Vermont Triennial Highway Safety Plan

Federal Fiscal Years 2024-2026

PREPARED FOR

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Table of Contents

List of Tables

List of Figures

1

Highway Safety Planning Process & Problem Identification

As the agency responsible for implementing Federally funded highway safety projects in Vermont, the State Highway Safety Office (SHSO) at the Vermont Agency of Transportation (VTrans) is a fundamental component of improving the safety of citizens and visitors to the State. The SHSO facilitates and supports, with federal grants, a statewide network to promote safe driving behavior on Vermont highways. We share a deep concern for the welfare of the traveling public and believe our main purpose is to save lives through creative, highly visible, innovative, and effective highway safety programs for all modes of transportation. We are committed to our critical role within the State of Vermont, to ensure safe travel on Vermont's roadways. As part of the VTrans family, we have a responsibility to make a positive impact on peoples' lives, and to provide a safe, reliable and multimodal transportation system that promotes Vermont's quality of life and economic well-being.

1.1 Planning Process

The SHSO establishes and implements a comprehensive program to accomplish its goals effectively. This FFY 2024-2026 Triennial Highway Safety Plan describes the process used to identify specific highway safety problem areas, public participation & engagement efforts, the development of countermeasures to correct those problems, and processes to monitor the performance of those countermeasures.

VTrans acknowledges that accurate and timely traffic and crash data is key to problem identification. Vermont's SHSO planning process includes analysis of statewide data, setting realistic and achievable goals, implementation of data-driven countermeasures, use of relevant evaluation metrics, and use of projected outcomes. Connecting and integrating each of these steps is an essential part of Vermont's pragmatic process for developing a successful statewide plan that reduces crashes, injuries, and fatalities on Vermont roadways.

1.1.1 Planning Process Overview

1.1.1.1 Organization and Staffing

Figure 1 shows the VTrans State Highway Safety Office organizational chart. The Vermont State Highway Safety Office (SHSO) is a unit of the Operations and Safety Bureau at the Vermont Agency of Transportation (VTrans). The SHSO is responsible for administering federal grants to facilitate safety programs across the state. The SHSO has six full time staff and two contracted Law Enforcement Liaisons (LELs). An organizational chart is shown in Figure 1.

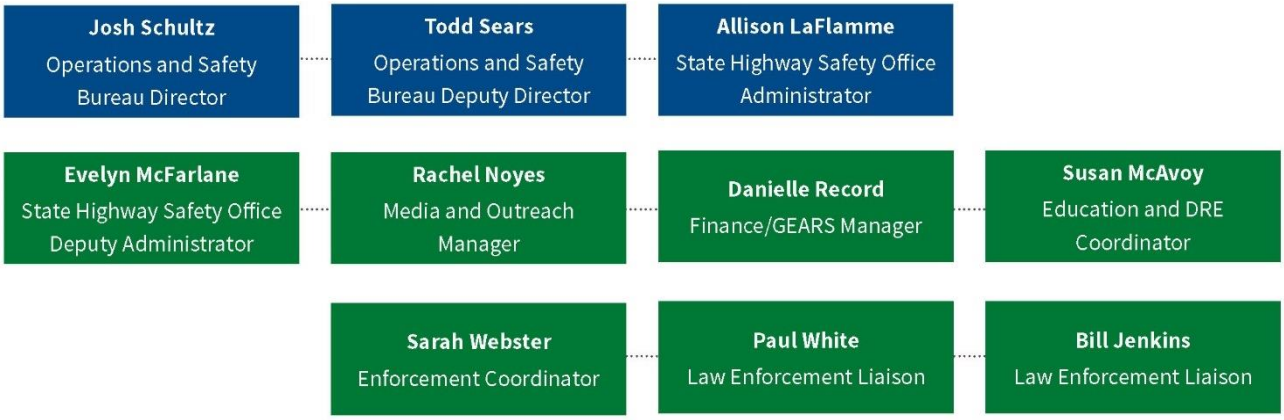


Figure 1 VTrans State Highway Safety Office Organization Chart

1.1.1.2 Plan Alignments

Strategic Highway Safety Plan Coordination

In FFY 2023 the SHSO and its partners completed and adopted an updated State SHSP. The SHSO provides invaluable perspective into driver behavioral issues, education, and enforcement-related countermeasures. Vermont Agency of Transportation (VTrans) in collaboration with The Vermont Highway Safety Alliance (VHSA) and highway safety stakeholders had identified and prioritized the Critical Emphasis Areas and outlined strategies to further the future trend of reducing fatal, major, and other crashes statewide for these five years (2022-2026). VHSA combines resources from each of the "four E's" of traffic safety. Enforcement, Education, Engineering, and Emergency Medical Response.

Federal, state, and local partnerships have strengthened the collaborative work of the SHSO. All available data was assessed to determine effective and efficient programmatic priorities. The SHSO works closely to ensure coordination between the HSP and the SHSP, resulting in one comprehensive and strategic highway safety program for the State. An additional focus area was included in the SHSP update to add Data and Emerging Topics.

The 2022-2026 SHSP focuses on the following eleven critical emphasis areas, asterisk denotes alignment with NHTSA Program areas:

- Impaired Driving*
- Occupant Protection*
- Speed and Aggressive Driving
- Distracted Driving and Alertness*
- Younger Drivers*
- Older Drivers
- Motorcyclists*
- Pedestrians*
- Cyclists*
- Intersections
- Lane Departures

1.1.2 Critical Emphasis Areas

The following Critical Emphasis Areas were identified, through an analysis of data, as the State's behavioral highway safety problems:

1.1.2.1 Behavioral

- Increase Use of Occupant Protection*
- Reduce Impaired Driving*
- Curb Distracted and Inattentive Driving*

1.1.2.2 Vulnerable Users

- Increase Pedestrian Safety*
- Increase Bicyclist Safety*
- Increase Motorcyclist Safety*

1.1.2.3 Age-Appropriate Solutions

- Improve Younger Driver Safety (Under 25)*
- Improve Older Driver Safety (65 and Over)

The behavioral goals, strategies, and action steps in the current Vermont SHSP reflect the activities and programs in the HSP and the HSIP. The goal for the updated SHSP is to reduce fatalities and serious injuries 10 percent by 2026. Several strategies and action steps in the SHSP reflect SHSO programs and activities. The SHSO leads in developing, funding, and implementing behavioral strategies and actions in the SHSP.

Safe System Approach

The updated 2022-2026 SHSP recognizes the value in the Safe System Approach and seeks to integrate this outlook and approach to the wider state safety program.

The Safe System approach is a holistic view of the road system that anticipates human mistakes and keeps impact energy on the human body at tolerable levels so that fatal and serious injury crashes are eliminated.[1] The Safe System approach has six principles (illustrated around the outside of the graphic) and five elements (illustrated within the graphic).

Source: FHWA

Whereas traditional road safety strives to modify human behavior and prevent all crashes, the Safe System approach refocuses transportation system design and operations on anticipating human mistakes and lessening impact forces to reduce crash severity and save lives.

1 https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

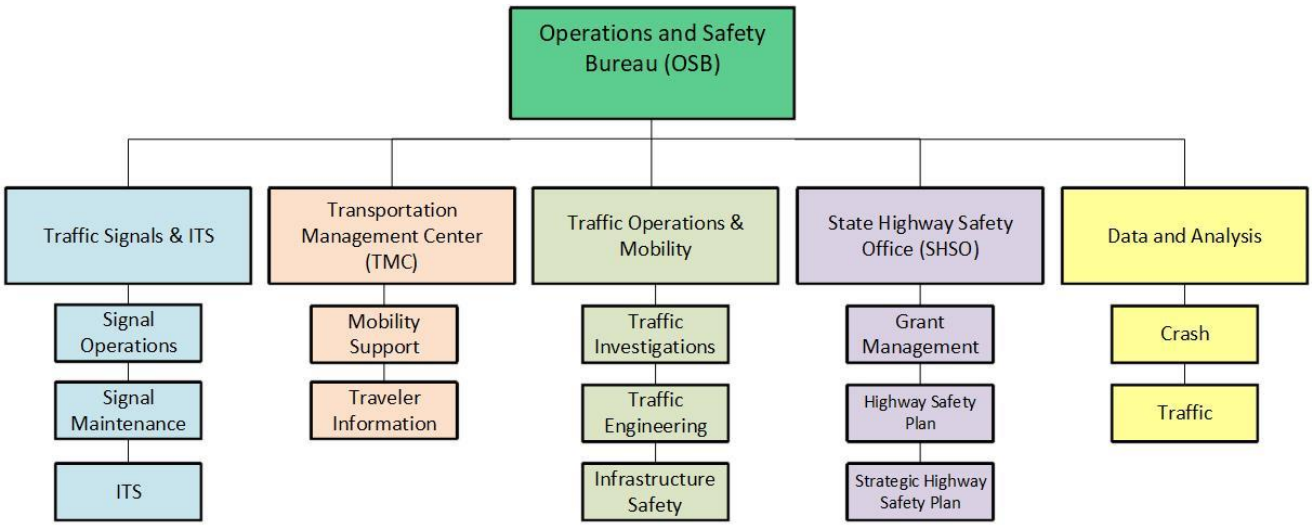


Figure 2 VT Agency of Transportation Operations and Safety Bureau

1.1.3 Application Process and Project Selection

VTrans posts a Notice of Funding Opportunity (NOFO) each spring and receives project proposals through the Grant Electronic Application and Reporting System (GEARS), an online application portal. GEARS provides a uniform information portal and platform that facilitates the submission and review of grant applications. All applicants are required to participate in a spring grant training workshop before submitting the application, as well as a financial training in the fall before the start of grant activity. Through GEARS, VTrans receives pertinent data and modeling that aids in program and project selection. The selection process weighs factors including, but not limited to, underlying crash and citation data, past performance on grant funded activities, and demonstrated public need. Weight is also assigned to these areas: availability of resources necessary to achieve desired outcomes, cost effectiveness, grant spending performance, and data activity reports for each program. Lastly, an analysis is made of the proposed strategies to address the identified issue. The Grant Review Committee consists of VTrans State Highway Safety Office (SHSO) staff and law enforcement liaisons.

The Committee assesses and scores each of the grant applications and determines funding amounts based on the financial history and resources of the applicant. Once the scoring and funding amounts are finalized, the Committee sends its recommendations for awards to the Secretary of VTrans for consideration. If the Secretary of VTrans approves the grant application the approval is forwarded to the sub-awardees via GEARS. Likewise, if the Secretary denies the awarding of a grant, the denial is forwarded to the sub-awardee through email correspondence.

FFY2024 VTrans Notice of Funding Opportunity Announcement (NOFO)

In March 2023, a funding opportunity announcement was posted for potential Highway Safety Applicants. The announcement stressed the importance of the data driven competitive process and emphasized its commitment to a data-driven approach to solving highway safety issues, which includes implementing equity and community engagement. Included with the NOFO was the Federal Fiscal Year 2024 NHTSA Grant Proposal Guide. The guide provided information on

program description and authority, eligibility information, general requirements, Buy America Act, funding criteria, applications instructions and estimated total funding for projects to include:

- 402 Education Projects
- 402PT Speed/Aggressive Driving/Crash Recon Projects
- 402 Occupant Protection Enforcement Projects
- 402 Emergency Management Projects for Post-Crash Care
- 405B Occupant Protection Education Projects
- 405C Traffic Records Coordinating Committee Projects
- 405D Impaired Driving Education, Enforcement, DRE and Support Projects
- 405E Comprehensive Distracted Driving Enforcement
- 405E Comprehensive Distracted Driving (Flexed – LEA Support Equipment)
- 164AL Driving Under the Influence (DUI) Enforcement
- 405F Motorcycle Safety Projects
- 1906 Racial Profiling Prohibition Data Collection

The proposal guide also included application review information. The SHSO staff reviews applications for the following:

- Problem Identification using crash and activity data covering the three preceding years indicates a significant problem.
- Determination of equitable distribution and outreach.
- Alignment with the 3HSP and Strategic Highway Safety Plan.
- Past performance of the applicant and timeliness in submitting statistics and fiscal compliance, past grant awards, progress reports and final reporting, etc., if applicable.
- Proposed program evaluation and performance measures.
- Alignment of projects with the identified goals and objectives.

1.1.3.1 Grant Training

As a component of the required application training for FFY24 there were updates and new requirements presented in the workshop based on the Infrastructure Investment and Jobs Act (IIJA). The new requirements have a focus on underserved communities and equity to take effect in FFY2024. Information was shared to applicants for access to equity data, to assist in the identification of underserved and potentially affected communities. Three new questions were included in the education grant application asking applicants to describe how grant funds would be used to support those communities. Applicants were asked to consider one or more of the following indicators as identified by data: Poverty Rate, Health Status, Race and Ethnicity, Language Spoken at Home, Disability, Means of Transportation, and Health Insurance. The following links were provided:

- Data Visualization - Fatality Analysis Reporting System (FARS) (dot.gov)
- Vermont (nhtsa.gov)
- 2019 Community Resilience Estimates (arcgis.com)
- EJScreen (epa.gov)

1.1.3.2 Ongoing Monitoring and Evaluation

Throughout the year, SHSO staff meet with grant partners to address ongoing highway safety issues within their identified jurisdictions. These meetings include, but are not limited to, statewide conferences, site visits by the program coordinators, and coordinator contacts by the Manager and Administrator. Site visits are a great opportunity to talk with grantees and their organizations one-on-one. Each grantee, and their needs, are different so meeting together and reviewing their past years work brings up some great conversation. Site visits present an opportunity to hear about the strengths and struggles of each organization which often spurs new ideas. Site visits are also used as a dedicated time to audit files related to how the grantees are using and tracking their grant funds. In the case of LEA site visits, Program Coordinators review activity sheets, tickets, and dispatch logs in order to verify the validity of reporting. Additionally, the Law Enforcement Liaisons (LELs) continuously monitor data and data trends and reach out to identify problem areas to encourage program participation.

Program Coordinators actively review grantee invoices for accuracy and compliance. Submitted with these invoices are 'activity sheets' where grantees detail their activities and how they are directly helping to move the needle in their respective areas. Program Coordinators monitor activity locations, equipment requests or usage, public engagement, and many other designated areas.

Table 1 describes the State Highway Safety Office planning cycle.

Table 1 Vermont State Highway Safety Office Annual Safety Planning Calendar

Month	Activities
February-March	› Preparation of the Notice of Funding Opportunity
March-April	› Public Announcement of the Notice of Funding Opportunity and Application Training
May	› Applications reviewed and scored. Funding decisions made, and selections completed;
June-July	› Grant agreements prepared by VTrans Staff; Highway Safety Plan developed and submitted to NHTSA.
August	› Final agreements and/or notices to proceed reviewed and prepared by VTrans Contract Administration. Required financial training for the grantees.
September	› Agreements and/or notices to proceed sent to subgrantees via GEARS. Current FFY grants end on September 30th. All invoices due and reviewed.
October	› The new FFY begins October 1; Grants implemented; Subgrantees start grant activities. The previous FFY ends October 31 and final progress reports are reviewed. Closeout letters prepared.
November	› Close out finalized with grantees.
December	› Fiscal year closeout, Annual Report preparation begins.

1.1.4 Data Sources and Information

The State Highway Safety Office strives to use a wide range of data resources that include, but are not limited to: comprehensive crash data, enforcement data, judicial data, geospatial data, and sociodemographic data. The State Highway Safety Office conducts data analysis to monitor

crash trends in the State and ensure State and Federal resources target the areas of greatest need.

Key data sources used for this 3HSP include:

- Countermeasures that Work: 10th Edition
- Fatality Analysis Reporting System (FARS): all fatality-related data up through 2021.
- VTrans' Crash Data Management System (CDMS): repository for all Vermont crash data including crash location, only resource for serious injury data and fatality data 2021-present.
- Grant Electronic Application and Reporting System (GEARS)
- Judicial Docket Resolution Information
- Vermont Forensic Laboratory
- Vermont Justice Information Sharing Systems (VJISS)
- Spillman and Valcour CAD/RMS Systems
- Vermont Judicial Bureau
- Vermont Division of Motor Vehicles: state operator license and vehicle registration trends
- Vermont Seat Belt Use Survey
- Vermont Distracted Driving Survey
- Vermont Statewide Attitude Survey (Alcohol, Distracted Driving, Belt Use, Speeding)
- Vermont Crash Query Tool
- State and Local Law Enforcement: Citation data specific to NHTSA funded campaigns
- FHWA Office of Highway Policy Information Traffic Volume Trends: Vehicle Miles Traveled
- NHTSA Agency Reports, Assessments, and Resources
- US Census demographic data (2010)
- Centers for Disease Control (CDC) Youth Risk Behavioral Survey (YRBS)
- American Community Survey (2021)

Additionally, this analysis is informed by observations and feedback from VTrans Staff and Program Coordinators and from key partners. As VTrans continues to identify data needs to build a database of traditional and non-traditional data sets, observational feedback from key partners provides a valuable surrogate. Key partners include, but are not limited to:

- Vermont Department of Health
- Vermont Emergency Management Services
- Vermont Association of Chiefs of Police
- Vermont State Police
- Vermont Regional Planning Commissions
- Office of the Vermont Attorney General
- Vermont Courts
- Community Profiles

As more training and opportunities become available to analyze nontraditional data sets, VTrans is committed to supplementing these data with fatality, injury, enforcement, judicial, geospatial and sociodemographic data.

1.1.5 Description of Outcomes

VTrans has identified strategies to address the prioritized critical, emphasis areas to further the future trend of reducing fatalities and serious injuries as a result of, crashes statewide for the next five years.

To accurately evaluate the state's Critical Emphasis Areas (CEAs), VTrans has contracted with the firm Vanasse Hangen Brustlin, Inc. (VHB), a company with more than 25 years of transportation, engineering, and operation experience. VHB developed data, working in conjunction with the state's Fatality Analysis Reporting System (FARS) analyst, VTrans data analysts and members of its staff. In addition, VHB collated data provided by many federal, state, and local partners (please see above partner list). The available data was assessed to determine effective and efficient programmatic priorities. The intent of the consolidated plan is to merge the work efforts of individual organizations under one umbrella to best utilize and share resources. This process advances the uniformity of highway safety strategies within Vermont. It is the intent of this project to integrate all of the state's annual traffic safety plans.

1.2 Problem Identification

A detailed data trends analysis was completed to identify the State's overall highway safety problems. The following section provides a state-wide analysis of 2018-2022 fatality data, and a census tract level analysis of fatal and serious injuries for each of the Vermont program areas, for the period of 2017-2021. In past Highway Safety Plans, program areas are analyzed for only fatal injuries, aside from "C-12: Distracted Driving Serious Bodily Injuries". The analysis in the following section, however, considers fatal and serious injuries for all program areas to expand the sample size of crashes, and provide a more robust analysis.

Each program area will show a map, followed by a table of the ten census tracts with the highest fatal and serious injuries per 10,000 people, and per 10,000 trips. These analyses are modeled after a Vulnerable Road Users analysis from the Vermont Agency of Transportation. Both analyses utilize 2017-2021 crash data from the Agency of Transportation – the former analysis uses the 2021 American Community Survey for census tract population estimates, and the later analysis utilizes the 2017-2021 American Community Survey Means of Transportation to Work to gather mode of transportation information, at the census tract level. C-3: Fatalities per 100 Million Vehicle Miles Traveled, does not have a census tract level analysis.

1.2.1 C-1 and C2) Number of Traffic Fatalities and Serious Injuries (FARS and State Crash Data Files)

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. A table of the top ten census tracts follows the map.

Census tract 9706.01 has the highest fatal and serious injury rate in Vermont at 73.45 fatal and serious injuries per 10,000 people. This tract is represented in the top ten for four program areas. The towns of Glastonbury, Woodford, Searsburg, Stamford, and Readsboro are all within this census tract. The second highest rate is in Royalton, VT, and the third highest is in the town of Bennington.

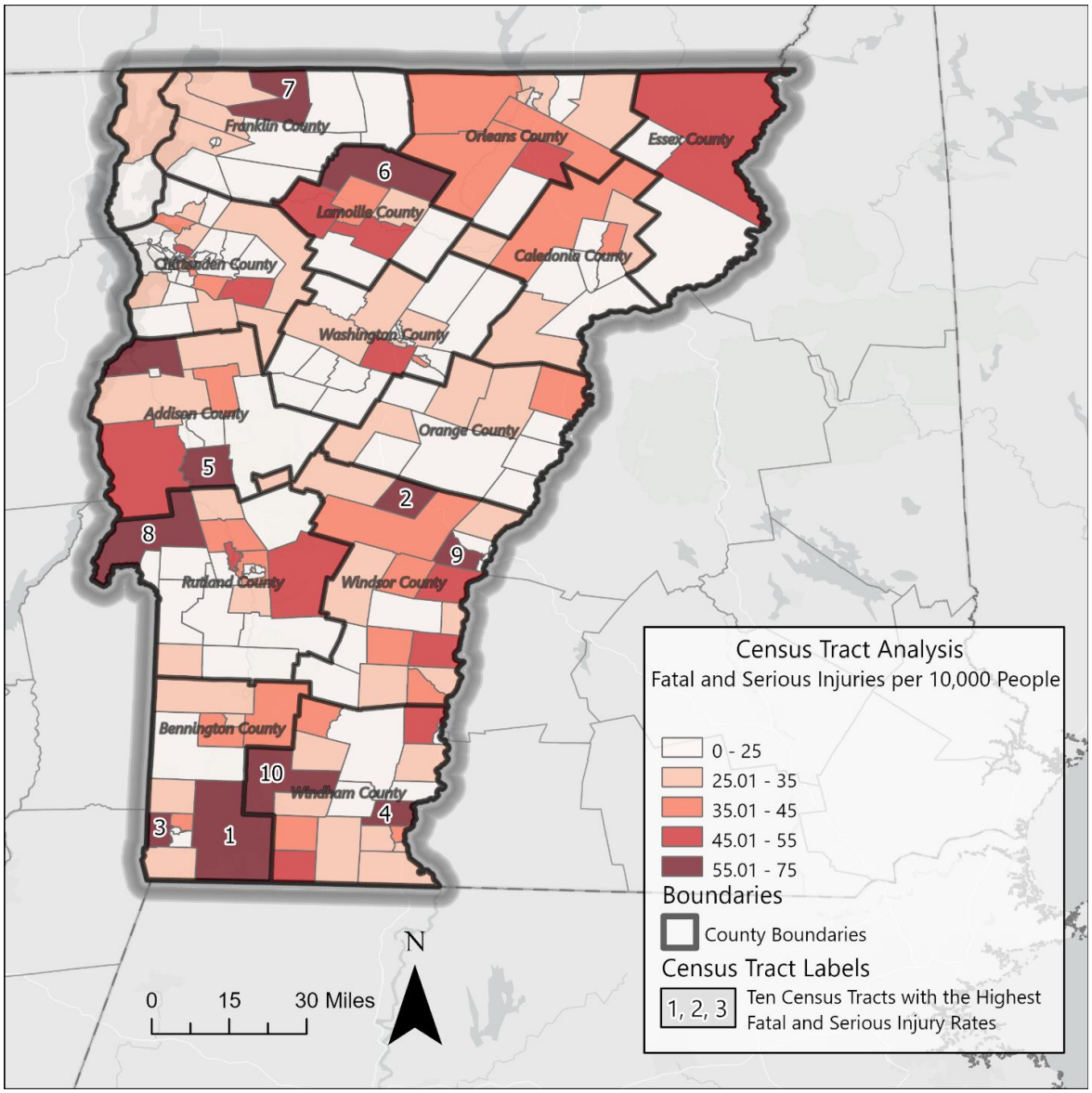


Figure 3 Fatal and Serious Injuries per 10,000 People, 2017-2021, Vermont

Table 2 Top Ten Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50003-9706.01	Bennington County	2,042	0.55	73.45
2	50027-9651.00	Windsor County	2,755	0.32	68.96
3	50003-9710.00	Bennington County	3,436	0.91	66.93
4	50025-9683.00	Windham County	2,185	0.19	64.07
5	50001-9610.00	Addison County	2,295	0.47	61.00
6	50015-9530.00	Lamoille County	2,143	0.37	60.66
7	50011-0101.02	Franklin County	3,673	0.34	59.89
8	50021-9623.00	Rutland County	2,583	0.41	58.07
9	50027-9655.01	Windsor County	3,516	0.21	56.88
10	50025-9675.00	Windham County	1,235	0.21	56.68

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Tract 9710, which ranks third highest for fatal and serious injuries per 10,000 people, had the highest rate per 10,000 trips. This tract falls within the town of Bennington. These ten census tracts accounted for 160 of the 1,609 fatal and serious injuries in Vermont during the 2017-2021 period. Three tracts in Windham County ranked in the top ten for rate per 10,000 trips.

