

# Vermont

## Speed Limits: 1994 and 2004

State	Limited Access Rural Interstates		Limited Access Urban Interstates		Other Limited Access Roads		Truck Speed (Y or N)
	1994	2004	1994	2004	1994	2004	
Vermont	65	65	55	55	Unknown	55	N

Vermont reported that speed limits noted above apply to all roadways within the state. There is no different speed limit for trucks.

### Speeding-related Data

Vermont collects speeding-related crash data, using driving too fast for conditions and exceeding authorized speed limit data element. The state also collects crash data on aggressive driving, using the operating vehicle in erratic, reckless, negligent or aggressive manner data element. Vermont has not defined aggressive driving in state statute.

For 2001 (the most current year for which data is available), Vermont reported the following crash information in which speed was cited as a factor:

2001	Fatal	Injury
Driving too fast	12 (14.5%)	196 (12%)
Excessive Speed	7 (8.4%)	56 (3.4%)
Operating recklessly	0 (0%)	30 (1.8%)

The following speeding-related citation information was provided:

Speed Cited as a factor	Fatal	Injury
2001	21.3 percent	14.5 percent
2002	17.6 percent	16.1 percent
2003	Data Not Avail.	Data Not Avail.

Citations for speeding, all departments:

2001	56,667
2002	62,655
2003	52,269

Vermont analyzed speed data for over representation by any specific geographic area, race, ethnic group, gender, age or other grouping. The state reported ages 16-34 are over represented citation data, with the highest over representation in the 18-20 age group.

---

### **Efforts to Reduce Excessive Speeding**

An engineering effort is replacing old “reduce speed ahead” signs with new “reduce speed ahead” signs.

Vermont uses fluorescent yellow warning signs (instead of regular sheeting) to reduce speeds in curves or through intersections. Fluorescent sheeting is more visible and commands more attention. Recent research (Transportation Research Record #1862) shows a reduction of mean speeds at curves of 1 mph when fluorescent yellow chevrons are used. Another study suggests a 5 percent reduction in injury crashes for every 1 mph reduction. In school zones, the state is also replacing school warning signs with new fluorescent yellow-green signs.

Vermont includes speed as an element of Selective Traffic Enforcement Program (STEP) activities. Highway safety projects are multi-faceted. Approximately 20 percent of funding is used for enforcement, which is a mix of speeding, aggressive driving and occupant protection. Perhaps two-thirds of those enforcement dollars are used for speeding-related activities, or about 13 percent of the total federal highway safety funding.

Vermont has not completed formal evaluations of speed reduction programs, but noted the state generally sees an increase in fatalities when there is a decrease in funding and enforcement.

### **Public Perception**

Vermont’s state highway safety office felt the motoring public believes police give a 10 mph cushion in enforcing the posted speed limit on the interstate. On Main Street in Burlington, where the speed limit is 25 mph, motorists believe there is a 15 mph cushion.