

VERMONT CRASH DATA RESOURCE BOOK 2009



The Honorable Peter Shumlin, Governor

**Keith Flynn
Commissioner
Department of Public Safety**

**Ted Minall, Program Chief
Governor's Highway Safety Program**

Prepared by:

**Robin Adler
Director of Research**

**Joan Owen
Research Analyst**

**Vermont Center for Justice Research
www.vcjr.org**

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INTRODUCTION

This edition of the Crash Data Resource Book marks the twenty-first 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 <http://ghsp.vermont.gov> 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 underwent major improvements that are fully reflected in this and recent volumes of the Crash Data Resource Book. 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 and to 14,252 in 2005. The primary reason for increases of this magnitude was implementation of the 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 began in January 2005 with implementation initiated 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
Waterbury, VT 05671
(802) 241-5509

2009 Crash Highlights

HIGHLIGHTS AND TRENDS

- 12,640 crashes were reported; 68 fatal, 2,321 injury, and 10,251 property damage. (Figure 1.1 and Table 1.1)
- 73 people were killed and 3,144 injured. There were two untimely deaths. (Figure 1.1 and Table 1.3)

ENVIRONMENTAL CHARACTERISTICS

- Crash rates per 1,000 population were highest in Chittenden, Bennington and Windham Counties. (Table 2.1)
- 80.8% of fatal crashes occurred in rural areas whereas more property damage crashes happened in urban (58.2%) rather than rural (41.7%) areas. (Table 2.3)
- 31.4% of the crashes in urban areas occurred at intersections; rural crashes often occur on open road (61.6%). (Table 2.4)
- Crashes were 10 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 roadways than interstates. (Table 2.5)
- About 68.8% of all fatal crashes occurred in the 50-65 m.p.h. posted speed ranges. (Table 2.6)
- The holiday period average crash rate per 24 hour period was 33.31 (Table 2.10)
- June and August had the highest percentage of fatal crashes. Whereas, for property damage crashes, a higher number occurred in December, January and February. (Table 2.11)
- Fatal crashes most often occurred on Fridays and Saturdays. (Table 2.12)
- The majority of crashes occurred under either clear (53%) or cloudy (24%) weather conditions with no precipitation. (Table 2.15)
- Most fatal crashes and about 47% 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 91% of all crashes reported to police. (Table 3.1)
- 68% of all crashes involved 2 or more vehicles. 56% 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 and van crashes. (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, wrong side/wrong way, and following too closely. (Table 3.10)
- 72.3% 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 45.9% followed by sideswipe, same direction 17.9%. (Table 3.14)

Person Characteristics

- About equal proportions of licensed drivers were male (49.6%) and female (50.4%), however, crash involved drivers were more likely to be male (55.4%). (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 467 severe or fatal injuries in 2009. (Table 4.12)
- 92.1% of crash operators reported being restrained; passenger restraint use was 91%. (Table 4.13)
- The highest rates of restraint use were for passengers ages infant-4. Persons ages 13-14 were least likely to use a restraint. (Table 4.14)
- For the five-year period 2005-2009, 96% of children in crashes were using a restraining belt or seat. (Table 4.22)
- About 32% of those killed in motor vehicle crashes were under the age of 40; 64% of the fatalities were male and 36% were female in 2009. (Table 4.24)
- Lamoille County experienced the highest rate of alcohol involved crashes, based on population. The lowest rate was found in Washington County. (Table 4.36)

Citations

- 79,182 citations were written in 2009 (Table 5.1)
- The most frequent violations cited in single vehicle crashes were speeding, driving road laned for traffic, operating no license and operating without insurance. (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 about 17% of the statewide total. However, citations issued per vehicle miles traveled were highest in Bennington County (17.2) and Rutland County (16.6). The statewide average was 11.0. (Table 5.9)
- More than 8 out of 10 speeding citations were issued on non-interstate roads. Slightly more than half (52.3%) 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 176.5 per 1,000 licensed drivers compared to the average rate of 85.1. (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 rose slightly every year until 2008 when reported crashes decreased to 13,758. In 2009 reported crashes reached their lowest level since the new crash report was introduced, with 12,640 police reported accidents.

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 of 176 crashes per 100 vehicle miles travels was still below the U.S. rate of 185.

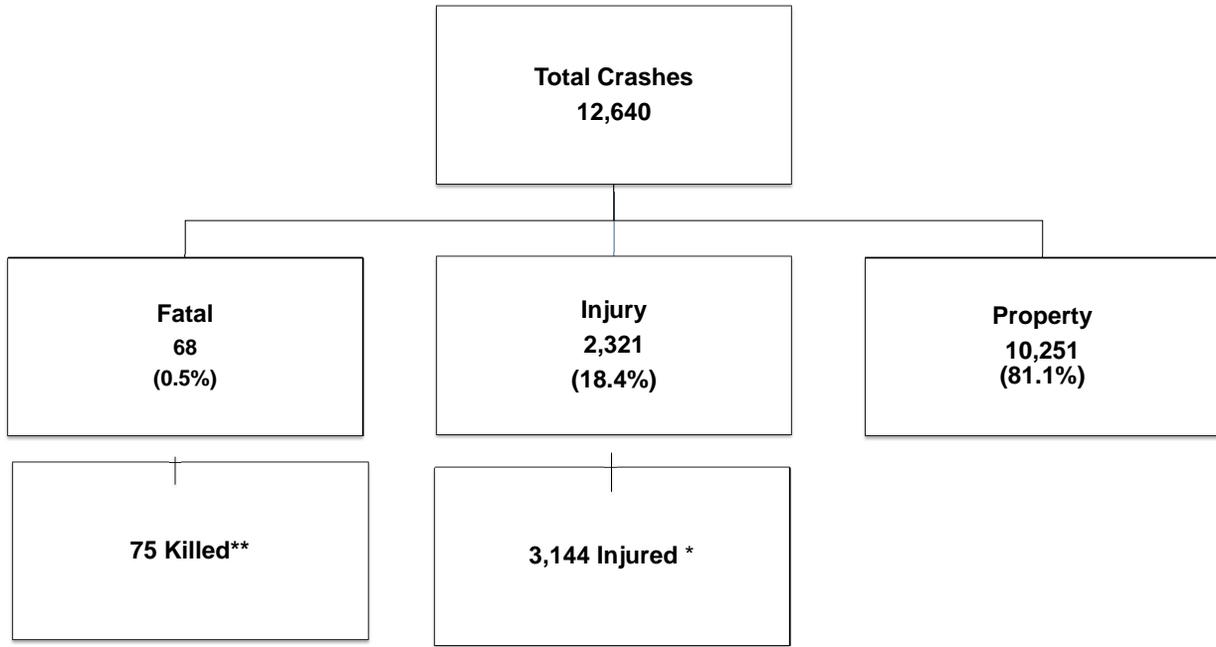
Several important qualifications affect the data provided in this report and should be kept in mind when drawing conclusions about the incidence and characteristics of motor vehicle crashes in Vermont. Most important is that the analysis reported here is based only on crash reports filed by law enforcement 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 2009. 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.

Missing from the analyses contained in this and subsequent sections are crashes reported to the Department of Motor Vehicles by operators only. In 2009, there were 3,452 operator reported crashes. A significant statutory change was implemented on July 1, 1995 which increased 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, 2004 and 2005. Since 2006, the number of operator reported crashes has been around 3,500 per year.

The proportion of 2009 crashes for which police reports were filed with DMV was 78.5 %; slightly lower than the 2008 level of 80.2 %. 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.

There were 73 fatalities on Vermont roadways in 2009 and 2 untimely deaths as a result of motor vehicle accidents. Three thousand one hundred and forty-four people were injured in 2009, a slight decrease from 2008 levels. There were approximately 1,100 fewer reported accidents in 2009 than in 2008. Property crashes had the largest decrease in reported accidents from 11,148 in 2008 to 10,251 in 2009.

**FIGURE 1.1
TOTAL CRASHES 2009
BY CRASH CATEGORY AND NUMBER KILLED AND INJURED**



* Includes persons injured in fatal crashes
** Includes two untimely deaths

TABLE 1.1: CRASHES REPORTED BY POLICE AND OPERATORS, BY TYPE, 2000-2009

POLICE REPORTED CRASHES CRASH TYPE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal	75	83	72	63	84	68	77	64	66	68
Injury	1,892	1,655	2,689	3,086	3,109	2,956	3,048	2,748	2,534	2,321
Property	1,494	1,520	7,302	10,567	10,600	11,228	11,424	11,604	11,158	10,251
TOTAL	3,461	3,258	10,063	13,716	13,793	14,252	14,549	14,416	13,758	12,640
OPERATOR REPORTED CRASHES	8,772	8,128	7,440	3,569	4,333	4,530	3,480	3,590	3,402	3,452
TOTAL REPORTED CRASHES	12,233	11,386	17,503	17,285	18,126	18,782	18,029	18,006	17,160	16,092
Percent Police Reported	28.3	28.6	57.5	79.4	76.1	75.9	80.7	80.1	80.2	78.5

The number of police reported crashes increased in 2009 to 12,640 from the 2008 number of 13,758. Fatal crashes increased from 66 in 2008 to 68 in 2009. Police reported injury crashes decreased from 2,534 in 2008 to 2,321 in 2009 a decrease of about 8.4%. The number of property damage crashes also decreased about 8.1% from the 2008 number of 11,158 to 10,251 in 2009. Crashes reported by operators increased slightly from 3,402 in 2008 to 3,452 in 2009. The proportion of motor vehicle crashes resulting in a police crash report decreased slightly to 78.5% in 2009 from 80.2% in 2008. 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 2000-2009

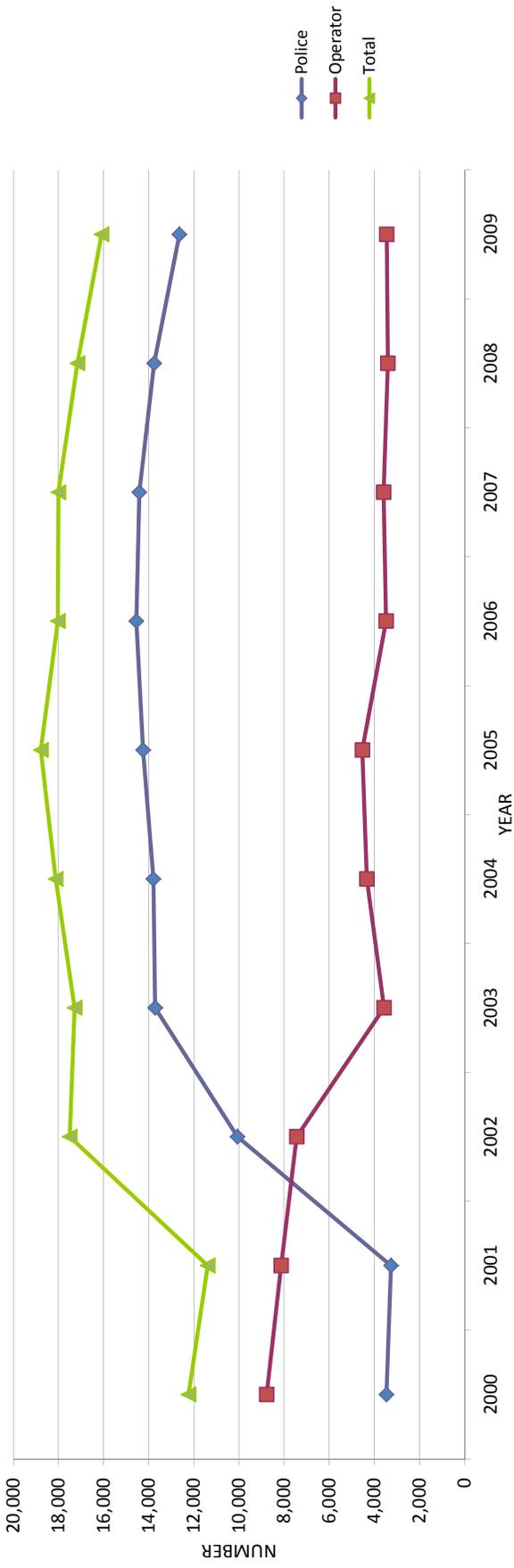


TABLE 1.2: CRASH RATES PER VEHICLE MILES TRAVELED BY TYPE, 2000-2009

CRASH TYPE	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Fatal	1	1	0.9	0.8	1.1	0.9	1	0.8	0.9	0.95
Injury	24.1	20.8	34.8	40.5	40.4	38.3	40	36.1	35.3	32.44
Property	19	19.1	94.6	138.8	137.9	145.5	150.1	152.5	155.5	143.3
Total	44.1	41	130.4	180.2	179.4	184.7	191.2	191.7	191.7	176.7
U.S. Rate	232	227	221	219	209	219	198	286	235	185
Vehicle Miles (millions)	7,851	7,938	7,717	7,611	7,689	7,717	7,611	7,519	7,176	7,154

NOTE: RATES PER 100 MILLION VEHICLE MILES TRAVELED

The Vermont crash rate per 100 million vehicle miles traveled dropped to 176.7; the lowest rate in the previous 5 years. The Vermont rate, however, was still below the U.S. rate of 185 per 100 million vehicle miles traveled.

Vermont vs. U.S. Crash Rates, 2000-2009 Per 100 Million Vehicle Miles

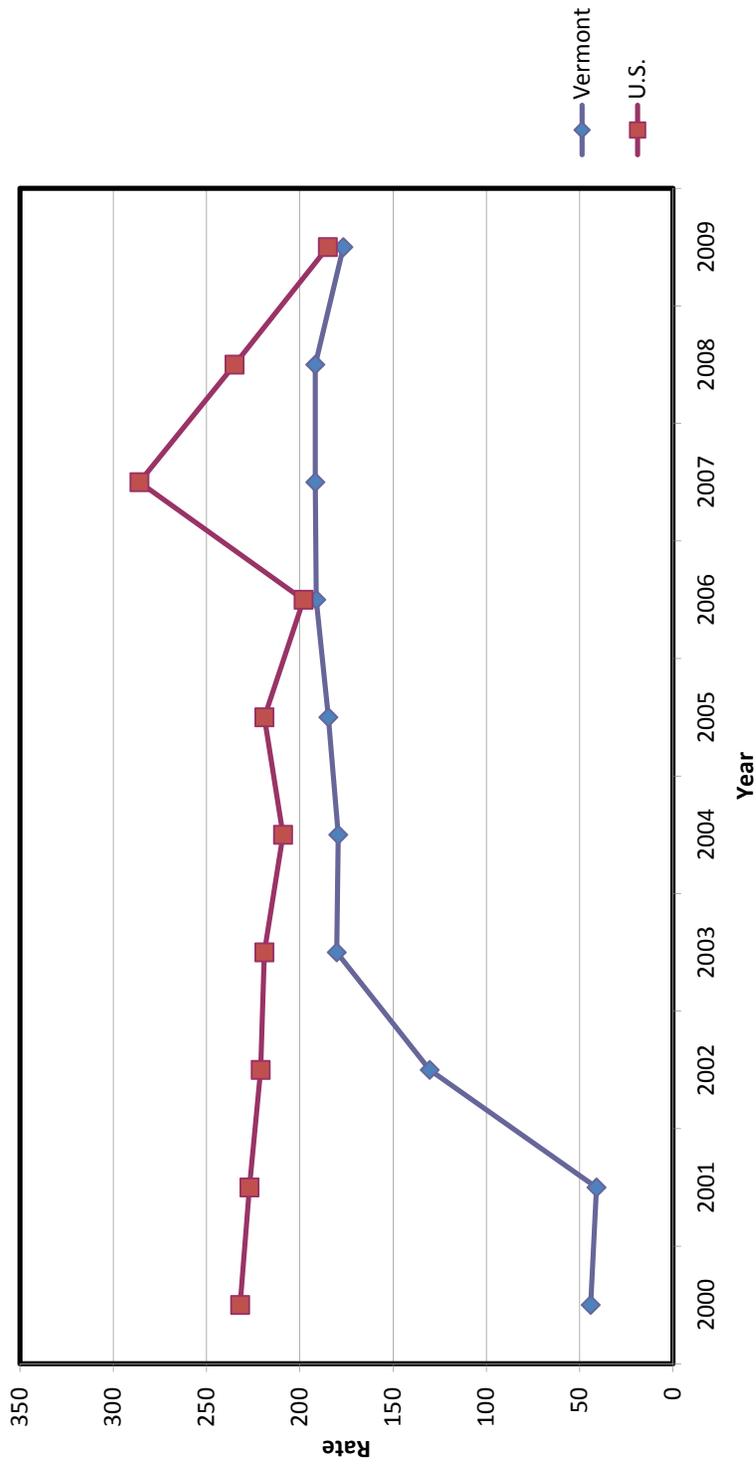


TABLE 1.3: INJURY AND FATALITY RATES PER VEHICLE MILES TRAVELED, 2000-2009

	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Persons Killed	79	92	78	69	98	73	87	66*	73*	73*
Fatality Rate	0.9	0.8	1.1	0.9	1	0.8	0.9	0.95	0.9	0.95
Persons Injured	2,986	2,628	3,897	4,425	4,328	4,085	4,144	3,644	3,421	3,144
Injury Rate	24.1	20.8	34.8	40.5	40.4	38.3	40	36.1	35.3	32.4

NOTE: RATES PER 100 MILLION VEHICLE MILES TRAVELED.

*does not include untimely deaths.

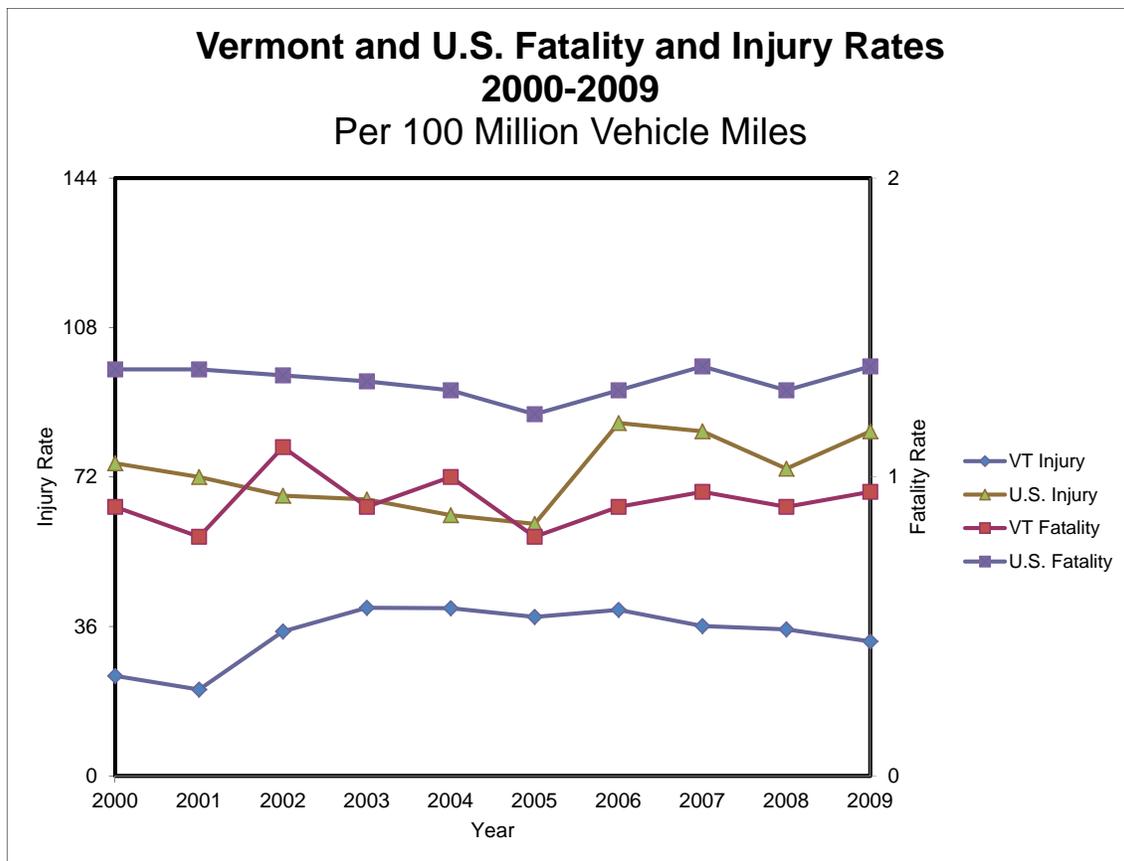


TABLE 1.4: VARIOUS CRASH RATES, 2000-2009

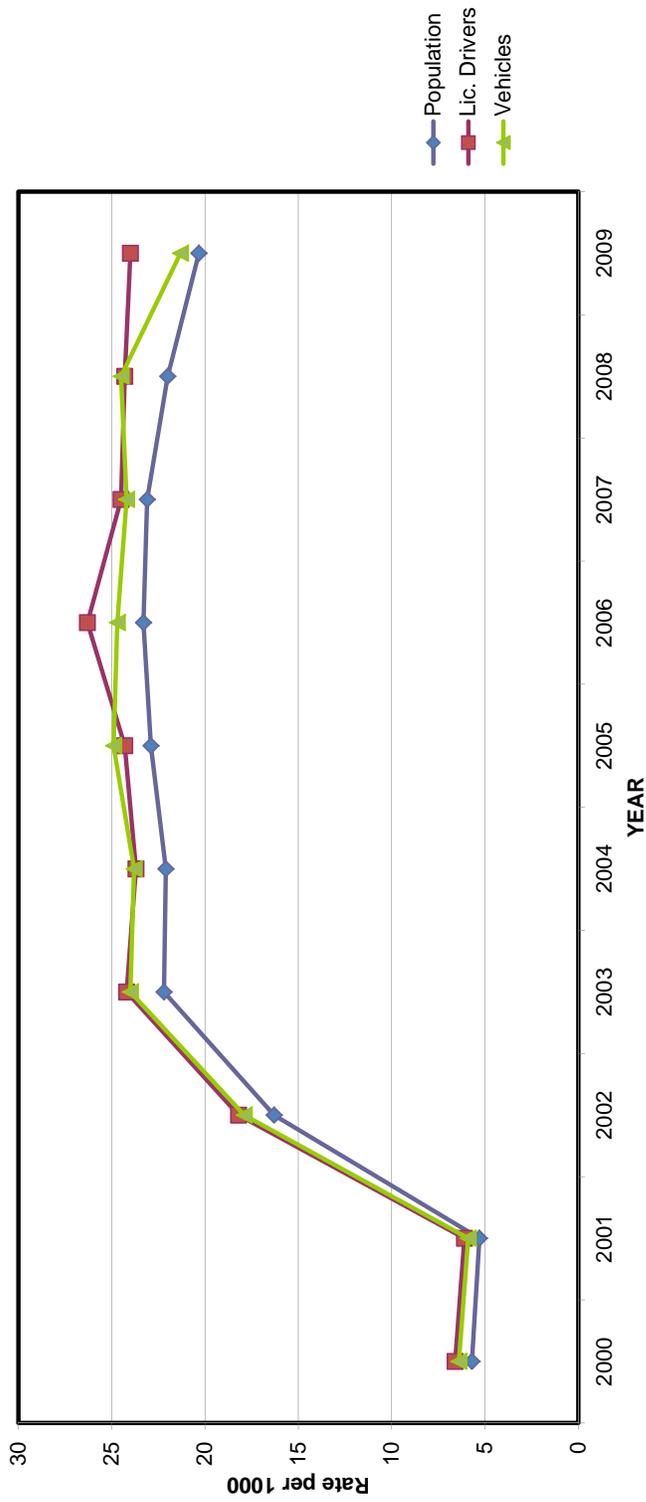
CRASH RATES	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
Rate/1,000 Population	5.7	5.3	16.3	22.2	22.1	22.9	23.3	23.1	22	20.33
Fatal Crashes	0.12	0.14	0.12	0.1	0.13	0.11	0.12	0.1	0.11	0.11
Fatalities	0.13	0.15	0.13	0.11	0.16	0.12	0.14	0.11	0.1	0.01
Injury Crashes	3.1	2.7	4.4	5	5	4.7	4.9	4.4	6	3.73
Injuries	4.9	4.3	6.3	7.1	7.1	6.6	6.6	5.8	5.5	5.86
Property Crashes	2.5	2.5	11.9	17.1	17	18	18.3	18.6	18	16.49
Rate/1,000 Vehicles	6.4	5.9	17.9	24	23.8	24.9	24.7	24.2	24.5	21.31
Fatal Crashes	0.14	0.15	0.13	0.11	0.14	0.12	0.13	0.11	0.12	0.11
Fatalities	0.15	0.17	0.14	0.12	0.17	0.13	0.15	0.11	0.13	0.12
Injury Crashes	3.5	3	4.8	5.4	5.4	5.2	5.2	4.6	4.5	3.91
Injuries	5.5	4.8	6.9	7.7	7.5	7.1	7	6.1	6.1	6.14
Property Crashes	2.8	2.8	13	18.5	18.3	19.6	19.4	19.5	19.9	17.29
Rate/1,000 Licensed Drivers	6.6	6.1	18.2	24.2	23.7	24.3	26.3	24.5	24.3	24.00
Fatal Crashes	0.14	0.15	0.13	0.11	0.14	0.12	0.14	0.11	0.12	0.13
Fatalities	0.15	0.17	0.14	0.12	0.17	0.12	0.16	0.11	0.13	0.14
Injury Crashes	3.6	3.1	4.9	5.4	5.4	5	5.5	4.7	4.5	4.41
Injuries	5.7	4.9	7.1	7.8	7.4	7	7.5	6.2	6	6.92
Property Crashes	2.8	2.8	13.2	18.6	18.2	19.2	20.7	19.7	19.7	19.46
Vermont Population	608,827	612,308	615,611	619,116	621,394	623,050	624,055	623,908	621,270	621,760
Vermont Vehicle Registrations	541,061	551,905	561,493	572,271	580,088	572,271	588,490	596,430	561,043	593,041
Vermont Licensed Drivers	525,944	537,190	552,393	566,644	580,984	585,743	552,171	589,140	565,567	526,709

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 2000-2009

Per Various Measures



SECTION 2

Environmental Characteristics

SECTION 2

The three major elements of motor vehicle crashes are environmental and roadway conditions, 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 2009. Many of the findings in this report are similar to those in previous years and lend some confidence in our ability to depict crash characteristics from reports filed by law enforcement.

Previous editions of the CRASH report noted that crashes were more likely in urban than rural areas. This trend held true for 2009 with 55% of crashes occurring in urban areas and 45% in rural. Urban area crashes differ from rural crashes in that they are comprised of a smaller proportion of injury crashes (40% vs. 60%), proportionally fewer fatal crashes (19% vs. 81%), and are more likely to occur at intersections (31% vs. 20%). Property damage crashes, on the other hand, are more likely to occur in urban areas (58%) than in rural areas (42%). Overall, relatively few crashes occur on interstate highways (7%) and are more likely to occur on town (23%) 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.

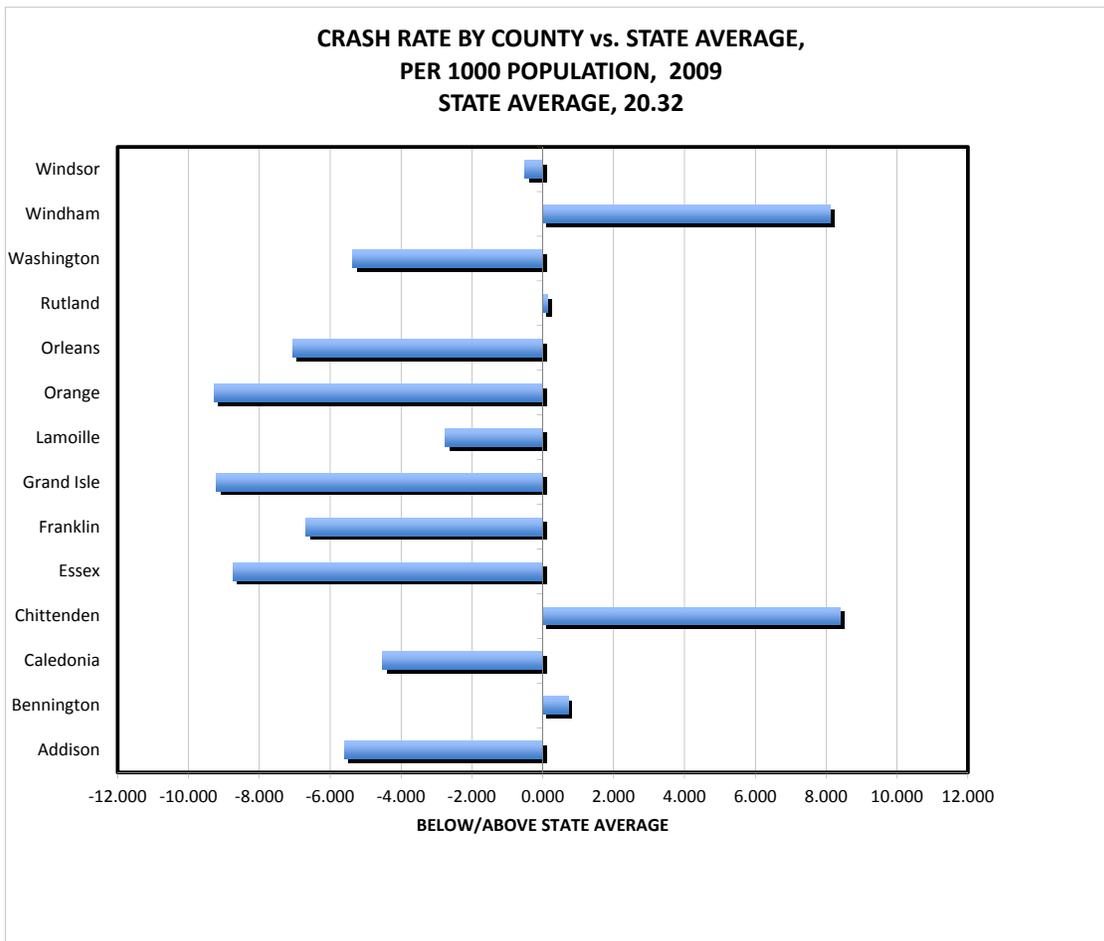
Chittenden County experienced the highest crash rates per 1,000 population, followed by Windham county. Chittenden and Rutland counties exhibited the highest crash rates per 100 million vehicle miles traveled. Grand Isle and Orange counties experienced both the lowest population crash rates and the lowest vehicle miles traveled crash rates of reported crashes in Vermont in 2009.

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 54 construction zone crashes were reported in 2009. Following too closely, inattention, and disregard of traffic signs were common operator contributing circumstances for construction zone crashes in 2009. 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 Saturday and between the hours of 6 a.m.-10 p.m. in 2009. January and December experienced a greater number of crashes than other months. Overall, the rate of crashes occurring on holidays (33.3 per 24 hour period) was lower than the average daily rate in 2009 (34.5 per 24 hour period). Crash rates during the New Year holiday and the Labor Day weekend were the highest of the holidays.

**TABLE 2.1: CRASHES BY COUNTY AND TYPE, 2009
NUMBER AND RATE PER 1000 POPULATION**

COUNTY	CRASH TYPE								POPULATION
	FATAL		INJURY		PROPERTY		TOTAL		
	N	RATE	N	RATE	N	RATE	N	RATE	
Addison	6	0.16	120	3.26	415	11.29	541	14.72	36760
Bennington	7	0.19	159	4.37	600	16.48	766	21.04	36411
Caledonia	2	0.07	115	3.80	361	11.93	478	15.80	30252
Chittenden	5	0.03	541	3.55	3829	25.14	4375	28.72	152313
Essex	0	0.00	35	5.47	39	6.10	74	11.57	6394
Franklin	8	0.17	176	3.65	473	9.82	657	13.64	48182
Grand Isle	0	0.00	17	2.25	67	8.86	84	11.11	7560
Lamoille	5	0.19	108	4.16	343	13.21	456	17.57	25958
Orange	4	0.14	75	2.60	240	8.31	319	11.04	28896
Orleans	4	0.15	102	3.74	256	9.38	362	13.26	27301
Rutland	9	0.14	279	4.43	1002	15.90	1290	20.47	63014
Washington	7	0.12	135	2.30	735	12.52	877	14.94	58696
Windham	7	0.16	203	4.67	1026	23.60	1236	28.43	43471
Windsor	4	0.07	256	4.53	861	15.22	1121	19.82	56552
STATE TOTAL	68	0.11	2321	3.73	10247	16.48	12636	20.32	621760



**TABLE 2.2: CRASHES BY COUNTY AND TYPE, 2009
NUMBER AND RATE PER VEHICLE MILES TRAVELED**

COUNTY	CRASH TYPE						TOTAL		MILLION VEHICLE MILES
	FATAL		INJURY		PROPERTY				
	N	RATE	N	RATE	N	RATE	N	RATE	
Addison	6	1.44	120	28.75	415	99.42	541	129.60	417.43
Bennington	7	1.78	159	40.40	600	152.47	766	194.65	393.53
Caledonia	2	0.51	115	29.36	361	92.18	478	122.05	391.63
Chittenden	5	0.34	541	37.08	3829	262.41	4375	299.83	1459.15
Essex	0	0.00	35	52.28	39	58.25	74	110.53	66.95
Franklin	8	1.69	176	37.27	473	100.15	657	139.11	472.29
Grand Isle	0	0.00	17	20.51	67	80.85	84	101.36	82.87
Lamoille	5	1.93	108	41.62	343	132.20	456	175.75	259.46
Orange	4	0.96	75	18.08	240	57.87	319	76.91	414.75
Orleans	4	1.36	102	34.59	256	86.81	362	122.76	294.88
Rutland	9	1.41	279	43.74	1002	157.09	1290	202.25	637.84
Washington	7	1.05	135	20.34	735	110.72	877	132.11	663.82
Windham	7	1.09	203	31.72	1026	160.30	1236	193.11	640.04
Windsor	4	0.42	256	26.67	861	89.68	1121	116.76	960.05
STATE TOTAL	68	0.95	2321	32.44	10247	143.22	12636	176.61	7154.69

The highest crash rates per vehicle miles traveled in 2009 were found in Chittenden (299.8) and Rutland (202.2) Counties with the lowest rates were found in Orange County (76.9) and Grand Isle (101.4) For fatal crash rates, the highest rate was found in Lamoille County (1.93).

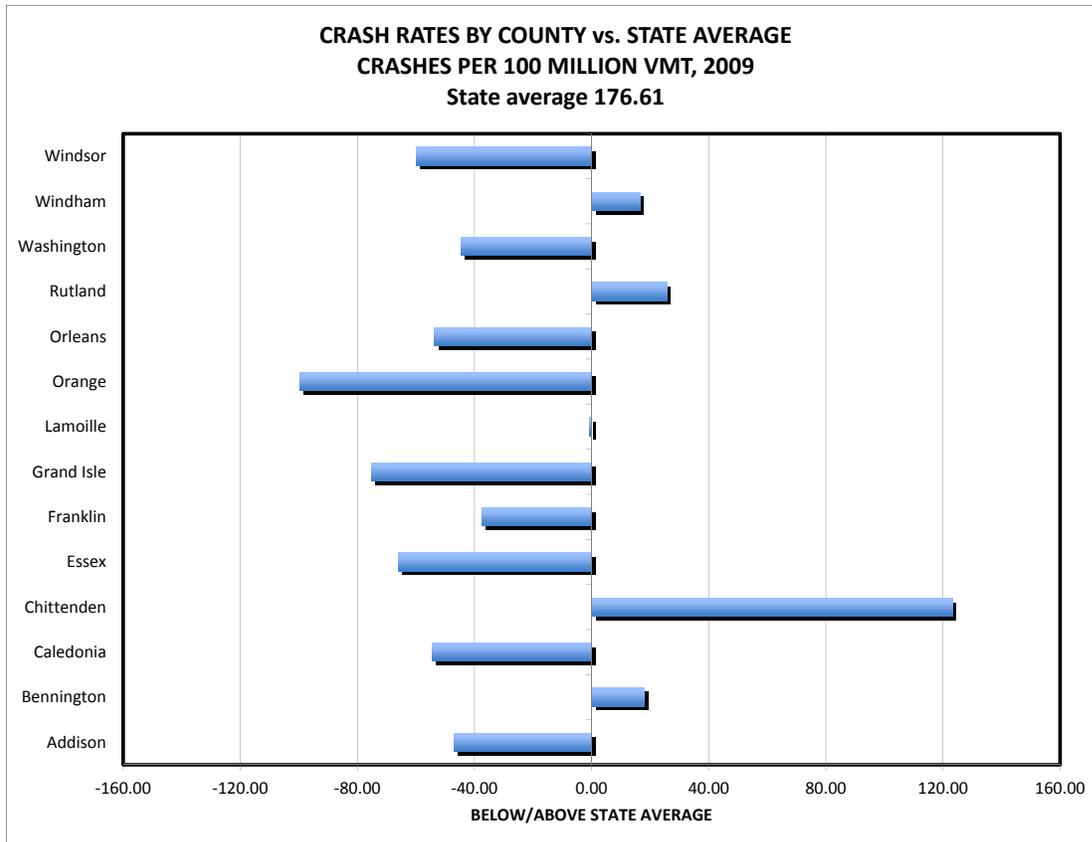


TABLE 2.3: CRASH TYPE BY RURAL VS. URBAN LOCATION, 2009

CRASH TYPE	LOCATION					
	RURAL		URBAN		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
FATAL	55	80.88%	13	19.12%	68	100%
INJURY	1,384	59.63%	937	40.37%	2,321	100%
PROPERTY	4,283	41.78%	5,968	58.22%	10,251	100%
TOTAL	5,722	45.27%	6,918	54.73%	12,640	100%

In 2009, about 80.9% of fatal Vermont crashes occurred in rural areas, while only 19.1% occurred in urban areas. Injury crashes were also higher in rural areas (59.6%) than in urban regions (40.3%) with similar proportions to that found in 2008. Crashes in rural areas were still somewhat more likely to involve an injury or fatality (25%) than were those which occurred in urban areas (14%).

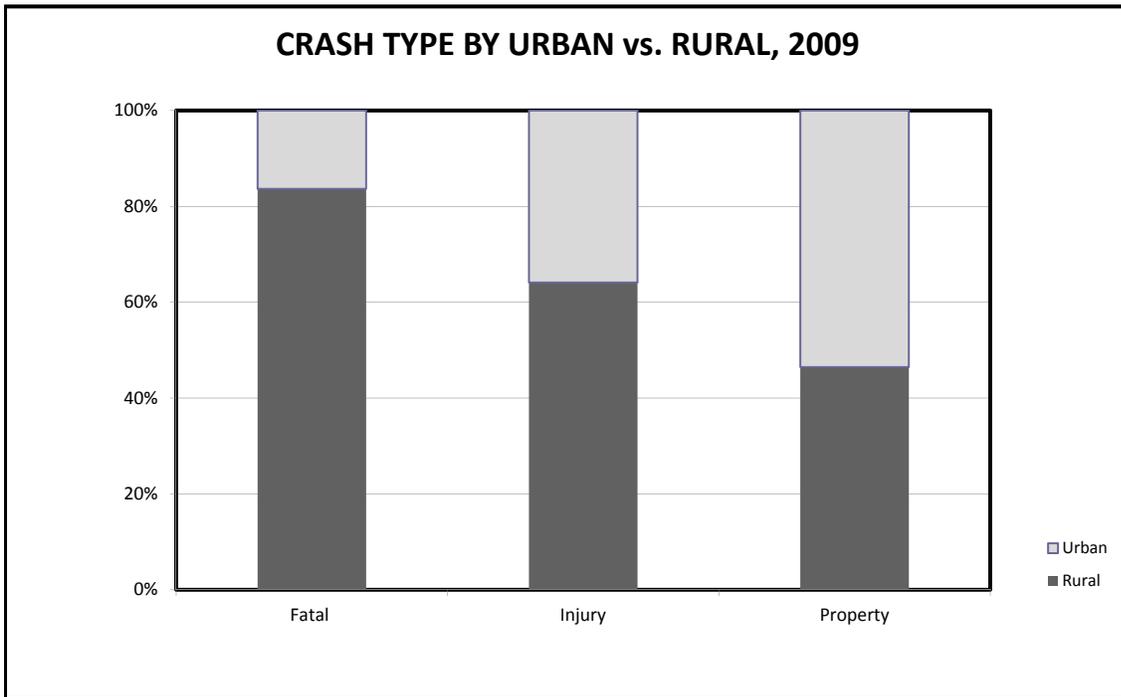


TABLE 2.4: ROAD CHARACTERISTICS OF RURAL VS. URBAN CRASH LOCATION, 2009

ROAD CHARACTERISTIC	LOCATION					
	RURAL		URBAN		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
Intersection with Another Road	1,145	20.4%	2,156	31.4%	3,301	26.4%
Five-point, or more	11	0.2%	21	0.3%	32	0.3%
Railroad Crossing	17	0.3%	6	0.1%	23	0.2%
Driveway	216	3.8%	266	3.9%	482	3.9%
Ramp Off	58	1.0%	77	1.1%	135	1.1%
Ramp On	30	0.5%	23	0.3%	53	0.4%
Open Road	3,461	61.6%	2,426	35.3%	5,887	47.1%
Traffic Circle/Roundabout	2	0.0%	76	1.1%	78	0.6%
Parking Lot	462	8.2%	1,523	22.2%	1,985	15.9%
Other	171	3.0%	239	3.5%	410	3.3%
Unknown/Not Reported	49	0.9%	54	0.8%	103	0.8%
TOTAL	5,622	100.0%	6,867	100.0%	12,489	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 (61.6%) compared to urban areas (35.3%) as would be expected. A large percent of crashes in urban regions also happen at intersections (31.4%) and in parking lots (22.2%). About 4% of crashes occur at a driveway.

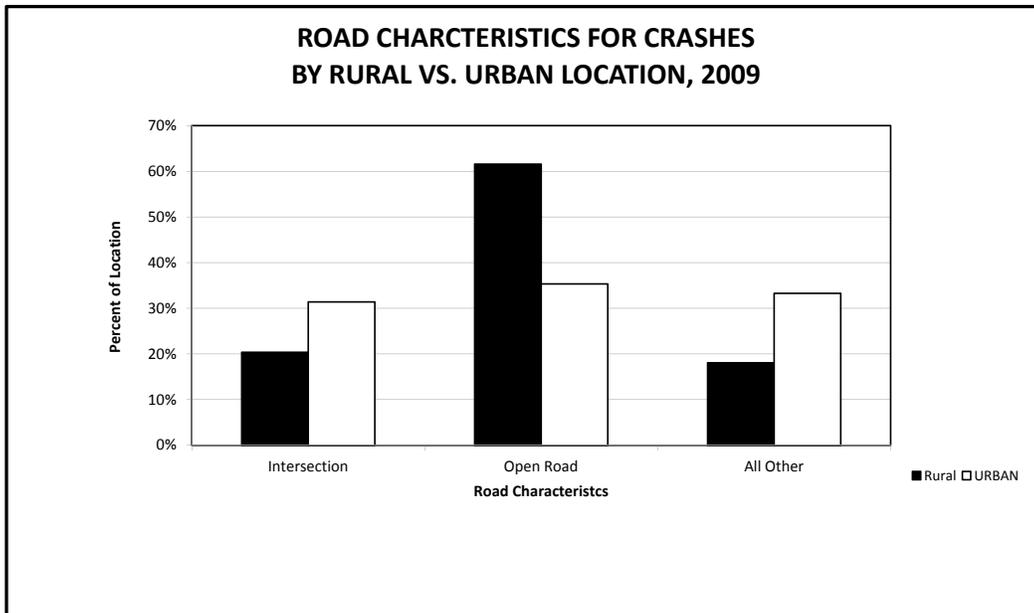


TABLE 2.5: HIGHWAY CLASS BY CRASH TYPE, 2009

HIGHWAY CLASS	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Interstate	8	11.8%	225	9.7%	602	5.9%	835	6.6%
State	38	55.9%	1183	51.0%	4235	41.3%	5456	43.2%
Town	5	7.4%	547	23.6%	2412	23.5%	2964	23.4%
City/Village	16	23.5%	299	12.9%	899	8.8%	1214	9.6%
Other	1	1.5%	67	2.9%	2103	20.5%	2171	17.2%
TOTAL	68	100.0%	2321	100.0%	10251	100.0%	12640	100.0%

In 2009 crashes were 10 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 than on interstate highways.

CRASHES BY HIGHWAY CLASS, 2009

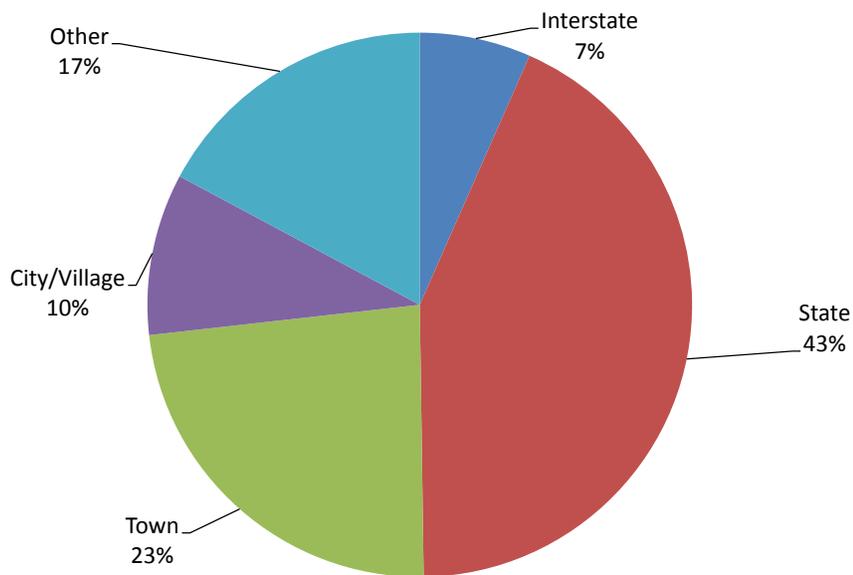
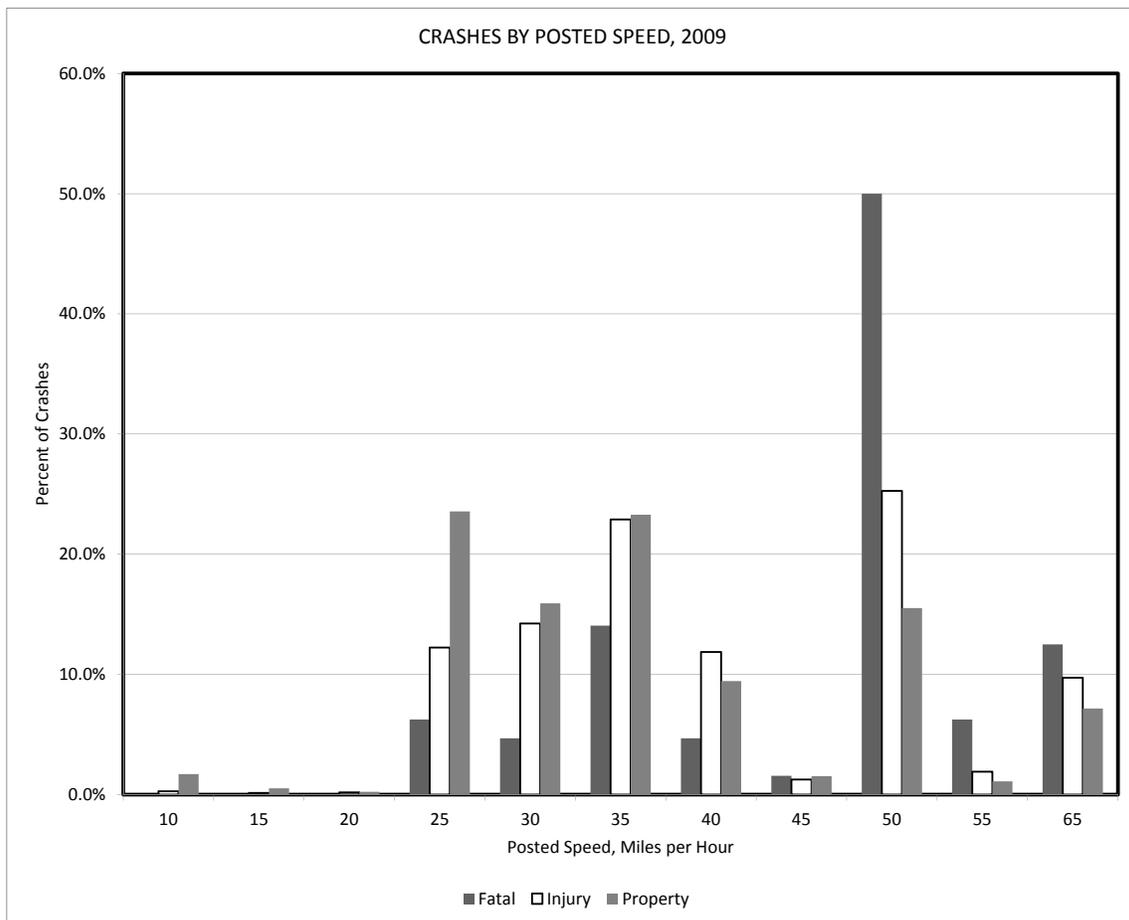


TABLE 2.6 POSTED SPEED BY CRASH TYPE, 2009

POSTED SPEED	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
10	0	0.0%	6	0.3%	130	1.7%	136	1.5%
15	0	0.0%	3	0.1%	40	0.5%	43	0.5%
20	0	0.0%	4	0.2%	18	0.2%	22	0.2%
25	4	6.3%	263	12.2%	1796	23.6%	2063	22.7%
30	3	4.7%	306	14.2%	1213	15.9%	1522	16.8%
35	9	14.1%	492	22.9%	1775	23.3%	2276	25.1%
40	3	4.7%	255	11.9%	720	9.4%	978	10.8%
45	1	1.6%	27	1.3%	117	1.5%	145	1.6%
50	32	50.0%	543	25.3%	1183	15.5%	1758	19.4%
55	4	6.3%	41	1.9%	84	1.1%	129	1.4%
65	8	12.5%	209	9.7%	546	7.2%	763	8.4%
TOTAL	64	100.0%	2149	100.0%	7622	100.0%	9072	100.0%

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



**TABLE 2.7: OPERATOR CONTRIBUTING CIRCUMSTANCES
IN CONSTRUCTION ZONE CRASHES, 2009**

CONTRIBUTING CIRCUMSTANCES	2009	
	N	%
Failure to yield row	3	5.8%
Disregarded traffic signs, signals, road markings	7	13.5%
Excessive speed	0	0.0%
Driving too fast for conditions	3	5.8%
Improper turn	1	1.9%
Wrong side or wrong way	2	3.8%
Followed too closely	8	15.4%
Failure to keep in proper lane	1	1.9%
Operating vehicle in careless or reckless manner	1	1.9%
Swerving or avoiding	2	3.8%
Under the influence of medication/drugs/alcohol	0	0.0%
Visibility obstructed	2	3.8%
Inattention	12	23.1%
Distracted	1	1.9%
Fatigued, asleep	0	0.0%
Operating defective equipment	0	0.0%
Distraction caused by technology	0	0.0%
Other improper action	8	15.4%
Unknown	1	1.9%
TOTAL	52	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 2005-2009

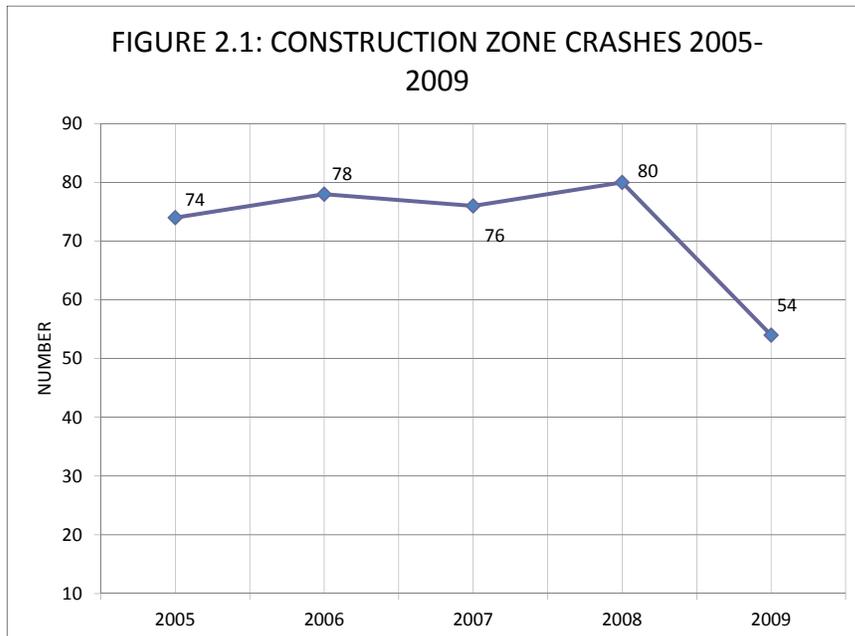


TABLE 2.8: CONSTRUCTION ZONE CRASHES BY TIME OF DAY, 2005-2009

TIME OF DAY	2009		CUMULATIVE 2005-2009	
	N	%	N	%
Early Morn (2-6 am)	1	1.9%	11	3.8%
Morning (6-10 am)	12	22.2%	47	16.4%
Midday(10-2 pm)	20	37.0%	99	34.6%
Afternoon (2-6 pm)	16	29.6%	94	32.9%
Evening (6-10 pm)	5	9.3%	27	9.4%
Night (10pm-2 am)	0	0.0%	8	2.8%
TOTAL	54	100.0%	286	100.0%

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

TABLE 2.9: CONSTRUCTION ZONE CRASHES BY DAY OF WEEK, 2005-2009

DAY OF WEEK	2009		CUMULATIVE 2005-2009	
	N	%	N	%
Sunday	4	7.4%	18	6.0%
Monday	11	20.4%	45	15.1%
Tuesday	8	14.8%	49	16.4%
Wednesday	8	14.8%	44	14.8%
Thursday	8	14.8%	59	19.8%
Friday	11	20.4%	62	20.8%
Saturday	4	7.4%	21	7.0%
TOTAL	54	100.0%	298	100.0%
Weekend (6pm Fri-6am Mon)	9	26.1%	40	13.4%
Weekday	45	73.9%	258	86.6%

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

FIGURE 2.2: CONSTRUCTION ZONE CRASHES BY DAY OF WEEK AND TIME OF DAY 2005-2009

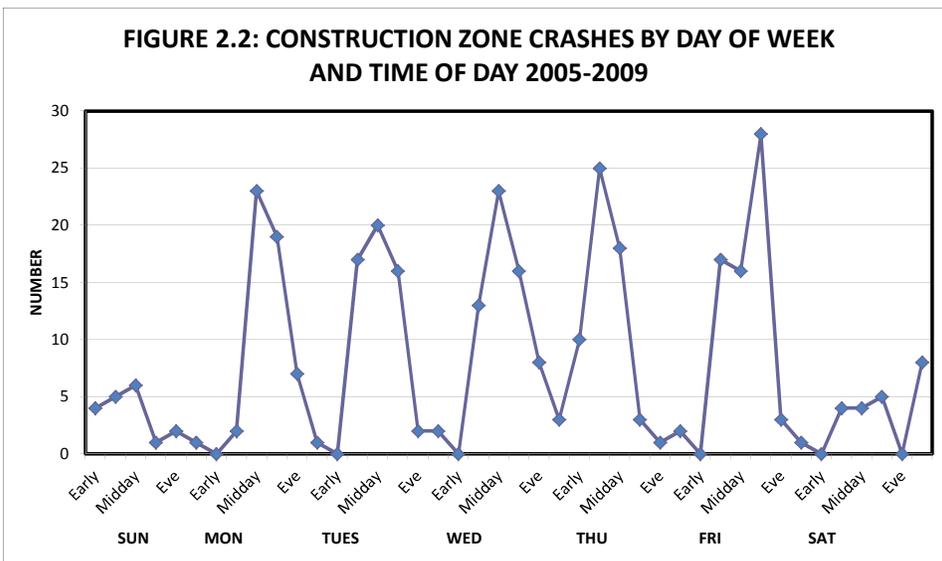


TABLE 2.10: HOLIDAY CRASHES BY TYPE AND RATE, 2009

HOLIDAY	HOURS	CRASH TYPE											
		FATAL			INJURY			PROPERTY			TOTAL		
		N	%	RATE*	N	%	RATE*	N	%	RATE*	NUMBER	PERCENT	RATE*
New Year's	30	0	0.00%	0.00	17	9.5%	13.60	90	14.3%	72.00	107	100%	85.60
President's Day	24	0	0.00%	0.00	3	1.7%	3.00	26	4.1%	26.00	29	100%	29.00
St. Patrick's Day	24	0	0.00%	0.00	6	3.4%	6.00	24	3.8%	24.00	30	100%	30.00
Easter	54	0	0.00%	0.00	12	6.7%	5.33	66	10.5%	29.33	78	100%	34.67
Memorial Day	78	3	4.41%	0.92	31	17.3%	9.54	89	14.1%	27.38	123	100%	37.85
July 4	78	0	0.00%	0.00	20	11.2%	6.15	48	7.6%	14.77	68	100%	20.92
Labor Day	78	0	0.00%	0.00	36	20.1%	11.08	109	17.3%	33.54	145	100%	44.62
Halloween	24	0	0.00%	0.00	4	2.2%	4.00	21	3.3%	21.00	25	100%	25.00
Thanksgiving	120	0	0.00%	0.00	26	14.5%	5.20	85	13.5%	17.00	111	100%	22.20
Christmas	78	3	4.41%	0.92	24	13.4%	7.38	73	11.6%	22.46	100	100%	30.77
Average per holiday		6	0.74%	0.24	179	21.94%	7.31	631	77.3%	25.76	816	100%	33.31
Holiday Total	588												
Year Total	8784	68	0.54%	0.19	2321	18.36%	6.34	10251	81.10%	28.01	12640	100%	34.54

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 2009 average crash rate during holiday periods (33.31) was lower than the rate for the total year (34.53). Crash rates during Labor Day and New Year's Eve were highest of holidays. The holiday fatal crash rate for 2009 (.24) was higher than the rate in 2008 (.12). The holiday injury crash rate (7.31) was also higher than the 2008 rate of 5.67. The property crash rate during holidays also increased from 23.15 in 2008 to 25.76 in 2009.