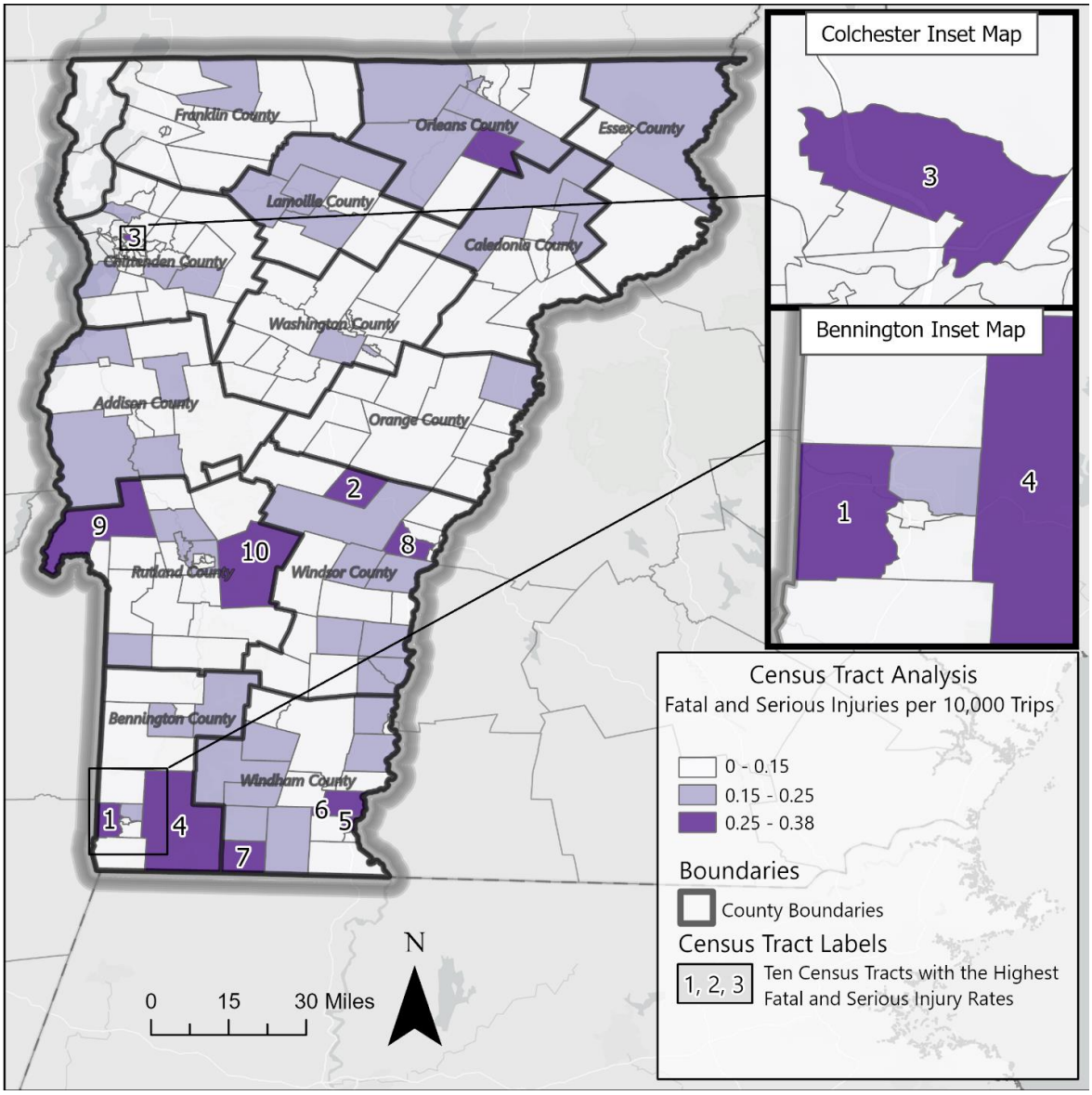


Figure 4 Fatal and Serious Injuries per 10,000 Trips, 2017-2021, Vermont

Table 3 Top Ten Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50003-9710.00	Bennington County	3,436	0.91	0.376
2	50027-9651.00	Windsor County	2,755	0.32	0.319
3	50007-0022.01	Chittenden County	3,287	0.89	0.316
4	50003-9706.01	Bennington County	2,042	0.55	0.306
5	50025-9686.00	Windham County	2,519	0.83	0.300
6	50025-9683.00	Windham County	2,185	0.19	0.284
7	50025-9681.00	Windham County	1,586	0.58	0.279
8	50027-9655.01	Windsor County	3,516	0.21	0.263
9	50021-9623.00	Rutland County	2,583	0.41	0.257
10	50021-9628.00	Rutland County	3,189	0.23	0.256

1.2.2 C-3) Number of Traffic Fatalities per 100 Million Vehicle Miles Traveled (VMT)(FARS, FHWA)

Fatalities per 100 million vehicle miles traveled was analyzed at the statewide level. During the 2018-2022 period, there were 0.9632 fatalities per 100 million vehicle miles traveled. 2019 was a low year for several fatality performance measures, and this is reflected in the low, 0.64, total for the year. Following 2019, fatalities per 100 million VMT has been steadily increasing and 2023 is trending towards 1.37 fatalities per 100 million VMT.

Focusing outreach, engagement, and education in efforts in census tracts where there have been high fatality counts may be helpful in lowering the overall statewide fatalities per 100 million VMT.

1.2.3 C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

An occupant protection fatality is defined as fatality of an unrestrained passenger vehicle occupant. During the 2018-2022 period, 41 percent of all fatal injuries involved an unrestrained vehicle occupant. This program area represents the second highest factor in fatal crashes, behind impaired driving. Additionally, 23 percent of serious injury crashes involved improper occupant protection. Demographic and geographic data from the annual seatbelt survey will guide priorities for OP funding.

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. The towns of Franklin and Sheldon in Franklin County have the highest unrestrained fatal and serious injury rates in Vermont at 32.67. Whitingham, in southern Vermont, has the second highest rate at 31.52 and Royalton has the third highest at 29.03.

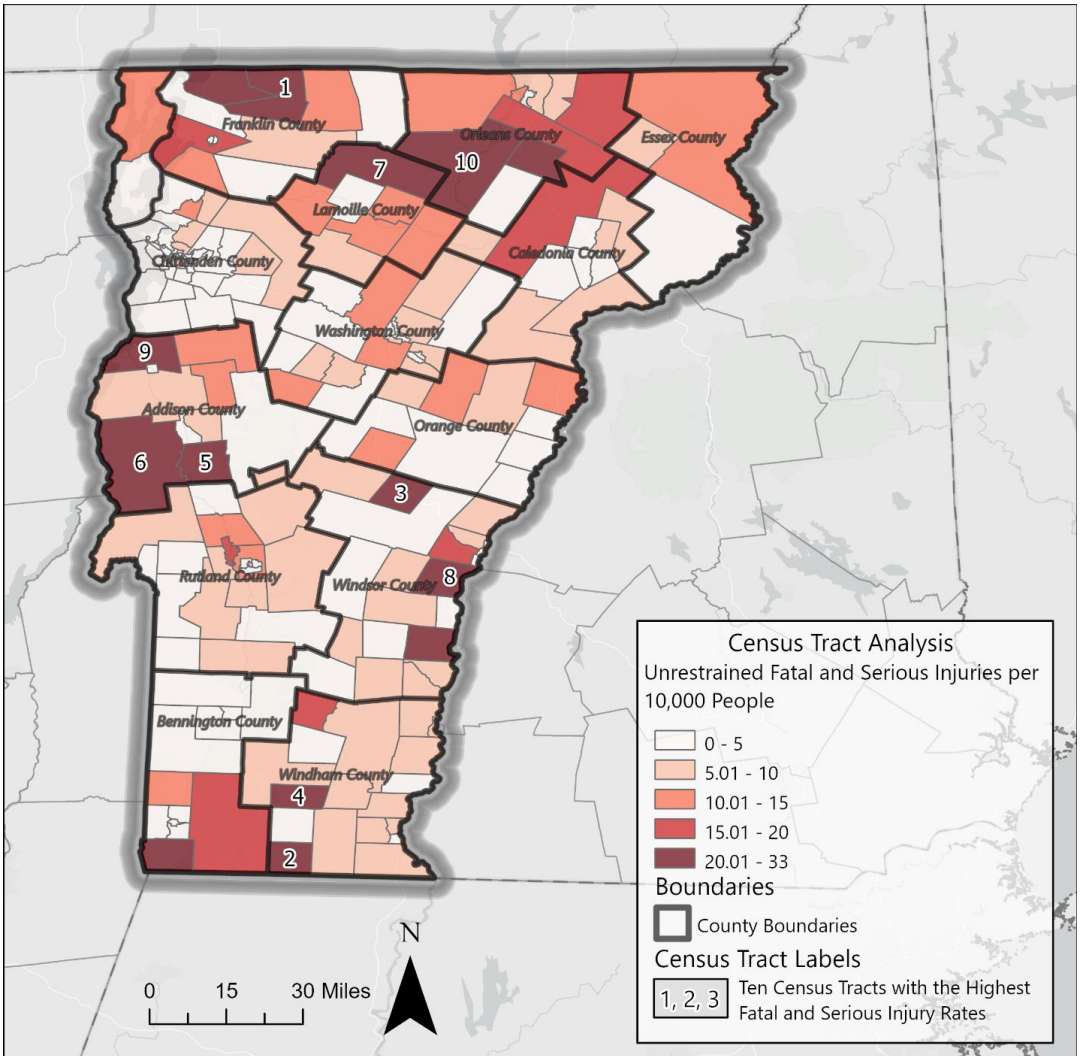


Figure 5 Unrestrained Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 4 Unrestrained Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50011-0101.02	Franklin County	3,673	0.34	32.67
2	50025-9681.00	Windham County	1,586	0.58	31.52
3	50027-9651.00	Windsor County	2,755	0.32	29.03
4	50025-9679.00	Windham County	1,130	0.30	26.54
5	50001-9610.00	Addison County	2,295	0.47	26.14
6	50001-9609.00	Addison County	5,006	0.61	25.96
7	50015-9530.00	Lamoille County	2,143	0.37	23.33
8	50027-9657.00	Windsor County	3,438	0.10	23.26
9	50001-9602.00	Addison County	2,655	0.15	22.59
10	50019-9517.00	Orleans County	4,198	0.90	21.43

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. The towns of Whitingham and Dover make up the two census tracts with the highest fatal and serious injury rates per 10,000 trips. Both tracts are within Windham County. Eight of the seventy-six unrestrained fatal and serious injuries during the 2017-2021 period occurred in these two census tracts. Addison and Orleans County each had two census tracts rank in the top ten, Windsor County had three tracts within the top ten for fatal and serious injuries per 10,000 trips.

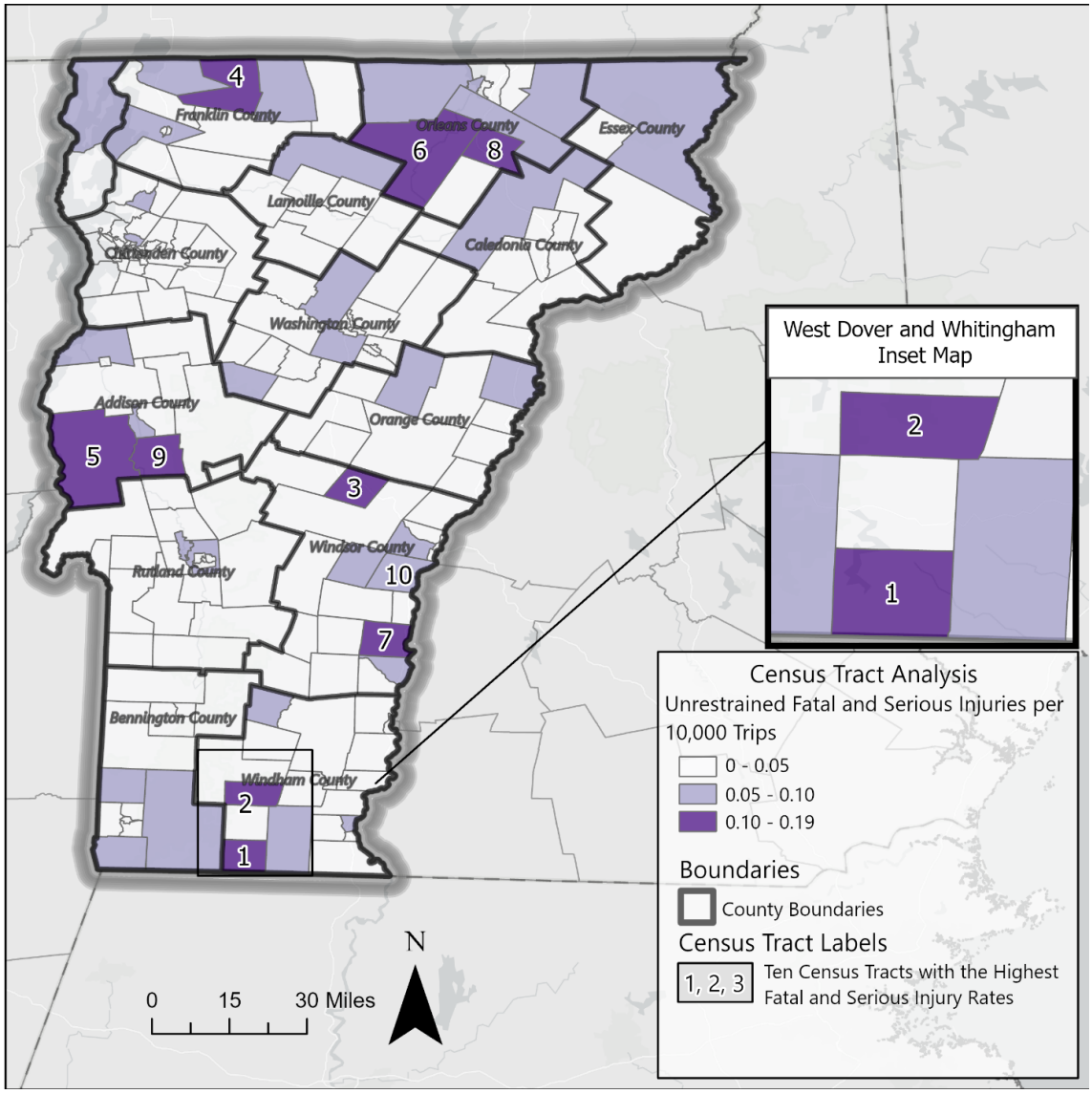


Figure 6 Unrestrained Fatal and Serious Injuries per 10,000 Trips, 2017-2021, Vermont

Table 5 Top Ten Unrestrained Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50025-9681.00	Windham County	1,586	0.58	0.187
2	50025-9679.00	Windham County	1,130	0.30	0.155
3	50027-9651.00	Windsor County	2,755	0.32	0.136
4	50011-0101.02	Franklin County	3,673	0.34	0.130
5	50001-9609.00	Addison County	5,006	0.61	0.111
6	50019-9517.00	Orleans County	4,198	0.90	0.108
7	50027-9661.00	Windsor County	2,836	0.18	0.107
8	50019-9518.00	Orleans County	2,841	0.99	0.104
9	50001-9610.00	Addison County	2,295	0.47	0.101
10	50027-9657.00	Windsor County	3,438	0.10	0.098

1.2.4 C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (FARS)

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. The town of Dummerston in Windham County had the highest fatal and serious injury rate in Vermont from 2017-2021, at 18.30. Newbury had the second highest at 14.72, and had a social vulnerability index score of 0.73. The towns of Glastonbury, Woodford, Searsburg, Stamford, and Readsboro make up census tract 9706.01, which had the third highest rate of fatal and serious injury crashes involving an alcohol-impaired driver, at 14.69.

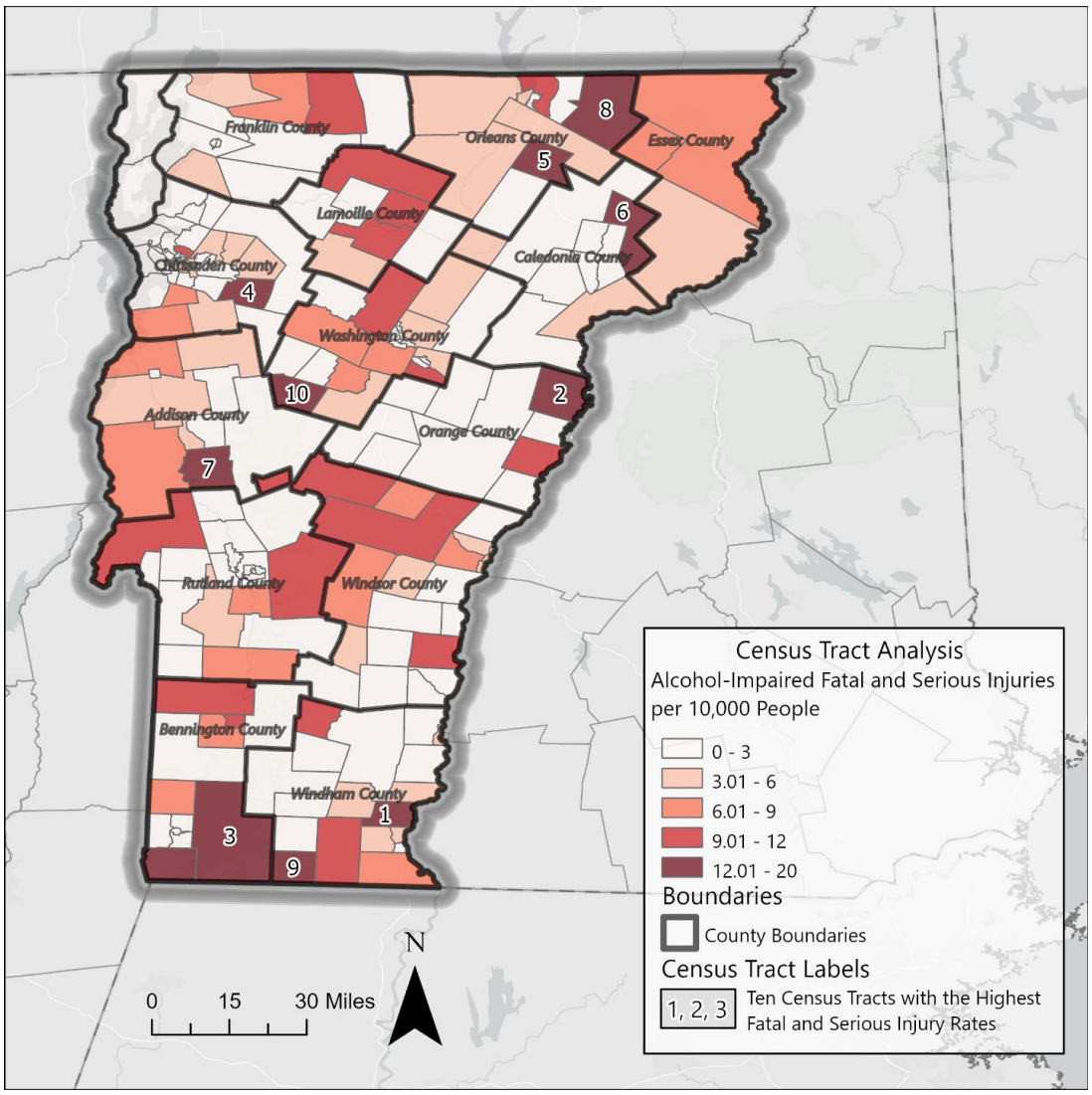


Figure 7 Alcohol-Impaired Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 6 Top Ten Alcohol-Impaired Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50025-9683.00	Windham County	2,185	0.19	18.30
2	50017-9590.00	Orange County	2,038	0.73	14.72
3	50003-9706.01	Bennington County	2,042	0.55	14.69
4	50007-0030.00	Chittenden County	4,142	0.02	14.48
5	50019-9518.00	Orleans County	2,841	0.99	14.07
6	50005-9571.00	Caledonia County	2,190	0.52	13.69
7	50001-9610.00	Addison County	2,295	0.47	13.07
8	50019-9511.00	Orleans County	2,374	0.26	12.63
9	50025-9681.00	Windham County	1,586	0.58	12.61
10	50023-9556.00	Washington County	1,632	0.22	12.25

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Three of the top ten census tracts fall within Windham County, and account for eight of the twenty-nine fatal and serious injuries among the top ten tracts, during the 2017-2021 period. The third highest rate is found in tract 0022.01 which is within the top ten for fatal and serious injuries per 10,000 vehicle trips in four program areas.

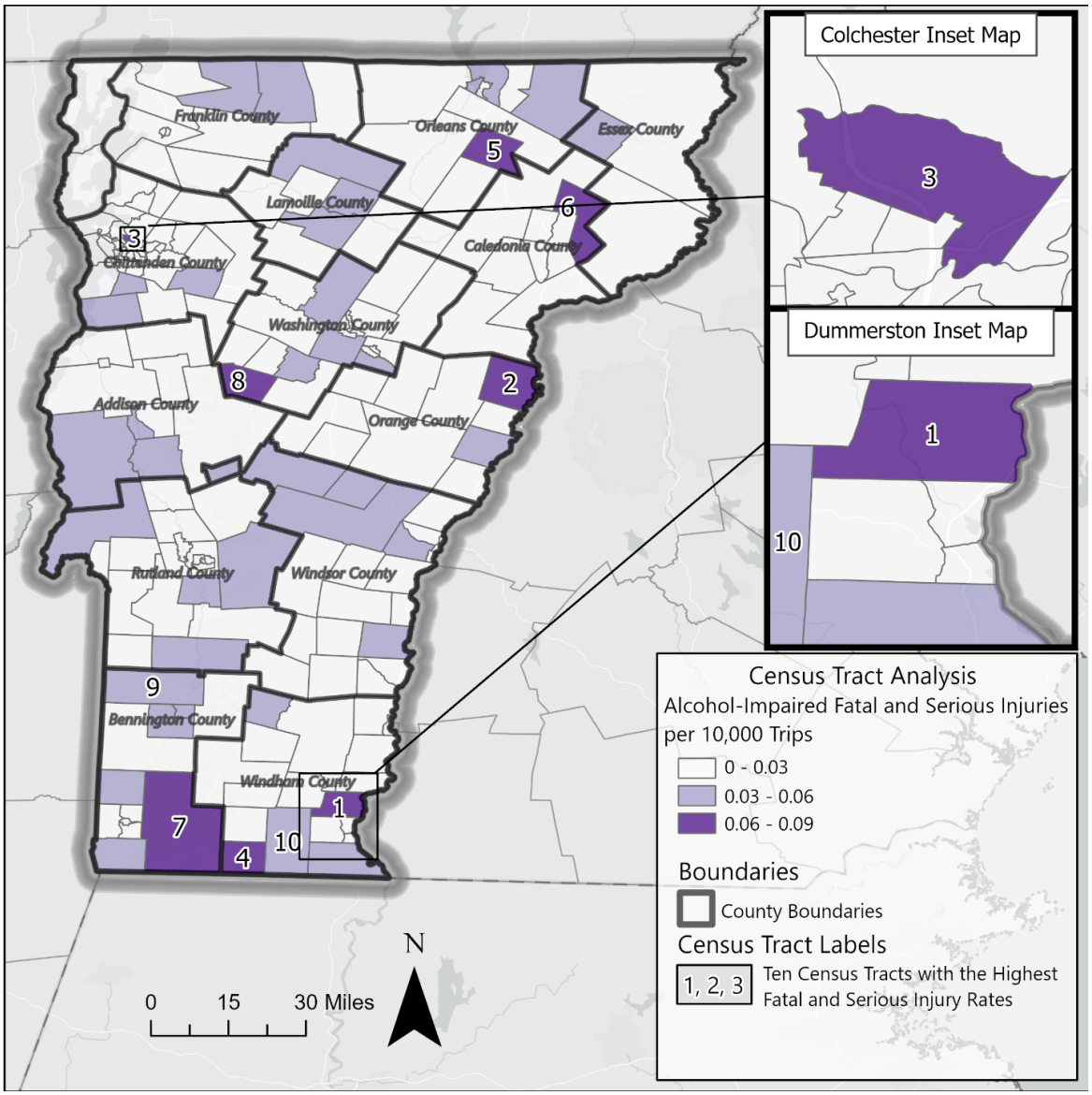


Figure 8 Alcohol-Impaired Fatal and Serious Injury Rates per 10,000 Vehicle Trips

Table 7 Top Ten Alcohol-Impaired Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50025-9683.00	Windham County	2,185	0.19	0.083
2	50017-9590.00	Orange County	2,038	0.73	0.078
3	50007-0022.01	Chittenden County	3,287	0.89	0.076
4	50025-9681.00	Windham County	1,586	0.58	0.074
5	50019-9518.00	Orleans County	2,841	0.99	0.069
6	50005-9571.00	Caledonia County	2,190	0.52	0.066
7	50003-9706.01	Bennington County	2,042	0.55	0.062
8	50023-9556.00	Washington County	1,632	0.22	0.061
9	50003-9714.00	Bennington County	2,724	0.31	0.059
10	50025-9682.00	Windham County	2,149	0.61	0.058

1.2.5 C-6) Number of Speeding-Related Fatalities (FARS)

During the 2018-2022 period, 35 percent of fatal crashes, and 31 percent of serious injury crashes involved speeding. Of the Triennial HSP performance measures, speeding is the third highest factor in fatal crashes, and the highest factor in serious injury crashes.

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. The town of Whitingham, in Windham County had the highest rate of speeding-related fatal and serious injuries at 44.13, followed by census tract 0022.01, in Colchester, at 36.50. This census tract has a high social vulnerability score, scoring in the 89th percentile for the state of Vermont. The third highest rate is in the town Hartland, within Windsor County. This census tract has a low social vulnerability score at 0.10.

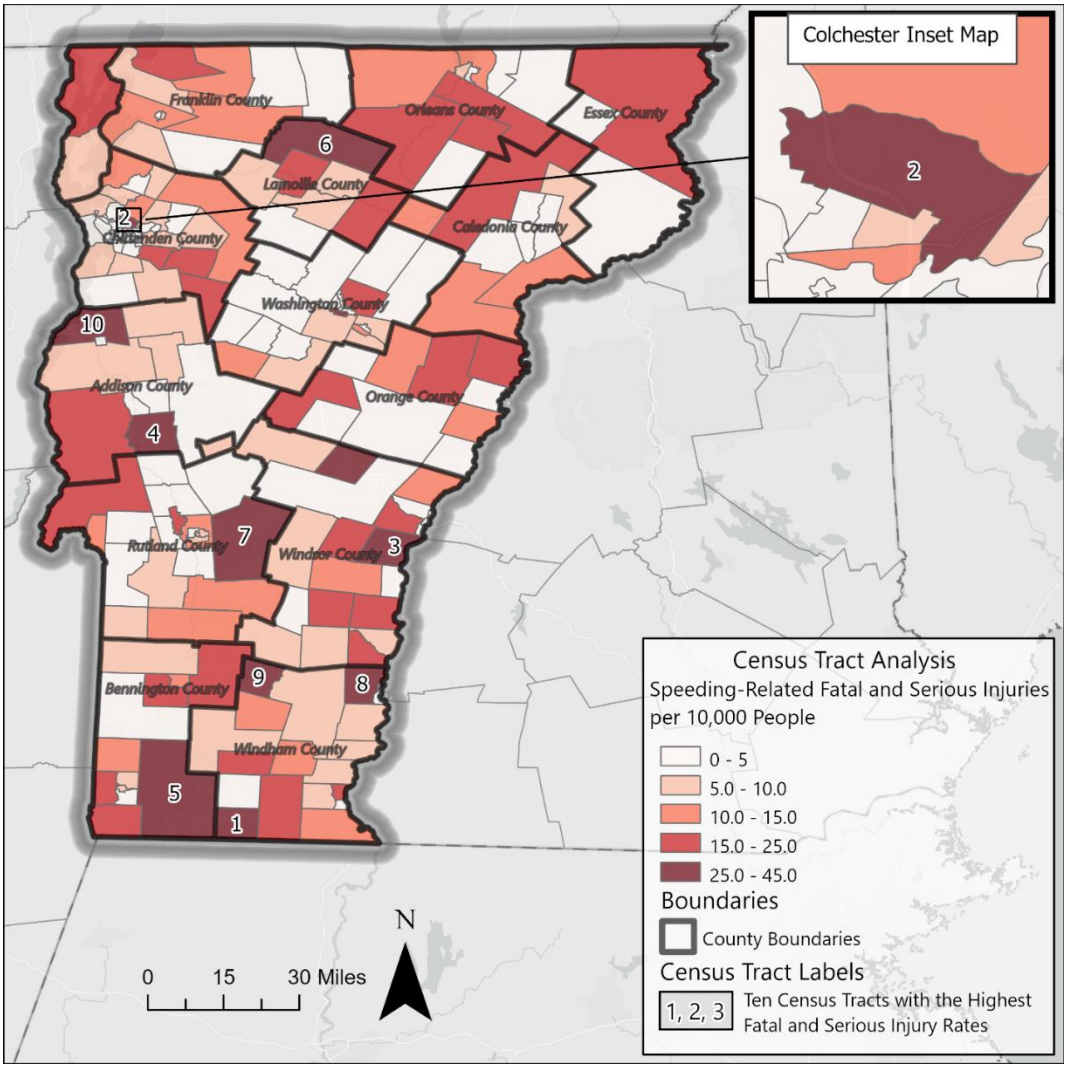


Figure 9 Speeding-Related Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 8 Top Ten Speeding-Related Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50025-9681.00	Windham County	1,586	0.58	44.13
2	50007-0022.01	Chittenden County	3,287	0.89	36.50
3	50027-9657.00	Windsor County	3,438	0.10	34.90
4	50001-9610.00	Addison County	2,295	0.47	34.85
5	50003-9706.01	Bennington County	2,042	0.55	34.28
6	50015-9530.00	Lamoille County	2,143	0.37	32.66
7	50021-9628.00	Rutland County	3,189	0.23	31.35
8	50025-9671.00	Windham County	2,185	0.46	27.45
9	50025-9673.00	Windham County	1,886	0.10	26.51
10	50001-9602.00	Addison County	2,655	0.15	26.36

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Tract 0022.01 in the Town of Colchester had the highest fatal and serious injury rates per 10,000 trips, and had a high social vulnerability index of 0.89. Twelve of the eighty speeding-related fatal and serious injuries during the 2017-2021 period were within this census tract.

