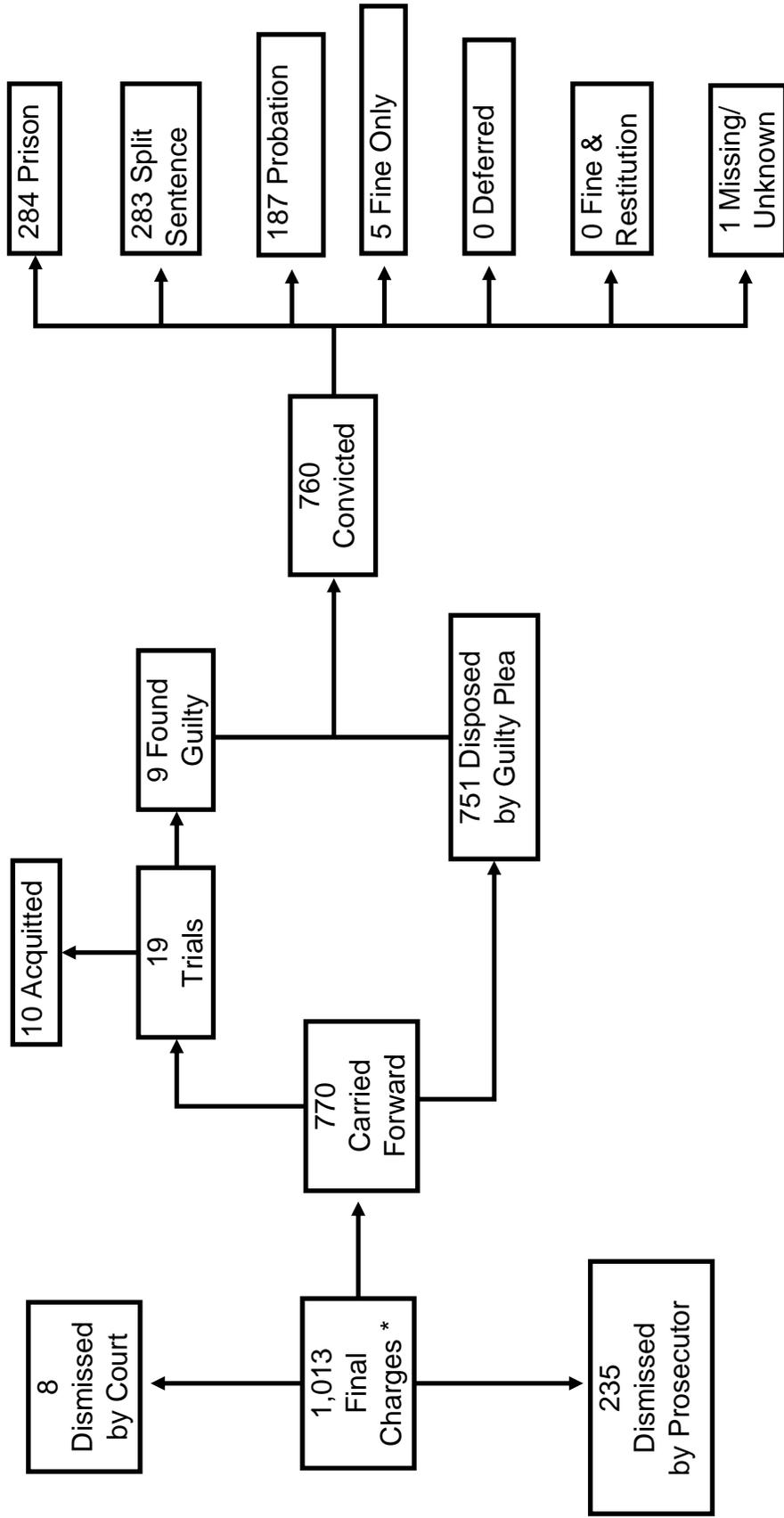


FIGURE 5.1: CASE FLOW FOR DUI FIRST OFFENSE, 2007



Based on the number of final charges, not the number of people charged.
Does not include 4 cases with disposition transferred for change of venue.

FIGURE 5.2: CASE FLOW FOR DUI SECOND OR GREATER OFFENSE, 2007



Based on the number of final charges, not the number of people charged.
Does not include 2 cases with transferred for change of venue.

**TABLE 5.7: CRIMINAL DUI AND REFUSAL CHARGES*
BY AGE GROUP, 2003-2007**

Age Group	2003		2004		2005		2006		2007		Total	
	N	%	N	%	N	%	N	%	N	%	N	%
16 years	9	0.2%	5	0.1%	6	0.1%	7	0.2%	8	0.2%	35	0.2%
17 years	18	0.5%	29	0.7%	34	0.8%	35	0.8%	27	0.7%	143	0.7%
18 to 20 years	253	6.9%	308	7.4%	303	7.2%	317	7.2%	268	6.9%	1,449	7.1%
21 to 24 years	668	18.1%	794	19.0%	819	19.5%	824	18.8%	715	18.4%	3,820	18.8%
25 to 29 years	553	15.0%	619	14.8%	646	15.4%	683	15.6%	631	16.2%	3,132	15.4%
30 to 34 years	468	12.7%	473	11.3%	477	11.4%	501	11.4%	432	11.1%	2,351	11.6%
35 to 39 years	544	14.8%	524	12.5%	453	10.8%	510	11.6%	420	10.8%	2,451	12.0%
40 to 44 years	492	13.4%	588	14.0%	571	13.6%	540	12.3%	471	12.1%	2,662	13.1%
45 to 49 years	309	8.4%	378	9.0%	408	9.7%	426	9.7%	428	11.0%	1,949	9.6%
50 to 54 years	174	4.7%	239	5.7%	234	5.6%	289	6.6%	225	5.8%	1,161	5.7%
55 to 59 years	110	3.0%	124	3.0%	135	3.2%	134	3.1%	124	3.2%	627	3.1%
60 to 64 years	44	1.2%	70	1.7%	56	1.3%	70	1.6%	81	2.1%	321	1.6%
65 to 69 years	24	0.7%	17	0.4%	38	0.9%	29	0.7%	36	0.9%	144	0.7%
70 to 74 years	14	0.4%	14	0.3%	9	0.2%	14	0.3%	16	0.4%	67	0.3%
75 years & Older	4	0.1%	5	0.1%	5	0.1%	9	0.2%	12	0.3%	35	0.2%
Total	3,684	100%	4,187	100%	4,194	100%	4,388	100%	3,894	100%	20,347	100%

* Based on the number of charges, not the number of people charged.

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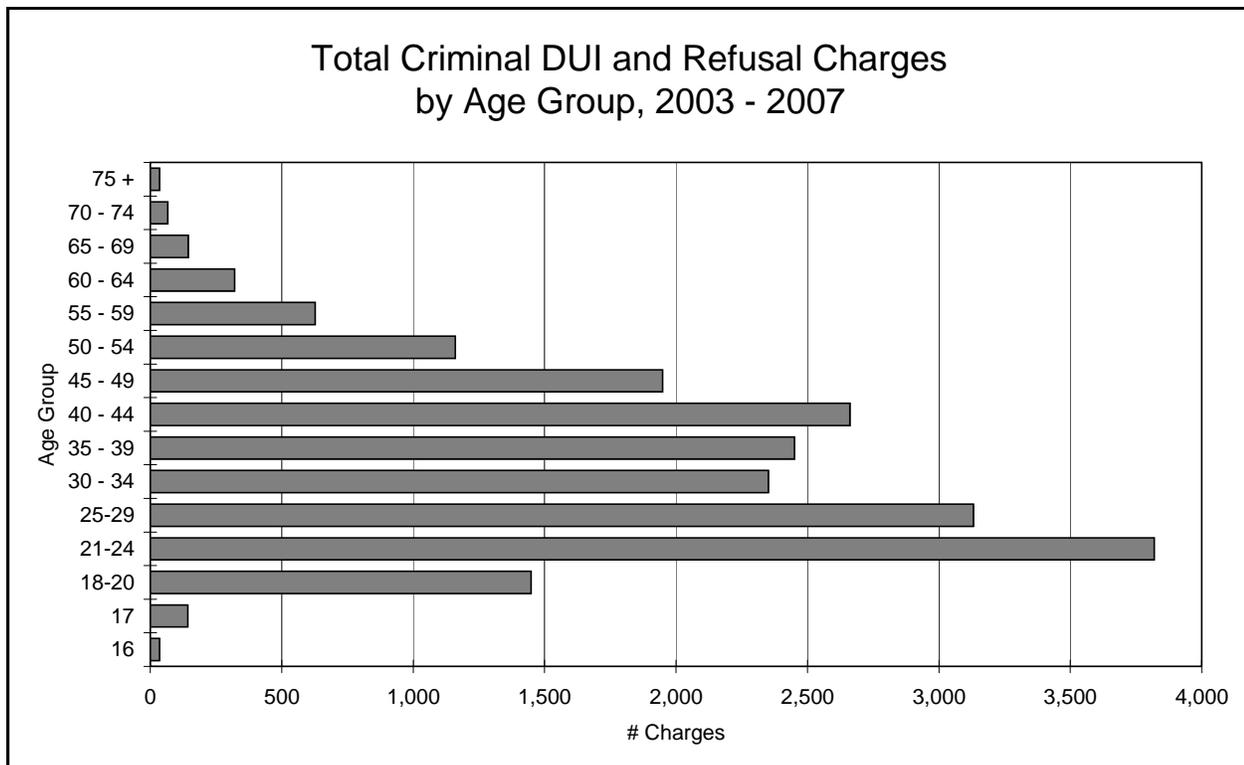


TABLE 5.8: TRAFFIC CITATIONS BY TYPE, 2007

Citation	Number	Percent
Speeding	63,914	56.8%
Illegal Operator	11,260	10.0%
Moving Violation	6,475	5.8%
Inspection Violation	5,865	5.2%
No Insurance	5,591	5.0%
Registration Violation	4,040	3.6%
Equipment	4,898	4.4%
All Others	10,417	9.3%
Total	112,460	100%

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Speeding continued to be the most frequent traffic citation issued in 2007, and accounted for 56.8% of all tickets issued. The next largest violation was for illegal operator, which accounted for 10.0% of all violations. Citations for combined illegal operation (e.g. inspection, registration, insurance, equipment) accounted for an additional 18.13% of citations issued. Relatively few citations (5.8%) were for other moving violations, as has been the case in previous years.

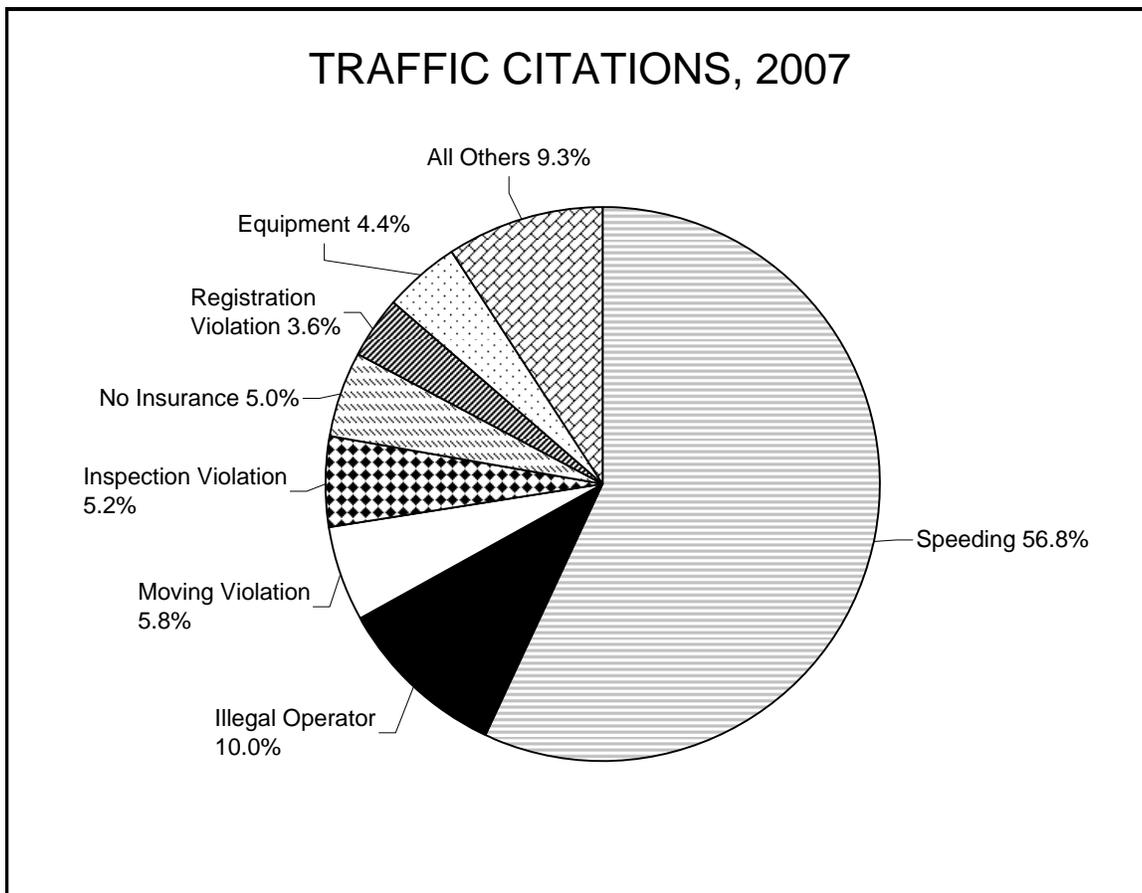


TABLE 5.9: TRAFFIC CITATIONS BY COUNTY, 2007

County	TRAFFIC CITATION										Rate per Million VMT
	Speeding	Illegal Operator	Moving Violation	Inspection Violation	Registration Violation	No Insurance	Equipment Violation	All Others	Total		
Addison	4,578	461	267	293	138	151	261	429	6,578	15.6	
Bennington	5,923	871	415	580	257	313	232	626	9,217	21.9	
Caledonia	2,167	504	272	245	175	269	216	491	4,339	10.5	
Chittenden	8,265	2,854	1,670	1,391	1,107	1,139	916	2,100	19,442	12.8	
Essex	487	108	187	31	62	44	98	893	1,910	26.5	
Franklin	2,682	845	339	347	264	480	456	669	6,082	12.7	
Grand Isle	829	146	131	39	34	43	95	128	1,445	16.1	
Lamoille	1,322	369	166	355	193	176	87	235	2,903	10.6	
Orange	2,977	430	232	208	159	239	252	341	4,838	11.3	
Orleans	2,875	553	236	163	192	224	204	316	4,763	15.7	
Rutland	8,118	1,285	1,015	990	465	981	1,020	1,247	15,121	22.0	
Washington	5,046	770	450	486	361	695	235	758	8,801	12.6	
Windham	7,211	865	559	318	268	322	294	517	10,354	15.3	
Windsor	11,402	1,193	530	415	361	511	530	1,451	16,393	15.8	
TOTAL	63,882	11,254	6,469	5,861	4,036	5,587	4,896	10,201	112,186	14.9	

Note: 274 cases for which the county was unknown were omitted.

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Citations issued in Chittenden county comprised approximately 17 percent of the statewide total, about the same proportion as in previous years. However, Essex (26.5), Rutland (22.0) and Bennington (21.9) experienced the highest number of citations issued per million vehicle miles traveled compared to Chittenden (12.8) and the statewide average of 14.9.