FIGURE 2.3: HOLIDAY CRASH RATES
5 YEAR AVERAGE 2005-2009

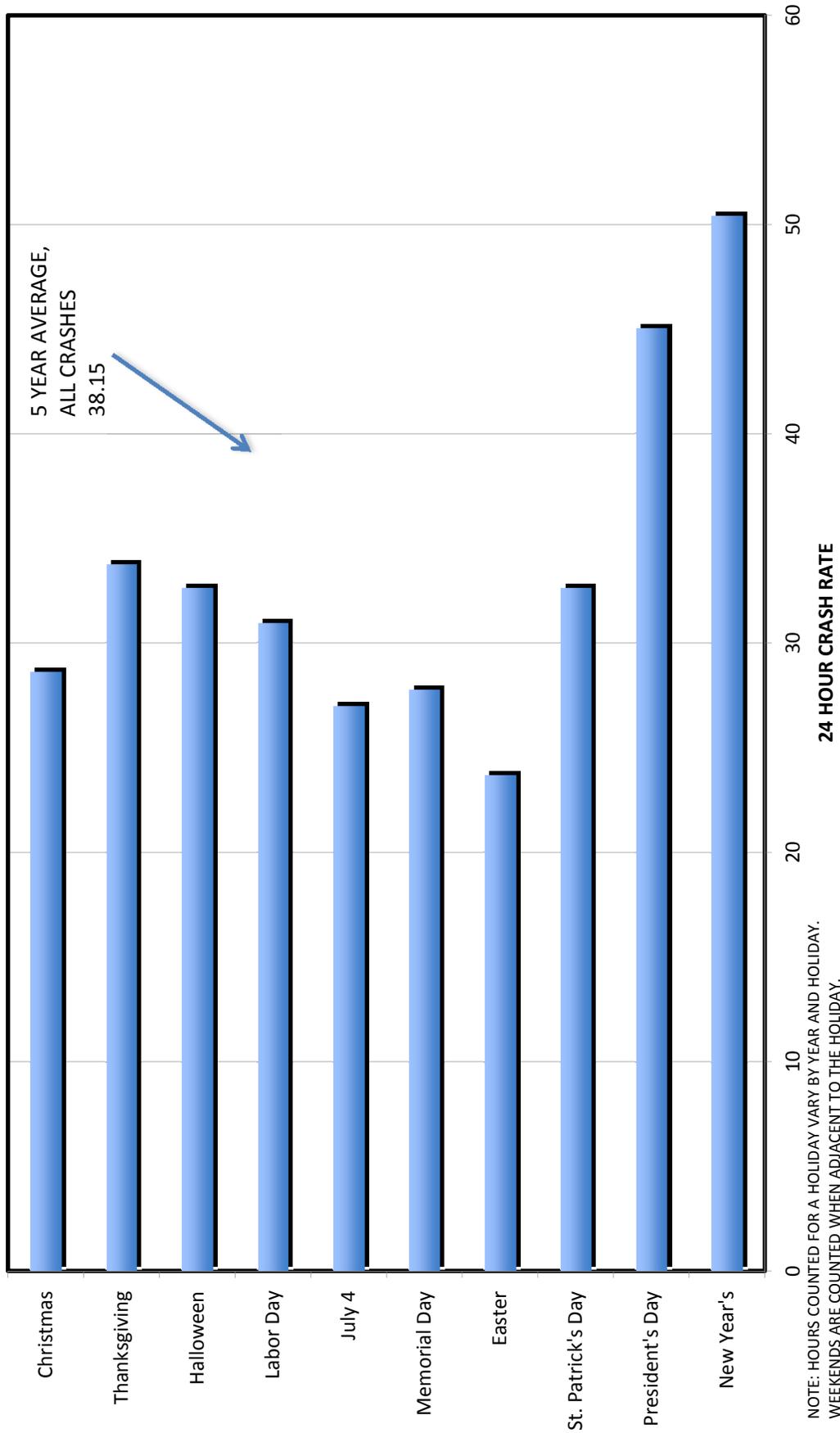


TABLE 2.11: CRASH TYPE BY MONTH, 2009

MONTH	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
January	2	2.9%	200	8.6%	1234	12.0%	1436	11.4%
February	1	1.5%	162	7.0%	895	8.7%	1058	8.4%
March	3	4.4%	160	6.9%	774	7.6%	937	7.4%
April	5	7.4%	151	6.5%	613	6.0%	769	6.1%
May	9	13.2%	192	8.3%	765	7.5%	966	7.6%
June	10	14.7%	219	9.4%	789	7.7%	1018	8.1%
July	3	4.4%	220	9.5%	829	8.1%	1052	8.3%
August	10	14.7%	201	8.7%	797	7.8%	1008	8.0%
September	5	7.4%	200	8.6%	791	7.7%	996	7.9%
October	3	4.4%	195	8.4%	794	7.7%	992	7.8%
November	7	10.3%	161	6.9%	735	7.2%	903	7.1%
December	10	14.7%	260	11.2%	1234	12.0%	1504	11.9%
Average	5.67		193.417		854.1667		1053.25	
Total	68	100.0%	2321	100.0%	10250	100.0%	12639	100.0%

In 2009, June, August and December experienced the highest percentage of fatal crashes. December experienced the largest number of injury crashes; April the lowest. Injury crash rates during the rest of the months were evenly distributed between approximately 7%-9%. Proportionally more property damage crashes occurred during the winter months of December, January and February.

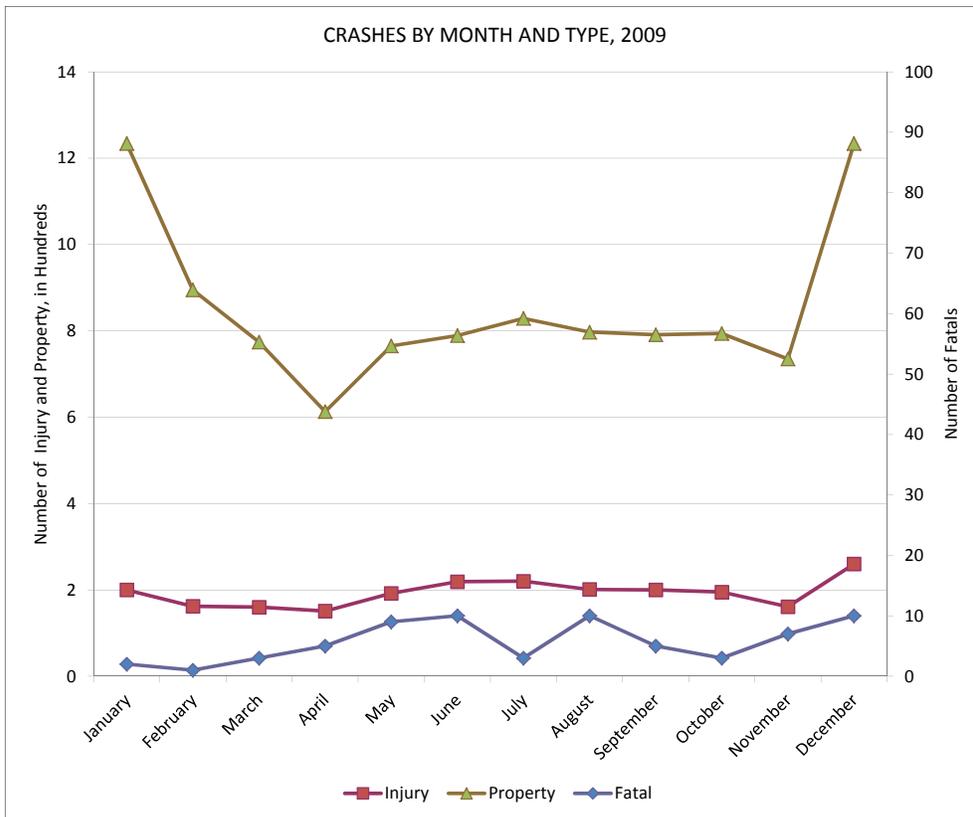


TABLE 2.12: DAY OF WEEK BY CRASH TYPE, 2009

DAY OF WEEK	CRASH TYPE						TOTAL NUMBER PERCENT	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%		
Sunday	9	13.2%	306	13.2%	1106	10.8%	1553	10.8%
Monday	10	14.7%	365	15.7%	1536	15.0%	2121	14.8%
Tuesday	7	10.3%	293	12.6%	1488	14.5%	2014	14.0%
Wednesday	7	10.3%	326	14.0%	1561	15.2%	2099	14.6%
Thursday	7	10.3%	341	14.7%	1564	15.3%	2127	14.8%
Friday	14	20.6%	346	14.9%	1770	17.3%	2588	18.0%
Saturday	14	20.6%	344	14.8%	1225	12.0%	1861	13.0%
Total	68	100.0%	2321	100.0%	10250	100.0%	14363	100.0%
Average	9.7		331.6		1464.3		2051.9	

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

Fatal crashes most often occurred on Fridays and Saturdays (20.6%) in 2009. The highest percentage (15.7%) of injury crashes happened on Mondays, while other days of the week were more evenly distributed. The highest percentage of property damage crashes occurred on Fridays (17.3%), while the lowest was observed on Sundays (10.8%), which has been the case in past years.

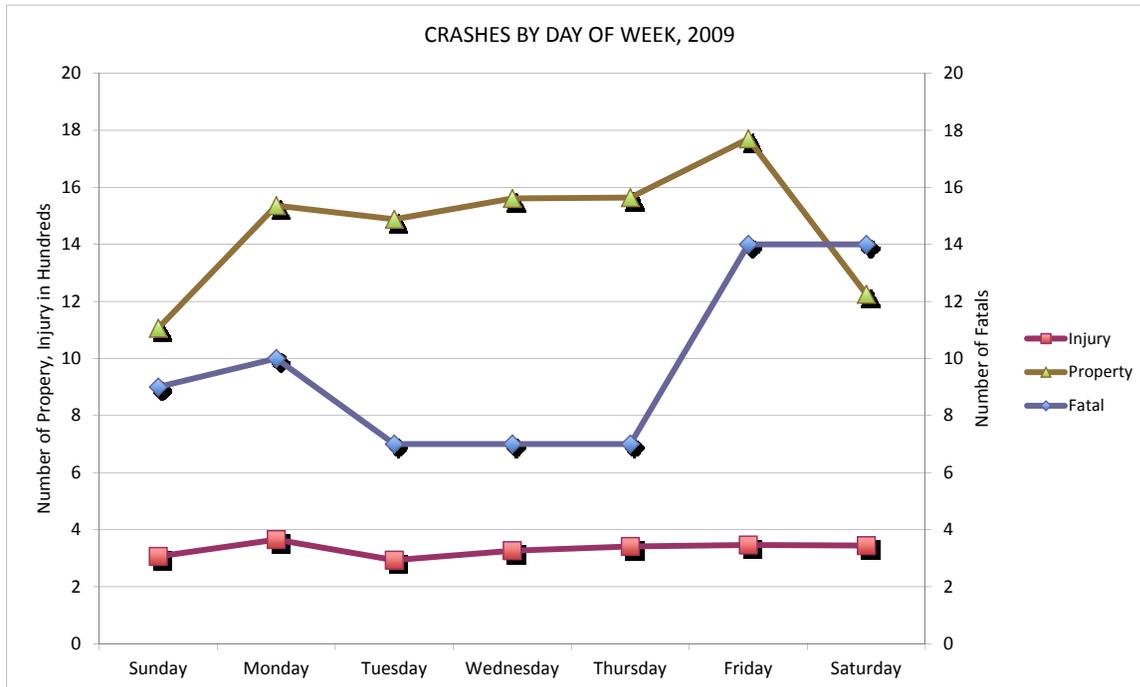


TABLE 2.13: TIME OF DAY BY DAY OF WEEK, 2009

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)	42	10.5	40	10.0	38	9.5	47	11.8	48	12.0	89	22.3	73	18.3	377	94.25
Morning (6-10 am)	335	83.8	333	83.3	342	85.5	325	81.3	337	84.3	191	47.8	152	38.0	2015	503.75
Midday (10 am-2 pm)	503	125.8	481	120.3	496	124.0	461	115.3	521	130.3	456	114.0	386	96.5	3304	826
Afternoon (2-6 pm)	663	165.8	607	151.8	660	165.0	639	159.8	738	184.5	444	111.0	419	104.8	4170	1042.5
Evening (6-10 pm)	257	64.3	224	56.0	244	61.0	310	77.5	336	84.0	240	60.0	242	60.5	1853	463.25
Night (10 pm-2 am)	28	7.0	24	6.0	27	6.8	37	9.3	29	7.3	73	18.3	78	19.5	296	74
Total	1828	76.2	1709	71.2	1807	75.3	1819	75.8	2009	83.7	1493	62.2	1350	56.3	12015	500.6

The highest number of crashes per hour (184.5) occurred on Friday between the hours of 2-6 pm while the lowest number (6) was found in the nighttime hours between 10pm and 2am on Tuesday.

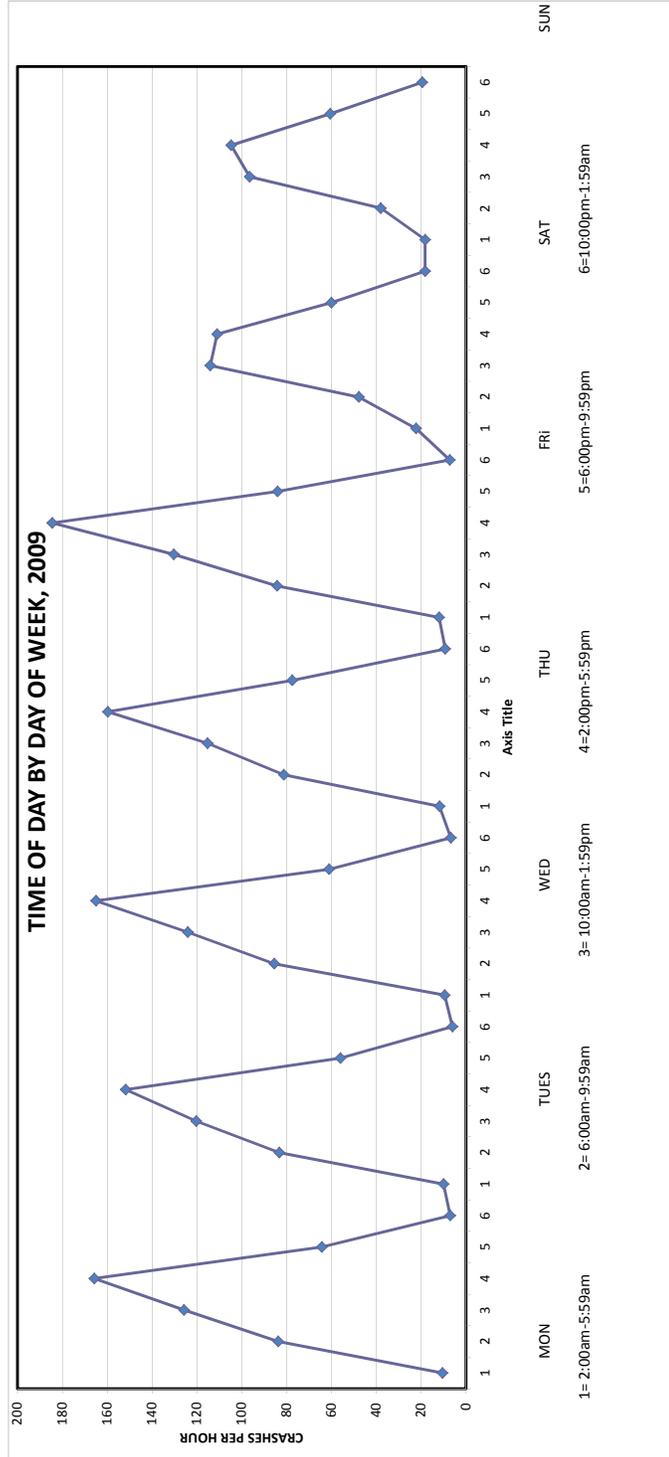


TABLE 2.14: TIME OF DAY BY CRASH TYPE, 2009

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)	3	4.9%	0.75	109	4.9%	27.25	265	2.7%	66.3	377	3.1%
Morning (6-10 am)	14	23.0%	3.5	343	15.5%	85.75	1658	17.0%	415	2015	16.8%
Midday (10 am-2 pm)	9	14.8%	2.25	551	24.9%	137.75	2744	28.2%	686	3304	27.5%
Afternoon (2-6 pm)	21	34.4%	5.25	745	33.7%	186.25	3404	34.9%	851	4170	34.7%
Evening (6-10 pm)	13	21.3%	3.25	363	16.4%	90.75	1477	15.2%	369	1853	15.4%
Night (10 pm-2 am)	1	1.6%	0.25	98	4.4%	24.5	197	2.0%	49.3	296	2.5%
Total	61	100%	2.54	2209	100%	92.0417	9745	100%	406	12015	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 afternoon hours from 2pm -6pm.

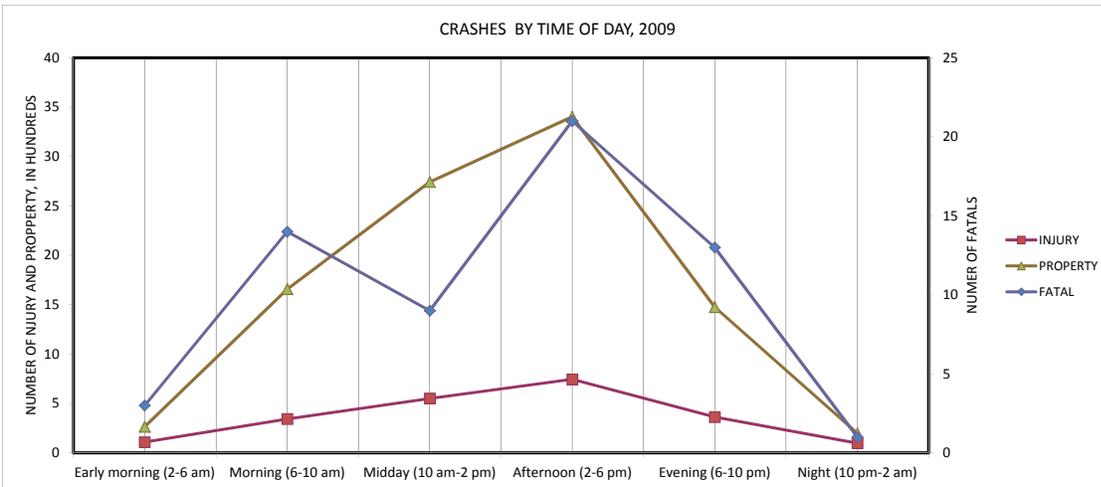


FIGURE 2.4: INJURY CRASHES BY DAY, 2009
5 Day moving average

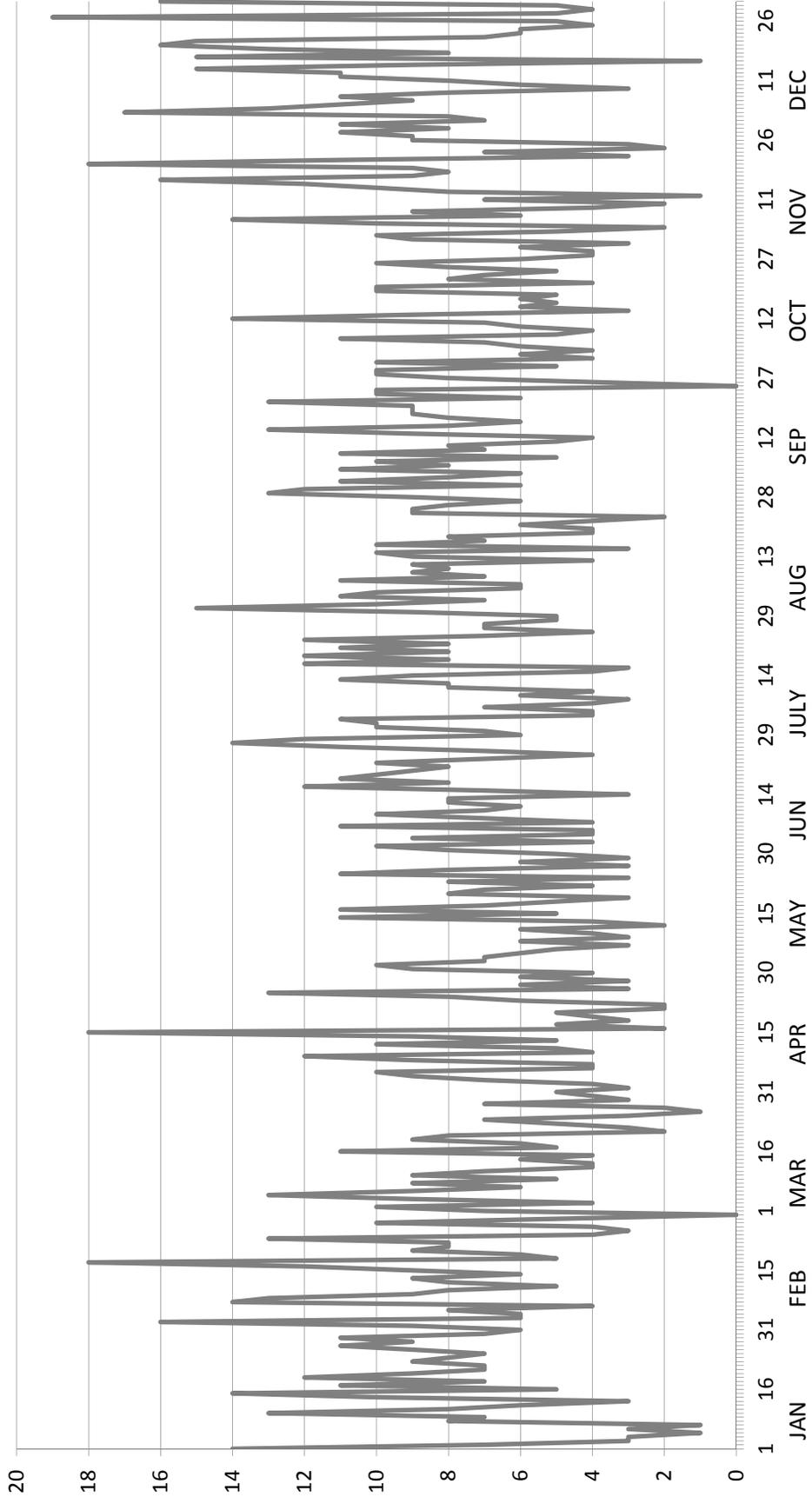


TABLE 2.15: WEATHER CONDITION BY CRASH TYPE, 2009

WEATHER	CRASH TYPE						TOTAL CRASHES
	FATAL		INJURY		PROPERTY		
	CRASHES	PERSONS KILLED	CRASHES	PERSONS INJURED	CRASHES	PERSONS INVOLVED	
Clear	38	40	1,214	1,676	5,271	13,765	6,523
Rain	6	8	182	250	654	1,701	842
Snow	2	2	196	257	933	2,304	1,131
Fog, smog, smoke	1	1	23	26	40	100	64
Sleet, hail, freezing rain	0	0	21	26	82	187	103
Cloudy	19	20	602	807	2,383	6,346	3,004
Other & Unknown	2	2	59	74	602	1,073	663
TOTAL	68	73	2,297	3,116	9,965	25,476	12,330

The majority of all crashes occurred under either clear (52.9%) or cloudy (24.4%) weather conditions with no precipitation. Around 9.2% of 2009 crashes occurred when it was snowing.

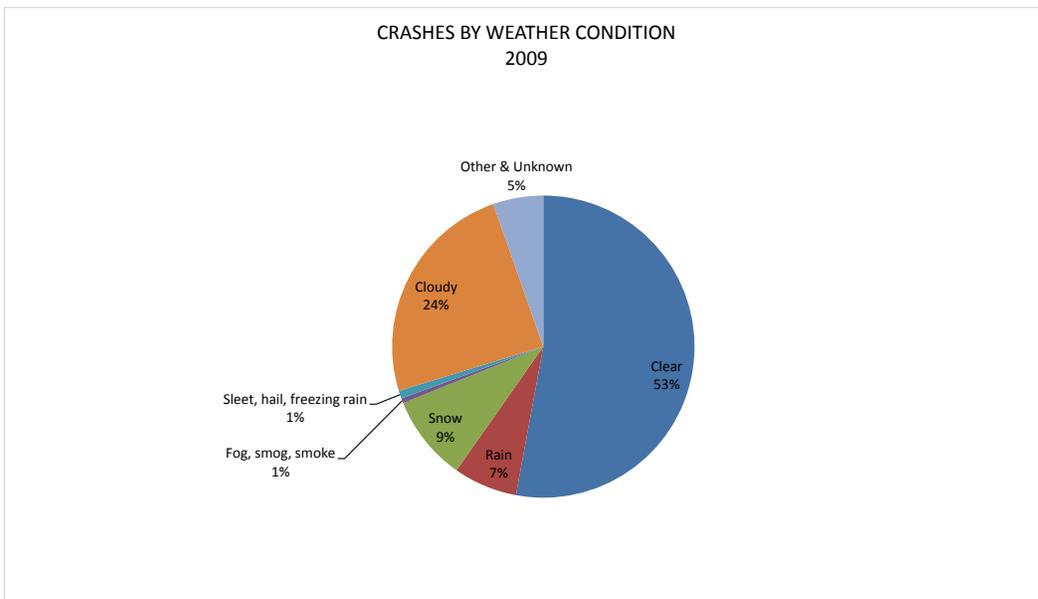


TABLE 2.16: ROAD SURFACE CONDITION BY CRASH TYPE, 2009

SURFACE CONDITION	CRASH TYPE						TOTAL CRASHES
	FATAL		INJURY		PROPERTY		
	CRASHES	PERSONS KILLED	CRASHES	PERSONS INJURED	CRASHES	PERSONS INVOLVED	
Dry	48	44	1808	2021	6151	12737	8007
Wet	9	13	340	451	1341	2757	1690
Snow/ice/slush	7	5	370	461	1838	3526	5141
Sand/mud/gravel/dirt	2	0	37	58	77	121	93
Water(Standing, Moving)	1	1	9	12	25	39	25
Other & unknown	1	0	38	46	512	775	551
TOTAL	68	63	2602	3049	9944	19955	15507

Forty-four percent of all crashes reported in 2009 occurred on wet or snow/slush/ice covered roadways.

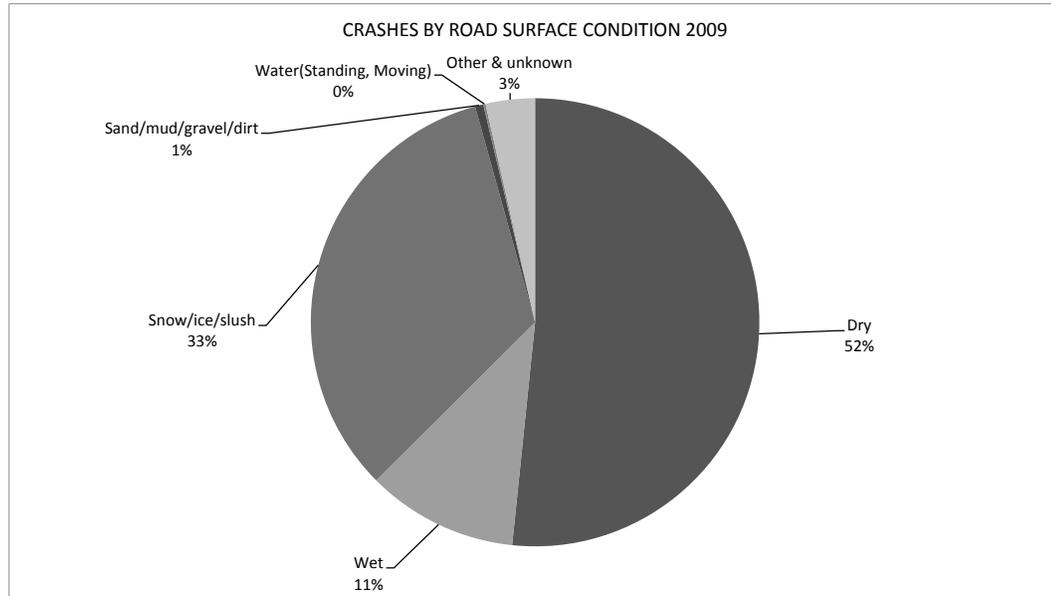


TABLE 2.17: SURFACE CONDITION BY LIGHTING CONDITION, 2009

SURFACE CONDITION	LIGHTING CONDITIONS						TOTAL
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	
Dry	88	5950	168	840	557	35	7638
Wet	19	1156	59	233	194	12	1673
Snow/ice/slush	61	1366	69	499	199	11	2205
Sand/mud/gravel/dirt	4	79	4	26	3	0	116
Water(Standing,Moving)	0	20	0	1	4	1	26
Other & unknown	4	198	10	37	26	388	663
TOTAL	176	8769	310	1636	983	447	12321

TABLE 2.18: WEATHER BY LIGHTING CONDITION, 2009

WEATHER	LIGHTING CONDITIONS						TOTAL
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	
Clear	70	5040	136	746	466	39	6497
Rain	15	548	26	150	92	8	839
Snow	28	659	41	268	127	1	1124
Fog, smog, smoke	9	13	0	37	4	3	66
Sleet, hail, freezing rain	3	49	7	37	7	0	103
Cloudy	49	2239	86	362	240	15	2991
Other & Unknown	3	239	14	73	49	642	1020
TOTAL	177	8787	310	1673	985	708	12640

TABLE 2.19: CRASH TYPE BY LIGHTING CONDITION, 2009

CRASH TYPE	LIGHTING CONDITIONS						TOTAL
	DAWN	DAY	DUSK	DARK	STREET LIGHTS	OTHER/ UNKNOWN	
Fatal	1	41	1	20	4	1	68
Injury	50	1602	66	425	143	13	2299
Property	126	7195	244	1233	845	340	9983
TOTAL	177	8838	311	1678	992	354	12350

TABLE 2.20: ROAD DESIGN BY CRASH TYPE, 2009

ROAD DESIGN	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Main Road	53	78%	1,365	59%	4,469	44%	5,887	47%
Four-way intersection	5	7%	251	11%	1,171	12%	1,427	11%
T-intersection	6	9%	349	15%	1,254	12%	1,609	13%
Y-intersection	0	0%	64	3%	201	2%	265	2%
Traffic circle/roundabout	0	0%	10	0%	68	1%	78	1%
Five-point, or more	0	0%	2	0%	30	0%	32	0%
Ramp	0	0%	38	2%	150	1%	188	2%
Driveway	1	1%	87	4%	394	4%	482	4%
RR Crossing	1	1%	5	0%	17	0%	23	0%
Parking Lot	1	1%	50	2%	1,934	19%	1,985	16%
Other/Unknown	1	1%	82	4%	430	4%	513	4%
TOTAL	68	100%	2,303	100%	10,118	100%	12,489	100%

Most fatal crashes and over half of all injury crashes occurred on main roads. The next most likely place for a crash was at an intersection. Driveway locations accounted for approximately 4% of injury and property crashes, nearly the same proportion as last year.

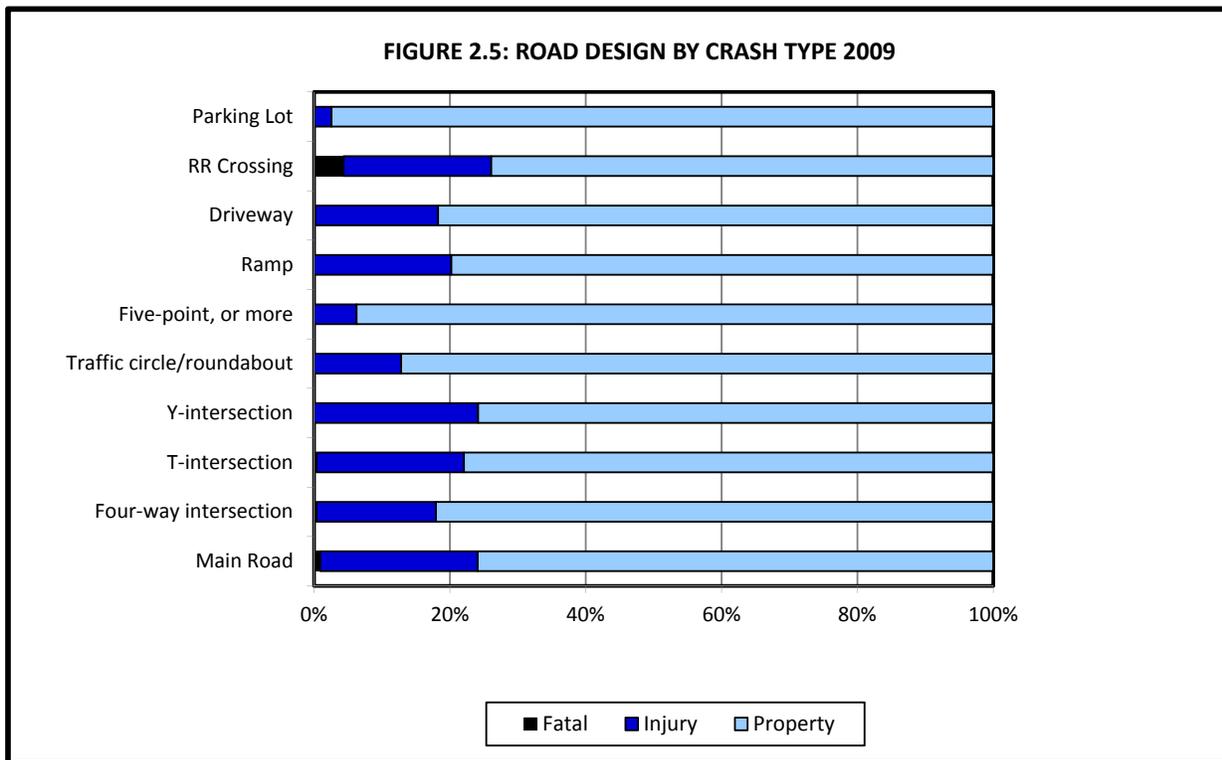


TABLE 2.21: ROAD CONDITION BY CRASH TYPE, 2009

ROAD CONDITION	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
Good Road	54	79%	1736	75%	7337	74%	9127	74%
Wet, icy, snow, slush, etc.	11	16%	469	20%	1840	19%	2320	19%
Debris	0	0%	5	0%	13	0%	18	0%
Ruts, holes, bumps	0	0%	25	1%	31	0%	56	0%
Work zone	0	0%	10	0%	44	0%	54	0%
Obstruction in roadway	1	1%	6	0%	22	0%	29	0%
Shoulders	0	0%	11	0%	22	0%	33	0%
Other/Unknown	2	3%	56	2%	610	6%	475	4%
TOTAL	68	100%	2318	100%	9919	100%	12305	100%

TABLE 2.22: TRAFFIC CONTROL BY CRASH TYPE, 2009

TRAFFIC CONTROL	CRASH TYPE							
	FATAL		INJURY		PROPERTY		TOTAL	
	N	%	N	%	N	%	N	%
None	47	69%	1558	69%	6893	70%	8498	70%
Stop signs on cross street only	6	9%	206	9%	710	7%	922	8%
Stop signs on mainline only	0	0%	8	0%	47	0%	55	0%
All-way stop signs	0	0%	17	1%	131	1%	148	1%
All-way flasher (red on cross street)	0	0%	15	1%	31	0%	46	0%
All-way flasher (red on mainline)	0	0%	3	0%	10	0%	13	0%
All-way flasher (red on all)	1	1%	0	0%	6	0%	7	0%
Yield signs on cross street only	0	0%	17	1%	58	1%	75	1%
Yield signs on mainline only	0	0%	11	0%	32	0%	43	0%
Traffic Signal (normal operation)	2	3%	208	9%	1122	11%	1332	11%
Traffic signal (flashing)	0	0%	8	0%	22	0%	30	0%
Officer	0	0%	4	0%	15	0%	19	0%
Flagman	0	0%	10	0%	10	0%	20	0%
Other/Unknown	12	18%	202	9%	789	8%	1003	8%
TOTAL	68	100%	2267	100%	9876	100%	12211	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 2009, around 77% of all crashes were the result of operator actions, nearly the same proportion found in 2008. Relatively few crashes resulted from equipment malfunction (1%) while more resulted from roadway conditions (23%).

Typical causes for non-fatal crashes in 2009 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 72% of operator contributing circumstances. Contributing circumstances of the operator for fatal crashes were most frequently failure to keep in proper lane/off road (54%), failure to yield (7%) and driving too fast for conditions (7%). Also, for fatal crashes hitting another motor vehicle in traffic was a frequent manner of crash at 38% followed by hitting a tree (12%). Close to half (44%) 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 12% overturned.

The number of vehicles involved in crashes varies by the type of crash. In 2009, property damage only crashes involved multiple vehicles 72% of the time, while injury crashes involved multiple vehicles 48% of the time, similar to findings in previous years. Fatal (56%) and injury (52%) crashes were more likely to involve a single vehicle than property damage crashes (28%). Additionally, the most frequent manner of crashes for passenger vehicles in multiple vehicle crashes in 2009 were rear-end (50%) and sideswiping (23%). 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, 2009

<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	14459	66.7%	10348	0.72
Sport Utility	1821	8.4%	1723	0.95
Pickup Truck/Van (noncommercial)	3531	16.3%	3252	0.92
Pickup Truck/Van (commercial)	4	0.0%	4	1.00
Truck	239	1.1%	236	0.99
Tractor Trailer	237	1.1%	231	0.97
Farm Vehicle	21	0.1%	21	1.00
Bus	96	0.4%	96	1.00
Motorcycle	223	1.0%	213	0.96
Ambulance	2	0.0%	2	1.00
Train	1	0.0%	1	1.00
<u>Other/Unknown</u>	<u>1040</u>	<u>4.8%</u>	<u>1028</u>	<u>0.99</u>
Total	21674	100.0%	17155 **	0.79

* Number of crashes in which each vehicle type is involved.
 ** Exceeds the total number of crashes due to multiple vehicle crashes.

Vehicles commonly used as passenger vehicles were involved in 91% of all crashes reported to police in 2009.

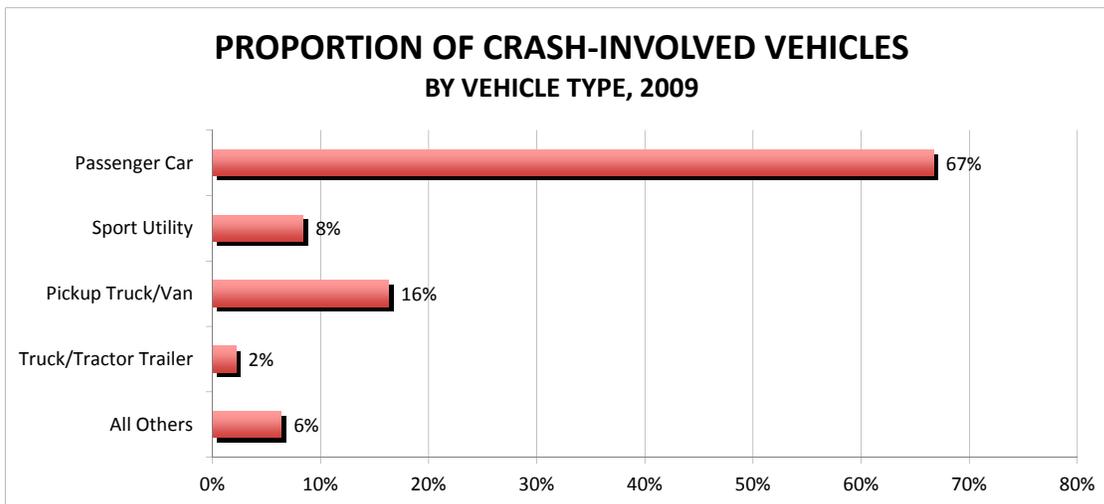


Figure 3.1: Fatalities by Vehicle Type, 2009

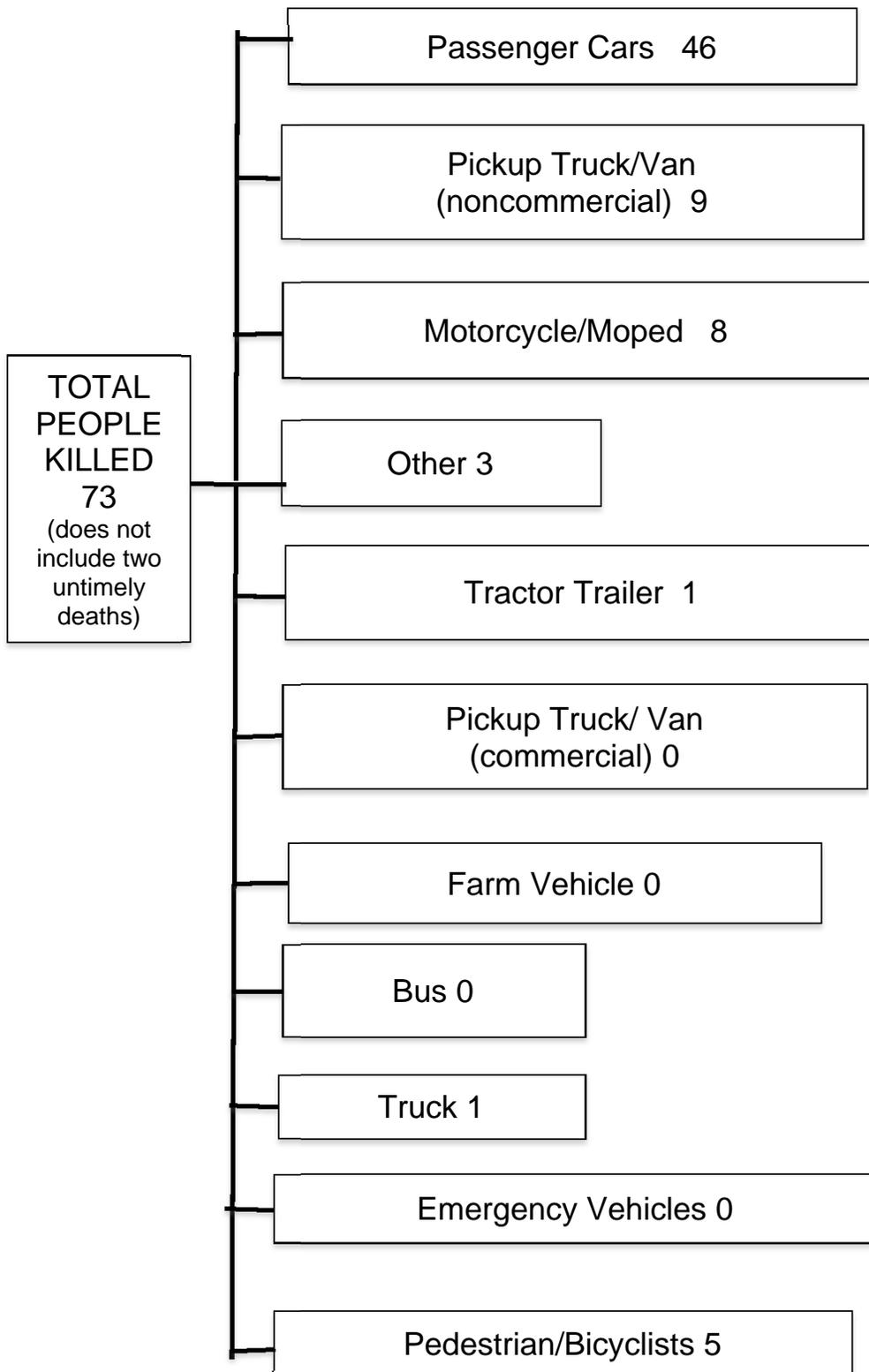


Figure 3.2: Injuries by Vehicle Type, 2009

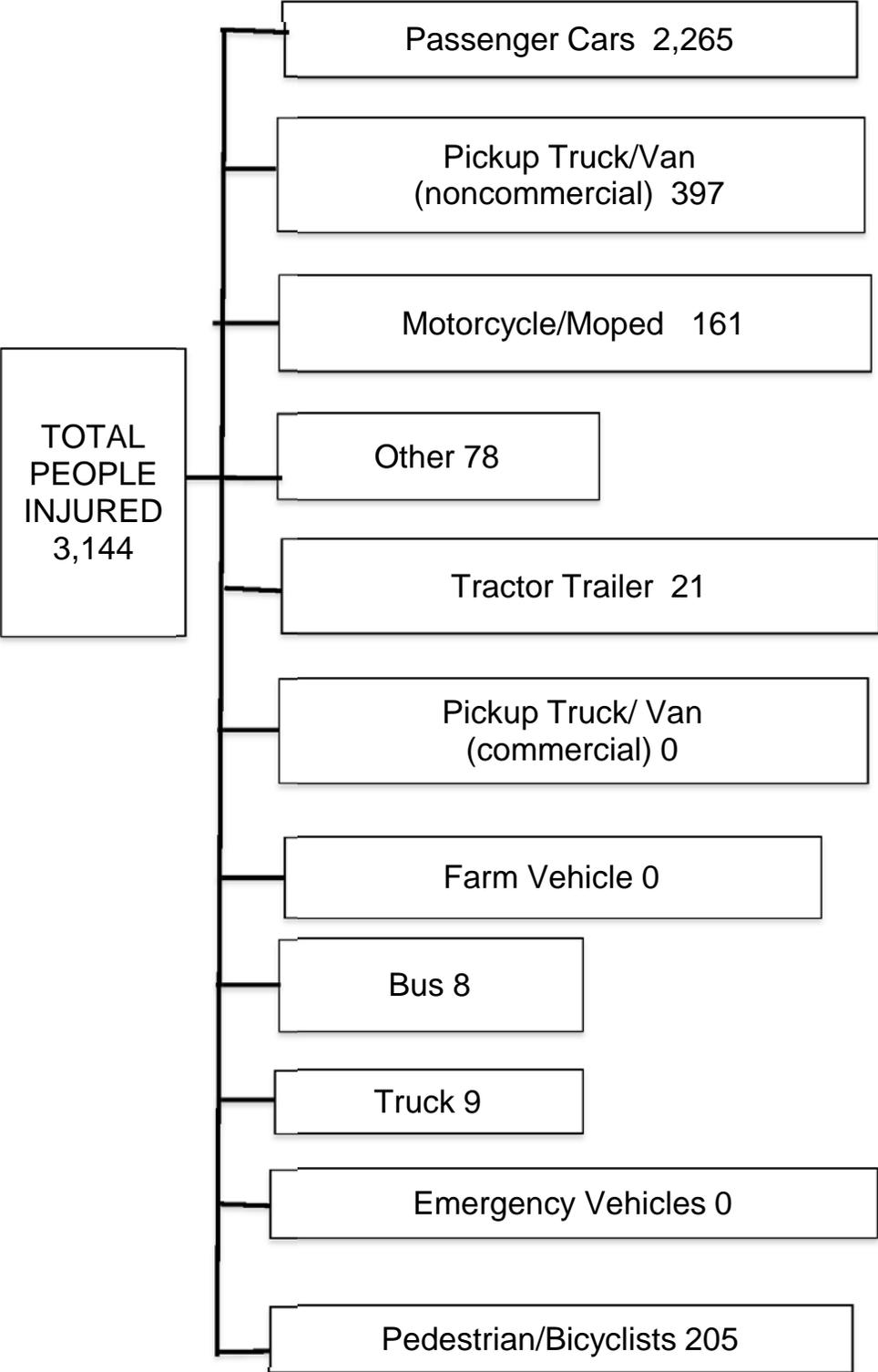
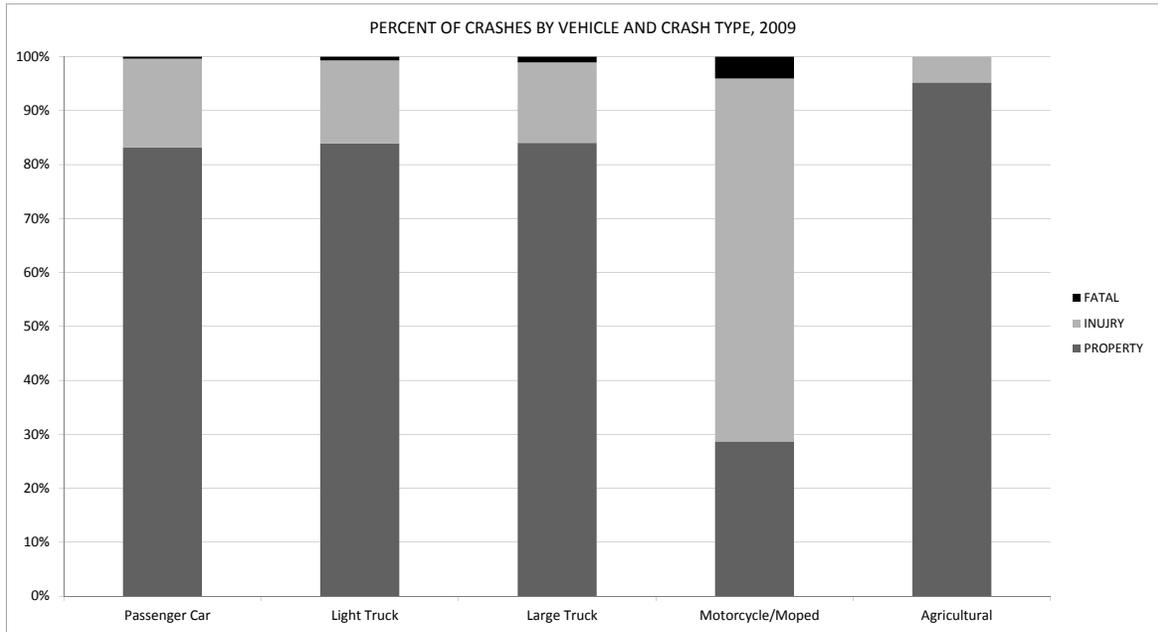


TABLE 3.2: CRASH RATES BY VEHICLE AND CRASH TYPE, 2009

VEHICLE TYPE	Registrations	CRASH TYPE						TOTAL	
		FATAL		INJURY		PROPERTY			
		Number	Rate**	Number	Rate**	Number	Rate**	Number	Rate**
Passenger Car	606,181	58	0.10	2,677	4.42	13,545	22.34	18,035	29.75
Light Truck	85,775	24	0.28	544	6.34	2,967	34.59	4,319	50.35
Large Truck	210,068	5	0.02	71	0.34	400	1.90	919	4.37
Motorcycle/Moped**	46,374	9	0.19	150	3.23	64	1.38	250	5.39
Agricultural	4,080	0	0.00	1	0.25	20	4.90	31	7.60

**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.



**TABLE 3.3: NUMBER OF VEHICLES INVOLVED
BY TYPE OF CRASH, 2009**

TYPE OF CRASH	NUMBER OF VEHICLES INVOLVED			TOTAL
	1	2	3 OR MORE	
Fatal	38	27	3	68
Injury	1201	1012	108	2321
Property	2827	7154	269	10250
Total	4066	8193	380	12639

Note: Does not include cases with missing data.

Sixty-eight percent of all crashes involved 2 or more vehicles. Fifty-six percent of fatal crashes, however, involved a single vehicle. Crashes involving three or more vehicles accounted for relatively few crashes (3%) in 2009, the same as in previous years.

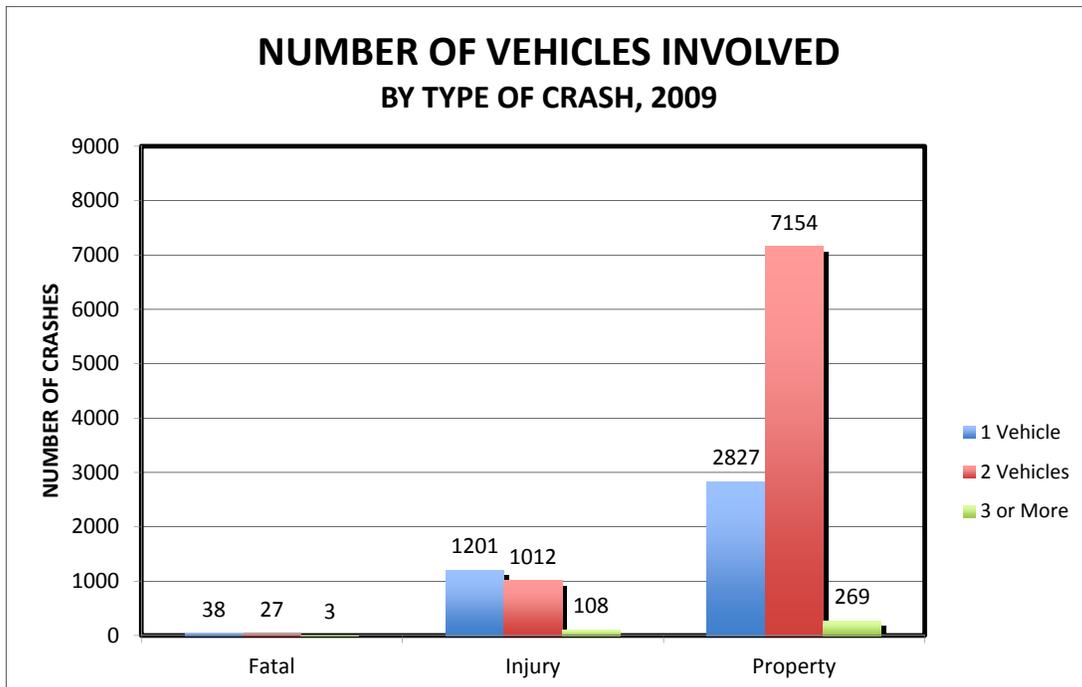


FIGURE 3.3: OPERATOR CONTRIBUTING CIRCUMSTANCES BY CRASH TYPE, 2009

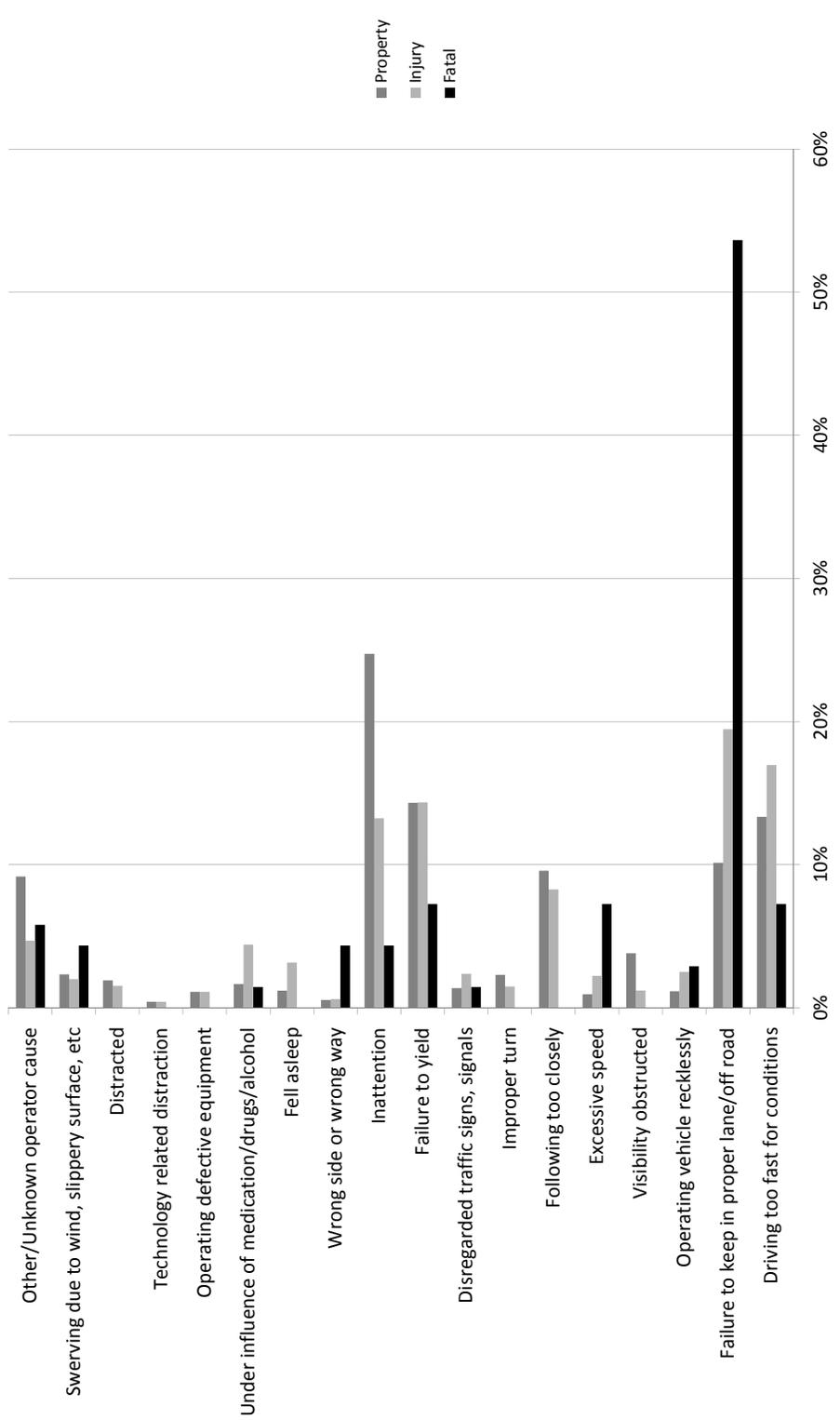


TABLE 3.4: MAJOR CATEGORIES OF CONTRIBUTING CIRCUMSTANCES OF CRASH BY CRASH TYPE, 2009

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Operator	69	83.1%	2153	78.1%	8548	76.2%	10770	76.6%
Vehicle	0	0.0%	23	0.8%	90	0.8%	113	0.8%
Road	14	16.9%	582	21.1%	2581	23.0%	3177	22.6%
TOTAL	83	100.0%	2758	100.0%	11219	100.0%	14060	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, 2009

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Driving too fast for conditions	5	7.2%	365	17.0%	1140	13.3%	1510	14.0%
Failure to keep in proper lane/off road	37	53.6%	419	19.5%	866	10.1%	1322	12.3%
Operating vehicle recklessly	2	2.9%	54	2.5%	98	1.1%	154	1.4%
Visibility obstructed	0	0.0%	26	1.2%	326	3.8%	352	3.3%
Excessive speed	5	7.2%	48	2.2%	81	0.9%	134	1.2%
Following too closely	0	0.0%	178	8.3%	818	9.6%	996	9.2%
Improper turn	0	0.0%	32	1.5%	197	2.3%	229	2.1%
Disregarded traffic signs, signals	1	1.4%	51	2.4%	117	1.4%	169	1.6%
Failure to yield	5	7.2%	309	14.4%	1224	14.3%	1538	14.3%
Inattention	3	4.3%	285	13.2%	2113	24.7%	2401	22.3%
Wrong side or wrong way	3	4.3%	13	0.6%	46	0.5%	62	0.6%
Fell asleep	0	0.0%	68	3.2%	102	1.2%	170	1.6%
Under influence of medication/drugs/alcohol	1	1.4%	95	4.4%	142	1.7%	238	2.2%
Operating defective equipment	0	0.0%	24	1.1%	95	1.1%	119	1.1%
Technology related distraction	0	0.0%	9	0.4%	36	0.4%	45	0.4%
Distracted	0	0.0%	33	1.5%	164	1.9%	197	1.8%
Swerving due to wind, slippery surface, etc	3	4.3%	43	2.0%	199	2.3%	245	2.3%
Other/Unknown operator cause	4	5.8%	101	4.7%	784	9.2%	889	8.3%
TOTAL	69	100.0%	2153	100.0%	8548	100.0%	10770	100.0%

TABLE 3.6: CRASH CAUSES DUE TO VEHICLE BY CRASH TYPE, 2009

VEHICLE CAUSE	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Defective brakes	0	0.0%	15	65.2%	62	68.9%	77	68.1%
Defective lights	0	0.0%	1	4.3%	3	3.3%	4	3.5%
Defective steering	0	0.0%	0	0.0%	3	3.3%	3	2.7%
Defective tires	0	0.0%	5	21.7%	13	14.4%	18	15.9%
Defective engine	0	0.0%	0	0.0%	0	0.0%	0	0.0%
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%	2	8.7%	9	10.0%	11	9.7%
TOTAL	0	0.0%	23	100.0%	90	100.0%	113	100.0%

TABLE 3.7: CONTRIBUTING ROAD CIRCUMSTANCES BY CRASH TYPE, 2009

CONTRIBUTING CIRCUMSTANCES	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Road surface condition	11	78.6%	469	80.6%	1840	71.3%	2320	73.0%
Debris	0	0.0%	5	0.9%	13	0.5%	18	0.6%
Ruts, holes, bumps	0	0.0%	25	4.3%	31	1.2%	56	1.8%
Work zone	0	0.0%	10	1.7%	44	1.7%	54	1.7%
Obstruction in roadway	1	7.1%	6	1.0%	22	0.9%	29	0.9%
Traffic control malfunction	0	0.0%	0	0.0%	5	0.2%	5	0.2%
Shoulders	0	0.0%	11	1.9%	22	0.9%	33	1.0%
Other/Unknown road cause	2	14.3%	56	9.6%	604	23.4%	662	20.8%
TOTAL	14	100.0%	582	100.0%	2581	100.0%	3177	100.0%

TABLE 3.8: VEHICLE 1 COLLIDED WITH OBJECT BY CRASH TYPE, 2009

COLLIDED WITH	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	N	%	N	%	N	%	N	%
Pedestrian	5	7.4%	109	4.7%	19	0.2%	133	1.1%
MV in traffic	26	38.2%	1027	44.3%	5501	54.4%	6554	52.4%
MV parked	1	1.5%	53	2.3%	1817	18.0%	1871	15.0%
RR train	1	1.5%	2	0.1%	5	0.0%	8	0.1%
Pedalcycle	0	0.0%	70	3.0%	23	0.2%	93	0.7%
Deer	0	0.0%	19	0.8%	304	3.0%	323	2.6%
Moose	1	1.5%	9	0.4%	37	0.4%	47	0.4%
Other wild animal	0	0.0%	4	0.2%	24	0.2%	28	0.2%
Domestic animal	0	0.0%	0	0.0%	17	0.2%	17	0.1%
Snowmobile	1	1.5%	3	0.1%	2	0.0%	6	0.0%
Other movable object	1	1.5%	25	1.1%	78	0.8%	104	0.8%
Overturned	5	7.4%	277	11.9%	405	4.0%	687	5.5%
Guard rail, curb	4	5.9%	127	5.5%	393	3.9%	524	4.2%
Tree	8	11.8%	189	8.2%	357	3.5%	554	4.4%
Pole, sign	5	7.4%	139	6.0%	445	4.4%	589	4.7%
Ledge, boulder	2	2.9%	71	3.1%	115	1.1%	188	1.5%
Motorcycle/moped	0	0.0%	26	1.1%	17	0.2%	43	0.3%
Work zone equipment	0	0.0%	0	0.0%	5	0.0%	5	0.0%
Other fixed object	5	7.4%	107	4.6%	356	3.5%	468	3.7%
Other, non-collision	3	4.4%	57	2.5%	147	1.5%	207	1.7%
Unknown	0	0.0%	5	0.2%	43	0.4%	48	0.4%
TOTAL	68	100.0%	2319	100.0%	10110	100.0%	12497	100.0%

FIGURE 3.4: SELECTED OPERATOR CONTRIBUTING CIRCUMSTANCES FOR ONE AND TWO VEHICLE CRASHES, 2009

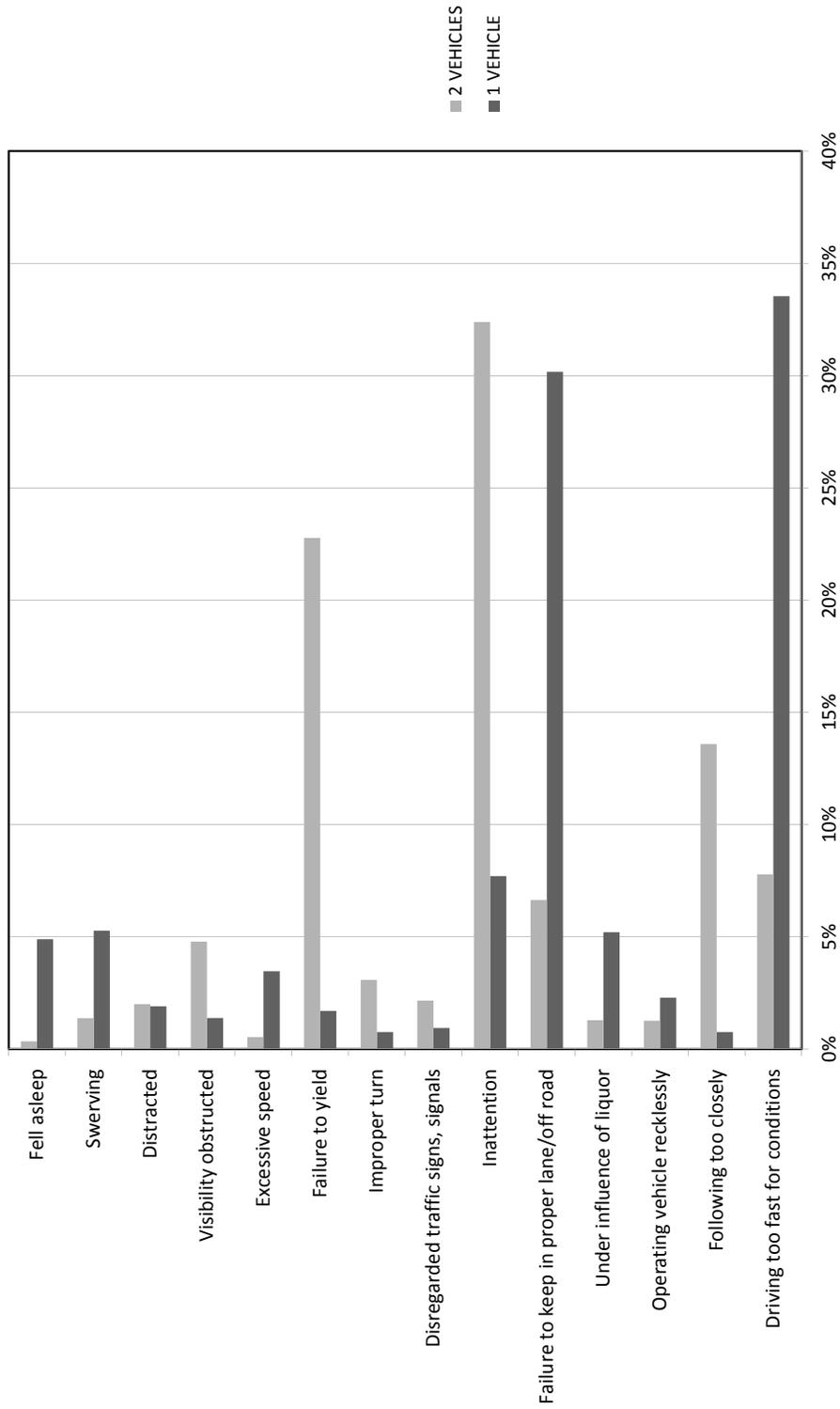


TABLE 3.9: OPERATOR CONTRIBUTING CIRCUMSTANCES BY HIGHWAY CLASS, 2009

CONTRIBUTING CIRCUMSTANCES	HIGHWAY CLASS											
	INTERSTATE		STATE		TOWN		CITY/VILLAGE		OTHER			
	N	%	N	%	N	%	N	%	N	%		
Driving too fast for conditions	284	38.7%	570	11.4%	300	11.1%	300	24.0%	39	2.2%		
Failure to keep in proper lane/off road	159	21.7%	592	11.8%	298	11.0%	298	23.9%	31	1.7%		
Operating vehicle recklessly	5	0.7%	63	1.3%	42	1.6%	42	3.4%	19	1.1%		
Visibility obstructed	3	0.4%	111	2.2%	73	2.7%	73	5.8%	135	7.5%		
Excessive speed	14	1.9%	46	0.9%	36	1.3%	36	2.9%	3	0.2%		
Following too closely	86	11.7%	672	13.4%	193	7.1%	24	1.9%	21	1.2%		
Improper turn	5	0.7%	96	1.9%	59	2.2%	59	4.7%	58	3.2%		
Disregarded traffic signs, signals	4	0.5%	108	2.2%	49	1.8%	6	0.5%	2	0.1%		
Failure to yield	16	2.2%	892	17.8%	395	14.6%	103	8.2%	132	7.4%		
Inattention	32	4.4%	926	18.5%	587	21.7%	82	6.6%	774	43.3%		
Wrong side or wrong way	1	0.1%	27	0.5%	13	0.5%	17	1.4%	4	0.2%		
Fell asleep	27	3.7%	101	2.0%	24	0.9%	17	1.4%	1	0.1%		
Under influence of medication/drugs/alcohol	13	1.8%	86	1.7%	80	3.0%	41	3.3%	18	1.0%		
Operating defective equipment	7	1.0%	60	1.2%	28	1.0%	10	0.8%	14	0.8%		
Technology related distraction	2	0.3%	19	0.4%	19	0.7%	3	0.2%	2	0.1%		
Distracted	9	1.2%	95	1.9%	48	1.8%	15	1.2%	30	1.7%		
Swerving due to wind, slippery surface, etc	24	3.3%	97	1.9%	68	2.5%	48	3.8%	8	0.4%		
Other/unknown operator cause	43	5.9%	438	8.8%	391	14.5%	75	6.0%	498	27.8%		
TOTAL	734	100.0%	4999	100.0%	2703	100.0%	1249	100.0%	1789	100.0%		

Most crashes caused by operator contributing circumstances occur on roads other than an interstate. In 2009, 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. Failure to yield the right of way, inattention and driving too fast for conditions were the most frequently cited causes on state and town roads.