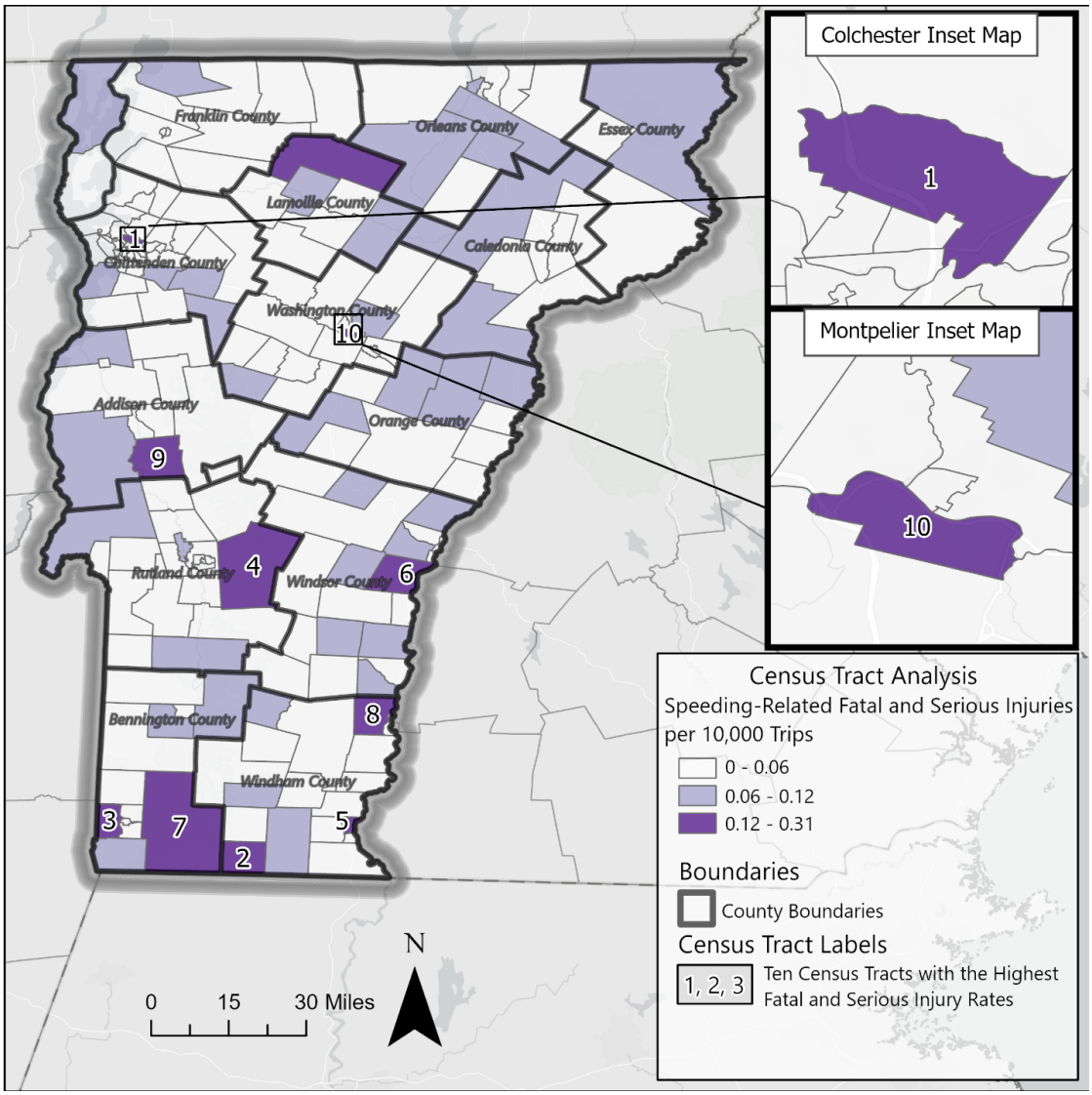


Figure 10 Speeding-Related Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 9 Top Ten Speeding Related Fatal and Serious Injury Rates, 2017-201, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50007-0022.01	Chittenden County	3,287	0.89	0.306
2	50025-9681.00	Windham County	1,586	0.58	0.262
3	50003-9710.00	Bennington County	3,436	0.91	0.197
4	50021-9628.00	Rutland County	3,189	0.23	0.155
5	50025-9686.00	Windham County	2,519	0.83	0.149
6	50027-9657.00	Windsor County	3,438	0.10	0.147
7	50003-9706.01	Bennington County	2,042	0.55	0.146
8	50025-9671.00	Windham County	2,185	0.46	0.140
9	50001-9610.00	Addison County	2,295	0.47	0.135
10	50023-9549.00	Washington County	1,944	0.29	0.126

1.2.6 C-7) Number of Motorcyclist Fatalities (FARS)

There were 16 motorcycle fatalities in 2021, and 13 in 2022, exceeding totals from 2012 to 2020. From 2012 to 2022, 55 percent of fatalities were in the summer, 23 percent in the fall, and 22 percent in the spring. Drivers aged 40-49 accounted for the highest proportion of fatalities, at 23 percent. Additionally, 7 percent were over 70 years old, and 7 percent were under 21 years old. Of these crashes, 87 percent occurred in rural areas primarily during daytime hours.

DMV data – most recent year of vehicle registrations and licensing

- Licensed Drivers
- Endorsed Motorcycle Operators
- Registered Vehicles – 777,000 in 2022 (AOT fact book)
- Registered Motorcycles (inc. mopeds, dirt bikes, …) – 23,597 in 2022 (DMV Data)

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. Census tract 9501 in Essex County had the highest fatal and serious injury rate for motorcyclists during the 2017-2021 period, at 37.40. This is a large, and sparsely populated census tract that spans twelve towns in the northeastern corner of the state, including Lewis, Averill, Canaan, Lemington, Bloomfield, and Brunswick. This census tract also has the highest fatal and serious injuries per 10,000 vehicle trips.

The second highest rate is in tract 9675, with 24.29 fatal and serious injuries per 10,000 people. This tract covers the towns of Stratton, Wardsboro, and Somerset.

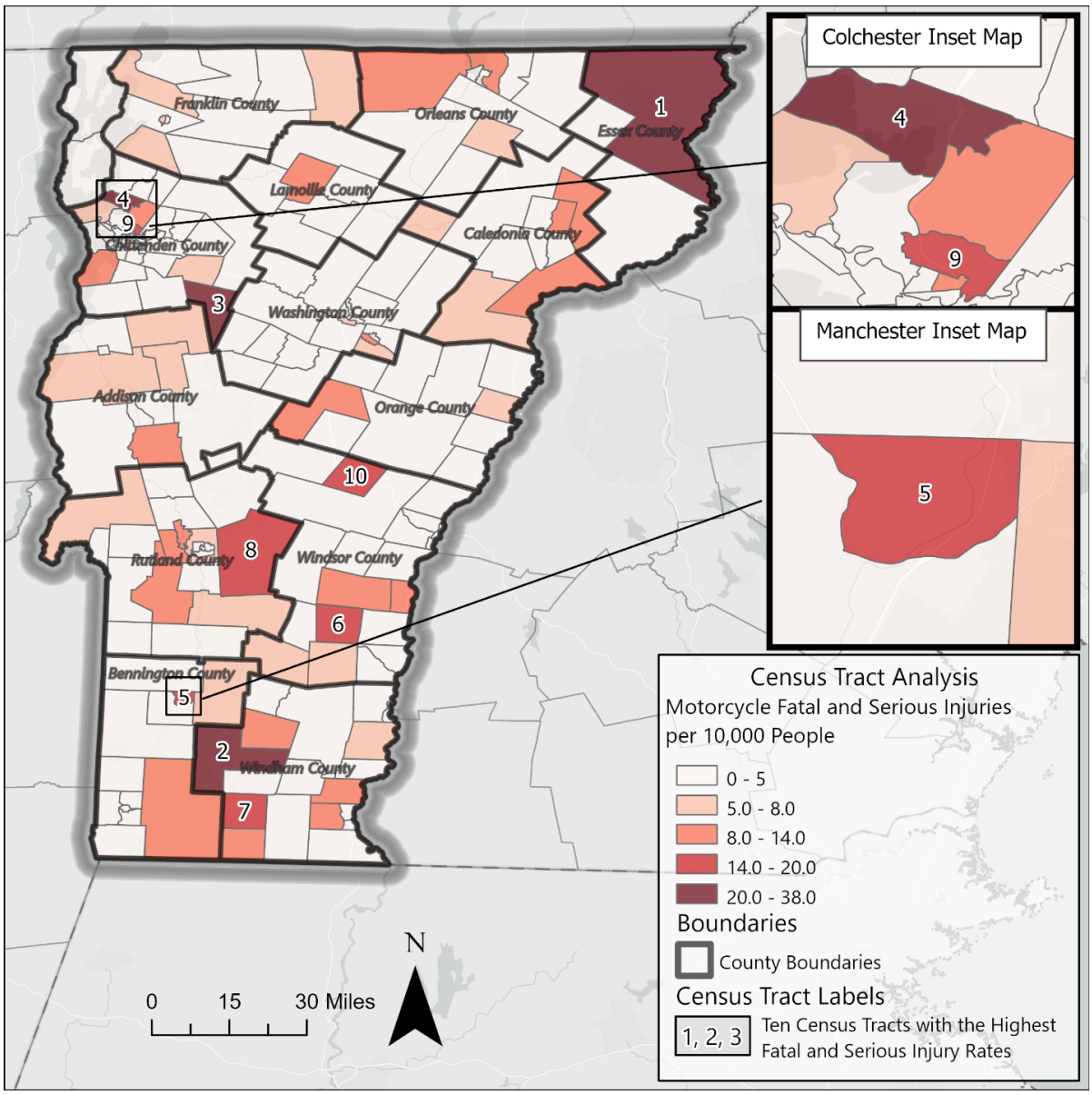


Figure 11 Motorcycle Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 10 Top Ten Motorcycle Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50009-9501.00	Essex County	1,604	0.62	37.40
2	50025-9675.00	Windham County	1,235	0.21	24.29
3	50007-0035.03	Chittenden County	1,812	0.11	22.07
4	50007-0023.01	Chittenden County	1,458	0.25	20.57
5	50003-9704.02	Bennington County	2,124	0.19	18.83
6	50027-9662.00	Windsor County	1,777	0.67	16.88
7	50025-9680.00	Windham County	1,845	0.32	16.26
8	50021-9628.00	Rutland County	3,189	0.23	15.67
9	50007-0022.01	Chittenden County	3,287	0.89	15.21
10	50027-9651.00	Windsor County	2,755	0.32	14.51

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Nine of the top ten census tracts with the highest motorcycle fatal and serious injuries per 10,000 trips are in the northern half of Vermont. The highest rate is within Essex County, in the northeastern corner of the state. The second and third highest rates are in the town of Huntington (tract 0035.03), and the towns of Barnet and Waterford (tract 9579). The top ten tracts for fatal and serious injuries per 10,000 trips account for 23 of the 232 motorcycle fatal and serious injuries.

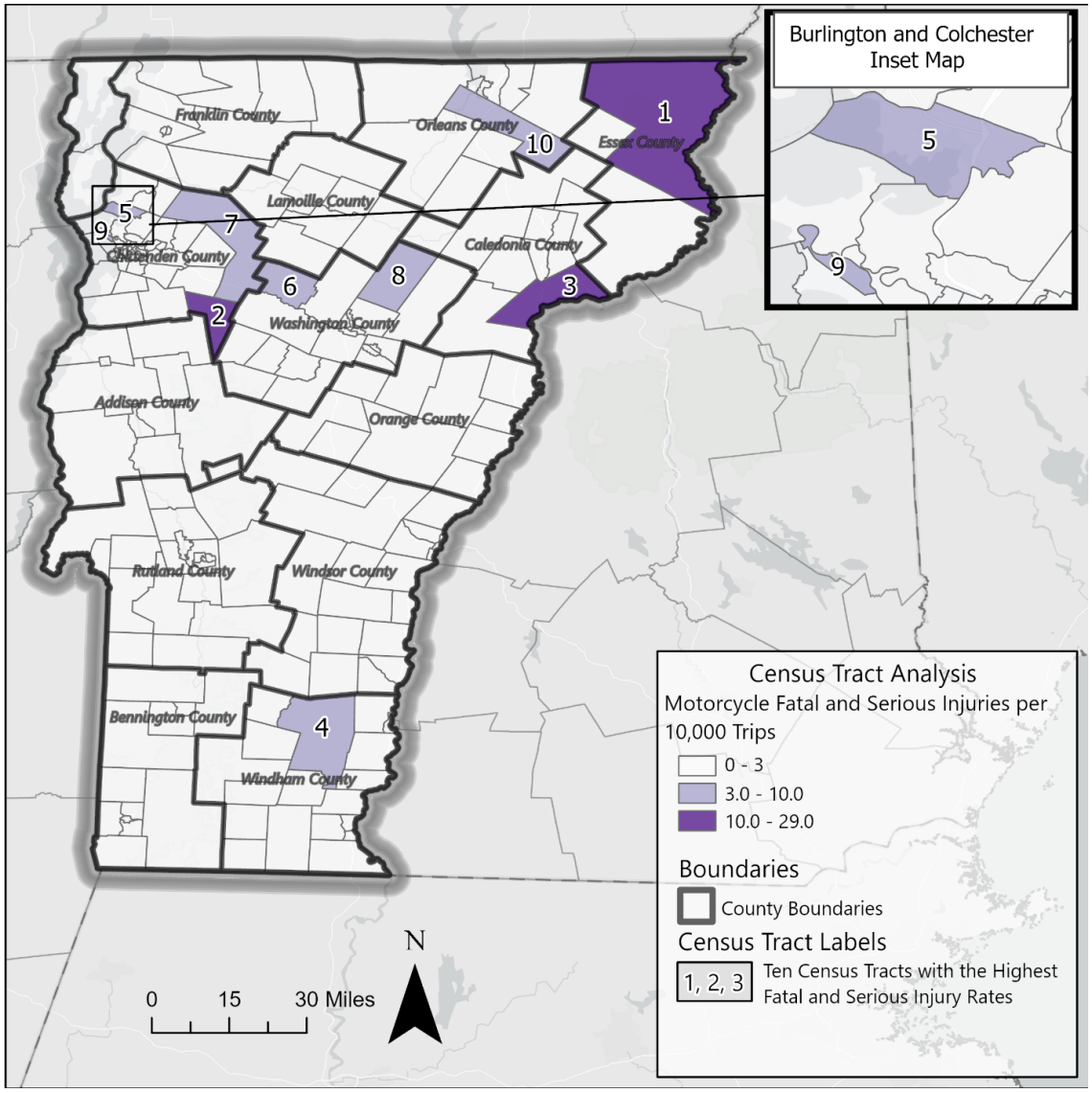


Figure 12 Motorcycle Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 11 Top Ten Motorcycle Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50009-9501.00	Essex County	1,604	0.62	28.846
2	50007-0035.03	Chittenden County	1,812	0.11	25.641
3	50005-9579.00	Caledonia County	2,857	0.45	14.423
4	50007-0023.01	Chittenden County	1,458	0.25	9.615
5	50023-9543.00	Washington County	5,240	0.65	9.615
6	50025-9672.00	Windham County	3,679	0.36	9.615
7	50007-0029.00	Chittenden County	6,769	0.18	6.410
8	50023-9541.00	Washington County	2,601	0.45	3.846
9	50007-0001.00	Chittenden County	4,583	0.97	3.846
10	50019-9519.00	Orleans County	2,482	0.81	3.205

1.2.7 C-8) Number of Un-helmeted Motorcyclist Fatalities (FARS)

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. The towns of West Windsor and Reading comprise census tract 9659.02, in Windsor County, which had the highest fatal and serious injury rate for unhelmeted motorcyclists. There were two serious injuries in this census tract during the 2017-2021 period. This census tract ranks very low in social vulnerability, at 0.03. The towns of West Rutland and Johnson comprise the next two highest fatal and serious injury rates per 10,000 people during the 2017-2021 period.

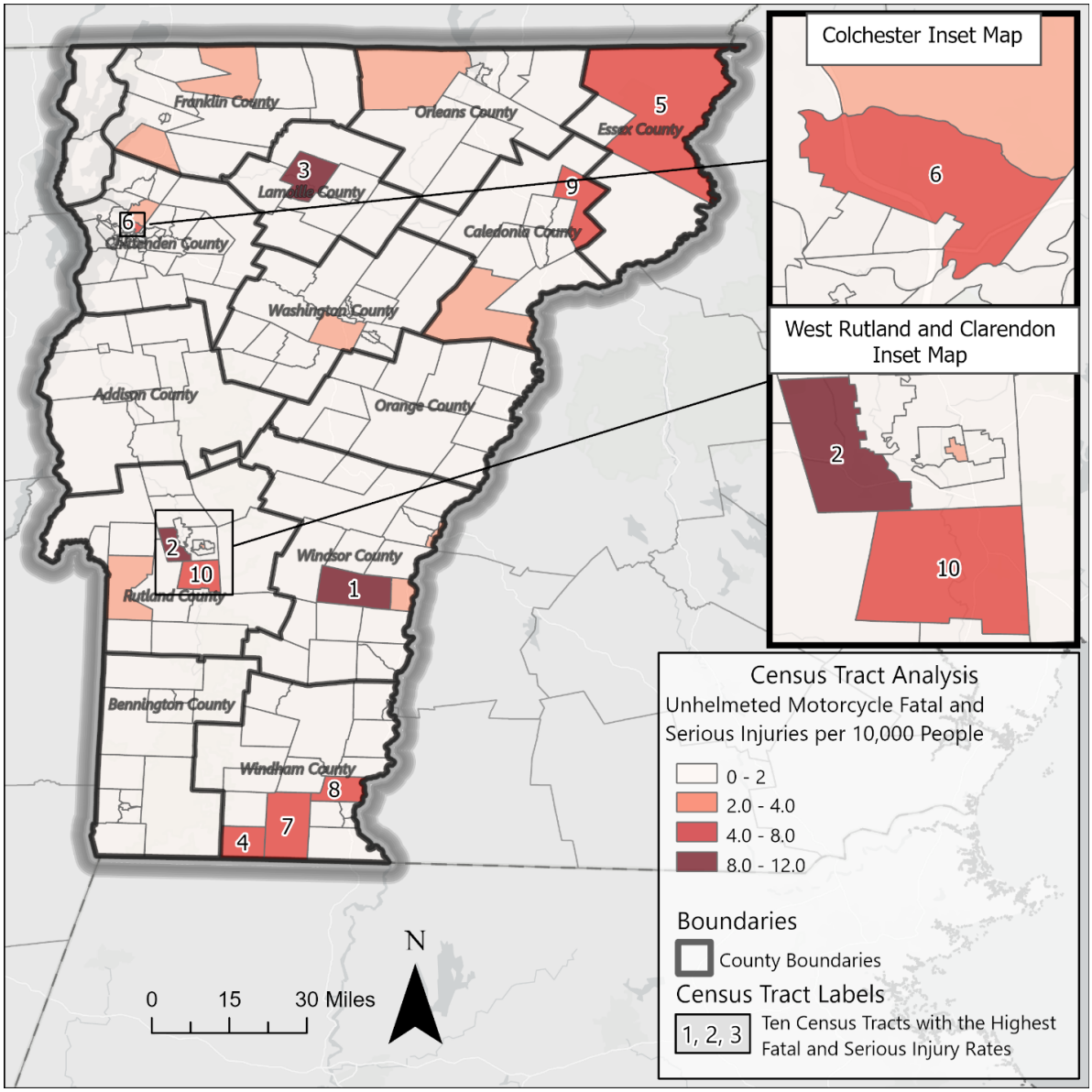


Figure 13 **Un-Helmeted Motorcycle Fatal and Serious Injuries per 10,000 People, 2017-2021, VT**

Table 12 Top Ten Un-helmeted Motorcycle Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50027-9659.02	Windsor County	1,782	0.03	11.22
2	50021-9626.00	Rutland County	2,229	0.64	8.97
3	50015-9532.00	Lamoille County	3,552	0.70	8.44
4	50025-9681.00	Windham County	1,586	0.58	6.30
5	50009-9501.00	Essex County	1,604	0.62	6.23
6	50007-0022.01	Chittenden County	3,287	0.89	6.08
7	50025-9682.00	Windham County	2,149	0.61	4.65
8	50025-9683.00	Windham County	2,185	0.19	4.57
9	50005-9571.00	Caledonia County	2,190	0.52	4.56
10	50021-9634.00	Rutland County	2,436	0.38	4.10

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. As shown, there are only two census tracts that qualified for this analysis. Calculating fatal and serious injuries against number of trips taken relies on trip estimates from the Means of Transportation to Work American Community Survey. 172 of the 193 census tracts in Vermont had zero motorcycle commuters, based on responses to the survey.

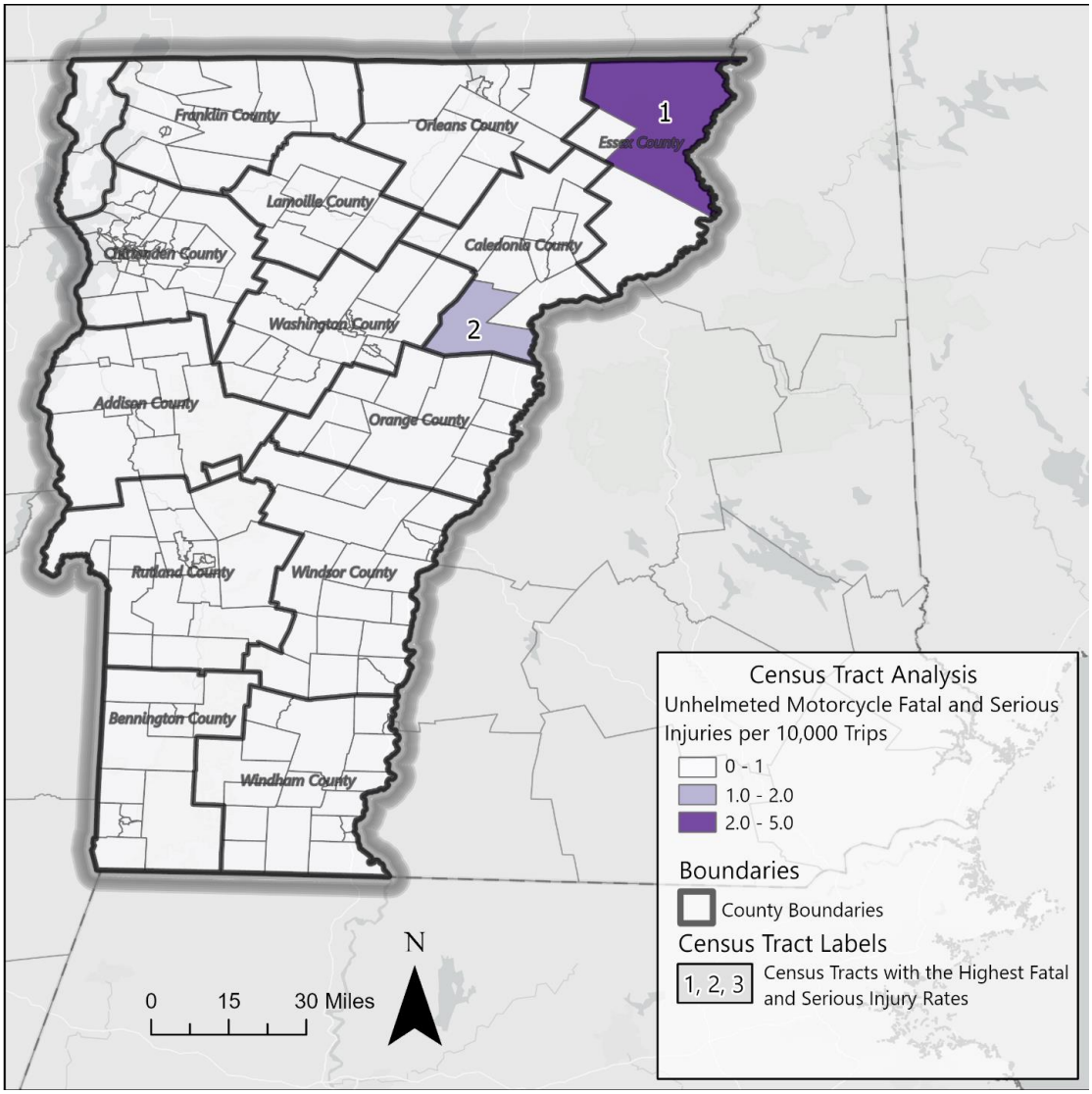


Figure 14 Un-helmeted Motorcycle Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 13 Top Two Un-helmeted Motorcycle Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50009-9501.00	Essex County	1,604	0.62	4.807
2	50005-9578.00	Caledonia County	3,009	0.57	1.131

1.2.8 C-9) Number of Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. During the 2017-2021 period, tract 9591.01, which is comprised of the towns of Orange and Washington, had the highest fatal and serious injury rate per 10,000 people. During this period there were two fatal, and three serious injury crashes in this census tract.

The three towns of Stratton, Somerset, and Wardsboro comprise census tract 9675, which had the second highest fatal and serious injury rate, at 16.19 per 10,000 people. This tract ranks in the top ten highest fatal and serious injury rates for three program areas.