TRAFFIC CITATIONS BY COUNTY VMT RATE, 2007

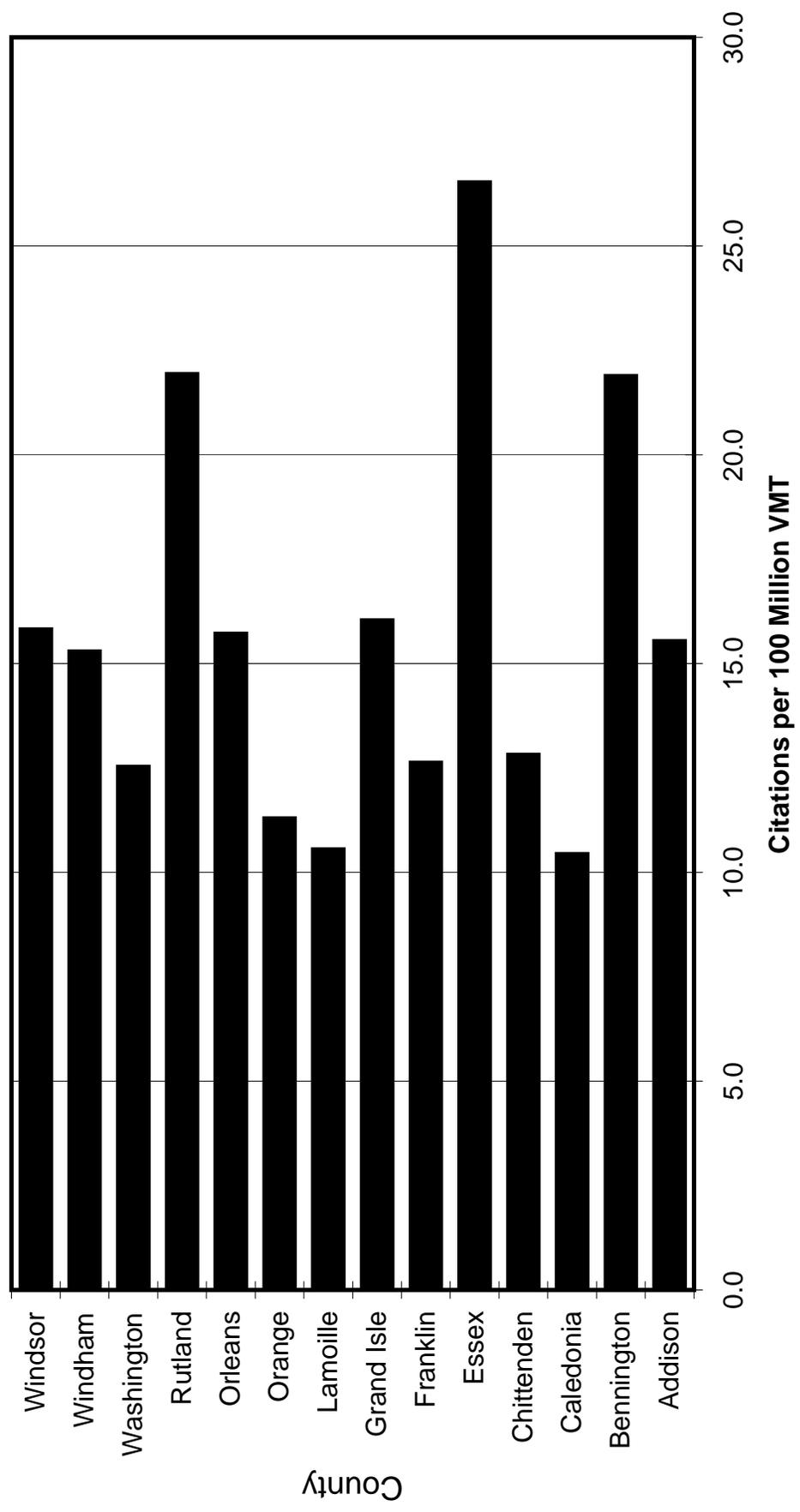


TABLE 5.10: SPEEDING CITATIONS: MPH OVER POSTED SPEED LIMIT BY HIGHWAY TYPE, 2007

MPH Over Limit	HIGHWAY TYPE				Total
	INTERSTATE		NON-INTERSTATE		
	N	%	N	%	
1 - 5	38	17.0%	186	83.0%	224
6 - 10	660	12.4%	4,656	87.6%	5,316
11 - 15	3,312	17.7%	15,369	82.3%	18,681
16 - 20	5,629	22.5%	19,436	77.5%	25,065
21 - 25	2,436	30.6%	5,527	69.4%	7,963
26 - 30	694	31.4%	1,518	68.6%	2,212
31 +	346	32.1%	731	67.9%	1,077
Unknown	502	14.9%	2,874	85.1%	3,376
Total	13,617	21.3%	50,297	78.7%	63,914

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More than 7 out of 10 speeding citations (78.7%) were issued on non-interstate roadways in 2007, slightly more than in 2006. The majority of speeding citations issued (68.45%) were for exceeding the posted speed limit by 11-20 miles per hour, while 17.60% were for speeds in excess of 20 miles per hour over the posted speed limit.

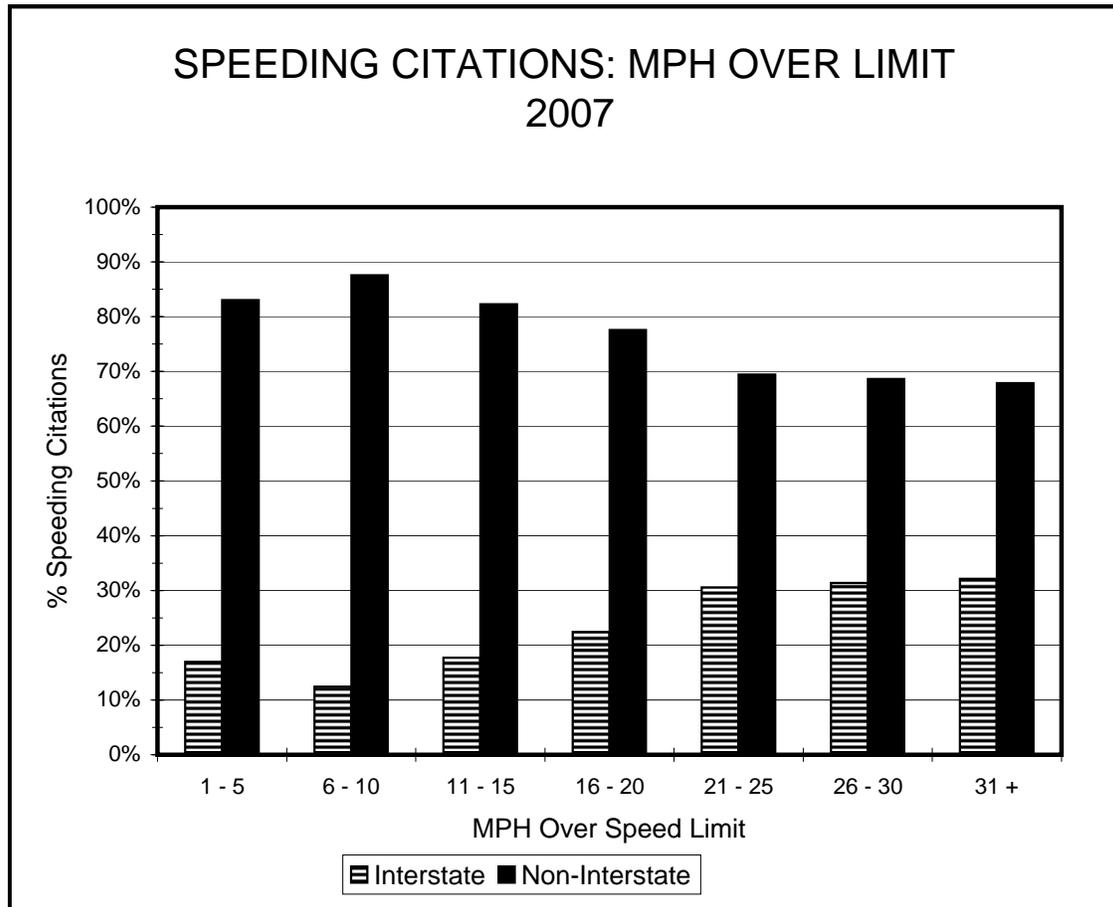


TABLE 5.11: SPEEDING CITATIONS BY POSTED SPEED LIMIT, 2007

<u>Posted Speed Limit</u>	<u>Speeding Citations</u>	
	<u>Number</u>	<u>Percent</u>
< 25 mph	59	0.1%
25 mph	8,015	12.5%
30 mph	6,021	9.4%
35 mph	8,689	13.6%
40 mph	7,338	11.5%
45 mph	2,481	3.9%
50 mph	10,074	15.8%
55 mph	4,337	6.8%
65 mph	13,612	21.3%
<u>Unknown</u>	<u>3,288</u>	<u>5.1%</u>
Total	63,914	100%

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Half of the speeding citations issued in 2007 (50.92%) were on roadways with a posted speed limit of 45 miles per hour or less, similar to earlier years in this series.

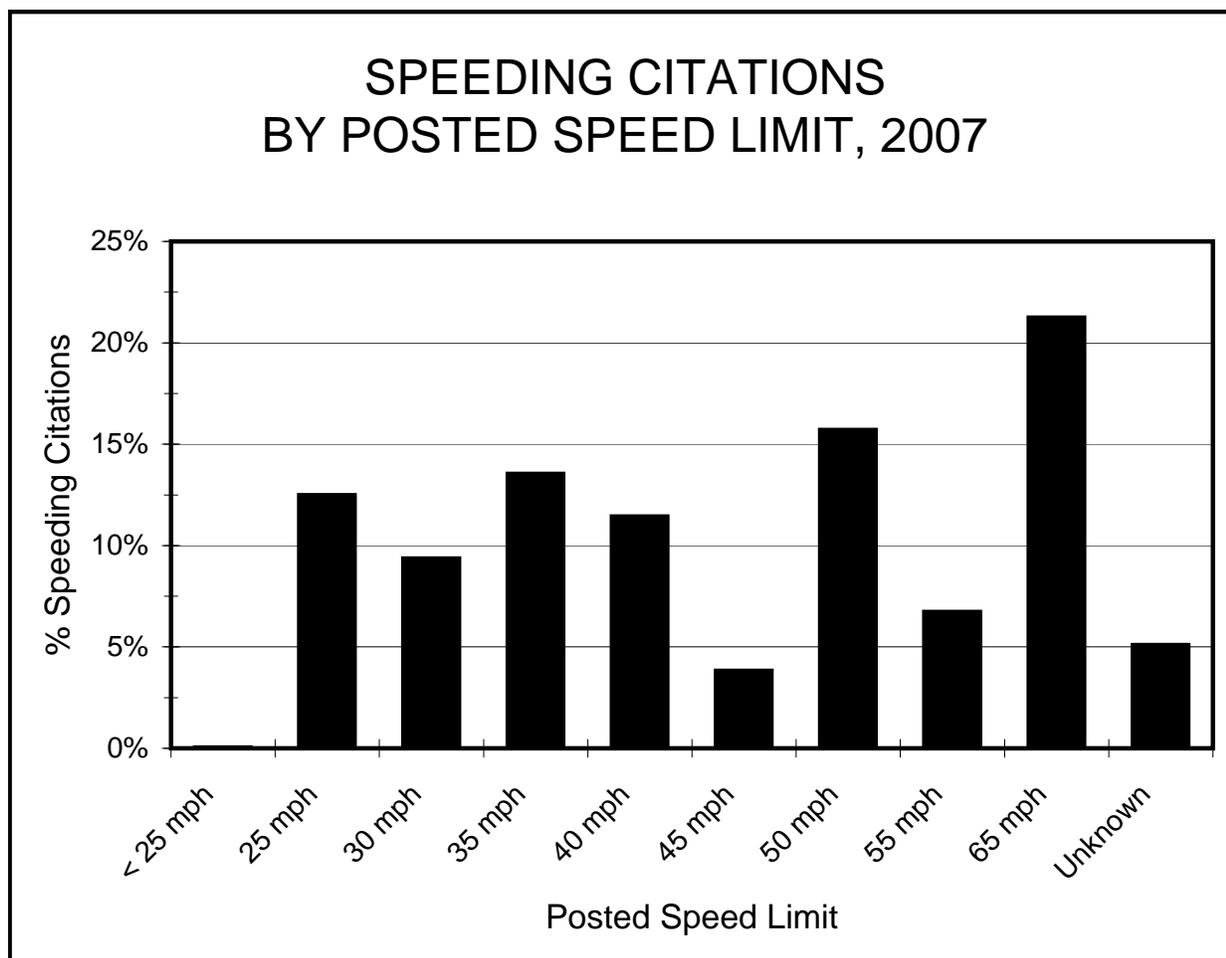


TABLE 5.12: SPEED CITATION RATES PER LICENSED DRIVERS BY AGE GROUP, 2007

<u>Age Group</u>	<u>Speed Citations</u>	Rate per 1,000 Licensed Drivers	Licensed Drivers
15 years	16	3.7	4,340
16 years	542	80.3	6,749
17 years	1,404	181.4	7,738
18-20 years	6,585	254.0	25,927
21-24 years	7,556	204.1	37,029
25-34 years	12,962	141.9	91,320
35-44 years	12,590	131.0	96,133
45-54 years	11,833	107.2	110,360
55+ years	10,238	57.2	178,966
TOTAL	63,726	114.1	558,562

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Speeding Citation Rates by Age Per 1,000 Licensed Drivers, 2007

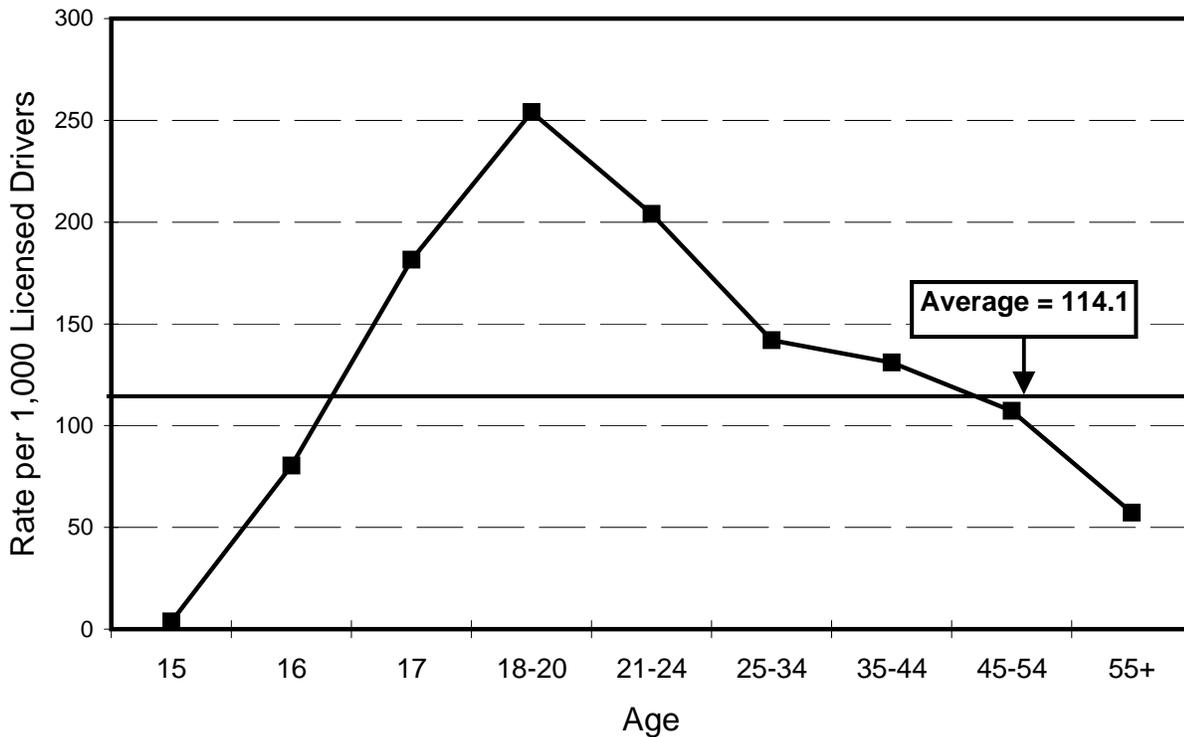


TABLE 5.13: NUMBER OF CITATIONS BY MONTH ISSUED, 2007

<u>Month Issued</u>	<u>Citations</u>	
	<u>Number</u>	<u>Percent</u>
January	9,599	8.5%
February	9,175	8.2%
March	10,260	9.1%
April	8,536	7.6%
May	12,936	11.5%
June	9,569	8.5%
July	9,300	8.3%
August	9,968	8.9%
September	8,942	8.0%
October	8,732	7.8%
November	8,545	7.6%
<u>December</u>	<u>6,898</u>	<u>6.1%</u>
Total	112,460	100%