OPERATOR CONTRIBUTING CIRCUMSTANCES BY HIGHWAY CLASS, 2009

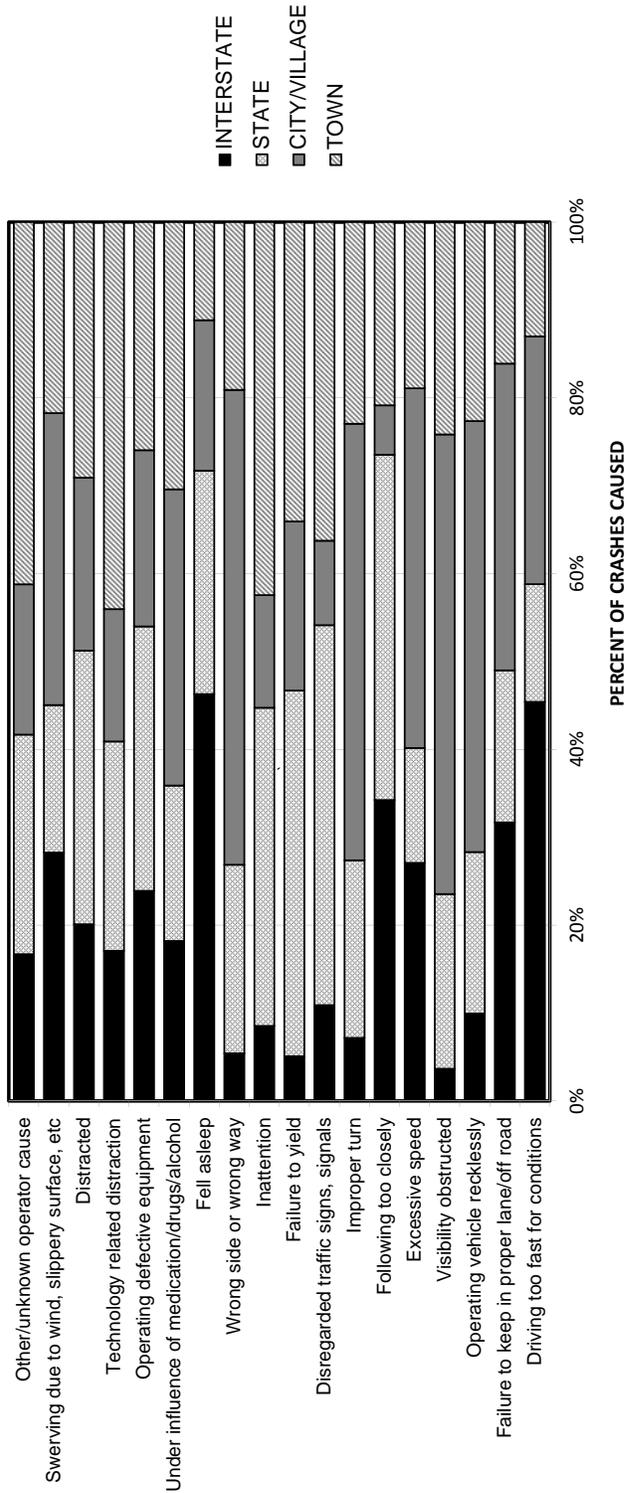


TABLE 3.10: OPERATOR CONTRIBUTING CIRCUMSTANCES BY VEHICLE TYPE, 2009

CONTRIBUTING CIRCUMSTANCES	PASSENGER CAR		SPORT UTILITY		LIGHT TRUCK OR VAN		LARGE TRUCK		MOTORCYCLE OR MOPED		OTHER	
	N	%	N	%	N	%	N	%	N	%	N	%
	VEHICLE TYPE											
Driving too fast for conditions	1065	14.8%	130	13.4%	254	15.3%	43	10.1%	17	13.0%	24	6.1%
Failure to keep in proper lane/off road	835	11.6%	112	11.5%	112	6.7%	66	15.5%	30	22.9%	55	14.1%
Operating vehicle recklessly	88	1.2%	11	1.1%	11	0.7%	1	0.2%	9	6.9%	8	2.0%
Visibility obstructed	196	2.7%	32	3.3%	32	1.9%	41	9.6%	0	0.0%	11	2.8%
Excessive speed	110	1.5%	5	0.5%	11	0.7%	1	0.2%	6	4.6%	2	0.5%
Following too closely	702	9.8%	99	10.2%	148	8.9%	28	6.6%	13	9.9%	14	3.6%
Improper turn	140	2.0%	26	2.7%	47	2.8%	21	4.9%	2	1.5%	7	1.8%
Disregarded traffic signs, signals	102	1.4%	15	1.5%	34	2.0%	9	2.1%	4	3.1%	7	1.8%
Failure to yield	1093	15.2%	139	14.3%	243	14.6%	19	4.4%	8	6.1%	41	10.5%
Inattention	1636	22.8%	215	22.1%	449	27.0%	72	16.9%	12	9.2%	47	12.0%
Wrong side or wrong way	36	0.5%	5	0.5%	15	0.9%	3	0.7%	13	9.9%	5	1.3%
Fell asleep	130	1.8%	5	0.5%	29	1.7%	4	0.9%	0	0.0%	1	0.3%
Under influence of medication/drugs/alcohol	171	2.4%	19	2.0%	44	2.6%	2	0.5%	2	1.5%	2	0.5%
Operating defective equipment	66	0.9%	9	0.9%	29	1.7%	7	1.6%	3	2.3%	4	1.0%
Technology related distraction	29	0.4%	8	0.8%	7	0.4%	1	0.2%	0	0.0%	1	0.3%
Distracted	138	1.9%	24	2.5%	24	1.4%	4	0.9%	0	0.0%	3	0.8%
Swerving due to wind, slippery surface, etc	157	2.2%	22	2.3%	48	2.9%	14	3.3%	4	3.1%	10	2.6%
Other/Unknown operator cause	483	6.7%	96	9.9%	125	7.5%	91	21.3%	8	6.1%	149	38.1%
TOTAL	7177	100.0%	972	100.0%	1662	100.0%	427	100.0%	131	100.0%	391	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 42.4% 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.

TABLE 3.11: MANNER OF CRASH BY VEHICLE TYPE, MULTIPLE VEHICLES, 2009

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	411	4.8%	49	4.4%	117	5.8%	16	5.6%	5	6.0%	22	1.1%
Rear-end	4273	50.1%	605	54.0%	895	44.0%	84	29.2%	43	51.8%	1727	85.9%
Sideswipe, opposite direction	586	6.9%	77	6.9%	209	10.3%	38	13.2%	2	2.4%	75	3.7%
Sideswipe, same direction	1365	16.0%	179	16.0%	343	16.9%	93	32.3%	15	18.1%	112	5.6%
Rear-to-rear	431	5.1%	60	5.4%	116	5.7%	12	4.2%	2	2.4%	24	1.2%
Angle collision, turning	1457	17.1%	150	13.4%	353	17.4%	45	15.6%	16	19.3%	50	2.5%
TOTAL	8523	100.0%	1120	100.0%	2033	100.0%	288	100.0%	83	100.0%	2010	100.0%

TABLE 3.12: VEHICLE 1 COLLIDED WITH OBJECT BY VEHICLE TYPE, 2009

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	97	1.2%	7	0.7%	21	0.9%	1	0.3%	0	0.0%	5	1.1%
MV in traffic	4404	54.6%	605	56.3%	1108	50.0%	131	43.4%	28	19.7%	152	32.2%
MV parked	1007	12.5%	135	12.6%	382	17.2%	64	21.2%	3	2.1%	197	41.7%
RR Train	5	0.1%	0	0.0%	0	0.0%	2	0.7%	0	0.0%	1	0.2%
Pedalcycle	54	0.7%	10	0.9%	17	0.8%	2	0.7%	1	0.7%	5	1.1%
Deer	213	2.6%	34	3.2%	53	2.4%	2	0.7%	6	4.2%	15	3.2%
Moose	31	0.4%	2	0.2%	11	0.5%	2	0.7%	0	0.0%	1	0.2%
Other, wild animal	21	0.3%	0	0.0%	3	0.1%	0	0.0%	1	0.7%	3	0.6%
Domestic animal	12	0.1%	1	0.1%	2	0.1%	0	0.0%	0	0.0%	1	0.2%
Snowmobile	2	0.0%	1	0.1%	0	0.0%	1	0.3%	1	0.7%	1	0.2%
Other movable object	70	0.9%	8	0.7%	15	0.7%	4	1.3%	2	2.0%	5	1.1%
Overturned	398	4.9%	78	7.3%	137	6.2%	24	7.9%	33	23.2%	17	3.6%
Other, non-collision	103	1.3%	21	2.0%	39	1.8%	11	3.6%	26	18.3%	7	1.5%
Guard rail, curb	385	4.8%	30	2.8%	75	3.4%	7	2.3%	15	10.6%	12	2.5%
Tree	369	4.6%	49	4.6%	116	5.2%	6	2.0%	2	1.4%	12	2.5%
Pole, sign	398	4.9%	44	4.1%	109	4.9%	21	7.0%	2	1.4%	15	3.2%
Ledge, boulder	142	1.8%	12	1.1%	25	1.1%	1	0.3%	5	3.5%	3	0.6%
Other fixed object	295	3.7%	30	2.8%	96	4.3%	21	7.0%	11	7.7%	14	3.0%
Moped	0	0.0%	0	0.0%	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Motorcycle	26	0.3%	2	0.2%	6	0.3%	0	0.0%	5	3.5%	3	0.6%
Work zone equipment	4	0.0%	0	0.0%	0	0.0%	1	0.3%	0	0.0%	0	0.0%
Unknown	35	0.4%	5	0.5%	2	0.1%	0	0.0%	1	0.7%	3	0.6%
TOTAL	8071	100.0%	1074	100.0%	2217	100.0%	302	100.0%	142	100.0%	472	100.0%

**FIGURE 3.5 FREQUENT MANNER OF VEHICLE CRASHES
PASSENGER VEHICLES, 2009**

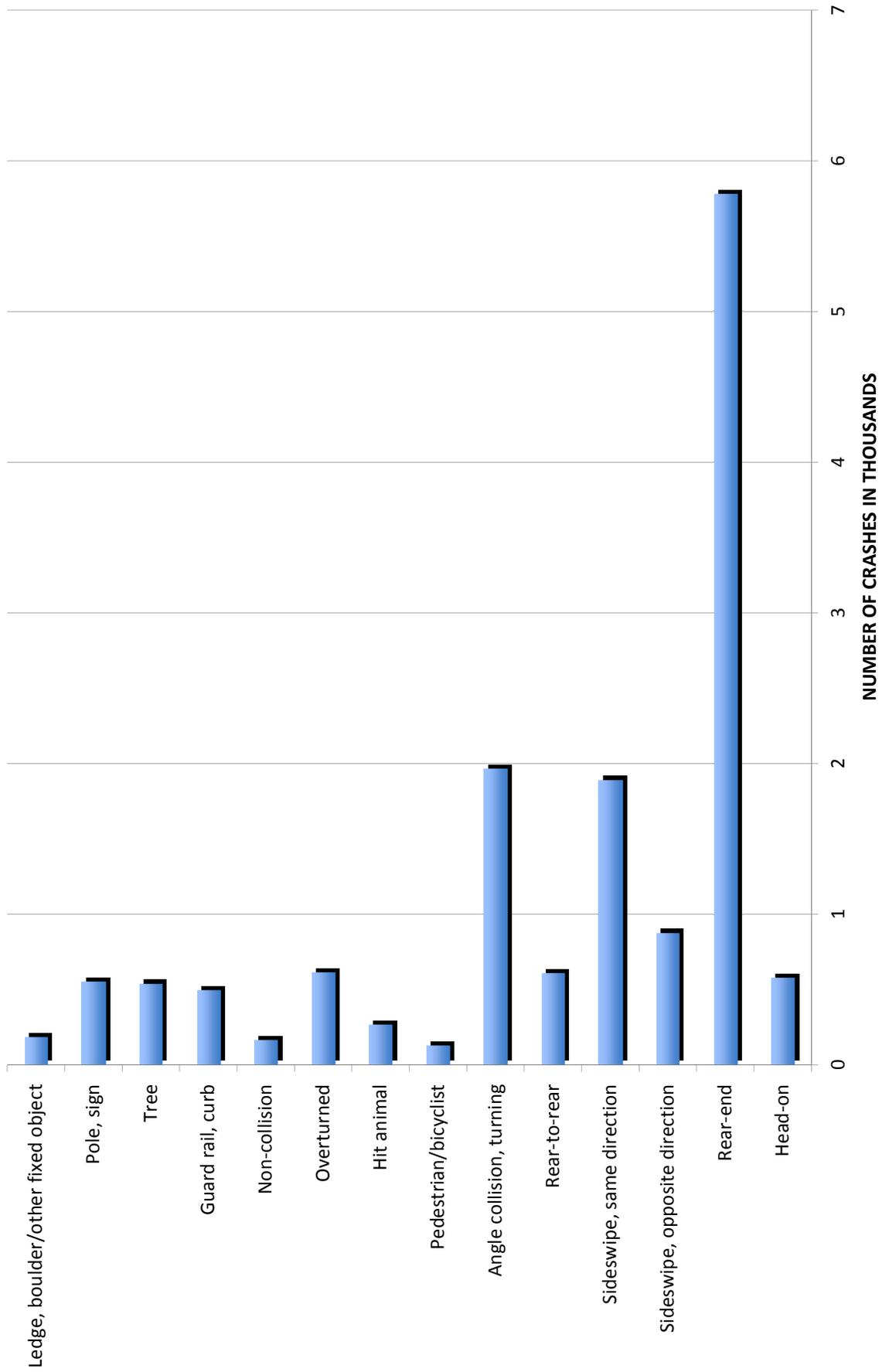


TABLE 3.13: VEHICLE 1 COLLIDED WITH OBJECT BY NUMBER OF VEHICLES, 2009

COLLIDED WITH	NUMBER OF VEHICLES					
	1		2		3 OR MORE	
	N	%	N	%	N	%
Pedestrian	118	2.9%	14	0.2%	1	0.3%
MV in traffic	73	1.8%	6175	76.6%	306	81.0%
MV parked	136	3.4%	1675	20.8%	60	15.9%
RR Train	4	0.1%	4	0.0%	0	0.0%
Pedalcycle	90	2.2%	3	0.0%	0	0.0%
Deer	317	7.8%	6	0.1%	0	0.0%
Moose	46	1.1%	0	0.0%	1	0.3%
Other, wild animal	28	0.7%	0	0.0%	0	0.0%
Domestic animal	16	0.4%	1	0.0%	0	0.0%
Snowmobile	3	0.1%	3	0.0%	0	0.0%
Other movable object	85	2.1%	17	0.2%	2	0.5%
Overtuned	679	16.7%	7	0.1%	1	0.3%
Other, non-collision	176	4.3%	31	0.4%	0	0.0%
Guard rail, curb	493	12.1%	27	0.3%	4	1.1%
Tree	548	13.5%	6	0.1%	0	0.0%
Pole, sign	576	14.2%	13	0.2%	0	0.0%
Ledge, boulder	187	4.6%	1	0.0%	0	0.0%
Other fixed object	459	11.3%	9	0.1%	0	0.0%
Moped	1	0.0%	0	0.0%	0	0.0%
Motorcycle	2	0.0%	39	0.5%	1	0.3%
Work zone equipment	4	0.1%	1	0.0%	0	0.0%
Unknown	18	0.4%	28	0.3%	2	0.5%
TOTAL	4059	100.0%	8060	100.0%	378	100.0%

**TABLE 3.14: MANNER OF CRASH BY NUMBER OF VEHICLES
MULTIPLE VEHICLES, 2009**

MANNER OF CRASH	NUMBER OF VEHICLES			
	2		3 OR MORE	
	N	%	N	%
Head-on	293	5.0%	13	4.0%
Rear-end	2671	45.9%	235	72.3%
Sideswipe, opposite direction	482	8.3%	17	5.2%
Sideswipe, same direction	1042	17.9%	31	9.5%
Rear-to-rear	319	5.5%	6	1.8%
Angle collision, turning	1008	17.3%	23	7.1%
TOTAL	5815	100.0%	325	100.0%

**TABLE 3.15: DRIVERS AND PASSENGERS INJURED OR KILLED,
BY VEHICLE TYPE AND INJURY SEVERITY, 2009**

VEHICLE TYPE	INJURY SEVERITY AND PERCENT OF THOSE INJURED						TOTAL **	
	MINOR OR MODERATE			SEVERE OR FATAL			Number	Percent
	Number	Percent	Rate *	Number	Percent	Rate *		
Passenger Car	2037	88.1%	3.36	274	11.9%	0.45	2311	100.0%
Light Truck/Van	339	83.5%	1.61	67	16.5%	0.32	406	100.0%
Large Truck	25	78.1%	0.29	7	21.9%	0.08	32	100.0%
Motorcycle/Moped	111	65.7%	27.21	58	34.3%	14.22	169	100.0%
Bus	6	75.0%	***	2	25.0%	***	8	100.0%
Total	2518	86.1%		409	14.0%		2926	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.

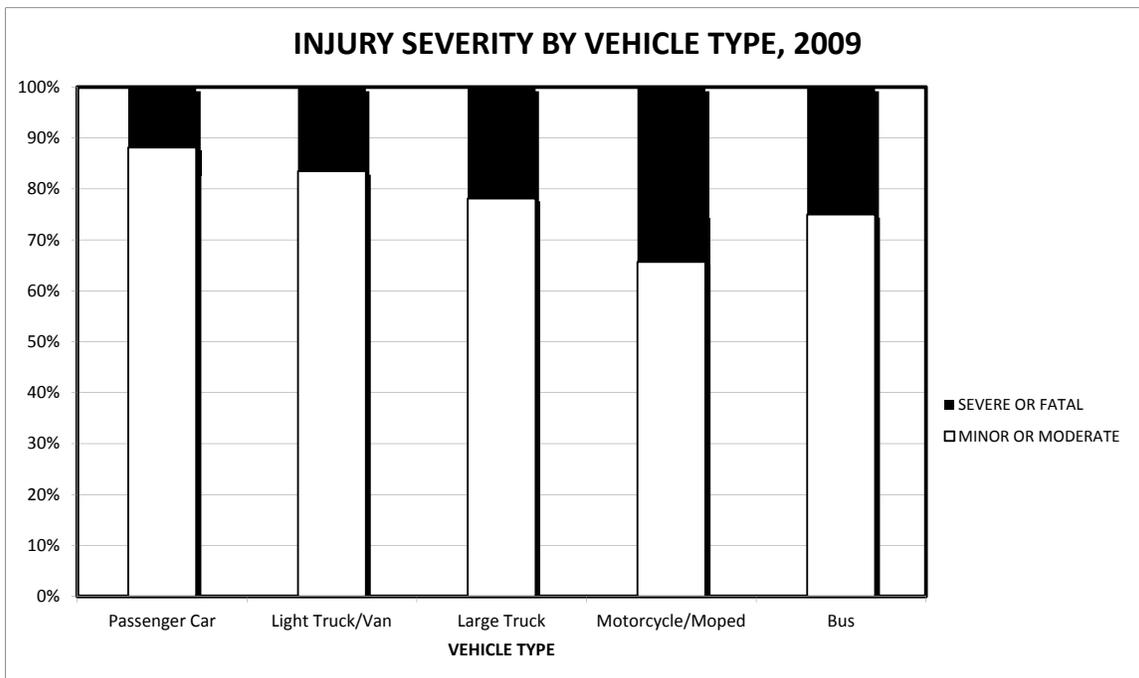


TABLE 3.16: CRASH INVOLVED VEHICLES BY MODEL YEAR AND VEHICLE TYPE, 2009

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
1991 and Prior	356	2.5%	26	1.4%	148	4.2%	17	3.6%	547	2.7%
1992	148	1.0%	14	0.8%	32	0.9%	5	1.1%	199	1.0%
1993	212	1.5%	22	1.2%	51	1.4%	3	0.6%	288	1.4%
1994	275	1.9%	21	1.2%	69	2.0%	6	1.3%	371	1.8%
1995	497	3.4%	50	2.8%	108	3.1%	9	1.9%	664	3.3%
1996	492	3.4%	74	4.1%	109	3.1%	24	5.1%	699	3.5%
1997	706	4.9%	89	4.9%	145	4.1%	11	2.3%	951	4.7%
1998	839	5.8%	103	5.7%	157	4.5%	6	1.3%	1105	5.5%
1999	904	6.3%	102	5.6%	160	4.5%	26	5.5%	1192	5.9%
2000	1029	7.1%	118	6.5%	230	6.5%	29	6.1%	1406	7.0%
2001	1000	6.9%	113	6.2%	239	6.8%	24	5.1%	1376	6.8%
2002	1029	7.1%	120	6.6%	234	6.6%	29	6.1%	1412	7.0%
2003	1009	7.0%	160	8.8%	272	7.7%	24	5.1%	1465	7.2%
2004	1033	7.2%	155	8.5%	332	9.4%	39	8.2%	1559	7.7%
2005	1118	7.8%	149	8.2%	286	8.1%	64	13.5%	1617	8.0%
2006	998	6.9%	132	7.3%	280	8.0%	49	10.3%	1459	7.2%
2007	1022	7.1%	148	8.2%	272	7.7%	62	13.1%	1504	7.4%
2008	1025	7.1%	125	6.9%	293	8.3%	23	4.8%	1466	7.3%
2009	640	4.4%	83	4.6%	101	2.9%	22	4.6%	846	4.2%
2010	77	0.5%	9	0.5%	4	0.1%	3	0.6%	93	0.5%
Total	14409	100.0%	1813	100.0%	3522	100.0%	475	100.0%	20219	100.0%

Seventy-five percent of vehicles involved in crashes in 2009 were a model year of 1998 or newer.

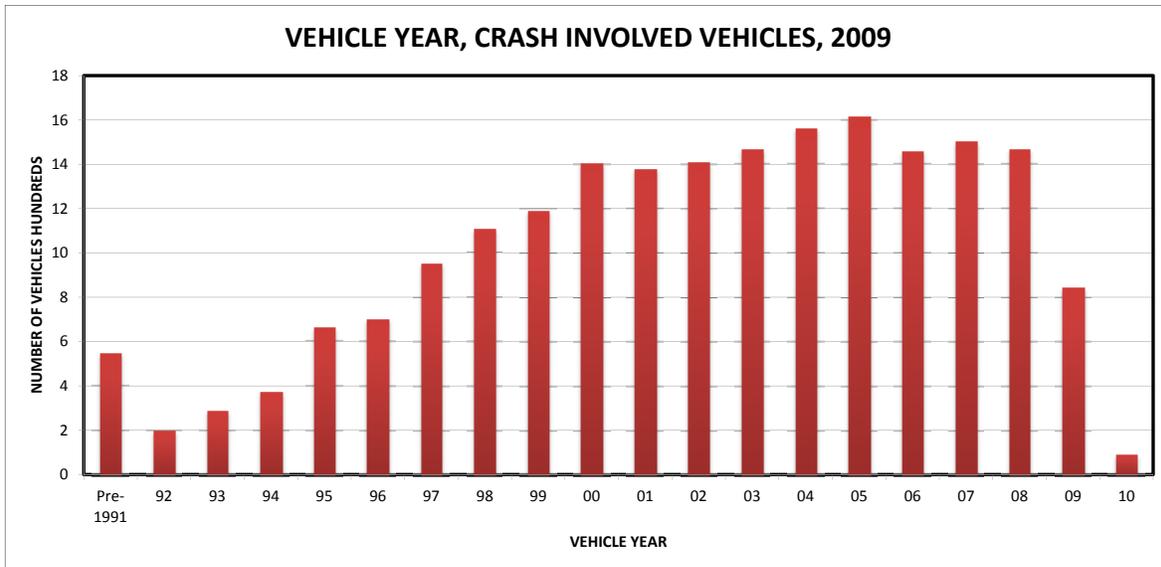


TABLE 3.17: COMMERCIAL VEHICLE BY CRASH TYPE, 2009

VEHICLE TYPE	CRASH TYPE						TOTAL	
	FATAL		INJURY		PROPERTY			
	NUMBER	%	NUMBER	%	NUMBER	%	NUMBER	%
Commercial	5	1.1%	67	14.5%	391	84.4%	463	100.0%
Noncommercial	63	0.5%	2254	18.5%	9860	81.0%	12177	100.0%
TOTAL	68	0.5%	2321	18.4%	10251	81.1%	12640	100.0%

The percent of fatal crashes was higher for commercial vehicles (1.1%) compared to noncommercial vehicles (0.5%), however, proportionally fewer commercial vehicle crashes (14.5%) involved injury than noncommercial vehicle crashes (18.5%)

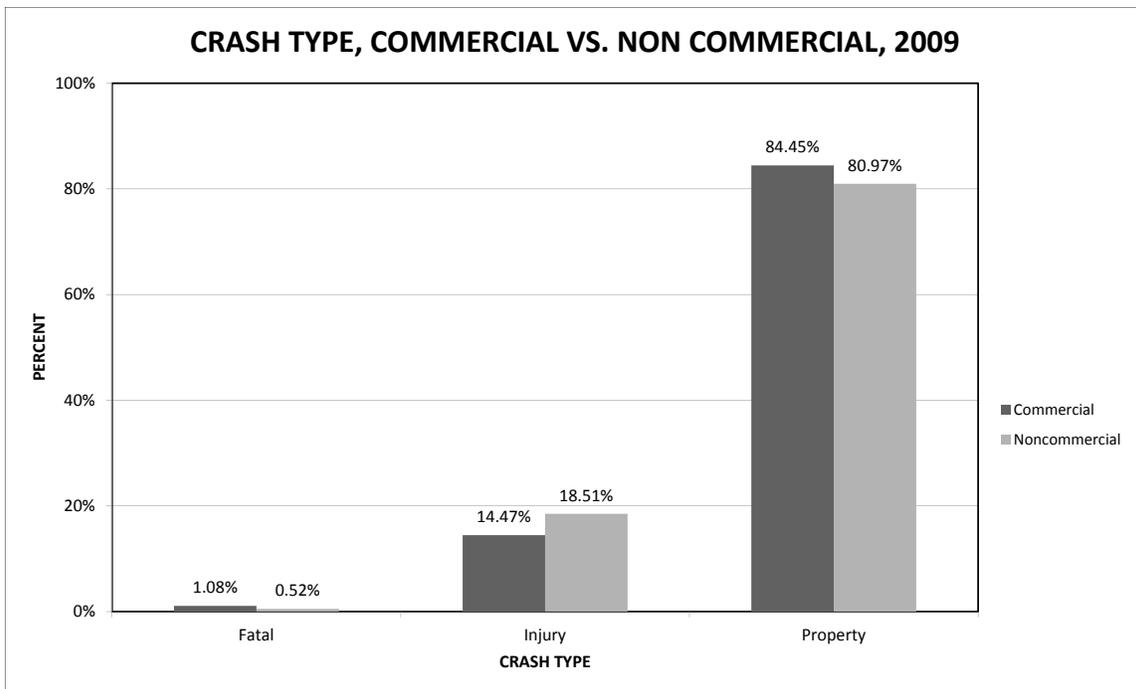


TABLE 3.18: HIGHWAY CLASS BY COMMERCIAL VEHICLE CRASHES, 2009

HIGHWAY CLASS	COMMERCIAL		NONCOMMERCIAL	
	N	Percent	N	Percent
Interstate	53	11.4%	782	6.4%
State	217	46.9%	5239	43.0%
Town	72	15.6%	2892	23.7%
City/Village	46	9.9%	1168	9.6%
Other	75	16.2%	2101	17.2%
TOTAL	463	100.0%	12182	100.0%

Proportionally more commercial vehicle crashes (11.4%) occurred on interstate highways compared to noncommercial vehicle crashes (6.4%) while proportionally more noncommercial vehicle crashes occurred on town and city/village roads (33.3%) than did commercial vehicle crashes (25.5%). A large proportion of both commercial vehicle crashes (46.9%) and noncommercial vehicle crashes (43%) took place on state roadways.

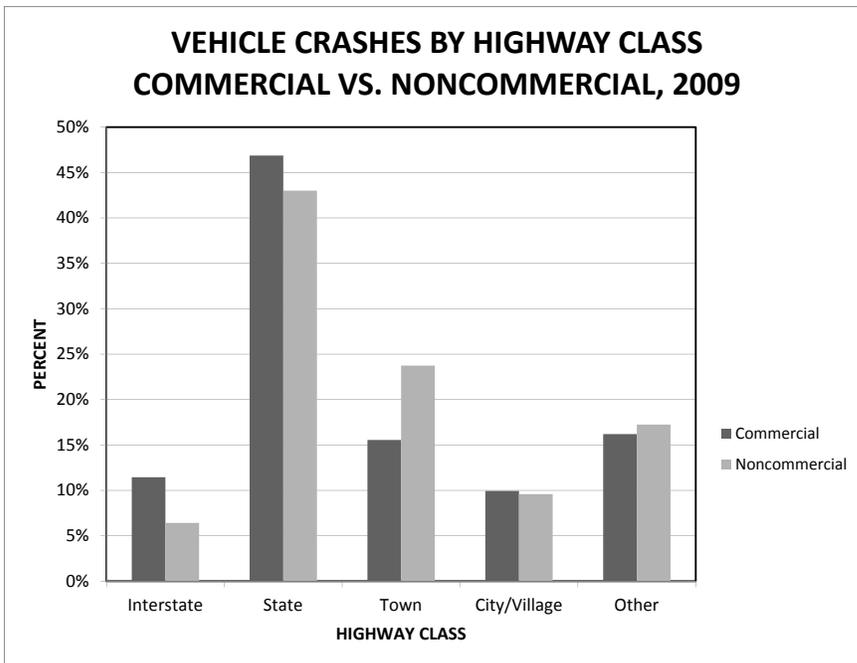


TABLE 3.19: COMMERCIAL VEHICLE OPERATOR CONTRIBUTING CIRCUMSTANCES, 2009

CAUSE	COMMERCIAL		NONCOMMERCIAL	
	N	%	N	%
Driving too fast for conditions	20	7.2%	1490	13.4%
Failure to keep in proper lane/off road	47	17.0%	1275	11.4%
Operating vehicle recklessly	0	0.0%	154	1.4%
Visibility obstructed	17	6.1%	335	3.0%
Excessive speed	0	0.0%	134	1.2%
Following too closely	20	7.2%	976	8.8%
Improper turn	7	2.5%	222	2.0%
Disregarded traffic signs, signals	7	2.5%	162	1.5%
Failure to yield	20	7.2%	1518	13.6%
Inattention	42	15.2%	2359	21.2%
Wrong side or wrong way	1	0.4%	61	0.5%
Fell asleep	5	1.8%	165	1.5%
Under influence of medication/drugs/alcohol	0	0.0%	238	2.1%
Operating defective equipment	8	2.9%	111	1.0%
Distraction caused by technology	0	0.0%	45	0.4%
Distracted	7	2.5%	190	1.7%
Swerving due to wind, slippery surface, etc	4	1.4%	241	2.2%
Other/Unknown	72	26.0%	1474	13.2%
Total	277	100.0%	11150	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.

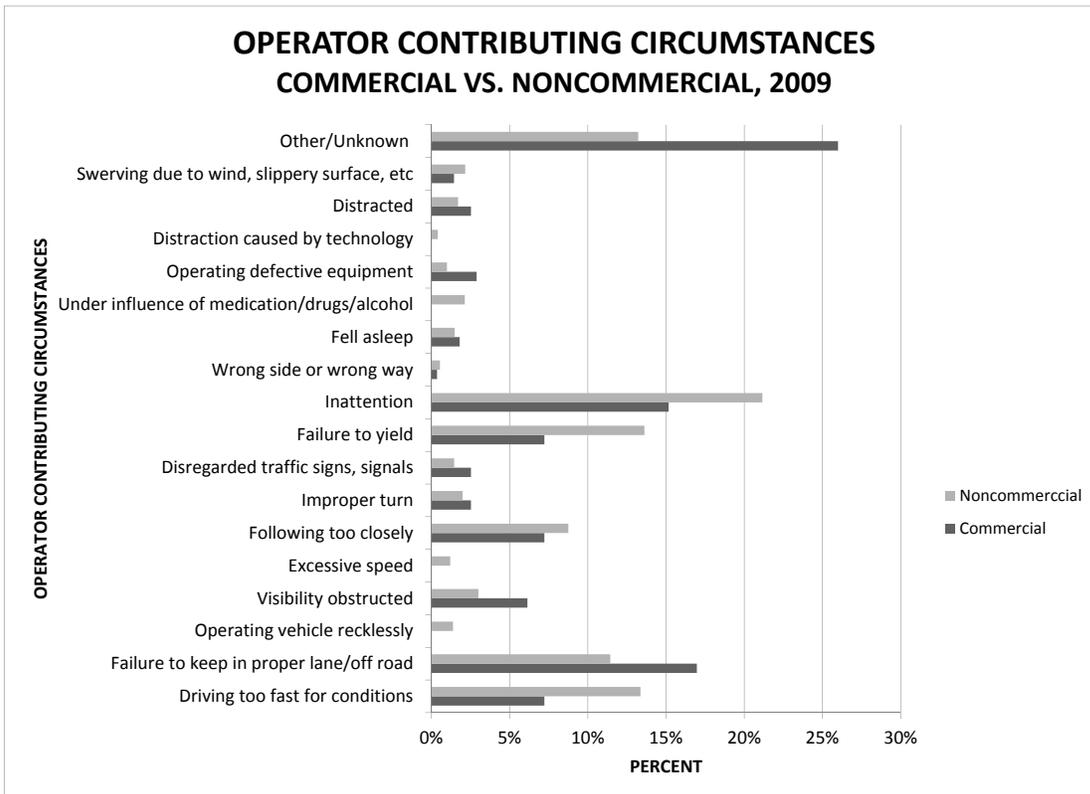


TABLE 3.20: CITATIONS FOR COMMERCIAL VEHICLES IN CRASHES, 2009

<u>VIOLATION</u>	<u>NUMBER</u>	<u>% OF TOTAL CITATIONS</u>
DUI	0	0.0%
Speeding	6	10.7%
Operating without Insurance	0	0.0%
DLS	2	3.6%
Leaving scene of accident	0	0.0%
Careless/negligent operation	0	0.0%
Fail to yield/stop intersection	3	5.4%
Driving road laned for traffic	16	28.6%
Defective equipment	1	1.8%
Passing on left	0	0.0%
Following too closely	5	8.9%
Limit on passing	0	0.0%
Driving to right	1	1.8%
Operating with no license	1	1.8%
Not registered	1	1.8%
Other vehicle	0	0.0%
Other driver	0	0.0%
All Other	20	35.7%
Total	56	100.0%

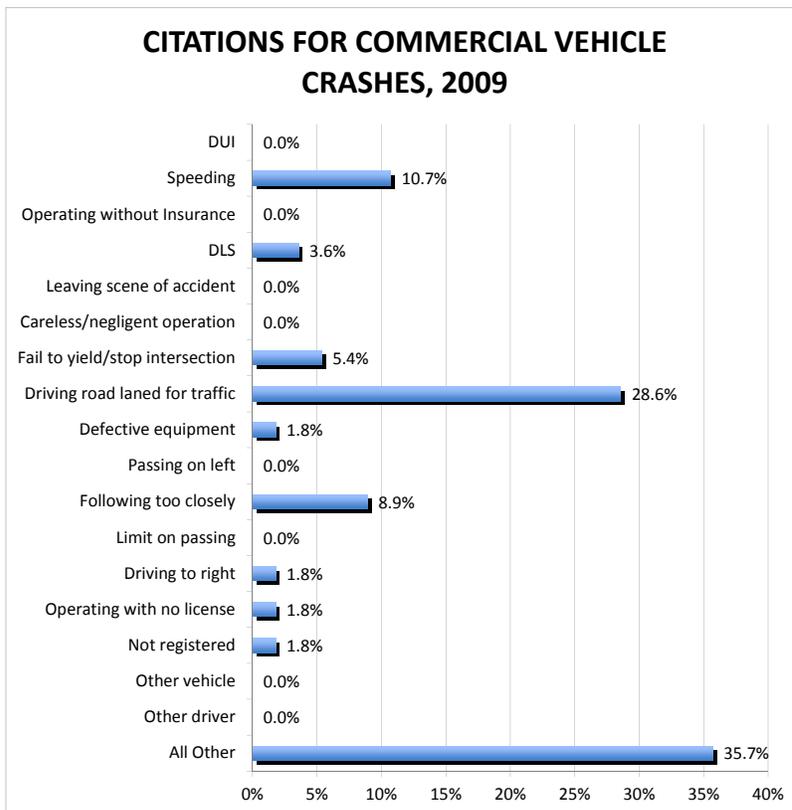
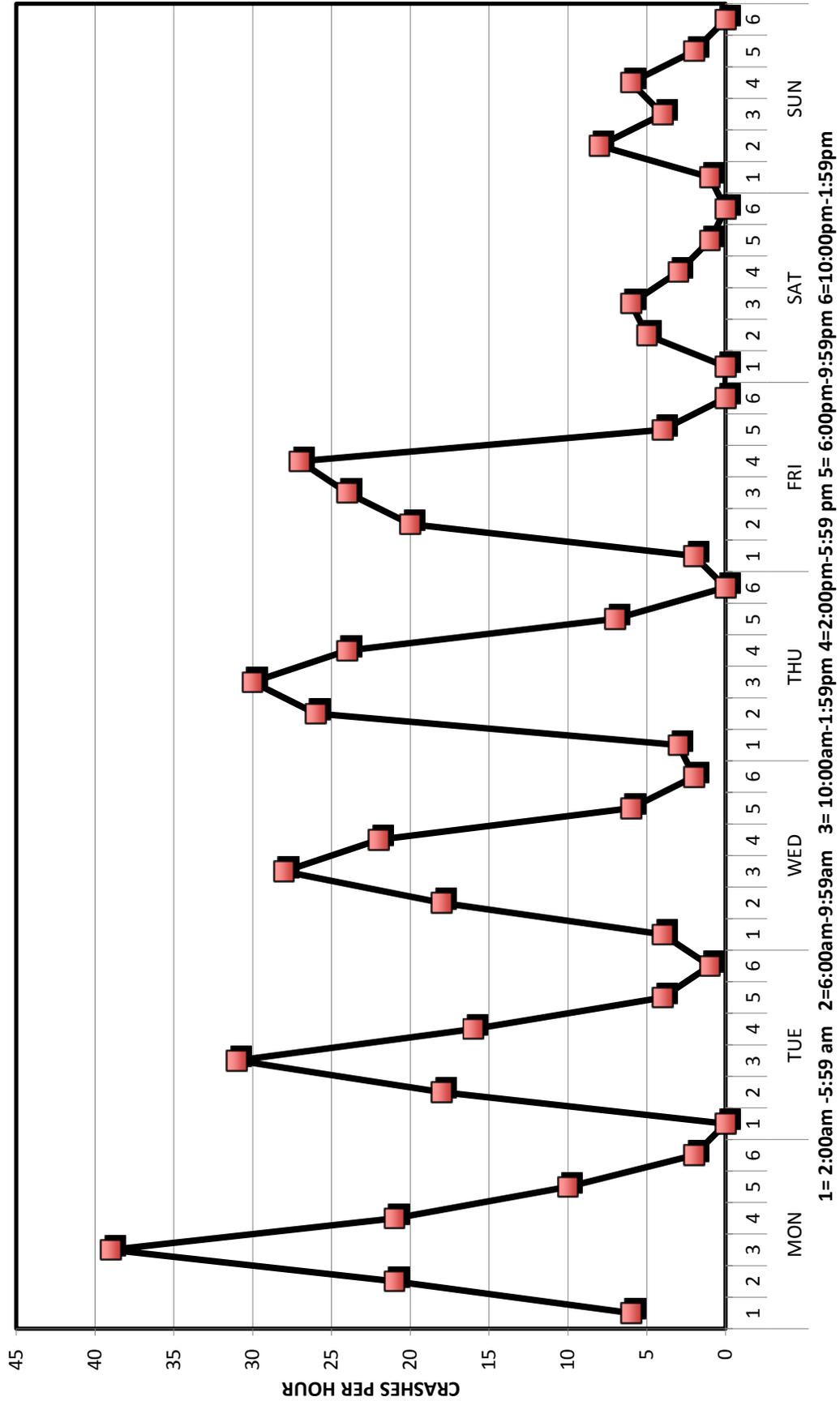


TABLE 3.21: COMMERCIAL VEHICLE CRASHES, TIME OF DAY BY DAY OF WEEK, 2009

Time of day	Day of Week														Total	
	Monday		Tuesday		Wednesday		Thursday		Friday		Saturday		Sunday		N	Crashes Per Hr.
	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.	N	Crashes Per Hr.		
Early morning (2-6 a.m.)	6	1.50	0	0.00	4	1.00	3	0.75	2	0.50	0	0.00	1	0.25	16	4.00
Morning (6-10 a.m.)	21	5.25	18	4.50	18	4.50	26	6.50	20	5.00	5	1.25	8	2.00	116	29.00
Midday (10 a.m.-2 p.m.)	39	9.75	31	7.75	28	7.00	30	7.50	24	6.00	6	1.50	4	1.00	162	40.50
Afternoon (2-6 p.m.)	21	5.25	16	4.00	22	5.50	24	6.00	27	6.75	3	0.75	6	1.50	119	29.75
Evening (6-10 p.m.)	10	2.50	4	1.00	6	1.50	7	1.75	4	1.00	1	0.25	2	0.50	34	8.50
Night (10 p.m.-2 a.m.)	2	0.50	1	0.25	2	0.50	0	0.00	0	0.00	0	0.00	0	0.00	5	1.25
Total	99	4.13	70	2.92	80	3.33	90	3.75	77	3.21	15	0.63	80	3.33	894	37.25

COMMERCIAL VEHICLE CRASHES TIME OF DAY BY DAY OF WEEK, 2009



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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.

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. Sixteen to twenty year olds were 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. Thirteen and fourteen year olds reported the lowest percentage of seatbelt use, with only 81.6% of occupants in that age group reporting wearing a seatbelt. Adults and 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 55% of crash involved drivers were males in 2009. Female passengers accounted for almost 65% of serious injuries and 52% of minor injuries. Males accounted for 74% of the fatalities in 2009.

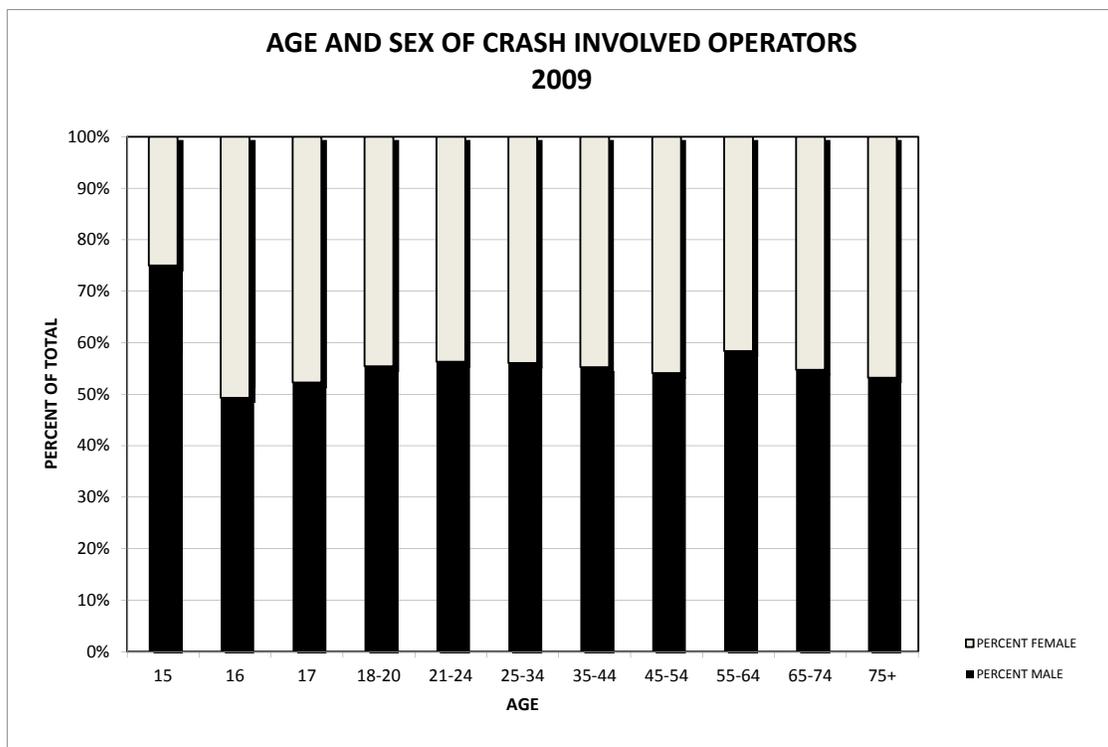
A variety of additional data regarding alcohol involved crashes are presented in this section. There were 726 alcohol related crashes in 2009. There were only 5 DUI cited crashes in 2009, repeating the decline seen in the years 2005-2008.

Pedestrian and bicyclist findings underscore the fact that encounters with motor vehicles often result in injury or death. In 2009, the vast majority (80%) of the 149 pedestrians and 109 bicyclists involved in a motor vehicle crash suffered an injury of some type with 5 pedestrians killed. Almost 35% of pedestrians and bicyclists involved in crashes are age 20 or younger. A large portion of pedestrians (28%), are in the age 50 or above category.

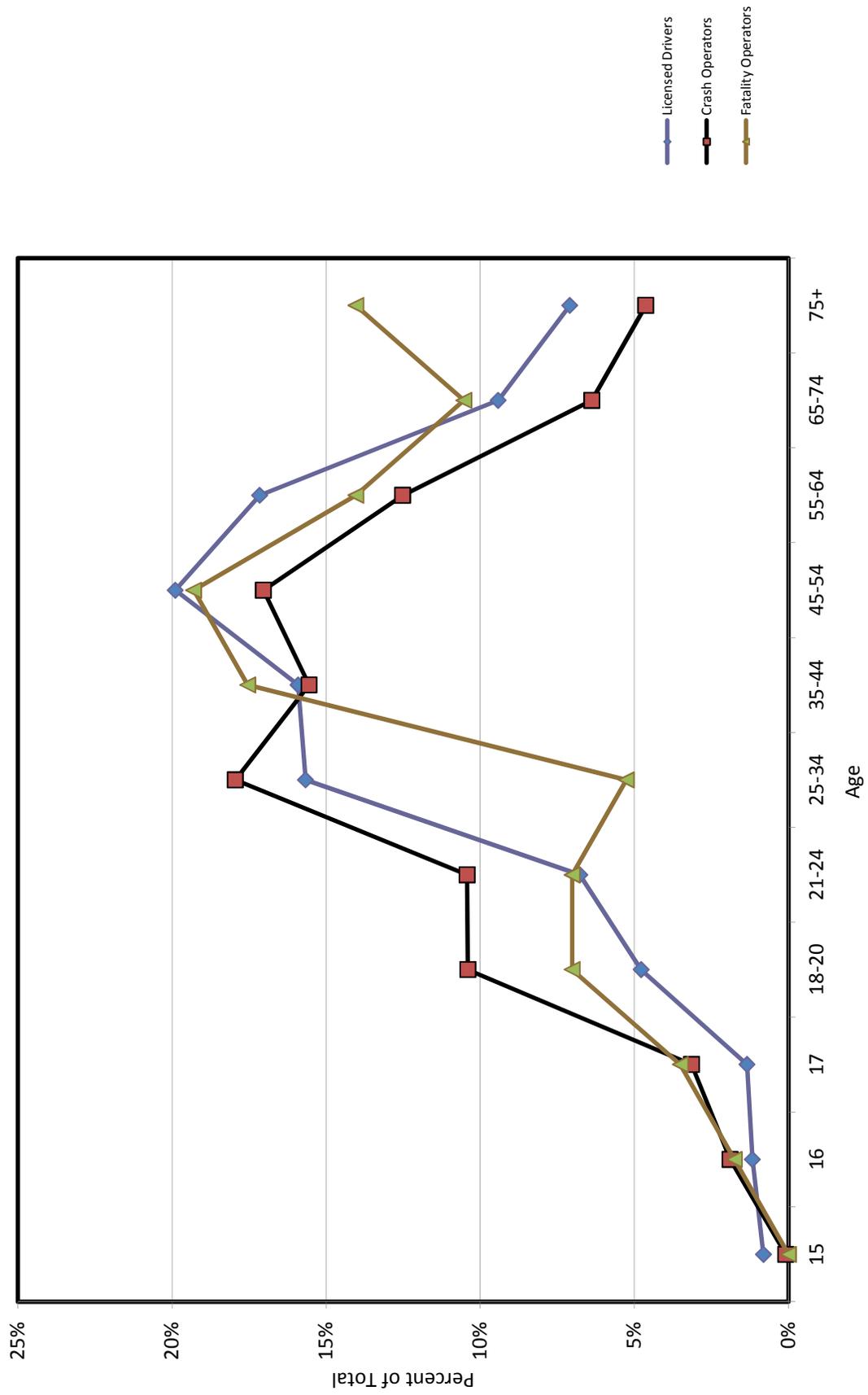
TABLE 4.1: AGE AND SEX OF LICENSED AND CRASH INVOLVED OPERATORS, 2009

Age Group	LICENSED DRIVERS				CRASH INVOLVED OPERATORS			
	Number	Percent Total	Percent Male	Percent Female	Number	Percent Total	Percent Male	Percent Female
15	4,280	0.8%	48.6%	51.4%	16	0.1%	75.0%	25.0%
16	6,161	1.2%	50.7%	49.3%	357	1.9%	49.3%	50.7%
17	7,081	1.3%	50.1%	49.9%	593	3.1%	52.3%	47.7%
18-20	25,167	4.8%	51.1%	48.9%	1,963	10.4%	55.4%	44.6%
21-24	35,656	6.8%	50.7%	49.3%	1,968	10.4%	56.3%	43.7%
25-34	82,512	15.7%	50.1%	49.9%	3,387	17.9%	56.1%	43.9%
35-44	83,770	15.9%	49.8%	50.2%	2,936	15.6%	55.2%	44.8%
45-54	104,785	19.9%	49.4%	50.6%	3,216	17.0%	54.1%	45.9%
55-64	90,355	17.2%	49.9%	50.1%	2,362	12.5%	58.4%	41.6%
65-74	49,581	9.4%	50.1%	49.9%	1,204	6.4%	54.7%	45.3%
75+	37,361	7.1%	45.8%	54.2%	874	4.6%	53.2%	46.8%
TOTAL	526,709	100	49.6%	50.4%	18,876	100	55.4%	44.6%

About equal proportions of licensed drivers are male (49.6%) and female (50.4%). However, crash involved operators are more likely to be male (55.4%). Seventeen to thirty-four year old drivers are over-represented in crashes.



Distribution of Licensed Drivers, Crash & Fatal Involved Drivers, 2009



Distribution of Licensed Drivers and Crash Involvement Rates, 2009

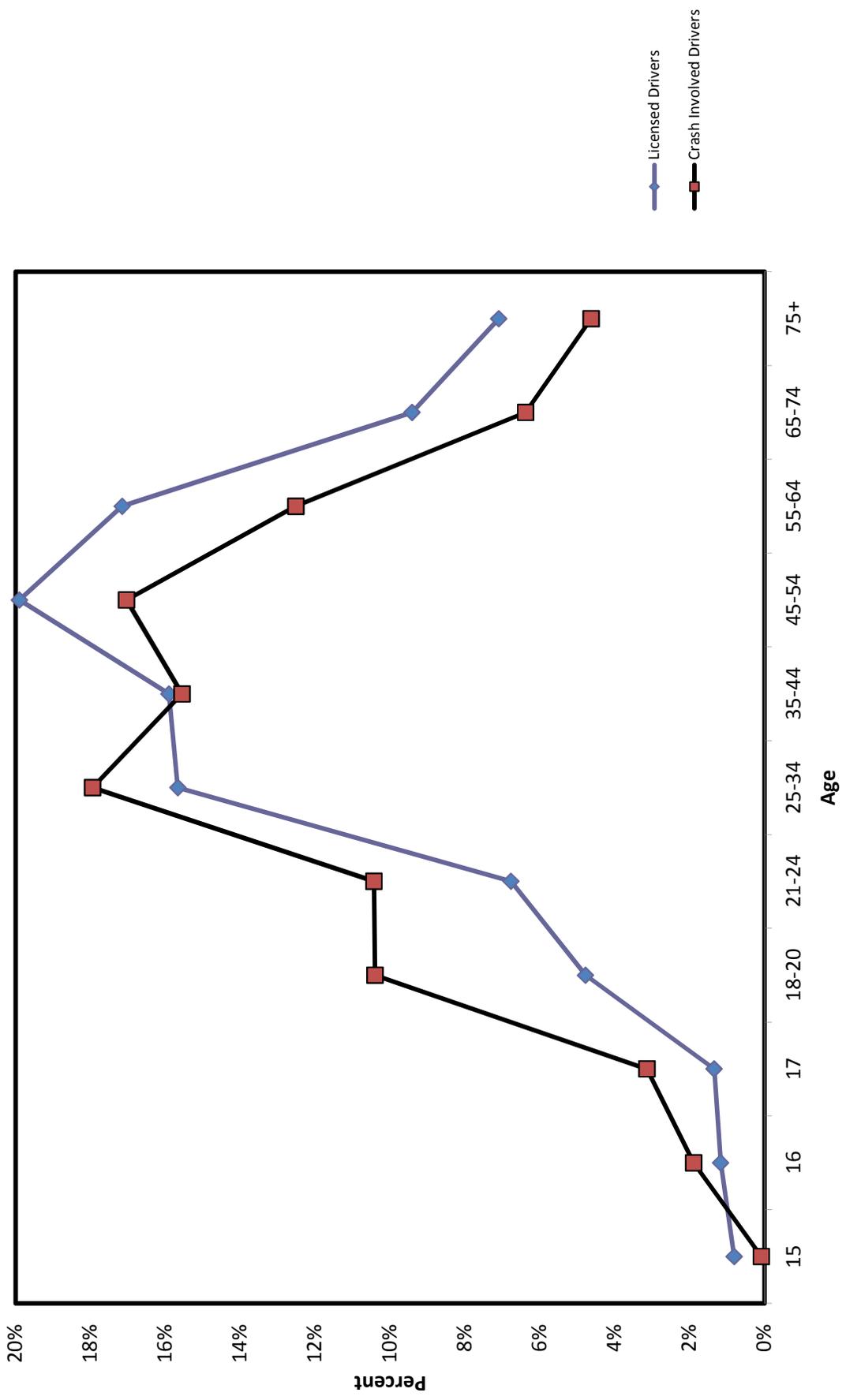


TABLE 4.2: CRASH RATES BY OPERATOR AGE, 2009

Age Group	Population	Licensed Drivers	Crash Operators	Rate* per Population	Rate** per Licenses	Risk Ratio***
15	7,961	4,280	16	2.0	3.7	0.10
16	8,159	6,161	357	43.8	57.9	1.62
17	8,554	7,081	593	69.3	83.7	2.34
18-20	32,467	25,167	1,963	60.5	78.0	2.18
21-24	36,402	35,656	1,968	54.1	55.2	1.54
25-34	69,085	82,512	3,387	49.0	41.0	1.15
35-44	79,499	83,770	2,936	36.9	35.0	0.98
45-54	102,013	104,785	3,216	31.5	30.7	0.86
55-64	86,108	90,355	2,362	27.4	26.1	0.73
65-74	48,267	49,581	1,204	24.9	24.3	0.68
75+	41,644	37,361	874	21.0	23.4	0.65
TOTAL	520,159	526,709	18,876	36.3	35.8	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 17-20 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.