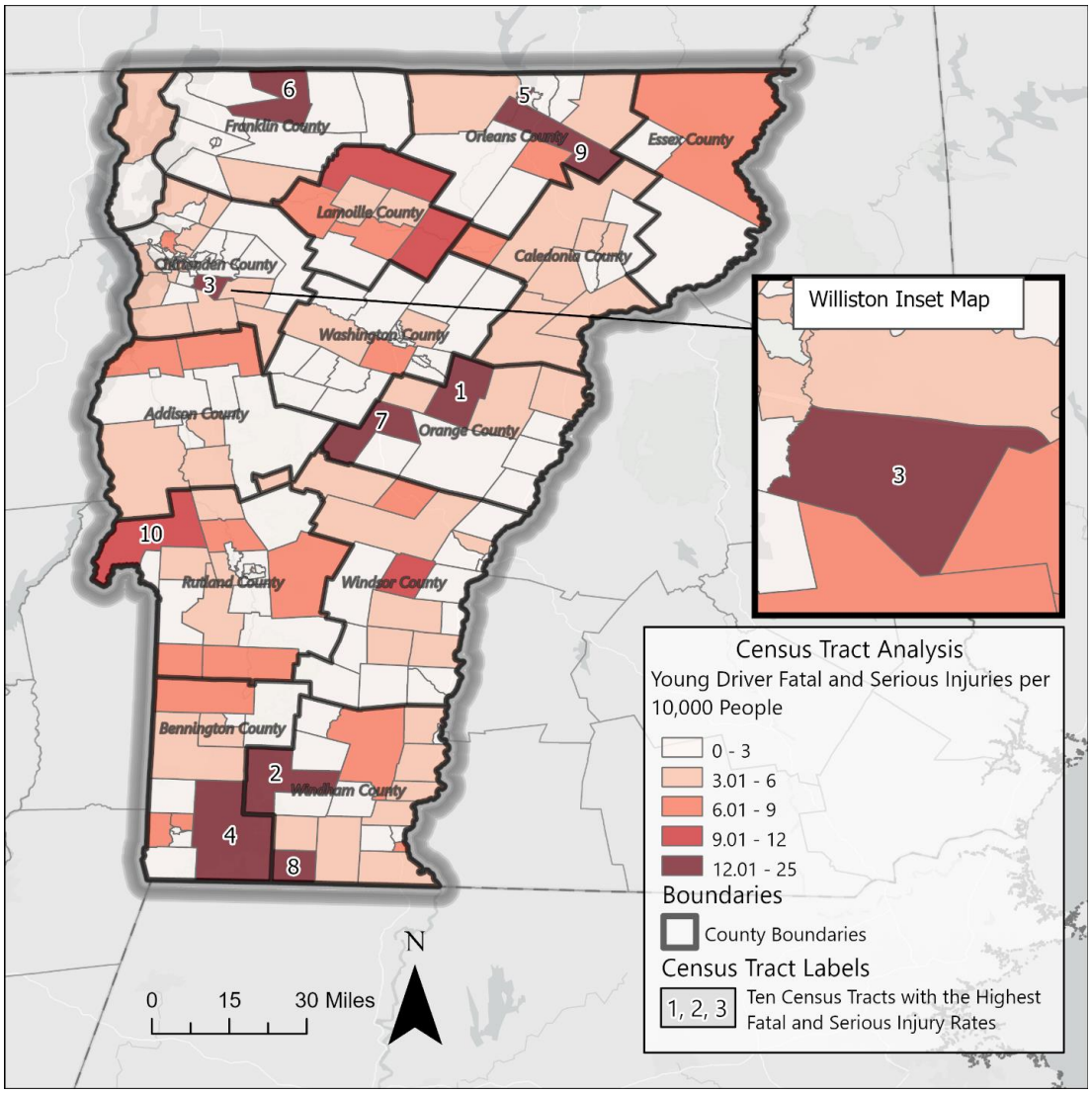


Figure 15 Young Driver Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 14 Top Ten Young Driver Fatal and Serious Injury Rates per 10,000 People

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50017-9591.01	Orange County	2,051	0.66	24.37
2	50025-9675.00	Windham County	1,235	0.21	16.19
3	50007-0031.02	Chittenden County	2,003	0.05	14.97
4	50003-9706.01	Bennington County	2,042	0.55	14.69
5	50019-9515.00	Orleans County	2,193	0.95	13.67
6	50011-0101.02	Franklin County	3,673	0.34	13.61
7	50017-9593.00	Orange County	2,361	0.41	12.70
8	50025-9681.00	Windham County	1,586	0.58	12.61
9	50019-9519.00	Orleans County	2,482	0.81	12.08
10	50021-9623.00	Rutland County	2,583	0.41	11.61

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Census tract 9591.01 also had the highest fatal and serious injury rate per 10,000 vehicle trips. The second highest rate during the five-year period of 2017-2021 was in census tract 9515, which makes up nearly half of Newport City. This census tract also had a high social vulnerability index score, at 0.96.

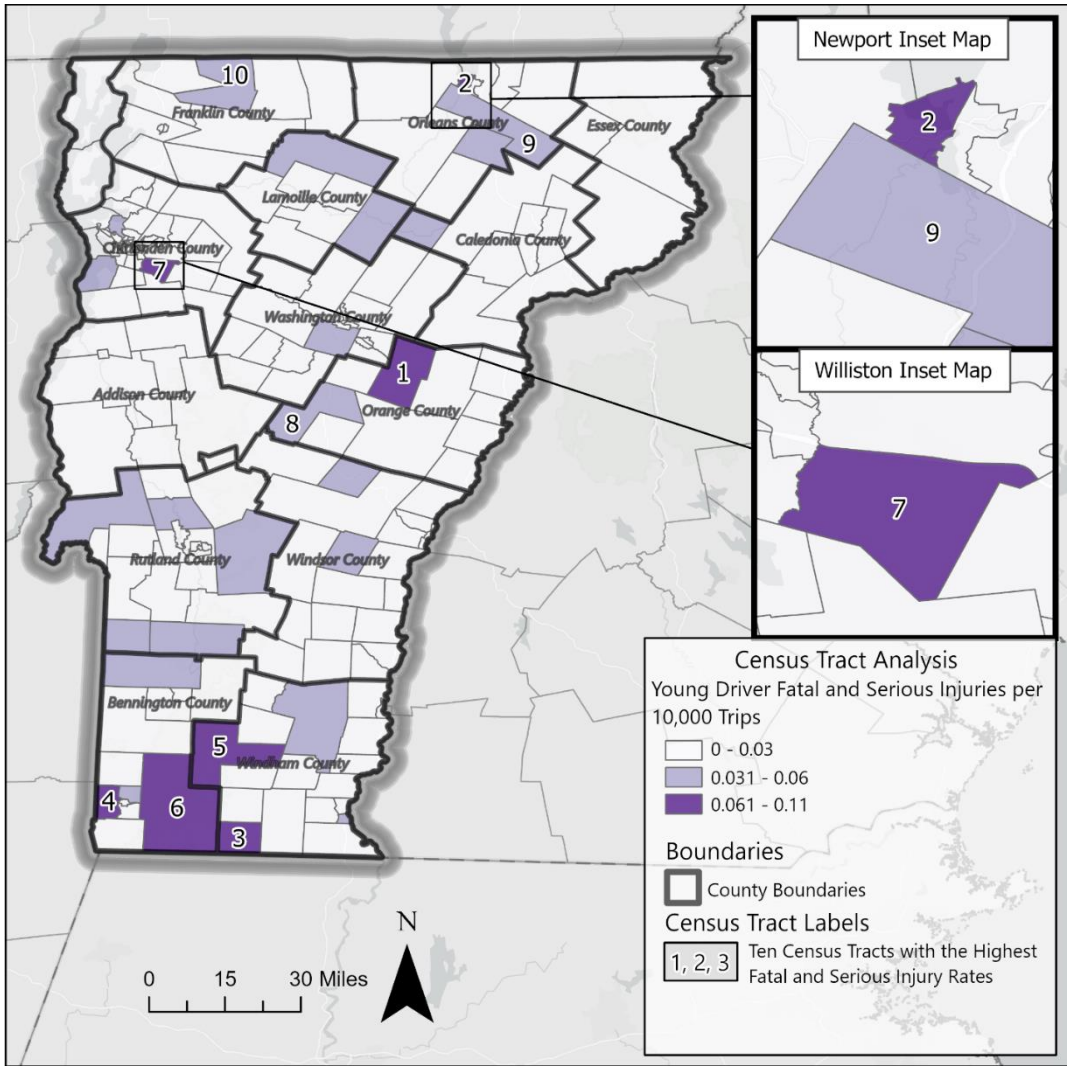


Figure 16 Young Driver Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 15 Top Ten Young Driver Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50017-9591.01	Orange County	2,080	0.66	0.101
2	50019-9515.00	Orleans County	2,438	0.95	0.096
3	50025-9681.00	Windham County	1,344	0.58	0.074
4	50003-9710.00	Bennington County	3,540	0.91	0.074
5	50025-9675.00	Windham County	1,315	0.21	0.073
6	50003-9706.01	Bennington County	2,053	0.55	0.062
7	50007-0031.02	Chittenden County	2,101	0.05	0.061
8	50017-9593.00	Orange County	2,451	0.41	0.059
9	50019-9519.00	Orleans County	2,499	0.81	0.056
10	50011-0101.02	Franklin County	3,499	0.34	0.054

1.2.9 C-10) Number of Pedestrian Fatalities (FARS)

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. Census tract 9709 had the highest pedestrian fatal and serious injury rate per 10,000 people, and has a high social vulnerability index score of 0.92. This census tract is one of four tracts within the town of Bennington, and lies in the northeastern corner of the town, as shown on the map below. The second highest rate is in census tract 9552, which is one of the two tracts within Barre City. The third, fifth, and sixth highest rates are all within Chittenden County. The fifth highest tract is in downtown Burlington.

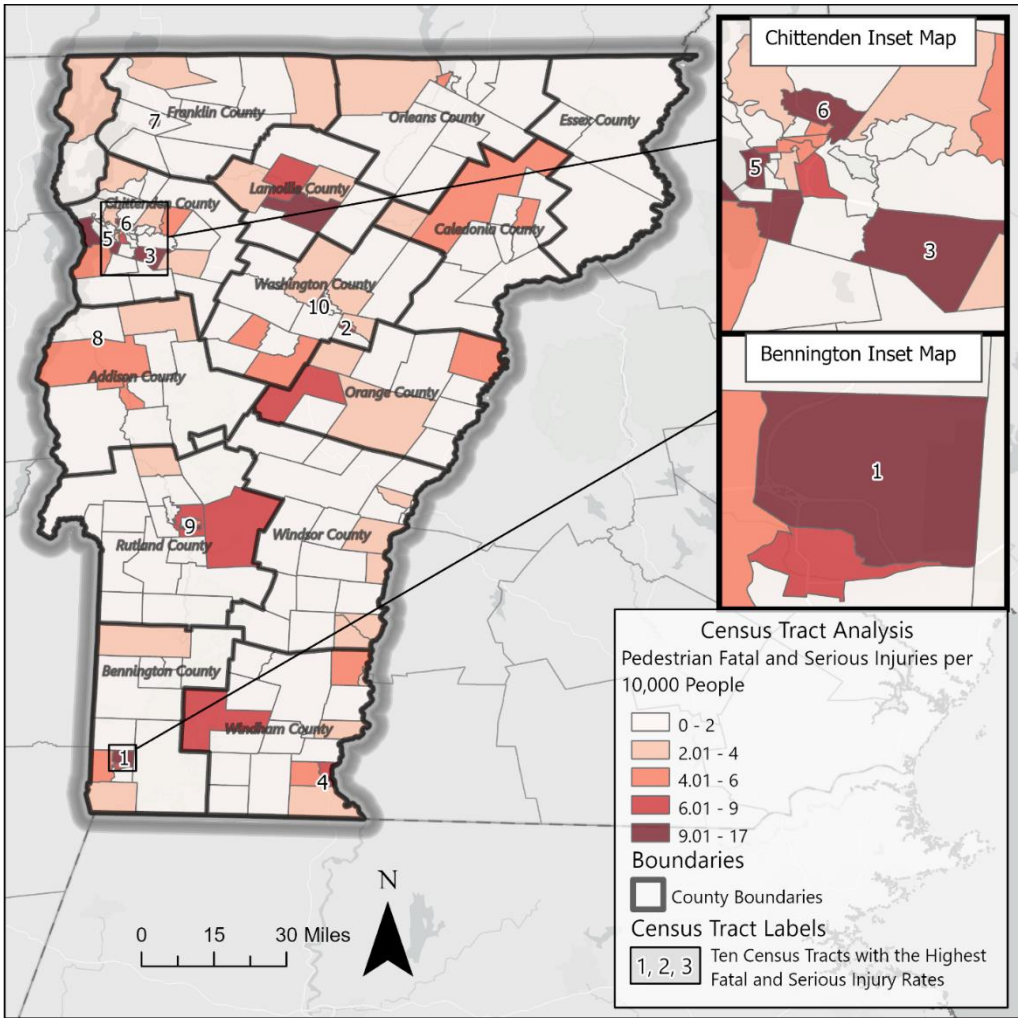


Figure 17 Pedestrian Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 16 Top Ten Pedestrian Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50003-9709.00	Bennington County	2,454	0.92	16.29
2	50023-9552.00	Washington County	3,877	0.84	15.47
3	50007-0031.02	Chittenden County	2,003	0.05	14.97
4	50025-9685.00	Windham County	5,783	0.93	13.83
5	50007-0010.00	Chittenden County	2,418	0.85	12.40
6	50007-0022.01	Chittenden County	3,287	0.89	12.16
7	50011-0108.00	Franklin County	3,363	0.82	11.89
8	50001-9603.00	Addison County	2,573	0.72	11.65
9	50021-9633.00	Rutland County	5,081	0.98	9.84
10	50023-9546.00	Washington County	2,166	0.08	9.23

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Census tract 9627, within Rutland Town had the highest fatal and serious injury rate per 10,000 trips during the 2017-2021 period, at 57.692. During this period there were two fatal injuries, and one serious injury.

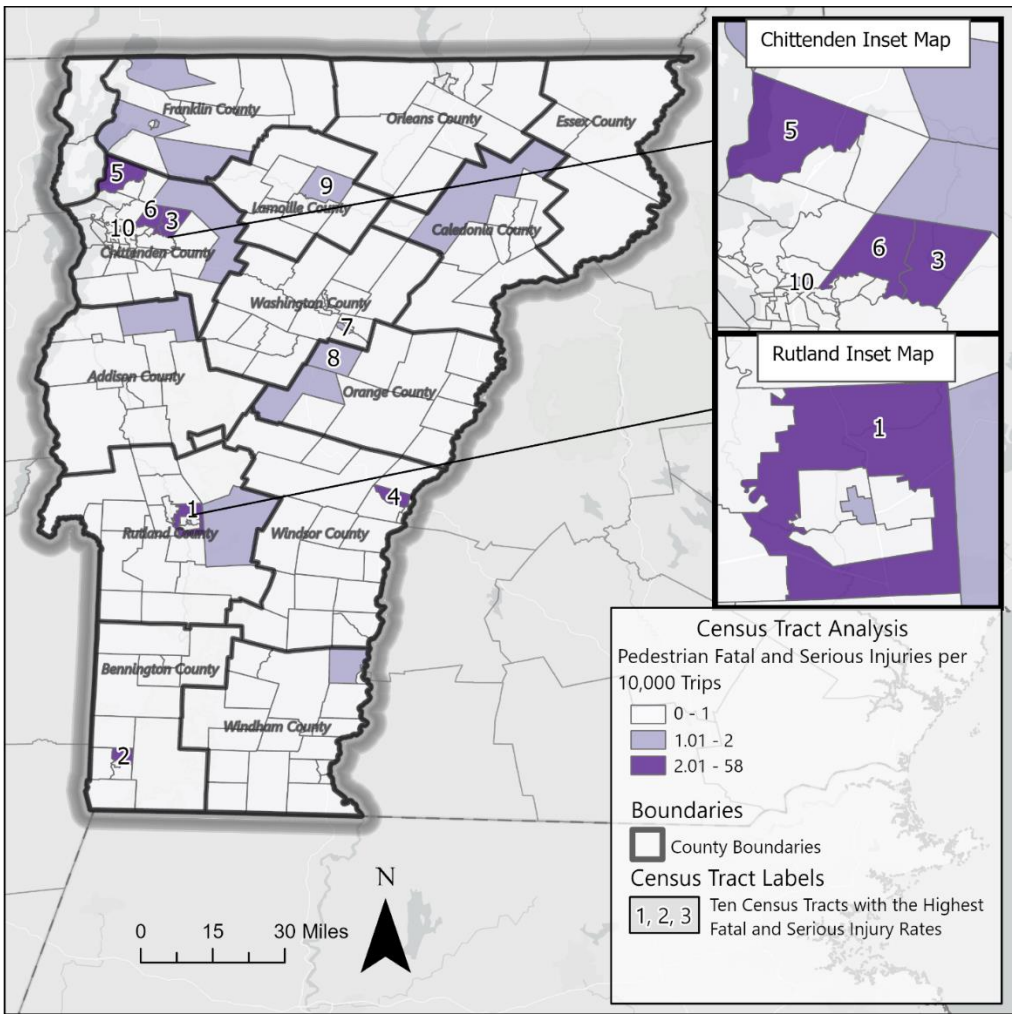


Figure 18 Pedestrian Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 17 Top Ten Pedestrian Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50021-9627.00	Rutland County	3,933	0.42	57.692
2	50003-9709.00	Bennington County	2,454	0.92	15.384
3	50007-0027.02	Chittenden County	5,353	0.02	2.884
4	50027-9655.02	Windsor County	2,655	0.70	2.403
5	50007-0021.01	Chittenden County	2,923	0.03	2.136
6	50007-0027.01	Chittenden County	6,025	0.26	2.136
7	50023-9552.00	Washington County	3,877	0.84	1.989
8	50007-0025.01	Chittenden County	2,312	0.65	1.602
9	50015-9533.00	Lamoille County	3,009	0.51	1.602
10	50017-9592.00	Orange County	3,515	0.54	1.602

1.2.10 C-11) Number of Bicyclist Fatalities (FARS)

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. During the 2017-2021 period, there was only one bicyclist fatality and there were 28 serious injuries. Tract 9625, in Proctor, VT, had the highest fatal and serious injuries per 10,000 people, at 5.43. Among the top ten census tracts shown on the map, there were 12 serious injuries, and zero fatalities.

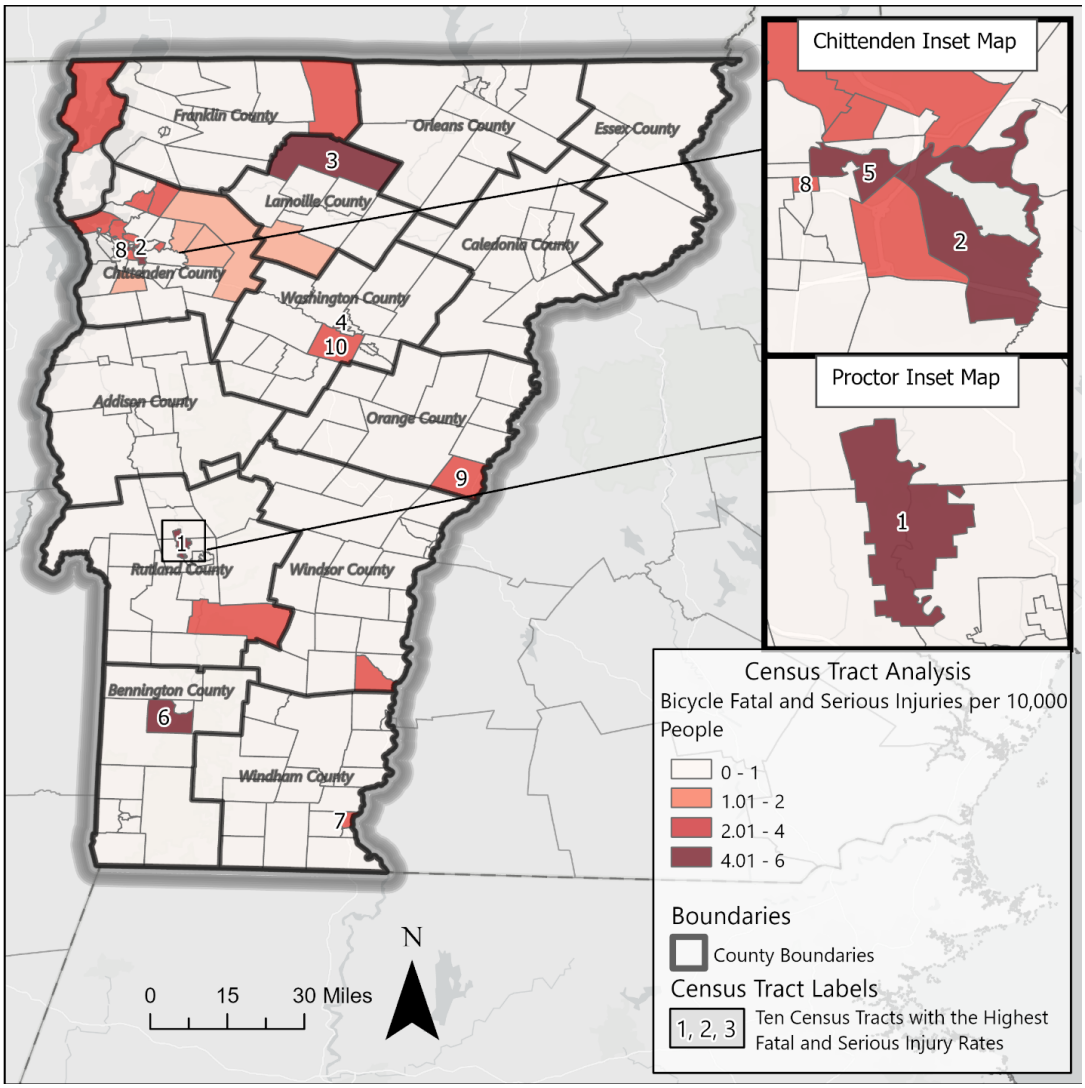


Figure 19 Bicycle Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 18 Top Ten Bicycle Fatal and Serious Injury rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50021-9625.00	Rutland County	1,841	0.24	5.43
2	50007-0040.02	Chittenden County	4,152	0.16	4.81
3	50015-9530.00	Lamoille County	2,143	0.37	4.66
4	50023-9546.00	Washington County	2,166	0.08	4.61
5	50007-0006.00	Chittenden County	4,588	0.79	4.35
6	50003-9704.01	Bennington County	2,342	0.39	4.26
7	50025-9686.00	Windham County	2,519	0.83	3.96
8	50007-0041.00	Chittenden County	2,672	0.77	3.74
9	50017-9596.00	Orange County	2,765	0.05	3.61
10	50023-9545.00	Washington County	2,884	0.69	3.46

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Seven of the top ten census tracts for highest fatal and serious injury rates per 10,000 trips fall within Chittenden County. Tract 9640, which is comprised of the towns of Mount Holly and Wallingford, accounts for the highest fatal and serious injury rate at 3.20 per 10,000 trips.

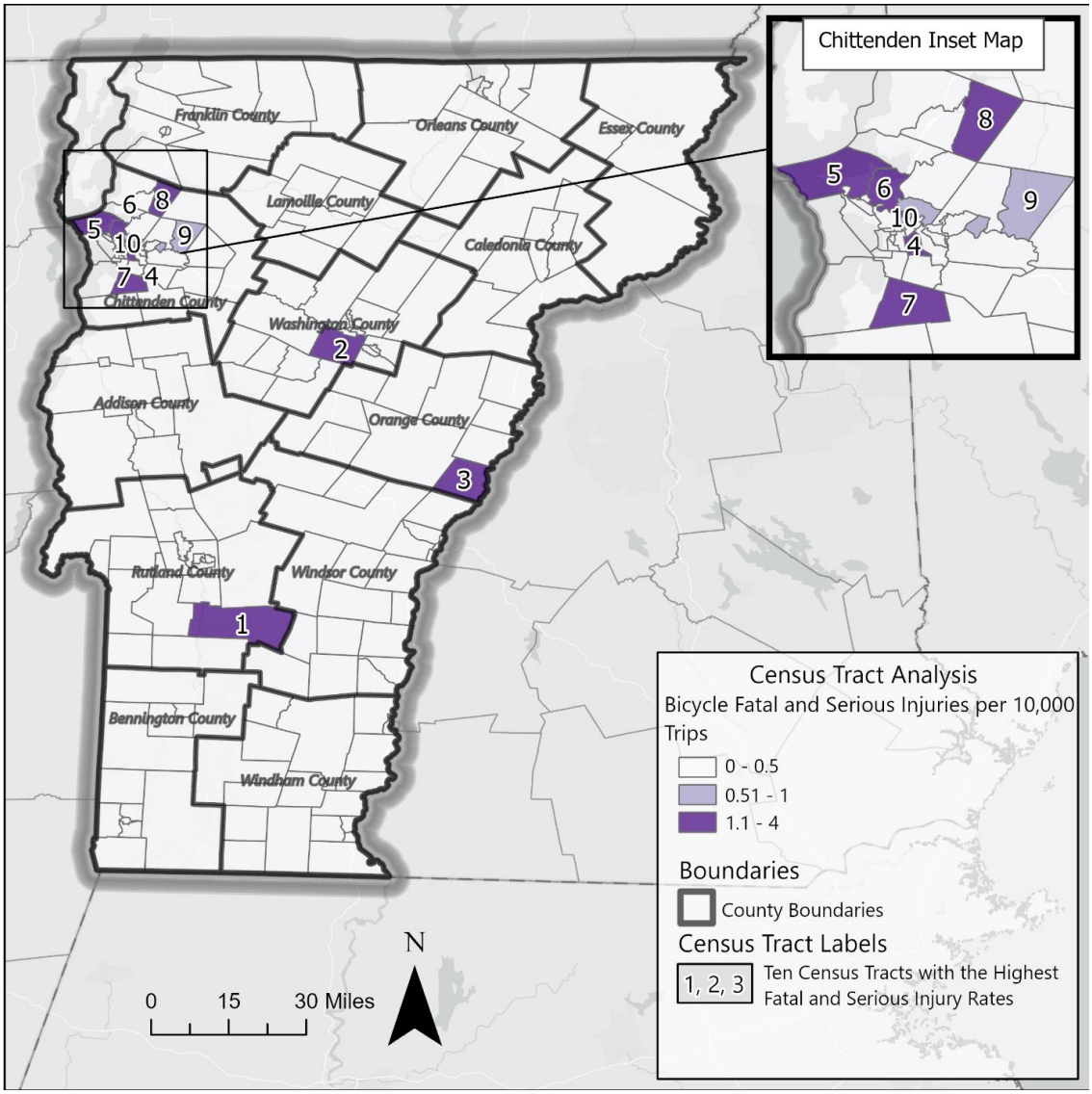


Figure 20 Bicycle Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 19 Top Ten Bicycle Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50021-9640.00	Rutland County	3,816	0.51	3.205
2	50023-9545.00	Washington County	2,884	0.69	2.747
3	50017-9596.00	Orange County	2,765	0.05	1.923
4	50007-0023.03	Chittenden County	4,827	0.01	1.373
5	50007-0036.00	Chittenden County	4,889	0.58	1.373
6	50007-0023.04	Chittenden County	3,085	0.20	1.282
7	50007-0034.01	Chittenden County	5,329	0.38	1.201
8	50007-0021.03	Chittenden County	4,082	0.06	1.012
9	50007-0027.02	Chittenden County	5,353	0.02	0.915
10	50007-0024.00	Chittenden County	3,479	0.96	0.769

1.2.11 C-12) Number of Distracted Driving Serious Bodily Injury Crashes

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. Two of the top ten census tracts fall within Windsor County, accounting for four of the twenty fatal and serious injuries among the top ten census tracts. Tract 9651 has the highest rate at 10.88 fatal and serious injuries per 10,000 people. Tract 9631, which has the eighth highest rate, ranks highest in social vulnerability in Vermont.