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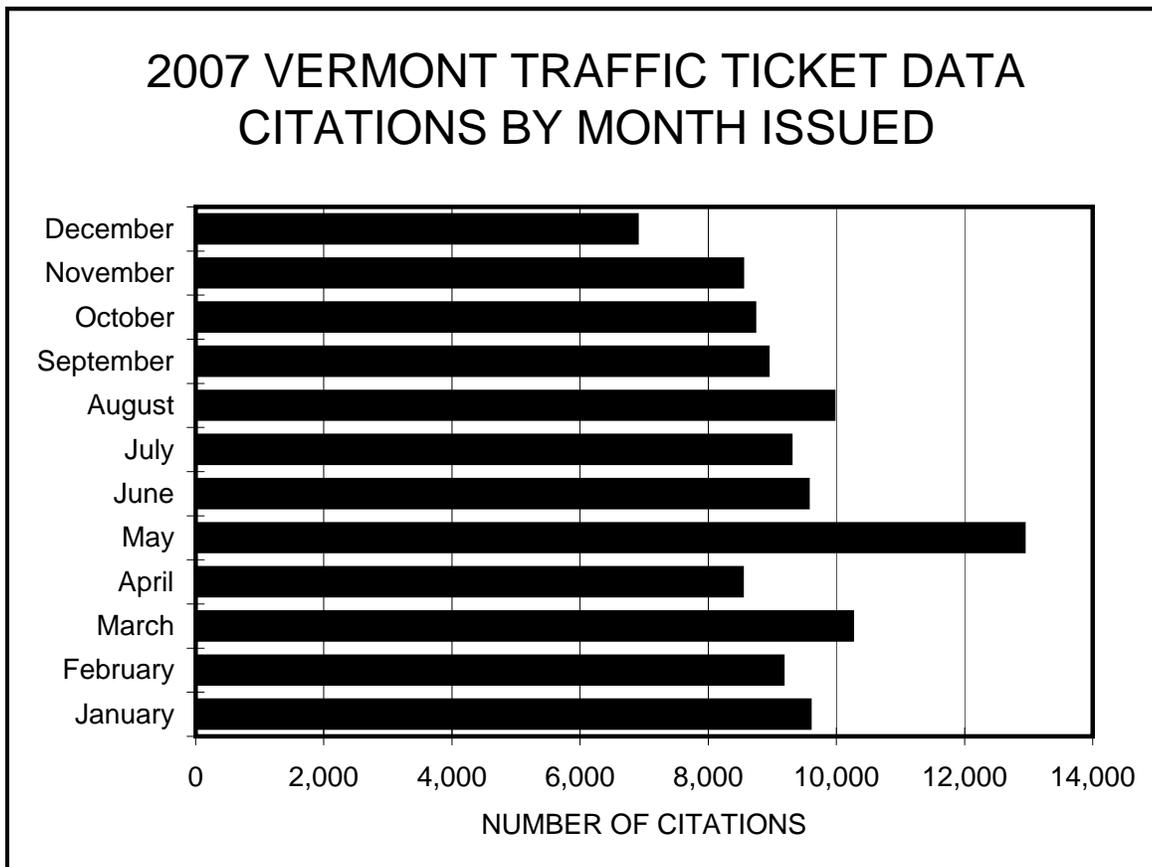


TABLE 5.14: TRAFFIC CITATIONS BY TIME OF DAY, 2007

Time of Day	Citations	
	Number	Percent
Early Morning (2am-6am)	3,128	2.8%
Morning (6am-10am)	19,704	17.5%
Midday (10am-2pm)	26,698	23.7%
Afternoon (2pm-6pm)	29,274	26.0%
Evening (6pm-10pm)	18,252	16.2%
Night (10pm-2am)	10,950	9.7%
Unknown	4,454	4.0%
Total	112,460	100%

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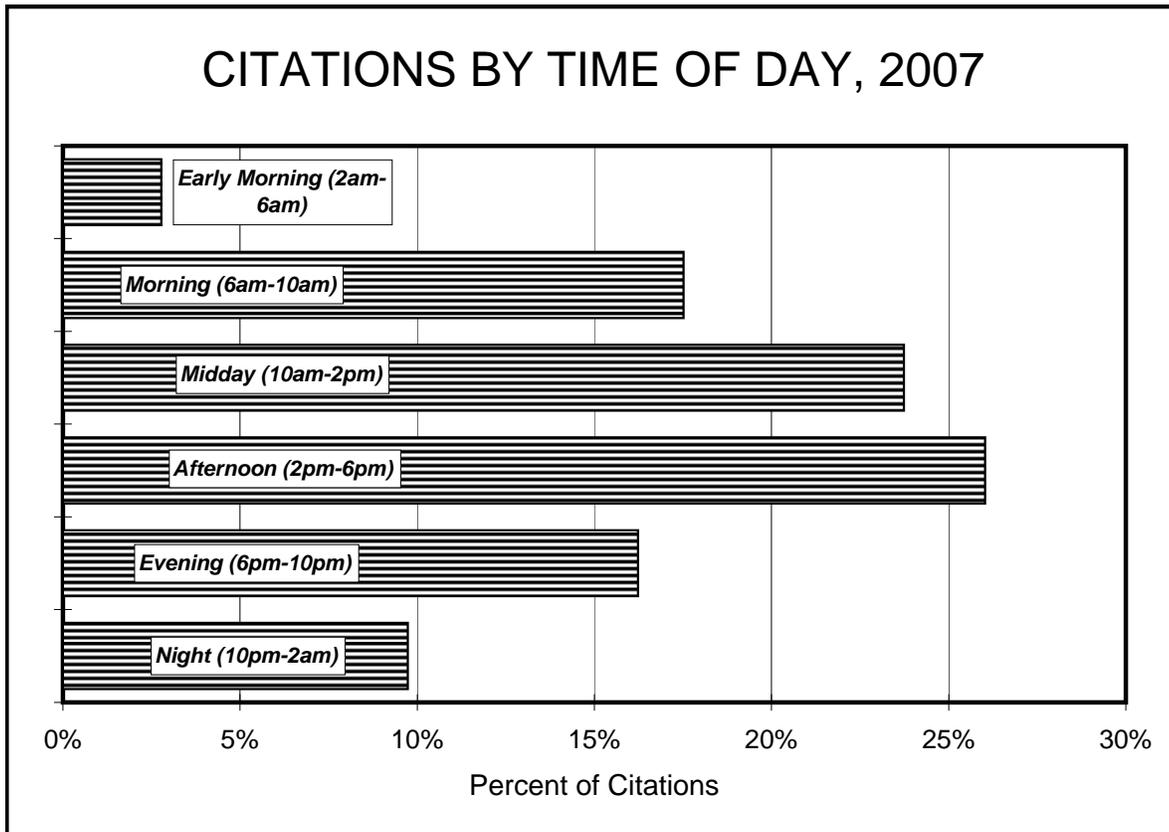


TABLE 5.15: POLICE AGENCIES ISSUING CITATIONS, 2007

<u>Police Agency</u>	<u>Citations Issued</u>	
	<u>Number</u>	<u>Percent</u>
Local P.D.	39,806	35.4%
State Police	39,133	34.8%
Sheriff/Constable	27,755	24.7%
<u>Other</u>	<u>5,716</u>	<u>5.1%</u>
Total	112,410	100%

50 cases with unknown police agency were omitted.

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Local police, sheriffs and constables accounted for 60.1% of the citations issued in 2007. The proportion of citations issued by the State Police decreased by 8.9% in 2007 from 2006 levels, and that agency accounted for more than 3 in 10 tickets written.

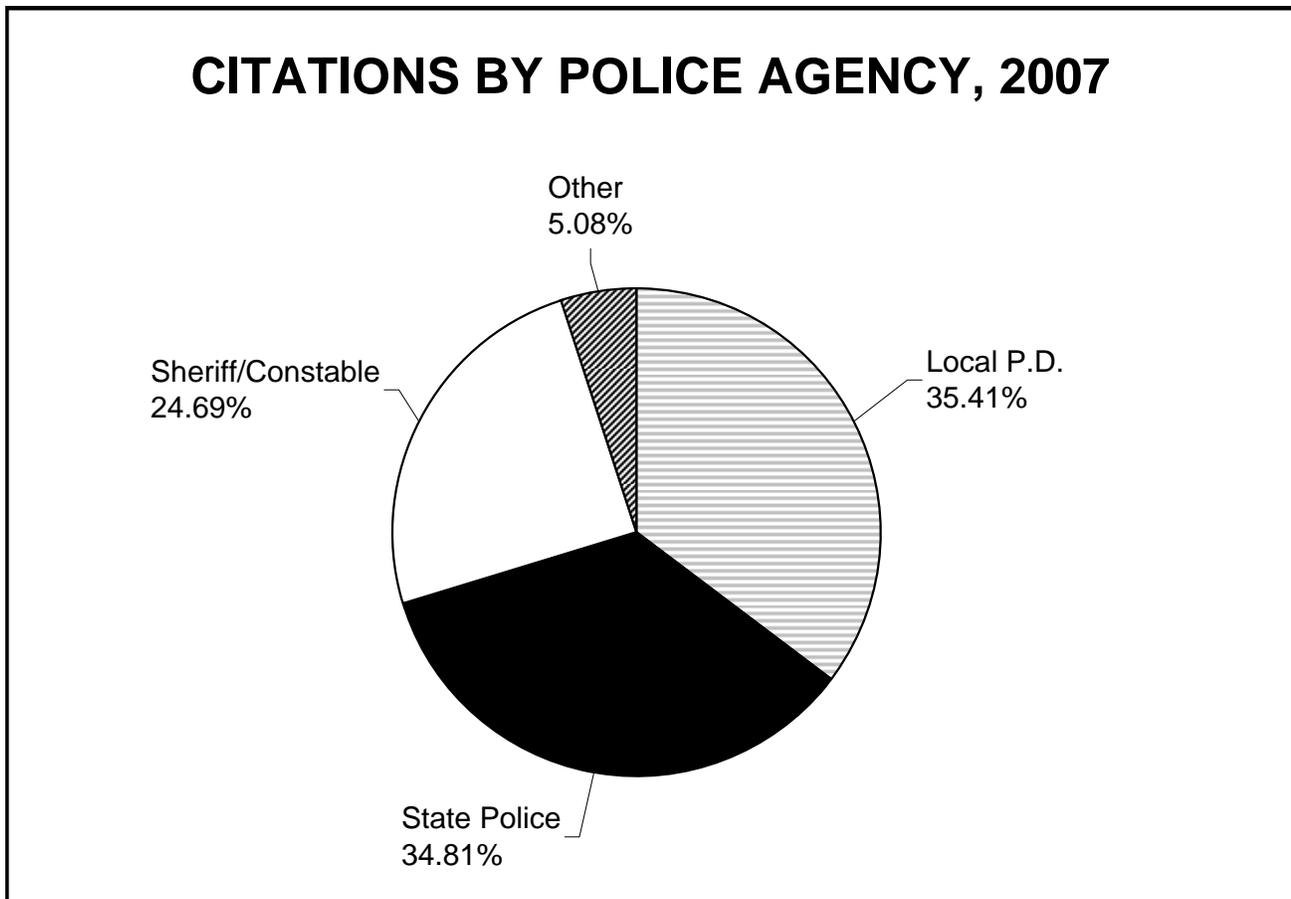


TABLE 5.16: TRAFFIC CITATIONS BY LICENSE STATE OF OPERATOR, 2007

License State	Citations	
	Number	Percent
Vermont	71,376	63.5%
Other U.S.	8,312	7.4%
New York	7,996	7.1%
Massachusetts	6,588	5.9%
Other New England	6,944	6.2%
New Hampshire	5,289	4.7%
Unknown	2,668	2.4%
Quebec	2,551	2.3%
Other Foreign	736	0.7%
Total	112,460	100%

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CITATIONS BY STATE OF OPERATOR, 2007

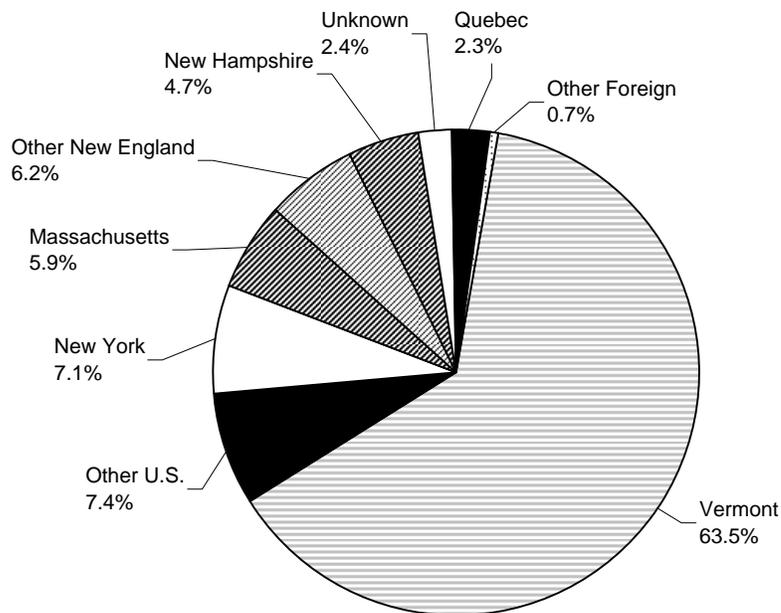


TABLE 5.17: NUMBER OF CITATIONS ISSUED PER DRIVER PER YEAR TO VERMONT-LICENSED DRIVERS, 2007

Number of Citations	Vermont-Licensed Drivers	
	Number	Percent
1	36,876	76.5%
2	7,266	15.1%
3+	4,073	8.4%
Total	48,215	100%

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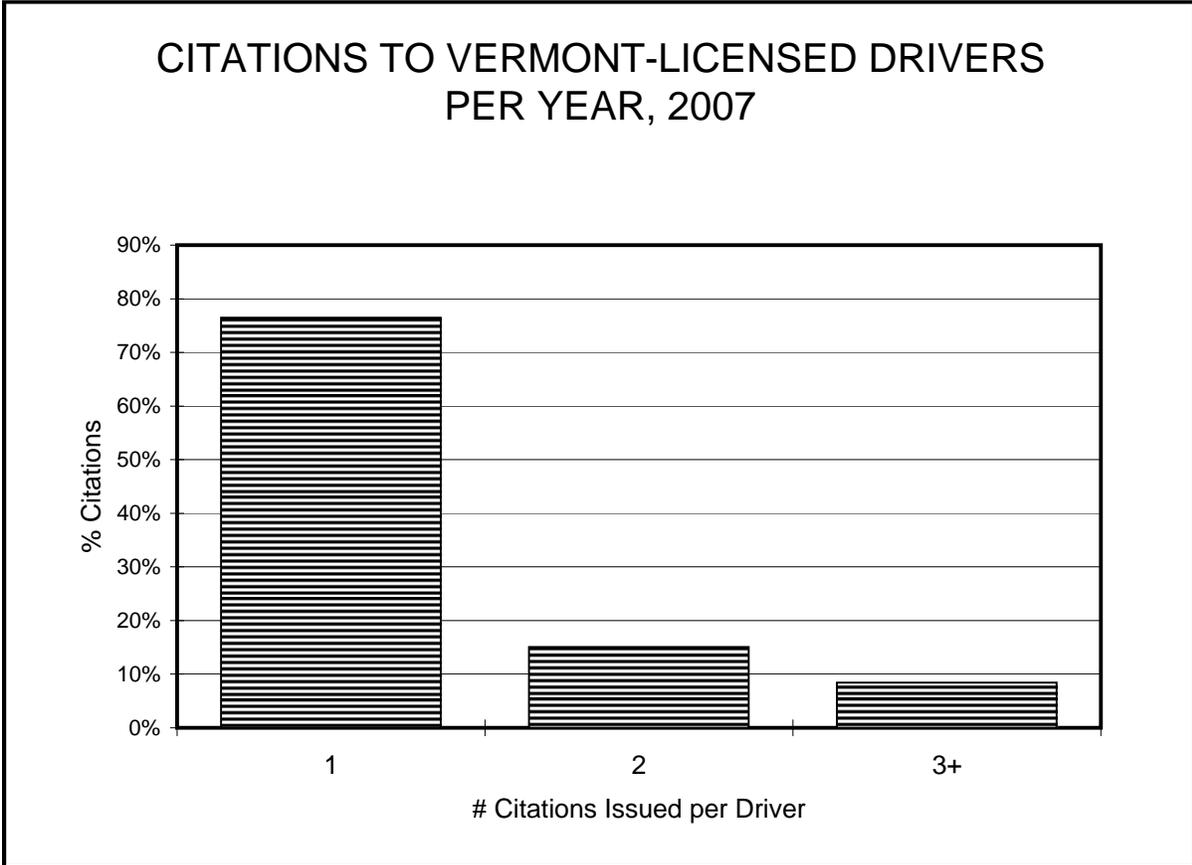