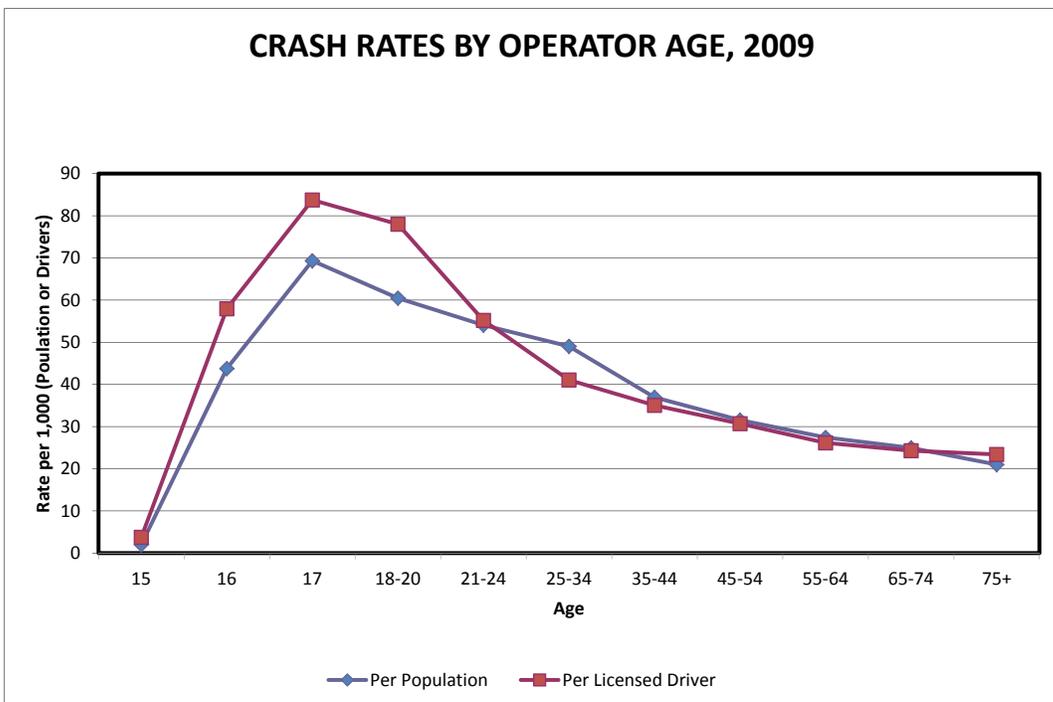
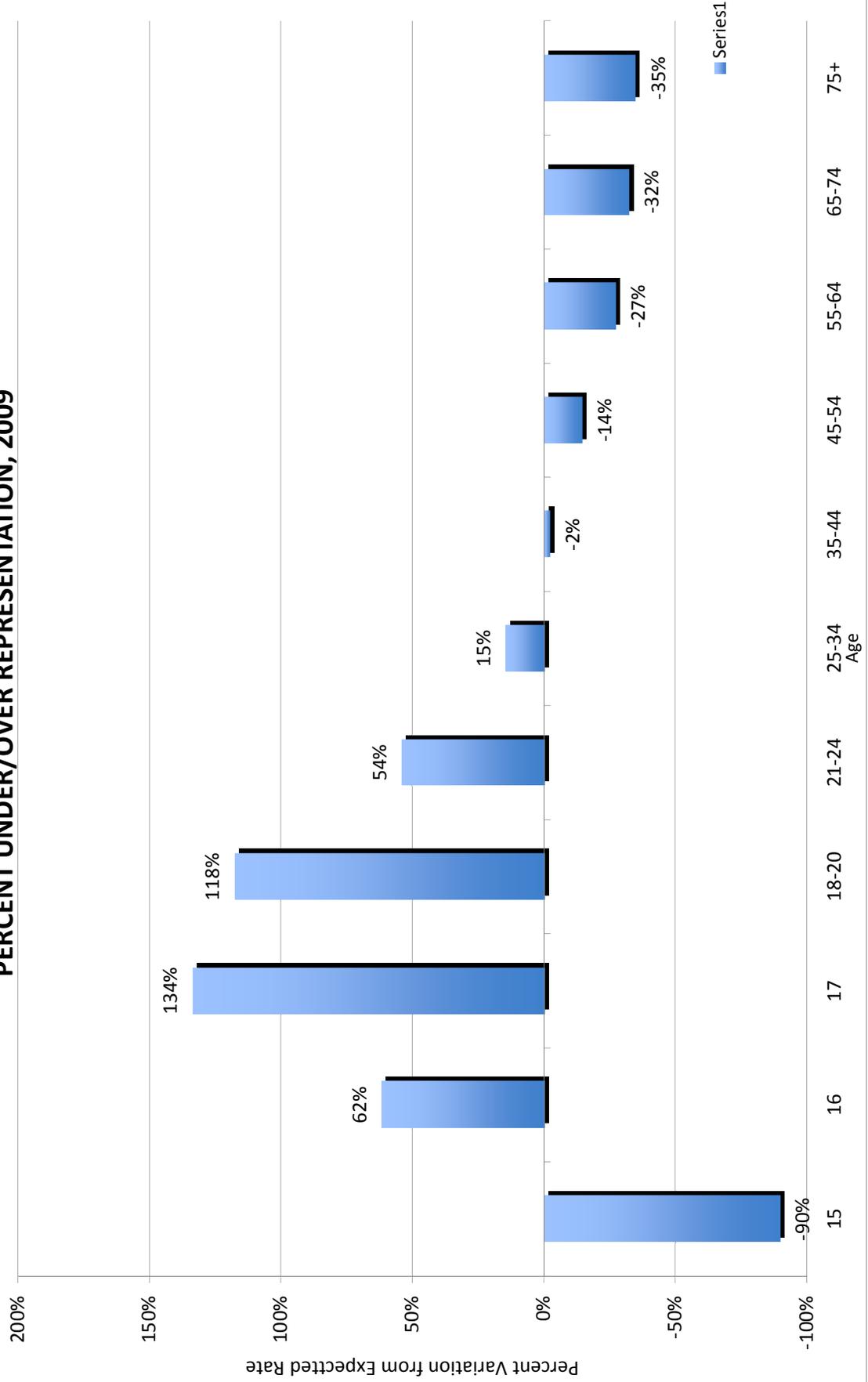


FIGURE 4.1
REPRESENTATION OF OPERATOR AGE GROUPS IN
PERCENT UNDER/OVER REPRESENTATION, 2009

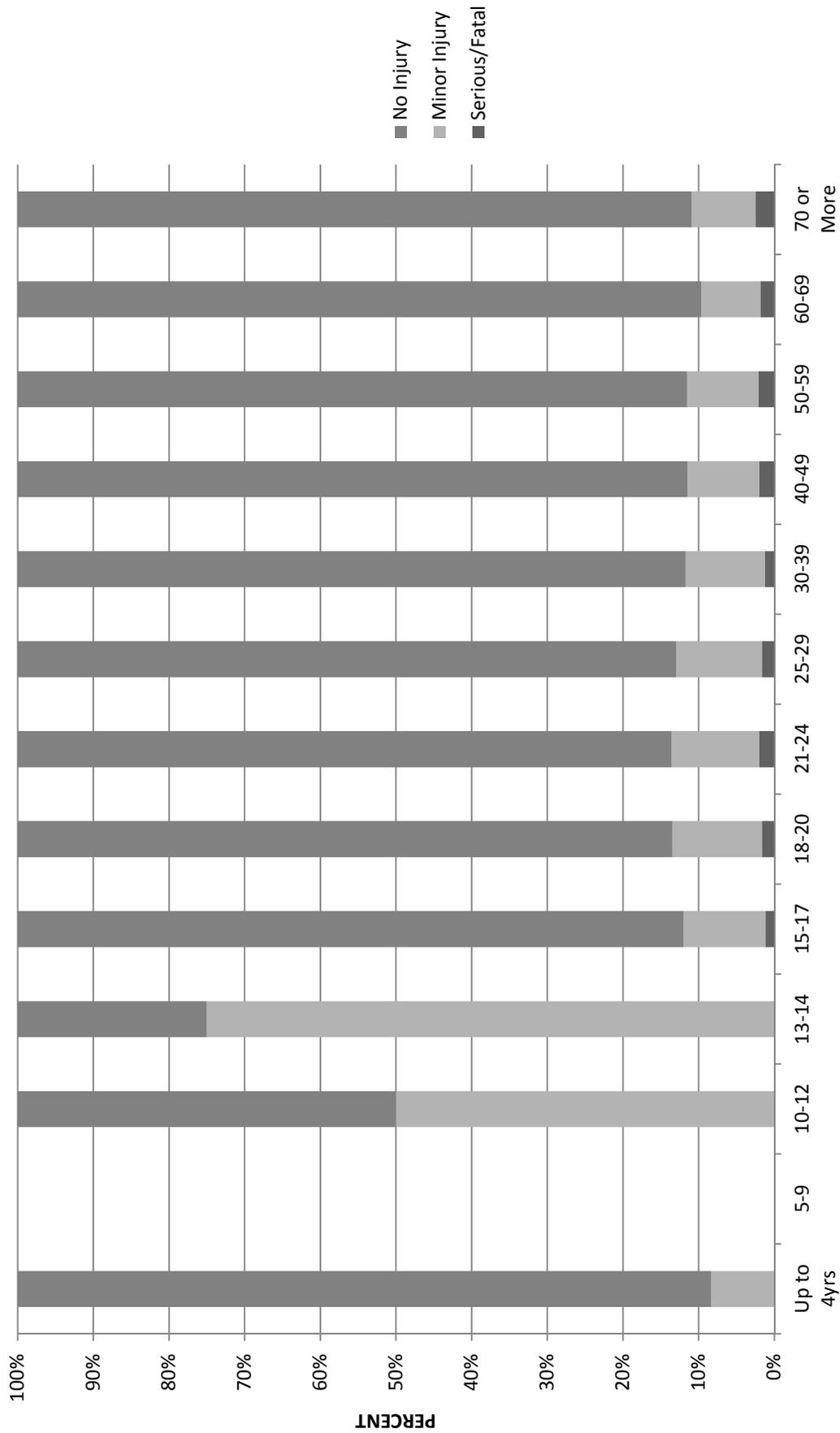


**TABLE 4.3: AGE AND SEX CHARACTERISTICS OF PASSENGERS
BY TYPE OF INJURY, 2009**

Age Group	PASSENGER INJURY SEVERITY											
	FATAL			SERIOUS			MINOR*			NONE		
	Total	Male	Female	Total	Male	Female	Total	Male	Female	Total	Male	Female
	N	%	%	N	%	%	N	%	%	N	%	%
Up to 4 years	0	0%	0%	0	0%	0%	5	0%	20%	80%	0%	65%
5 to 9 years	0	0%	0%	0	0%	0%	0	0%	0%	0%	0%	0%
10 to 12 years	0	0%	0%	0	0%	0%	1	0%	100%	0%	0%	100%
13 to 14 years	0	0%	0%	0	0%	0%	3	0%	33%	67%	0%	100%
15 to 17 years	3	5%	33%	8	3%	63%	102	5%	50%	50%	5%	52%
18 to 20 years	4	7%	100%	27	10%	67%	227	12%	51%	49%	10%	56%
21 to 24 years	4	7%	50%	34	12%	50%	224	12%	48%	52%	10%	57%
25 to 29 years	3	5%	67%	27	10%	59%	209	11%	60%	40%	10%	55%
30 to 39 years	3	5%	100%	32	12%	75%	296	16%	55%	45%	15%	55%
40 to 49 years	13	23%	69%	51	19%	78%	300	16%	50%	50%	17%	55%
50 to 59 years	10	18%	100%	48	18%	58%	260	14%	52%	48%	15%	57%
60 to 69 years	7	12%	57%	24	9%	58%	132	7%	55%	45%	9%	56%
70 or more years	10	18%	70%	23	8%	70%	112	6%	48%	52%	7%	55%
TOTAL	57	100%	74%	274	100%	65%	1871	100%	52%	48%	100%	56%
												44%

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

INJURY OF PASSENGERS BY AGE, 2009



**TABLE 4.4: AGE AND SEX CHARACTERISTICS OF OPERATORS
BY TYPE OF INJURY, 2009**

Age Group	OPERATOR INJURY SEVERITY													
	FATAL			SERIOUS			MINOR*			NONE				
	Total N	Male %	Female %	Total N	Male %	Female %	Total N	Male %	Female %	Total N	Male %	Female %		
15 and under	0	0.0%	0.0%	2	0.7%	0.0%	11	0.6%	27.3%	72.7%	68	0.4%	69.1%	30.9%
16	1	1.8%	100.0%	0	0.0%	0.0%	39	2.1%	43.6%	56.4%	307	1.9%	51.1%	48.9%
17	2	3.5%	50.0%	6	2.2%	50.0%	61	3.3%	55.7%	44.3%	511	3.1%	52.4%	47.6%
18-20	4	7.0%	0.0%	27	9.9%	33.3%	227	12.1%	51.1%	48.9%	1,661	10.2%	55.9%	44.1%
21-24	4	7.0%	50.0%	34	12.4%	50.0%	224	12.0%	48.2%	51.8%	1,672	10.3%	57.3%	42.7%
25-34	3	5.3%	33.3%	46	16.8%	67.4%	363	19.4%	58.7%	41.3%	2,900	17.8%	55.4%	44.6%
35-44	10	17.5%	30.0%	35	12.8%	77.1%	301	16.1%	51.8%	48.2%	2,518	15.5%	55.3%	44.7%
45-54	11	19.3%	9.1%	52	19.0%	69.2%	275	14.7%	48.4%	51.6%	2,801	17.2%	54.1%	45.9%
55-64	8	14.0%	25.0%	43	15.7%	58.1%	206	11.0%	58.7%	41.3%	2,043	12.5%	58.2%	41.8%
65-74	6	10.5%	16.7%	15	5.5%	60.0%	94	5.0%	44.7%	55.3%	1,056	6.5%	55.7%	44.3%
75 or more years	8	14.0%	37.5%	14	5.1%	71.4%	70	3.7%	47.1%	52.9%	759	4.7%	53.4%	46.6%
TOTAL	57	100.0%	26.3%	274	100.0%	65.0%	1871	100.0%	52.2%	47.8%	16296	100.0%	55.6%	44.4%

*Note: "Minor" includes nonincapacitating and possible injuries. Unknown gender and unknown injuries are excluded. 2 untimely deaths excluded.

Injury of Operator by Age, 2009

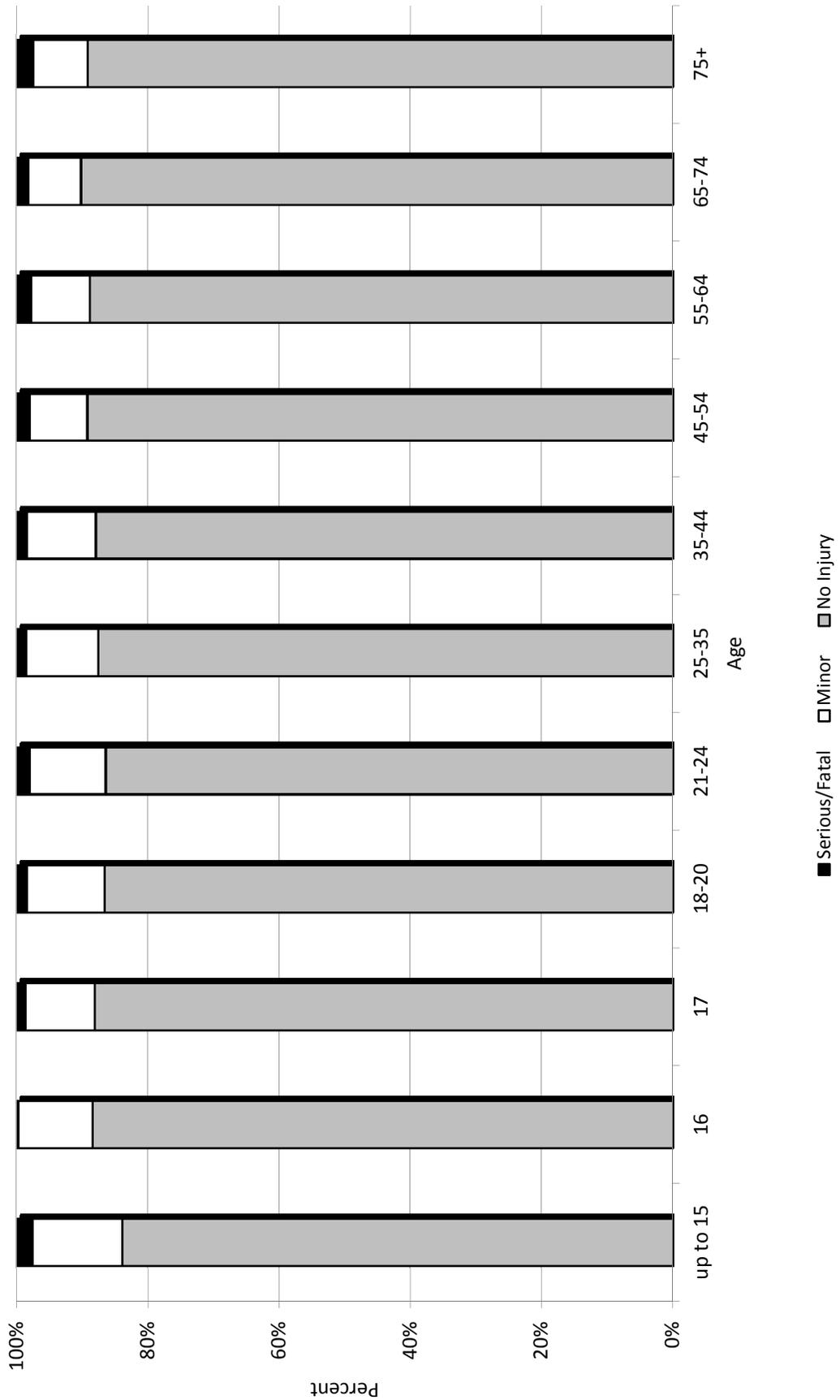


TABLE 4.5: AGE OF OPERATORS AND PASSENGERS INVOLVED IN CRASHES FOR MOTORCYCLE/MOPEDS, 2009

AGE CATEGORY	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Up to 4 years	0	0.00%	0	0.00%	0	0.00%
5 to 9 years	0	0.00%	0	0.00%	0	0.00%
10 to 12 years	0	0.00%	0	0.00%	0	0.00%
13 to 14 years	0	0.00%	1	4.55%	1	0.42%
15 to 17 years	2	0.92%	0	0.00%	2	0.83%
18 to 20 years	16	7.34%	1	4.55%	17	7.08%
21 to 24 years	15	6.88%	0	0.00%	15	6.25%
25 to 29 years	17	7.80%	0	0.00%	17	7.08%
30 to 39 years	31	14.22%	4	18.18%	35	14.58%
40 to 49 years	54	24.77%	9	40.91%	63	26.25%
50 to 59 years	50	22.94%	6	27.27%	56	23.33%
60 to 69 years	24	11.01%	1	4.55%	25	10.42%
70 years & older	5	2.29%	0	0.00%	5	2.08%
Unknown	4	1.83%	0	0.00%	4	1.67%
Total	218	100%	22	100%	240	100%

Around 62% of motorcycle operators involved in crashes were between 30 and 59 years old. The age category with the largest percent (24.7%) of crash operators being the 40 to 49 year olds.

TABLE 4.6: SEX OF OPERATORS AND PASSENGERS INVOLVED IN CRASHES FOR MOTORCYCLE/MOPEDS, 2009

SEX	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Male	196	90.32%	20	90.91%	216	90.38%
Female	21	9.68%	2	9.09%	23	9.62%
Total	217	100%	22	100%	239	100%

Most crash involved motorcycle operators were male (90.3%) and few had passengers.

**TABLE 4.7: AGE OF OPERATORS AND PASSENGERS
FOR SPORT UTILITY/PICKUP TRUCKS, 2009**

AGE CATEGORY	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Up to 4 years	0	0.00%	69	5.92%	69	1.06%
5 to 9 years	0	0.00%	84	7.20%	84	1.29%
10 to 12 years	1	0.02%	70	6.00%	71	1.09%
13 to 14 years	0	0.00%	55	4.72%	55	0.84%
15 to 17 years	214	4.00%	47	4.03%	261	4.01%
18 to 20 years	411	7.69%	136	11.66%	547	8.40%
21 to 24 years	466	8.72%	131	11.23%	597	9.17%
25 to 29 years	461	8.62%	122	10.46%	583	8.95%
30 to 39 years	876	16.39%	85	7.29%	961	14.76%
40 to 49 years	1058	19.79%	107	9.18%	1165	17.89%
50 to 59 years	887	16.59%	96	8.23%	983	15.10%
60 to 69 years	470	8.79%	87	7.46%	557	8.55%
70 years & older	283	5.29%	42	3.60%	325	4.99%
Unknown	218	4.08%	35	3.00%	253	3.89%
Total	5345	100%	1166	100%	6511	100%

Around 53% of operators of sport utility/pickup truck involved in crashes were between the ages of 30 and 59. Over 50% of the passengers in these vehicles were under the age of 24.

**TABLE 4.8: SEX OF OPERATORS AND PASSENGERS
FOR SPORT UTILITY/PICKUP TRUCKS, 2009**

SEX	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Male	3860	71.69%	607	52.28%	4467	68.25%
Female	1448	26.89%	554	47.72%	2002	30.59%
Unknown	76	1.41%	0	0.00%	76	1.16%
Total	5384	100%	1161	100%	6545	100%

The operators of sport utility and pickup truck vehicles involved in crashes were predominately male (71.7%) while passengers were almost equally male or female.

TABLE 4.9: OPERATOR AGE FOR CRASHES BY TIME OF DAY, 2009

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	47	233	471	523	319	42	1635
Up to 14	0	0	5	1	2	1	9
15	0	0	5	6	3	1	15
16	5	46	69	157	59	4	340
17	12	92	123	228	94	17	566
18 to 20	56	262	440	692	351	60	1861
21 to 24	75	319	470	678	282	69	1893
25 to 34	92	596	858	1178	483	63	3270
35 to 44	72	532	760	1072	403	24	2863
45 to 54	59	574	948	1153	380	36	3150
55 to 64	29	400	733	892	243	16	2313
65 to 74	6	171	470	434	101	5	1187
75 and older	3	108	369	317	66	0	863
Total	456	3333	5721	7331	2786	338	19965

Drivers under age 65 tended to crash most often between 2 pm and 6 pm while those age 65 and older most frequently crashed during midday. Crash rates for younger drivers were higher than those of older drivers (25+) during most time periods.

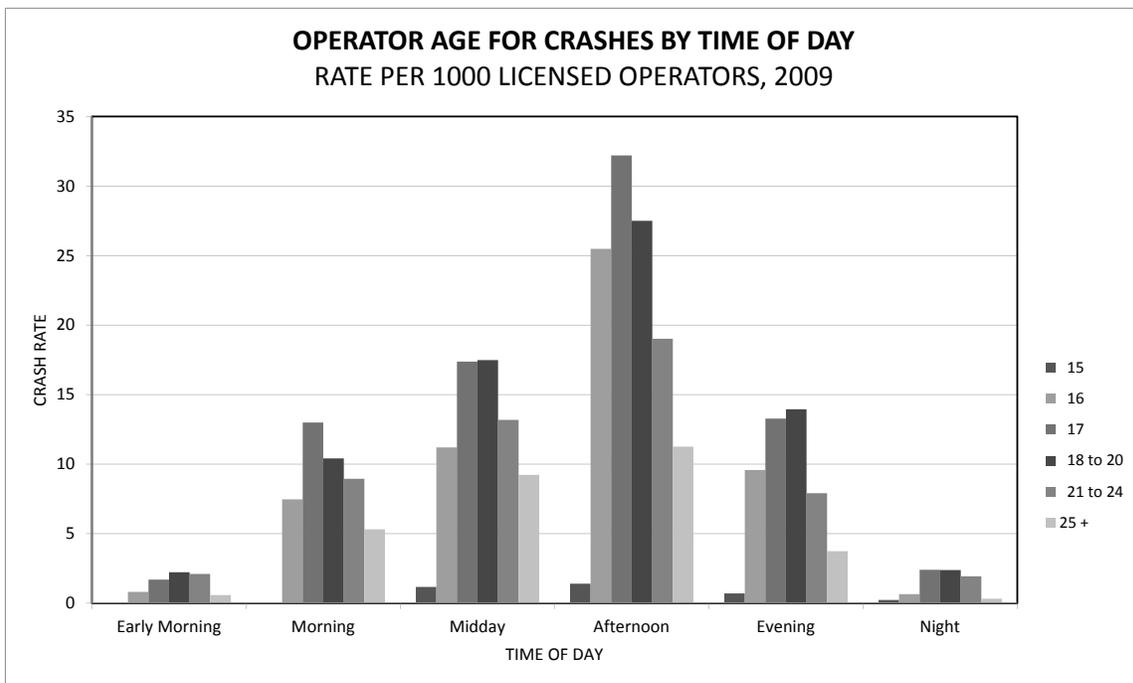
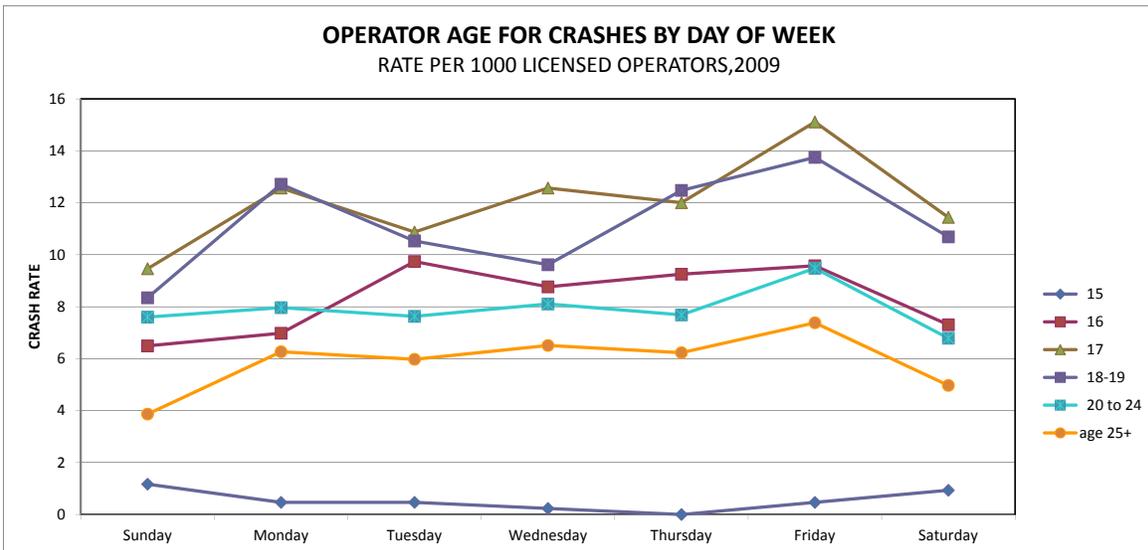


TABLE 4.10: OPERATOR AGE FOR CRASHES BY DAY OF WEEK, 2009

AGE GROUP	DAY OF WEEK							TOTAL
	SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	
15	5	2	2	1	0	2	4	16
16	40	43	60	54	57	59	45	358
17	67	89	77	89	85	107	81	595
18-20	210	320	265	242	314	346	269	1966
21 to 24	271	284	272	289	274	338	242	1970
25 to 34	319	517	493	537	514	609	410	3399
35 to 44	310	439	446	444	458	525	319	2941
45 to 54	314	487	473	536	505	539	370	3224
55 to 64	232	359	346	359	388	417	268	2369
65 to 74	103	185	1814	205	172	232	127	2838
75 and older	69	150	121	138	155	140	102	875
Total	1940	2875	4369	2894	2922	3314	2237	2142

Unknown data are excluded from the table



**TABLE 4.11: LICENSE STATE OF CRASH INVOLVED OPERATORS
BY TYPE OF CRASH, 2009**

STATE	CRASH TYPE							
	TOTAL		FATAL		INJURY		PROPERTY	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Vermont	16726	80.5%	84	84.0%	2947	82.6%	13695	80.1%
Massachusetts	496	2.4%	1	1.0%	88	2.5%	407	2.4%
New Hampshire	657	3.2%	8	8.0%	137	3.8%	512	3.0%
Connecticut	258	1.2%	3	3.0%	35	1.0%	220	1.3%
New York	635	3.1%	0	0.0%	113	3.2%	522	3.1%
Quebec Province	105	0.5%	0	0.0%	16	0.4%	89	0.5%
Other State/Province	959	4.6%	4	4.0%	171	4.8%	784	4.6%
Unknown	934	4.5%	0	0.0%	59	1.7%	875	5.1%
TOTAL	20770	100.0%	100	100.0%	3566	100.0%	17104	100.0%

**STATE OF LICENSE FOR CRASH INVOLVED OPERATORS
FATAL CRASHES, 2009**

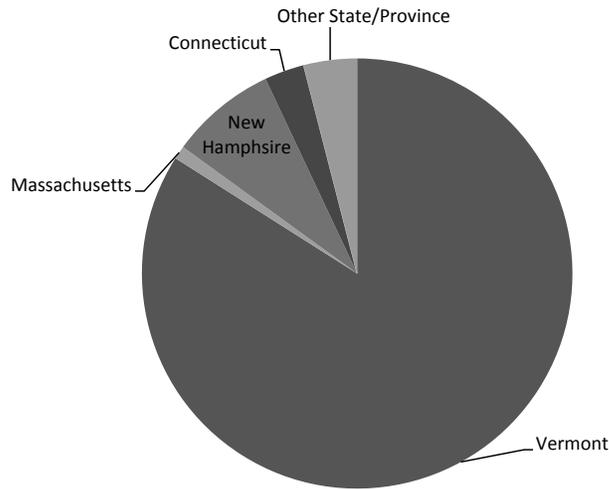


TABLE 4.12: INJURY SEVERITY BY PERSON TYPE, 2009

PERSON TYPE	INJURY SEVERITY				TOTAL*	
	MINOR OR POSSIBLE		SEVERE OR FATAL		Number	Percent
	Number	Percent	Number	Percent		
Driver	1,874	68.15%	331	70.88%	2,205	68.54%
Passenger	706	25.67%	96	20.56%	802	24.93%
Pedestrian	103	3.75%	23	4.93%	126	3.92%
Bicyclist	67	2.44%	17	3.64%	84	2.61%
Total	2,750	100%	467	100%	3,217	100%

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

Almost 71% of persons injured or killed in a motor vehicle crash in 2009 were operators, while 20.5% were passengers.

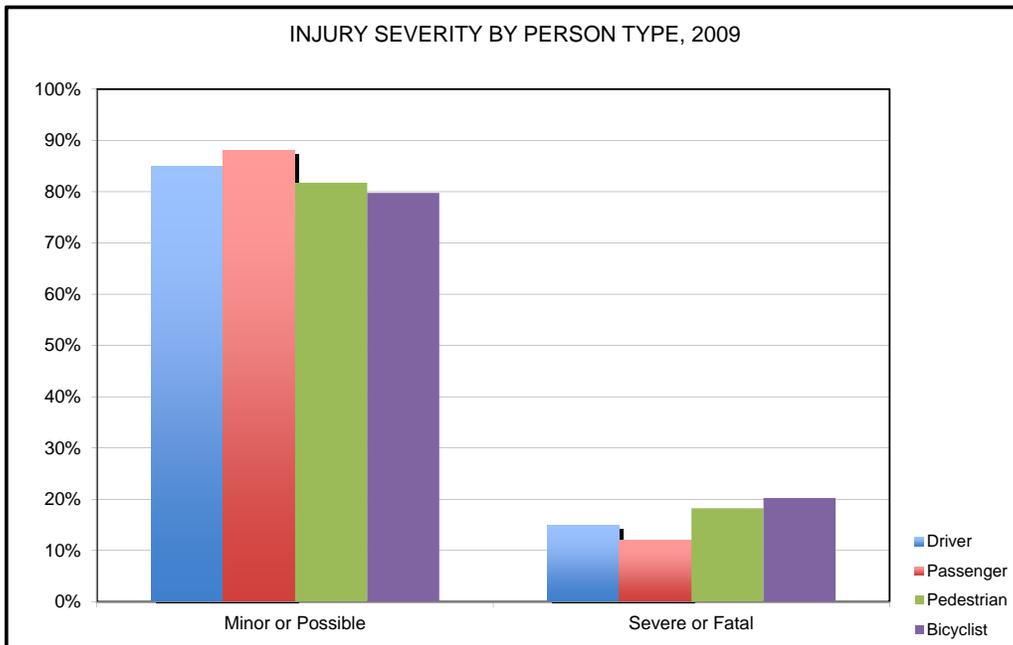
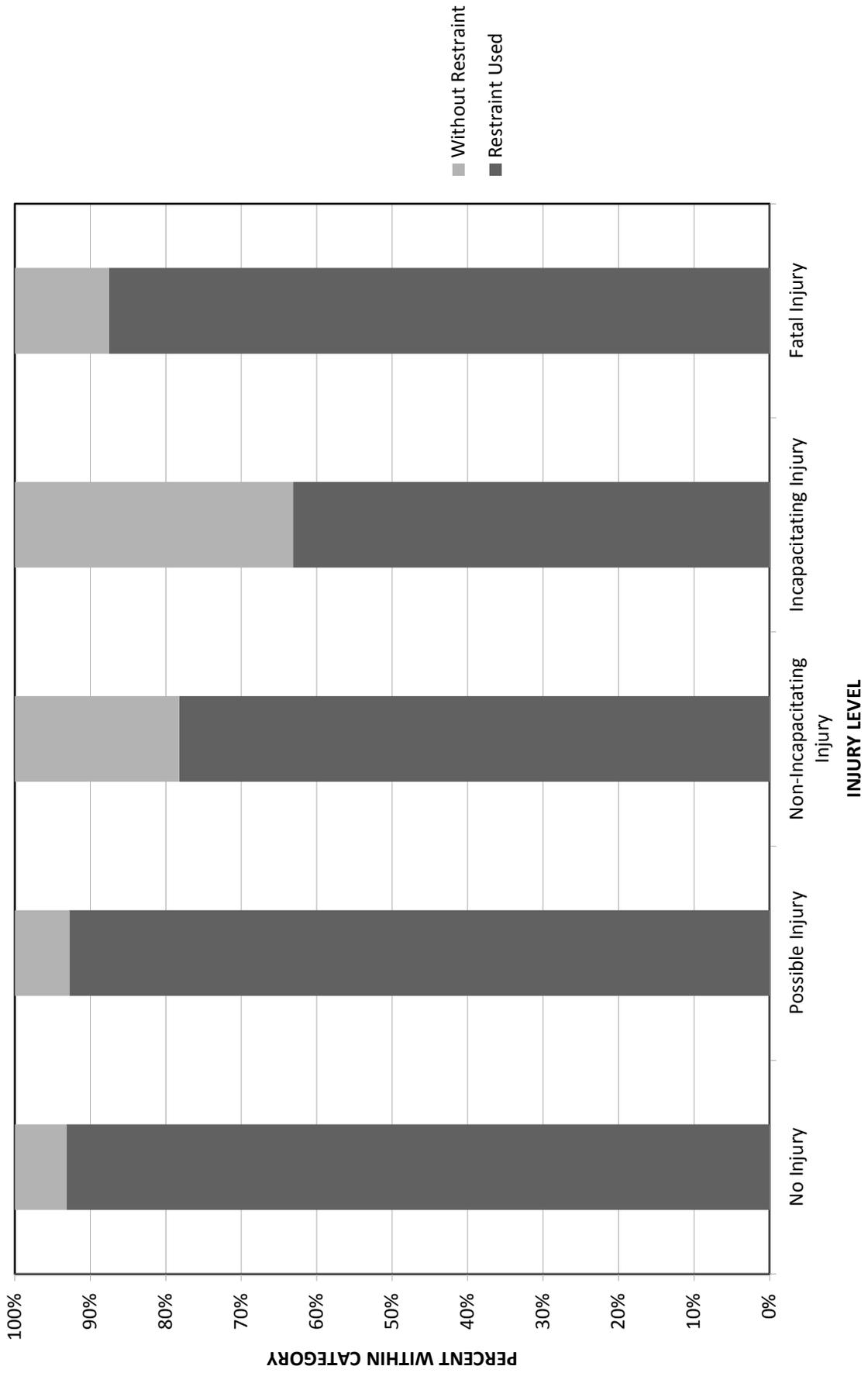


TABLE 4.13: INJURY SEVERITY BY SEAT POSITION AND SAFETY RESTRAINT USE, PASSENGER CARS, 2000

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	10,491	171	509	93.91%	33	2	2	89.19%	1,456	26	93	92.44%
Possible Injury	437	25	28	89.18%	3	0	1	75.00%	128	5	3	94.12%
Non-Incapacitating Injury	699	81	40	85.24%	4	0	1	80.00%	172	20	13	83.90%
Incapacitating Injury	108	31	12	71.52%	1	0	0	100.00%	26	6	4	72.22%
Fatal Injury	12	21	4	32.43%	0	0	0	N.A.	4	1	0	80.00%
Unknown	62	3	80	42.76%	0	0	0	N.A.	15	1	7	65.22%
Total	11,809	332	673	12,814	41	2	4	47	1,801	59	120	1,980
%	92.16%	2.59%	5.25%	100.00%	87.23%	4.26%	8.51%	100.00%	90.96%	2.98%	6.06%	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	411	5	19	94.48%	129	1	10	92.14%	445	6	17	95.09%
Possible Injury	18	0	2	90.00%	4	0	0	100.00%	27	1	2	90.00%
Non-Incapacitating Injury	27	9	2	71.05%	4	4	2	40.00%	30	11	4	66.67%
Incapacitating Injury	4	4	0	50.00%	3	1	0	75.00%	2	5	1	25.00%
Fatal Injury	2	0	0	100.00%	0	0	0	N.A.	1	0	0	100.00%
Unknown	5	1	1	71.43%	4	0	0	100.00%	7	0	0	100.00%
Total	467	19	24	510	144	6	12	162	512	23	24	559
%	91.57%	3.73%	4.71%	100.00%	88.89%	3.70%	7.41%	100.00%	91.59%	4.11%	4.29%	100.00%

PASSENGER INJURY BY RESTRAINT USE, 2009



OPERATOR INJURY BY RESTRAINT USE, 2009

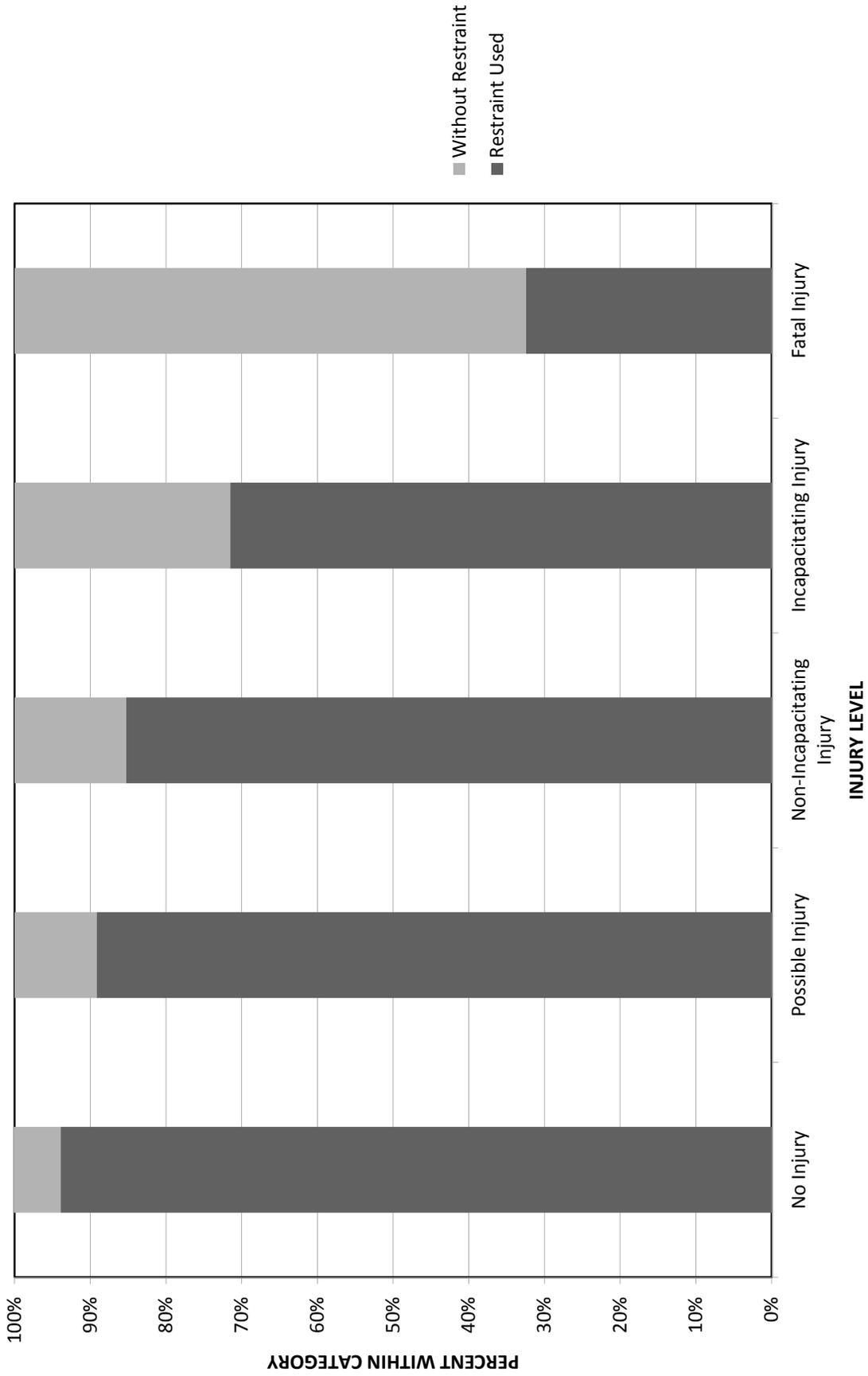


TABLE 4.14: PASSENGER CAR CRASH OCCUPANTS BY AGE GROUP AND RESTRAINT USE, 2009

AGE CATEGORY	RESTRAINT USE							
	USED		NOT USED		UNKNOWN USE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Up to 4 years	395	96.6%	3	0.7%	11	2.7%	409	100%
5 to 9	338	91.8%	17	4.6%	13	3.5%	368	100%
10 to 12	214	90.7%	6	2.5%	16	6.8%	236	100%
13 to 14	164	81.6%	16	8.0%	21	10.4%	201	100%
15 to 17	1323	87.7%	91	6.0%	95	6.3%	1509	100%
18 to 20	2234	89.3%	119	4.8%	149	6.0%	2502	100%
21 to 24	2151	89.3%	113	4.7%	146	6.1%	2410	100%
25 to 29	1976	90.4%	82	3.8%	127	5.8%	2185	100%
30 to 34	1517	91.6%	59	3.6%	80	4.8%	1656	100%
35 to 39	1406	91.4%	51	3.3%	82	5.3%	1539	100%
40 to 44	1502	90.5%	61	3.7%	97	5.8%	1660	100%
45 to 49	1709	92.3%	45	2.4%	97	5.2%	1851	100%
50 to 54	1504	92.5%	43	2.6%	79	4.9%	1626	100%
55 to 59	1306	91.1%	41	2.9%	87	6.1%	1434	100%
60 to 64	1015	91.9%	19	1.7%	71	6.4%	1105	100%
65 to 69	730	93.0%	15	1.9%	40	5.1%	785	100%
70 to 74	512	92.8%	13	2.4%	27	4.9%	552	100%
75 years & older	895	91.5%	38	3.9%	45	4.6%	978	100%
Total	20891	90.8%	832	3.6%	1283	5.6%	23006	100%

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

Restraint use among passenger car occupants involved in crashes was 90.8 %. The highest rates of use were among passenger car occupants ages infant to 9 years old. Persons ages 13-14 were least likely to use restraint.

RESTRAINT USE BY AGE CATEGORY
PASSENGER CAR OCCUPANTS, 2009

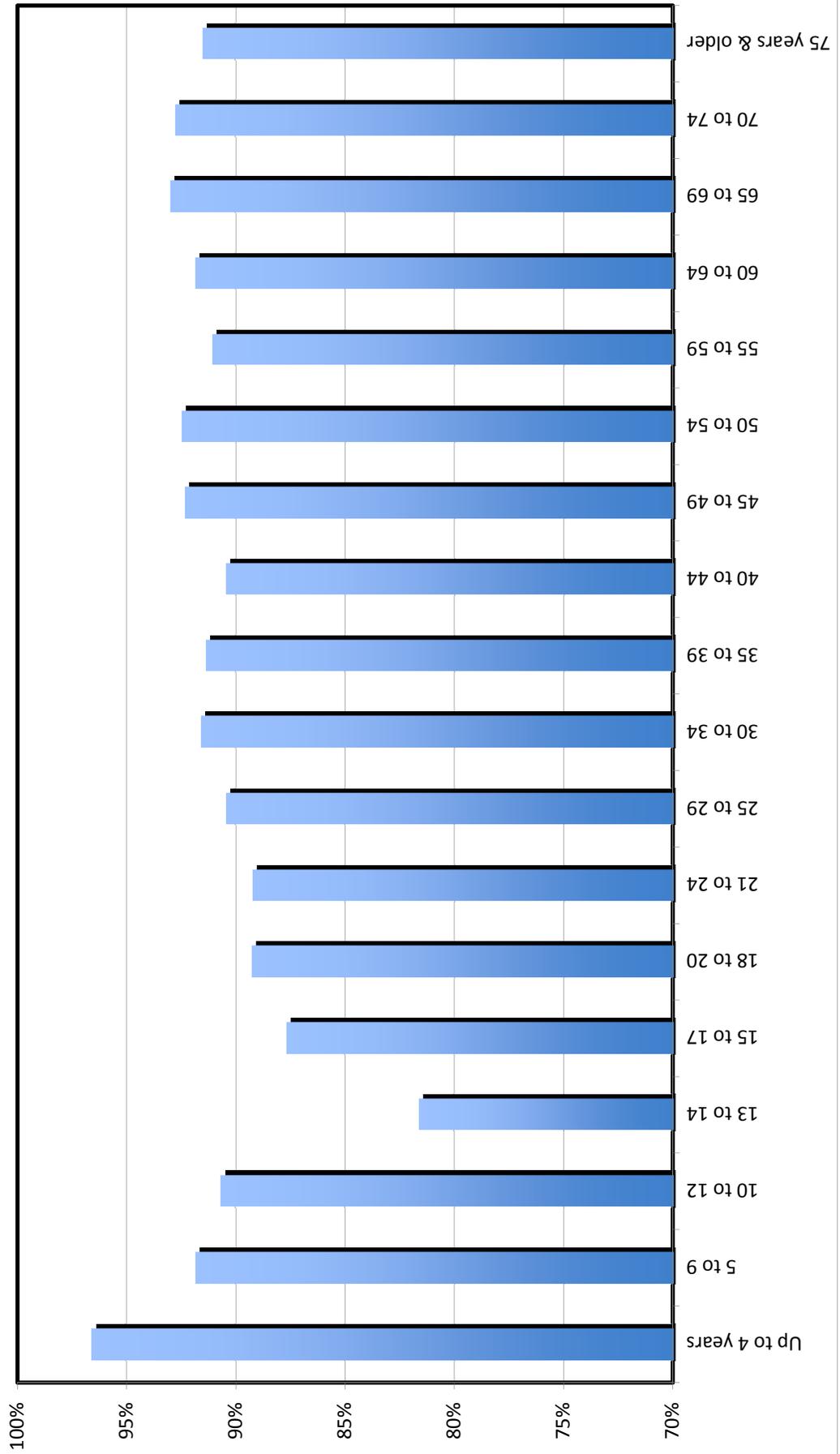
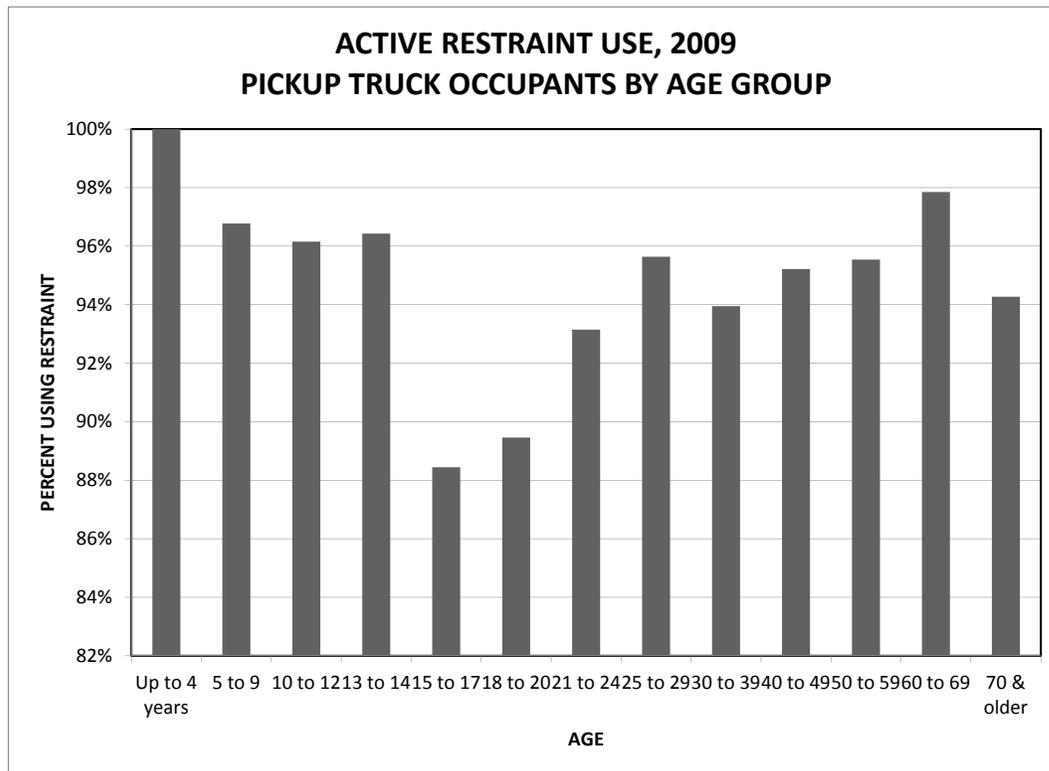


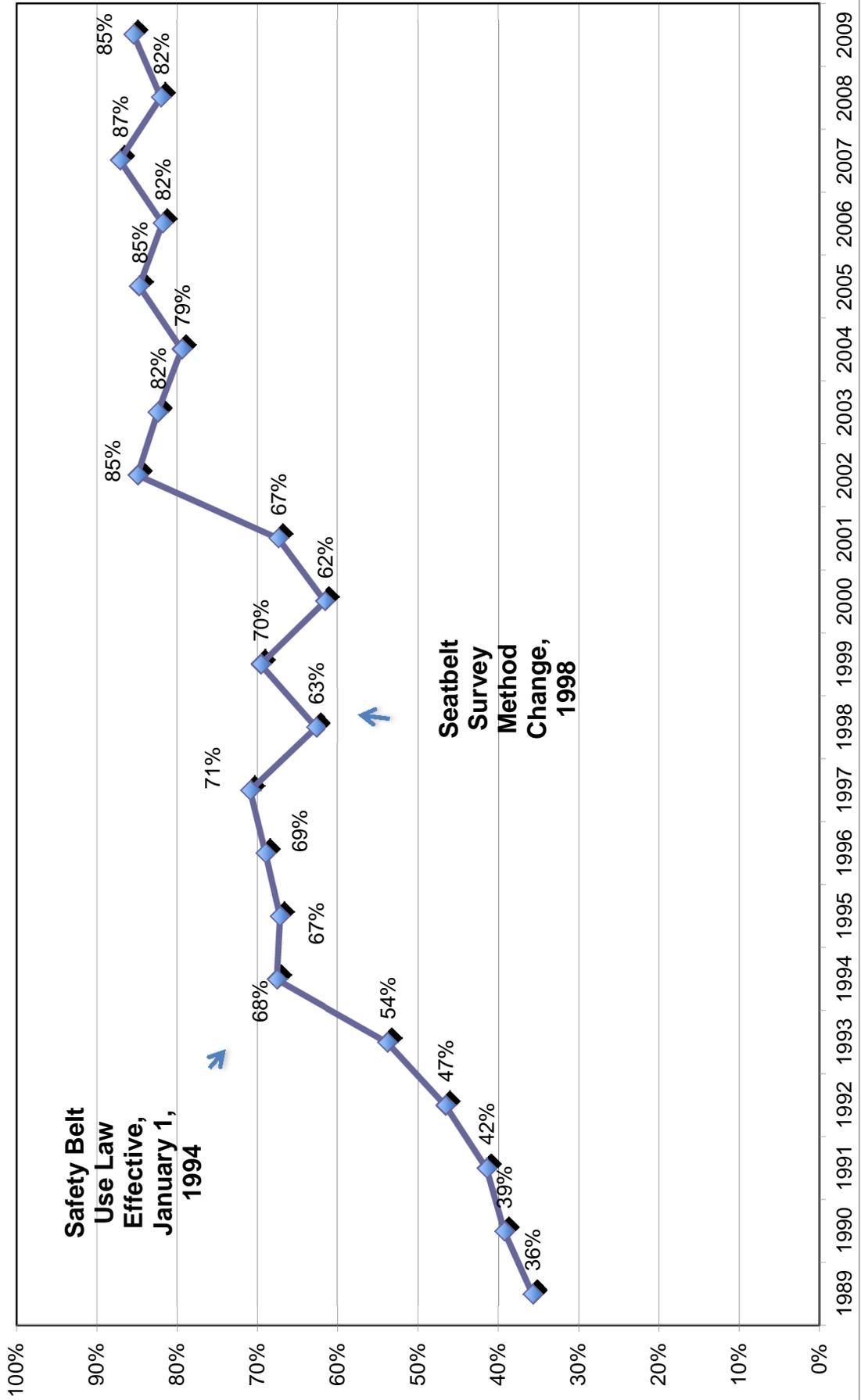
TABLE 4.15: PICKUP TRUCK CRASH OCCUPANTS BY AGE GROUP AND ACTIVE RESTRAINT USE*, 2009

Age Group	Used		Not Used		Total	
	Number	Percent	Number	Percent	Number	Percent
Up to 4 years	35	100.0%	0	0.0%	35	100%
5 to 9	30	96.8%	1	3.2%	31	100%
10 to 12	25	96.2%	1	3.8%	26	100%
13 to 14	27	96.4%	1	3.6%	28	100%
15 to 17	176	88.4%	23	11.6%	199	100%
18 to 20	280	89.5%	33	10.5%	313	100%
21 to 24	299	93.1%	22	6.9%	321	100%
25 to 29	285	95.6%	13	4.4%	298	100%
30 to 39	528	94.0%	34	6.0%	562	100%
40 to 49	637	95.2%	32	4.8%	669	100%
50 to 59	557	95.5%	26	4.5%	583	100%
60 to 69	273	97.8%	6	2.2%	279	100%
70 & older	181	94.3%	11	5.7%	192	100%
TOTAL	3333	94.3%	203	5.7%	3536	100%

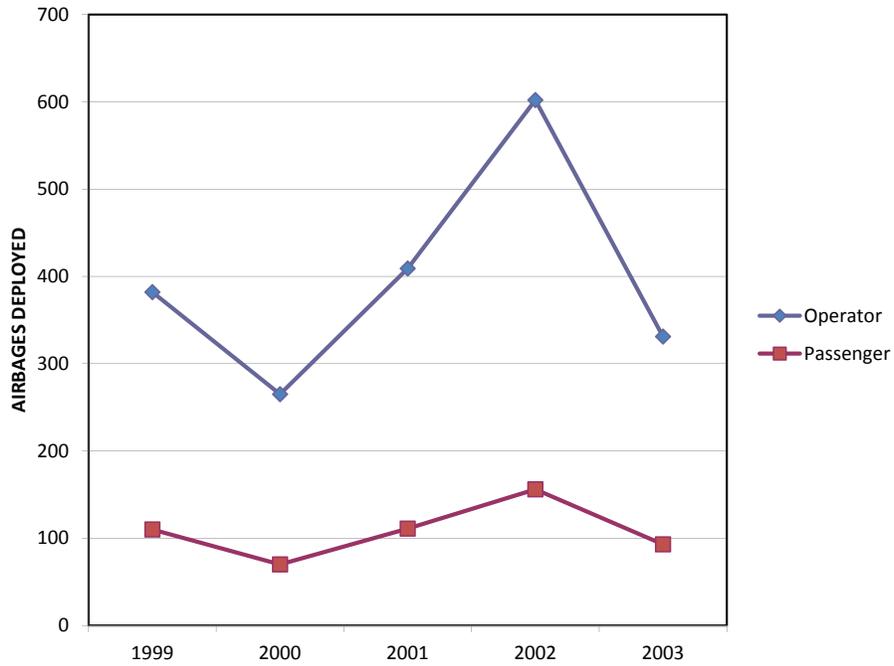
*Active restraint use consists of vehicle occupants who used the belt system available for seat location.



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



**FIGURE 4.3
AIRBAGS DEPLOYED IN CRASHES
1999-2003**



**FIGURE 4.4
MOTORCYCLE HELMET USE AND
SPORT/PICKUP RESTRAINT USE 2005-2009**

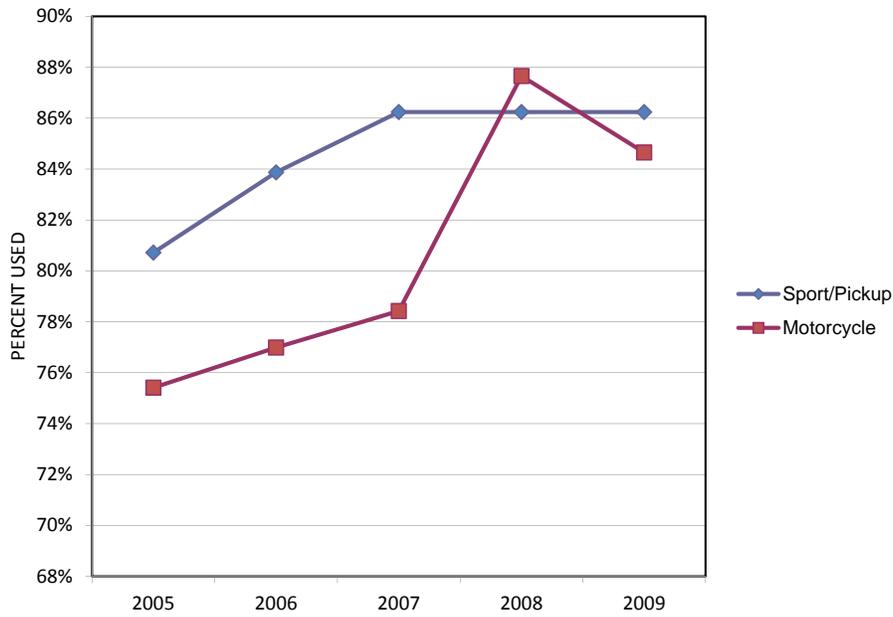


TABLE 4.16: INJURY BY RESTRAINT FOR CRASHES WHERE AIRBAGS DEPLOYED, 2009

Restraint	FATAL		SERIOUS		MINOR*		NONE	
	N	%	N	%	N	%	N	%
Lap Belt Only	0	0.0%	0	0.0%	5	0.9%	0	0.0%
Shoulder Belt Only	0	0.0%	0	0.0%	3	0.5%	3	0.4%
Lap & Shoulder Belts	14	48.3%	86	74.8%	499	88.5%	761	95.2%
No Belts	15	51.7%	29	25.2%	57	10.1%	35	4.4%
TOTAL	29	100.0%	115	100.0%	564	100.0%	799	100.0%

*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. 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. Almost 91% of persons in crashes where an airbag deployed received minor or no injuries.