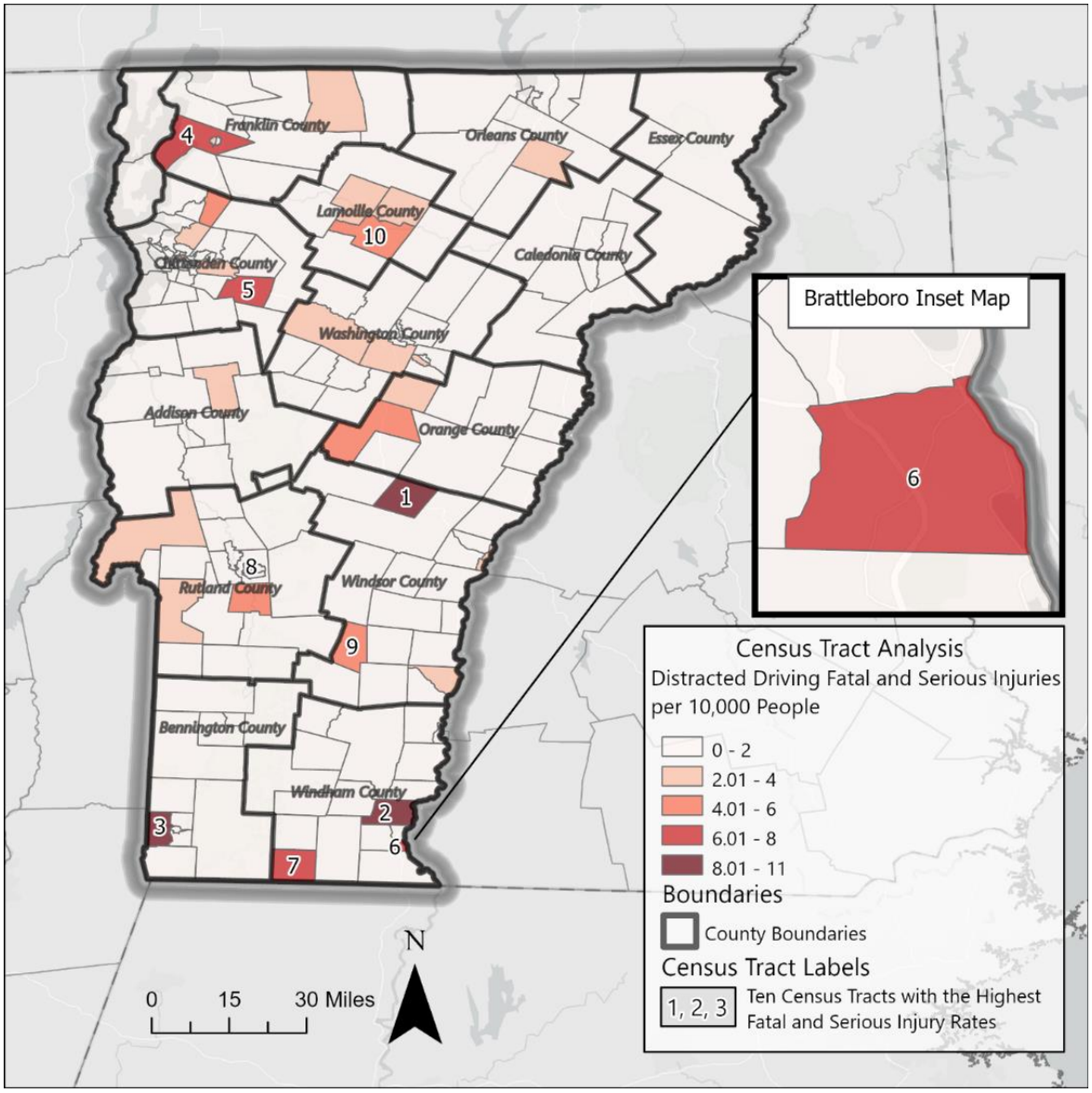


Figure 21 Distracted Driving Fatal and Serious Injury Rates, 2017-2021, VT

Table 20 Top Ten Distracted Driving Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50027-9651.00	Windsor County	2,755	0.32	10.88
2	50025-9683.00	Windham County	2,185	0.19	9.15
3	50003-9710.00	Bennington County	3,436	0.91	8.73
4	50011-0106.00	Franklin County	6,819	0.43	7.33
5	50007-0030.00	Chittenden County	4,142	0.02	7.24
6	50025-9685.00	Windham County	5,783	0.93	6.91
7	50025-9681.00	Windham County	1,586	0.58	6.30
8	50021-9631.00	Rutland County	3,496	1	5.72
9	50027-9663.00	Windsor County	1,817	0.97	5.50
10	50015-9535.00	Lamoille County	5,455	0.90	5.49

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Tract 9710 in the town of Bennington, ranks third highest for fatal and serious injuries per 10,000 people, and first per 10,000 trips, at 0.07. This tract has a high social vulnerability index at 0.91. Four of the top ten census tracts have a social vulnerability index of 0.90 or greater.

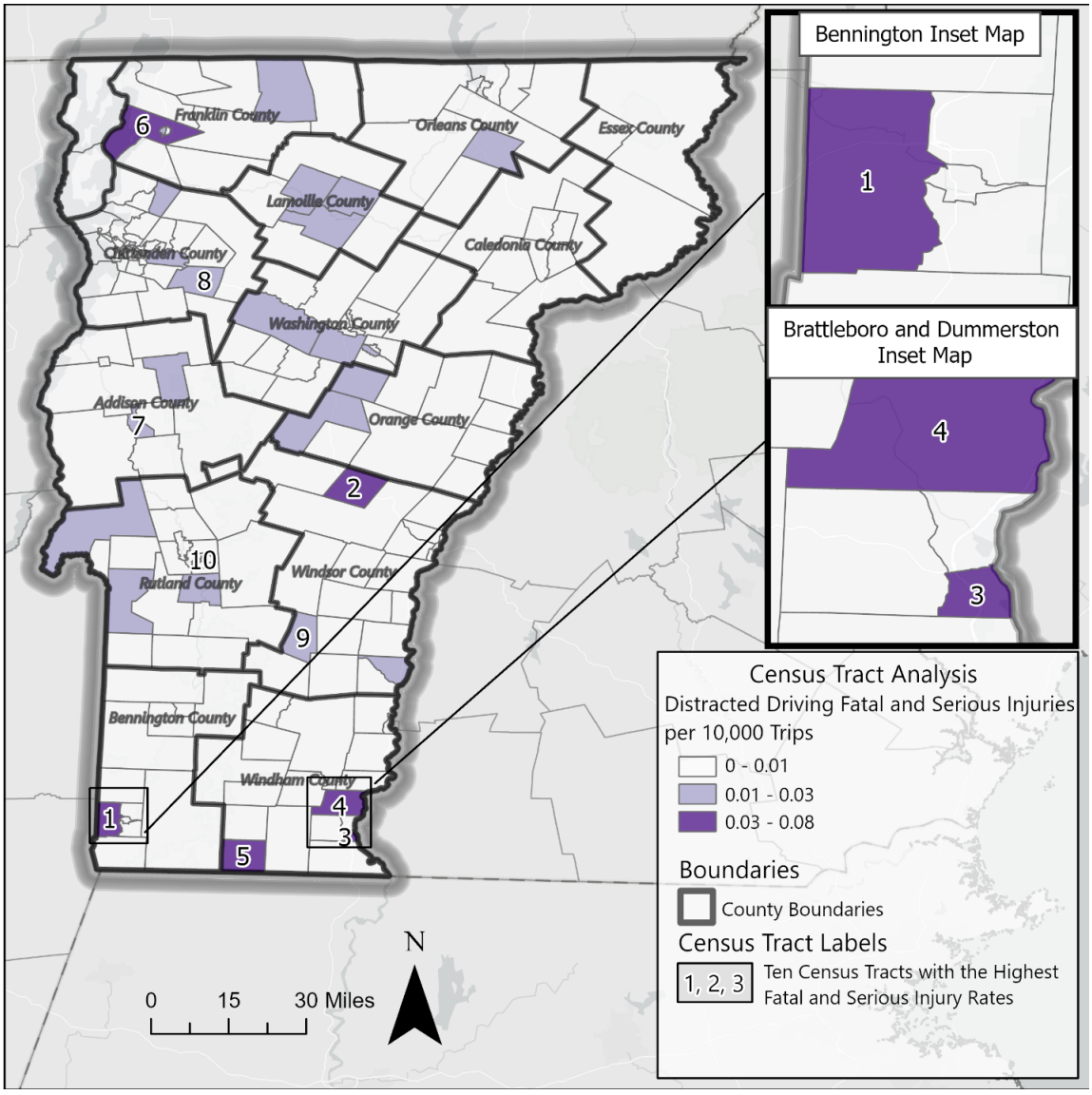


Figure 22 Distracted Driving Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 21 Top Ten Distracted Driving Fatal and Serious Injury Rates per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50003-9710.00	Bennington County	3,436	0.91	0.0740
2	50027-9651.00	Windsor County	2,755	0.32	0.0512
3	50025-9685.00	Windham County	5,783	0.93	0.0420
4	50025-9683.00	Windham County	2,185	0.19	0.0417
5	50025-9681.00	Windham County	1,586	0.58	0.0374
6	50011-0106.00	Franklin County	6,819	0.43	0.0304
7	50001-9608.00	Addison County	5,168	0.73	0.0293
8	50007-0030.00	Chittenden County	4,142	0.02	0.0282
9	50027-9663.00	Windsor County	1,817	0.97	0.0254
10	50021-9631.00	Rutland County	3,496	1	0.0232

1.2.12 C-13) Number of Impaired (Alcohol and Drugs) Fatal Crashes

During the 2018-2022 period, 54 percent of fatalities and 24 percent of serious injuries involved impaired driving.

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 people. The towns of Leicester and Salisbury comprise tract 9610, which has the highest fatal and serious injury rate per 10,000 people. The sixth highest rate during the 2017-2021 period is found in tract 9609, which borders the towns of Leicester and Salisbury. The counties of Addison, Windsor and Windham all have at least two census tracts that rank in the top ten for fatal and serious injuries per 10,000 people.

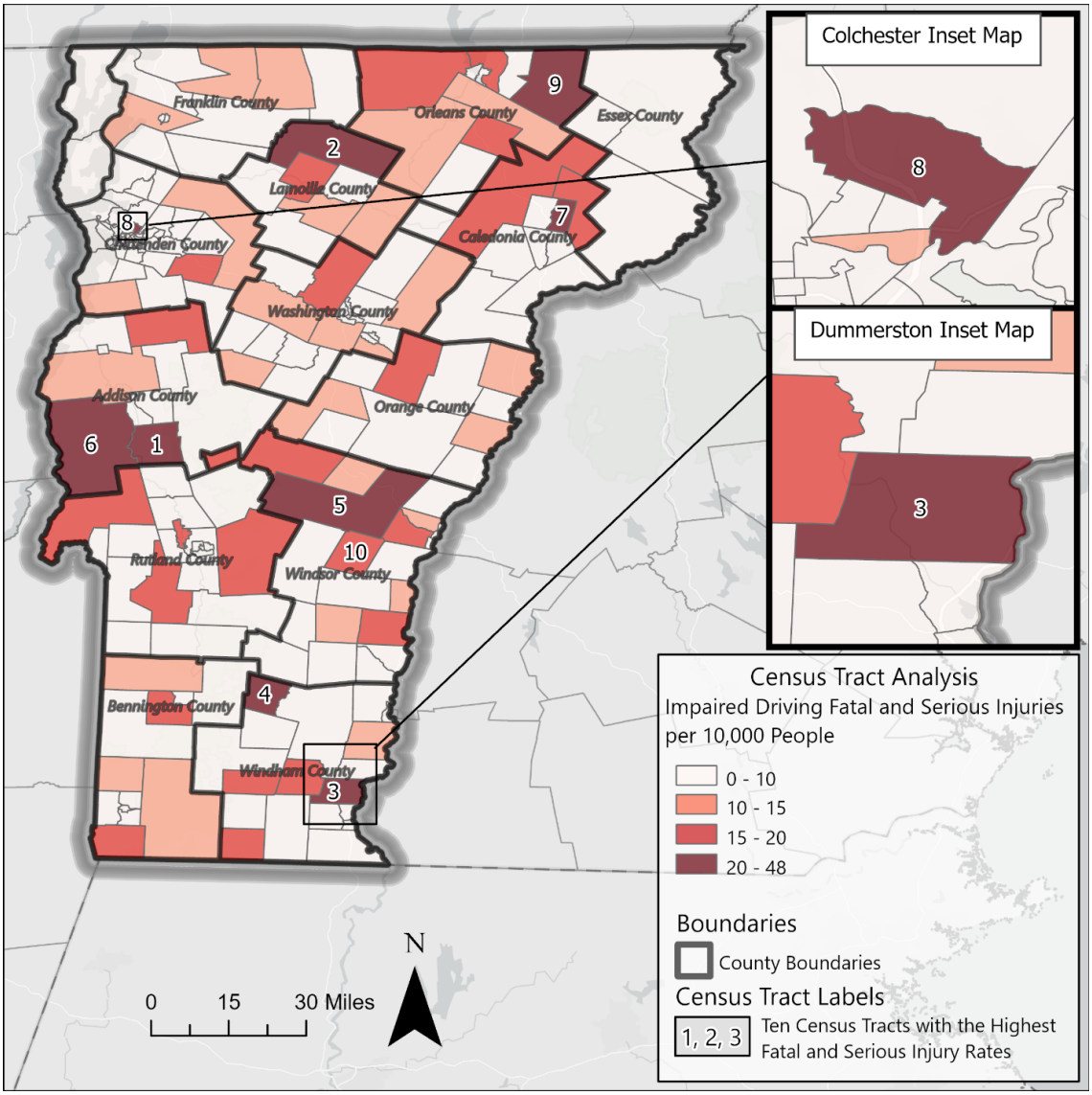


Figure 23 Impaired (Drugs and Alcohol) Fatal and Serious Injuries per 10,000 People, 2017-2021, VT

Table 22 Top Ten Impaired (Drugs and Alcohol) Fatal and Serious Injury Rates per 10,000 People, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 People
1	50001-9610.00	Addison County	2,295	0.47	47.93
2	50015-9530.00	Lamoille County	2,143	0.37	32.66
3	50025-9683.00	Windham County	2,185	0.19	27.45
4	50025-9673.00	Windham County	1,886	0.10	26.51
5	50027-9654.00	Windsor County	4,316	0.07	25.48
6	50001-9609.00	Addison County	5,006	0.61	21.97
7	50005-9572.00	Caledonia County	2,333	0.78	21.43
8	50007-0022.01	Chittenden County	3,287	0.89	21.29
9	50019-9511.00	Orleans County	2,374	0.26	21.06
10	50027-9658.00	Windsor County	3,011	0.13	19.92

The map below shows the ten Vermont census tracts with the highest fatal and serious injury rates per 10,000 trips. Tract 9610 also had the highest fatal and serious injury rate per 10,000 trips during the 2017-2021 period, at 0.186. This tract ranked in the top ten for three program areas for rates per 10,000 trips, and five of the program areas for rates per 10,000 people.

The second highest rate was 0.179, for tract 0022.01 in the town of Colchester, which had a high social vulnerability score of 0.89. Four of the top ten tracts are within Windham County.

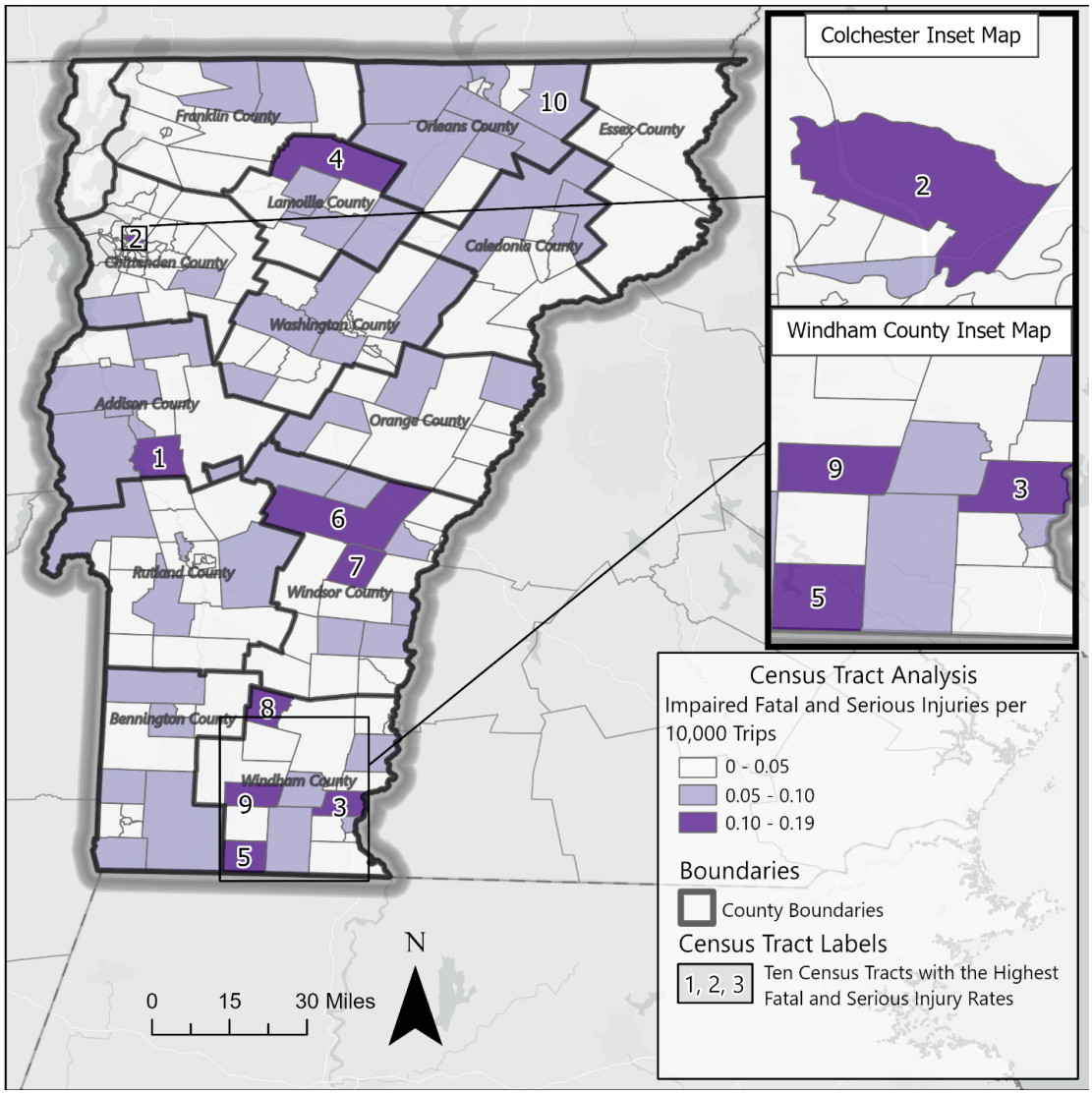


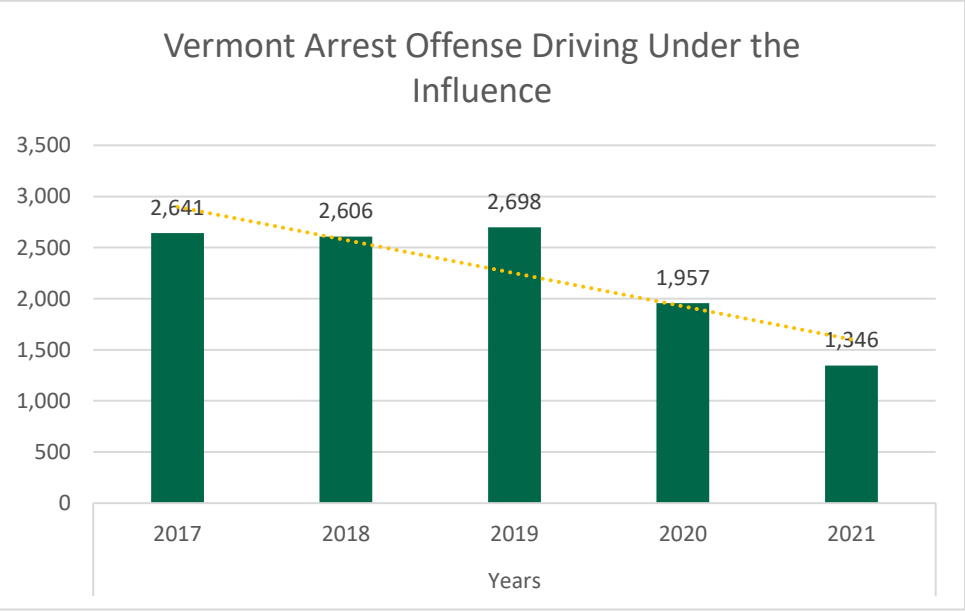
Figure 24 Impaired (Drugs and Alcohol) Fatal and Serious Injuries per 10,000 Trips, 2017-2021, VT

Table 23 Top Ten Impaired (Drugs and Alcohol) Fatal and Serious Injuries per 10,000 Trips, 2017-2021, Vermont

#	Census Tract FIPS	County	Population	Social Vulnerability Index	Fatal and Serious Injuries per 10,000 Trips
1	50001-9610.00	Addison County	2,295	0.47	0.186
2	50007-0022.01	Chittenden County	3,287	0.89	0.179
3	50025-9683.00	Windham County	2,185	0.19	0.125
4	50015-9530.00	Lamoille County	2,143	0.3	0.122
5	50025-9681.00	Windham County	1,586	0.58	0.112
6	50027-9654.00	Windsor County	4,316	0.07	0.110
7	50027-9658.00	Windsor County	3,011	0.13	0.104
8	50025-9673.00	Windham County	1,886	0.10	0.103
9	50025-9679.00	Windham County	1,130	0.30	0.103
10	50019-9511.00	Orleans County	2,374	0.26	0.097

Data on Vermont's Impaired Driving Arrests from 2017 through 2021 indicates that arrests stayed relatively consistent from 2017 through 2019, and then dropped off sharply in 2020 and again in 2021. From 2017 to 2021 Impaired Driving Arrests decreased almost 50 percent, and this has coincided with an increase in Vermont's Impaired Driving Motor Vehicle Fatalities. From 2017 to 2022 there was an 18 percent increase in Impaired Driving Fatalities.

It is probable that the decrease in arrests is due to both reduced patrol during the COVID-19 Pandemic and that most Law Enforcement Agencies in Vermont continue to contend with reduced staffing levels. During the pandemic many agencies directed their personnel to limit motor vehicle contacts in an effort to reduce transmission of the disease to both the public and their Law Enforcement members. This reduced patrol, along with low staffing levels, has contributed to the reduced number of Impaired Driving Arrests. The SHSO continues to encourage Law Enforcement Partners to increase Impaired Driving Enforcement to include promoting High Visibility Enforcement Campaigns like NHTSA's Drive Sober or Get Pulled Over initiatives.



1.2.13 B-1) Observed Seat Belt Use for Passenger vehicles, Front Seat Outboard Occupants (survey)

Observed seat belt use in 2022 was the highest usage rate in Vermont between 2015 and 2022, at 90.4 percent. Improper occupant protection was the second highest factor in factor in fatal crashes between 2018-2022 and Vermont will seek to promote seat belt usage for all vehicle occupants in FFY 24.

1.2.14 Target for Citation Uniformity – Renamed, "Percentage of Highway Safety E-tickets Issued"

Since 2016, Vermont has been making steady progress in adopting electronic citations. Electronic citations accounted for nearly 42 percent of tickets issued in Vermont in 2022. The state has set targets for 2024, 2025, and 2026 that seek to increase this percentage.

1.2.15 Citation Completeness – Renamed, "Percentage of Agencies Using E-Ticket"

During the 2022-2023 period, nearly 55 percent of law enforcement agencies in Vermont used electronic citations. Vermont has set targets of 55, 56 and 57 percent for 2024, 2025, and 2026. The state has made considerable progress since 2016, and seeks to continue improving every year.

1.2.16 Evidence-Based Race Data Enforcement Reporting

During the 2022-2023 period, 98 percent of law enforcement received evidence-based race data enforcement reporting training. This training has now become standard for new law enforcement which will allow the state to maintain a high level of training.

2

Public Participation & Engagement

In BIL, Congress added a requirement that State highway safety programs result from meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities.

2.1 Engagement Planning

The Vermont SHSO is working to establish equity criteria in a project prioritization process to fund underserved regions and overrepresented populations. The SHSO will include equity-based performance measures in the 3HSP and has programmed funding in the FY24 Annual Grant Application to achieve these goals. The funded projects include: improve accessibility to educational materials by offering them in identified languages with the services of a translator, speed radar feedback signs for underserved communities, a placeholder for funding a consultant to assist with the community engagement, programming for child passenger safety to provide car seats and seat checks in underserved areas with a high social vulnerability index, and funds programmed for a consultant to engage young drivers who are overrepresented in crashes. Each of these projects will require ongoing engagement to assess the needs of the community to focus strategies for the program funding.

To assist in serving the vulnerable communities, the SHSO will collaborate with state Regional Planning Commissions (RPC's) and the VTrans Transportation Equity Framework Committee. Connecting with these resources facilitates access to community groups and entities that are essential for localized public engagement. This connection yielded the opportunity to attend a community meeting in Orwell on June 28, 2023 that was partially used to gather public input into behavioral safety programs led by the Vermont SHSO. Details are below.

The goal for FY24 to FY26 is to continue to work with regional planners in the underserved communities identified in the graphs and data charts in this Chapter 1 of this report to connect locally with stakeholders and community champions who have access to residents.