TABLE 5.18: AGE AND SEX OF PERSONS CITED, 2007

<u>Age Group</u>	<u>Number of Citations</u>	<u>Percent</u>	<u>Percent Male</u>	<u>Percent Female</u>
15	141	0.1%	83.0%	17.0%
16	1,249	1.2%	70.1%	29.9%
17	2,739	2.5%	69.0%	31.0%
18 - 20	12,946	12.0%	67.7%	32.3%
21 - 24	14,990	13.9%	67.1%	32.9%
25 - 29	13,499	12.5%	68.4%	31.6%
30 - 34	10,447	9.7%	67.7%	32.3%
35 - 39	10,265	9.5%	68.1%	31.9%
40 - 44	10,555	9.8%	68.6%	31.4%
45 - 49	9,763	9.0%	67.7%	32.3%
50 - 54	7,708	7.1%	67.4%	32.6%
55 - 59	5,851	5.4%	68.7%	31.3%
60 - 64	3,965	3.7%	70.2%	29.8%
65 - 69	2,009	1.9%	72.9%	27.1%
70 - 74	1,077	1.0%	75.5%	24.5%
75 +	1,015	0.9%	72.5%	27.5%
Total	108,219	100.0%	68.3%	31.7%

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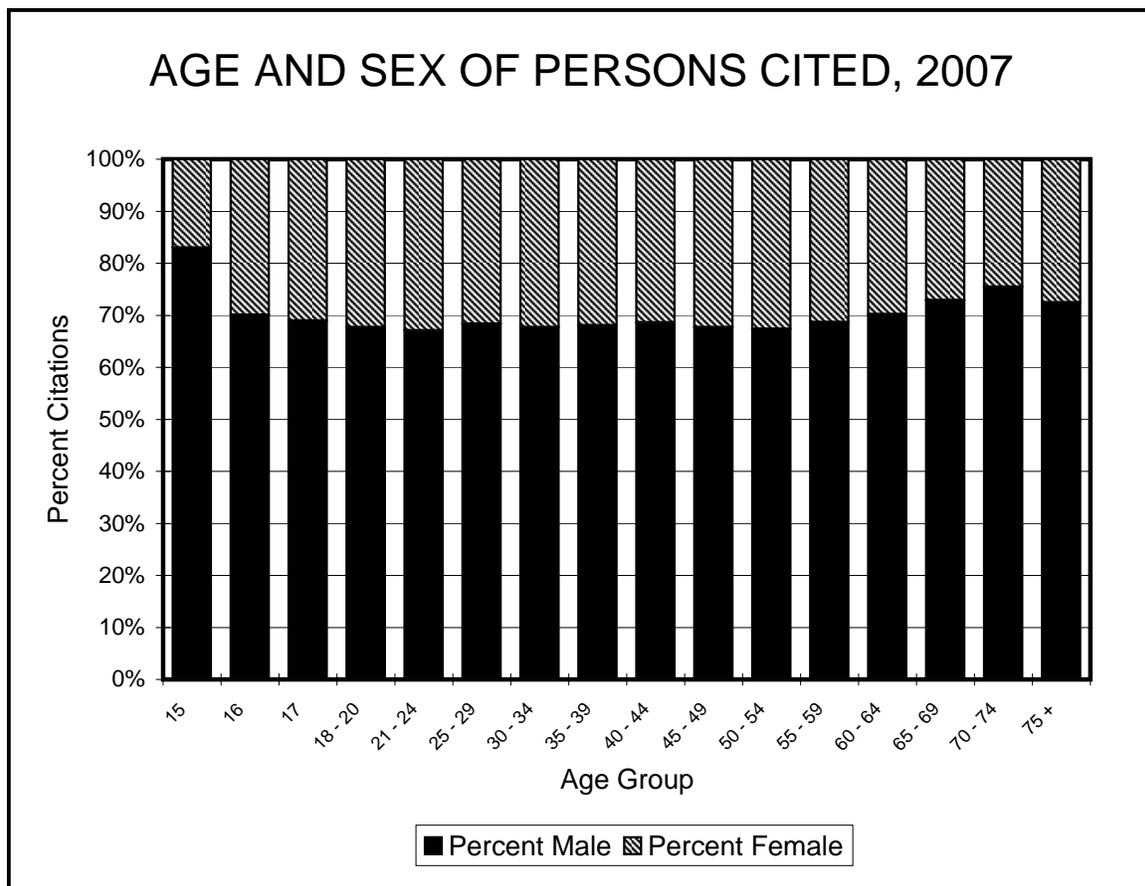


TABLE 5.19: AGE GROUP BY TRAFFIC CITATION TYPE, 2007

Age Group	Traffic Citation							
	Speeding %	Illegal Operator %	Moving Violation %	Inspection Violation %	Registration Violation %	No Insurance %	Equipment %	All Others %
15	0.0%	0.5%	0.2%	0.0%	0.3%	0.1%	0.2%	0.4%
16	0.9%	1.0%	2.0%	0.6%	0.9%	1.0%	2.2%	3.1%
17	2.2%	2.1%	3.6%	1.5%	2.8%	2.3%	4.9%	4.4%
18 - 20	10.3%	14.1%	13.4%	10.4%	13.3%	17.4%	13.9%	16.3%
21 - 24	11.9%	20.3%	13.3%	15.8%	18.6%	20.4%	14.2%	13.4%
25 - 29	11.1%	17.0%	11.4%	14.6%	18.4%	17.7%	11.1%	11.1%
30 - 34	9.3%	11.7%	8.9%	11.4%	11.1%	10.9%	8.8%	8.3%
35 - 39	9.5%	9.8%	8.9%	10.9%	10.8%	9.3%	8.9%	8.4%
40 - 44	10.3%	8.6%	9.3%	9.7%	8.8%	8.5%	9.8%	8.9%
45 - 49	10.1%	6.0%	9.3%	8.4%	6.2%	5.3%	8.7%	8.4%
50 - 54	8.4%	4.2%	6.1%	6.9%	3.8%	3.3%	6.3%	6.3%
55 - 59	6.6%	2.4%	5.2%	4.7%	2.7%	2.1%	4.9%	4.5%
60 - 64	4.6%	1.4%	3.8%	2.6%	1.5%	0.9%	3.1%	3.2%
65 - 69	2.4%	0.5%	1.7%	1.4%	0.5%	0.5%	1.4%	1.6%
70 - 74	1.3%	0.3%	1.2%	0.7%	0.1%	0.1%	0.7%	0.8%
75 +	1.2%	0.2%	1.6%	0.5%	0.2%	0.1%	0.7%	1.0%
Total	100%	100%	100%	100%	100%	100%	100%	100%
N	63,726	10,874	6,442	5,677	3,774	5,553	3,341	9,107

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SPEEDING CITATIONS BY AGE GROUP, 2007

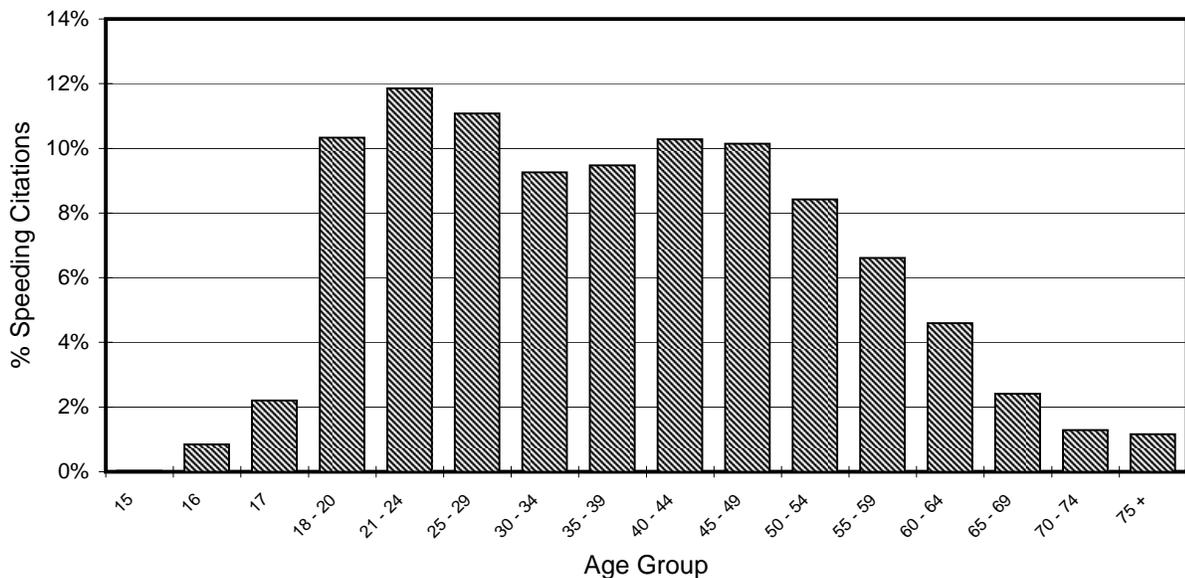


TABLE 5.20: TRAFFIC CITATIONS BY SEX AND COMMERCIAL STATUS, 2007

Traffic Citation	MALE		FEMALE		COMMERCIAL		TOTAL
	Number	Percent	Number	Percent	Number	Percent	N
Speeding	42,269	66.3%	21,472	33.7%	13	0.0%	63,754
Illegal Operator	7,951	70.8%	2,938	26.2%	337	3.0%	11,226
Moving Violation	4,389	67.9%	2,060	31.9%	13	0.2%	6,462
Inspection Violation	3,877	66.2%	1,809	30.9%	168	2.9%	5,854
Registration Violation	2,672	66.4%	1,101	27.3%	253	6.3%	4,026
No Insurance	3,759	67.4%	1,805	32.3%	17	0.3%	5,581
Equipment	2,573	52.7%	771	15.8%	1,535	31.5%	4,879
All Others	6,677	65.1%	2,511	24.5%	1,066	10.4%	10,254
Total	74,167	66.2%	34,467	30.8%	3,402	3.0%	112,036

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Males are cited for 2 of 3 traffic citations except for equipment citations, which are frequently issued to commercial carriers.

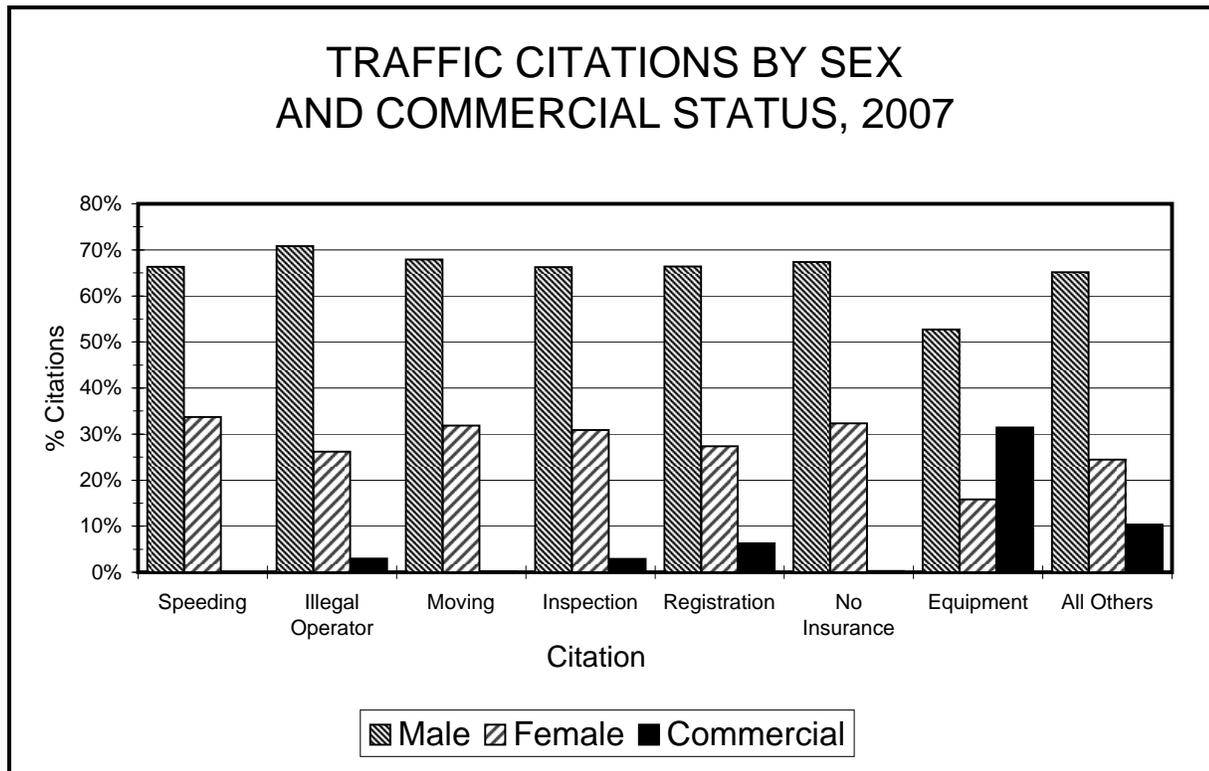


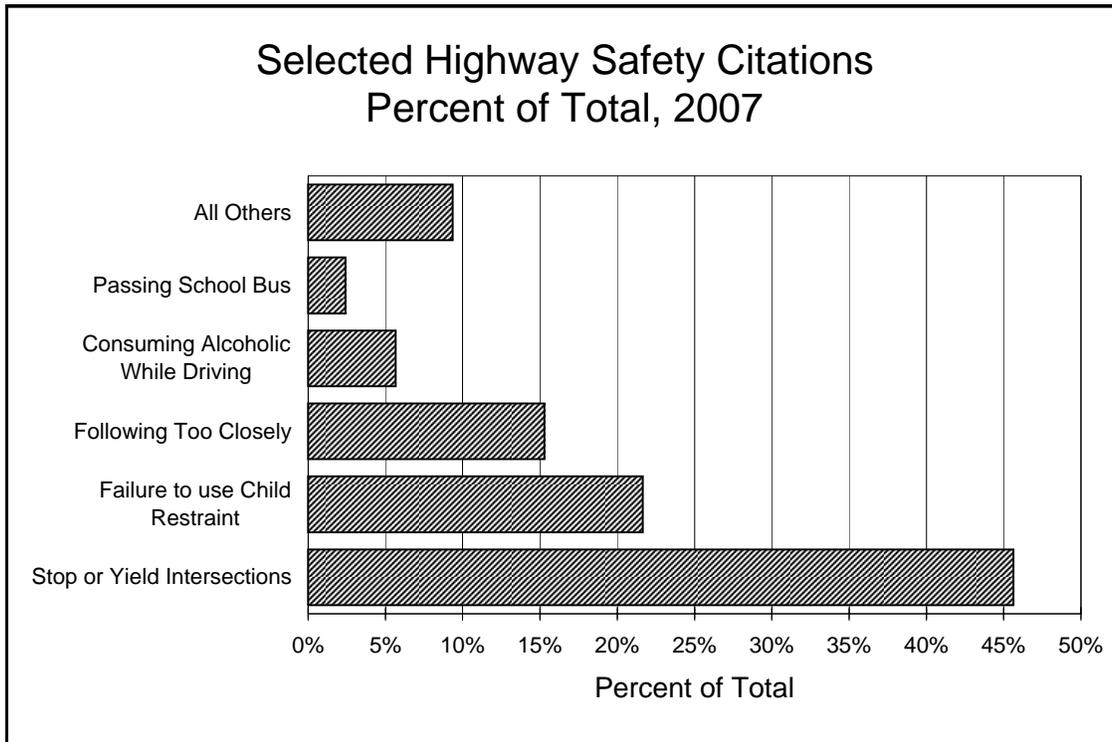
TABLE 5.21: SELECTED HIGHWAY SAFETY CITATIONS BY AGE GROUP, 2007