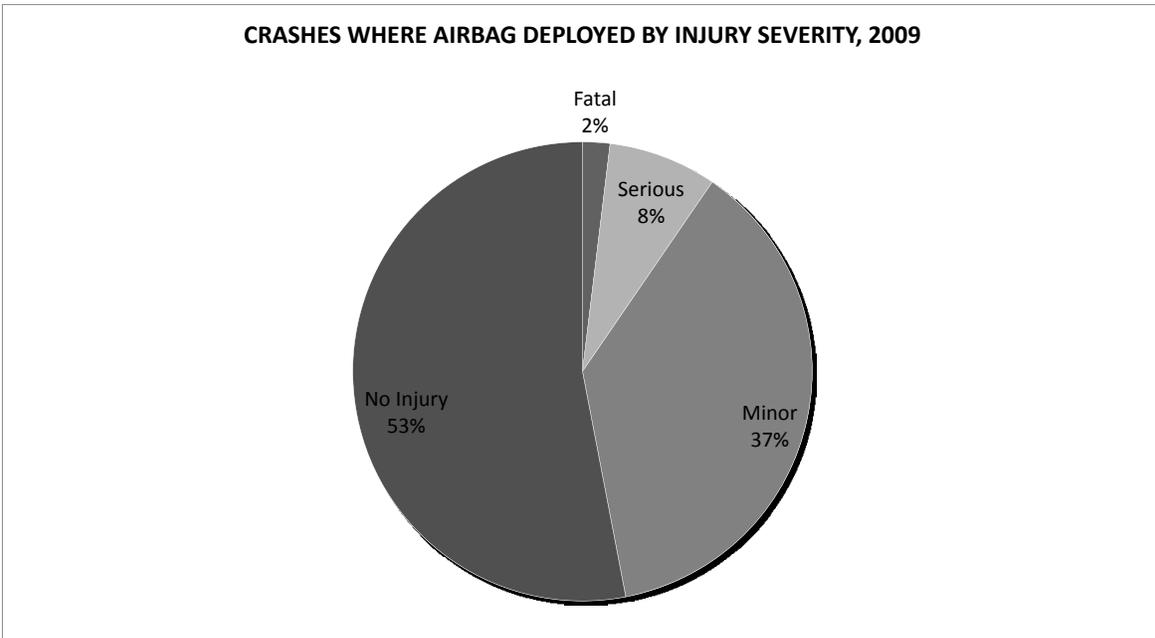


TABLE 4.17: RESTRAINT USE BY OPERATORS AND PASSENGERS FOR SPORT UTILITY/PICKUP TRUCKS, 2009

RESTRAINT USE	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
No restraint used	176	3.55%	66	5.72%	242	3.96%
Lap and/or shoulder belt	4,457	89.93%	866	75.04%	5,323	87.12%
Air bag inflated	39	0.79%	5	0.43%	44	0.72%
Child seat/other	0	0.00%	114	9.88%	114	1.87%
Unknown	284	5.73%	103	8.93%	387	6.33%
Total	4,956	100%	1,154	100%	6,110	100%
Percent Use (known)	96%		93%		95%	

TABLE 4.18: HELMET USE BY OPERATORS AND PASSENGERS FOR MOTORCYCLE/MOPED, 2009

HELMET USE	OPERATOR		PASSENGER		TOTAL	
	N	%	N	%	N	%
Yes	166	84.69%	16	84.21%	182	84.65%
No	30	15.31%	3	15.79%	33	15.35%
Total	196	100%	19	100%	215	100%

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

SPORT UTILITY/ PICKUP TRUCK	2005	2006	2007	2008	2009	TOTAL
Restraint used	6,798	6,874	7,194	5,454	5,323	31,643
No restraint	398	451	418	264	242	1,773
Unknown	1,226	871	730	478	387	3,692
Percent used (known)	81%	84%	86%	86%	86%	85%
MOTORCYCLE/MOPED						
Helmet used	138	184	189	213	182	906
Not used	45	55	52	30	33	215
Percent used	75%	77%	78%	88%	85%	81%

TABLE 4.20: VEHICLE OPERATOR RESTRAINT USE BY TYPE OF VEHICLE, 2009

VEHICLE TYPE	RESTRAINT USE							
	USED		NOT USED		UNKNOWN USE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Passenger Car	14,915	91.4%	449	2.8%	961	5.9%	16,325	100%
Sport Utility	1,955	92.2%	46	2.2%	119	5.6%	2,120	100%
Light Truck/Van	3,478	89.3%	171	4.4%	247	6.3%	3,896	100%
Large Truck	444	91.5%	24	4.9%	17	3.5%	485	100%
Bus	101	48.6%	73	35.1%	34	16.3%	208	100%
All Other	262	52.8%	54	10.9%	180	36.3%	496	100%
Total	21,155	89.9%	817	3.5%	1,558	6.6%	23,530	100%

TABLE 4.21: OCCUPANT EJECTION BY INJURY SEVERITY, 2009

EJECTION	INJURY SEVERITY							
	SEVERE OR FATAL		MINOR OR MODERATE		NOT INJURED		TOTAL *	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Completely Ejected	80	28.2%	98	34.5%	106	37.3%	284	100%
Stayed in Vehicle	318	1.4%	2,421	10.7%	19,968	87.9%	22,707	100%
Partially Ejected	10	25.0%	26	65.0%	4	10.0%	40	100%
Unknown	10	16.4%	24	39.3%	27	44.3%	61	100%
Total	418	1.8%	2,569	11.1%	20,105	87.1%	23,092	100%

* Total does not include persons with unknown injury severity.

Around 28% of the persons completely ejected from a vehicle were killed or severely injured while 88% of those who stayed in the vehicle were not injured.

FIGURE 4.5: CHILD RESTRAINT USE IN CRASHES BY YEAR, 2005-2009

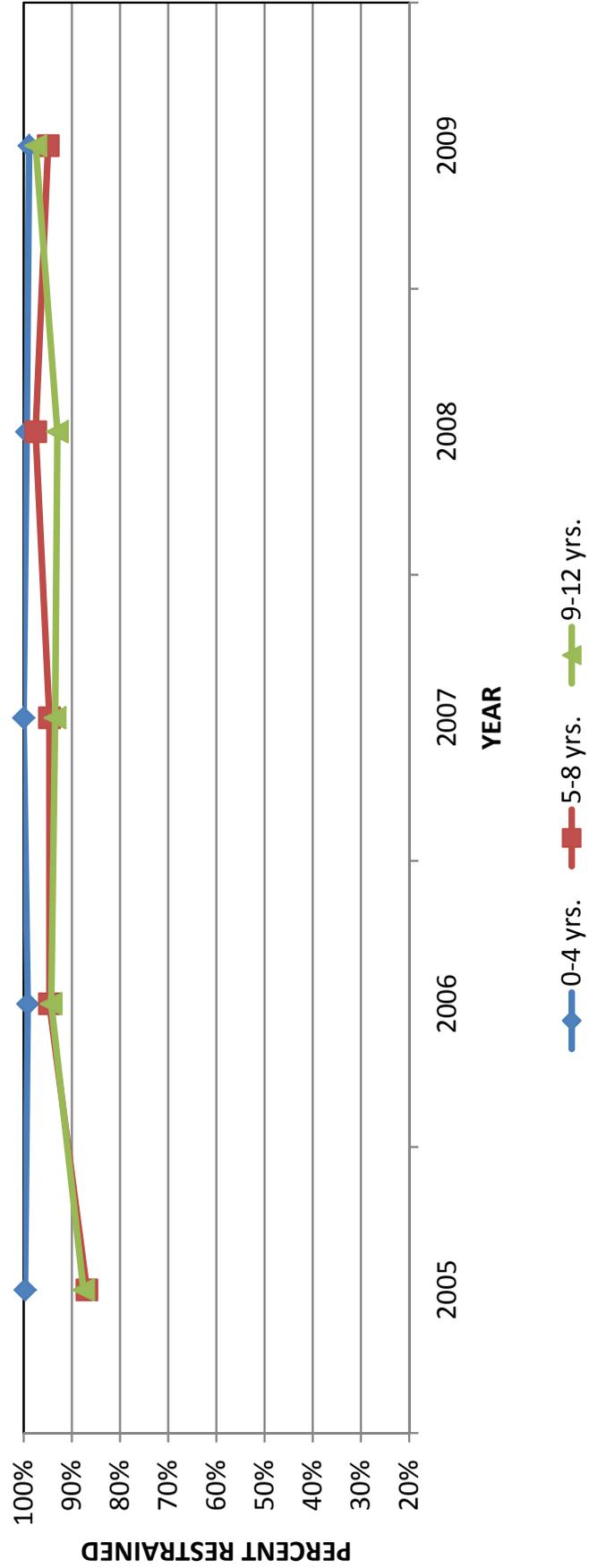


TABLE 4.22: CHILD CRASH INJURIES AND RESTRAINT USE, 2005-2009

AGE	RESTRAINT USE			% Injured
	Yes	No	% Unrestrained	
1	897	6	0.7%	8.1%
2	435	2	0.5%	9.8%
3	421	3	0.7%	8.4%
4	443	2	0.4%	7.5%
5	377	13	3.3%	11.1%
6	359	29	7.5%	12.8%
7	321	22	6.4%	13.6%
8	371	28	7.0%	13.2%
9	347	29	7.7%	18.1%
10	375	29	7.2%	15.5%
11	417	22	5.0%	10.9%
12	378	31	7.6%	16.6%
Total	5141	216	4.0%	11.6%

Between 2005-2009 the proportion of children who were unrestrained varied considerably with age. Less than 1% of children 1,2,3 and 4 years old were not restrained, compared to 8% for 12 year olds. Older children continue to have the lowest levels of restraint use for those subject to Vermont's child restraint law.

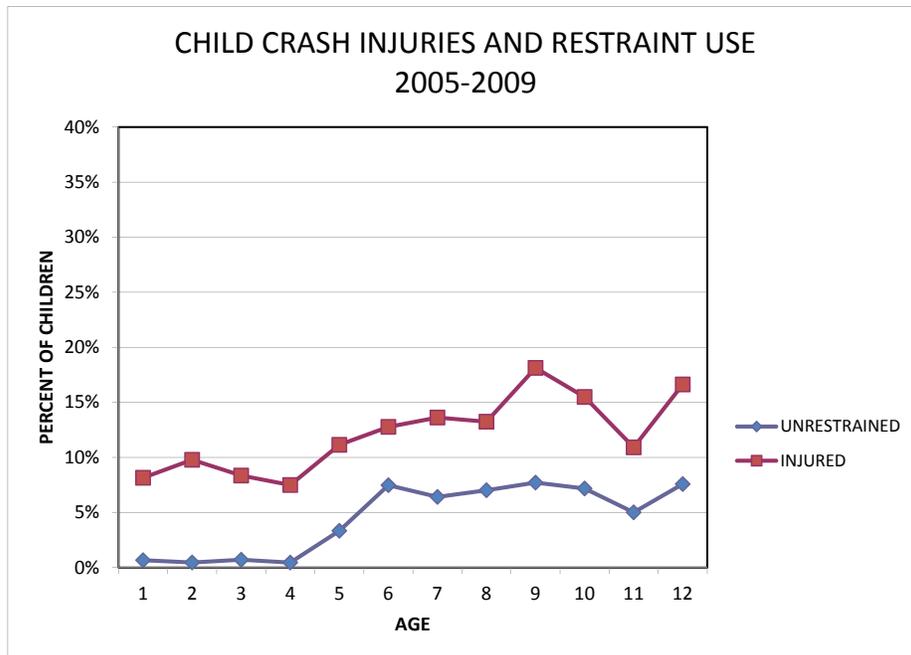


TABLE 4.23: INJURY AND FATALITY RATES BY COUNTY, 2009

COUNTY	PEOPLE KILLED			PEOPLE INJURED			TOTAL		
	N	POP* RATE	VMT** RATE	N	POP* RATE	VMT** RATE	N	POP* RATE	VMT** RATE
Addison	6	0.16	1.44	156	4.24	37.37	162	4.41	38.81
Bennington	7	0.19	1.78	231	6.34	58.70	238	6.54	60.48
Caledonia	2	0.07	0.51	145	4.79	37.02	147	4.86	37.54
Chittenden	5	0.03	0.34	691	4.54	47.36	696	4.57	47.70
Essex	0	0.00	0.00	49	7.66	73.19	49	7.66	73.19
Franklin	8	0.17	1.69	255	5.29	53.99	263	5.46	55.69
Grand Isle	0	0.00	0.00	31	4.10	37.41	31	4.10	37.41
Lamoille	5	0.19	1.93	159	6.13	61.28	164	6.32	63.21
Orange	5	0.17	1.21	105	3.63	25.32	110	3.81	26.52
Orleans	5	0.18	1.70	134	4.91	45.44	139	5.09	47.14
Rutland	11	0.17	1.72	372	5.90	58.32	383	6.08	60.05
Washington	8	0.14	1.21	179	3.05	26.97	187	3.19	28.17
Windham	7	0.16	1.09	284	6.53	44.37	291	6.69	45.47
Windsor	4	0.07	0.42	353	6.24	36.77	357	6.31	37.19
STATE TOTAL	73	0.12	1.02	3144	5.06	43.94	3217	5.17	44.96

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

The highest total injury and fatality rates per VMT for 2009 were found in Essex and Lamoille Counties while the lowest occurred in Orange and Washington Counties.

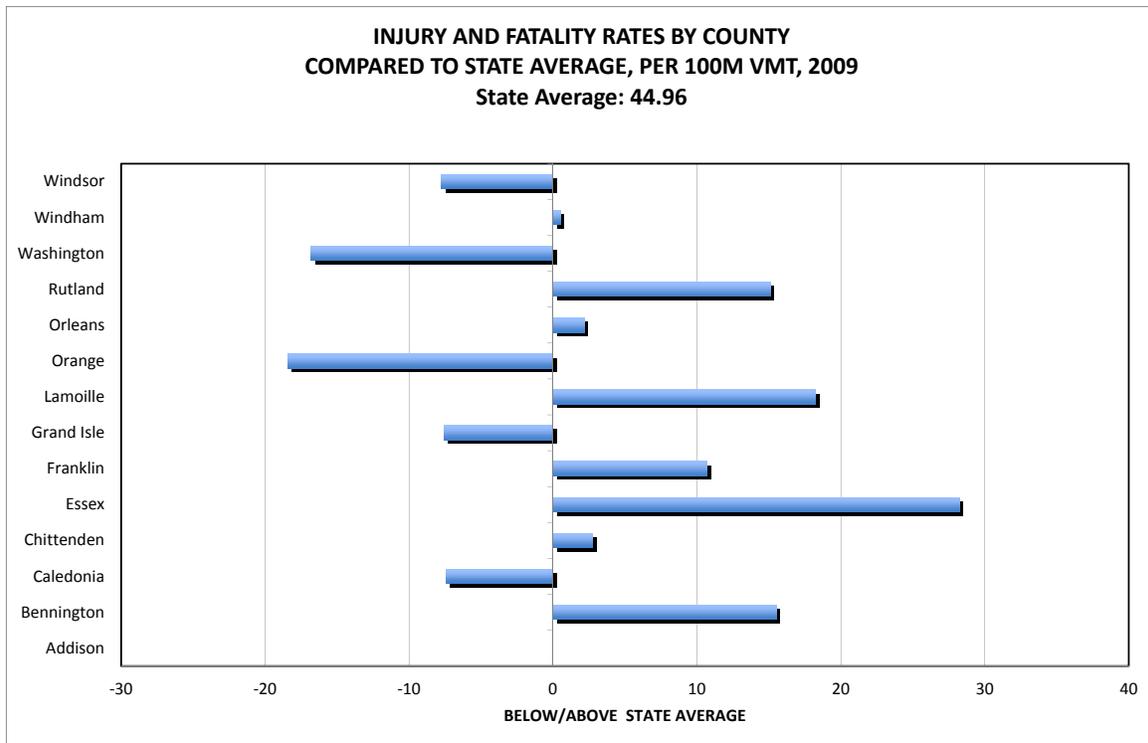


TABLE 4.24: PERSONS KILLED BY AGE GROUP AND SEX, 2009

AGE CATEGORY	MALE			FEMALE			TOTAL		
	N	%	Pop Rate	N	%	Pop Rate	N	%	Pop Rate
Up to 4 years	1	100%	0.06	0	0%	0.00	1	1%	0.03
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	0	0%	0.00	0	0%	0.00	0	0%	0.00
15-17	2	40%	0.16	3	60%	0.25	5	7%	0.20
18-20	4	100%	0.24	0	0%	0.00	4	5%	0.12
21-24	2	40%	0.11	3	60%	0.17	5	7%	0.14
25-29	2	67%	0.11	1	33%	0.06	3	4%	0.08
30-34	0	0%	0.00	1	100%	0.06	1	1%	0.03
35-39	3	75%	0.16	1	25%	0.05	4	5%	0.11
40-44	5	63%	0.24	3	38%	0.14	8	11%	0.19
45-49	5	71%	0.20	2	29%	0.08	7	10%	0.14
50-54	5	83%	0.20	1	17%	0.04	6	8%	0.12
55-59	5	71%	0.22	2	29%	0.08	7	10%	0.15
60-64	2	50%	0.10	2	50%	0.10	4	5%	0.10
65-69	4	67%	0.29	2	33%	0.14	6	8%	0.21
70-74	2	100%	0.21	0	0%	0.00	2	3%	0.10
75 & older	5	50%	0.31	5	50%	0.20	10	14%	0.24
Total	47	64%	0.15	26	36%	0.08	73	100%	0.12

Thirty-two percent of those killed in motor vehicle crashes were under the age of 40; 64% of the fatalities were male while 36% were female. The highest crash rates for males was in the age category of 75 and older while for women the highest rates was in the 15-17 year old category.



TABLE 4.25: OPERATORS KILLED BY AGE GROUP AND SEX, 2009

AGE CATEGORY	MALE		FEMALE		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
15 to 17 years	1	33%	2	67%	3	5%
18 to 20	4	100%	0	0%	4	7%
21 to 24	2	50%	2	50%	4	7%
25 to 29	2	67%	1	33%	3	5%
30 to 34	0	0%	0	0%	0	0%
35 to 39	3	100%	0	0%	3	5%
40 to 44	4	57%	3	43%	7	12%
45 to 49	5	83%	1	17%	6	11%
50 to 54	5	100%	0	0%	5	9%
55 to 59	5	100%	0	0%	5	9%
60 to 64	1	33%	2	67%	3	5%
65 to 69	3	75%	1	25%	4	7%
70 to 74	2	100%	0	0%	2	4%
75 & older	5	63%	3	38%	8	14%
Total	42	74%	15	26%	57	100%

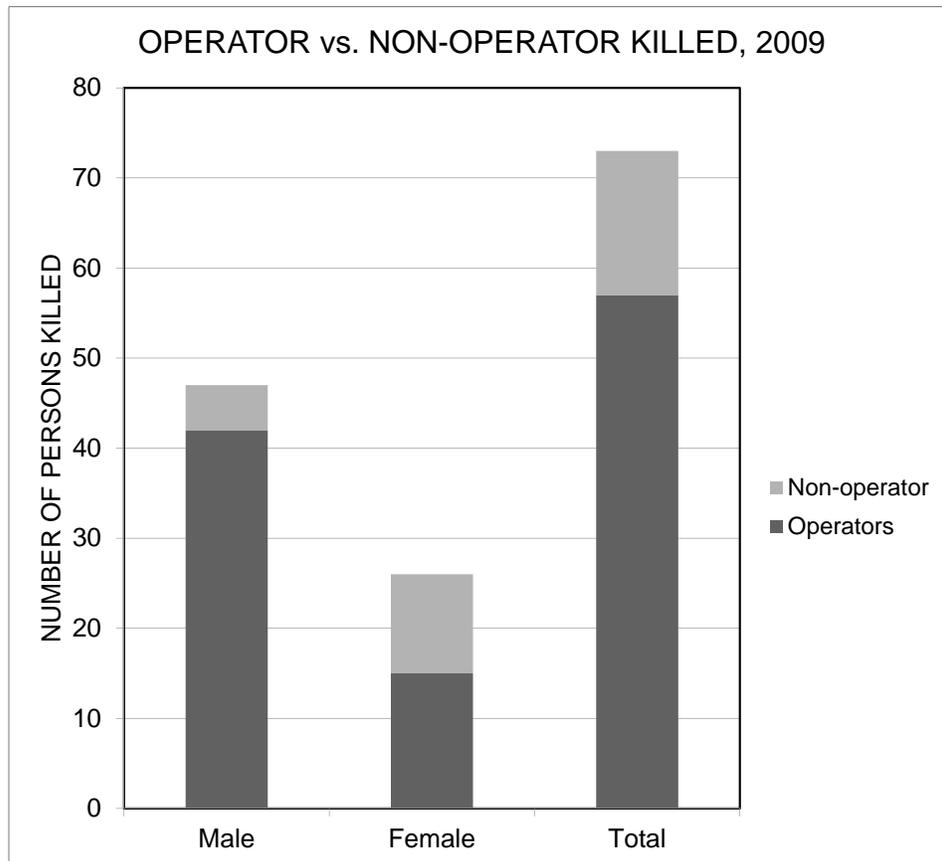


TABLE 4.26: CITATIONS FOR CRASH INVOLVED DRIVERS BY VEHICLE TYPE, 2009

VEHICLE TYPE	CITATIONS CHARGED				TOTAL	
	NO		YES			
	Number	Percent	Number	Percent	Number	Percent
Passenger Car	13094	90.6%	1365	9.4%	14459	100%
Sport Utility	1058	87.5%	151	12.5%	1209	100%
Light Truck/Van	3192	90.4%	339	9.6%	3531	100%
Large Truck	194	84.0%	37	16.0%	231	100%
Motorcycle/Moped	196	87.9%	27	12.1%	223	100%
Bus	93	96.9%	3	3.1%	96	100%
Other	5394	98.9%	59	1.1%	5453	100%
Total	23221	92.1%	1981	7.9%	25202	100%

Operators of large trucks and sports utility vehicles were more likely to be cited 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.

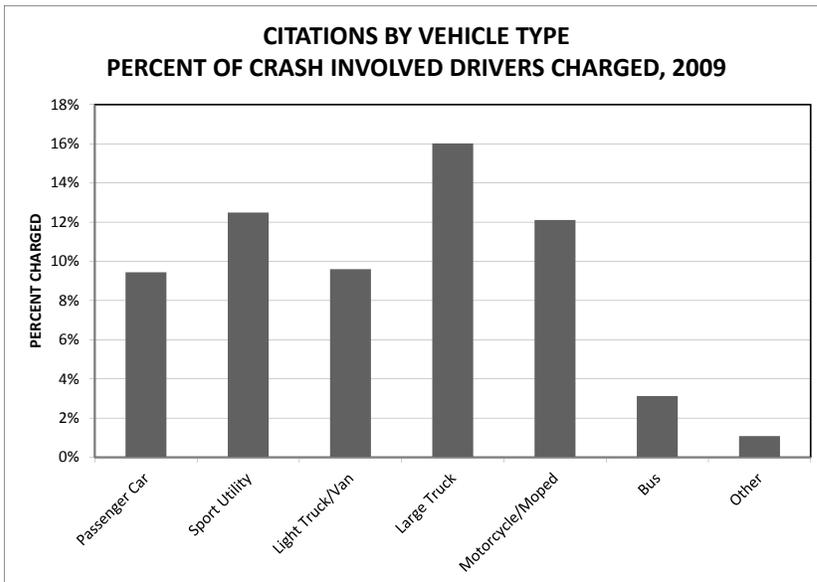


TABLE 4.27: CITATIONS FOR SPORT/PICKUP TRUCKS IN CRASHES, 2009

<u>CITATION</u>	<u>NUMBER</u>	<u>% OF TOTAL CITATIONS</u>
DUI	2	0.3%
Speeding	115	19.3%
Operating without insurance	58	9.7%
DLS	2	0.3%
Leaving scene of accident	0	0.0%
Following too closely	39	6.5%
Operating without license	66	11.1%
Careless & negligent	0	0.0%
Fail to yield	18	3.0%
Not registered	11	1.8%
Defective equipment	8	1.3%
Driving in road laned for traffic	111	18.6%
Driving to right	30	5.0%
Vehicle not inspected	8	1.3%
Limilt on backing	12	2.0%
Failure to yield vehicle turning left	15	2.5%
Enter from private road	4	0.7%
Limit on passing	1	0.2%
Under 18/21 & .02% or more alc conc	13	2.2%
Minor (16+) consumption of alcohol	9	1.5%
Traffic control signal/device	2	0.3%
Operating w/o owner consent	0	0.0%
Permitting Illegal operation	0	0.0%
All other	72	12.1%
Total	596	100.0%

Speeding, driving in road laned for traffic, operating without a license and operating without insurance were the most common citations issued for crashes involving sport utility vehicle/pickup trucks in 2009.

TABLE 4.28: CITATIONS FOR MOTORCYCLE/MOPEDS IN CRASHES, 2009

<u>CITATION</u>	<u>NUMBER</u>	<u>% of TOTAL CITATIONS</u>
Operating without insurance	8	23.5%
Operating without license	4	11.8%
DLS	0	0.0%
Not registered	4	11.8%
Speeding	6	17.6%
Driving in road laned for traffic	3	8.8%
DUI	0	0.0%
Careless/negligent operation	0	0.0%
All other	9	26.5%
Total	34	100.0%

TABLE 4.29: DUI CHARGES, CONVICTIONS, AND CRASHES, 2009

<u>OFFENSE/CRASH</u>	<u>NUMBER</u>	<u>PERCENT OF DUI CHARGES</u>
DUI Charges*	3,464	100.0
DUI Convictions*	2528	73.0
Crash Operators Using Alcohol**	726	N.A.
Crash Operators Charged with DUI	6	0.2

* 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.

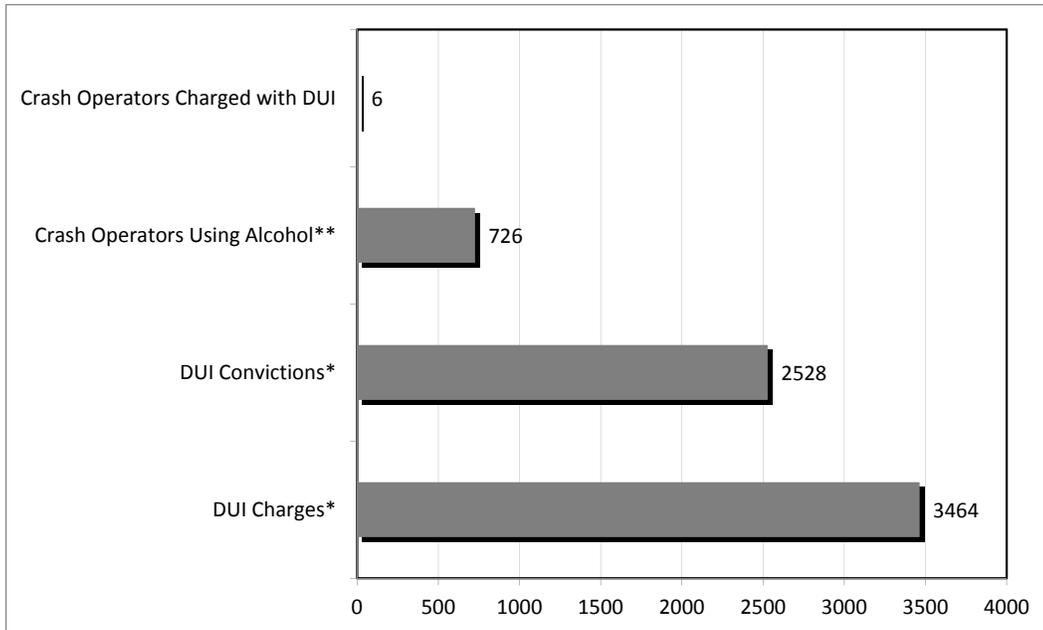


TABLE 4.30: AGE OF DUI, ALCOHOL INVOLVED AND ALL CRASH OPERATORS, 2009

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	11	0.1%	NA
15-17	0	0.0%	0.0	21	2.9%	1.2	948	5.2%	54.1
18-20	0	0.0%	0.0	89	12.4%	3.5	1,877	10.3%	74.6
21-24	2	33.3%	0.1	139	19.3%	3.9	1,831	10.1%	51.4
25-34	0	0.0%	0.0	179	24.9%	2.2	3,220	17.7%	39.0
35-44	3	50.0%	0.0	117	16.3%	1.4	2,824	15.5%	33.7
45+	1	16.7%	0.0	174	24.2%	0.2	7,499	41.2%	9.3
TOTAL	6	100.0%	0.0	719	100.0%	1.4	18,210	100.0%	34.6

*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 alcohol involved crash operators in 2009 were for persons between 18 and 24 years of age. Crash rates for all operators were highest among persons in the age range of 18-20.

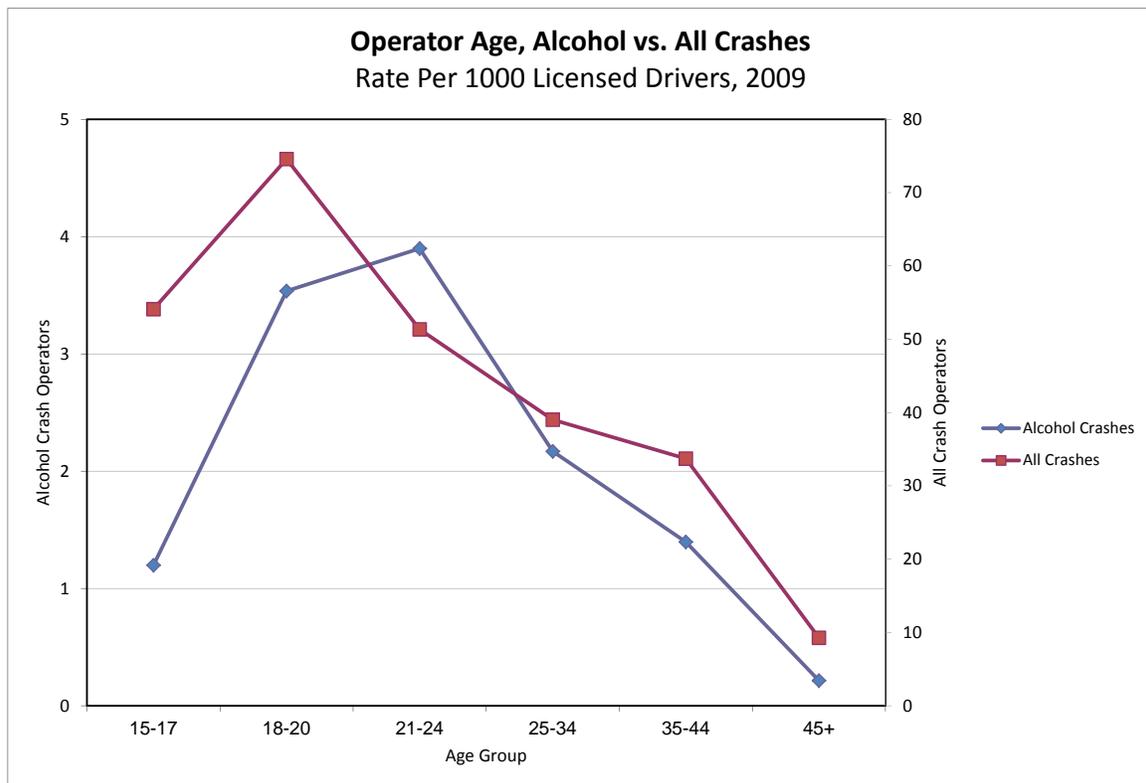


TABLE 4.31: OPERATOR BLOOD ALCOHOL CONCENTRATION BY AGE GROUP, TESTED OPERATORS, 2009

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	5	26.3%	3	15.8%	3	15.8%	3	15.8%	1	5.3%	1	5.3%	19	100.0%	0.09	42.1%
18 to 20	9	12.0%	11	14.7%	18	24.0%	12	16.0%	8	10.7%	5	6.7%	75	100.0%	0.11	57.3%
21 to 24	8	6.9%	22	19.0%	23	19.8%	17	14.7%	17	14.7%	12	10.3%	116	100.0%	0.12	59.5%
25 to 29	8	7.5%	12	11.2%	15	14.0%	20	18.7%	14	13.1%	18	16.8%	107	100.0%	0.14	62.6%
30 to 34	4	9.5%	4	9.5%	10	23.8%	7	16.7%	3	7.1%	7	16.7%	42	100.0%	0.14	64.3%
35 to 39	1	1.8%	7	12.3%	9	15.8%	10	17.5%	12	21.1%	8	14.0%	57	100.0%	0.14	68.4%
40 to 44	4	8.2%	3	6.1%	7	14.3%	12	24.5%	6	12.2%	5	10.2%	49	100.0%	0.17	61.2%
45 to 49	6	15.8%	1	2.6%	4	10.5%	6	15.8%	4	10.5%	11	28.9%	38	100.0%	0.14	65.8%
50 & older	6	4.5%	39	29.3%	17	12.8%	18	13.5%	18	13.5%	17	12.8%	133	100.0%	0.14	52.6%
Total	51	8.0%	102	16.0%	106	16.7%	105	16.5%	83	13.1%	84	13.2%	636	100.0%	0.13	59.4%

The age group with the highest average blood alcohol percent was for the 35-39 year olds. The group with the lowest average blood alcohol percent were the 15-17 year olds. About 59% of tested operators were at or above the .08 BAC level.

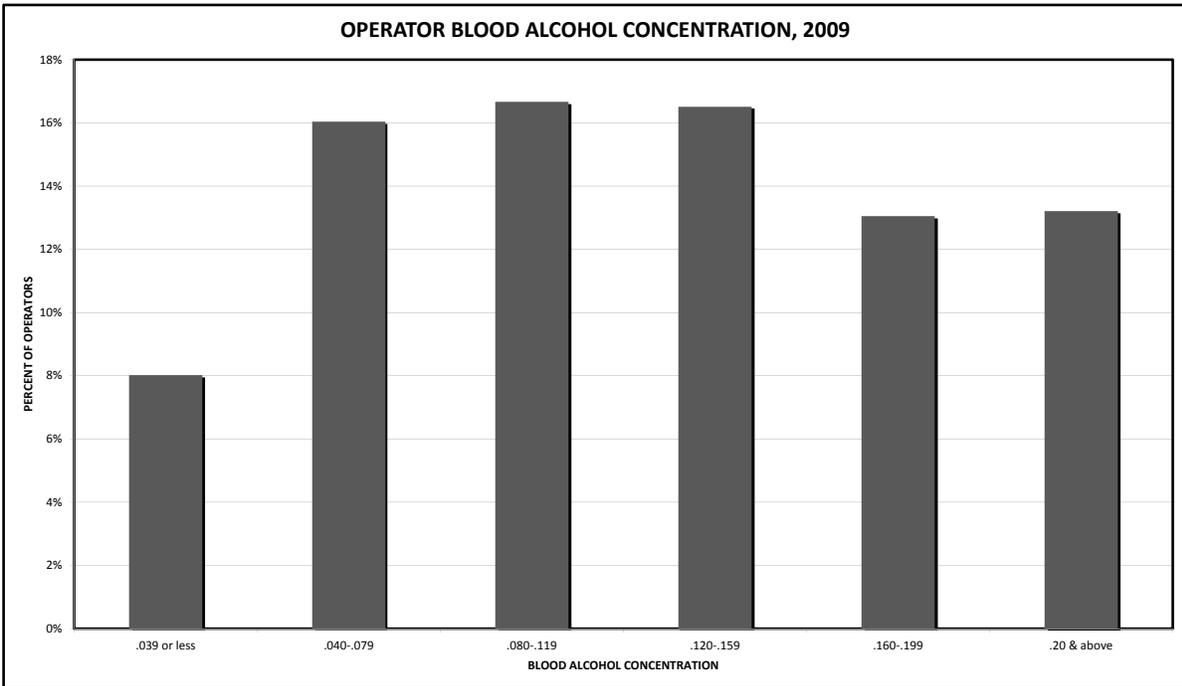


TABLE 4.32: SEX OF DUI, ALCOHOL INVOLVED CRASH OPERATORS, 2009

SEX	DUI*			ALCOHOL INVOLVED**			ALL CRASH OPERATORS***		
	Number	Percent	Rate****	Number	Percent	Rate****	Number	Percent	Rate****
Male	6	100%	0.02	534	73%	2.04	10981	55%	42.00
Female	0	0%	0.00	193	27%	0.73	8920	45%	33.63
TOTAL	6	100%	0.01	727	100%	1.38	19901	100%	37.78

*Includes only operators cited 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
 Note: Cases with unknown sex are excluded from the table.

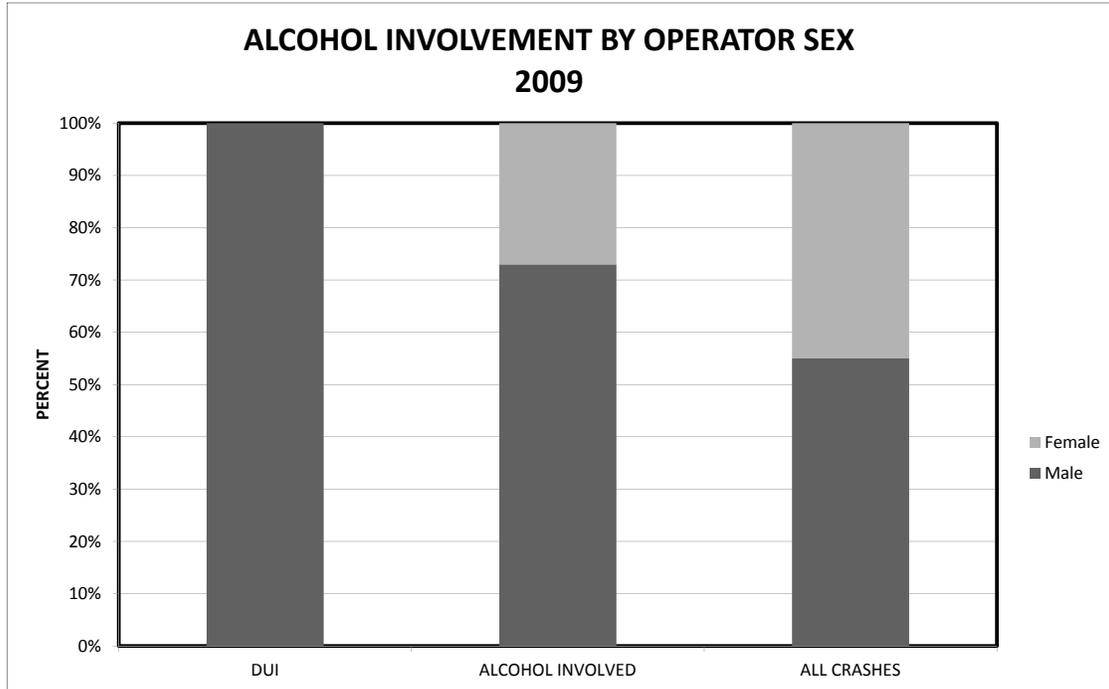


TABLE 4.33: TIME OF DAY FOR DUI CRASHES, 2009

<u>TIME</u>	<u>NUMBER</u>	<u>PERCENT</u>
Early Morning (2-6 am)	0	0.0%
Morning (6-10 am)	0	0.0%
Midday (10 am-2 pm)	0	0.0%
Afternoon (2-6 pm)	0	0.0%
Evening (6-10 pm)	2	100.0%
<u>Night (10 pm-2 am)</u>	<u>0</u>	<u>0.0%</u>
TOTAL	2	100.0%

TABLE 4.34: DAY OF WEEK OF DUI CRASHES, 2009

<u>DAY</u>	<u>NUMBER</u>	<u>PERCENT</u>
Sunday	0	0.0%
Monday	0	0.0%
Tuesday	0	0.0%
Wednesday	0	0.0%
Thursday	0	0.0%
Friday	1	20.0%
<u>Saturday</u>	<u>4</u>	<u>80.0%</u>
TOTAL	5	100.0%
Weekend (6pm Fri-6am Mon)	5	100.0%
Weekday	0	0.0%
Friday eve (6pm-8am Sat)	1	20.0%
Saturday eve (6pm-8am Sun)	4	80.0%
All other times	0	0.0%

FIGURE 4.6: DUI CRASHES BY HOUR AND DAY, 2009

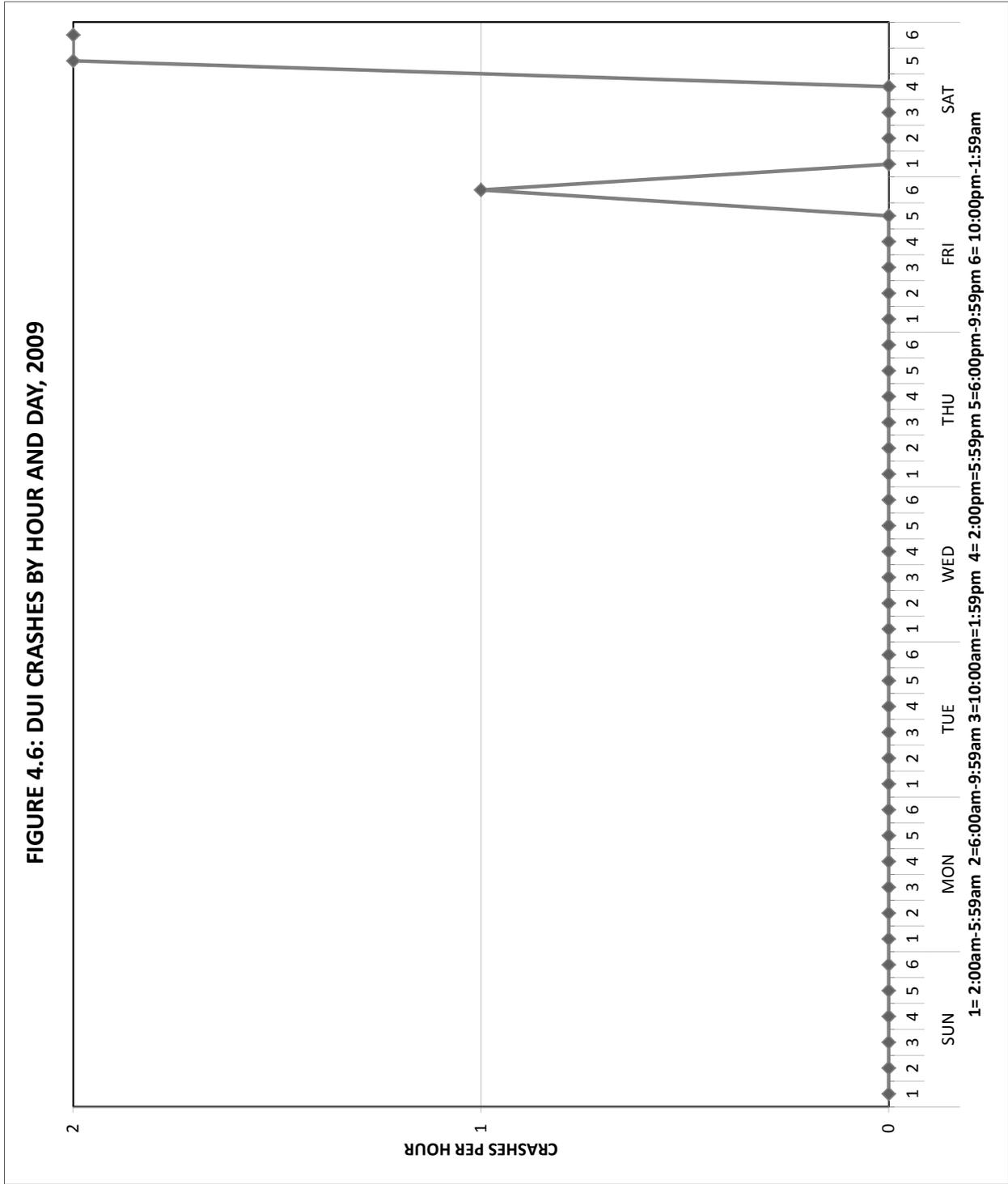


TABLE 4.35: MONTH OF DUI CRASHES, 2005-2009

MONTH	NUMBER OF CRASHES					2005-2009	
	2005	2006	2007	2008	2009	NUMBER	PERCENT
January	1	2	4	0	0	7	11.3%
February	0	2	2	0	0	4	6.5%
March	0	0	1	2	1	4	6.5%
April	1	0	2	0	0	3	4.8%
May	1	1	2	0	1	5	8.1%
June	1	1	1	0	0	3	4.8%
July	1	1	0	0	0	2	3.2%
August	1	2	0	0	0	3	4.8%
September	1	2	2	1	0	6	9.7%
October	1	3	0	0	0	4	6.5%
November	7	4	1	2	2	16	25.8%
December	1	2	1	0	1	5	8.1%
TOTAL	16	20	16	5	5	62	100%
AVERAGE	1.3	1.7	1.3	0.4	0.4	5.2	8.3%

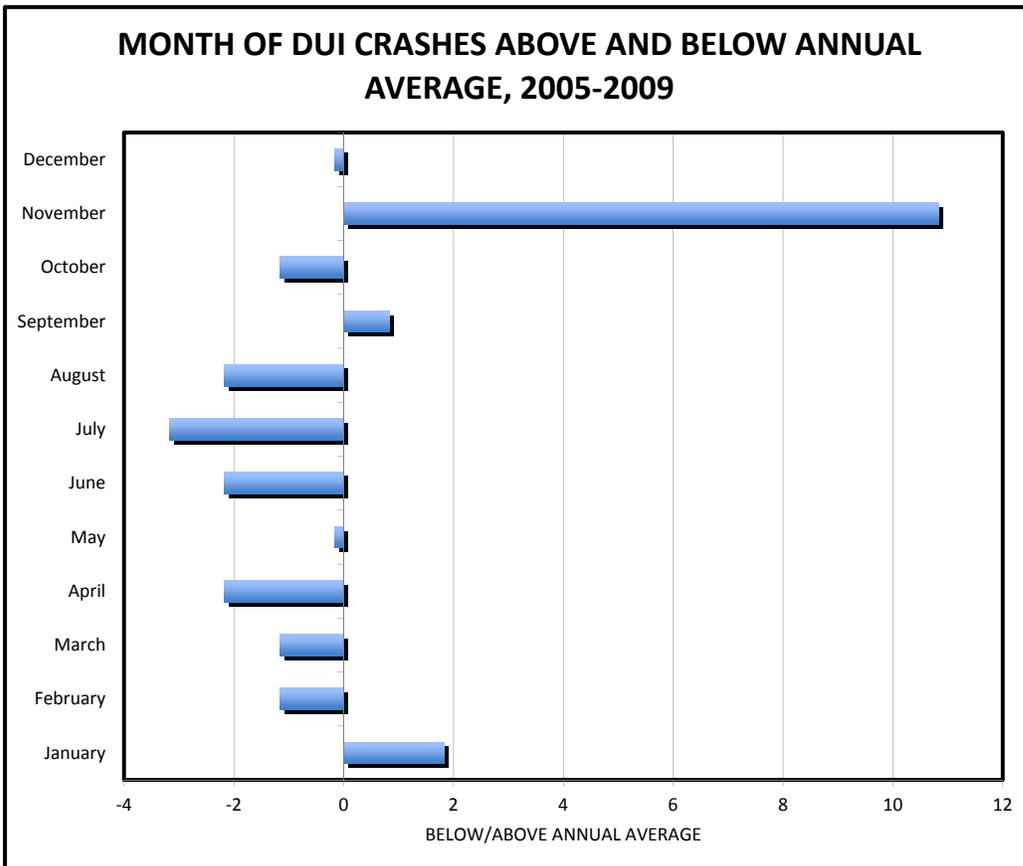


TABLE 4:36: ALCOHOL INVOLVED CRASHES AND DUI CHARGE RATES BY COUNTY, 2009

COUNTY	ALCOHOL CRASHES				DUI CHARGES			
	NUMBER	%	POP. RATE*	VMT RATE**	NUMBER	%	POP. RATE*	VMT RATE**
Addison	42	5.9%	1.1	10.1	132	3.5%	3.6	31.6
Bennington	48	6.7%	1.3	12.2	190	5.1%	5.2	48.3
Caledonia	45	6.3%	1.5	11.5	136	3.6%	4.5	34.7
Chittenden	154	21.5%	1.0	10.6	857	22.9%	5.6	58.7
Essex	5	0.7%	0.8	7.5	14	0.4%	2.2	20.9
Franklin	44	6.1%	0.9	9.3	208	5.6%	4.3	44.0
Grand Isle	3	0.4%	0.4	3.6	17	0.5%	2.2	20.5
Lamoille	51	7.1%	2.0	19.7	141	3.8%	5.4	54.3
Orange	23	3.2%	0.8	5.5	127	3.4%	4.4	30.6
Orleans	30	4.2%	1.1	10.2	145	3.9%	5.3	49.2
Rutland	79	11.0%	1.3	12.4	274	7.3%	4.3	43.0
Washington	33	4.6%	0.6	5.0	540	14.4%	9.2	81.3
Windham	74	10.3%	1.7	11.6	569	15.2%	13.1	88.9
Windsor	85	11.9%	1.5	8.9	395	10.5%	7.0	41.1
TOTAL	716	100.0%	1.2	10.0	3745	100.0%	6.0	52.3

* 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 based on population rate. The lowest rates were found in Washington and Grand Isle Counties. Windham County had the highest DUI charge rates based on vehicle miles traveled, followed by Washington and Chittenden Counties.

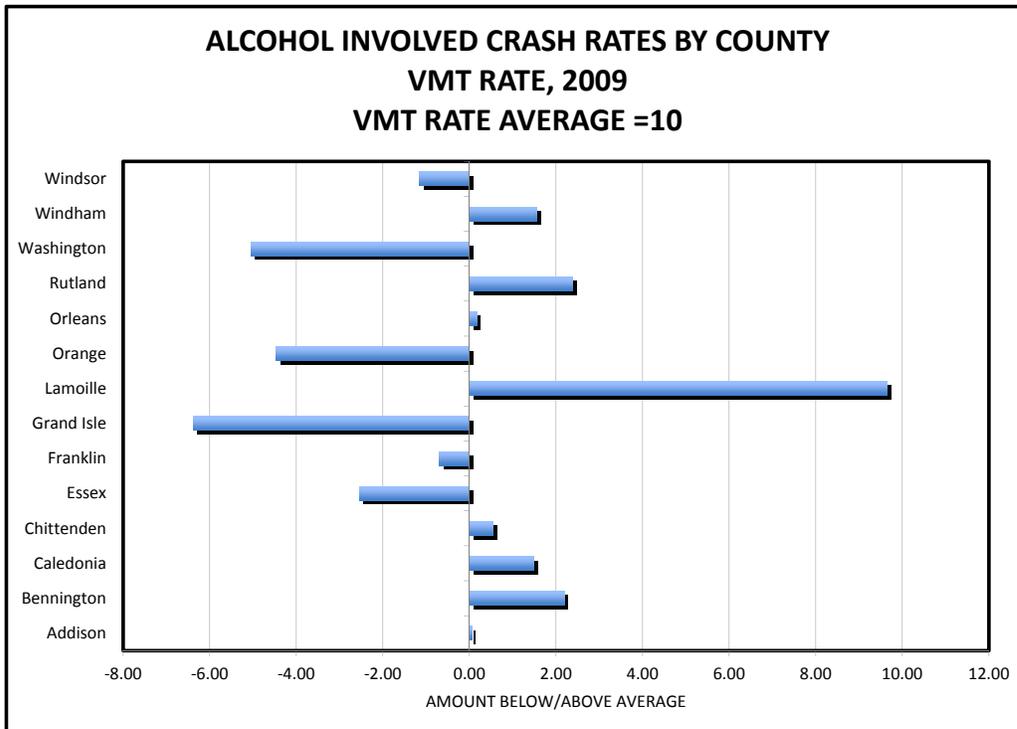


TABLE 4.37: DUI CHARGES* BY COUNTY, AND MONTH OF OFFENSE, 2009

County	January	February	March	April	May	June	July	August	September	October	November	December	Total
Addison	11	10	9	11	10	6	10	16	15	12	12	10	132
Bennington	36	20	27	22	31	17	16	28	27	16	22	9	271
Caledonia	6	9	11	11	4	3	5	14	18	10	17	15	123
Chittenden	66	58	74	53	66	45	71	70	57	68	46	68	742
Essex	0	1	1	1	2	0	1	5	1	3	0	1	16
Franklin	8	14	23	8	18	19	24	35	19	21	16	18	223
Grand Isle	1	3	2	1	5	3	3	4	0	3	4	0	29
Lamoille	9	13	7	17	8	7	16	20	7	11	11	19	145
Orange	4	3	5	5	7	10	6	9	6	3	10	6	74
Orleans	3	5	11	12	5	2	9	8	7	9	3	5	79
Rutland	31	35	31	20	41	22	20	32	18	24	26	24	324
Washington	44	33	54	43	52	23	32	43	60	31	43	41	499
Windham	52	48	49	57	38	40	47	43	51	37	55	34	551
Windsor	19	25	31	27	29	25	19	21	24	39	25	28	312
Total	290	277	335	288	316	222	279	348	310	287	290	278	3,520

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

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TABLE 4.38: DUI CITED CRASHES BY COUNTY AND TYPE, 2009

COUNTY	CRASH TYPE			TOTAL	TOTAL RATE PER 1000 POPULATION	TOTAL RATE PER 100 MILLION VEHICLE MILES
	FATAL	INJURY	PROPERTY			
Addison	0	0	0	0	0.00	0.00
Bennington	0	0	0	0	0.00	0.00
Caledonia	0	0	0	0	0.00	0.00
Chittenden	0	0	0	0	0.00	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	0	0	0.00	0.00
Orange	0	0	0	0	0.00	0.00
Orleans	0	0	0	0	0.00	0.00
Rutland	0	0	0	0	0.00	0.00
Washington	0	4	1	5	0.09	0.75
Windham	0	0	0	0	0.00	0.00
Windsor	0	0	0	0	0.00	0.00
TOTAL	0	4	1	5		
STATE AVERAGE	0.00	0.29	0.07	0.36	0.00	0.07

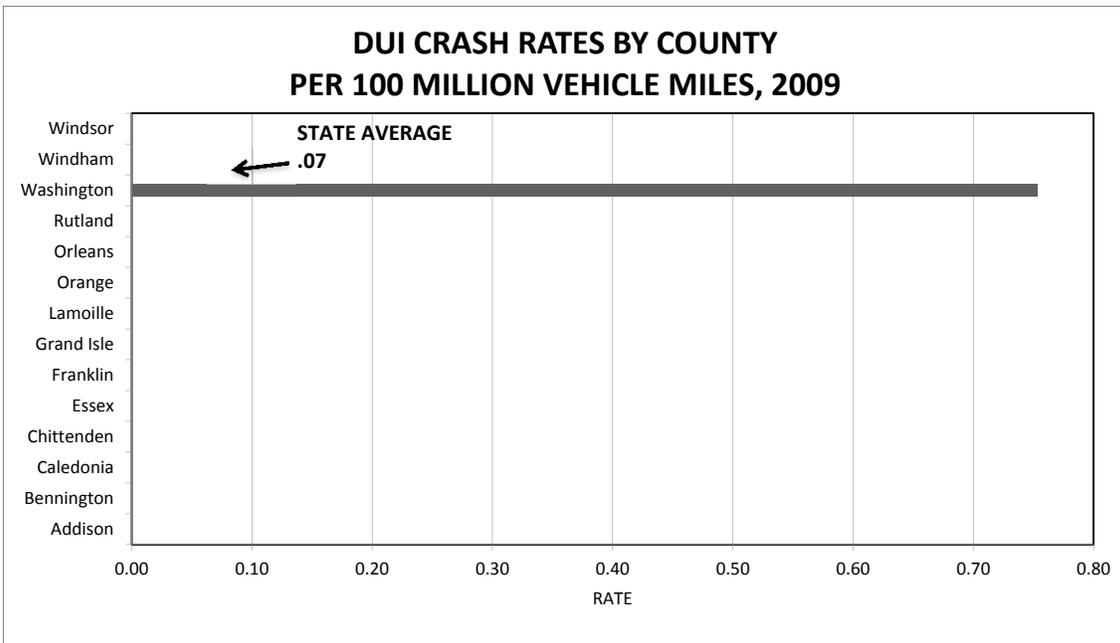
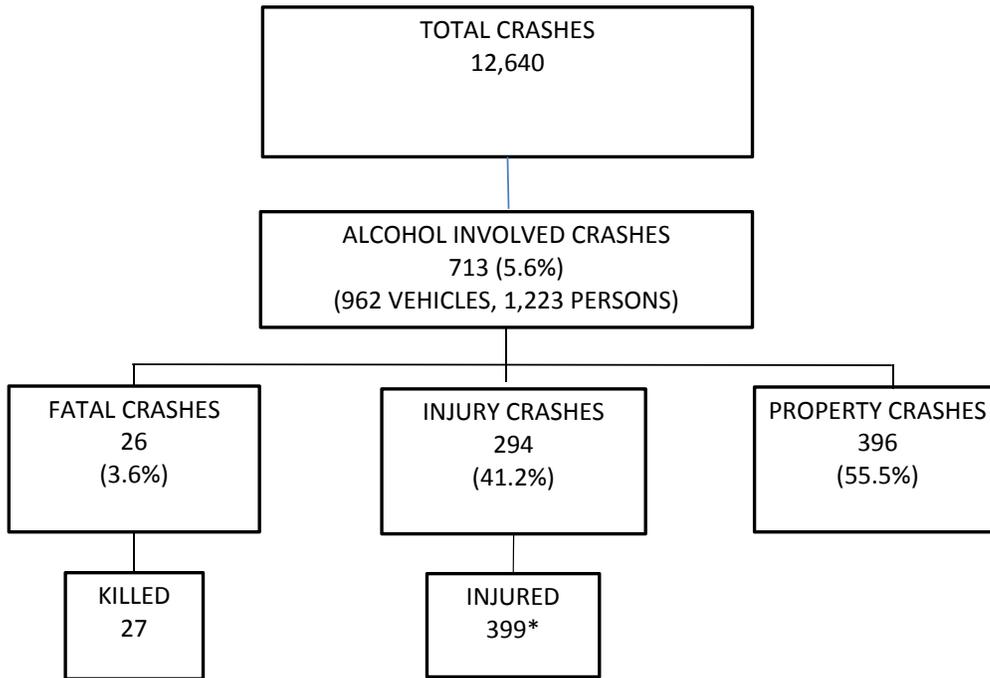


FIGURE 4.7
ALCOHOL INVOLVED CRASHES 2009
BY TYPE OF CRASH



*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, 2009

CONTRIBUTING CIRCUMSTANCE	PEDESTRIANS		BICYCLISTS	
	NUMBER	PERCENT	NUMBER	PERCENT
Driving too fast for conditions	4	4%	0	0%
Failure to keep in proper lane/off road	4	4%	0	0%
Operating vehicle recklessly	7	8%	0	0%
Visibility obstructed	7	8%	4	6%
Excessive speed	1	1%	0	0%
Following too closely	0	0%	1	1%
Improper turn	0	0%	0	0%
Disregarded traffic signs, signals	1	1%	4	6%
Failure to yield	21	23%	22	31%
Inattention	25	27%	18	26%
Wrong side or wrong way	0	0%	1	1%
Fell asleep	0	0%	0	0%
Under influence of medication/drugs/alcohol	2	2%	1	1%
Operating defective equipment	0	0%	0	0%
Distraction caused by technology	0	0%	1	1%
Distracted	4	4%	0	0%
Swerving due to wind, slippery surface, etc	3	3%	0	0%
Unknown/other	13	14%	18	26%
Total	92	100%	70	100%

Operator contributing circumstances for vehicle crashes where pedestrians were involved were most often inattention and failure to yield. 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, 2009

PEDESTRIAN/BICYCLIST ACTION	PEDESTRIANS		BICYCLISTS	
	NUMBER	PERCENT	NUMBER	PERCENT
Improper crossing	18	12%	15	13.8%
Darting	9	6%	8	7.3%
Lying and/or illegally in roadway	5	3%	0	0.0%
Failure to yield right of way	3	2%	9	8.3%
Not visible (dark clothing)	7	5%	1	0.9%
Inattention	7	5%	3	2.8%
Failure to obey traffic signs, signals or officer	4	3%	6	5.5%
Wrong side of road	4	3%	6	5.5%
Unknown/other	89	61%	61	56.0%
Total	146	100%	109	100.0%

Contributing action of pedestrians in vehicle crashes where pedestrians were involved were most often improper crossing, darting, inattention and not visible. For vehicle crashes involving bicyclists, bicyclists commonly crossed improperly, darted, or failed to yield right of way.