The Agency of Transportation has established a committee to develop a transportation equity framework for state agencies and is scheduled to be finalized in FY25. The SHSO participated in a

meeting to review the draft report, and will follow the agency guidelines and recommendations. An excerpt from the equity plan is included below:

Legislative Study on the Transportation Equity Framework - Act 55 of 2021, Section 41 Transportation Equity Framework Legislative Report – January 2022

In conducting the analysis required under subsection (a) of this section, the Agency, in coordination with the State's 11 RPCs, shall seek input from individuals who are underserved by the State's current transportation system or who may not have previously been consulted as part of the Agency's planning processes. In order to aid the Agency in conducting the analysis required under subsection (a) of this section, the State's 11 RPCs shall convene regional meetings focused on achieving equity and inclusion in the transportation planning process. Meeting facilitation shall include identification of and outreach to underrepresented local communities and solicitation of input on the transportation planning process pursuant to the transportation planning efforts required under 19 V.S.A. § 10l.

In addition to participation in the VTrans equity efforts, the SHSO will coordinate with the Vulnerable Road User (VRU) VTrans team to establish a consistent identification of underserved communities where public participation is planned.

An additional goal is to continue engagement with younger drivers who are overrepresented in crash data and are a critical emphasis area in the 2023-2026 Vermont Strategic Highway Safety Plan. Engagement will happen at High Schools in coordination with the Vermont Principals Association and priority will be given to High Schools located in identified vulnerable communities.

Prepared templates will be used to standardize and document public participation for community and high school engagement. See the sample attachments in Appendix B and C at the end of the document.

2.1.1 Engagement Goals

The SHSO goals include, but are not limited to:

- Include equity requirements in the grant application process for grantees to identify underserved and underrepresented communities as part of their program identification, goals, and project strategies.
- Develop a standard template and process for collecting the data during the community engagement and public involvement processes and to improve the process over time based on outcomes. Each engagement session is an opportunity to improve interactions with the public while refining the process for understanding what works best for each target audience.
- Ensure accessibility to media, materials, public meetings, and events.
- Consider representation of community diversity in the advisory committees, ad-hoc committees, decision-making bodies within VTrans, the Vermont Highway Safety Alliance, and other stakeholder groups.
- Foster the mission of equity with grantees and encourage public involvement in all aspects of their programs.

The SHSO will use information and data gathered from public engagement efforts to identify countermeasures that will address transportation safety concerns heard during outreach efforts. This may include adding enforcement, training or education activities in underserved areas, or strengthening these activities in locations that are overrepresented in crash data.

Improving accessibility to media, materials, public meetings, and events will provide the SHSO with enhanced feedback and a more accurate representation of transportation safety gaps that need to be addressed with countermeasure strategies. Feedback may also identify new countermeasures that the State can employ to improve traffic safety and meet performance measure targets.

2.1.2 Affected Communities

The SHSO has Identified underserved and affected communities and populations in the State by census tract, consistent with the Vermont Agency of Transportation Equity framework data generated in the Data Unit.

2.1.2.1 Younger Drivers

Younger drivers have been identified as a focus for engagement and outreach in the Triennial HSP. During the 2017-2021 period, census tract 9591.01, which is located in the Town of Orange and Town of Washington in Orange County, had the highest fatal and serious injuries per 10,000 people, and 10,000 vehicle trips. This tract has a moderately high social vulnerability index, with a score of 0.66. The nearby towns of Brookfield and Braintree, which make up tract 9593, also ranked within the top ten for fatal and serious injuries per 10,000 people and 10,000 trips, and may benefit from outreach and engagement focused in Orange County. Per the 2022-2026 SHSP, "younger drivers were involved in 28 percent of fatalities and serious injuries, despite making up only around 15 percent of the State's population". The SHSP classifies younger drivers as a driver under the age of 25, while the Triennial HSP classifies them as a driver under the age of 20. Orange is rural and public participation would benefit from a virtual platform to reach a critical mass of the population. No public participation outreach has been done for younger drivers in the identified affected community listed above. The SHSO will plan outreach to the high school in these regions in FY24.

2.1.2.2 Transportation Disadvantaged Census Tracts

The United States Department of Transportation (USDOT) defines disadvantaged Census Tracts, as exceeding the 50th percentile (75th for resilience) across at least four of the following six transportation disadvantaged indicators:

1. Transportation Access disadvantage – identifies communities that spend more, and longer, to get where they need to go.
2. Health disadvantage – identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposure.
3. Environmental disadvantage - identifies communities with disproportionate pollution burden and inferior environmental quality.
4. Economic disadvantage – identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality.

5. Resilience disadvantage – identifies communities vulnerable to hazards caused by climate change.
6. Equity disadvantage – identifies communities with a high percentile of persons who speak English "less than well".

The U.S. Department of Transportation established an Equitable Transportation Explorer tool to identify Transportation Disadvantaged Communities through the Justice40 initiative[2]. This census tract level analysis identified five communities in Vermont that are transportation disadvantaged. The affected counties are shown in the maps below. Three tracts are in Chittenden County, and the remaining two are in Washington County and Rutland County. The affected census tracts are shown in the maps below.

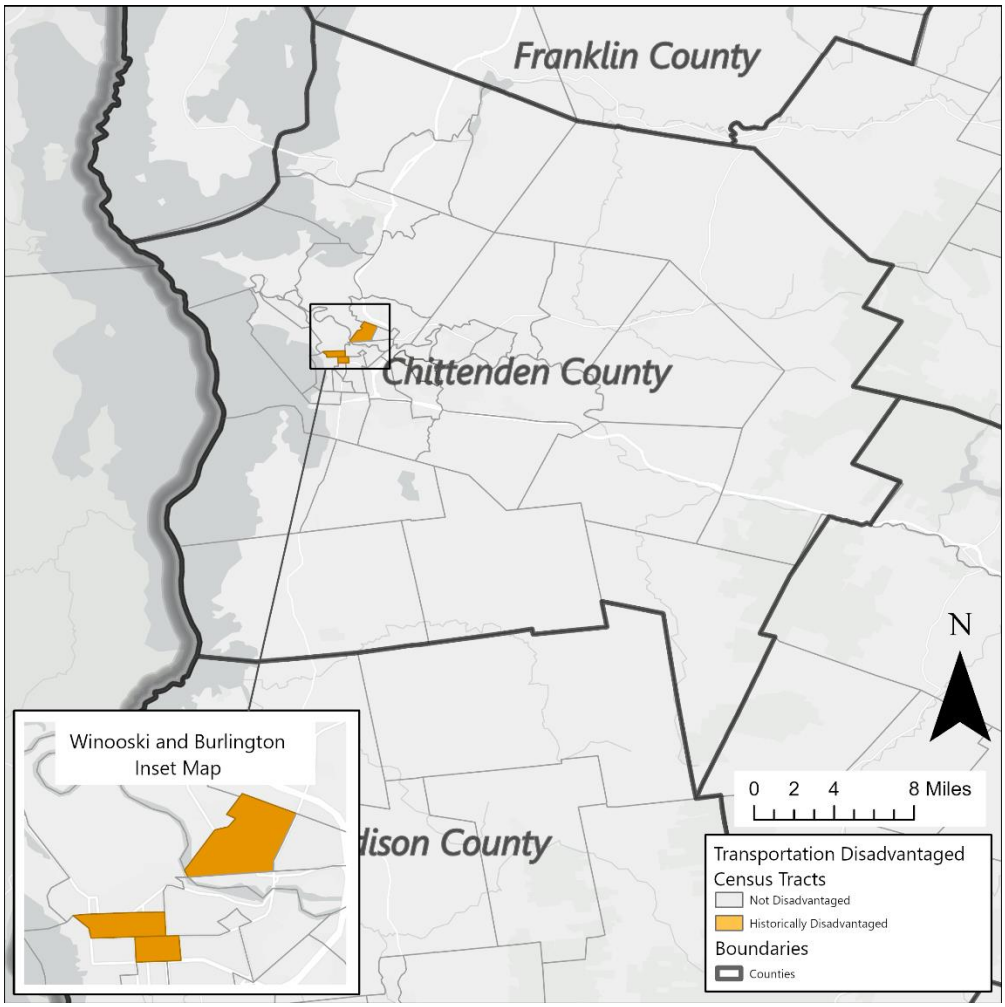


Figure 25 Chittenden County Transportation Disadvantaged Census Tracts

[2] https://www.transportation.gov/equity-Justice40

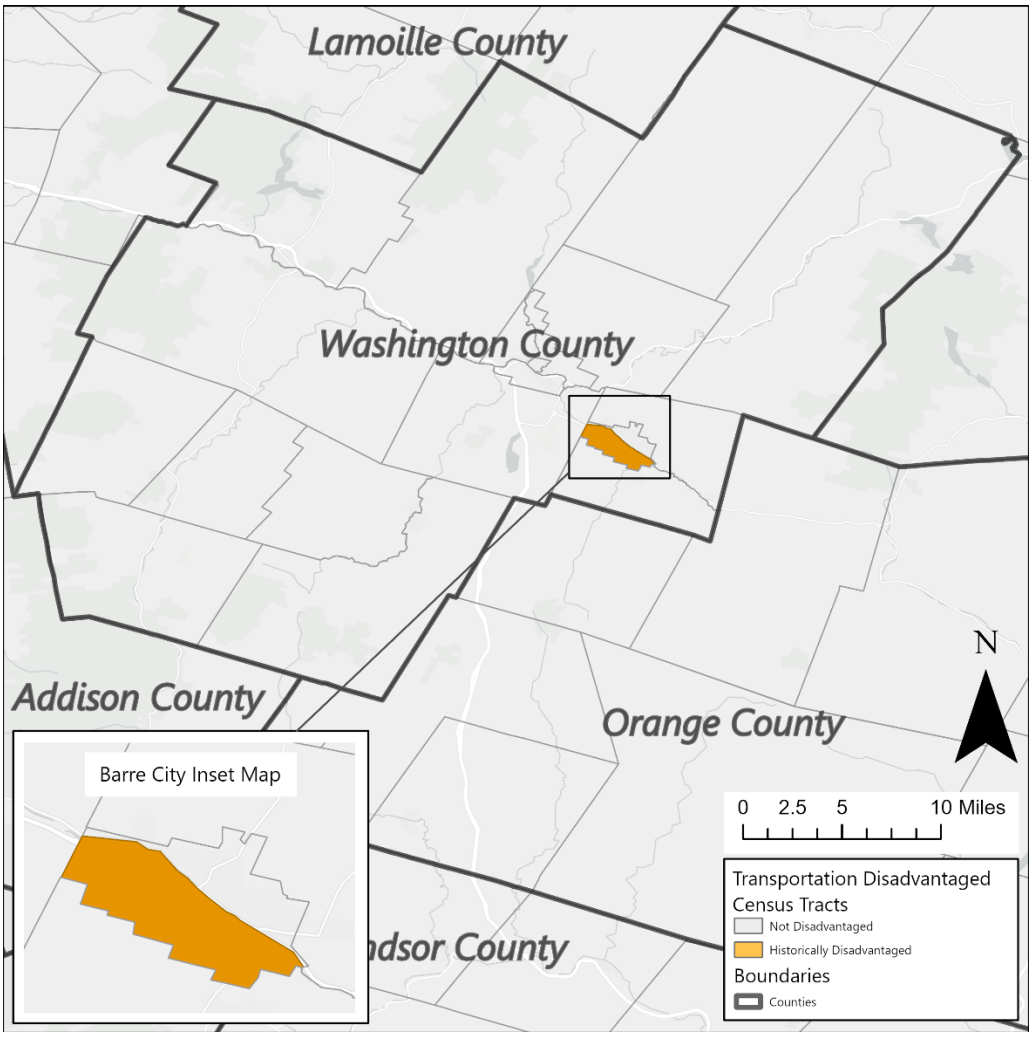


Figure 26 Washington County Transportation Disadvantaged Census Tracts

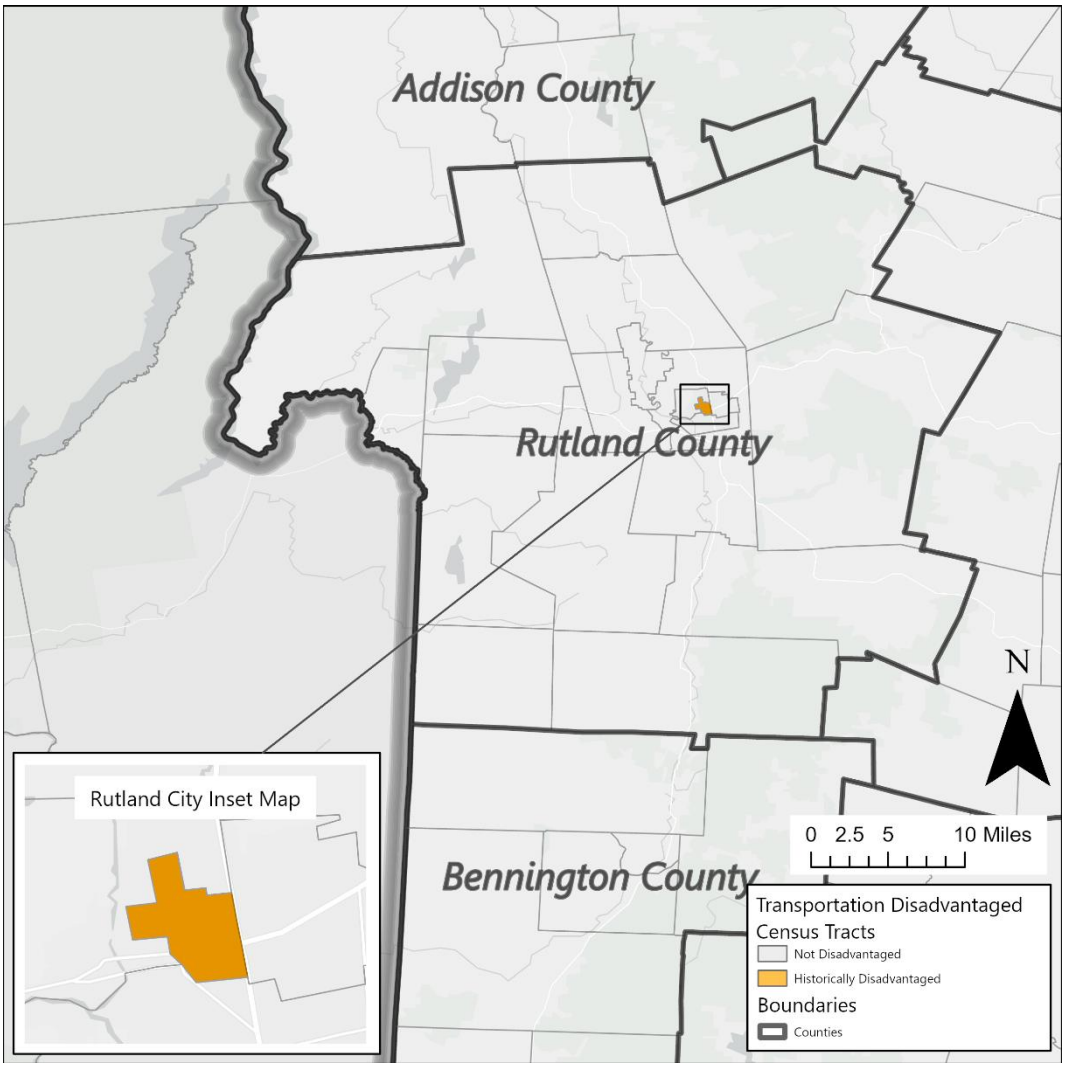


Figure 27 Rutland County Transportation Disadvantaged Census Tracts

2.2 Engagement Outcomes

2.2.1.1 Young Driver Public Participation:

The SHSO contracted with a vendor, Alliance Highway Safety, to go into Vermont high schools in areas data showed were overrepresented in crashes and give presentations on making safe decisions while using Vermont's roadways. The "Choices Matter" presentations are designed to educate younger drivers on best highway safety practices, and how their choices can impact their lives. A representative from Alliance Highway Safety engages the students in-person in the classroom which allows them to be responsive to questions, and to provide feedback to the SHSO on successes, challenges and needs.

Alliance Highway Safety uses an electronic survey at the end of every in-person session. The SHSO was able to choose which questions were asked during these sessions, and the data/responses were delivered to the SHSO. The goal of the questions was to capture information about languages spoken and identify the most effective media outlets for this age

group. The SHSO asked Alliance Highway Safety to add questions to the survey to capture relevant input.

For the Choices Matter session that took place at the Missisquoi Valley Union High School, which is along Vermont Route 105 (a major hotspot for crashes in Vermont), The High School is in Franklin County, on the top ten list in the data charts in the AGA on Tables 2, 4, 5, 14, 15, 16 and 20 with a moderately high vulnerability index. 30 percent of students requested that outreach materials be included in other languages. 58 percent requested Spanish, and nearly 55 percent requested French. This is critical information for the SHSO as they move forward with their outreach efforts in future projects, and for public engagement sessions. The FY24 AGA includes funding for media and printed material in additional languages. The SHSO can deploy media outreach projects on the platforms suggested by the students, with both organically distributed and funded media buys. Social media allows for the selection of demographics and geographic locations. One school was surveyed in FY23. The same student participation project has programmed funding for FY24 and will prioritize high schools in the identified affected and vulnerable communities for the survey questions in FY24–FY26. Specific towns identified by data are the Towns of Orange, Brookfield, and Braintree. The outcome of these efforts are to move forward with developing media and printed material in requested languages. The media will use geotargeting for the age group and demographic. Project funding will go towards translation services, and multilingual public service announcements and brochures.

2.2.1.2 Vermont Public Meeting for Route 22A Public 502 Hearing

A SHSO consultant, VHB, attended Public Hearing 502 held on June 28, 2023 in Orwell, to observe and gather public input and insight into behavioral issues identified by the public to guide safety programs led by the SHSO. The hearing was organized by VTrans. The consultant provided a brief synopsis of the Route 22A Vermont effort to gather public input on the VTrans project STP 017-1(18), a roadway geometry improvement project that will widen the roadway to meet standards for 11’ lanes and 6’ shoulders. The project will improve vertical and horizontal curves to improve sight distance visibility, drainage features, bridges/culverts, and intersections. The project is also intended to enhance safety and resilience.

The SHSO focus for attending was to gather information and public feedback on a corridor that is identified by VTrans as a highway overrepresented in crash data in Addison County. A goal of the meeting was to allow the SHSO to pilot participation in a public meeting to observe the process and to assess future opportunities for attending meetings where both infrastructure and behavioral issues are a part of the discussion. This promotes the holistic Safe System approach that encompasses safe road users, safe roads, and safe speeds.

A goal of the SHSO is to identify future public meetings that are in the identified underserved communities listed in the 3HSP to help align the outreach and education with the expresses public need.

Description of the Community in Attendance

Approximately 34 community members from Orwell or adjacent communities (and 6 project team staff). Based on observations, most of the group was over 50 years old with nearly half seniors (over 65 years in age). The group was white.

Why did we engage:

- Understand primary highway safety concerns within the community.
- Understand opportunities for public safety messaging.
- Understand opportunities to adjust/allocate funding appropriately.

Affected Communities (Including Underserved/Overrepresented Communities)

Addison county has a mid-range Social Vulnerability Index and has census tracts that rank in the top ten crash factors for: fatal and serious injury rates, Unrestrained Fatal and Serious Injury Rates, Alcohol-Impaired Fatal and Serious Injury Rates, Speeding-Related Fatal and Serious Injury Rates, Pedestrian Fatal and Serious Injury Rates, Distracted Driving Fatal and Serious Injury Rates, and Impaired (Drugs and Alcohol) Fatal and Serious Injury Rates.

Concerns Expressed by the Public

During the public outreach effort, attendees voiced their concerns. A summary of those concerns are shown below.

- "How are the margins of safety improved with widening to 11' lanes and 6' shoulders for bicyclists? How about for the person that falls asleep at the wheel? What are the statistics?"
- Unsafe passing is a key issue. Drivers get stuck behind trucks or agricultural equipment, get frustrated, and drive aggressively. There has been a general increase in aggressive/frustrated drivers that leads to unsafe passing behaviors.
- Asked if any of the segments of Route 22A that are being widened to allow for short passing lanes like on Route 7.
- Route 7 is a heavily trafficked truck route with hazardous materials – public interest to see rumble strips on the white lines to keep trucks on the road.
- Discussion of limitations of rumble strips near residences.
- The project will allow trucks and all other drivers to go faster. Drivers are going to pass you in a truck at 65 mph regardless of whether you widen or not.
- Have heard VTrans hide behind "safety" to justify some action. Clear transparency is negotiation.
- Trees slow traffic down. Encourage folks to negotiate trees. Discussion that there is a clear zone required but trees can be planted beyond clear zone.
- Communication with the community – directly through the selectboard.

Key Behavioral Themes Heard

- Unsafe passing
- Aggressive driving
- Speeding
- Drowsy driving (lane departure)
- Vulnerable users (bicyclists)

Opportunities for Public Messaging

- Safe passing messaging, particularly around trucks and agricultural equipment.

- Aggressive driving messaging, particularly around trucks and areas where passing is not safe.
- General Speed and Safe driving messaging particularly around vulnerable users.

Through this public meeting, the SHSO identified the opportunity to provide outreach and education countermeasures for occupant protection, impaired driving, and child passenger safety through the Drive Well Vermont campaigns and social media targeted to the county.

2.2.2 Affected Communities Strategies

As mentioned above, The SHSO utilized Alliance Highway Safety, who already had an excellent engagement tool, to give presentations that encourage young drivers to make safe decisions while using Vermont's roadways. Electronic surveys are a great tool for collecting data because they are easily accessible to all users, technologically advanced for those who might need extra assistance, and keep a uniform process for all users. During sessions, attendees also have the opportunity to ask questions of the presenters and receive feedback on the spot. Feedback will guide how much funding is required to push educational messaging out on social media platforms, and to plan funding for translation services for producing education material for distributing to Law Enforcement and Younger Driver Programs.

2.2.2.1 Engagement Opportunities

The SHSO will continue to utilize Alliance Highway Safety to engage with the community in high schools that are located in areas overrepresented in crash data. The list of identified communities and high schools in the counties listed in the charts and maps that have a high SVI index, will be prioritized for activity from FY24-FY26. Alliance engaged young drivers at twelve schools in the months of April and May in FY23. For FY24 the questions can be edited and reassessed as needed, which is hugely helpful and important as they move forward in community outreach. Each outreach opportunity will be slightly different, and the SHSO will tailor the outreach efforts for each engagement session they perform.

Alliance Highway Safety also participated in the event "Vermont Distracted Driving Awareness Day", to promote highway safety on Church Street Marketplace in Vermont. The event included interactive events to engage the public, as well as an award ceremony for high school students who produced public service announcement videos on the dangers of distracted driving. Church Street Market place is in Chittenden County, which is the most populated county in Vermont and has the highest number of major crashes in the state. The Church Street Marketplace is a pedestrian center and offered the maximum engagement with the community. The event was held on a Saturday, which is the busiest day of the week. Alliance Sports Marketing surveyed the public and received more data to supplement previous data collected. For example, 83.67 percent of respondents said they wear their seat belt "always," while zero percent said they rarely or never wear their seat belt. Information such as this suggests that we should engage further to find out when and why people chose not to wear their seat belt, if only 83.67 wear it always. This may reveal, for instance, the need for safety messaging about belts being worn even for short trips, and at slow speeds, and in all vehicles. If we can also gather data on zip codes, we can identify areas where belt attitudes are in need of attention. Information on why they are wearing

seatbelt, and assess needs for continued education. The event was covered by the press outlet, Center for Media and Democracy (cctv.org), who posted a 20-minute video covering the event on their website "Town Meeting TV"[3].

2.2.2.2 Distracted Driving

The table below shows three counties in Vermont with the highest distracted driving involved fatal and serious injuries during the 2017-2021 period.

Table 24 Vermont Distracted Driving Fatal and Serious Injury Average, 2017-2021

#	County	Fatal and Serious Injury Average (2017-2021)
1	Chittenden County	9
2	Windsor County	6.2
3	Windham County	6.0

During the 2017-2021 period, Chittenden County had the highest average for distracted driving involved fatal and serious injuries in Vermont, at 9. Census tract 7003 in Chittenden County ranks within the top ten among all Vermont census tracts for distracted driving involved fatal and serious injuries per 10,000 people and 10,000 trips. The town of Richmond makes up this tract.

Chittenden County is the most populous county in Vermont, with a 2020 Census population of 168,323. Outreach and engagement focused on the dangers of distracted driving would be beneficial and have the potential to reach the largest audience by being conducted in Chittenden County.

2.2.2.3 Accessibility Measures

The SHSO works directly with the Vermont Principals Association (VPA) to maximize access to the high schools, to reach the targeted demographic. The school-centered activities and sports marketing campaign provide valuable access points to key target markets, specifically drivers aged 20 or younger, with a statewide reach. The High School provides an accessible venue and assists the program by connecting the contractor with the students to easily present for "Traffic Safety is a Team Sport". Access to sporting events, and the classroom ensures that the students are able to attend on their "home turf" even if they have an accessibility requirement. This maximizes the creative education and outreach communication methods to positively influence the student-athletes and their peers while reaching the students' day-to-day influencers such as administrators, coaches, parents and fans within our state-spanning VPA community.

2.2.3 Engagement Results

Alliance Highway Safety will continue in FY24 to collect pre- and post-surveys to measure the effectiveness of the project on influencing the attitudes and awareness of the participating teens. The survey results, along with other important information documenting the event such as photographs, event summary and participation will be included in a final report to help guide the SHSO funding considerations for future projects.

3 Vermont Distracted Driving Awareness Day 2023 | Center for Media and Democracy (cctv.org)(https://www.cctv.org/watch-tv/programs/vermont-distracted-driving-awareness-day-2023)

The VPA will also solicit feedback from school Athletic Directors and leaders re: the campaign and from participating student-athletes and the SHSO will review results for future funding and adjustments as needed.

2.2.3.1 Participants and Attendees

The session included in this information included high school aged students, some with licenses and some without, who were attending the Choices Matter session at the Missisquoi Valley High School. This school is located in an area that is overrepresented in crash data, and they travel on one of the roads in Vermont that has recently become a hot spot for crashes.

2.2.3.2 Results

One of the SHSO's recent challenges has been how best to interact with the public, and how best to get highway safety messages in front of those overrepresented in crash data. One of the questions the SHSO asked during the Choices Matter session survey was if they'd like to see the SHSO's outreach in any languages other than English. 30 percent of students requested that outreach materials be included in other languages. 58 percent requested Spanish, and nearly 55 percent requested French. This is critical information for the SHSO as they move forward with their outreach efforts in future projects, and for public engagement sessions moving forward. The Highway Safety plan includes a new project to fund translation services for FY24, FY25, and FY26.

2.2.4 Findings

The SHSO is currently working on an Outreach Materials project. This is included in the 3HSP 402 project section for funding translation Services. An additional project for education of how to use a diverging diamond safely for cars, pedestrians and bicycles in also included as a new project with 402 funding. This project will continue over the next several years, but the SHSO will utilize the information gathered in the community outreach efforts to best determine which languages to produce the materials in. As engagement sessions continue and more materials are designed/created, the SHSO can incorporate the feedback and be sure they're providing the best outreach efforts possible for the public.

