Vermont Highway Safety Alliance
VT ITE Meeting
January 22, 2014

Presented by: Kevin S. Marshia, P.E.
Assistant Director of Program Development, VTrans
Today’s Presentation

- Background of Highway Safety in VT
- Introduction to VT Highway Safety Alliance
- Crash Data
- Strategic Highway Safety Plan
- Goals and Priorities
- VTrans Perspective/Initiatives
The Past – Part 1

- Congress established Governor’s Highway Safety Program in 1966 (50,894 fatalities)
- Limited collaboration amongst the 4 E’s
- Stovepipe mentality at addressing issues
- Highway Safety Lags Behind Other Issues
- Congress establishes SHSP requirement in SAFETEA-LU – 2005
The Past – Part 2

- Planning for VT’s first Strategic Highway Safety Plan January 2006
- Active & Diverse Core Group
- SHSP Endorsed by Governor December 2006
- Data driven, collaborative approach
- Focus Groups identified and formed
- Numerous activities identified and implemented in multiple organizations
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What is the Alliance?

• A new approach to a public safety issue
• Public/Private Partnership
• Non-Profit Organization
• Board of Directors, Focus Groups, Task Teams
• Board - Core Agencies: VTrans, DMV, Governor’s Highway, Education, State Police, Health
• Board - Private Members: AAA, AARP, Truck & Bus Assoc., VT League of Cities & Towns, VT Youth Safety Council
VHSA Goal

The goal of the Vermont Strategic Highway Safety Plan (SHSP) is to reduce the number of major crashes on Vermont’s roadways. This will result in fewer fatalities and fewer incapacitating injuries per year.

As the SHSP is implemented, we recognize and are committed to maintaining transparency and accountability. Our progress reporting is a living process, and it will continue to evolve as we reach new milestones, achieve new efficiencies, and address new challenges.
Reduce Major Crashes an additional 10% by 2016.
The mission of the Vermont Strategic Highway Safety Plan is to minimize the occurrence and severity of crashes, related human suffering and economic losses on the Vermont transportation network. We will accomplish this by identifying and implementing achievable and effective education, enforcement, engineering, and emergency response initiatives.
Why an Alliance?

- **70** Lives Lost on VT Highways in 2013
  - One is Too Many!
- **46** Operators
- **18** Passengers
- **6** Pedestrians
Why an Alliance? – Causes of Death

• 2013: 70 Fatalities
  • 31 Unbelted/not wearing a helmet
  • 10 operators suspected of DUI – alcohol only
  • 7 operators suspected of DUI – drugs only
  • 8 operators suspected of DUI – drugs & alcohol
  • 12 operators suspected of speeding
  • 18 drivers over the age of 65
Why an Alliance?

Fatalities – Yearly Cumulative

Data Source: FARS and VTrans database.
2011* note for triple fatalities in one crash on I-89 in May.
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Major Crashes

Major Crash defined as involving a fatality and/or incapacitating injury.
Crashes Involving Operators under 18 Years Old

Number of Injury or PDOCrashes

Calendar Year

Data Source: VTrans VCSG database and FARS.

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Strategic Highway Safety Plan

• The umbrella handle
• The overarching plan for all highway safety initiatives in the state.

• Two parts:
  • Core document establishes the emphasis areas
  • Supplement provides the back up data, action items, performance measures

• A living document that will be reviewed and reported on annually.
SHSP - Critical Emphasis Areas

- Young & Older Drivers
- Impaired Drivers
- Distracted Drivers
- Occupant Protection
- Speeding & Aggressive Driving
- Infrastructure – Lane Departure & Intersections
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Significant & Special Emphasis Areas

- Motorcycle Safety
- Medium & Heavy Vehicles
- Work Zones
- Vulnerable Users – Bike/Ped
- DATA
- EMS

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Focus Groups

Data & Performance Measures

Law Enforcement

Infrastructure

Education

Outreach & Marketing
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Partners/ Emphasis Areas

Federal Partners

Local Partners

Private Partners

State Partners

SHSP Partners

- Distracted Driving
- Motorcycle Safety
- Emergency Medical Services
- Data
- Vulnerable Users
- Younger Drivers
- Occupant Protection
- Lane Departure
- Speeding & Aggressive Driving
- Impaired Driving
- Impaired Driving
- Highway Intersections
- Work Zones
- Medium/Heavy Vehicles
- Older Drivers
- Work Zones
- Federal Partners