TABLE 4.41: PEDESTRIANS AND BICYCLISTS INVOLVED IN VEHICLE CRASHES, BY INJURY SEVERITY, 2009

INJURY SEVERITY	PEDESTRIANS		BICYCLISTS		TOTAL	
	Number	Percent	Number	Percent	Number	Percent
Fatal*	5	3%	0	0%	5	2%
Incapacitating	18	12%	17	16%	35	14%
Non-incapacitating	69	46%	48	44%	117	45%
Possible Injury	34	23%	19	17%	53	21%
Not Injured	23	15%	22	20%	45	17%
Unknown	0	0%	3	3%	3	1%
Total	149	100%	109	100%	258	100%

*Does not include one untimely pedestrian death

Around 12% of pedestrians and 16% bicyclists involved in vehicle crashes were seriously injured in 2009.

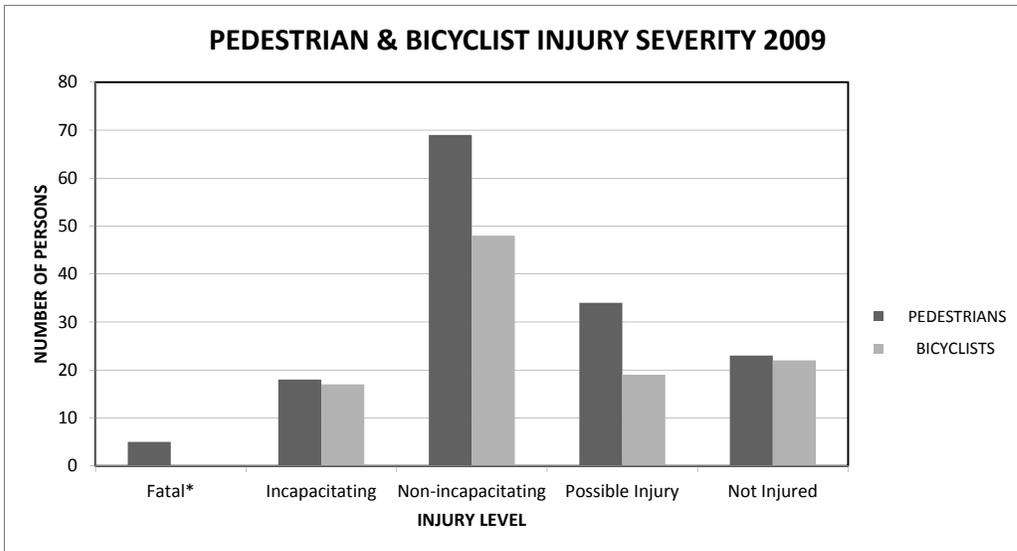


TABLE 4.42: OPERATOR CONTRIBUTING CIRCUMSTANCES OF PEDESTRIAN AND BICYCLE CRASHES BY WEATHER, 2009

CONTRIBUTING CIRCUMSTANCE	PEDESTRIANS		BICYCLISTS	
	CLEAR/ CLOUDY	RAIN/ SNOW/FOG	CLEAR/ CLOUDY	RAIN/ SNOW/FOG
Driving too fast for conditions	2	2	0	0
Failure to keep in proper lane/off road	2	2	0	0
Operating vehicle recklessly	6	0	0	0
Visibility obstructed	7	0	0	4
Excessive speed	1	0	0	0
Following too closely	0	0	0	1
Improper turn	0	0	0	1
Disregarded traffic signs, signals	1	0	0	4
Failure to yield	18	1	2	18
Inattentive	19	4	1	14
Wrong side or wrong way	0	0	0	0
Fell asleep	0	0	0	0
Under influence of medication/drugs/alcohol	1	1	0	1
Operating defective equipment	0	0	0	0
Distraction caused by technology	0	0	0	0
Distracted	4	0	0	0
Swerving due to wind, slippery surface, etc	2	1	0	0
Other/unknown	10	0	2	14
TOTAL	73	11	5	57

Cases with unknown weather were excluded.

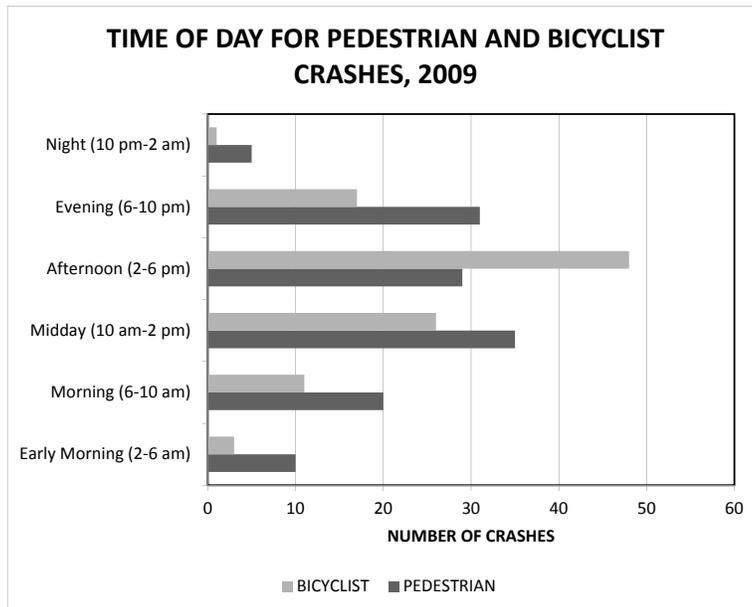
TABLE 4.43: PEDESTRIAN AND BICYCLIST CONTRIBUTING ACTION BY WEATHER, 2009

PEDESTRIAN/BICYCLIST ACTION	PEDESTRIANS		BICYCLISTS	
	CLEAR/ CLOUDY	RAIN/ SNOW/FOG	CLEAR/ CLOUDY	RAIN/ SNOW/FOG
Improper crossing	12	4	14	0
Darting	7	2	7	0
Lying and/or illegally in roadway	4	1	0	0
Failure to yield right of way	2	1	6	2
Not visible (dark clothing)	6	0	0	0
Inattention	7	0	3	0
Failure to obey traffic signs, signals or officer	1	1	6	0
Wrong side of road	3	1	3	0
Other/unknown	66	13	50	5
TOTAL	108	23	89	7

Cases with unknown weather were excluded.

TABLE 4.44: TIME OF DAY FOR PEDESTRIAN & BICYCLIST CRASHES, 2009

<u>TIME</u>	<u>PEDESTRIAN</u>	<u>BICYCLIST</u>
Early Morning (2-6 am)	10	3
Morning (6-10 am)	20	11
Midday (10 am-2 pm)	35	26
Afternoon (2-6 pm)	29	48
Evening (6-10 pm)	31	17
Night (10 pm-2 am)	5	1
TOTAL	130	106



PEDESTRIAN & BICYCLE CRASHES, 2009

TABLE 4.45 DAY OF WEEK

DAY	Pedestrian	Bicycle
Sunday	13	15
Monday	13	11
Tuesday	16	19
Wednesday	25	13
Thursday	21	14
Friday	31	20
Saturday	17	15
TOTAL	136	107

TABLE 4.46: MONTH OF YEAR

MONTH	Pedestrian	Bicycle
January	8	1
February	17	1
March	8	2
April	9	7
May	10	11
June	6	17
July	19	15
August	11	18
September	15	15
October	11	8
November	13	10
December	9	2
TOTAL	136	107

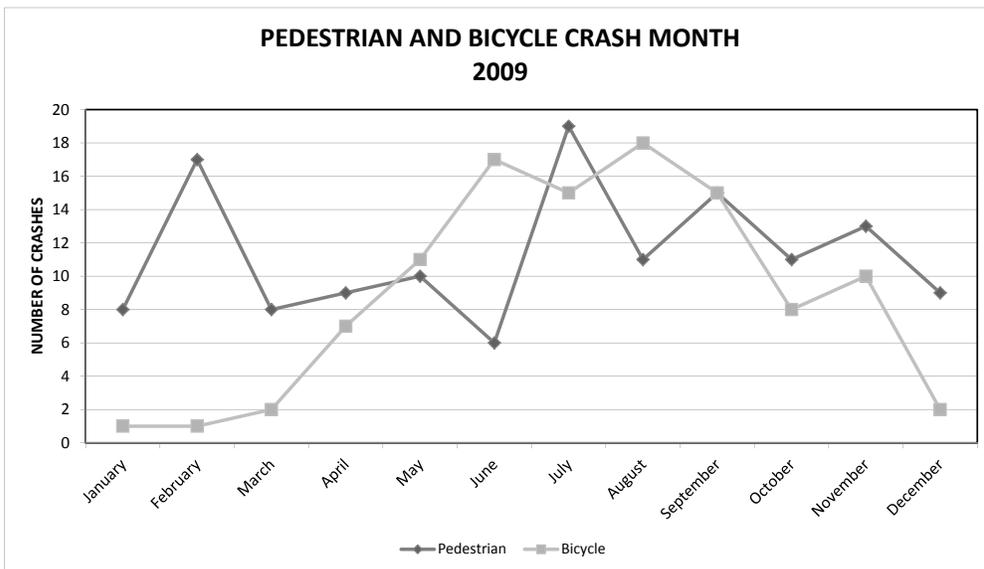
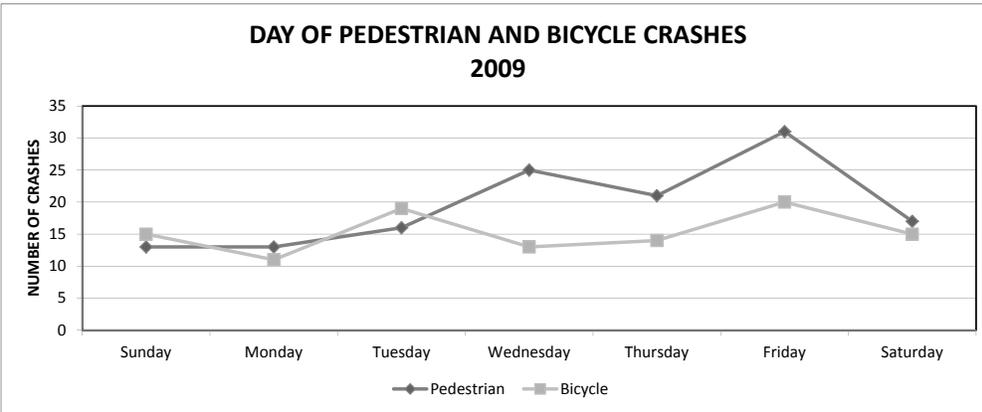


TABLE 4.47: PEDESTRIANS & BICYCLISTS INVOLVED IN CRASHES BY AGE AND GENDER, 2009

AGE GROUP	PEDESTRIANS						BICYCLISTS						TOTAL			
	MALE			FEMALE			MALE			FEMALE			TOTAL			
	N	%		N	%		N	%		N	%		N	%		
Under 10 years	4	6.0%		10	13.3%		3	4.0%		2	8.3%		5	5.1%	19	7.9%
10 to 14	8	11.9%		3	4.0%		2	2.7%		3	12.5%		5	5.1%	16	6.6%
15 to 17	6	9.0%		4	5.3%		10	13.3%		2	8.3%		12	12.1%	22	9.1%
18 to 20	5	7.5%		9	12.0%		10	13.3%		3	12.5%		13	13.1%	27	11.2%
21 to 24	7	10.4%		8	10.7%		9	12.0%		6	25.0%		15	15.2%	30	12.4%
25 to 29	6	9.0%		7	9.3%		4	5.3%		1	4.2%		5	5.1%	18	7.5%
30 to 34	2	3.0%		3	4.0%		8	10.7%		2	8.3%		10	10.1%	15	6.2%
35 to 39	5	7.5%		2	2.7%		5	6.7%		1	4.2%		6	6.1%	13	5.4%
40 to 44	3	4.5%		1	1.3%		7	9.3%		0	0.0%		7	7.1%	11	4.6%
45 to 49	6	9.0%		4	5.3%		2	2.7%		0	0.0%		2	2.0%	12	5.0%
50 & older	15	22.4%		24	32.0%		15	20.0%		4	16.7%		19	19.2%	58	24.1%
Total	67	100.0%		75	100.0%		75	100.0%		24	100.0%		99	100.0%	241	100.0%

Twenty-seven point five percent of the pedestrians involved in crashes were in the 50 & older age category, the next largest groups were the 21-24 year olds at 10.6%. Youth, 17 years old and younger, accounted for 22.3% of the bicyclists involved in crashes.

PEDESTRIAN & BICYCLE CRASHES BY AGE

2009

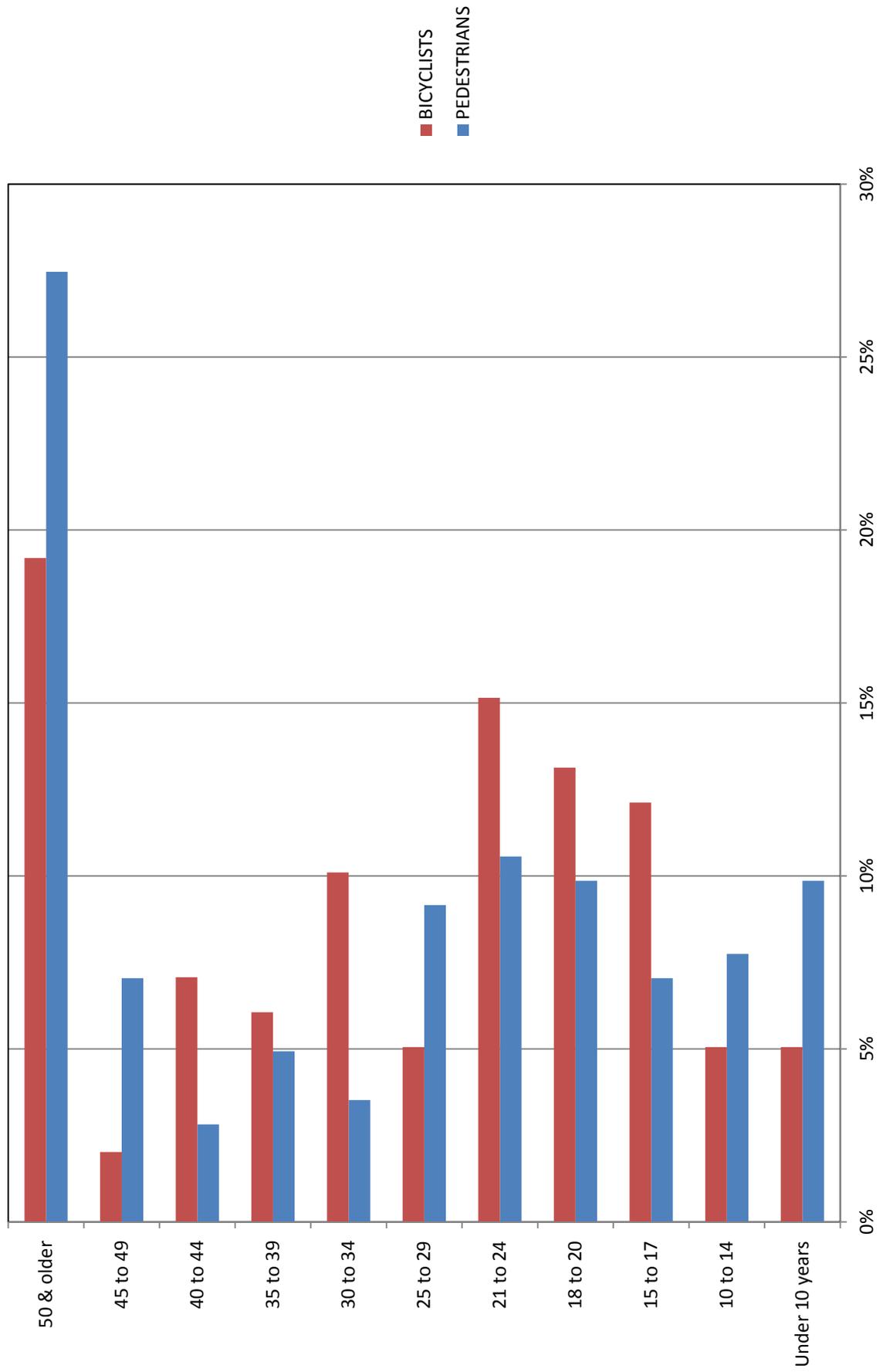


TABLE 4.48: PEDESTRIAN & BICYCLE CRASHES BY CRASH TYPE, 2009

CRASH TYPE	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Fatal	5	3.68%	0	0.00%	5	2.06%
Injury	115	84.56%	83	77.57%	198	81.48%
Property	16	11.76%	24	22.43%	40	16.46%
TOTAL	136	100.00%	107	100.00%	243	100.00%

A large portion of pedestrian (88.2%) and bicycle (77.6%) crashes resulted in an injury or death.

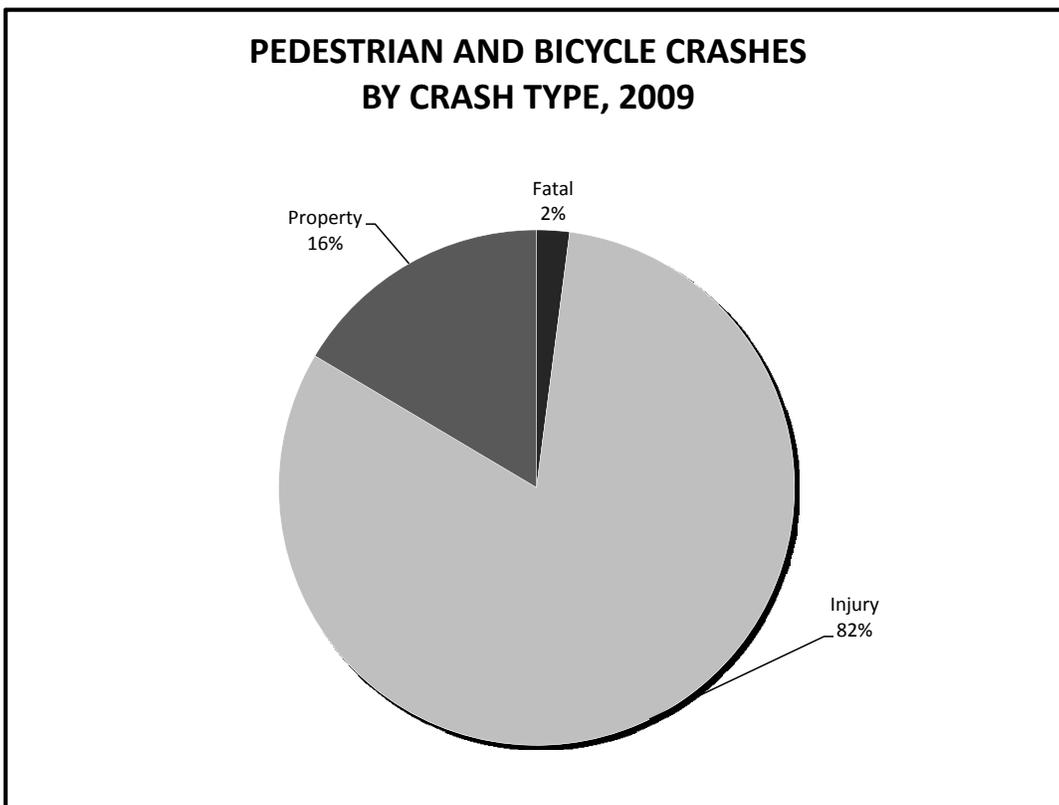
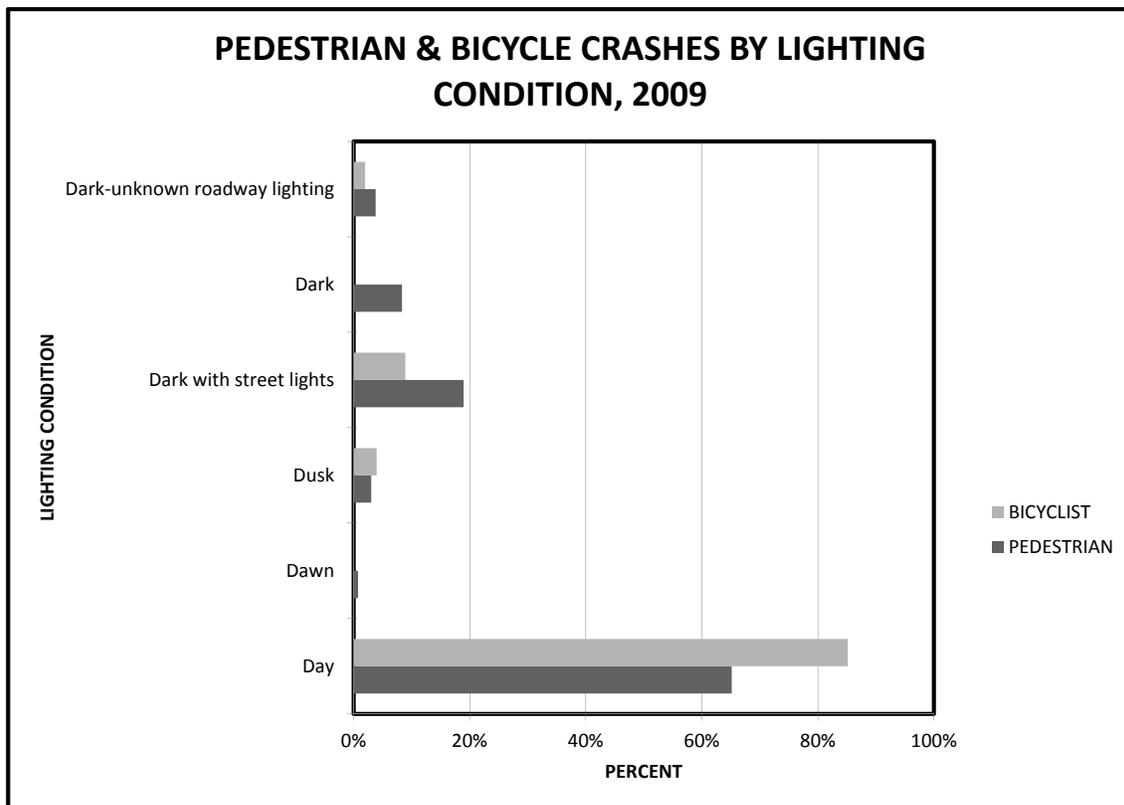


TABLE 4.49: PEDESTRIAN & BICYCLE CRASHES BY LIGHTING CONDITION, 2009

LIGHTING CONDITIONS	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Day	86	65.2%	86	85.1%	172	73.8%
Dawn	1	0.8%	0	0.0%	1	0.4%
Dusk	4	3.0%	4	4.0%	8	3.4%
Dark with street lights	25	18.9%	9	8.9%	34	14.6%
Dark	11	8.3%	0	0.0%	11	4.7%
Dark-unknown roadway lighting	5	3.8%	2	2.0%	7	3.0%
TOTAL	132	100.0%	101	100.0%	233	100.0%

The largest percent of both pedestrian (68.9) and bicycle (85.1%) crashes occurred during daylight hours.



**TABLE 4.50: PEDESTRIAN & BICYCLE CRASHES
BY ALCOHOL INVOLVEMENT OF DRIVER, 2009**

ALCOHOL	PEDESTRIAN		BICYCLE		TOTAL	
	N	%	N	%	N	%
Alcohol related	6	4.4%	1	0.9%	7	2.9%
Nonalcohol related	130	95.6%	106	99.1%	236	97.1%
TOTAL	136	100.0%	107	100.0%	243	100.0%

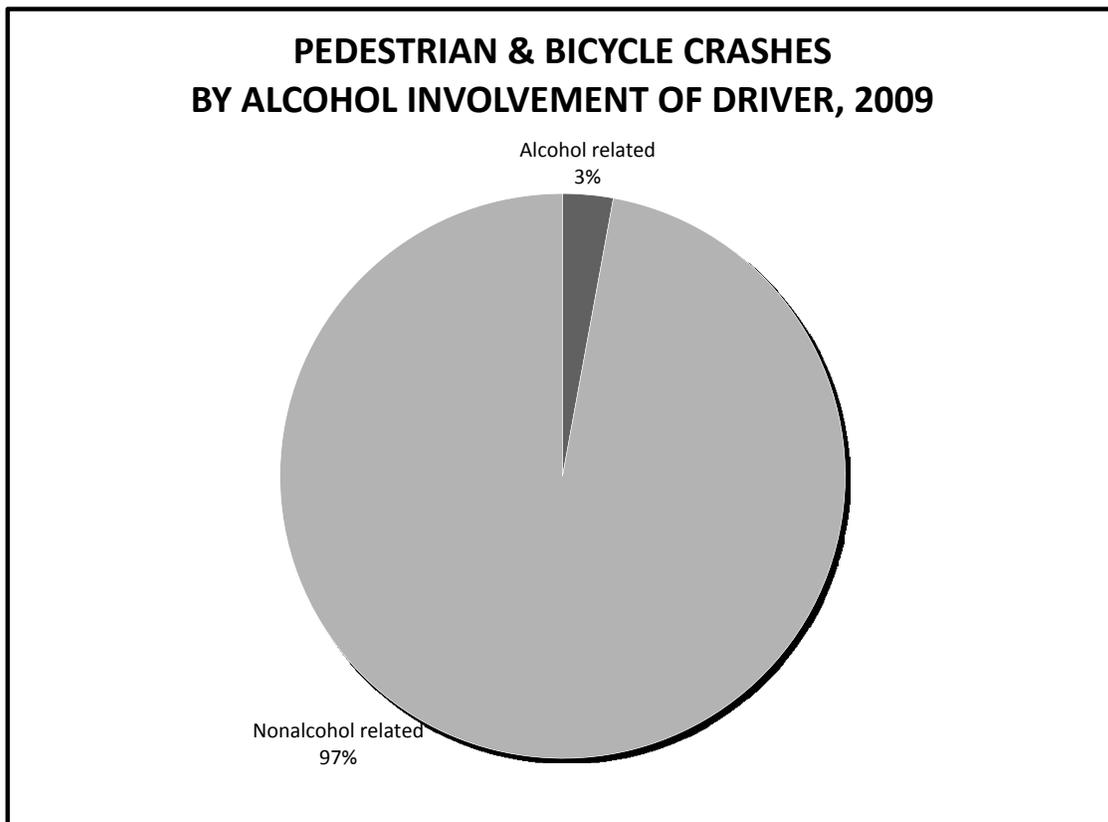
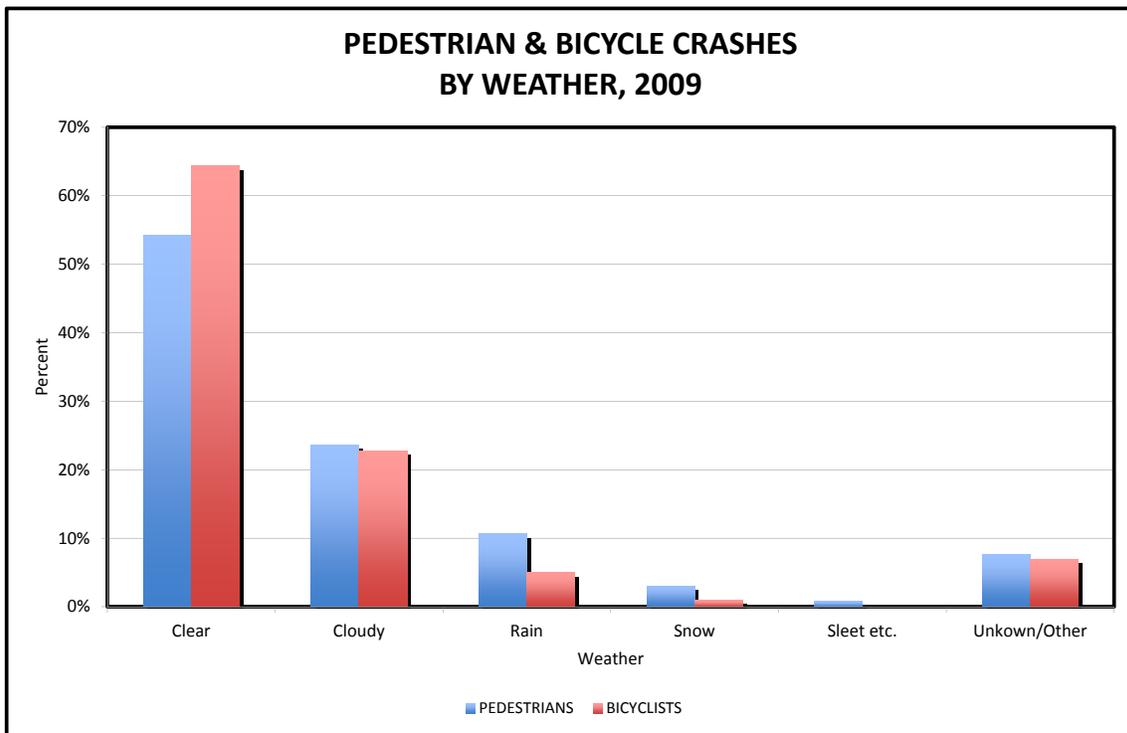


TABLE 4.51: PEDESTRIAN & BICYCLE CRASHES BY WEATHER, 2009

WEATHER	PEDESTRIANS		BICYCLISTS		TOTAL	
	N	%	N	%	N	%
Clear	71	54.20%	65	64.36%	136	58.62%
Cloudy	31	23.66%	23	22.77%	54	23.28%
Rain	14	10.69%	5	4.95%	19	8.19%
Sleet, hail, freezing rain, or drizzle	1	0.76%	0	0.00%	1	0.43%
Snow	4	3.05%	1	0.99%	5	2.16%
Other/unknown	10	7.63%	7	6.93%	17	7.33%
TOTAL	131	100.00%	101	100.00%	232	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 violator characteristics 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 2009 was 79,182, a decrease of about 22% from the 2008 number. There were 8,536 criminal motor vehicle charges disposed in district court, a decrease of 2.6% from the 2008 level. The largest category was Driving with License Suspended at 2,651 or 31.1% of the total charges. DUI-1st followed at 2,516 or 29.5%. In addition, Reckless C & N accounted for 16.6% of the total at 1,419 a decrease of 4.3% from the 2008 level. The total number of convictions for motor vehicle offenses was 6,014, a decrease of 3.7% from 2008.

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 (10.1%) is for illegal operator, which includes violations such as operating without a valid license or permit. 18.5% of violations pertain to registration, inspection, insurance, and equipment, with only 5.6% considered other moving violations. Local police departments issued the most citations (36.6%), followed by state police (33.5%), sheriffs (21.6%) and constables (3.9%).

The 2009 data indicate that more than 8 out of 10 speeding citations (82.4%) are issued on non-interstate highways. Moreover, 89.4% of the interstate and 79.3% 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 more than half (52.3%) of the speeding citations issued in 2009 (similar to 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 66.4% of persons issued citations are males, and that persons under the age of 30 account for 50% of all violations other than speeding. Persons cited for speeding are slightly older, although slightly more than 4 in 10 (44.9%) are under the age of 35. The modal age category for all violation types in 2009 was 21-24 years old, the same as in 2008. Also of importance is the continued high incidence of speeding citations for 18-20 year old drivers. Although this age group accounted for only 4.8% of all drivers licensed in Vermont, they accounted for 9.9% of all speeding tickets issued and experienced the highest rate of citation at 176.5 per 1,000 licensed drivers (1 in 5.7). In contrast, drivers 35 years and older experienced a speeding citation rate of 67.4 per 1,000 licensed drivers (about 1 in 14).

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 (76.8%), and relatively young with a median age of 33.0 years. Approximately 57% of the DUI charges in 2009 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 2009 and previous years.

Finally, the citation data indicate a 50% decrease in the number of child restraint system violations written in 2009. In addition, 100 citations were written for illegally passing a school bus, an increase of 40.8% from the 2008 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, 1988-2009 *

<u>Year</u>	<u>Number</u>
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
2008	101,125
2009	79,182

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

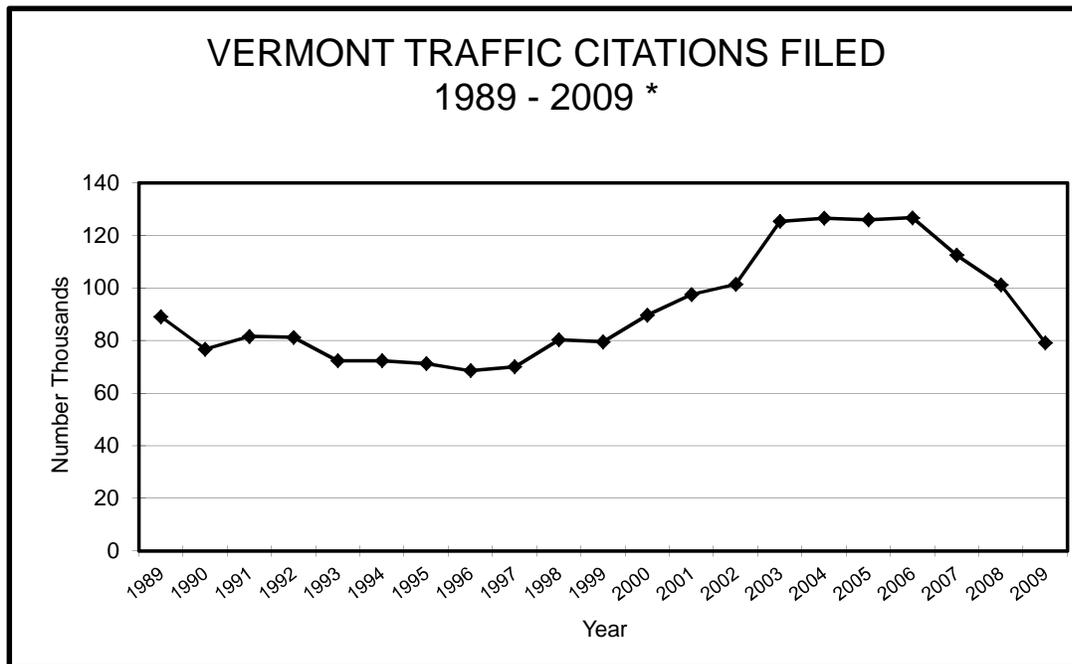


TABLE 5.2: CRIMINAL MOTOR VEHICLE CHARGES AND CONVICTIONS*, 2005 - 2009

DMV Offense Category	Year of Disposition														
	2005			2006			2007			2008			2009		
	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted	# Charges	# Convictions	% Convicted
Driving with License Suspended	1,819	1,334	73.3%	2,000	1,523	76.2%	2,686	1,826	68.0%	2,724	1,871	68.7%	2,651	1,800	67.9%
DUI-1st	2,964	2,219	74.9%	3,096	2,249	72.6%	2,735	2,007	73.4%	2,551	1,864	73.1%	2,516	1,836	73.0%
DUI**	1,052	795	75.6%	1,102	819	74.3%	997	747	74.9%	947	698	73.7%	933	681	73.0%
DUI Drugs	49	32	65.3%	92	54	58.7%	103	74	71.8%	59	26	44.1%	56	30	53.6%
DUI - Death Resulting	1	1	100.0%	7	5	71.4%	3	3	100.0%	3	2	66.7%	2	1	50.0%
DUI - Injury Resulting	13	9	69.2%	15	8	53.3%	15	10	66.7%	11	8	72.7%	13	10	76.9%
Eluding	228	159	69.7%	234	163	69.7%	207	152	73.4%	201	137	68.2%	171	101	59.1%
License / Title Violation	49	21	42.9%	47	17	36.2%	10	6	60.0%	10	2	20.0%	21	9	42.9%
Leaving Scene of Accident	348	239	68.7%	396	259	65.4%	316	202	63.9%	341	216	63.3%	342	212	62.0%
Operating without Owners Consent	187	110	58.8%	146	87	59.6%	165	98	59.4%	156	91	58.3%	142	88	62.0%
Reckless C & N	1,504	1,219	81.1%	1,500	1,250	83.3%	1,499	1,247	83.2%	1,483	1,213	81.8%	1,419	1,117	78.7%
DUI Refusal	183	50	27.3%	180	43	23.9%	154	37	24.0%	157	46	29.3%	152	54	35.5%
Other	130	76	58.5%	114	66	57.9%	109	60	55.0%	121	69	57.0%	118	75	63.6%
Total	8,527	6,264	73.5%	8,929	6,543	73.3%	8,999	6,469	71.9%	8,764	6,243	71.2%	8,536	6,014	70.5%

* 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 1998-2009

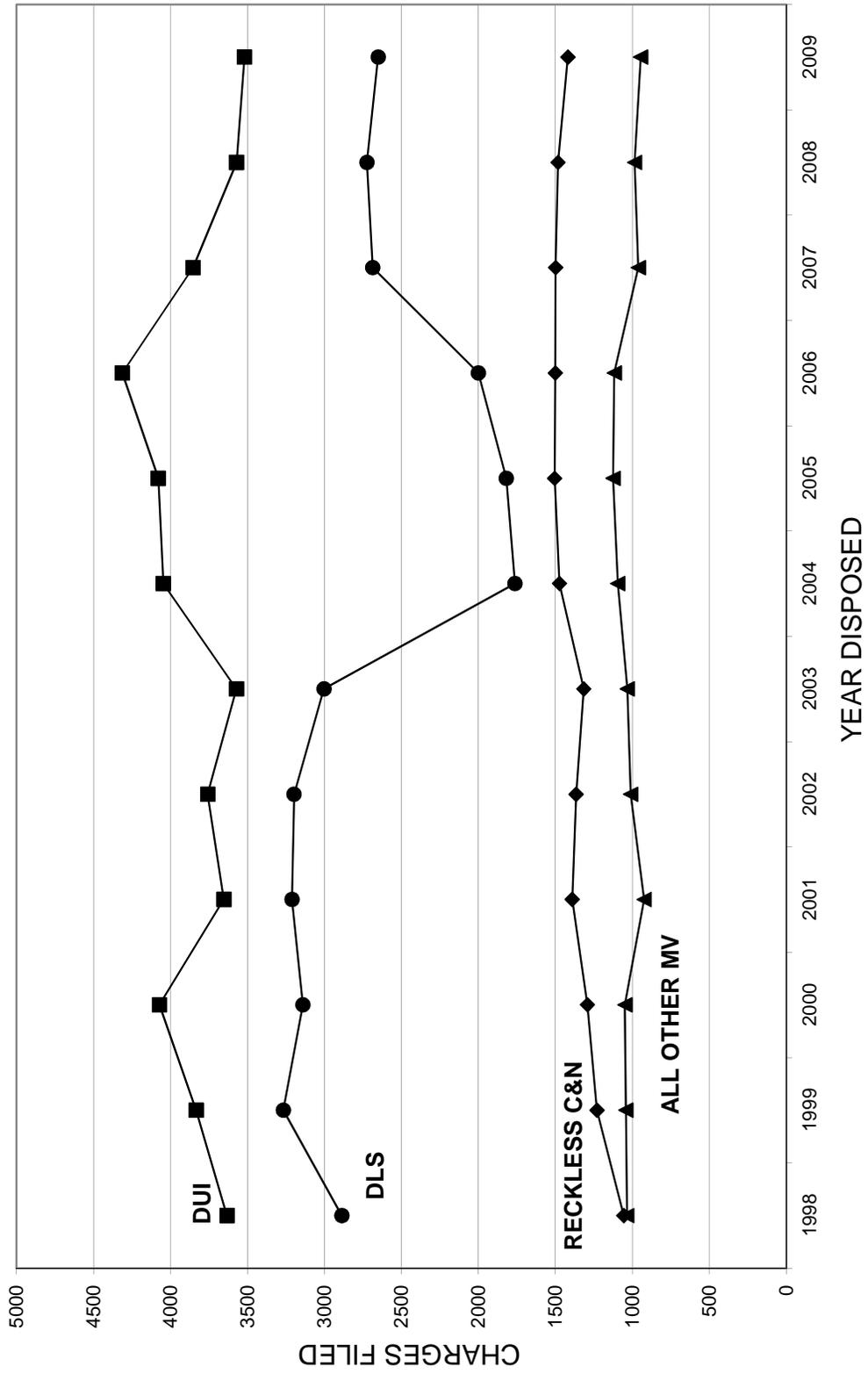


TABLE 5.3 MOST FREQUENT CITATIONS CHARGED, SINGLE AND MULTIPLE VEHICLE CRASHES, 2009

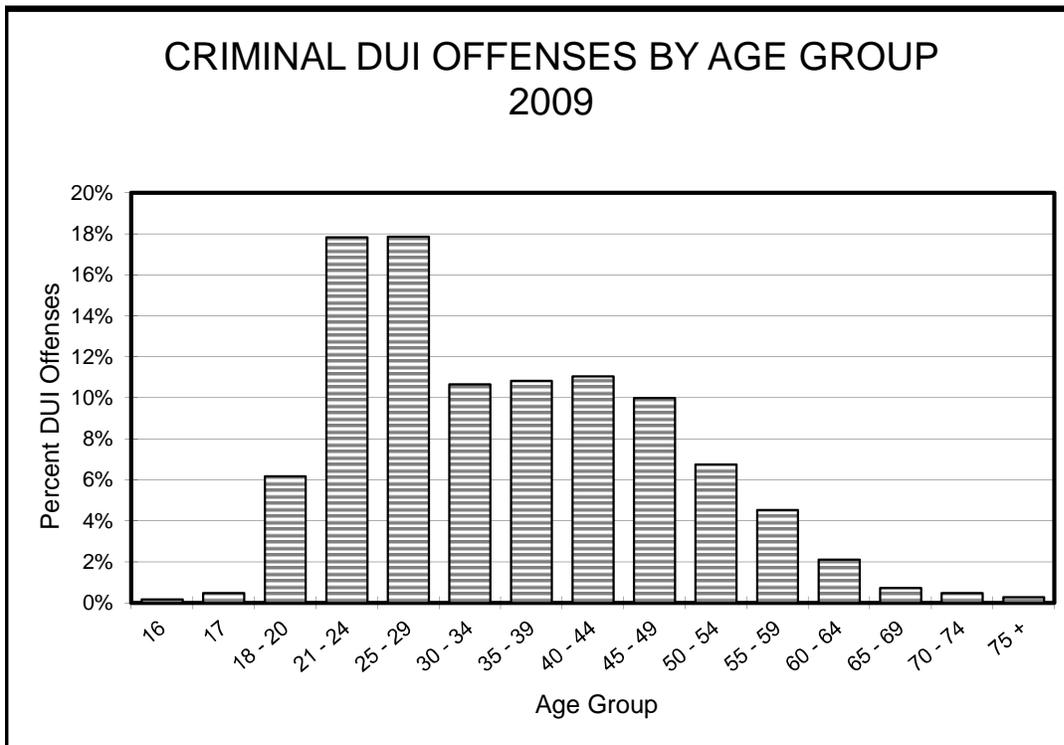
SINGLE VEHICLE CRASHES			2 VEHICLE CRASHES			3 OR MORE VEHICLE CRASHES		
CITATION	TOTAL CITATIONS N	PERCENT	CITATION	TOTAL CITATIONS N	PERCENT	CITATION	TOTAL CITATIONS N	PERCENT
Speeding	330	28.7%	Operating without Insurance	236	18.5%	Following too closely	17	15.6%
Driving road laned for traffic	278	24.2%	DLS	12	0.9%	Speeding	22	20.2%
Operating without Insurance	111	9.6%	Speeding	132	10.3%	Operating without Insurance	13	11.9%
DLS	1	0.1%	Following too closely	128	10.0%	DLS	0	0.0%
Driving to right	72	6.3%	Fail to yield/stop intersection	75	5.9%	Fail to yield/stop intersection	6	5.5%
Operating with no license	112	9.7%	Driving to right	47	3.7%	Operating with no license	12	11.0%
Not registered	28	2.4%	Driving road laned for traffic	77	6.0%	Defective equipment	1	0.9%
DWI	5	0.4%	Failure to yield vehicle turning left	58	4.5%	Violation local ordinance	1	0.9%
Under .18/21 & .02% or more alcohol cons	36	3.1%	Not registered	33	2.6%	Failure to yield vehicle turning left	4	3.7%
Defective equipment	23	2.0%	Operating with no license	48	3.8%	Driving to right	1	0.9%
All Other	155	13.5%	All Other	430	33.7%	All Other	32	29.4%
Total	1151	100.0%	Total	1276	100.0%	Total	109	100.0%
% of Total Number of Single Vehicle Crashes Resulting in at least 1 Citation		21.10%	% of Total Number of 2 Vehicle Crashes Resulting in at least 1 Citation		12.10%	% of Total Number of 3 Vehicle Crashes Resulting in at least 1 Citation		21.30%

TABLE 5.4: CRIMINAL DUI OFFENSES BY AGE GROUP, 2009

<u>Age Group</u>	<u>Number</u>	<u>Percent</u>
16	6	0.2%
17	17	0.5%
18 - 20	217	6.2%
21 - 24	626	17.8%
25 - 29	627	17.9%
30 - 34	374	10.7%
35 - 39	380	10.8%
40 - 44	388	11.1%
45 - 49	351	10.0%
50 - 54	237	6.8%
55 - 59	159	4.5%
60 - 64	74	2.1%
65 - 69	26	0.7%
70 - 74	17	0.5%
75 +	10	0.3%
Total	3,509	100%

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57.2 % of the DUI charges disposed in 2009 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 2009 was 33.0 years, which is one year older than the median age in 2008.

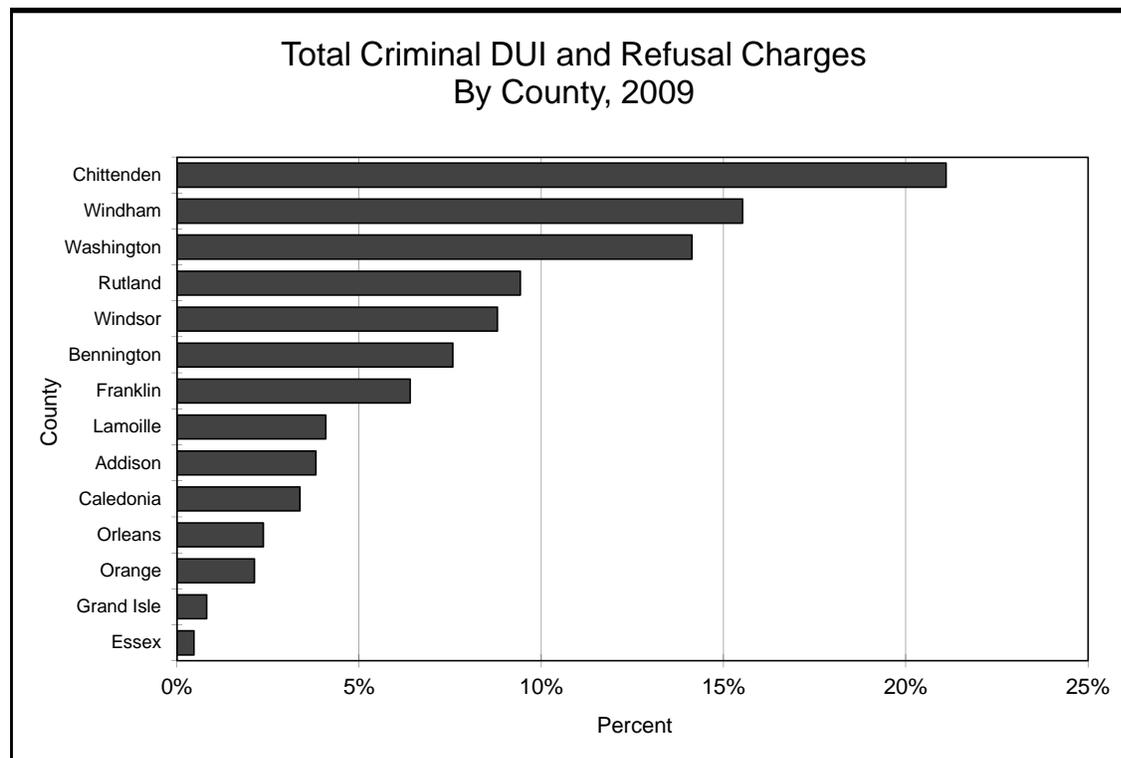


**TABLE 5.5: CRIMINAL DUI AND REFUSAL CHARGES*
BY COUNTY, 2005-2009**

County	2005		2006		2007		2008		2009		Total	
	N	%	N	%	N	%	N	%	N	%	N	%
Addison	198	4.6%	193	4.3%	180	4.5%	131	3.5%	140	3.8%	842	4.2%
Bennington	202	4.7%	209	4.7%	200	5.0%	233	6.3%	278	7.6%	1,122	5.6%
Caledonia	189	4.4%	196	4.4%	140	3.5%	152	4.1%	124	3.4%	801	4.0%
Chittenden	886	20.8%	924	20.6%	901	22.5%	750	20.1%	775	21.1%	4,236	21.0%
Essex	31	0.7%	26	0.6%	17	0.4%	10	0.3%	17	0.5%	101	0.5%
Franklin	293	6.9%	168	3.7%	213	5.3%	237	6.4%	235	6.4%	1,146	5.7%
Grand Isle	30	0.7%	23	0.5%	26	0.6%	37	1.0%	30	0.8%	146	0.7%
Lamoille	175	4.1%	168	3.7%	150	3.7%	130	3.5%	150	4.1%	773	3.8%
Orange	122	2.9%	126	2.8%	132	3.3%	111	3.0%	78	2.1%	569	2.8%
Orleans	113	2.7%	172	3.8%	154	3.8%	83	2.2%	87	2.4%	609	3.0%
Rutland	332	7.8%	415	9.2%	293	7.3%	350	9.4%	346	9.4%	1,736	8.6%
Washington	677	15.9%	603	13.4%	566	14.1%	578	15.5%	519	14.1%	2,943	14.6%
Windham	685	16.1%	844	18.8%	598	14.9%	597	16.0%	570	15.5%	3,294	16.3%
Windsor	329	7.7%	425	9.5%	437	10.9%	328	8.8%	323	8.8%	1,842	9.1%
Total	4,262	100%	4,492	100%	4,007	100%	3,727	100%	3,672	100%	20,160	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, 2005 - 2009**

DUI Offense Category	Male		Female		Total
	N	%	N	%	
DUI-1st	10,045	74.6%	3,428	25.4%	13,473
DUI **	4,093	82.6%	865	17.4%	4,958
DUI-Drugs	244	69.9%	105	30.1%	349
DUI-Death Resulting	15	93.8%	1	6.3%	16
DUI-Injury Resulting	57	85.1%	10	14.9%	67
DUI Refusal	660	81.3%	152	18.7%	812
Total	15,114	76.8%	4,561	23.2%	19,675

* 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
2005 - 2009**

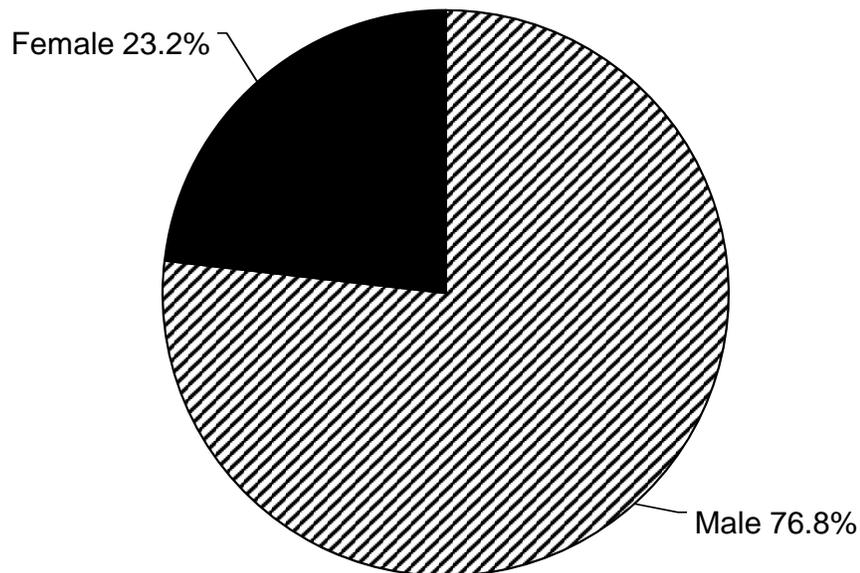
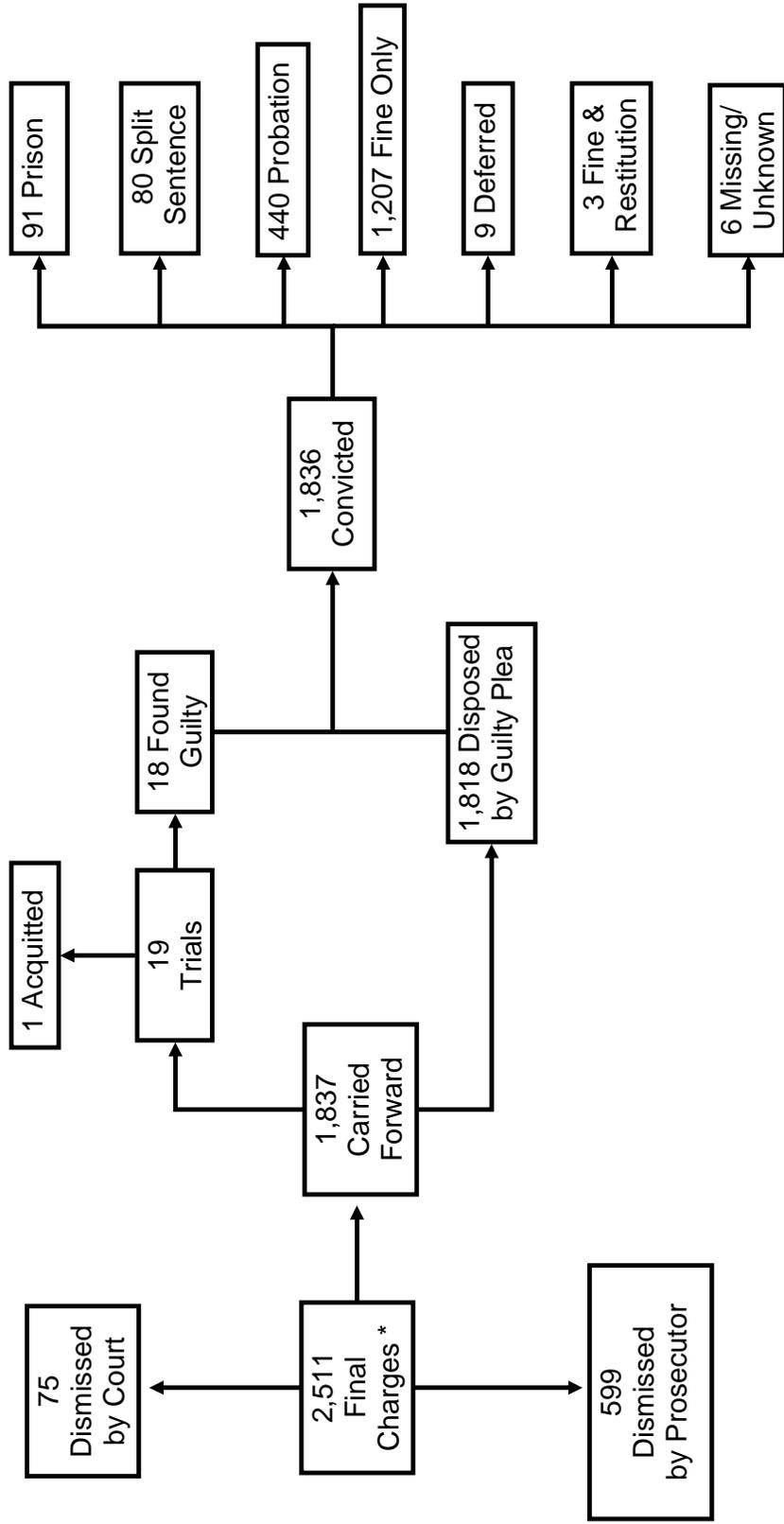
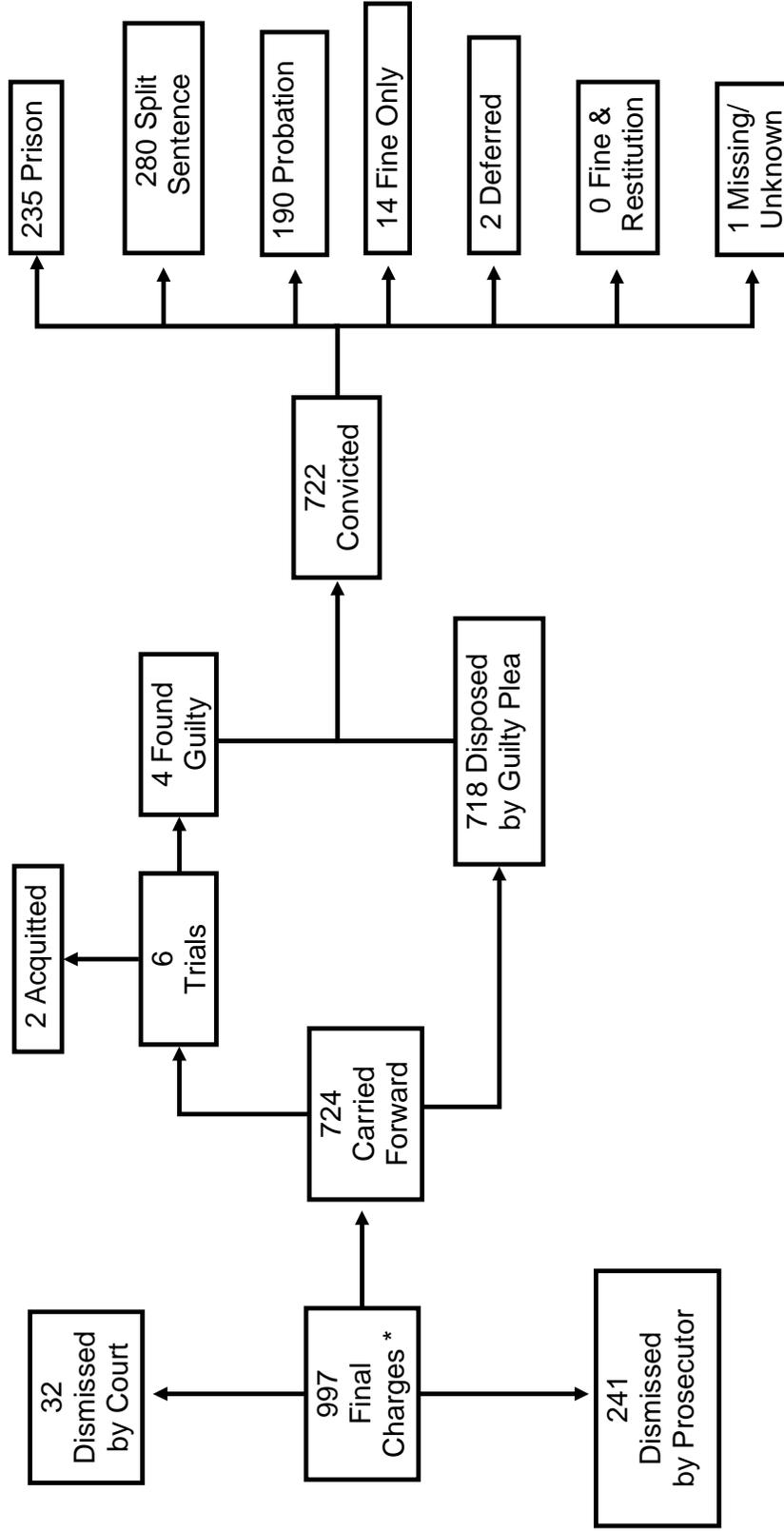


FIGURE 5.1: CASE FLOW FOR DUI FIRST OFFENSE, 2009



* Based on the number of final charges, not the number of people charged. Does not include 2 cases with disposition transferred for change of venue, and 3 cases with disposition transferred to Juvenile Court.

FIGURE 5.2: CASE FLOW FOR DUI SECOND OR GREATER OFFENSE, 2009



* Based on the number of final charges, not the number of people charged. Does not include 7 cases with transferred for change of venue. Includes DUI 2nd, DUI 3rd & Subsequent, DUI Death Resulting, DUI Injury Resulting, DUI Unknown Offense Number, and DUI Drugs.