2.3 Ongoing Engagement

Consistent with, and parallel to VTrans existing processes, the State Highway safety Office (SHSO) will implement equity requirements for the 3HSP and Annual Application supporting the agency's critical task to bring new voices to the table and find new ways to elevate previously marginalized or underrepresented communities in the planning process. STRATEGIES: Act 154 requires Vermont State Agencies including AOT to develop a community engagement plan by July 1, 2025. These plans outline how the Agency will engage Environmental Justice focus groups in meaningful participation. Work toward this requirement can begin as an outcome of the Transportation Equity Framework using the knowledge gained in its development. A robust public engagement plan and strategy would benefit the Agency in establishing improved communication, greater transparency, and trust from Agency customers. This coupled with regular training for agency staff, cross-referencing this document in other Agency process documents and guidance would assist the Agency in establishing a unified public engagement

strategy. For current programs, the SHSO will utilize VTrans generated datasets and standardized information, specifically the census tract analysis generated for the vulnerable road users by the VTrans data unit as identified in the maps and graphs in the problem identification section The census tract data analysis provides insight into the identification of key populations for public representation and participation. This includes identification of communities of concern, underrepresented communities, and disadvantaged populations that are further analyzed through the lens of crash data to find correlations between the underserved communities and fatal and serious injury rate.

The communities by county that are currently identified for ongoing engagement based on a high SVI score represented with multiple census tracts are:

- Chittenden
- Franklin
- Orleans
- Rutland
- Windham
- Windsor

These are identified in the document. The work to engage the identified communities will include collaboration with the regional planning offices, programming with the Vermont Principals' Association, and contracting with consultants for engagement with community organizations. The SHSO is working with the Public Outreach Manager at VTrans to identify public community events in the communities of concern for opportunities to participate in scheduled public meetings. For example, the SHSO had a consultant attend a public meeting in Orwell Vermont in July of 2023 to document opportunities for public outreach. Orwell is in Addison County, identified in the affected community data below. The consultant documented a description of: the community and why it was selected for input, why we engaged, the context of the event, the concerns expressed by the public, key behavioral themes heard, noted opportunities for public messaging, and other observations. This format will be a template for engagement in future public participation projects. The input will guide programming for project such as: translation of safety information into identified languages for educational PSA's and for the speed radar feedback signs for underserved communities. In addition, countermeasures include a placeholder for funding for a consultant to assist with the community engagement.

The first community engagement project planned for an underserved community is the City of Winooski in Chittenden County Vermont. Winooski ranked as one of the highest on the VRU Social Vulnerability Index (SVI): based on the relative standing of census tract within dataset according to Social Vulnerability Index (SVI) score. The SVI scores measure social vulnerability and were developed by the Vermont Department of Health using ACS data.

A Winooski census tract also ranked highest in five of the SHSP critical emphasis and is in the top ten fatal and serious injury crashes per ten thousand people for each performance measure.

Winooski is a densely populated region and represents one of Vermont's most diverse residential and commercial neighborhoods. The city has heavy traffic patterns for vehicles passing through from Burlington to Colchester and to interstate access. Pedestrian and traffic data demonstrate a high volume of traffic for vulnerable users as well. Three highway safety improvement projects are slated for the region over the next 5 years. They include the Diverging Diamond Project

which began in the spring of 2023 and is a three-year project, the Main Street improvement project which is scheduled for 2023–2026, and the Winooski Bridge replacement which will begin public outreach in the fall of 2023, and construction through 2026. The City of Winooski, City of Burlington, Chittenden County Regional Planning Committee and VTrans are participating to prepare a draft Public Involvement Plan (PIP). This process is being led by a consultant. The SHSO has met with the project managers and project consultant for coordination for attending a minimum of two community meetings in FY24 for public participation in an open forum for the Winooski community. Scheduled engagement sessions will continue through FFY25 and FFY26. Additional community venues such as the farmers market, and online survey tools will be utilized to elicit quality and useful feedback, and to document the needs and input of a diverse and multilingual community.

Currently there is a community portal hosted and monitored by VTrans with a consultant that collects comments and input from the travelling public on the future infrastructure improvements connecting Winooski to Colchester. The portal from January 1, 2023 to date has examples of public concerns for the safety of pedestrians and bicycles. This suggests a need for outreach and education for motorists for distracted driving, and safe speeds, and for pedestrians to "Be Safe and be Seen." Safe Routes to School programming can and should target these high-risk communities. Multiple languages for this outreach is essential and the languages have been identified. The portal can be accessed in eleven languages.

Engagement efforts will document a description of: the community and why it was selected for input, why we engaged based on crash data, the context of the event, the concerns expressed by the public, key behavioral themes heard, noted opportunities for public messaging, and other observations. The SHSO will survey the community in-person at planned community events such as the farmer's market and town meetings. Work will be supplemented with virtual engagement and surveys. Input will guide the projects funded for the community.

Chittenden County SHARP program is funded for the countermeasure for education in Winooski and participates in drivers education classes in the community. The FY24 AGA programmed costs for translation services to prepare educational material in additional languages. The SHSO will engage the high school driver educators and law enforcement officers who teach in the driver education classes to guide the content and languages of the material.

The SHSO will contract with a vendor to attend/table at events, fairs, sporting events, etc. in locations across the state that the data shows are underserved or overrepresented in crash numbers. Plans include soliciting feedback via personal interaction and through the use of a touch screen tablet to gather information about who is attending the event(s) to ask age and gender, to collect zip codes, to ask how people typically get their information and safety messages, and to survey what highway safety behavioral issues concern them the most. This will guide the SHSO activities to know how and where to push safety messaging, what platforms are the most effective, and to know what critical areas are in need of public education. For instance, if at the Champlain Valley Fair, where thousands engage us at the tables, the survey data indicated a need and request for more information on child passenger safety, then we can increase the number of days we feature the CPS program, and increase the size of the display. If the survey and interaction reveals that drivers are not familiar with the cannabis laws, we can produce a frequently asked question flyer or display. In past years we have displayed a rolling trivia game on a monitor with highway safety questions. From our daily interaction we learned that people (particularly young drivers) are unfamiliar with cannabis laws and the dangers of impairment.

The SHSO plans to continue to utilize the pre-existing relationships with Vermont high schools to access young drivers across the state, which focuses on areas over-represented in crash data. As public engagement sessions continue to expand and improve, the SHSO will utilize data to interact at the high schools in the underserved and overrepresented areas of Vermont. This will be a moving target, which is an opportunity for constant improvement in Vermont's engagement efforts.

2.3.1.1 Education Grant Application Equity Requirements:

The SHSO revised the FFY24 grant application process in response to the new requirements for the Infrastructure Investment and Jobs Act. The education applicants were asked to include data on affected and potentially affected communities for the identification of grant activity and priorities. Data links and toolkits were provided for the applicants to identify the underserved communities and communities overrepresented in the data. Data sets to be considered are poverty rates, health indicators, race and ethnicity, languages spoken, disabilities, means of transportation, and health insurance. The equity component of the applicants informed the grant scoring and funding process specifically to fund requests for translation services that were included in the applications. The SHSO will use the information to help prioritize funding, and to identify areas in need that are not present or revealed in our internal data analysis. For instance, a grant applicant may demonstrate a need for highway safety measures for older drivers who are overrepresented in their crash data. Projects and funding would be identified and included in the HSP projects.

The State Highway Safety Office required education grant applicants to address the following:

- Who are the underserved communities and communities overrepresented in your crash data?
- Include an explanation of how the communities mentioned above were identified.
- How will you reach out and engage these underserved communities?

FFY24 Engagement Plan – Pilot Project

The first community engagement project for an underserved community is the City of Winooski in Chittenden County Vermont. Winooski ranked as one of the highest on the VRU Social Vulnerability Index (SVI): based on the relative standing of census tract within dataset according to Social Vulnerability Index (SVI) score. The SVI scores measure social vulnerability and were developed by the Vermont Department of Health using ACS data.

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prepare a draft Public Involvement Plan (PIP). This process is being led by a consultant. The SHSO has met with the project managers and project consultant for coordination for attending a minimum of two community meetings in FY24 for public participation in an open forum for the Winooski community. Scheduled engagement sessions will continue through FFY25 and FFY26. Additional community venues such as the farmers market, and online survey tools will be utilized to elicit quality and useful feedback, and to document the needs and input of a diverse and multilingual community.

Currently there is a community portal hosted and monitored by VTrans with a consultant that collects comments and input from the travelling public on the future infrastructure improvements connecting Winooski to Colchester. The portal from January 1, 2023 to date has examples of public concerns for the safety of pedestrians and bicycles. This suggests a need for outreach and education for motorists for distracted driving, and safe speeds, and for pedestrians to "Be Safe and be Seen." Safe Routes to School programming can and should target these high-risk communities. Multiple languages for this outreach is essential and the languages have been identified. The portal can be accessed in eleven languages.

2.3.2 Goals for Engagement

The SHSO plans to engage public stakeholders in discussion on highway safety improvements and collect feedback from the community on road safety for bikes, pedestrians, and cars with a focus on behavioral factors such as speeding, impaired and distracted driving for the community during the construction years, as well as for future highway safety efforts. The goal of the public outreach is to help identify languages and content for highway safety messaging in addition to documenting expressed public concerns for road safety in the community. Over twenty languages are spoken in the Winooski community. The community has heavy pedestrian and bicycle traffic, and a goal is to address the safety needs of the vulnerable users. Winooski is a family community, with a number of public schools, and the goal is to engage families to understand the needs of children, including car seats and safe routes to school. The community data also indicates a need to address traffic safety for speeding and impaired driving, and the SHSO will collect feedback on the type of road safety outreach or other activities that will be suit the needs of the community, specifically to identify the types of media outlets best suited for disseminating educational material. The SHSO will work with a consultant to help focus efforts and to collate information gathered. The SHSO will:

- Define and document engagement opportunities conducted with a description of how those opportunities were designed to reach the communities identified.
- Write a description and number of attendees and participants, and, to the extent feasible, whether those participants are members of the affected communities identified.
- Write a description of how the affected communities' comments and views have been incorporated into the development of the FFY25 and FFY26 triennial HSP.
- Review and consider funding priorities and grant distribution based on community feedback and equity data.
- Collect and share data sets prepared by the consultants for progress evaluation.

2.3.3 Affected Communities

The table below identifies three affected communities in Vermont. A geospatial analysis of crash data ranked communities by how often they had one of the ten highest fatal and serious injury rates per 10,000 people in Vermont. The analysis also used the Social Vulnerability Index to identify and rank these communities – high scores (ex: 0.8958) indicate a community that has high social vulnerability, while low scores (ex: 0.0208) indicate low social vulnerability. The first table analyzes fatal and serious injury crashes per 10,000 people, and the second analyzes crashes per 10,000 trips taken.

Table 25 Census Tract Analysis – Crashes per 10,000 People

#	Census Tract FIPS	County	2021 ACS Population	Social Vulnerability Index	Appearances in the Top 10 Critical Performance Measures
1	50007-0022.01	Chittenden County - Winooski	3,287	0.8958	5
2	50025-9681.00	Windham County	1,586	0.5833	6
3	50001-9610.00	Addison County	2,295	0.4792	5

Table 26 Census Tract Analysis – Crashes per 10,000 Trips

#	Census Tract FIPS	County	2021 ACS Population	Social Vulnerability Index	Appearances in the Top 10 Critical Performance Measures
1	50025-9681.00	Windham County	1,586	0.5833	7
2	50007-0022.01	Chittenden County – Winooski	3,287	0.8958	4
3	50001-9610.00	Addison County	2,295	0.4792	3

The Vermont Agency of Transportation established a committee to produce a report entitled, on Vermont Transportation Equity Framework Stakeholder and Public Involvement. The draft report for Chapter 3 will be used as guidance for the SHSO efforts.

Activity for the Winooski community will continue through FY25 & FY26. A three-year focus on these neighborhoods will allow for a refinement of our program efforts to bring a focused safety message and tailored safety activities to the community and to collect three years of data to evaluate the efforts.

Working with VTrans, the SHSO will work to identify additional communities across the state for FY25 & FY26 to implement similar programs. Where possible, the SHSO will collaborate with regional planners, VTrans safety audit teams and infrastructure projects to bring the maximum programming efforts to the identified communities. The collaboration will support the implementation of the Safe System approach that emphasizes "safe users" and a traffic safety culture to implement a holistic approach to highway safety.

2.3.4 Accessibility

The SHSO will follow the guidelines outlined in the draft report from VTrans public feedback efforts.

Stakeholder and Public Involvement for Vermont Agency of Transportation:

The preferred or most effective methods of communication and engagement varied by community. Technology-based outreach, such as texting, email, or Facebook communications was found to be very effective when conducted in conjunction with recognizable community organizations. In-person outreach, such as canvassing and providing door-to-door information services, was successful in urban areas with high population density but was not as effective in rural areas. Community web platforms, such as Front Porch Forum, also had varied success due to varied community connectivity to respective platforms. Telephone campaigns were the only method that had little success across all communities.

Collaboration with the entities involved in the transportation projects in the identified communities will assist with accessibility. The regional and town planners are the conduit to the community and will help gain access to community events and town meetings. The work that these agencies do to connect to the public for participation includes meeting places and spaces that are accessible to all. They are also the connection to the grass roots organizations and community groups locally, and the SHSO will continue to foster relationships with local groups for collaboration on behavioral highway safety concerns. The SHSO has already done this type of legwork for Winooski, and will use the same strategy for future projects to promote equity and public participation to inform our program.

2.3.5 Incorporating Feedback

- Manage the Highway Safety Program and Federal Funds
- Foster meaningful public participation and engagement
- Coordinate and assist other state/local agencies
- Access highway safety data
- Inform the stakeholders and key highway safety leaders on program effectiveness
- Maintain adequate staffing
- Recruit community non-profits to encourage new partners to apply for grant funding.
- Expand stakeholder and partnerships.

The SHSO will work towards establishment of a process to document and measure community feedback from communities of concern to identify common trends and to define and standardize a process used in each community.

3

Performance Plan

The following chapter sets performance targets for the five-year, 2022-2026, period for the thirteen Core Performance Measures, and four Additional Performance Measures.

3.1 Performance Targets

Table 27 Performance Trends and Targets

	Performance Measures	2015	2016	2017	2018	2019	2020	2021	2022	2022-2026 Target
C-1	Traffic Fatals (Actual)	57	62	70	69	47	62	74	77	--
	Five-Year Moving Average	60.6	62.0	60.4	60.0	61	62	64.4	65.8	65.8
C-2	Serious Injuries (Act.)	297	320	255	257	263	236	282	289	--
	Five-Year Moving Average	318.6	305.2	294	283.8	278.4	266.2	258.6	265.4	265.4
C-3	Traffic Fatalities per 100M VMT	0.78	0.87	0.93	0.95	0.64	1.04	1.11	1.077	--
	Five-Year Moving Average	0.84	0.86	0.84	0.83	0.83	0.88	0.93	0.96	0.9632
C-4	Unrestrained Occupant Fatal	17	20	24	33	17	27	27	32	--
	Five-Year Moving Average	23.0	23.8	21.8	22.2	22.2	24.2	25.6	27.2	27.2
C-5	Operator ≥0.08 BAC Involved Fatal[a]	15	28	17	14	8	15	23	20	--
	Five-Year Moving Average	15.8	17.4	15.8	15.6	16.4	16.4	15.4	16	16
C-6	Speed-related Fatals	21	29	27	24	22	18	32	19	--
	Five-Year Moving Average	20.6	23.2	23.8	25.4	24.6	24	24.6	23	22
C-7	Motorcyclist Fatals	11	11	10	7	6	10	16	13	--
	Five-Year Moving Average	8.8	9.4	9.8	9.8	9	8.8	9.8	10.4	10.4
C-8	Unhelmeted Motorcyclist Fatal	0	2	1	1	2	0	1	3	--
	Five-Year Moving Average	1.2	1.0	0.8	0.8	1.2	1.2	1.0	1.4	1.4
C-9	Driver Age ≤ 20 Involved Fatals	6	3	5	8	4	8	10	8	--
	Five-Year Moving Average	7.6	6.8	6.4	5.6	5.2	5.6	7	7.6	7.6
C-10	Pedestrian Fatals	5	4	9	6	3	8	8	7	--
	Five-Year Moving Average	6.0	6.0	5.6	5.6	5.4	6	6.8	6.4	6
C-11	Cyclists Fatals	4	1	0	0	0	1	0	1	--
	Five-Year Moving Average	0.8	1.0	1.0	1.0	1.0	0.4	0.2	0.4	0.4
C-12	*Distracted Driving Serious*	7	13	10	9	14	13	5	8	--

	Performance Measures	2015	2016	2017	2018	2019	2020	2021	2022	2022-2026 Target
	Bodily Injury Crashes									
	Five-Year Moving Average	10.0	10.8	11.0	9.0	10.6	11.8	10.2	9.8	9
C-13	Impaired (Drugs and Alcohol) Fatalities	24	34	38	33	25	31	44	45	--
	Five-Year Moving Average	--	--	--	--	30.8	32.3	34.2	35.6	35.6
B-1	Percent Observed Belt Use for Passenger Vehicles – Front Seat Outboard Occupants	86.0%	80.0%	84.5%	89.8%	89.3%	88.8%	89.2%	90.4%	--
	Five-Year Moving Average	85.0%	84.0%	84.1%	85.1%	85.9%	86.5%	88.3%	89.5%	90.6%
TR-1	Citation Uniformity – Electronic Citations Issued	--	--	1,218	11,687	15,427	21,269	23,377	11,578	--
	Percent Electronic Citations Issued	--	--	1.3%	10.9%	15.4%	28.5%	36.2%	32.7%	41%
TR-2	Citation Completeness – Agencies Deployed	--	--	11	21	21	34	49	47	--
	Percent of Agencies Using E-Citation	--	--	12%	22%	22%	35%	49%	51%	55%
TR-3	Evidence Based Race Data Enforcement Reporting (%)	--	--	--	--	--	--	--	98%	99.2%

3.2 Core Performance Measures

3.2.1 C-1) Number of Traffic Fatalities (FARS)

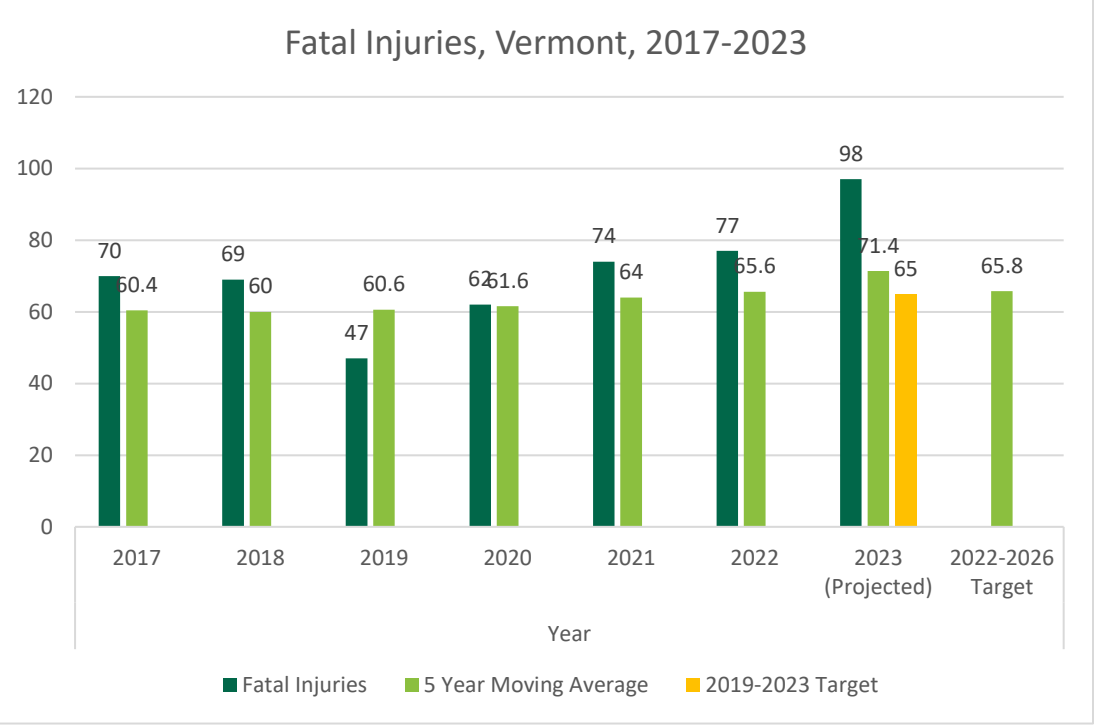
Performance Target					Target Values	Target Period	Target Start Year		
Number of Traffic Fatalities					65.8	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
69	47	62	74	77	65.8	98	51	51	51

3.2.1.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 65.8 traffic fatalities.

3.2.1.2 Justification

The five-year average during the 2018-2022 period was 65.8 traffic fatalities. Vermont had an increase of traffic fatalities during 2021 and 2022, with 74 and 77 fatalities. This represents a large increase when compared to 2019 and 2020, which had 47 and 62 fatalities respectively. Vermont is trending towards 98 traffic fatalities in 2023. If the state has that many fatalities, drastic decreases, or an average of 51 fatalities in 2024, 2025, and 2026 will be necessary to hit the average target of 65.8 fatalities. Focused engagement for educational grants in underserved communities will seek to address the recent increase in traffic fatalities in Vermont.



3.2.2 C-2) Number of Serious Injuries in Traffic Crashes (State Crash Data Files)

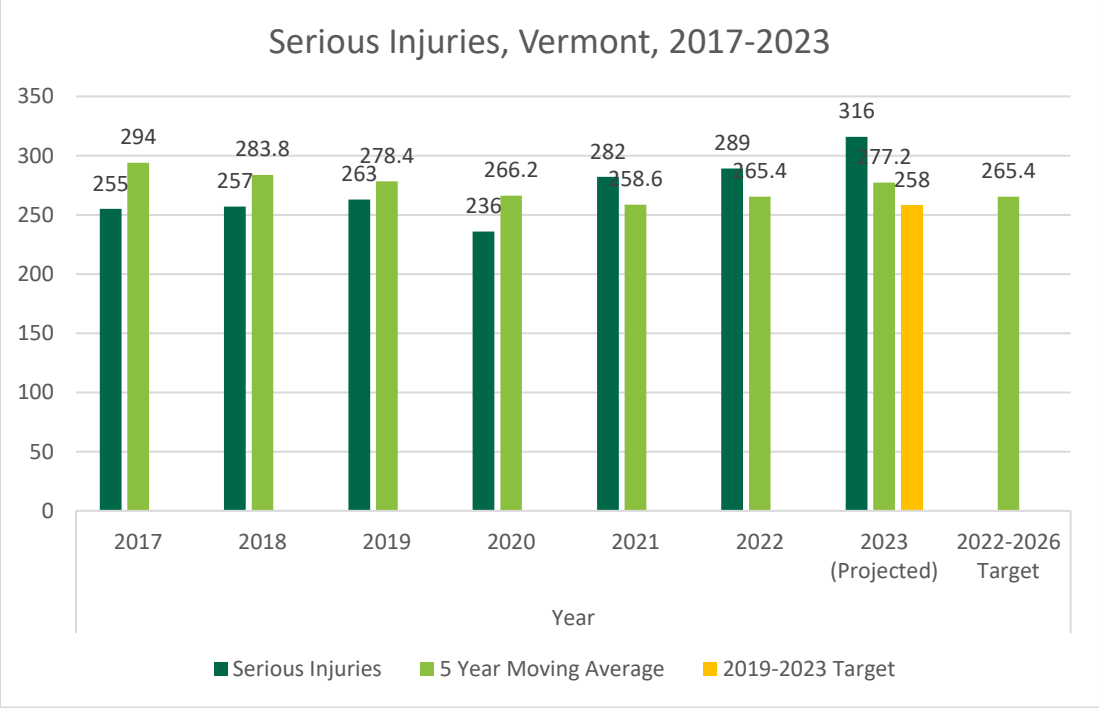
Performance Target					Target Values	Target Period	Target Start Year		
Number of Serious Injuries					265.4	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
257	263	236	282	289	265.4	316	241	241	241

3.2.2.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 265.4 serious injuries in traffic crashes.

3.2.2.2 Justification

The five-year average during the 2018-2022 period was 265.4 serious injuries in traffic crashes. Serious injuries have risen and fallen since 2016 – in 2016, Vermont had 320 serious injuries, and 2021 and 2022 have been recent highs with 282 and 289 serious injuries. Vermont is trending towards 316 serious injuries in traffic crashes in 2023. Vermont will need a steady decrease in serious injuries, or an average of 241 in 2024, 2025 and 2026 to reach the target five-year target by the end of 2026. Public participation and data analysis will determine the communities where a high proportion of serious injuries are occurring. Focused outreach and education will seek to reduce serious injuries in these locations, and statewide.



3.2.3 C-3) Fatalities Per 100 Million VMT (FARS, FHWA)

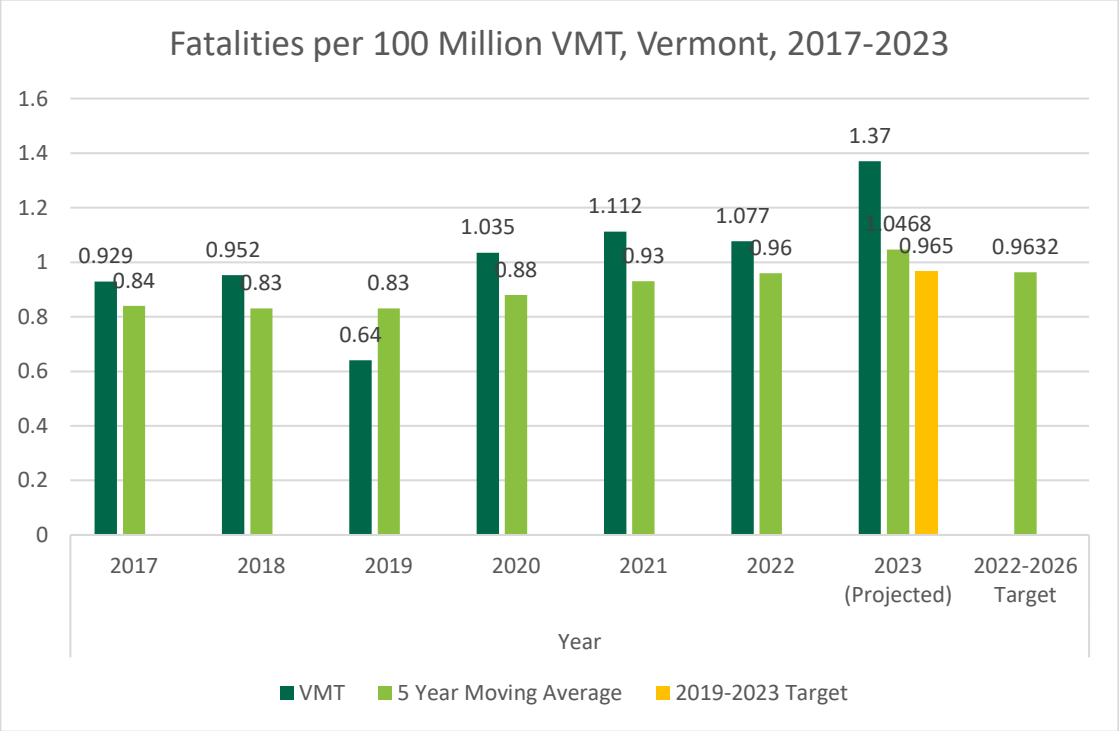
Performance Target					Target Values	Target Period	Target Start Year		
Fatalities per 100 Million VMT					0.9632	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
0.952	0.64	1.035	1.112	1.077	0.9632	1.37	0.79	0.79	0.79

3.2.3.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 0.9632 fatalities per 100 million vehicle miles traveled.