Citation	Age Group													Total			
	15	16	17	18-20	21-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64		65-69	70-74	75 +
Stop or Yield Intersections	1	20	67	185	180	133	102	107	116	138	94	93	44	20	25	22	1,347
Failure to use Child Restraint System	0	5	2	35	49	102	123	95	89	66	30	14	15	6	5	2	638
Following Too Closely	0	15	27	87	71	47	40	33	35	33	21	23	11	4	2	3	452
Consuming Alcoholic Beverage While Driving	0	1	1	18	19	18	16	19	23	26	8	8	5	1	3	1	167
Passing School Bus	0	4	5	12	4	9	5	9	8	7	2	1	1	3	0	1	71
Motorcycles: Headgear or Face Protection	0	4	1	5	8	3	6	5	6	10	3	2	3	0	0	0	56
Emerging From Driveway/Entering From Private Road	0	3	5	10	16	8	8	3	8	7	11	6	5	4	2	6	102
Passengers in Front Seat (more than 3)	0	0	2	1	0	0	1	2	0	1	0	0	0	0	0	0	7
Pedestrian's Right of Way in Crosswalk	0	1	0	5	4	9	2	4	0	1	6	5	3	2	2	3	47
Parking in Handicapped Space	0	1	1	1	3	0	1	1	1	2	0	1	0	0	1	0	13
Hitchhiking	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	4
Drivers Exercise due Care: Pedestrians	0	0	3	2	1	2	0	0	0	2	1	0	1	0	2	0	14
Pedestrians on Roadway	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Equipment on Bicycle (Required)	2	2	1	1	2	0	0	1	0	0	0	1	0	0	0	0	10
Crossing Except at Crosswalks	1	3	0	1	3	4	0	1	1	0	1	0	0	0	0	0	15
Pedestrian Control Signals	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	4
Operating Television Set Installed	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Opening / Closing Vehicle Doors	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	4	60	116	369	360	337	305	281	287	293	178	154	88	40	43	38	2,953

TABLE 5.22: SELECTED HIGHWAY SAFETY CITATIONS BY SEX, 2007

Citation	Male		Female		Total
	N	%	N	%	
Stop or Yield Intersections	896	66.6%	450	33.4%	1,346
Failure to use Child Restraint System	278	43.5%	361	56.5%	639
Following Too Closely	305	67.6%	146	32.4%	451
Consuming Alcoholic Beverage While Driving	144	86.2%	23	13.8%	167
Passing School Bus	46	64.8%	25	35.2%	71
Motorcycles: Headgear or Face Protection	55	100.0%	0	0.0%	55
Emerging From Driveway/Entering From Private Road	72	69.9%	31	30.1%	103
Passengers in Front Seat (more than 3)	5	71.4%	2	28.6%	7
Pedestrian's Right of Way in Crosswalk	32	68.1%	15	31.9%	47
Parking in Handicapped Space	9	75.0%	3	25.0%	12
Hitchhiking	4	100.0%	0	0.0%	4
Drivers Exercise due Care: Pedestrians	10	71.4%	4	28.6%	14
Pedestrians on Roadway	2	0.0%	0	0.0%	2
Equipment on Bicycle (Required)	9	100.0%	0	0.0%	9
Pedestrian Control Signals	2	50.0%	2	50.0%	4
Crossing Except at Crosswalks	11	73.3%	4	26.7%	15
Operating Television Set Installed	1	0.0%	1	0.0%	2
Opening / Closing Vehicle Doors	2	100.0%	0	0.0%	2
Total	1,883	63.8%	1,067	36.2%	2,950

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**TABLE 5.23: CITATIONS FOR FAILURE TO USE CHILD RESTRAINT
BY COUNTY, 1997-2007 ***

County	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	Total
Addison	2	4	11	13	31	21	22	43	39	20	10	216
Bennington	25	46	16	61	53	73	37	59	77	83	133	663
Caledonia	108	51	44	31	82	46	41	73	29	14	12	531
Chittenden	104	140	113	124	150	193	307	232	156	144	132	1,795
Essex	50	73	7	9	12	3	17	38	25	11	5	250
Franklin	18	28	45	53	68	32	68	65	38	53	53	521
Grand Isle	4	0	2	9	24	75	38	48	23	19	12	254
Lamoille	15	14	13	19	21	23	29	17	7	13	6	177
Orange	9	20	8	7	14	9	15	33	18	21	22	176
Orleans	18	26	28	36	58	70	43	87	51	28	21	466
Rutland	53	59	49	57	61	99	161	229	215	148	113	1,244
Washington	44	50	50	62	51	30	51	80	47	32	34	531
Windham	16	17	36	51	40	52	51	84	56	56	43	502
Windsor	31	56	35	75	67	89	55	62	46	51	43	610
Total	497	584	457	607	732	815	935	1,150	827	693	639	7,936

* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

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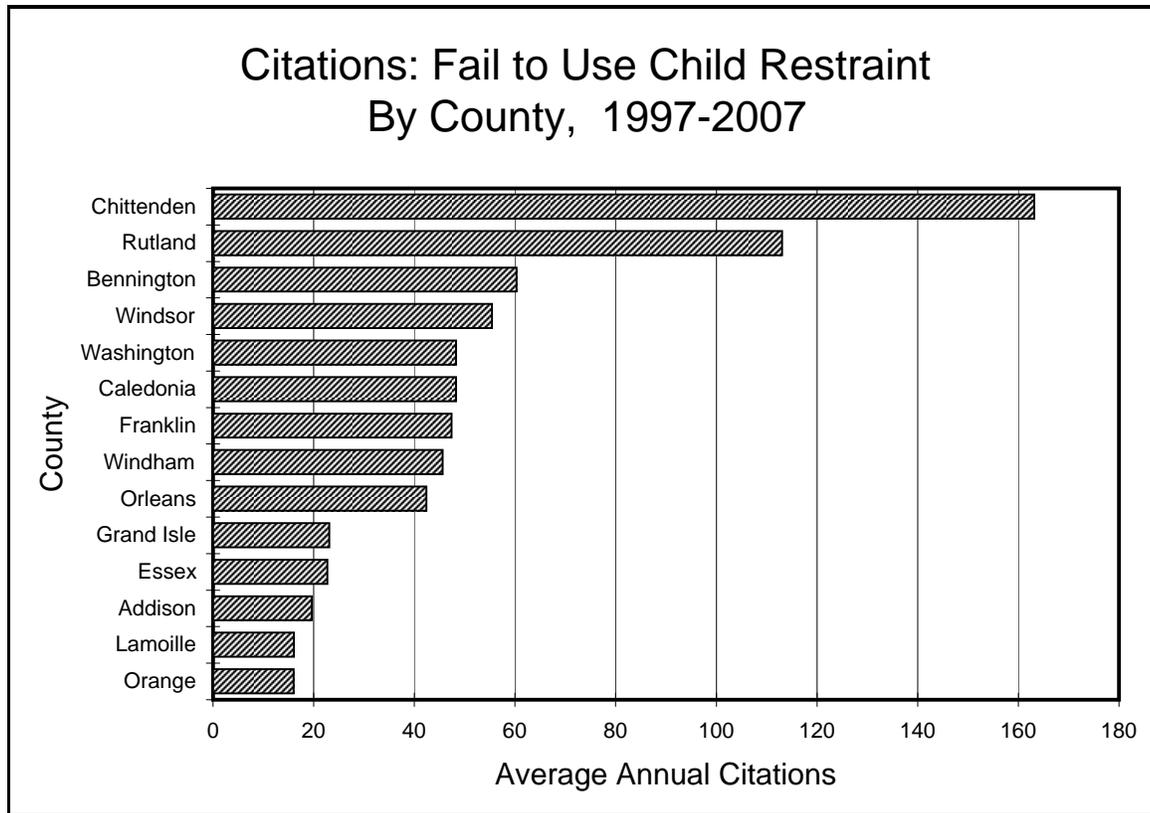
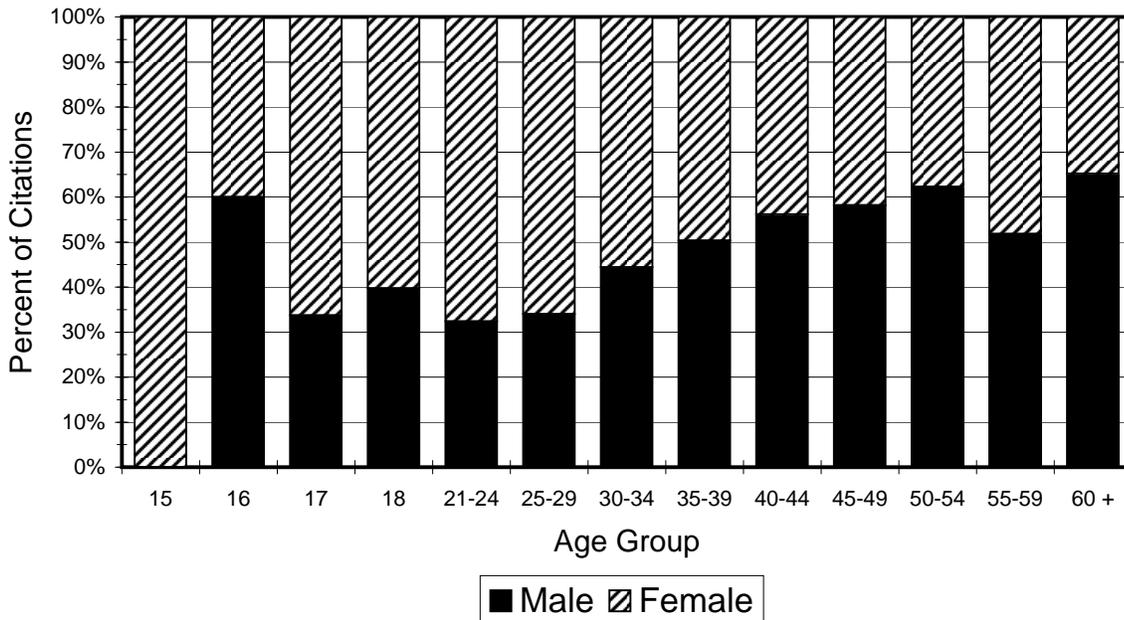


TABLE 5.24: CITATIONS FOR FAILURE TO USE CHILD RESTRAINT SYSTEM BY AGE GROUP AND SEX 1997-2007

Age Group	Male		Female		Total
	N	%	N	%	N
15 years	0	0.0%	5	100.0%	5
16 years	27	60.0%	18	40.0%	45
17 years	32	33.7%	63	66.3%	95
18 to 20 years	131	39.7%	199	60.3%	330
21 to 24 years	249	32.3%	521	67.7%	770
25 to 29 years	451	34.0%	875	66.0%	1,326
30 to 34 years	641	44.4%	804	55.6%	1,445
35 to 39 years	703	50.3%	695	49.7%	1,398
40 to 44 years	637	56.1%	498	43.9%	1,135
45 to 49 years	377	58.2%	271	41.8%	648
50 to 54 years	180	62.3%	109	37.7%	289
55 to 59 years	87	51.8%	81	48.2%	168
60 years & older	161	65.2%	86	34.8%	247
Total	3,676	46.5%	4,225	53.5%	7,901

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Citations: Fail to Use Child Restraint By Age Group and Sex, 1997-2007



**TABLE 5.25: CITATIONS FOR FAILURE TO USE CHILD RESTRAINT SYSTEM
BY POLICE AGENCY 1997 - 2007 ***

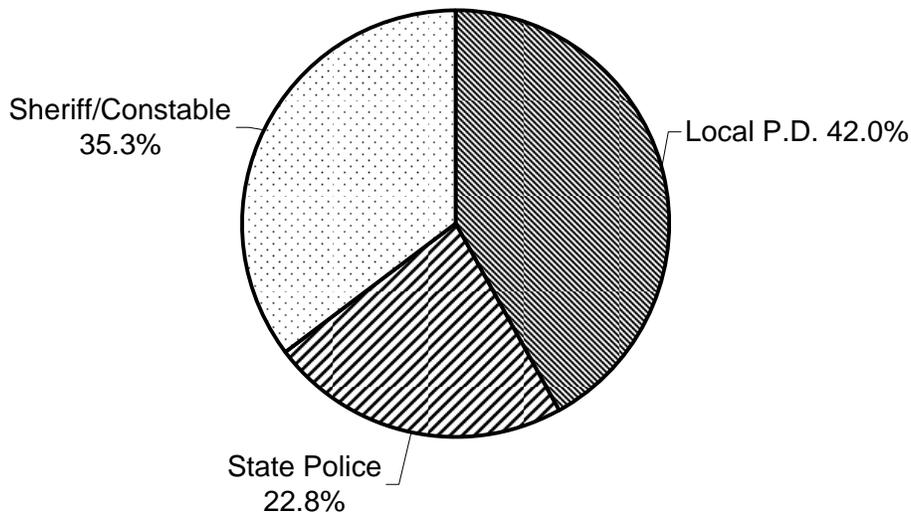
	Police Agency							
	Local P.D.		State Police		Sheriff/ Constable		Total	
	N	%	N	%	N	%	N	%
1997	249	49.9%	130	26.1%	120	24.0%	499	100.0%
1998	256	44.0%	172	29.6%	154	26.5%	582	100.0%
1999	264	57.8%	99	21.7%	94	20.6%	457	100.0%
2000	285	47.3%	131	21.7%	187	31.0%	603	100.0%
2001	302	41.8%	148	20.5%	272	37.7%	722	100.0%
2002	216	26.7%	160	19.8%	434	53.6%	810	100.0%
2003	267	28.8%	192	20.7%	468	50.5%	927	100.0%
2004	474	41.8%	259	22.8%	402	35.4%	1,135	100.0%
2005	372	45.9%	188	23.2%	250	30.9%	810	100.0%
2006	300	45.0%	179	26.8%	188	28.2%	667	100.0%
2007	303	48.6%	125	20.0%	196	31.4%	624	100.0%
Total	3,288	42.0%	1,783	22.8%	2,765	35.3%	7,836	100.0%

Note: 42 Cases with police agency "other" were excluded from this table.

* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

J:\Tickets\GHSP07\5Ticks07.xls-Tab5_25

Citations: Fail to Use Child Restraint Citations by Police Agency, 1997-2007

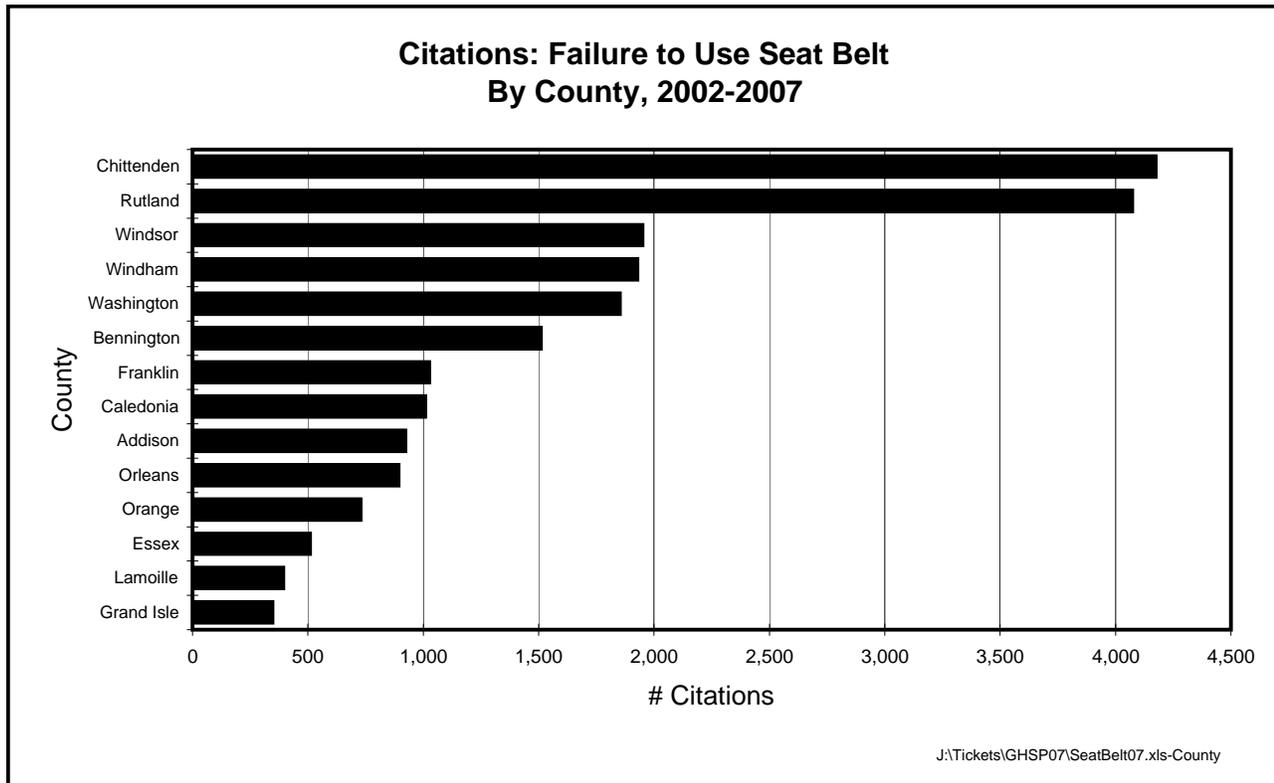


**TABLE 5.26: CITATIONS FOR FAILURE TO USE SEAT BELT
BY COUNTY, 2002-2007 ***

County	# Citations												Total	
	2002		2003		2004		2005		2006		2007			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Addison	160	5.2%	164	3.9%	176	4.1%	180	4.7%	133	4.1%	113	4.1%	926	4.3%
Bennington	148	4.8%	251	6.0%	250	5.9%	257	6.7%	314	9.7%	294	10.6%	1,514	7.1%
Caledonia	173	5.6%	222	5.3%	207	4.9%	126	3.3%	155	4.8%	129	4.7%	1,012	4.7%
Chittenden	598	19.3%	786	18.8%	811	19.0%	782	20.4%	638	19.8%	562	20.3%	4,177	19.5%
Essex	95	3.1%	118	2.8%	108	2.5%	61	1.6%	70	2.2%	62	2.2%	514	2.4%
Franklin	138	4.5%	213	5.1%	210	4.9%	166	4.3%	169	5.2%	133	4.8%	1,029	4.8%
Grand Isle	104	3.4%	67	1.6%	74	1.7%	37	1.0%	44	1.4%	24	0.9%	350	1.6%
Lamoille	79	2.6%	108	2.6%	67	1.6%	49	1.3%	53	1.6%	42	1.5%	398	1.9%
Orange	134	4.3%	162	3.9%	150	3.5%	108	2.8%	106	3.3%	71	2.6%	731	3.4%
Orleans	135	4.4%	158	3.8%	181	4.2%	166	4.3%	140	4.3%	117	4.2%	897	4.2%
Rutland	400	12.9%	641	15.4%	683	16.0%	1,059	27.6%	699	21.7%	594	21.4%	4,076	19.1%
Washington	361	11.7%	413	9.9%	320	7.5%	275	7.2%	242	7.5%	245	8.8%	1,856	8.7%
Windham	203	6.6%	399	9.6%	639	15.0%	243	6.3%	238	7.4%	210	7.6%	1,932	9.0%
Windsor	363	11.7%	473	11.3%	391	9.2%	326	8.5%	225	7.0%	176	6.3%	1,954	9.1%
Total	3,091	100%	4,175	100%	4,267	100%	3,835	100%	3,226	100%	2,772	100%	21,366	100%

* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

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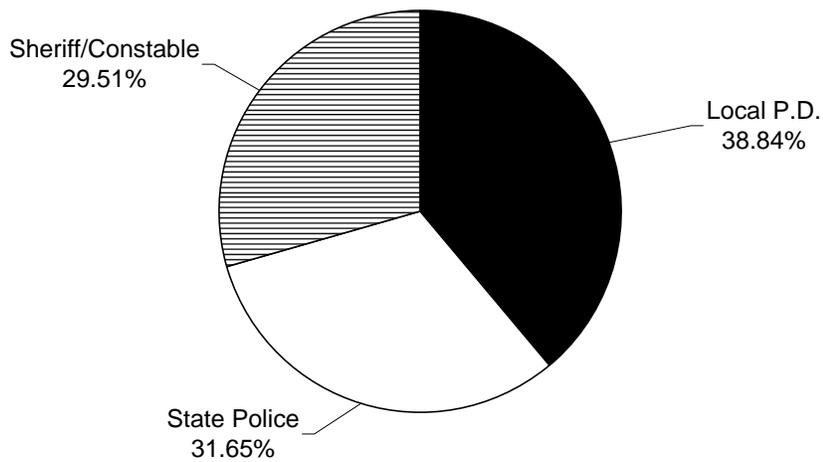
**TABLE 5.27: CITATIONS FOR FAILURE TO USE SEAT BELT
BY POLICE AGENCY, 2002-2007 ***

Police Agency	# Citations												Total	
	2002		2003		2004		2005		2006		2007			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Local P.D.	979	33.0%	1,198	29.3%	1,374	33.5%	1,800	49.3%	1,340	44.4%	1,258	47.5%	7,949	38.8%
State Police	841	28.3%	1,428	35.0%	1,583	38.6%	883	24.2%	1,001	33.2%	741	28.0%	6,477	31.6%
Sheriff/Constable	1,149	38.7%	1,459	35.7%	1,143	27.9%	965	26.5%	675	22.4%	648	24.5%	6,039	29.5%
Total	2,969	100%	4,085	100%	4,100	100%	3,648	100%	3,016	100%	2,647	100%	20,465	100%

* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

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**Citations: Failure to Use Seat Belt
By Police Agency, 2002-2007**



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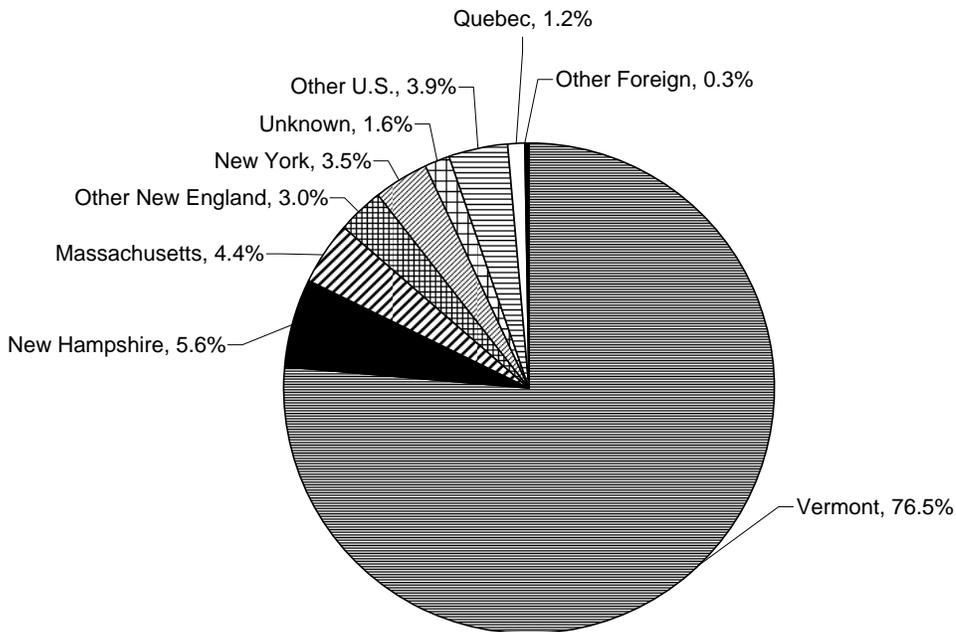
**TABLE 5.28: CITATIONS FOR FAILURE TO USE SEAT BELT
BY LICENSE STATE OF OPERATOR, 2002-2007 ***

License State	# Citations												Total	
	2002		2003		2004		2005		2006		2007			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Vermont	2,364	76.4%	3,185	76.3%	3,175	74.4%	3,014	78.6%	2,431	75.3%	2,189	79.0%	16,358	76.5%
New Hampshire	175	5.7%	265	6.3%	291	6.8%	148	3.9%	172	5.3%	138	5.0%	1,189	5.6%
Massachusetts	152	4.9%	195	4.7%	218	5.1%	149	3.9%	143	4.4%	92	3.3%	949	4.4%
Other New England	90	2.9%	139	3.3%	137	3.2%	99	2.6%	110	3.4%	74	2.7%	649	3.0%
New York	88	2.8%	123	2.9%	145	3.4%	148	3.9%	139	4.3%	104	3.8%	747	3.5%
Unknown	74	2.4%	61	1.5%	52	1.2%	68	1.8%	46	1.4%	37	1.3%	338	1.6%
Other U.S.	112	3.6%	159	3.8%	178	4.2%	142	3.7%	141	4.4%	96	3.5%	828	3.9%
Quebec	30	1.0%	37	0.9%	57	1.3%	52	1.4%	33	1.0%	38	1.4%	247	1.2%
Other Foreign	8	0.3%	13	0.3%	16	0.4%	17	0.4%	13	0.4%	4	0.1%	71	0.3%
Total	3,093	100%	4,177	100%	4,269	100%	3,837	100%	3,228	100%	2,772	100%	21,376	100%

* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

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Citations: Failure to Use Seat Belt By License State of Operator, 2002-2007

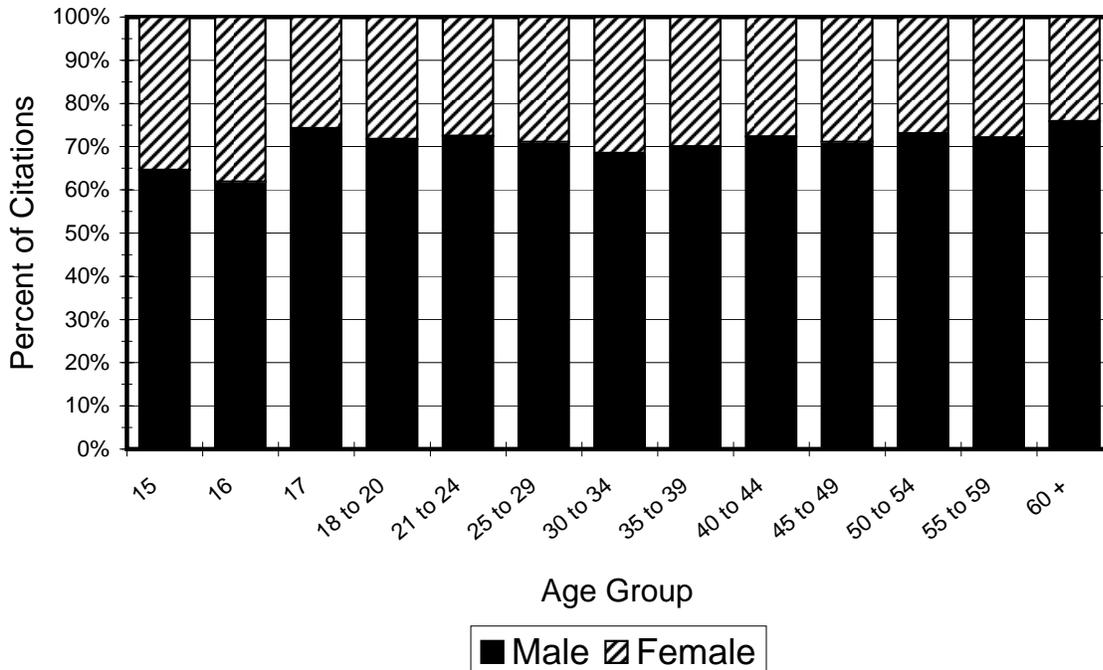


**TABLE 5.29: CITATIONS FOR FAILURE TO USE SEAT BELT
BY AGE GROUP AND SEX, 2001-2007**

Age Group	Male			Female			Total		
	N	%	Rate*	N	%	Rate*	N	%	Rate*
15 years	31	64.6%	1.84	17	35.4%	1.01	48	0.2%	1.43
16 years	188	61.8%	7.41	116	38.2%	4.69	304	1.3%	6.07
17 years	502	74.3%	17.65	174	25.7%	6.39	676	2.9%	12.14
18 to 20 years	2,518	71.7%	26.99	993	28.3%	11.18	3,511	15.1%	19.28
21 to 24 years	2,977	72.5%	22.40	1,132	27.5%	8.88	4,109	17.7%	15.78
25 to 29 years	2,370	71.1%	14.23	964	28.9%	6.01	3,334	14.3%	10.20
30 to 34 years	1,715	68.5%	10.22	790	31.5%	4.86	2,505	10.8%	7.58
35 to 39 years	1,568	70.0%	8.83	671	30.0%	3.80	2,239	9.6%	6.32
40 to 44 years	1,418	72.3%	7.27	542	27.7%	2.77	1,960	8.4%	5.01
45 to 49 years	1,104	71.1%	5.50	449	28.9%	2.24	1,553	6.7%	3.87
50 to 54 years	868	73.1%	4.63	320	26.9%	1.72	1,188	5.1%	3.18
55 to 59 years	529	72.1%	3.28	205	27.9%	1.33	734	3.2%	2.32
60 years & older	823	75.9%	1.96	262	24.1%	0.60	1,085	4.7%	1.26
Total	16,611	71.5%	8.42	6,635	28.5%	3.39	23,246	100.0%	5.91