**TABLE 5.7: CRIMINAL DUI AND REFUSAL CHARGES*
BY AGE GROUP, 2005-2009**

Age Group	2005		2006		2007		2008		2009		Total	
	N	%	N	%	N	%	N	%	N	%	N	%
16 years	6	0.1%	8	0.2%	8	0.2%	5	0.1%	6	0.2%	33	0.2%
17 years	36	0.8%	37	0.8%	27	0.7%	27	0.7%	17	0.5%	144	0.7%
18 to 20 years	312	7.4%	326	7.3%	278	7.0%	219	5.9%	221	6.0%	1,356	6.7%
21 to 24 years	830	19.6%	840	18.8%	728	18.2%	691	18.6%	638	17.4%	3,727	18.5%
25 to 29 years	649	15.3%	697	15.6%	651	16.3%	660	17.8%	655	17.9%	3,312	16.5%
30 to 34 years	478	11.3%	515	11.5%	447	11.2%	428	11.5%	392	10.7%	2,260	11.2%
35 to 39 years	456	10.7%	519	11.6%	427	10.7%	424	11.4%	401	11.0%	2,227	11.1%
40 to 44 years	578	13.6%	546	12.2%	483	12.1%	404	10.9%	407	11.1%	2,418	12.0%
45 to 49 years	417	9.8%	436	9.7%	440	11.0%	378	10.2%	371	10.1%	2,042	10.2%
50 to 54 years	238	5.6%	292	6.5%	232	5.8%	233	6.3%	252	6.9%	1,247	6.2%
55 to 59 years	135	3.2%	137	3.1%	126	3.2%	125	3.4%	167	4.6%	690	3.4%
60 to 64 years	56	1.3%	72	1.6%	84	2.1%	66	1.8%	77	2.1%	355	1.8%
65 to 69 years	38	0.9%	32	0.7%	37	0.9%	29	0.8%	29	0.8%	165	0.8%
70 to 74 years	9	0.2%	14	0.3%	16	0.4%	14	0.4%	18	0.5%	71	0.4%
75 years & Older	5	0.1%	9	0.2%	13	0.3%	9	0.2%	10	0.3%	46	0.2%
Total	4,243	100%	4,480	100%	3,997	100%	3,712	100%	3,661	100%	20,093	100%

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

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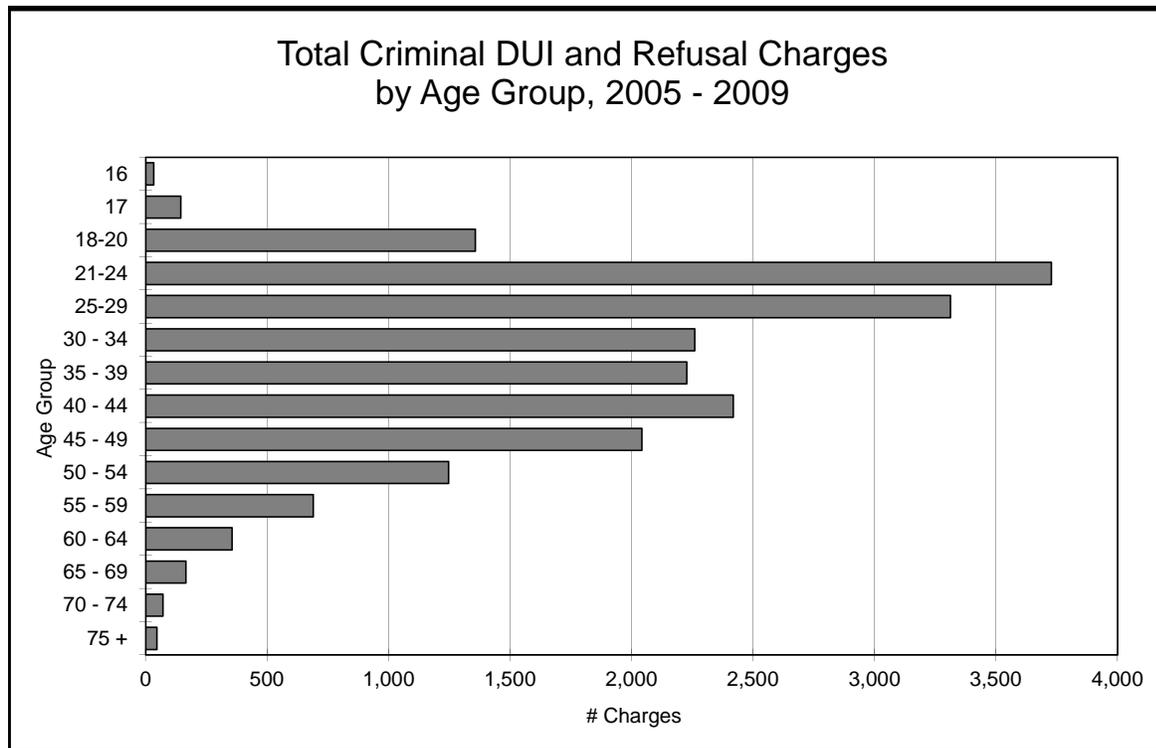


TABLE 5.8: TRAFFIC CITATIONS BY TYPE, 2009

Citation	Number	Percent
Speeding	44,996	56.8%
Illegal Operator	7,984	10.1%
Moving Violation	4,430	5.6%
Inspection Violation	4,842	6.1%
No Insurance	4,188	5.3%
Registration Violation	3,225	4.1%
Equipment	2,380	3.0%
All Others	7,137	9.0%
Total	79,182	100%

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Speeding continued to be the most frequent traffic citation issued in 2009, and accounted for 56.8% of all tickets issued. The next largest violation was for illegal operator, which accounted for 10.1% of all violations. Citations for combined illegal operation (e.g. inspection, registration, insurance, equipment) accounted for an additional 18.5% of citations issued. Relatively few citations (5.6%) were for other moving violations, as has been the case in previous years.

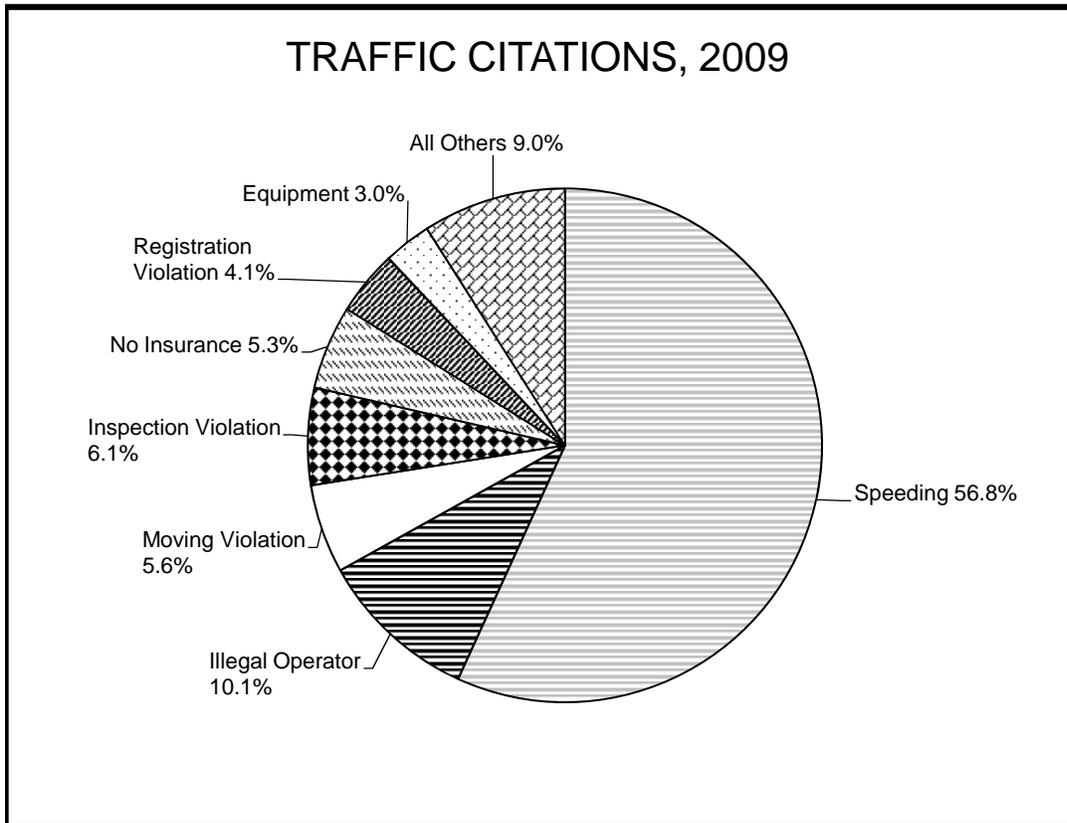


TABLE 5.9: TRAFFIC CITATIONS BY COUNTY, 2009

County	TRAFFIC CITATION										Rate per Million VMT
	Speeding	Illegal Operator	Moving Violation	Inspection Violation	Registration Violation	No Insurance	Equipment Violation	All Others	Total		
Addison	4,215	323	176	447	152	142	87	311	5,853	14.0	
Bennington	4,230	627	278	567	234	341	138	345	6,760	17.2	
Caledonia	1,303	299	117	187	125	179	85	221	2,516	6.4	
Chittenden	5,930	1,922	1,050	1,081	794	826	415	1,571	13,589	9.3	
Essex	338	49	38	34	28	34	36	56	613	9.2	
Franklin	1,450	724	269	242	243	380	225	538	4,071	8.6	
Grand Isle	428	100	45	28	36	38	29	57	761	9.2	
Lamoille	1,124	336	176	307	189	159	48	215	2,554	9.8	
Orange	2,060	230	155	127	121	154	81	158	3,086	7.4	
Orleans	1,268	364	163	81	122	162	90	157	2,407	8.2	
Rutland	5,322	982	822	718	353	752	599	1,018	10,566	16.6	
Washington	3,152	654	325	383	302	398	122	611	5,947	9.0	
Windham	5,677	618	402	233	240	263	257	367	8,057	12.6	
Windsor	8,436	741	402	397	276	350	165	802	11,569	12.1	
TOTAL	44,933	7,969	4,418	4,832	3,215	4,178	2,377	6,427	78,349	11.0	

Note: 833 cases for which the county was unknown were omitted.

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Citations issued in Chittenden County comprised 17.3 percent of the statewide total, about the same proportion as in previous years. However, Bennington (17.2), Rutland (16.6), and Addison (14.0) experienced the highest number of citations issued per million vehicle miles traveled compared to Chittenden (9.3) and the statewide average of 11.0.

TRAFFIC CITATIONS BY COUNTY VMT RATE, 2009

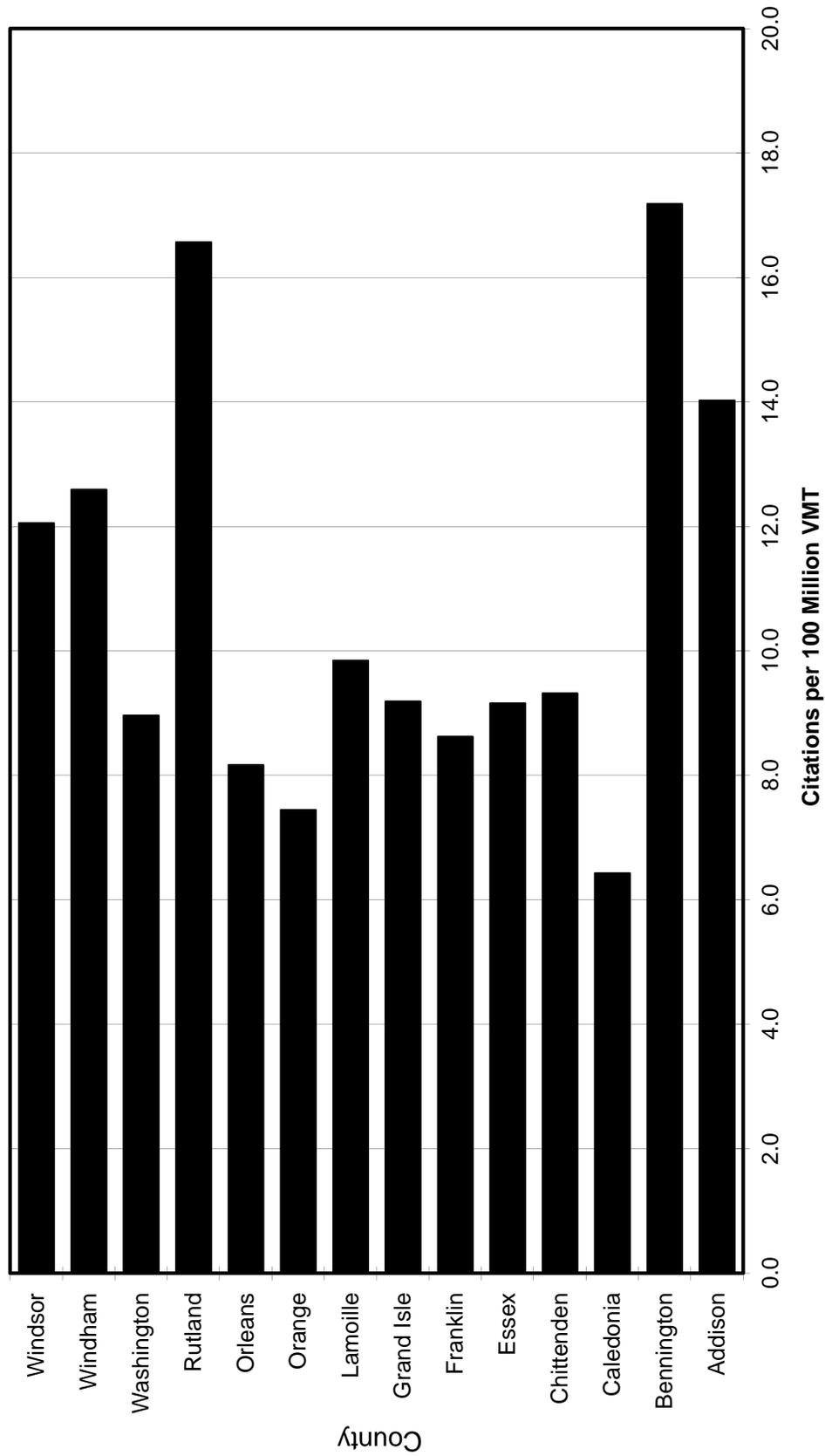


TABLE 5.10: SPEEDING CITATIONS: MPH OVER POSTED SPEED LIMIT BY HIGHWAY TYPE, 2009

MPH Over Limit	HIGHWAY TYPE				Total
	INTERSTATE		NON-INTERSTATE		
	N	%	N	%	
1 - 5	29	11.8%	217	88.2%	246
6 - 10	435	10.7%	3,648	89.3%	4,083
11 - 15	1,947	15.3%	10,761	84.7%	12,708
16 - 20	3,288	19.5%	13,563	80.5%	16,851
21 - 25	1,321	25.9%	3,782	74.1%	5,103
26 - 30	361	28.9%	889	71.1%	1,250
31 +	179	31.0%	399	69.0%	578
Unknown	380	9.1%	3,797	90.9%	4,177
Total	7,940	17.6%	37,056	82.4%	44,996

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More than 8 out of 10 speeding citations (82.4%) were issued on non-interstate roadways in 2009, about the same as in 2008 (82.1%). The majority of speeding citations issued (65.7%) were for exceeding the posted speed limit by 11-20 miles per hour, while 15.4% were for speeds in excess of 20 miles per hour over the posted speed limit.

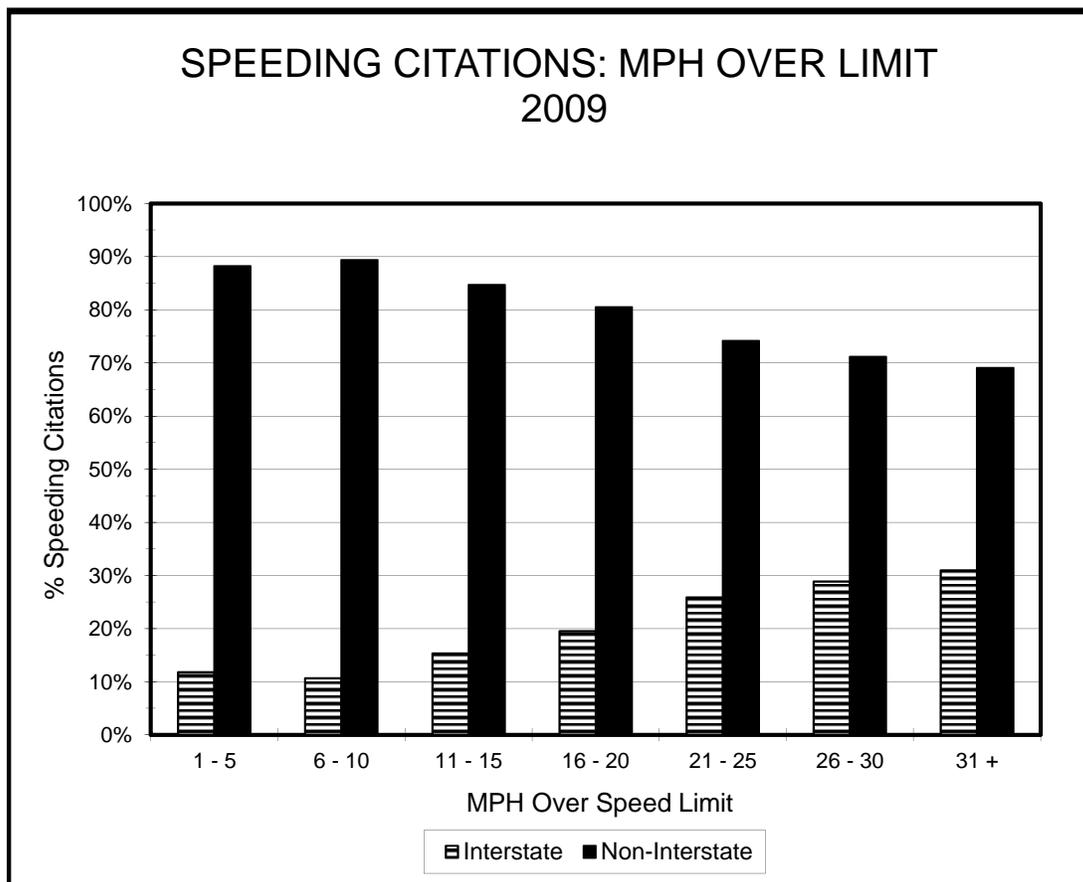


TABLE 5.11: SPEEDING CITATIONS BY POSTED SPEED LIMIT, 2009

Posted Speed Limit	Speeding Citations	
	Number	Percent
< 25 mph	37	0.1%
25 mph	5,975	13.3%
30 mph	4,086	9.1%
35 mph	6,417	14.3%
40 mph	6,120	13.6%
45 mph	895	2.0%
50 mph	6,947	15.4%
55 mph	3,259	7.2%
65 mph	7,120	15.8%
Unknown	4,140	9.2%
Total	44,996	100%

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More than half of the speeding citations issued in 2009 (52.3%) were on roadways with a posted speed limit of 45 miles per hour or less, slightly less than in 2008.

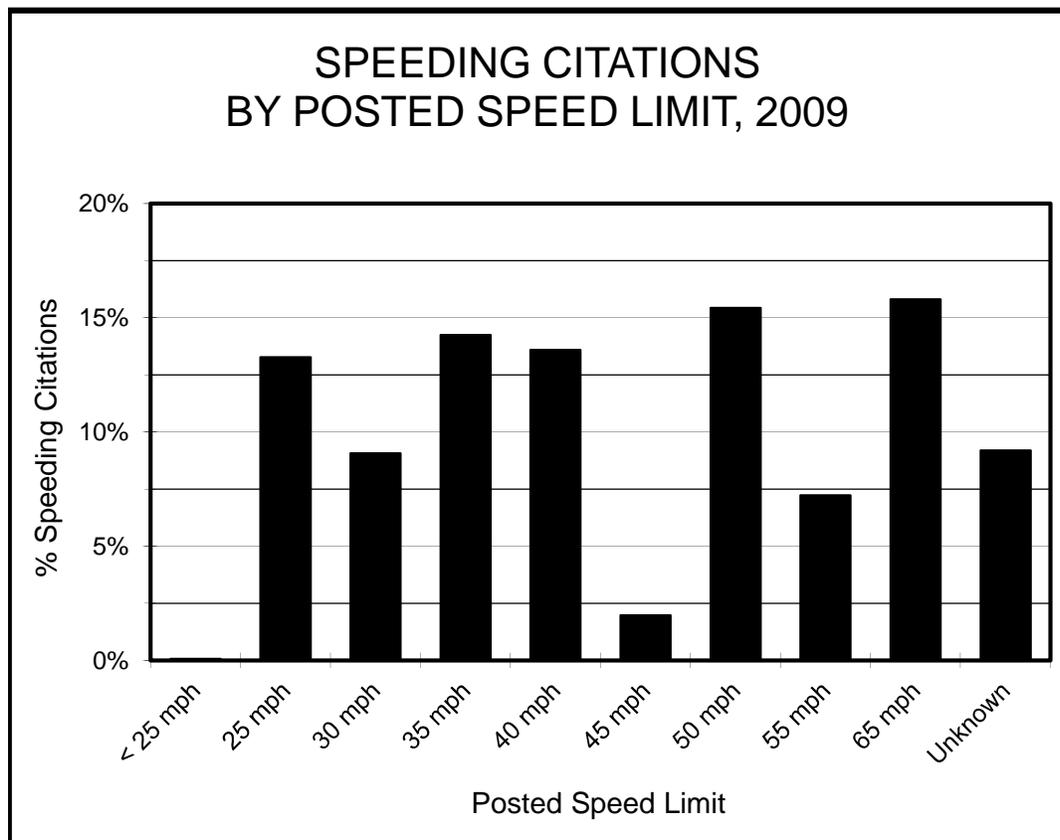


TABLE 5.12: SPEED CITATION RATES PER LICENSED DRIVERS BY AGE GROUP, 2009

Age Group	Speed Citations	Licensed Drivers	Rate per 1,000 Licensed Drivers
15 years	8	4,280	1.9
16 years	350	6,161	56.8
17 years	935	7,081	132.0
18-20 years	4,441	25,167	176.5
21-24 years	5,216	35,656	146.3
25-34 years	9,218	82,512	111.7
35-44 years	8,490	83,770	101.3
45-54 years	8,501	104,785	81.1
55+ years	7,668	177,297	43.2
TOTAL	44,827	526,709	85.1

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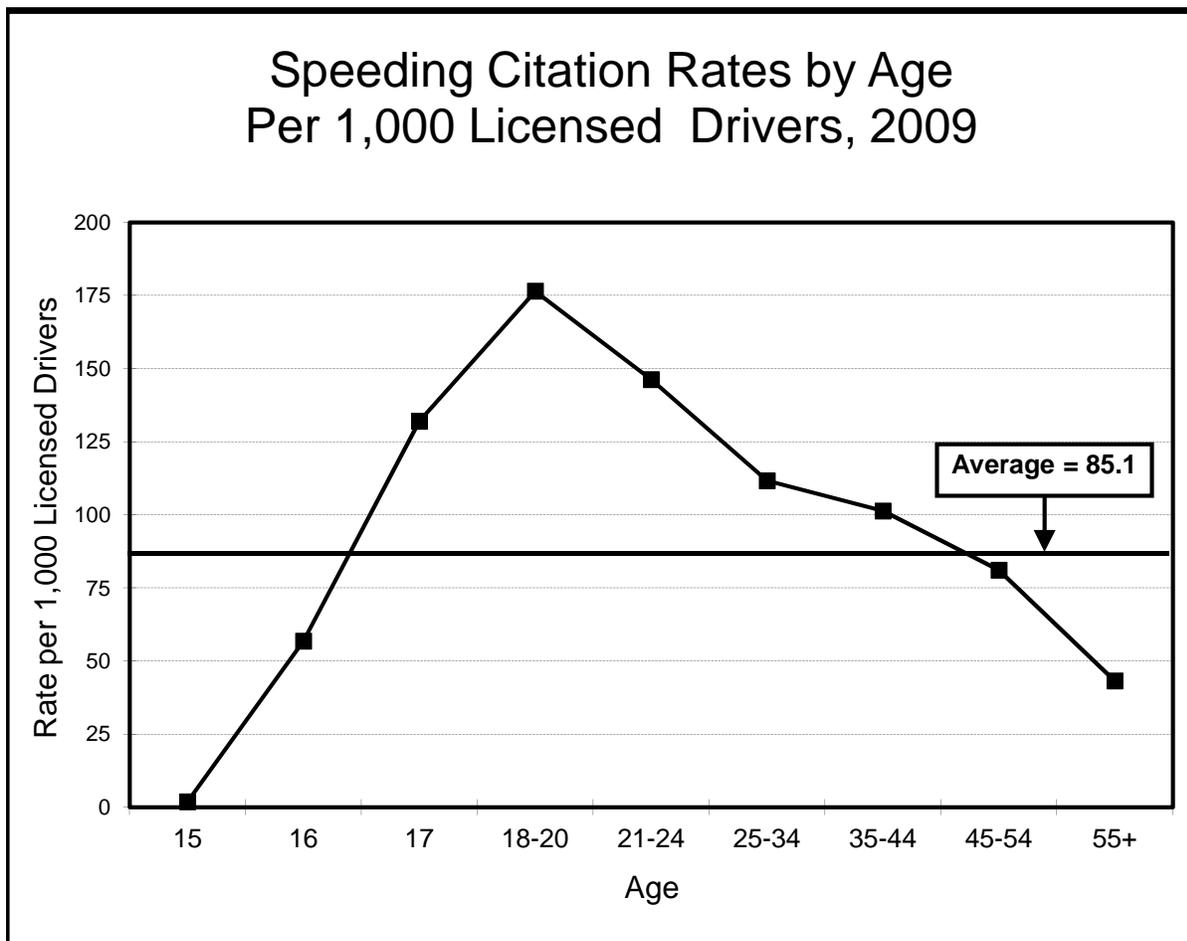


TABLE 5.13: NUMBER OF CITATIONS BY MONTH ISSUED, 2009

<u>Month Issued</u>	<u>Citations</u>	
	<u>Number</u>	<u>Percent</u>
January	7,591	9.6%
February	8,970	11.3%
March	10,306	13.0%
April	8,101	10.2%
May	7,710	9.7%
June	4,557	5.8%
July	4,324	5.5%
August	3,151	4.0%
September	3,862	4.9%
October	5,216	6.6%
November	8,500	10.7%
December	6,894	8.7%
Total	79,182	100%

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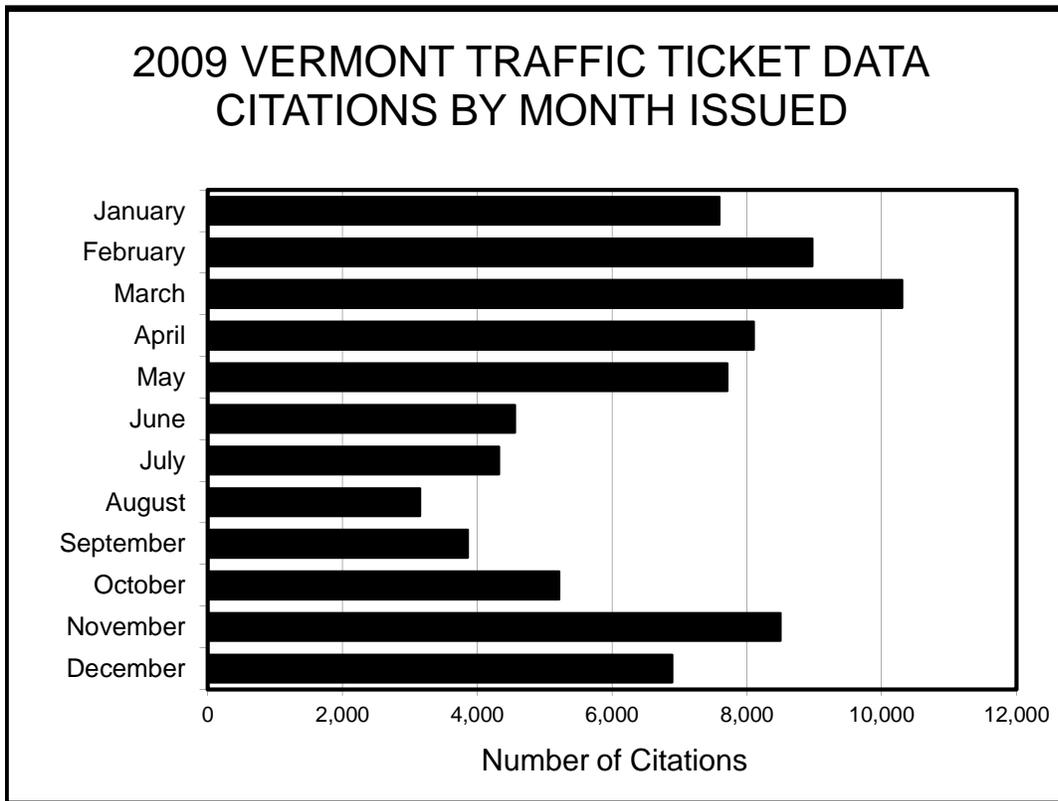


TABLE 5.14: TRAFFIC CITATIONS BY TIME OF DAY, 2009

Time of Day	Citations	
	Number	Percent
Early Morning (2am-6am)	1,830	2.3%
Morning (6am-10am)	13,798	17.4%
Midday (10am-2pm)	18,279	23.1%
Afternoon (2pm-6pm)	18,970	24.0%
Evening (6pm-10pm)	12,320	15.6%
Night (10pm-2am)	7,096	9.0%
Unknown	6,889	8.7%
Total	79,182	100%

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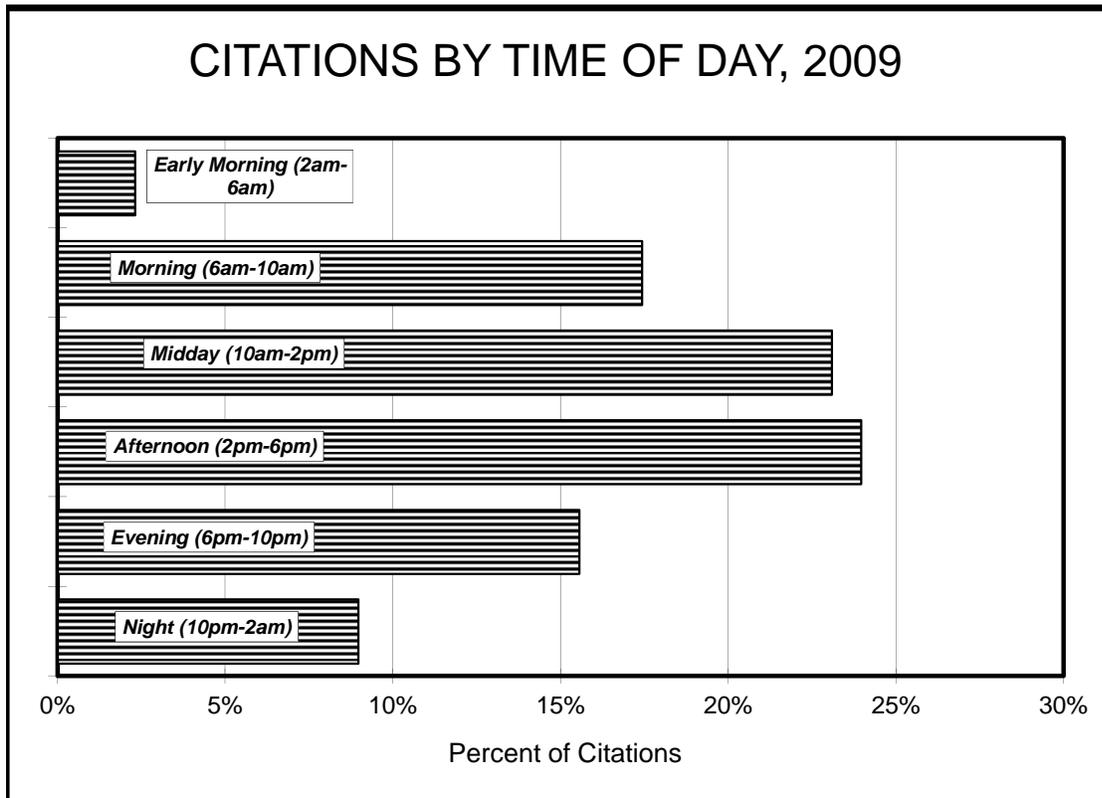


TABLE 5.15: POLICE AGENCIES ISSUING CITATIONS, 2009

<u>Police Agency</u>	<u>Citations Issued</u>	
	<u>Number</u>	<u>Percent</u>
Local P.D.	28,928	36.6%
State Police	26,530	33.5%
Sheriff	17,063	21.6%
Constable	3,057	3.9%
Other	3,523	4.5%
Total	79,101	100%

81 cases with unknown police agency were omitted.

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Local police, sheriffs and constables accounted for 62.0% of the citations issued in 2009. The proportion of citations issued by the State Police increased by 2.1% in 2009 from 2008 levels, and that agency accounted for slightly more than 3 in 10 tickets written.

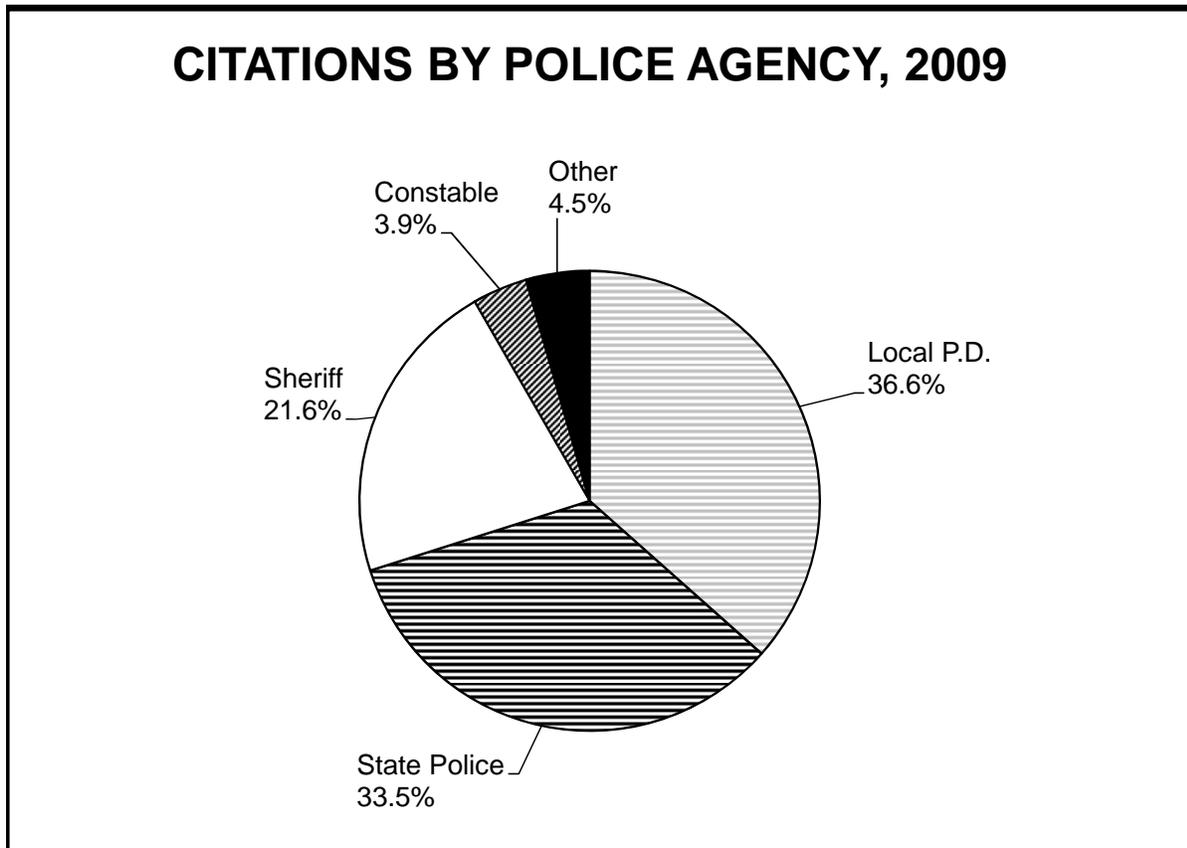


TABLE 5.16: TRAFFIC CITATIONS BY LICENSE STATE OF OPERATOR, 2009

License State	Citations	
	Number	Percent
Vermont	51,067	64.5%
New Hampshire	3,445	4.4%
Massachusetts	4,625	5.8%
Other New England	4,835	6.1%
New York	5,862	7.4%
Other U.S.	5,542	7.0%
Unknown	2,787	3.5%
Quebec	664	0.8%
Other Foreign	355	0.4%
Total	79,182	100%

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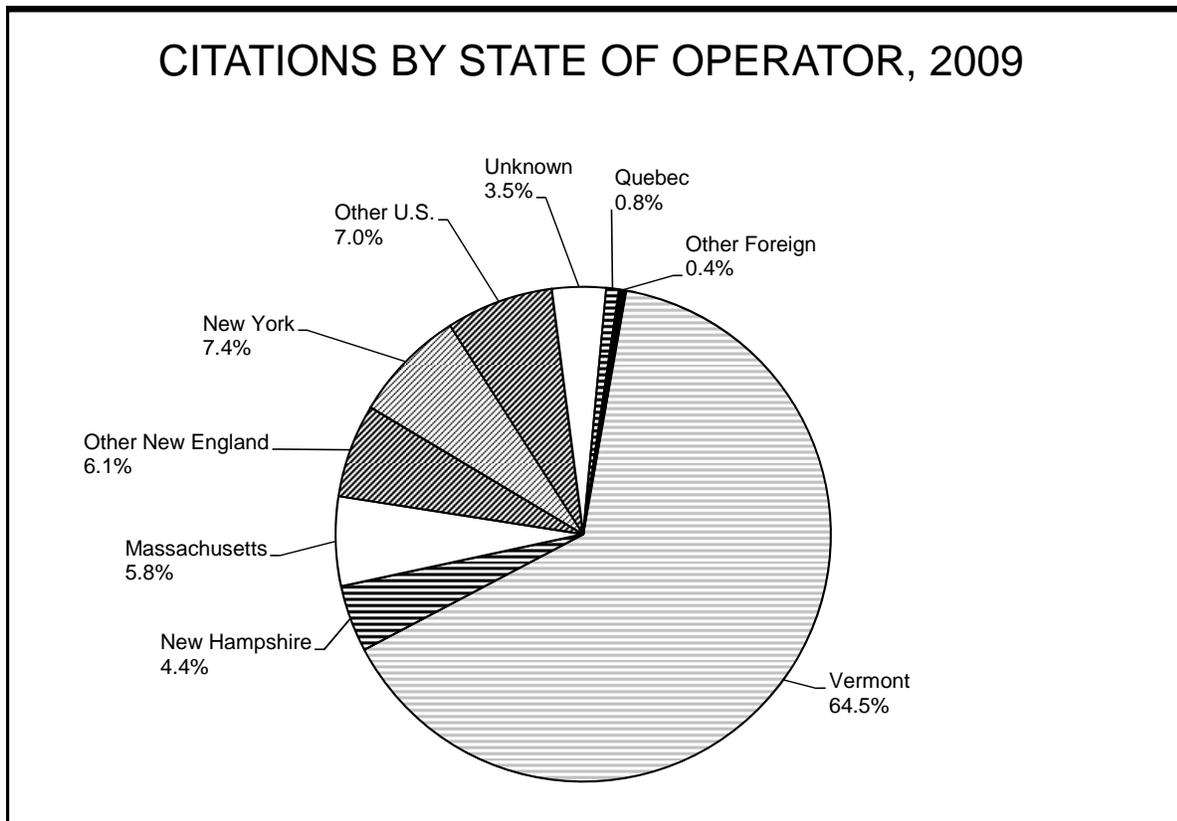


TABLE 5.17: FREQUENCY OF CITATIONS ISSUED TO VERMONT-LICENSED DRIVERS, 2009

Number of Citations	Persons with VT Licenses	
	Number	Percent
1	28,404	79.2%
2	4,960	13.8%
3+	2,505	7.0%
Total	35,869	100%

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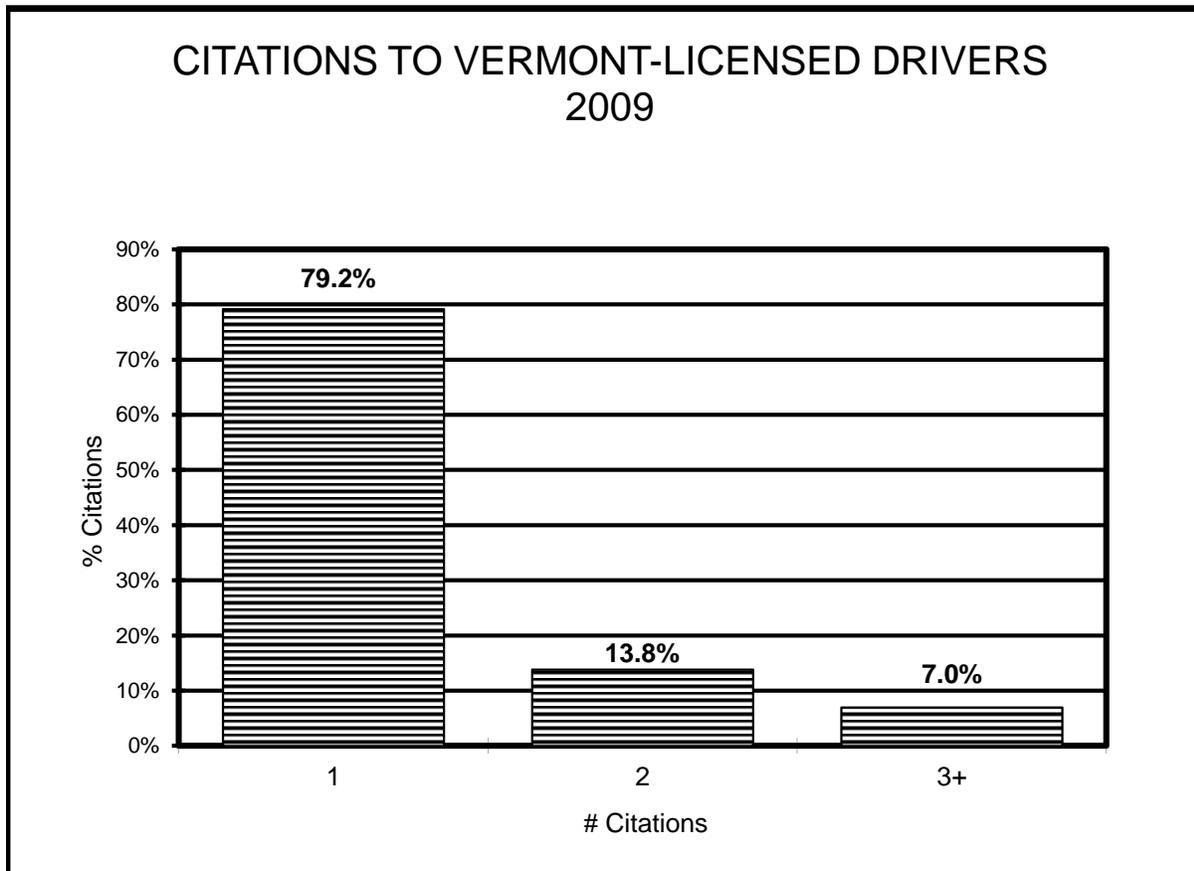


TABLE 5.18: AGE AND SEX OF PERSONS CITED, 2009

Age Group	Number of Citations	Percent	Percent Male	Percent Female
15	50	0.1%	68.0%	32.0%
16	712	0.9%	68.8%	31.2%
17	1,697	2.2%	66.5%	33.5%
18 - 20	8,697	11.4%	68.5%	31.5%
21 - 24	10,576	13.9%	65.7%	34.3%
25 - 29	9,890	13.0%	65.1%	34.9%
30 - 34	7,614	10.0%	67.2%	32.8%
35 - 39	6,823	9.0%	64.7%	35.3%
40 - 44	7,061	9.3%	65.9%	34.1%
45 - 49	6,810	9.0%	66.7%	33.3%
50 - 54	5,823	7.7%	66.2%	33.8%
55 - 59	4,202	5.5%	66.2%	33.8%
60 - 64	2,796	3.7%	67.6%	32.4%
65 - 69	1,671	2.2%	69.2%	30.8%
70 - 74	805	1.1%	71.4%	28.6%
75 +	775	1.0%	67.6%	32.4%
Total	76,002	100.0%	66.4%	33.6%

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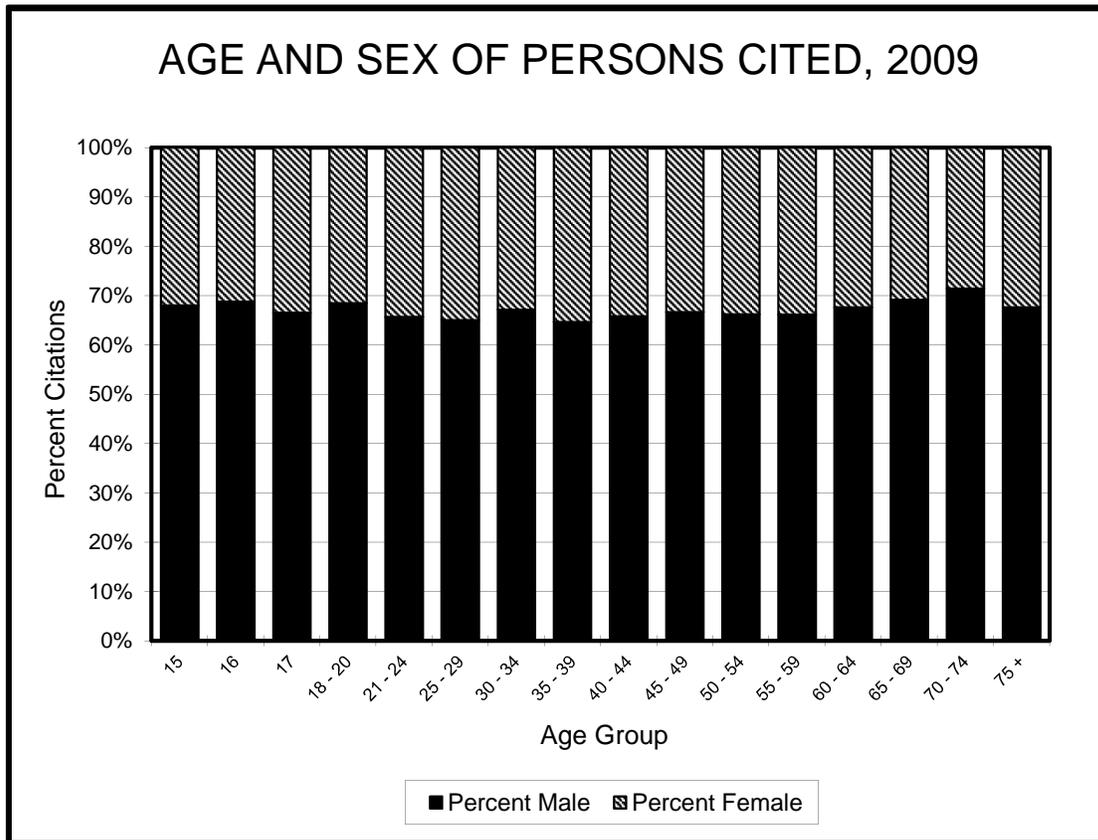


TABLE 5.19: AGE GROUP BY TRAFFIC CITATION TYPE, 2009

Age Group	Traffic Citation							
	Speeding %	Illegal Operator %	Moving Violation %	Inspection Violation %	Registration Violation %	No Insurance %	Equipment %	All Others %
15	0.0%	0.2%	0.1%	0.0%	0.1%	0.1%	0.1%	0.2%
16	0.8%	0.7%	1.7%	0.5%	0.7%	0.6%	1.4%	2.6%
17	2.1%	1.7%	3.3%	1.4%	1.5%	1.9%	3.5%	4.1%
18 - 20	9.9%	14.5%	12.7%	8.0%	12.5%	15.0%	15.4%	17.1%
21 - 24	11.6%	20.0%	14.7%	15.9%	18.6%	19.8%	15.6%	14.2%
25 - 29	11.3%	17.9%	11.8%	15.0%	18.4%	18.3%	12.2%	13.0%
30 - 34	9.3%	12.6%	8.8%	12.0%	12.6%	11.9%	9.4%	8.7%
35 - 39	8.9%	9.4%	8.2%	10.5%	10.1%	8.5%	8.9%	7.5%
40 - 44	10.0%	7.8%	8.0%	9.4%	8.8%	8.1%	8.0%	8.3%
45 - 49	10.0%	6.5%	8.6%	9.3%	6.5%	6.4%	8.8%	7.5%
50 - 54	9.0%	4.5%	7.1%	6.7%	5.0%	4.7%	7.0%	6.3%
55 - 59	6.8%	2.2%	5.9%	5.4%	2.8%	2.4%	4.3%	4.1%
60 - 64	4.8%	1.1%	3.2%	3.0%	1.3%	1.2%	2.5%	2.7%
65 - 69	2.9%	0.4%	2.7%	1.4%	0.6%	0.3%	1.6%	1.5%
70 - 74	1.3%	0.1%	1.5%	0.9%	0.2%	0.3%	1.0%	1.1%
75 +	1.3%	0.3%	1.7%	0.6%	0.4%	0.3%	0.4%	0.9%
Total	100%	100%	100%	100%	100%	100%	100%	100%
N	44,827	7,778	4,406	4,694	3,060	4,160	1,668	5,703

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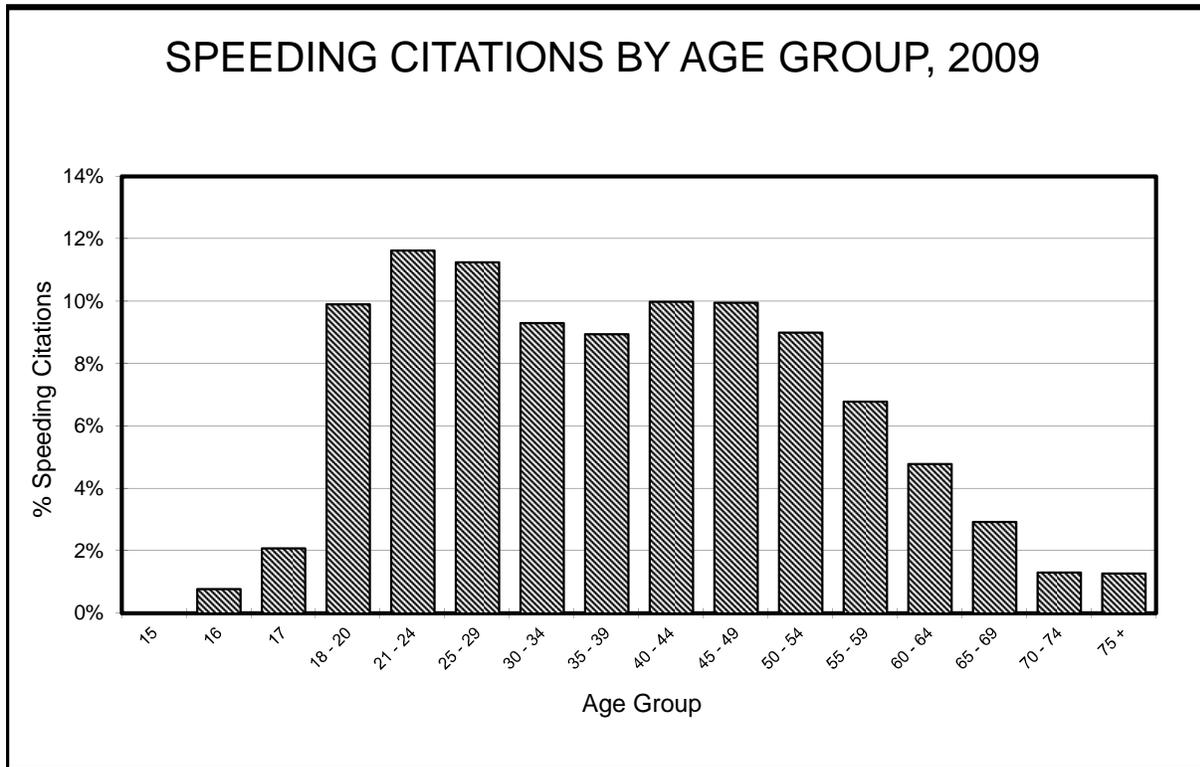


TABLE 5.20: TRAFFIC CITATIONS BY SEX AND COMMERCIAL STATUS, 2009

Traffic Citation	MALE		FEMALE		COMMERCIAL		TOTAL
	Number	Percent	Number	Percent	Number	Percent	N
Speeding	29,134	64.9%	15,718	35.0%	5	0.0%	44,857
Illegal Operator	5,325	67.0%	2,448	30.8%	176	2.2%	7,949
Moving Violation	2,966	67.4%	1,430	32.5%	3	0.1%	4,399
Inspection Violation	3,063	63.6%	1,615	33.5%	136	2.8%	4,814
Registration Violation	2,133	66.5%	925	28.8%	150	4.7%	3,208
No Insurance	2,734	65.5%	1,426	34.2%	13	0.3%	4,173
Equipment	1,260	53.2%	406	17.1%	704	29.7%	2,370
All Others	4,366	63.1%	1,810	26.1%	747	10.8%	6,923
Total	50,981	64.8%	25,778	32.8%	1,934	2.5%	78,693

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

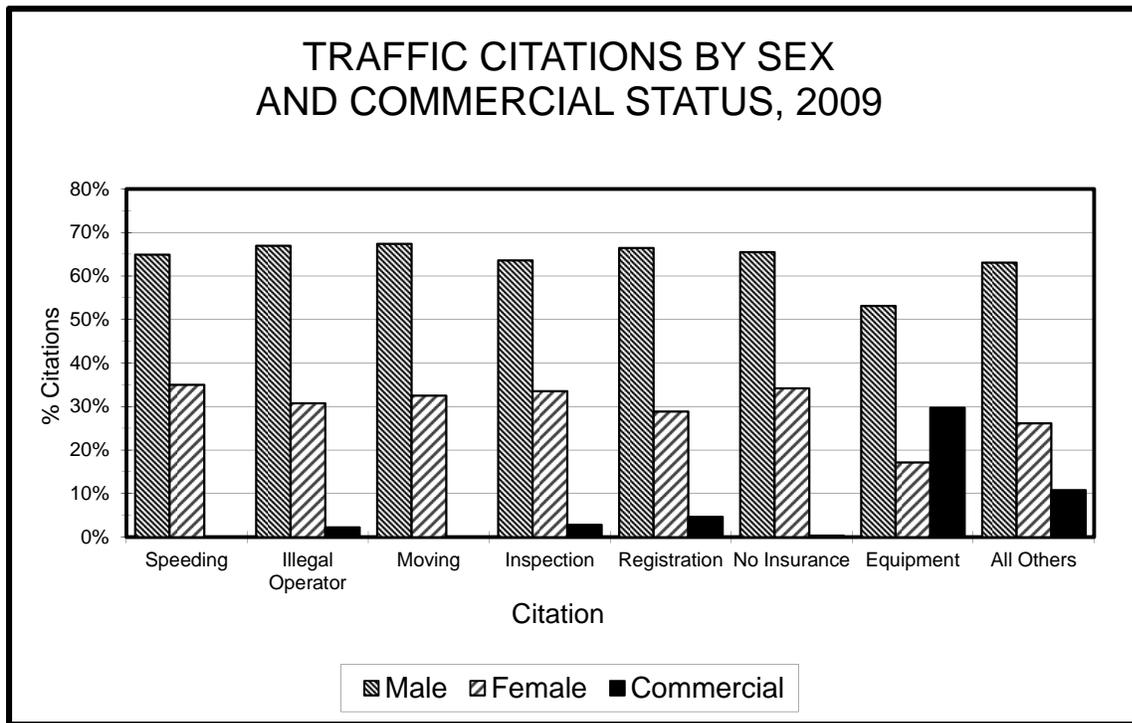


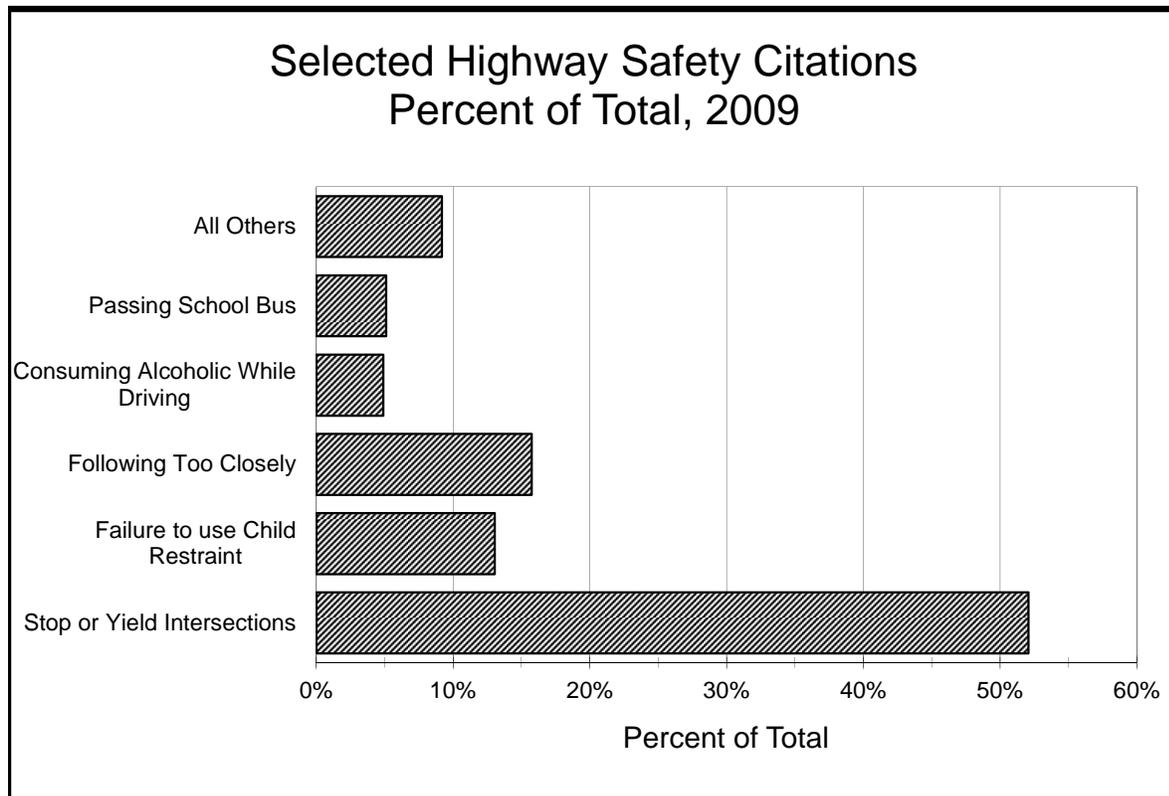
TABLE 5.21: SELECTED HIGHWAY SAFETY CITATIONS BY AGE GROUP, 2009

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	0	14	37	126	140	114	70	82	92	81	88	64	45	44	10	22	1,029
Failure to use Child Restraint System	0	0	2	11	30	38	47	35	29	30	9	14	4	5	1	0	255
Following Too Closely	0	8	11	44	61	43	26	23	22	24	19	15	5	2	3	3	309
Consuming Alcoholic Beverage While Driving	0	0	1	5	16	14	8	13	10	13	8	4	3	1	0	0	96
Passing School Bus	0	0	3	6	9	12	10	10	11	13	11	6	3	2	2	2	100
Motorcycles: Headgear or Face Protection	1	0	0	2	3	1	2	1	0	3	3	0	0	0	0	0	16
Emerging From Driveway/Entering From Private Road	0	1	5	6	10	7	5	8	4	6	4	5	2	3	4	4	74
Passengers in Front Seat (more than 3)	0	1	0	2	2	0	1	0	0	0	0	0	0	0	0	0	6
Pedestrian's Right of Way in Crosswalk	0	0	1	3	4	6	2	5	2	3	1	3	2	2	1	1	36
Parking in Handicapped Space	0	0	0	4	0	0	2	1	0	0	3	0	0	0	1	2	13
Hitchhiking	0	0	0	0	1	3	0	0	0	0	0	0	0	0	1	0	5
Drivers Exercise due Care: Pedestrians	0	0	1	3	3	1	0	1	1	0	0	0	1	0	0	1	12
Pedestrians on Roadway	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Equipment on Bicycle (Required)	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Crossing Except at Crosswalks	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	0	3
Pedestrian Control Signals	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
Operating Television Set Installed	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Opening / Closing Vehicle Doors	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	1	25	61	218	282	240	173	180	171	173	146	111	67	59	23	35	1,965