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Priorities

• **Occupant Protection**
  • Task Force “OP 802” being formed
  • Northeast Kingdom focused project

• **Impaired Driving**
  • Task Force being formed
  • NHTSA Impaired Driving Assessment will be the road map

• **Driver Inattention**
  • Strategies and action must acknowledge the emerging dynamics of this issue.
VTrans Perspective

• We cannot build solutions to solve all crashes
• We must collaborate with the other E’s
• We are concerned with all crashes, not just HCL
• We must integrate/evaluate/analyze safety in all phases of our projects
• Highway Safety Manual Implementation
• It’s not just about projects. Maintenance, Operations, Planning.
VTrans Initiatives

- Systematic approach to issues – (i.e. rumble stripes, signage, etc.)
- High Risk Rural Roads programs
- Increase percentage of miles treated at least once per year with new pavement markings
- Develop a public facing crash web query tool
- Continue focus on bicycle/pedestrian concerns
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Intersection Crashes

Highway Intersection Major Crashes per Year

Year

Number of Major Crashes

2004 2005 2006 2007 2008 2009 2010 2011

90 86 95 85 83 70 85 82
Lane Departure

Goal:
Reduce the number of major crashes related to lane departure by 10% between 2012-2016.

Strategies
1. Continue programs to implement low cost safety improvements on all public highways
2. Improve highway delineation
3. Support municipalities in mitigating high crash locations within their jurisdiction by providing data, countermeasure alternatives, and resources to implement improvements
US 4 Project

- Multiple fatal crashes
- VHSA convened a local/regional meeting
- All E’s were represented at the meeting
- Identified cross cutting action items for immediate implementation
  - Targeted enforcement
  - Speed/traffic monitoring
  - Infrastructure improvements (pavement, signs, rumble stripes)
  - Public outreach and marketing
US 4 Project – Crash Data

Total of 392 Crashes from 1/1/2008 – 6/9/013

Distracted Driving/Inattention cited in 35% of injury related crashes

Drivers between the age of 30-65 involved in 71% of crashes

Time of Day:

67% of all crashes occur between 10 AM and 6 PM
39% of all crashes occur between 2 PM and 6 PM

Conditions:

74% are during daylight hours
55% are in clear conditions

Head on crashes represent 6% of total crashes and 71% of fatal crashes
### US 4 Corridor Number of Operators by Age Group & Crash Type:
Bridgewater VT 100A to US 5 in Hartford

<table>
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<th>Age Group</th>
<th>Property Damage Only Crashes</th>
<th>Injury Crashes</th>
<th>Fatal Crashes</th>
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</table>

Data Source: VTrans VCSG and FARS. Data as submitted by Law Enforcement. mw 6/9/13
US 4 Project – Crash Data

US 4 Corridor Crashes by Time of Day and Crash Type:
Bridgewater VT 100A to US 5 in Hartford

*PDO = Property Damage Only.

Data Source: VTrans VCSG and FARS. Data as submitted by Law Enforcement. mw 6/9/13
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US 4 Project – Next Steps

- Continue to monitor crash data
- Ongoing speed study to review corridor speed limits
- Install radar speed feedback signs
- Continued targeted enforcement based on data
- Follow up with communities to review action items and effectiveness
- Utilize this effort/information to make informed future decisions.
Moving Forward

- Engage all stakeholders in VHSA and SHSP
- Share information on current actions
- Identify opportunities for collaboration
- Encourage Partnerships
- Strategize on priorities
- Discuss performance measures
- IMPLEMENT PRIORITIES
- CALL TO ACTION
Keys to Success

- Collaborate on ideas and strategies
- Share our resources
- Increase awareness – the good and the bad
- Set achievable goals
- Measure our performance
- Remain FOCUSED
Questions

Website: highwaysafety.vermont.gov

Kevin S. Marshia, P.E.
Assistant Director of Program Development, VTrans
Phone: 802-828-2663
Email: kevin.marshia@state.vt.us