*Rate per 1,000 licensed drivers. J:\Tickets\GHSP07\SeatBelt07.xls-Age_Sex

**Citations: Failure to Use Seat Belt
By Age Group and Sex, 2001-2007**



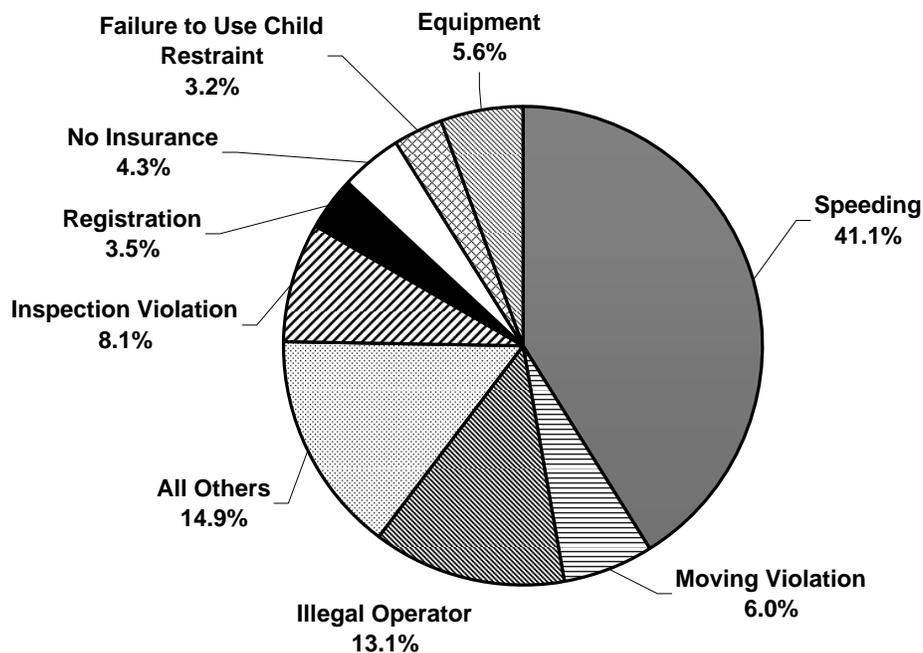
**TABLE 5.30: CITATIONS FOR FAILURE TO USE SEAT BELT
BY PRIMARY CITATION CATEGORY, 2002-2007***

Primary Citation Category	# Seat Belt Citations												Total	
	2002		2003		2004		2005		2006		2007			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Speeding	1,412	45.7%	1,920	46.0%	1,892	44.3%	1,397	36.4%	1,263	39.1%	909	32.8%	8,793	41.1%
Moving Violation	246	8.0%	258	6.2%	236	5.5%	218	5.7%	179	5.5%	149	5.4%	1,286	6.0%
Illegal Operator	246	8.0%	374	9.0%	562	13.2%	655	17.1%	572	17.7%	399	14.4%	2,808	13.1%
All Others	416	13.4%	598	14.3%	554	13.0%	620	16.2%	440	13.6%	561	20.2%	3,189	14.9%
Inspection Violation	314	10.2%	317	7.6%	327	7.7%	295	7.7%	253	7.8%	234	8.4%	1,740	8.1%
Registration	103	3.3%	178	4.3%	143	3.3%	126	3.3%	112	3.5%	92	3.3%	754	3.5%
No Insurance	123	4.0%	164	3.9%	149	3.5%	208	5.4%	144	4.5%	135	4.9%	923	4.3%
Failure to Use Child Restraint	111	3.6%	147	3.5%	152	3.6%	103	2.7%	86	2.7%	79	2.8%	678	3.2%
Equipment	122	3.9%	221	5.3%	254	5.9%	215	5.6%	179	5.5%	214	7.7%	1,205	5.6%
Total	3,093	100%	4,177	100%	4,269	100%	3,837	100%	3,228	100%	2,772	100%	21,376	100%

* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

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Citations: Failure to Use Seat Belt by Primary Citation Category, 2002-2007



**TABLE 5.31: CITATIONS FOR FAILURE TO USE SEAT BELT
BY HIGHWAY TYPE, 2002-2007 ***

Highway Type	2002		2003		2004		2005		2006		2007		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Interstate	295	9.5%	525	12.6%	715	16.7%	475	12.4%	500	15.5%	281	10.1%	2,791	13.1%
Non-Interstate	2,798	90.5%	3,652	87.4%	3,554	83.3%	3,362	87.6%	2,728	84.5%	2,491	89.9%	18,585	86.9%
Total	3,093	100%	4,177	100%	4,269	100%	3,837	100%	3,228	100%	2,772	100%	21,376	100%

* Beginning in 2000 the data extraction process was changed, resulting in an increased number of traffic citations reported for analysis.

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**Citations: Failure to Use Seat Belt
By Highway Type, 2002-2007**

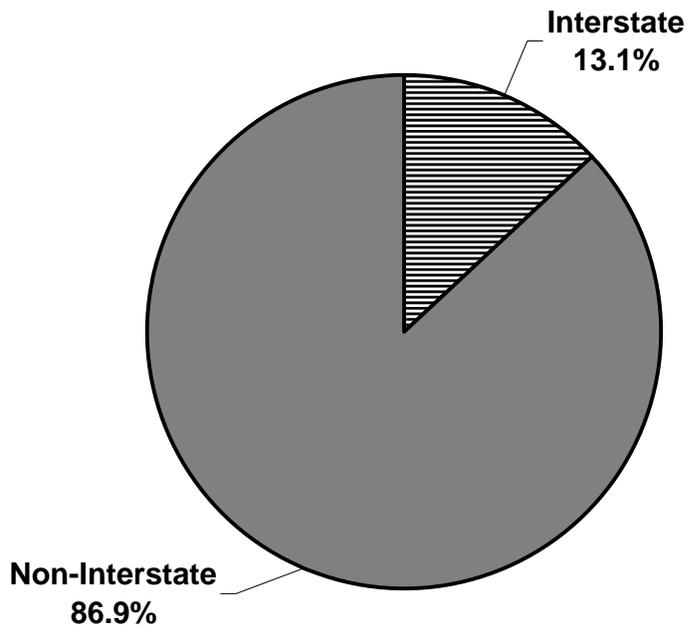
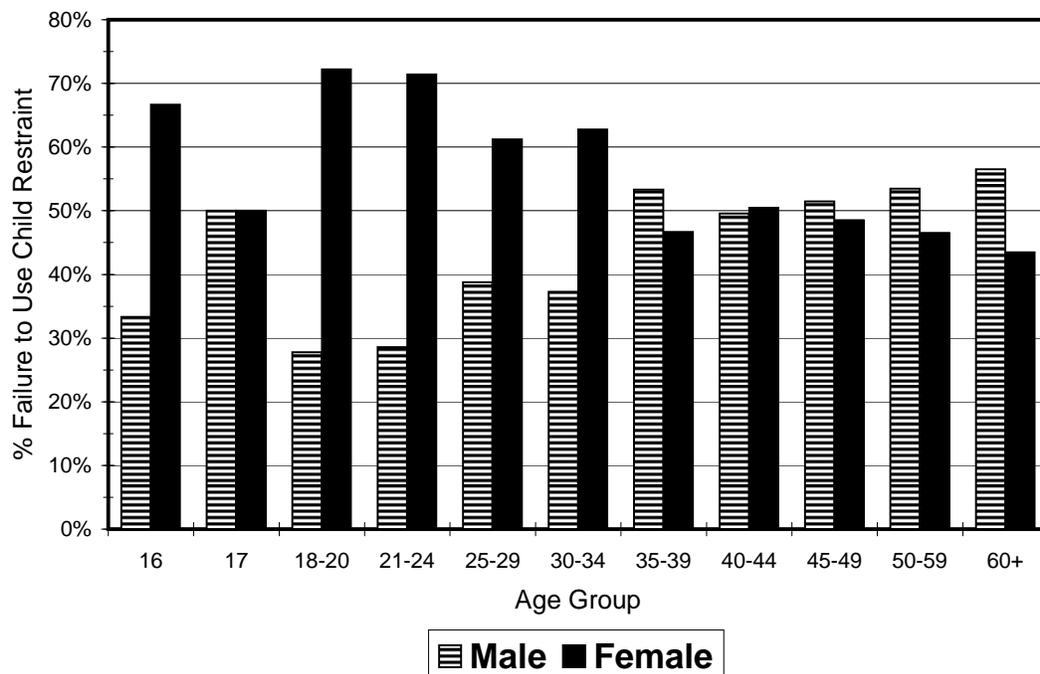


TABLE 5.32: CITATIONS FOR FAILURE TO USE SEAT BELT FOR PRIMARY CITATION FAILURE TO USE CHILD RESTRAINT, BY AGE GROUP AND SEX, 2001-2007

Age Group	Male		Female		Total
	N	%	N	%	N
16 years	2	33.3%	4	66.7%	6
17 years	6	50.0%	6	50.0%	12
18 to 20 years	10	27.8%	26	72.2%	36
21 to 24 years	22	28.6%	55	71.4%	77
25 to 29 years	57	38.8%	90	61.2%	147
30 to 34 years	57	37.3%	96	62.7%	153
35 to 39 years	72	53.3%	63	46.7%	135
40 to 44 years	55	49.5%	56	50.5%	111
45 to 49 years	35	51.5%	33	48.5%	68
50 to 59 years	23	53.5%	20	46.5%	43
60 years & older	13	56.5%	10	43.5%	23
Total	352	43.4%	459	56.6%	811

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**Citations: Fail to Use Seat Belt
by Primary Citation Failure to Use Child Restraint,
2001-2007**



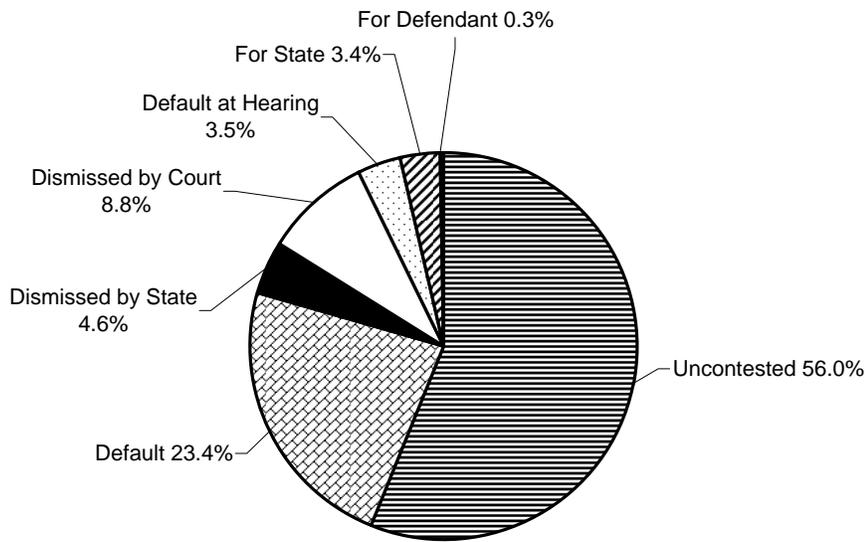
**TABLE 5.33: TRAFFIC COMPLAINT DISPOSITION
BY VERMONT TRAFFIC BUREAU, SFY08**

<u>Disposition</u>	<u>Number</u>	<u>Percent</u>
Uncontested	67,984	56.0%
Default	28,367	23.4%
Dismissed by State	5,639	4.6%
Dismissed by Court	10,699	8.8%
Default at Hearing	4,279	3.5%
For State	4,151	3.4%
For Defendant	309	0.3%
Total cases disposed	121,428	100.0%

Source: SFY08 Judicial Statistics published by the Office of the Court Administrator.

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Traffic Complaint Disposition By Vermont Traffic Bureau, SFY08



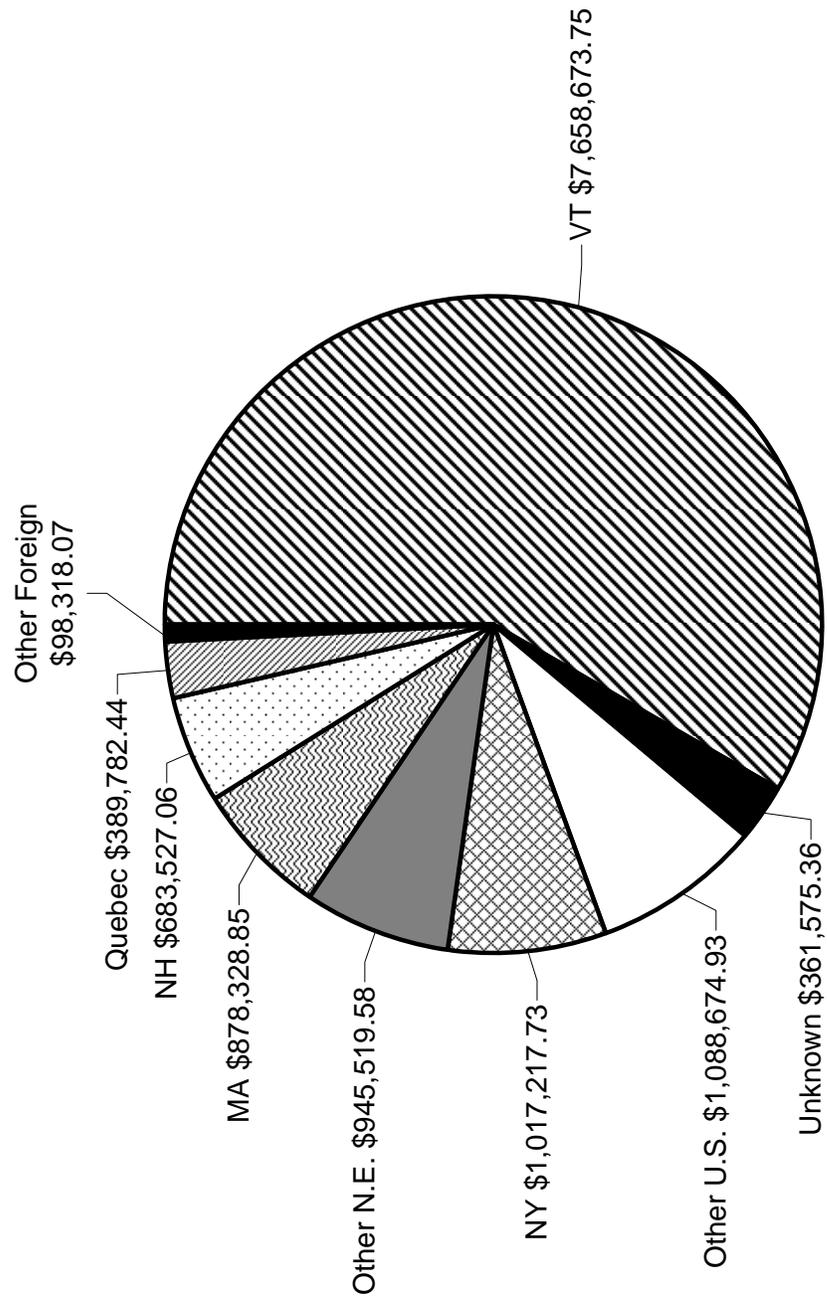
Source: SFY08 Judicial Statistics published by the Office of the Court Administrator.

TABLE 5.34: AMOUNT OF FINE AT JUDGEMENT AND TOTAL AMOUNT PAID BY LICENSE STATE, 2007

Fine Amount At Judgement	Number of Cases by License State										Total	
	Vermont	Massachusetts	New		New York	Quebec	Other New		Other			Total
			Hampshire	Hampshire			England	U.S.	Foreign	Unknown		
\$ 0.00	9,116	393	397	464	66	383	410	24	443	11,696		
\$1.00 - \$35.00	748	33	19	44	6	26	44	3	12	935		
\$35.00 - \$50.00	281	18	15	22	6	17	27	2	106	494		
\$50.00 - \$65.00	1,594	103	76	152	77	71	178	5	47	2,303		
\$65.00 - \$80.00	729	44	45	78	12	52	49	2	43	1,054		
\$80.00 - \$95.00	8,265	565	418	1,046	112	586	895	38	141	12,066		
\$95.00 - \$110.00	3,419	230	182	257	63	206	277	23	230	4,887		
\$110.00 or More	47,224	5,202	4,137	5,933	2,209	5,603	6,432	639	1,646	79,025		
Total	71,376	6,588	5,289	7,996	2,551	6,944	8,312	736	2,668	112,460		

Total Amount Paid	Number of Cases by License State										Total	
	Vermont	Massachusetts	New		New York	Quebec	Other New		Other			Total
			Hampshire	Hampshire			England	U.S.	Foreign	Unknown		
\$ 0.00	20,056	832	738	1,208	249	788	1,125	127	835	25,958		
\$1.00 - \$35.00	858	34	21	44	7	31	46	3	14	1,058		
\$35.00 - \$50.00	298	18	13	24	5	16	32	3	103	512		
\$50.00 - \$65.00	1,549	103	77	141	76	71	179	6	48	2,250		
\$65.00 - \$80.00	684	44	37	72	10	51	47	2	33	980		
\$80.00 - \$95.00	8,040	567	414	1,031	110	585	877	37	133	11,794		
\$95.00 - \$110.00	3,020	194	173	208	57	185	230	20	219	4,306		
\$110.00 or More	36,871	4,796	3,816	5,268	2,037	5,217	5,776	538	1,283	65,602		
Total	71,376	6,588	5,289	7,996	2,551	6,944	8,312	736	2,668	112,460		

FIGURE 5.3 TOTAL AMOUNT OF FINES PAID BY STATE OF LICENSE, 2007



A total of \$13,121,617.77 in traffic citation fines was collected in 2007.