TABLE 5.22: SELECTED HIGHWAY SAFETY CITATIONS BY SEX, 2009

Citation	Male		Female		Total
	N	%	N	%	
Stop or Yield Intersections	652	63.8%	370	36.2%	1,022
Failure to use Child Restraint System	118	46.1%	138	53.9%	256
Following Too Closely	202	65.4%	107	34.6%	309
Consuming Alcoholic Beverage While Driving	88	91.7%	8	8.3%	96
Passing School Bus	60	60.0%	40	40.0%	100
Motorcycles: Headgear or Face Protection	18	100.0%	0	0.0%	18
Emerging From Driveway/Entering From Private Road	50	67.6%	24	32.4%	74
Passengers in Front Seat (more than 3)	6	100.0%	0	0.0%	6
Pedestrian's Right of Way in Crosswalk	23	63.9%	13	36.1%	36
Parking in Handicapped Space	7	53.8%	6	46.2%	13
Hitchhiking	5	100.0%	0	0.0%	5
Drivers Exercise due Care: Pedestrians	7	58.3%	5	41.7%	12
Pedestrians on Roadway	3	60.0%	2	40.0%	5
Equipment on Bicycle (Required)	3	100.0%	0	0.0%	3
Pedestrian Control Signals	1	100.0%	0	0.0%	1
Crossing Except at Crosswalks	1	33.3%	2	66.7%	3
Operating Television Set Installed	1	100.0%	0	0.0%	1
Opening / Closing Vehicle Doors	2	66.7%	1	33.3%	3
Total	1,247	63.5%	716	36.5%	1,963

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**TABLE 5.23: CITATIONS FOR FAILURE TO USE CHILD RESTRAINT
BY COUNTY, 1999-2009 ***

County	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Total
Addison	11	13	31	21	22	43	39	20	10	20	6	236
Bennington	16	61	53	73	37	59	77	83	133	51	18	661
Caledonia	44	31	82	46	41	73	29	14	12	22	10	404
Chittenden	113	124	150	193	307	232	156	144	132	101	54	1,706
Essex	7	9	12	3	17	38	25	11	5	4	2	133
Franklin	45	53	68	32	68	65	38	53	53	40	25	540
Grand Isle	2	9	24	75	38	48	23	19	12	15	7	272
Lamoille	13	19	21	23	29	17	7	13	6	12	11	171
Orange	8	7	14	9	15	33	18	21	22	7	5	159
Orleans	28	36	58	70	43	87	51	28	21	37	24	483
Rutland	49	57	61	99	161	229	215	148	113	96	36	1,264
Washington	50	62	51	30	51	80	47	32	34	29	26	492
Windham	36	51	40	52	51	84	56	56	43	47	20	536
Windsor	35	75	67	89	55	62	46	51	43	40	14	577
Total	457	607	732	815	935	1,150	827	693	639	521	258	7,634

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

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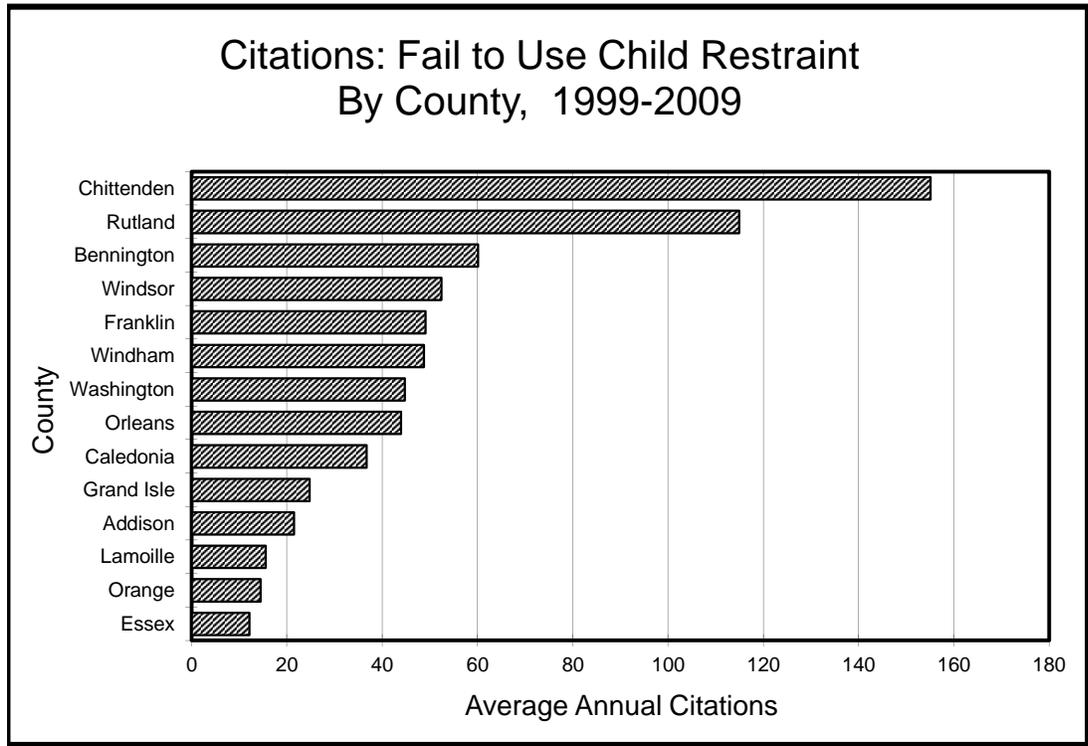
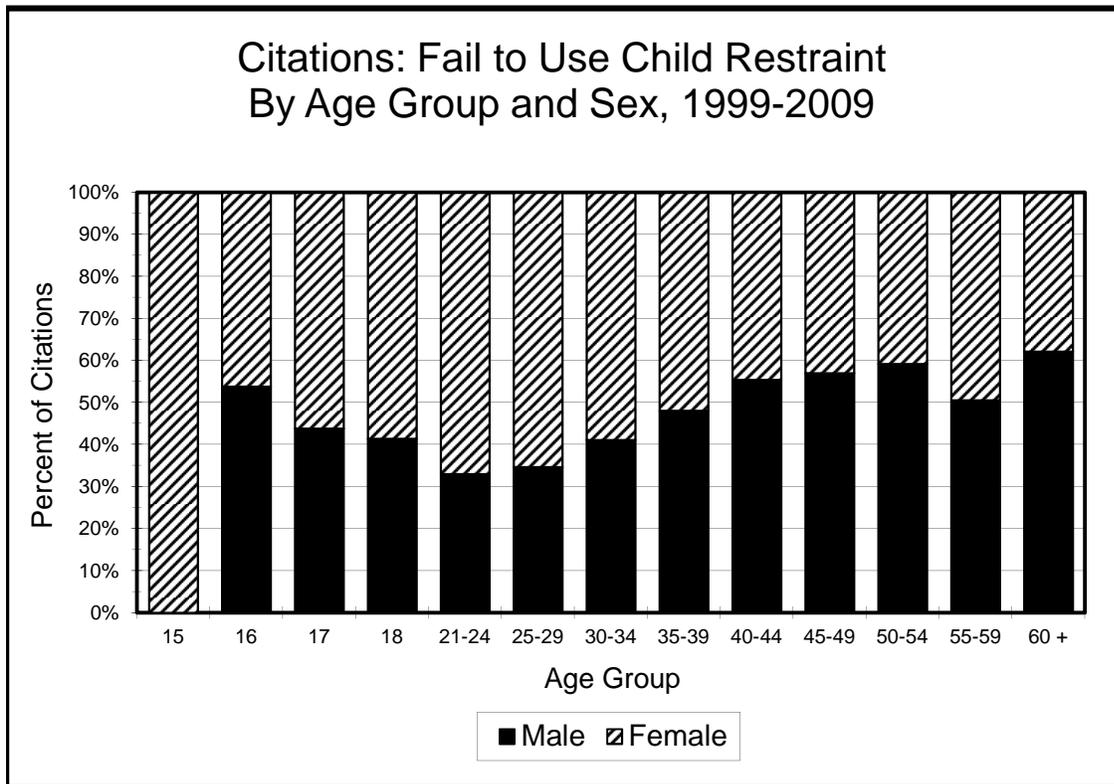


TABLE 5.24: CITATIONS FOR FAILURE TO USE CHILD RESTRAINT SYSTEM BY AGE GROUP AND SEX 1999-2009

Age Group	Male		Female		Total
	N	%	N	%	N
15 years	0	0.0%	4	100.0%	4
16 years	21	53.8%	18	46.2%	39
17 years	32	43.8%	41	56.2%	73
18 to 20 years	119	41.5%	168	58.5%	287
21 to 24 years	233	33.0%	473	67.0%	706
25 to 29 years	433	34.7%	815	65.3%	1,248
30 to 34 years	580	41.1%	831	58.9%	1,411
35 to 39 years	623	48.1%	672	51.9%	1,295
40 to 44 years	630	55.5%	506	44.5%	1,136
45 to 49 years	382	57.0%	288	43.0%	670
50 to 54 years	177	59.2%	122	40.8%	299
55 to 59 years	89	50.6%	87	49.4%	176
60 years & older	158	62.2%	96	37.8%	254
Total	3,477	45.8%	4,121	54.2%	7,598

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**TABLE 5.25: CITATIONS FOR FAILURE TO USE CHILD RESTRAINT SYSTEM
BY POLICE AGENCY 1999 - 2009 ***

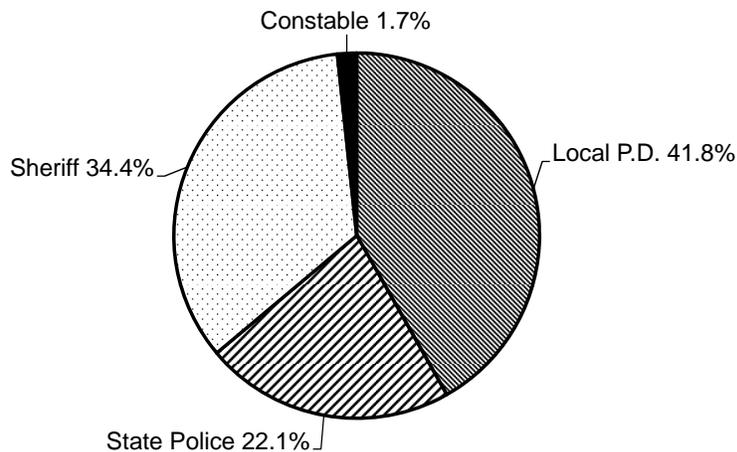
	Police Agency									
	Local P.D.		State Police		Sheriff		Constable		Total	
	N	%	N	%	N	%	N	%	N	%
1999	264	57.8%	99	21.7%	82	17.9%	12	2.6%	457	100.0%
2000	285	47.3%	131	21.7%	177	29.4%	10	1.7%	603	100.0%
2001	302	41.8%	148	20.5%	252	34.9%	20	2.8%	722	100.0%
2002	216	26.7%	160	19.8%	425	52.5%	9	1.1%	810	100.0%
2003	267	28.8%	192	20.7%	461	49.7%	7	0.8%	927	100.0%
2004	474	41.8%	259	22.8%	380	33.5%	22	1.9%	1,135	100.0%
2005	372	45.9%	188	23.2%	242	29.9%	8	1.0%	810	100.0%
2006	300	45.0%	179	26.8%	173	25.9%	15	2.2%	667	100.0%
2007	303	48.6%	125	20.0%	186	29.8%	10	1.6%	624	100.0%
2008	242	47.8%	115	22.7%	143	28.3%	6	1.2%	506	100.0%
2009	119	46.7%	63	24.7%	66	25.9%	7	2.7%	255	100.0%
Total	3,144	41.8%	1,659	22.1%	2,587	34.4%	126	1.7%	7,516	100.0%

Note: 127 Cases with police agency "other" and 1 with unknown police agency 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.

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**Citations: Fail to Use Child Restraint
Citations by Police Agency, 1999-2009**

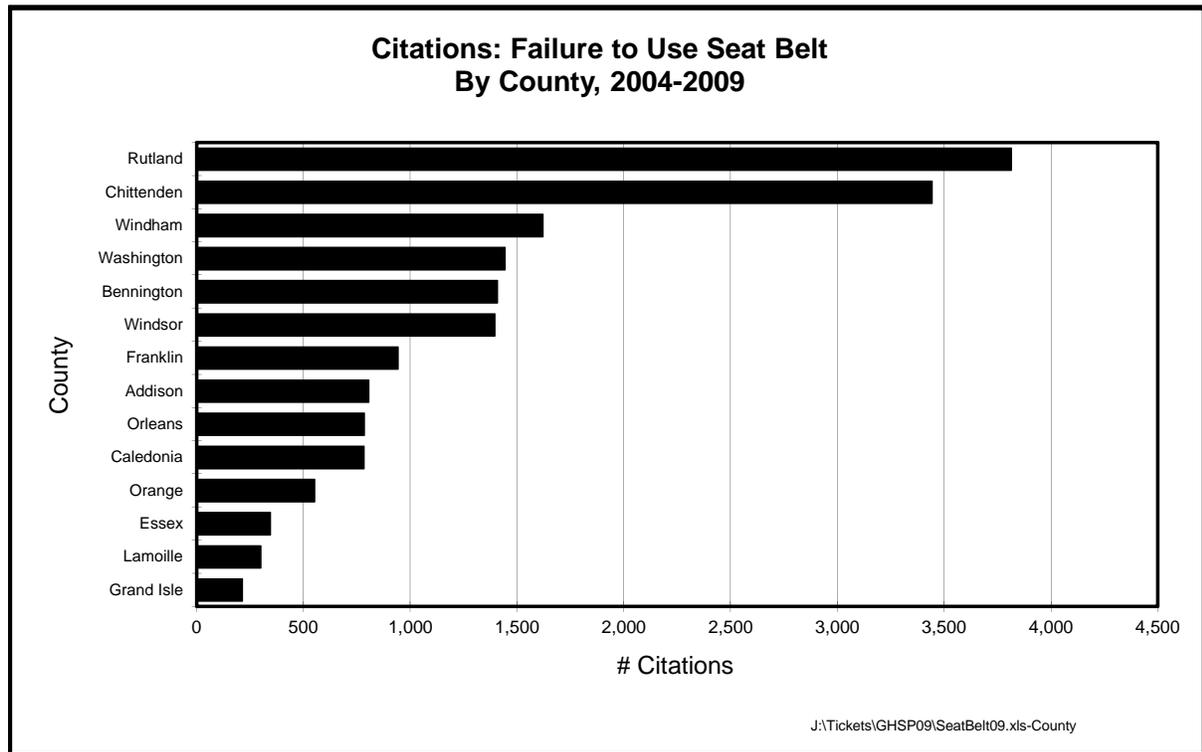


**TABLE 5.26: CITATIONS FOR FAILURE TO USE SEAT BELT
BY COUNTY, 2004-2009 ***

County	# Citations												Total	
	2004		2005		2006		2007		2008		2009			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Addison	176	4.1%	180	4.7%	133	4.1%	113	4.1%	121	5.2%	81	5.7%	804	4.5%
Bennington	250	5.9%	257	6.7%	314	9.7%	294	10.6%	225	9.7%	66	4.6%	1,406	7.9%
Caledonia	207	4.9%	126	3.3%	155	4.8%	129	4.7%	110	4.8%	55	3.9%	782	4.4%
Chittenden	811	19.0%	782	20.4%	638	19.8%	562	20.3%	388	16.8%	261	18.3%	3,442	19.3%
Essex	108	2.5%	61	1.6%	70	2.2%	62	2.2%	26	1.1%	16	1.1%	343	1.9%
Franklin	210	4.9%	166	4.3%	169	5.2%	133	4.8%	197	8.5%	66	4.6%	941	5.3%
Grand Isle	74	1.7%	37	1.0%	44	1.4%	24	0.9%	23	1.0%	10	0.7%	212	1.2%
Lamoille	67	1.6%	49	1.3%	53	1.6%	42	1.5%	60	2.6%	28	2.0%	299	1.7%
Orange	150	3.5%	108	2.8%	106	3.3%	71	2.6%	59	2.6%	57	4.0%	551	3.1%
Orleans	181	4.2%	166	4.3%	140	4.3%	117	4.2%	128	5.5%	51	3.6%	783	4.4%
Rutland	683	16.0%	1,059	27.6%	699	21.7%	594	21.4%	453	19.6%	325	22.8%	3,813	21.4%
Washington	320	7.5%	275	7.2%	242	7.5%	245	8.8%	204	8.8%	156	11.0%	1,442	8.1%
Windham	639	15.0%	243	6.3%	238	7.4%	210	7.6%	173	7.5%	116	8.2%	1,619	9.1%
Windsor	391	9.2%	326	8.5%	225	7.0%	176	6.3%	142	6.1%	135	9.5%	1,395	7.8%
Total	4,267	100%	3,835	100%	3,226	100%	2,772	100%	2,309	100%	1,423	100%	17,832	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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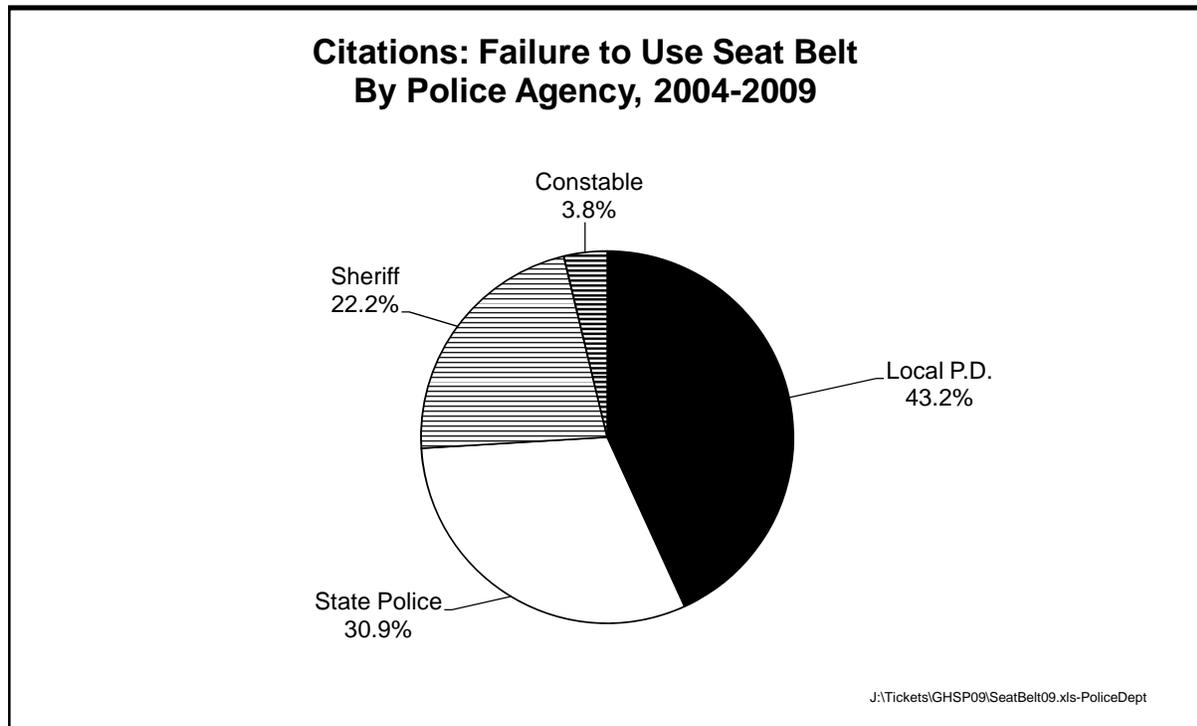


**TABLE 5.27: CITATIONS FOR FAILURE TO USE SEAT BELT
BY POLICE AGENCY, 2004-2009 ***

Police Agency	# Citations												Total	
	2004		2005		2006		2007		2008		2009			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Local P.D.	1,374	33.5%	1,800	49.3%	1,340	44.4%	1,258	47.5%	941	43.0%	620	44.8%	7,333	43.2%
State Police	1,583	38.6%	883	24.2%	1,001	33.2%	741	28.0%	650	29.7%	383	27.7%	5,241	30.9%
Sheriff	971	23.7%	810	22.2%	528	17.5%	561	21.2%	556	25.4%	343	24.8%	3,769	22.2%
Constable	172	4.2%	155	4.2%	147	4.9%	87	3.3%	39	1.8%	37	2.7%	637	3.8%
Total	4,100	100%	3,648	100%	3,016	100%	2,647	100%	2,186	100%	1,383	100%	16,980	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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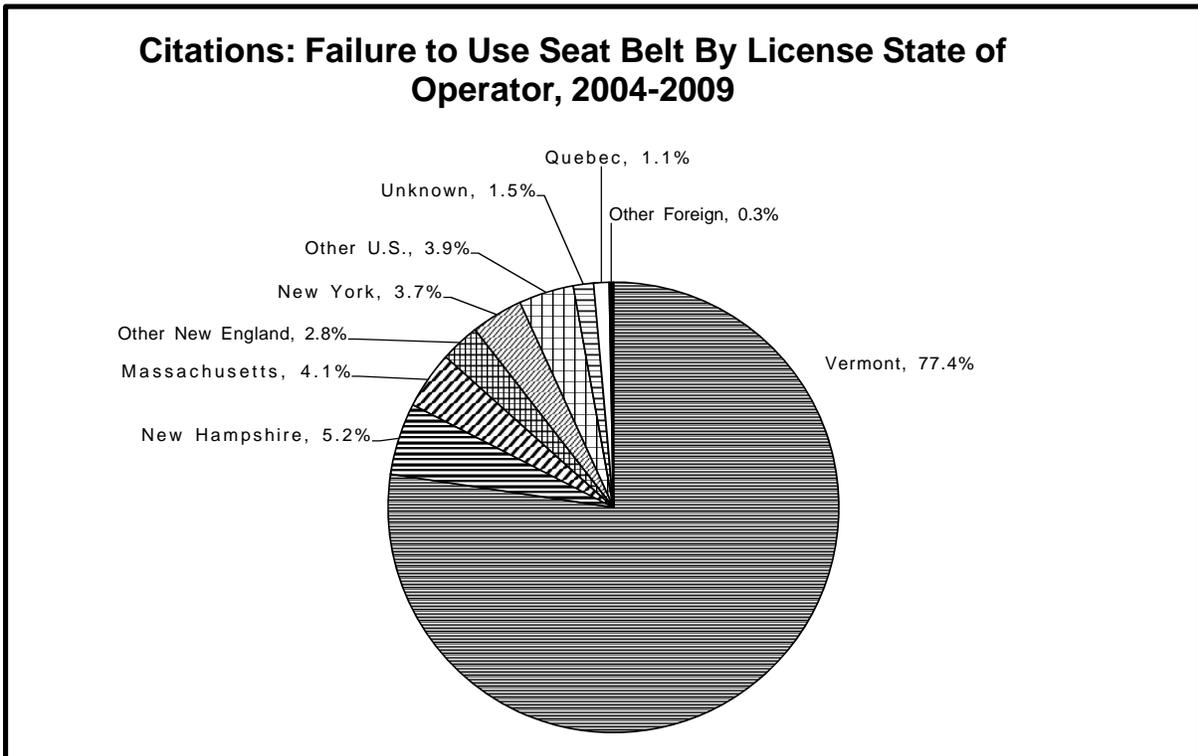


**TABLE 5.28: CITATIONS FOR FAILURE TO USE SEAT BELT
BY LICENSE STATE OF OPERATOR, 2004-2009 ***

License State	# Citations												Total	
	2004		2005		2006		2007		2008		2009			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Vermont	3,175	74.4%	3,014	78.6%	2,431	75.3%	2,189	79.0%	1,854	80.2%	1,139	79.9%	13,802	77.4%
New Hampshire	291	6.8%	148	3.9%	172	5.3%	138	5.0%	112	4.8%	63	4.4%	924	5.2%
Massachusetts	218	5.1%	149	3.9%	143	4.4%	92	3.3%	80	3.5%	52	3.6%	734	4.1%
Other New England	137	3.2%	99	2.6%	110	3.4%	74	2.7%	43	1.9%	42	2.9%	505	2.8%
New York	145	3.4%	148	3.9%	139	4.3%	104	3.8%	80	3.5%	49	3.4%	665	3.7%
Other U.S.	178	4.2%	142	3.7%	141	4.4%	96	3.5%	93	4.0%	53	3.7%	703	3.9%
Unknown	52	1.2%	68	1.8%	46	1.4%	37	1.3%	34	1.5%	23	1.6%	260	1.5%
Quebec	57	1.3%	52	1.4%	33	1.0%	38	1.4%	12	0.5%	4	0.3%	196	1.1%
Other Foreign	16	0.4%	17	0.4%	13	0.4%	4	0.1%	4	0.2%	0	0.0%	54	0.3%
Total	4,269	100%	3,837	100%	3,228	100%	2,772	100%	2,312	100%	1,425	100%	17,843	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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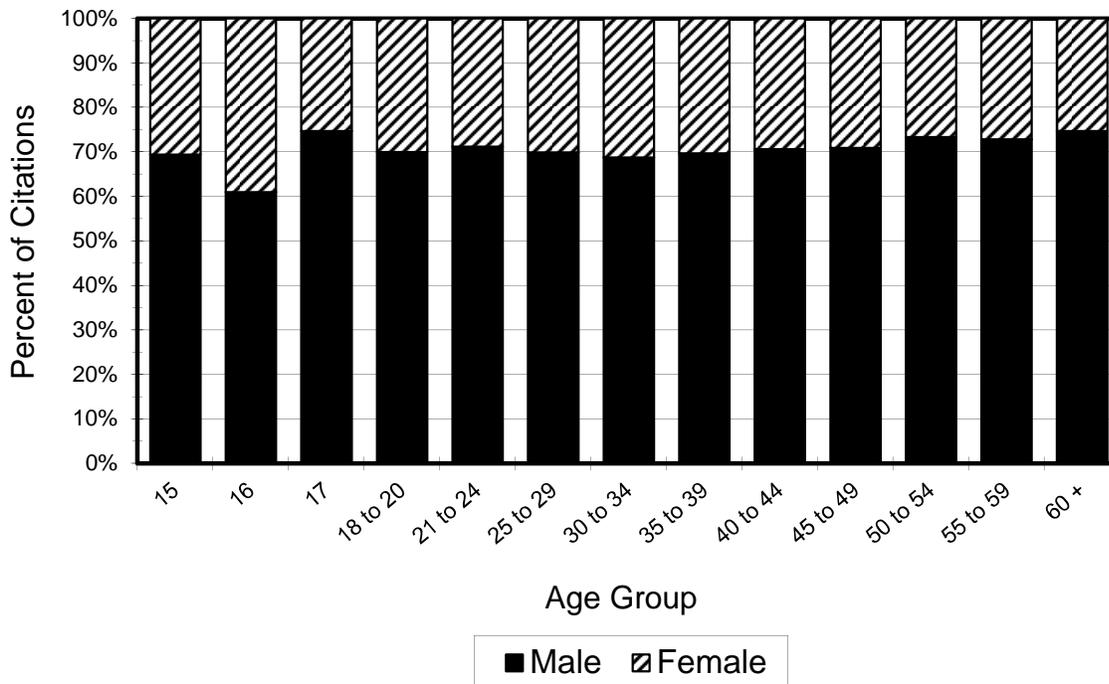
**TABLE 5.29: CITATIONS FOR FAILURE TO USE SEAT BELT
BY AGE GROUP AND SEX, 2003-2009**

Age Group	Male			Female			Total		
	N	%	Rate*	N	%	Rate*	N	%	Rate*
15 years	25	69.4%	1.56	11	30.6%	0.68	36	0.2%	1.12
16 years	169	61.0%	6.92	108	39.0%	4.53	277	1.3%	5.74
17 years	449	74.7%	16.31	152	25.3%	5.69	601	2.8%	11.08
18 to 20 years	2,254	70.0%	24.27	966	30.0%	10.96	3,220	14.8%	17.79
21 to 24 years	2,736	71.2%	20.62	1,108	28.8%	8.68	3,844	17.7%	14.77
25 to 29 years	2,209	69.9%	13.24	952	30.1%	5.84	3,161	14.5%	9.58
30 to 34 years	1,602	68.8%	9.97	727	31.2%	4.67	2,329	10.7%	7.36
35 to 39 years	1,421	69.7%	8.49	617	30.3%	3.72	2,038	9.4%	6.11
40 to 44 years	1,280	70.6%	6.99	533	29.4%	2.88	1,813	8.3%	4.93
45 to 49 years	1,083	70.9%	5.50	444	29.1%	2.24	1,527	7.0%	3.86
50 to 54 years	823	73.4%	4.34	299	26.6%	1.57	1,122	5.2%	2.95
55 to 59 years	515	72.8%	3.03	192	27.2%	1.16	707	3.2%	2.10
60 years & older	814	74.7%	1.84	276	25.3%	0.60	1,090	5.0%	1.21
Total	15,380	70.7%	7.81	6,385	29.3%	3.25	21,765	100.0%	5.53

*Rate per 1,000 licensed drivers.

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**Citations: Failure to Use Seat Belt
By Age Group and Sex, 2003-2009**



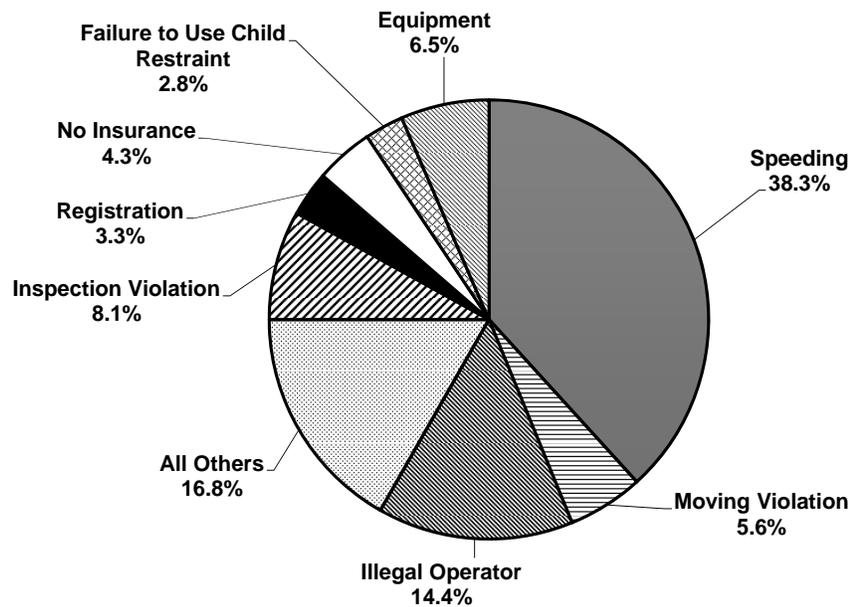
**TABLE 5.30: CITATIONS FOR FAILURE TO USE SEAT BELT
BY PRIMARY CITATION CATEGORY, 2004-2009***

Primary Citation Category	# Seat Belt Citations												Total	
	2004		2005		2006		2007		2008		2009			
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Speeding	1,892	44.3%	1,397	36.4%	1,263	39.1%	909	32.8%	807	34.9%	557	39.1%	6,825	38.3%
Moving Violation	236	5.5%	218	5.7%	179	5.5%	149	5.4%	123	5.3%	90	6.3%	995	5.6%
Illegal Operator	562	13.2%	655	17.1%	572	17.7%	399	14.4%	248	10.7%	134	9.4%	2,570	14.4%
All Others	554	13.0%	620	16.2%	440	13.6%	561	20.2%	522	22.6%	292	20.5%	2,989	16.8%
Inspection Violation	327	7.7%	295	7.7%	253	7.8%	234	8.4%	195	8.4%	136	9.5%	1,440	8.1%
Registration	143	3.3%	126	3.3%	112	3.5%	92	3.3%	78	3.4%	39	2.7%	590	3.3%
No Insurance	149	3.5%	208	5.4%	144	4.5%	135	4.9%	82	3.5%	48	3.4%	766	4.3%
Failure to Use Child Restraint	152	3.6%	103	2.7%	86	2.7%	79	2.8%	72	3.1%	15	1.1%	507	2.8%
Equipment	254	5.9%	215	5.6%	179	5.5%	214	7.7%	185	8.0%	114	8.0%	1,161	6.5%
Total	4,269	100%	3,837	100%	3,228	100%	2,772	100%	2,312	100%	1,425	100%	17,843	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, 2004-2009



**TABLE 5.31: CITATIONS FOR FAILURE TO USE SEAT BELT
BY HIGHWAY TYPE, 2004-2009 ***

Highway Type	2004		2005		2006		2007		2008		2009		Total	
	N	%	N	%	N	%	N	%	N	%	N	%	N	%
Interstate	715	16.7%	475	12.4%	500	15.5%	281	10.1%	225	9.7%	143	10.0%	2,339	13.1%
Non-Interstate	3,554	83.3%	3,362	87.6%	2,728	84.5%	2,491	89.9%	2,087	90.3%	1,282	90.0%	15,504	86.9%
Total	4,269	100%	3,837	100%	3,228	100%	2,772	100%	2,312	100%	1,425	100%	17,843	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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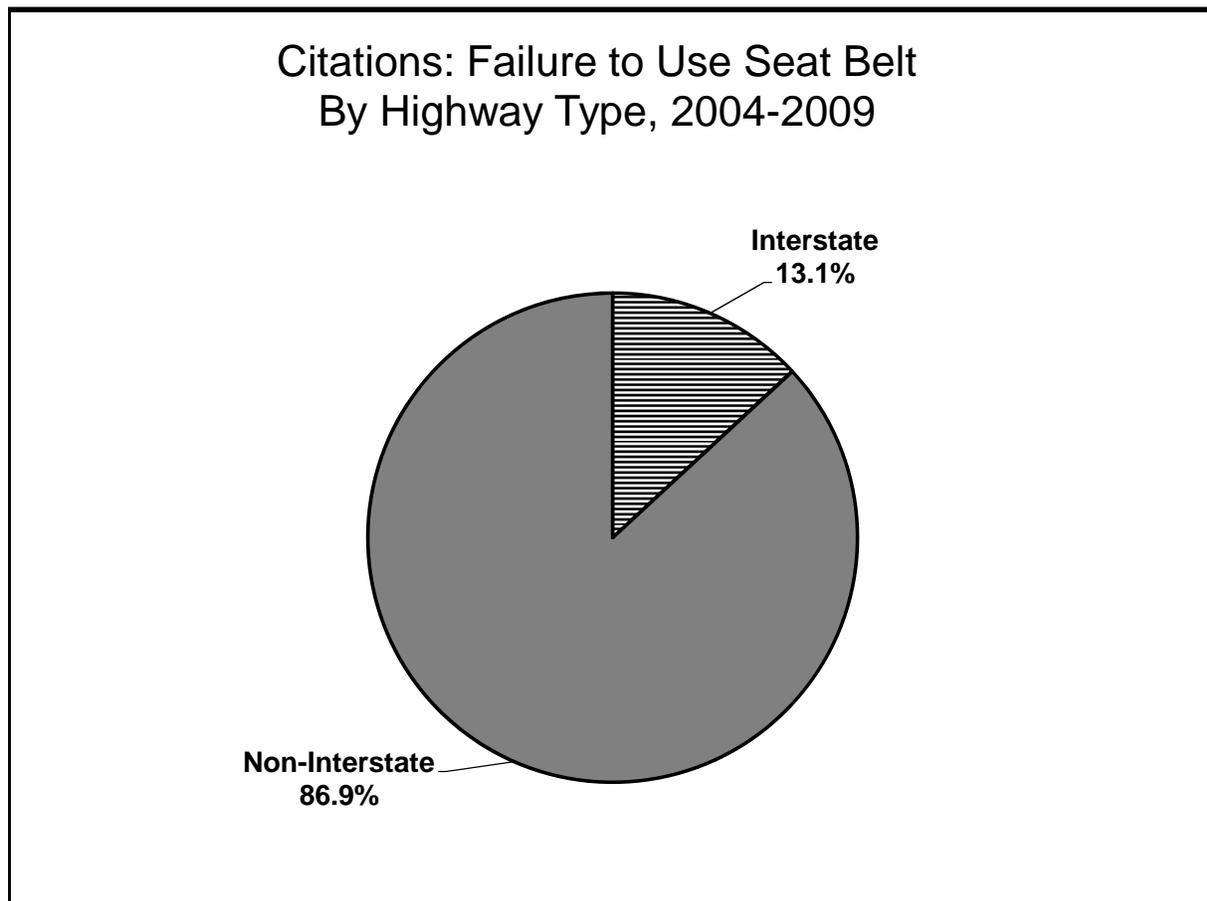
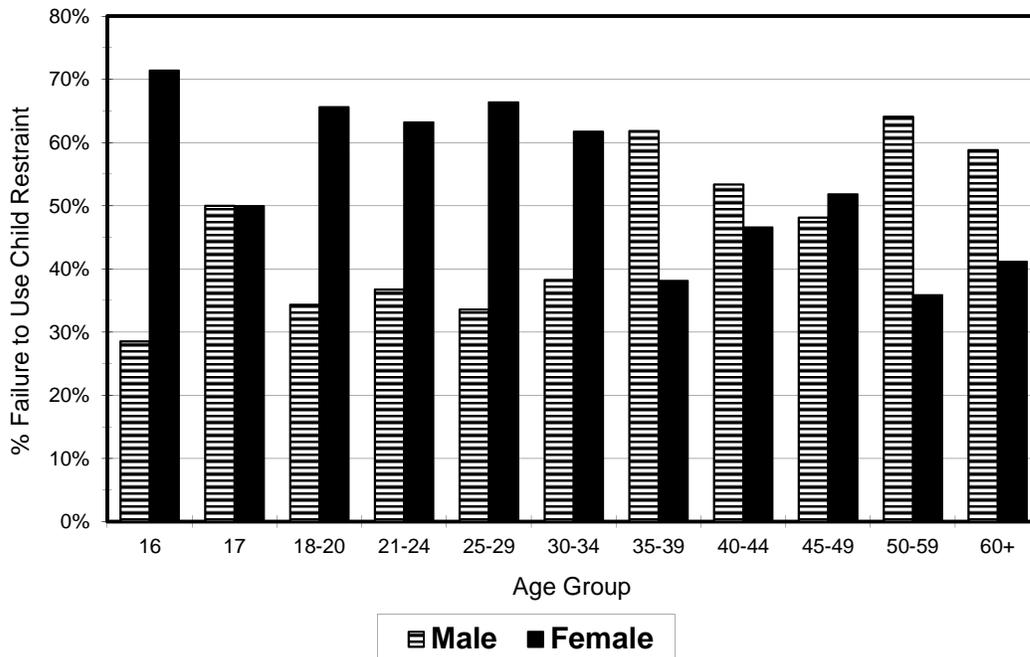


TABLE 5.32: CITATIONS FOR FAILURE TO USE SEAT BELT FOR PRIMARY CITATION FAILURE TO USE CHILD RESTRAINT, BY AGE GROUP AND SEX, 2003-2009

Age Group	Male		Female		Total
	N	%	N	%	N
16 years	2	28.6%	5	71.4%	7
17 years	7	50.0%	7	50.0%	14
18 to 20 years	11	34.4%	21	65.6%	32
21 to 24 years	25	36.8%	43	63.2%	68
25 to 29 years	41	33.6%	81	66.4%	122
30 to 34 years	44	38.3%	71	61.7%	115
35 to 39 years	60	61.9%	37	38.1%	97
40 to 44 years	47	53.4%	41	46.6%	88
45 to 49 years	26	48.1%	28	51.9%	54
50 to 59 years	25	64.1%	14	35.9%	39
60 years & older	10	58.8%	7	41.2%	17
Total	298	45.6%	355	54.4%	653

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Citations: Fail to Use Seat Belt by Primary Citation Failure to Use Child Restraint, 2003-2009



**TABLE 5.33: TRAFFIC COMPLAINT DISPOSITION
BY VERMONT TRAFFIC BUREAU, SFY10**

<u>Disposition</u>	<u>Number</u>	<u>Percent</u>
Uncontested	63,758	57.4%
Default	25,198	22.7%
Dismissed by State	5,895	5.3%
Dismissed by Court	7,947	7.2%
Default at Hearing	4,019	3.6%
For State	3,746	3.4%
For Defendant	429	0.4%
Total cases disposed	110,992	100.0%

Source: SFY10 Judicial Statistics published by the Office of the Court Administrator.

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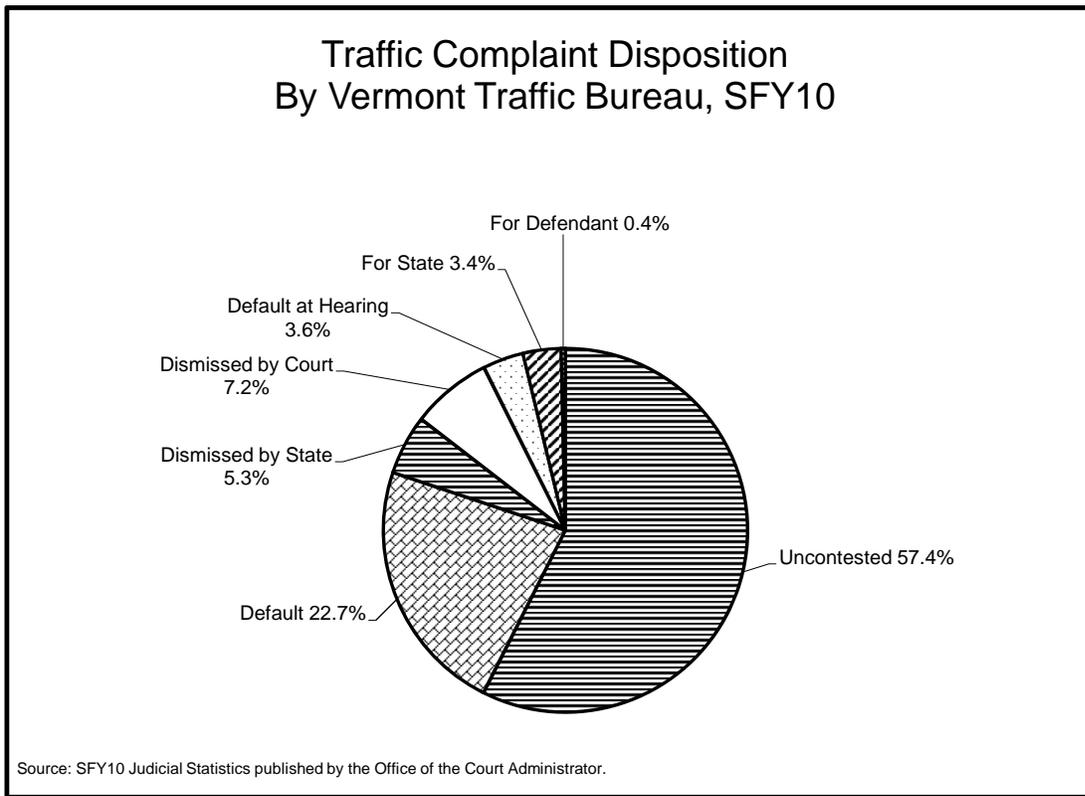
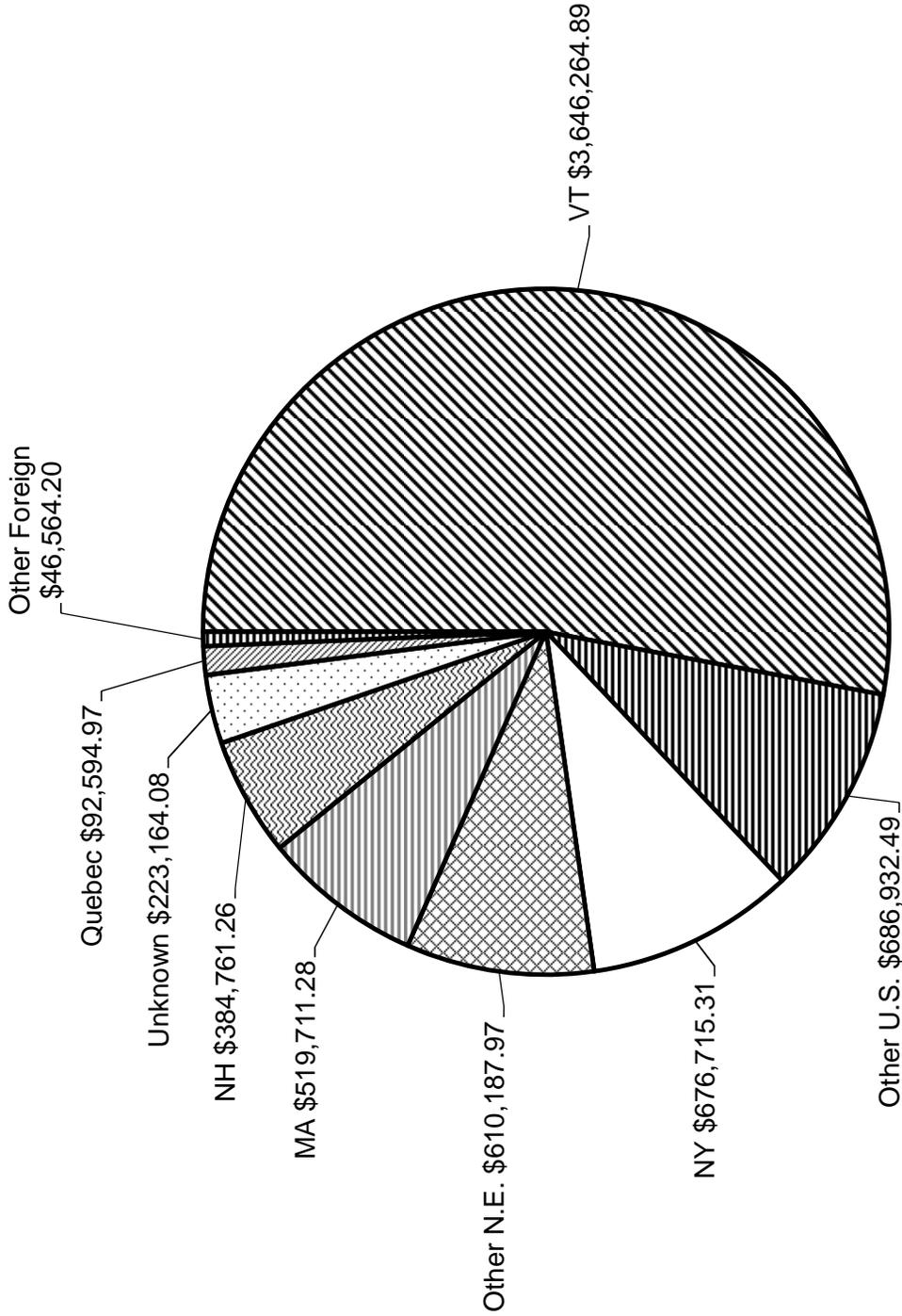


TABLE 5.34: AMOUNT OF FINE AT JUDGEMENT AND TOTAL AMOUNT PAID BY LICENSE STATE, 2009

Fine Amount At Judgement	Number of Cases by License State									
	Vermont	New Hampshire	Massachusetts	Other New England	New York	Other U.S.	Quebec	Other Foreign	Unknown	Total
\$ 0.00	15,131	588	880	623	889	665	58	28	1,561	20,423
\$1.00 - \$35.00	168	6	4	4	4	8	5	0	3	202
\$35.00 - \$50.00	214	4	9	10	4	11	0	1	3	256
\$50.00 - \$65.00	422	16	19	11	41	29	1	1	49	589
\$65.00 - \$80.00	573	38	65	66	90	73	13	7	26	951
\$80.00 - \$95.00	3,778	178	213	250	380	367	29	18	76	5,289
\$95.00 - \$110.00	1,971	110	147	141	252	230	16	6	110	2,983
\$110.00 or More	28,810	2,505	3,288	3,730	4,202	4,159	542	294	959	48,489
Total	51,067	3,445	4,625	4,835	5,862	5,542	664	355	2,787	79,182
Number of Cases by License State										
Total Amount Paid	Number of Cases by License State									
	Vermont	New Hampshire	Massachusetts	Other New England	New York	Other U.S.	Quebec	Other Foreign	Unknown	Total
\$ 0.00	26,173	948	1,373	1,054	1,607	1,287	125	83	1,539	34,189
\$1.00 - \$35.00	683	38	12	23	29	28	5	0	40	858
\$35.00 - \$50.00	201	6	7	8	10	9	0	1	24	266
\$50.00 - \$65.00	527	34	22	20	48	36	1	1	68	757
\$65.00 - \$80.00	543	42	60	60	89	78	14	7	35	928
\$80.00 - \$95.00	3,653	176	205	244	375	365	28	18	81	5,145
\$95.00 - \$110.00	1,949	120	140	142	259	233	13	6	122	2,984
\$110.00 or More	17,338	2,081	2,806	3,284	3,445	3,506	478	239	878	34,055
Total	51,067	3,445	4,625	4,835	5,862	5,542	664	355	2,787	79,182

**FIGURE 5.3 TOTAL AMOUNT OF FINES PAID
BY STATE OF LICENSE, 2009**



A total of \$6,886,896.45 in traffic citation fines was collected in 2009.

APPENDIX

**Crash Types by County
and Town, 2009**

Appendix: Crash Types by County and Town, 2009 *

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Addison County						
Addison	0	0	6	10	14	20
Bridport	1	1	8	11	16	25
Bristol	0	0	14	20	35	49
Cornwall	1	1	15	20	27	43
Ferrisburg	0	0	0	0	1	1
Goshen	0	0	0	0	1	1
Granville	0	0	0	0	0	0
Hancock	0	0	0	0	1	1
Leicester	0	0	3	3	4	7
Lincoln	0	0	1	1	5	6
Middlebury	2	2	30	35	190	222
Monkton	0	0	3	3	16	19
New Haven	1	1	7	13	23	31
Orwell	0	0	3	5	4	7
Panton	0	0	2	3	10	12
Ripton	0	0	2	2	3	5
Salisbury	0	0	8	8	8	16
Shoreham	1	1	5	5	7	13
Starksboro	0	0	6	7	10	16
Vergennes	0	0	1	1	13	14
Waltham	0	0	2	2	9	11
Weybridge	0	0	2	2	7	9
Whiting	0	0	2	3	1	3
Addison County Total	6	6	120	154	405	531
Bennington County						
Arlington	0	0	5	5	25	30
Bennington	3	3	101	146	359	463
Dorset	0	0	1	1	16	17
Glastenbury	0	0	0	0	1	1
Landgrove	1	1	0	0	0	1
Manchester	0	0	15	19	61	76
Peru	0	0	0	0	0	0
Pownal	0	0	7	12	28	35
Readsboro	0	0	1	1	6	7
Rupert	1	1	1	2	6	8
Sandgate	0	0	0	0	2	2
Searsburg	0	0	1	3	11	12
Shaftsbury	0	0	6	8	33	39
Stamford	0	0	4	5	4	8
Sunderland	1	1	5	12	7	13
Winhall	1	1	10	13	25	36
Woodford	0	0	2	4	14	16
Bennington County Total	7	7	159	231	598	764

*Does not include crashes where the town was unknwn.

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Caledonia County						
Barnet	0	0	6	9	16	22
Burke	1	1	11	17	19	31
Danville	0	0	10	10	23	33
Groton	0	0	12	13	39	51
Hardwick	0	0	0	0	0	0
Kirby	0	0	17	19	66	83
Lyndon	0	0	0	0	0	0
Newark	0	0	1	1	6	7
Peacham	0	0	1	1	2	3
Ryegate	0	0	8	11	21	29
St. Johnsbury	0	0	26	32	111	137
Sheffield	0	0	3	3	16	19
Stannard	0	0	0	0	0	0
Sutton	0	0	1	1	1	2
Walden	0	0	6	8	7	13
Waterford	0	0	12	16	28	40
Wheelock	0	0	1	4	6	7
Caledonia County Total	1	1	115	145	361	477
Chittenden County						
Bolton	1	1	4	9	12	17
Buels Gore	1	1	0	1	1	2
Burlington	0	0	154	182	1208	1362
Charlotte	0	0	81	104	541	622
Colchester	0	0	23	36	398	421
Essex	0	0	26	37	61	87
Hinesburg	0	0	0	0	0	0
Huntington	0	0	1	1	2	3
Jericho	0	0	7	8	19	26
Milton	0	0	41	55	140	181
Richmond	0	0	18	21	76	94
St. George	0	0	0	0	3	3
Shelburne	0	0	18	21	116	134
South Burlington	1	1	83	100	811	895
Underhill	0	0	3	3	5	8
Westford	0	0	8	9	4	12
Williston	1	1	30	42	244	275
Winooski	1	1	44	62	188	233
Chittenden County Total	5	5	541	691	3829	4375

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	1	1	1	2
Brighton (Is. Pond)	0	0	2	2	0	2
Brunswick	0	0	7	8	7	14
Canaan	0	0	10	17	12	22
Concord	0	0	0	0	0	0
East Haven	0	0	2	2	1	3
Ferdinand	0	0	0	0	1	1
Granby	0	0	0	0	0	0
Guildhall	0	0	3	3	3	6
Lemington	0	0	1	1	0	1
Lunenburg	0	0	6	10	10	16
Maidstone	0	0	2	4	0	2
Norton	0	0	0	0	1	1
Victory	0	0	1	1	1	2
Warren's Gore	0	0	0	0	0	0
Essex County Total	0	0	35	49	39	74
Franklin County						
Bakersfield	1	1	3	5	6	10
Berkshire	0	0	3	4	5	8
Enosburg	0	0	6	6	22	28
Fairfax	1	1	23	36	33	57
Fairfield	0	0	3	9	2	5
Fletcher	0	0	3	3	6	9
Franklin	0	0	0	0	0	0
Georgia	0	0	19	29	36	55
Highgate	1	1	3	5	15	19
Montgomery	3	3	4	9	3	10
Richford	0	0	4	6	6	10
St. Albans City	0	0	29	40	173	202
St. Albans Town	2	2	37	51	98	137
Sheldon	0	0	11	19	9	20
Swanton	0	0	28	33	59	87
Franklin County Total	8	8	176	255	473	657
Grand Isle County						
Alburg	0	0	2	7	29	31
Grand Isle	0	0	4	5	8	12
Isle Lamotte	0	0	2	2	3	5
North Hero	0	0	4	6	3	7
South Hero	0	0	5	11	24	29
Grand Isle County Total	0	0	17	31	67	84

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Lamoille County						
Belvidere	0	0	0	0	0	0
Cambridge	1	1	7	11	18	26
Eden	1	1	7	11	7	15
Elmore	1	0	20	34	33	54
Hyde Park	1	1	17	24	49	67
Johnson	0	1	17	21	31	48
Morristown	0	0	0	0	0	0
Stowe	0	0	24	31	187	211
Waterville	0	0	0	0	1	1
Wolcott	1	1	16	27	17	34
Lamoille County Total	5	5	108	159	343	456
Orange County						
Bradford	0	0	10	15	31	41
Braintree	0	0	2	3	4	6
Brookfield	0	0	4	5	10	14
Chelsea	0	0	5	7	5	10
Corinth	0	0	4	7	17	21
Fairlee	0	0	19	28	47	66
Newbury	0	0	0	0	0	0
Orange	0	0	1	1	3	4
Randolph	1	2	11	12	40	52
Strafford	0	1	0	0	2	2
Thetford	1	0	6	8	35	42
Topsham	0	0	1	2	11	12
Tunbridge	1	1	1	2	4	6
Vershire	0	0	0	0	3	3
Washington	0	0	1	1	2	3
West Fairlee	0	0	3	3	5	8
Williamstown	1	1	7	11	21	29
Orange County Total	4	5	75	105	240	319

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Orleans County						
Albany	0	0	1	1	2	3
Barton	0	0	17	23	32	49
Brownington	0	0	2	2	9	11
Charleston	1	1	10	12	21	32
Coventry	0	0	4	5	5	9
Craftsbury	0	0	22	28	46	68
Derby	0	0	0	0	0	0
Glover	0	0	3	3	4	7
Greensboro	0	0	1	1	3	4
Holland	0	0	1	1	0	1
Irasburg	0	0	3	3	9	12
Jay	0	0	3	3	9	12
Lowell	0	0	5	8	7	12
Morgan	0	0	1	1	6	7
Newport City	0	0	16	22	78	94
Newport Town	0	0	7	12	11	18
Troy	2	3	5	8	13	20
Westfield	0	0	1	1	0	1
Westmore	1	1	0	0	1	2
Orleans County Total	4	5	102	134	256	362
Rutland County						
Benson	0	0	4	5	8	12
Brandon	2	3	16	26	34	52
Castleton	0	0	24	29	42	66
Chittenden	1	1	10	11	22	33
Clarendon	0	0	8	12	11	19
Danby	0	0	9	10	33	42
Fairhaven	0	0	0	0	0	0
Hubbardton	0	0	2	4	4	6
Ira	0	0	2	2	3	5
Mendon	1	2	6	8	21	28
Middletown Springs	0	0	0	0	5	5
Mt. Holly	1	1	9	13	8	18
Mt. Tabor	0	0	2	2	6	8
Pawlet	1	1	2	3	8	11
Pittsfield	0	0	1	1	5	6
Pittsford	1	1	9	9	25	35
Poultney	2	2	7	13	26	35
Proctor	0	0	0	0	9	9
Rutland City	0	0	96	130	568	664
Rutland Town	0	0	18	24	54	72
Sherburne	0	0	14	17	27	41
Shrewsbury	0	0	6	9	9	15
Sudbury	0	0	4	4	4	8
Tinmouth	0	0	6	7	4	10
Wallingford	0	0	7	15	14	21
Wells	0	0	3	3	8	11
West Haven	0	0	5	6	4	9
West Rutland	0	0	9	9	40	49
Rutland County Total	9	11	279	372	1002	1290

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Washington County						
Barre City	0	0	21	24	181	202
Barre Town	0	0	18	20	97	115
Berlin	2	3	17	28	139	158
Cabot	0	0	3	3	4	7
Calais	0	0	4	6	4	8
Duxbury	1	1	6	7	11	18
East Montpelier	0	0	0	0	0	0
Fayston	0	0	4	4	1	5
Marshfield	0	0	6	12	6	12
Middlesex	0	0	9	12	18	27
Montpelier	0	0	17	21	93	110
Moretown	0	0	3	3	9	12
Northfield	0	0	10	14	77	87
Plainfield	2	2	0	0	1	3
Roxbury	1	1	1	1	2	4
Waitsfield	0	0	3	3	10	13
Warren	1	1	0	0	4	5
Waterbury	0	0	9	10	73	82
Woodbury	0	0	3	4	4	7
Worcester	0	0	1	2	1	2
Washington County Total	7	8	135	174	735	877
Windham County						
Athens	0	0	0	0	1	1
Brattleboro	1	1	62	92	605	668
Brookiline	0	0	1	1	2	3
Dover	2	2	23	38	69	94
Dummerston	0	0	2	2	1	3
Grafton	0	0	7	10	44	51
Guilford	0	0	0	0	0	0
Halifax	0	0	1	1	7	8
Jamaica	0	0	4	5	7	11
Londonderry	1	1	4	6	12	17
Marlboro	0	0	12	15	27	39
Newfane	1	1	10	12	22	33
Putney	0	0	10	12	31	41
Rockingham	0	0	18	30	51	69
Somerset	0	0	0	0	0	0
Stratton	0	0	0	0	3	3
Townshend	0	0	3	3	8	11
Vernon	1	1	2	5	11	14
Wardsboro	0	0	4	4	6	10
Westminster	1	1	21	26	37	59
Whitingham	0	0	7	8	13	20
Wilmington	0	0	12	14	69	81
Windham	0	0	0	0	0	0
Windham County Total	7	7	203	284	1026	1236

Appendix, continued

County / Town	Fatal Crashes	People Killed	Injury Crashes	People Injured	Property Crashes	Total Crashes
Windsor County						
Andover	0	0	1	1	3	4
Baltimore	0	0	1	1	1	2
Barnard	0	0	3	4	1	4
Bethel	0	0	10	13	24	34
Bridgewater	0	0	6	6	10	16
Cavendish	0	0	16	25	43	59
Chester	0	0	0	0	0	0
Hartford	1	1	62	84	188	251
Hartland	0	1	10	14	17	27
Ludlow	0	0	4	5	62	66
Norwich	1	1	15	16	45	61
Plymouth	0	0	0	0	2	2
Pomfret	0	0	0	0	2	2
Reading	0	0	2	2	1	3
Rochester	0	0	5	6	5	10
Royalton	0	0	16	24	33	49
Sharon	1	1	11	20	11	23
Springfield	0	0	32	44	223	255
Stockbridge	1	0	6	7	7	14
Weathersfield	0	0	32	48	58	90
Weston	0	0	4	6	9	13
West Windsor	0	0	3	4	5	8
Windsor	0	0	10	11	56	66
Woodstock	0	0	7	12	55	62
Windsor County Total	4	4	256	353	861	1121
State Total	67	72	2321	3137	10235	12623

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