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APPENDIX

Crash Types by County and Town, 2007

Appendix: Crash Types by County and Town, 2007

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Addison County						
Addison	1	1	7	9	10	18
Bridport	0	0	8	8	7	15
Bristol	0	0	11	13	40	51
Cornwall	0	0	6	8	10	16
Ferrisburg	0	0	13	20	29	42
Goshen	0	0	3	4	0	3
Granville	2	2	0	1	0	2
Hancock	1	1	3	5	1	5
Leicester	0	0	7	7	11	18
Lincoln	0	0	2	2	4	6
Middlebury	0	0	36	47	198	234
Monkton	0	0	7	12	10	17
New Haven	0	0	14	18	21	35
Orwell	0	0	8	10	9	17
Panton	0	0	2	2	5	7
Ripton	0	0	2	2	7	9
Salisbury	0	0	7	9	8	15
Shoreham	0	0	7	9	11	18
Starksboro	0	0	5	6	7	12
Vergennes	0	0	1	1	4	5
Waltham	0	0	1	1	3	4
Weybridge	0	0	5	6	3	8
Whiting	0	0	0	0	5	5
Addison County Total	4	4	155	200	403	562
Bennington County						
Arlington	0	0	7	8	16	23
Bennington	0	0	111	140	319	430
Dorset	0	0	10	13	13	23
Glastenbury	0	0	1	1	3	4
Landgrove	0	0	12	15	21	33
Manchester	0	0	1	1	5	6
Peru	0	0	12	13	27	39
Pownal	0	0	1	1	11	12
Readsboro	1	1	0	0	7	8
Rupert	0	0	1	1	1	2
Sandgate	0	0	0	0	9	9
Searsburg	0	0	1	1	40	41
Shaftsbury	0	0	2	3	3	5
Stamford	0	0	3	4	18	21
Sunderland	1	1	6	7	24	31
Winhall	0	0	5	6	15	20
Woodford	0	0	7	11	14	21
Bennington County Total	2	2	180	225	546	728

Appendix, continued

<u>County / Town</u>	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Caledonia County						
Barnet	1	1	11	14	26	38
Burke	0	0	6	8	20	26
Danville	1	2	5	8	35	41
Groton	0	0	2	2	14	16
Hardwick	1	1	8	10	42	51
Kirby	1	1	4	6	2	7
Lyndon	0	0	23	28	103	127
Newark	0	0	4	4	6	10
Peacham	0	0	2	3	2	4
Ryegate	0	0	6	7	28	34
St. Johnsbury	0	0	37	58	172	210
Sheffield	2	2	6	8	25	33
Stannard	0	0	0	0	3	3
Sutton	0	0	3	3	6	9
Walden	0	0	9	14	12	21
Waterford	0	0	14	17	27	41
Wheelock	0	0	1	1	4	5
Caledonia County Total	6	7	141	191	527	676
Chittenden County						
Bolton	0	0	8	11	25	33
Buels Gore	0	0	3	4	0	3
Burlington	0	0	138	174	1614	1755
Charlotte	0	0	15	21	17	32
Colchester	3	3	72	100	572	649
Essex	1	1	37	57	429	467
Hinesburg	0	0	34	47	54	88
Huntington	0	0	4	4	8	12
Jericho	0	0	8	11	33	41
Milton	1	1	40	55	151	192
Richmond	0	0	28	32	78	106
St. George	0	0	1	1	4	5
Shelburne	1	1	10	10	36	47
South Burlington	0	0	99	132	873	973
Underhill	0	0	5	7	11	16
Westford	0	0	6	7	11	17
Williston	0	0	65	88	373	438
Winooski	0	0	43	66	219	264
Chittenden County Total	6	6	616	827	4508	5138

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Essex County						
Averill	0	0	0	0	2	2
Bloomfield	0	0	0	0	1	1
Brighton (Is. Pond)	0	0	3	3	9	12
Brunswick	0	0	1	1	0	1
Canaan	0	0	2	3	7	9
Concord	0	0	9	12	13	22
East Haven	0	0	1	1	4	5
Ferdinand	0	0	1	1	0	1
Granby	0	0	0	0	3	3
Guildhall	0	0	1	2	2	3
Lemington	2	2	9	15	18	29
Lunenburg	0	0	0	0	3	3
Maidstone	0	0	0	0	1	1
Norton	0	0	1	1	0	1
Victory	0	0	0	0	0	0
Warren's Gore	0	0	1	1	1	2
<u>Essex County Total</u>	2	2	29	40	64	95
Franklin County						
Bakersfield	0	0	6	10	3	9
Berkshire	0	0	6	8	9	15
Enosburg	1	1	11	14	13	25
Fairfax	0	0	14	17	33	47
Fairfield	0	0	9	13	15	24
Fletcher	1	1	3	3	4	8
Franklin	1	1	0	0	2	3
Georgia	1	2	15	20	50	66
Highgate	0	0	9	18	25	34
Montgomery	0	0	3	3	9	12
Richford	0	0	5	8	20	25
St. Albans City	0	0	27	30	184	211
St. Albans Town	0	0	29	42	107	136
Sheldon	0	0	10	14	19	29
Swanton	4	5	22	30	56	82
<u>Franklin County Total</u>	8	10	169	230	549	726
Grand Isle County						
Alburg	0	0	19	24	36	55
Grand Isle	0	0	7	9	18	25
Isle Lamotte	0	0	1	1	0	1
North Hero	0	0	1	2	10	11
South Hero	0	0	4	4	30	34
<u>Grand Isle County Total</u>	0	0	32	40	94	126

Appendix, continued

<u>County / Town</u>	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Lamoille County						
Belvidere	0	0	2	2	1	3
Cambridge	0	0	14	20	41	55
Eden	0	0	8	13	7	15
Elmore	0	0	1	1	6	7
Hyde Park	0	0	19	27	44	63
Johnson	0	0	12	28	41	53
Morristown	1	1	45	56	163	209
Stowe	0	0	25	36	199	224
Waterville	1	1	1	1	2	4
Wolcott	0	0	17	23	11	28
<u>Lamoille County Total</u>	2	2	144	207	515	661
Orange County						
Bradford	0	0	18	18	46	64
Braintree	1	1	4	4	2	7
Brookfield	0	0	7	10	9	16
Chelsea	0	0	0	0	1	1
Corinth	1	1	2	2	20	23
Fairlee	0	0	6	6	31	37
Newbury	1	1	17	25	65	83
Orange	0	0	7	9	4	11
Randolph	1	1	25	34	50	76
Strafford	0	0	2	2	2	4
Thetford	0	0	6	10	52	58
Topsham	0	0	5	6	8	13
Tunbridge	0	0	2	2	1	3
Vershire	0	0	2	2	10	12
Washington	0	0	1	2	5	6
West Fairlee	0	0	2	2	4	6
Williamstown	1	1	15	19	47	63
<u>Orange County Total</u>	5	5	121	153	357	483

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Orleans County						
Albany	0	0	3	3	4	7
Barton	0	0	10	14	46	56
Brownington	0	0	4	4	7	11
Charleston	0	0	3	4	13	16
Coventry	0	0	2	2	21	23
Craftsbury	0	0	4	8	7	11
Derby	1	1	22	30	71	94
Glover	0	0	4	5	4	8
Greensboro	0	0	0	0	3	3
Holland	0	0	1	2	2	3
Irasburg	0	0	5	6	16	21
Jay	0	0	5	6	11	16
Lowell	1	1	3	4	7	11
Morgan	0	0	1	1	6	7
Newport City	0	0	16	23	95	111
Newport Town	1	1	11	14	20	32
Troy	1	2	6	6	8	15
Westfield	0	0	3	6	3	6
Westmore	0	0	3	5	5	8
Orleans County Total	4	5	106	143	349	459
Rutland County						
Benson	0	0	8	15	7	15
Brandon	0	0	20	29	44	64
Castleton	0	0	17	21	46	63
Chittenden	0	0	0	0	7	7
Clarendon	1	1	10	18	21	32
Danby	1	1	5	6	10	16
Fairhaven	0	0	2	3	5	7
Hubbardton	0	0	3	3	5	8
Ira	0	0	5	6	8	13
Mendon	0	0	13	16	27	40
Middletown Springs	0	0	0	0	3	3
Mt. Holly	0	0	7	9	17	24
Mt. Tabor	0	0	2	2	2	4
Pawlet	0	0	5	7	3	8
Pittsfield	1	1	3	6	9	13
Pittsford	0	0	17	22	39	56
Poultney	1	1	7	9	14	22
Proctor	0	0	2	3	6	8
Rutland City	1	1	81	115	709	791
Rutland Town	0	0	21	29	85	106
Sherburne	0	0	15	19	33	48
Shrewsbury	0	0	2	2	13	15
Sudbury	0	0	3	10	6	9
Tinmouth	0	0	3	3	2	5
Wallingford	0	0	6	6	21	27
Wells	0	0	6	6	4	10
West Haven	0	0	1	1	2	3
West Rutland	0	0	11	14	24	35
Rutland County Total	5	5	275	380	1172	1452

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Washington County						
Barre City	0	0	26	31	147	173
Barre Town	1	1	41	54	104	146
Berlin	2	2	39	61	146	187
Cabot	1	1	3	3	9	13
Calais	0	0	10	13	8	18
Duxbury	0	0	1	1	14	15
East Montpelier	3	3	8	9	27	38
Fayston	0	0	7	7	8	15
Marshfield	0	0	5	7	15	20
Middlesex	0	0	9	11	44	53
Montpelier	0	0	26	33	124	150
Moretown	0	0	6	6	17	23
Northfield	0	0	10	11	112	122
Plainfield	0	0	1	1	7	8
Roxbury	0	0	2	2	1	3
Waitsfield	0	0	3	4	21	24
Warren	0	0	6	6	10	16
Waterbury	0	0	22	24	96	118
Woodbury	0	0	5	7	5	10
Worcester	0	0	4	6	3	7
Washington County Total	7	7	234	297	918	1159
Windham County						
Athens	0	0	2	3	3	5
Brattleboro	1	1	54	66	171	226
Brookiline	0	0	2	2	1	3
Dover	1	1	15	15	33	49
Dummerston	2	2	13	16	45	60
Grafton	0	0	7	7	3	10
Guilford	0	0	10	11	35	45
Halifax	0	0	6	8	10	16
Jamaica	0	0	6	7	12	18
Londonderry	0	0	13	15	19	32
Marlboro	0	0	8	8	30	38
Newfane	2	2	6	9	21	29
Putney	0	0	10	13	37	47
Rockingham	0	0	21	30	61	82
Somerset	0	0	0	0	1	2
Stratton	0	0	2	2	9	11
Townshend	0	0	9	10	15	24
Vernon	0	0	7	8	16	23
Wardsboro	0	0	5	7	10	15
Westminster	1	0	22	23	43	66
Whitingham	1	1	10	15	13	24
Wilmington	0	0	12	17	59	71
Windham	0	0	2	4	2	4
Windham County Total	8	7	242	296	649	900

Appendix, continued

<u>County / Town</u>	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Windsor County						
Andover	0	0	3	3	5	8
Baltimore	0	0	0	0	0	0
Barnard	0	0	3	3	2	5
Bethel	0	0	10	12	13	23
Bridgewater	1	1	4	6	9	14
Cavendish	0	0	12	12	14	26
Chester	1	1	14	19	51	66
Hartford	0	0	62	90	191	253
Hartland	0	0	13	19	24	37
Ludlow	0	0	20	29	77	97
Norwich	0	0	19	25	45	64
Plymouth	0	0	5	10	6	11
Pomfret	0	0	2	2	4	6
Reading	0	0	0	0	3	3
Rochester	0	0	4	8	2	6
Royalton	0	0	23	29	44	67
Sharon	0	0	8	8	14	22
Springfield	1	1	51	76	305	357
Stockbridge	0	0	8	11	3	11
Weathersfield	0	0	19	23	37	56
Weston	0	0	4	7	11	15
West Windsor	0	0	4	4	11	15
Windsor	1	1	20	26	34	55
Woodstock	1	1	4	4	41	46
Windsor County Total	5	5	312	426	946	1263
State Total	64	67	2,756	3,655	11,597	14,428

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Age	alcohol use	96	fine, judgement by license state	156
	bicyclist	110, 111	fine, paid by license state	156
	blood alcohol percent	96	fine, total paid by license state	157
	child restraint use	87, 88, 143, 154	highway type	132
	citations issued	140, 141, 143	license state	138, 139, 156, 157
	citations, child restraint use	146	month of issue	135
	citations, seat belt use	151	most frequent charged	122
	crash rates	63, 65	motorcycle	93
	crashes, day of week	73	number of vehicles involved	122
	crashes, time of day	72	pickup truck	93
	DUI charges	123, 128	police agency issue	137, 147, 149
	DUI operator	123	rates per VMT	130, 131
	injury, fatality rates	66-69, 90	safety restraint use	148-154
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	passengers	66, 67, 70, 71	speeding by posted limit	133
	pedestrian	110, 111	speeding, by age	134, 141
	pickup truck	71, 81	speeding, mph over posted speed	132
	safety restraint use	81, 143, 154	speeding, rate per licensed drivers	134
	seat belt citations	154	time of day	136
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	and DUI crashes	95, 97	citations issued	142
	and DUI crashes, charges	94	speeding citations	142
	blood alcohol percent	96	Commercial vehicle crash	
	crash rates by county	101	causes	54
	crash rates per population	101	citations	55
	crash rates per VMT	101	highway class	53
	crash type	104	injury, fatality rates	52
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	alcohol related crashes	114	crashes, day of week	20
	crash causes	105, 107	crashes, time of day	20
	crash type	112	County	
	crashes	105, 107, 110-115	alcohol crash rates	101
	crashes, day of week	109	alcohol related crashes	101
	crashes, month	109	citations	130, 131
	crashes, time of day	108	citations issued	148
	fatality	112	citations per VMT	130, 131
	injury	112	citations, child restraint use	145, 146
	injury, fatality rates	106, 112	crash rates by type	13, 14
	lighting condition	113	crash rates per population	13
	operator contributing		crash type by town	160-166
	circumstances	105, 107	DUI charge rates	101
	weather	107, 115	DUI charges	101, 102, 124
Child	age and injury	88	DUI crashes	103
	restraint, citations by county	145	injury, fatality rates	89, 103
	restraint, citations by operator age	143	rates per VMT	14
	restraint, citations by operator sex	144	safety restraint use	148
	restraint, citations by police		seat belt use	148
	agency	147	speeding citations	130
	safety restraint use	87, 88	Crash	
	seat belt citations, child restraint		age	64, 65, 67, 69-71, 73
	use	154	age and sex	66, 68, 90
Citations	age and sex	140, 151, 154	airbags deployed	84
	by county	130, 131, 146, 148	airbags, deployed by year	83
	child restraint by age, sex	146, 154	alcohol related crashes	114
	child restraint by county	145	bicyclist	105-115
	child restraint by police agency	147	causes	19, 40, 42-46, 49, 54, 107, 114, 115
	commercial status	142	child restraint use	87, 88
	commercial vehicle	55	citations	92, 93
	crash involved drivers	92	commercial vehicle	54
	disposition by traffic bureau	155	construction zone	19, 20
			contributing circumstances	41, 43
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			crashes, day of week	73
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rates per VMT	7, 14	citations	122
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