3.2.3.2 Justification

The five-year average during the 2018-2022 period was 0.9632 fatalities per 100 million vehicle miles traveled. Fatalities have been trending upwards in recent years, and it will be necessary for Vermont to significantly reverse this trend to maintain 0.9632 fatalities per 100 million vehicle miles traveled. Vermont can reach its target with an average of 0.79 fatalities per 100 million VMT during the 2024-2026 period. Focused engagement in underserved communities will seek to provide community education and address the recent increase in traffic fatalities in Vermont.



3.2.4 C-4) Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)

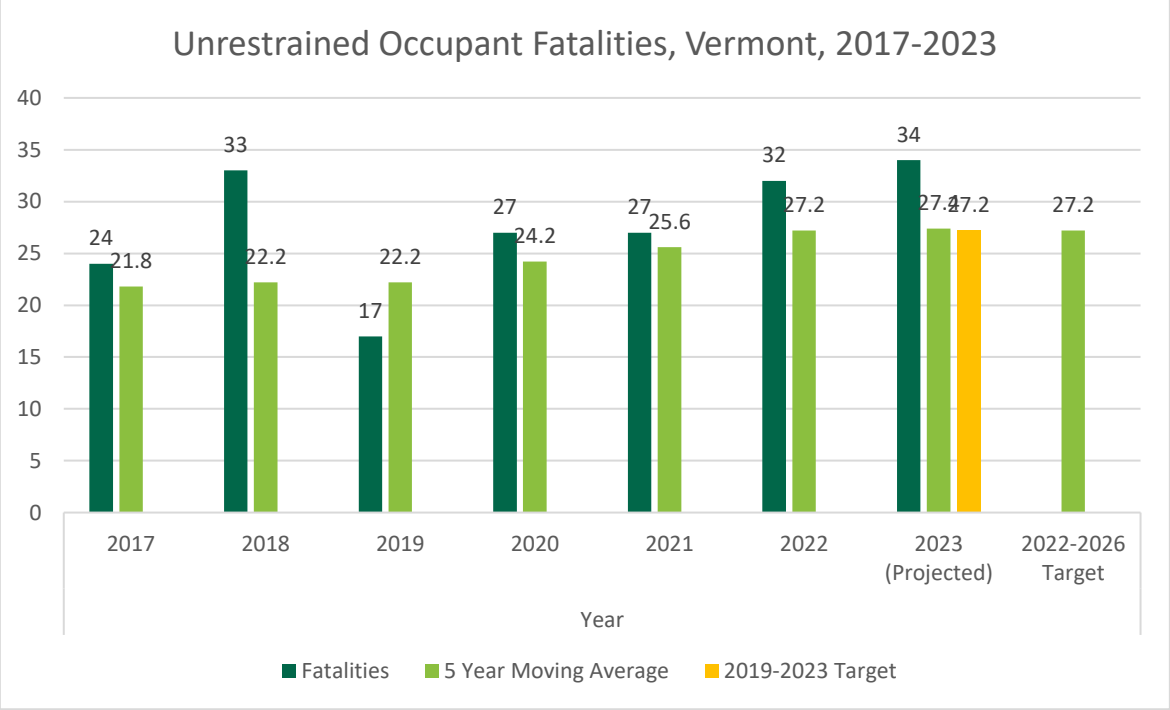
Performance Target					Target Values	Target Period	Target Start Year		
Number of Unrestrained Passenger Vehicle Occupant Fatalities					27.2	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
33	17	27	27	32	27.2	34	23	23	23

3.2.4.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 27.2 unrestrained passenger vehicle occupant fatalities.

3.2.4.2 Justification

The five-year average during the 2018-2022 period was 27.2 unrestrained passenger vehicle occupant fatalities. Fatalities were at a low in 2019, with 17, and have been trending upwards since then. There were 32 fatalities in 2022, which is the highest total since there were 33 in 2018. There have been 11 unrestrained fatalities in 2023 as of June 15th and Vermont is trending towards 34 fatalities. To reach the target of 27.2, Vermont will need a steady decrease, or maintain 23 unrestrained fatalities in 2024, 2025, and 2026. Vermont will seek to expand occupant protection education through the Education and Outreach countermeasure strategy. With new 3HSP requirements to engage with underserved communities, the SHSO will increase the focus of this countermeasure strategy towards those identified communities.



3.2.5 C-5) Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above (FARS)

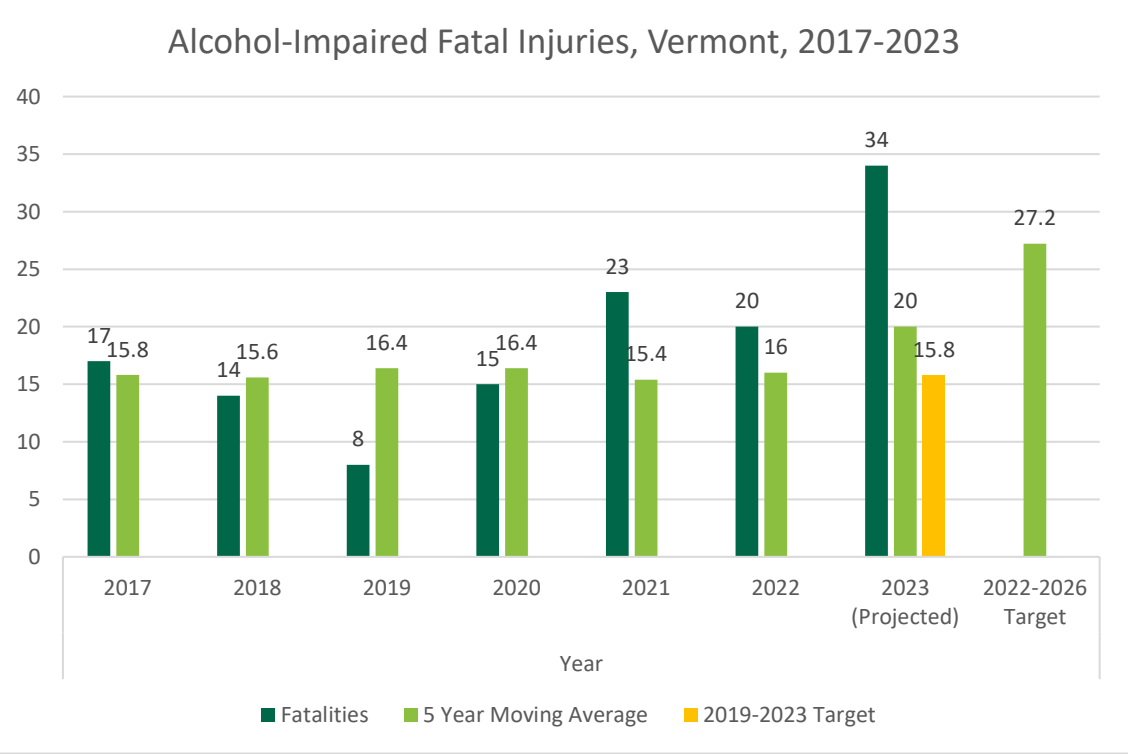
Performance Target					Target Values	Target Period	Target Start Year		
Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above					16	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
14	8	15	23	20	16	6	18	18	18

3.2.5.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 16 fatalities in crashes involving an alcohol-impaired driver or motorcycle operator.

3.2.5.2 Justification

The five-year average during 2018-2022 was 16 alcohol-impaired fatalities. Vermont had a recent low in 2019, when there were 8 alcohol-impaired fatalities. The high in recent years was 27 in 2016. Since 2019, alcohol-impaired fatalities have been trending upwards, with 23 in 2021, and 20 in 2022. There have been 2 confirmed alcohol-impaired fatalities in Vermont as of June 15th, however, toxicology reports take time to process so the actual number may be higher. If there are only 6 fatalities in 2023 then Vermont can maintain an average of 18 between 2024 and 2026 and it will reach its target. Vermont will seek to expand impaired driving education through the Community Education countermeasure strategy. With new 3HSP requirements to engage with



underserved communities, the SHSO will increase the focus of this countermeasure strategy towards those identified communities.

3.2.6 C-6) Number of Speeding-Related Fatalities (FARS)

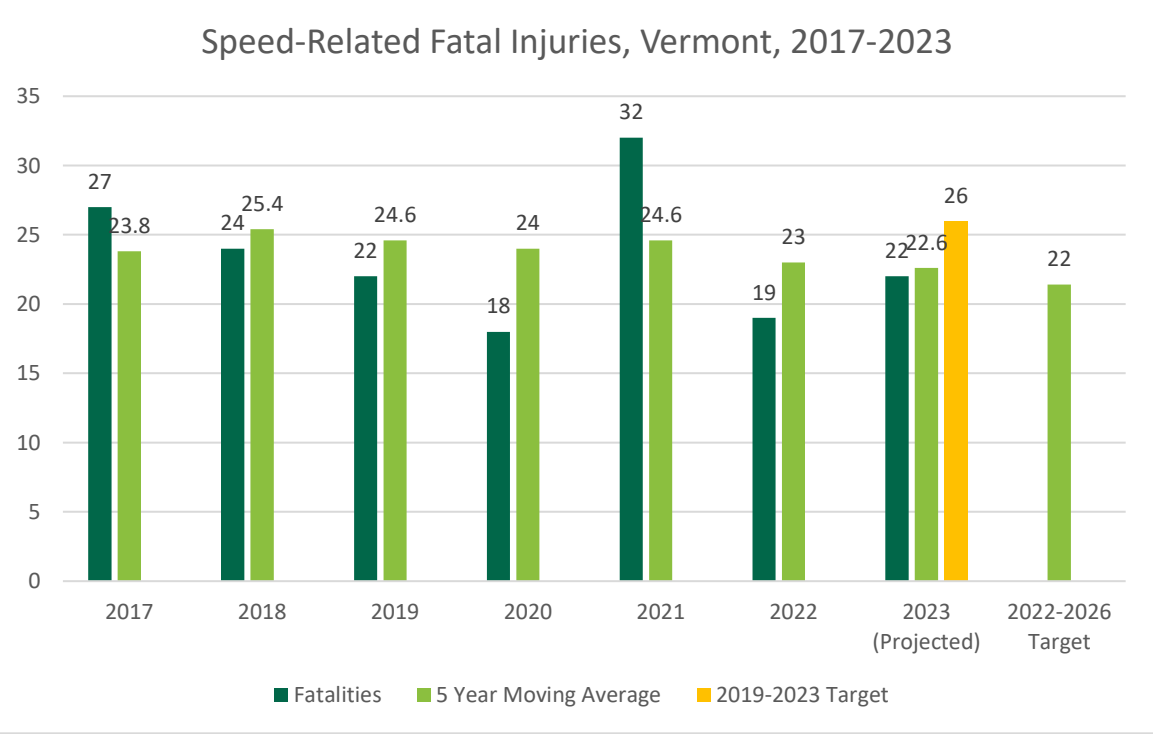
Performance Target					Target Values	Target Period	Target Start Year		
Number of Speeding-Related Fatalities					22	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
24	22	18	32	19	23	22	25	25	25

3.2.6.1 Goal

For the five-year (2022-2026) period the goal is to reduce the five-year (2018-2022) average of 23 to meet the target of 22 speeding-related traffic fatalities.

3.2.6.2 Justification

The five-year average of speeding-related fatalities during the 2018-2022 period was 23. The lowest total since 2016 was 18 speeding-related fatalities in 2020. The highest total was in 2021, with 32, and in 2022, speeding-related fatalities fell to 19. There is not a constant trend in recent years, but Vermont will work to ensure that speeding-related fatalities remain low to meet the 2022-2026 target. Vermont is trending towards 22 speed-related fatalities in 2023, which is 1 below the 2018-2022 average. If Vermont can maintain 25 fatalities in the remaining years of the five-year period then it can reach its target of 22. Through data analysis and community engagement Local Law Enforcement and the VSP will direct focused speed enforcement to locations where speeding-related fatalities have occurred.



3.2.7 C-7) Number of Motorcyclist Fatalities (FARS)

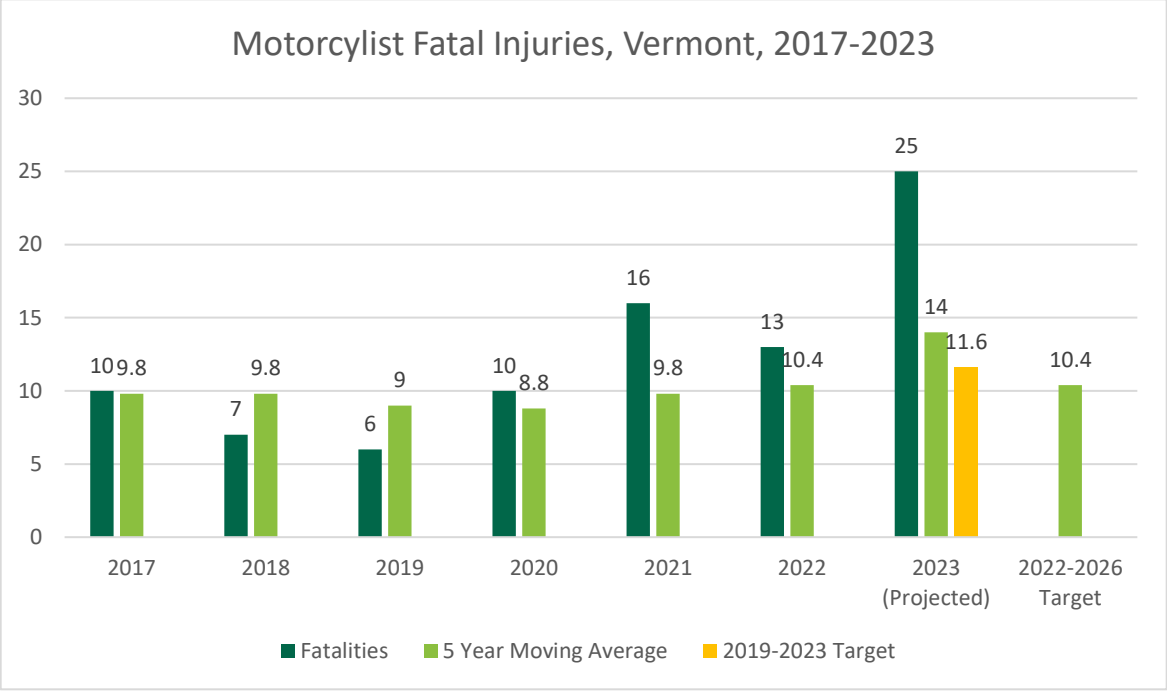
Performance Target					Target Values	Target Period	Target Start Year		
Number of Motorcyclist Fatalities					10.4	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
7	6	10	16	13	10.4	25	5	5	5

3.2.7.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 10.4 motorcyclist fatalities.

3.2.7.2 Justification

The five-year 2018-2022 average was 10.4 motorcyclist fatalities. Fatalities were at a low in 2019, with 6, and have fluctuated from 10 to 16 in 2020, 2021, and 2022. As of June 15th 2023, there have been 7 motorcyclist fatalities, and the state is projected to have 25 fatalities by the end of the year which would be significantly higher than an in past years. If there are 25 fatalities in 2023, then it will be difficult for the state to meet its target, but it is possible by holding at 5 fatalities in 2024, 2025 and 2026. Data analysis for this 3HSP identified an Essex County census tract as having the highest fatality rate per 10,000 people and 10,000 vehicle trips. Community engagement and education will focus on this, and other high ranking census tracts, to reduce motorcycle fatalities.



3.2.8 C-8) Number of Un-Helmeted Motorcyclist Fatalities (FARS)

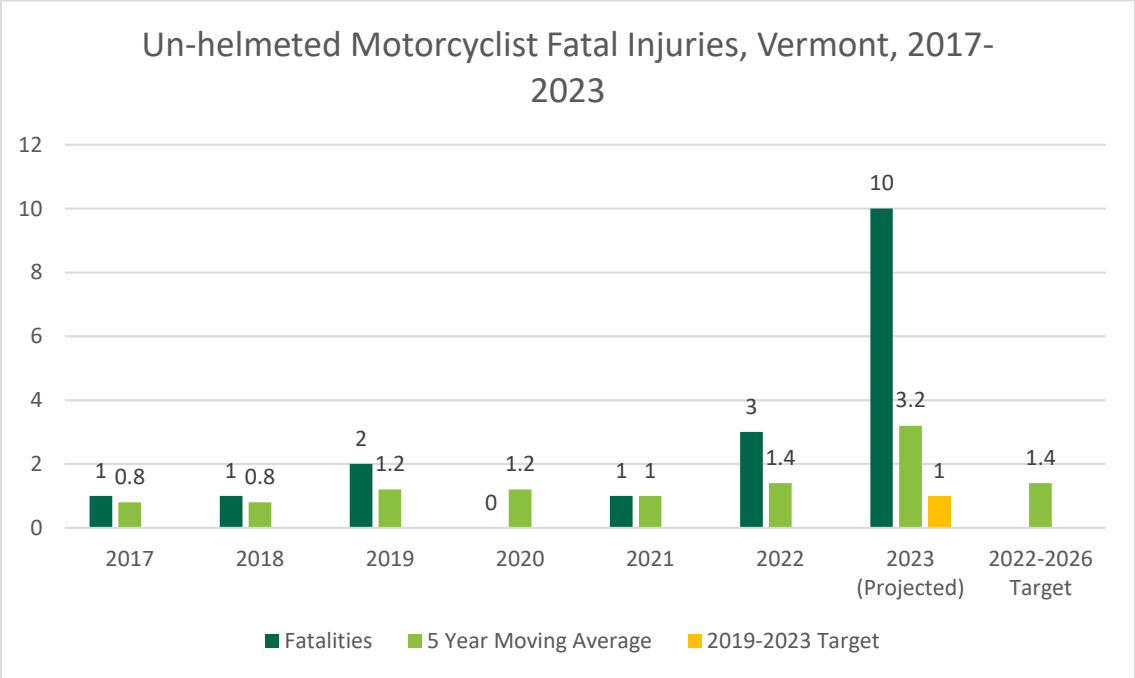
Performance Target					Target Values	Target Period	Target Start Year		
Number of Un-Helmeted Motorcyclist Fatalities					1.4	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
1	2	0	1	3	1.4	10	0*	0*	0*

3.2.8.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 1.4 un-helmeted motorcyclist fatalities.

3.2.8.2 Justification

The five-year 2018-2022 average of un-helmeted motorcyclist fatalities was 1.4. There were 3 un-helmeted motorcyclist fatalities in 2022, which is a high for the 2016-2022 period of data. There have been 2 un-helmeted motorcyclist fatalities so far in 2023, and Vermont is trending towards 10 by the end of the year. Vermont can reach its five-year target if there are only 4 un-helmeted motorcyclist fatalities in 2023, and zero in 2024, 2025 and 2026. Please note the asterisks in the table above for the projected fatalities in 2024, 2025 and 2026. If there are 10 fatalities in 2023 then Vermont cannot reach its 2022-2026 target, even with zero fatalities during the 2024-2026 period. Data analysis for this 3HSP identified ten census tracts that have the highest fatality rate per 10,000 people. Community engagement and education will focus on these census tracts to reduce motorcycle fatalities. Counties with several top ten ranking census tracts, and high social vulnerability scores will take precedence for engagement and education.



3.2.9 C-9) Number of Drivers Aged 20 or Younger Involved in Fatal Crashes (FARS)

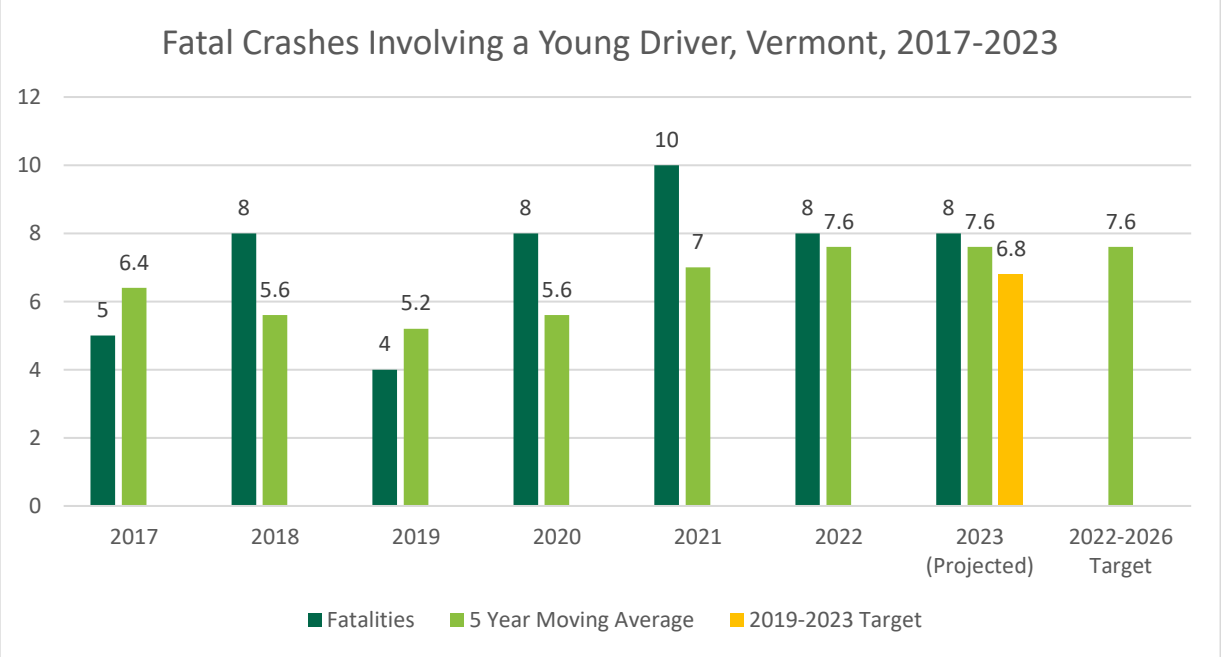
Performance Target					Target Values	Target Period	Target Start Year		
Number of Drivers Aged 20 or Younger Involved in Fatal Crashes					7.6	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
8	4	8	10	8	7.6	8	7	7	7

3.2.9.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 7.6 drivers aged 20 or younger involved in fatal crashes.

3.2.9.2 Justification

The five-year 2018-2022 average of young driver involved fatal crashes is 7.6. Since 2016, fatalities have ranged from 3 to 10 per year for this performance measure. Vermont will seek to engage with young drivers to reduce fatal crashes. There have been 3 young driver involved crashes as of June 15, 2023, and the state is trending towards 8 by the end of the year. If there are 8 fatalities, then Vermont needs to maintain an average of 7 between 2024 and 2026 to reach its target of 7.6. Data analysis completed for the 3HSP identified census tracts with the highest young driver involved fatality rates. The Education and Outreach countermeasures strategy will focus efforts in census tracts identified through the data analysis, with particular emphasis on those that are underserved and disadvantaged.



3.2.10 C-10) Number of Pedestrian Fatalities (FARS)

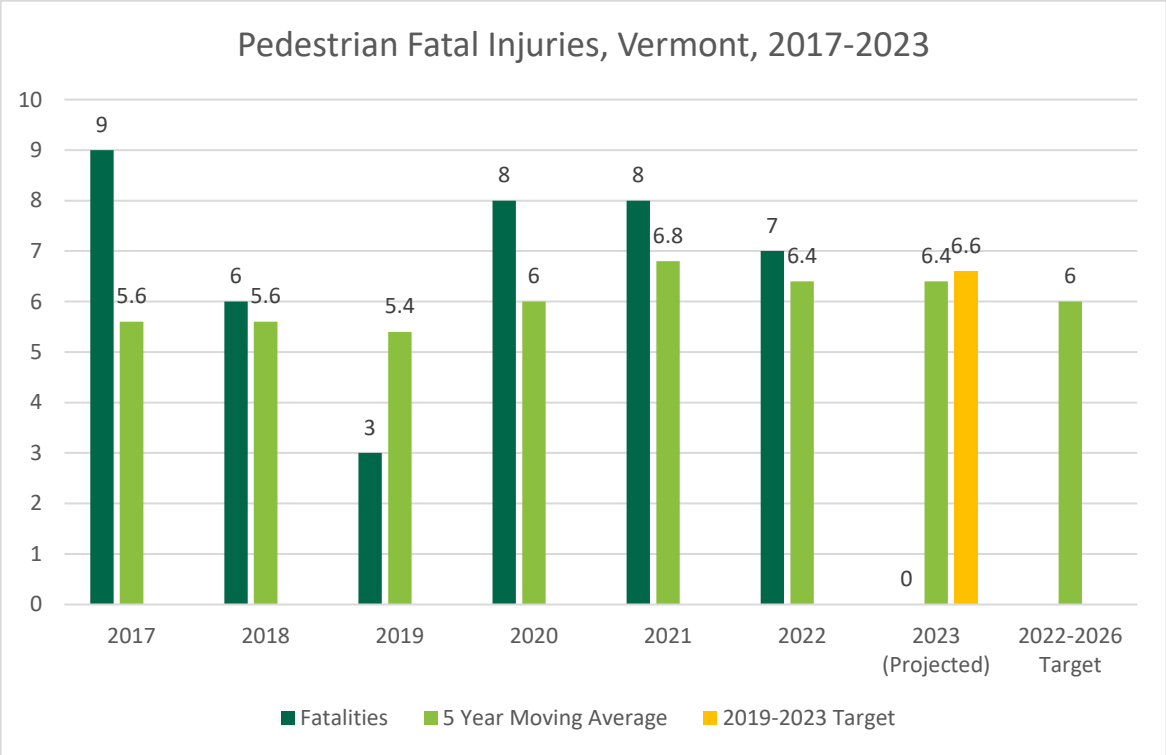
Performance Target					Target Values	Target Period	Target Start Year		
Number of Pedestrian Fatalities					6	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
6	3	8	8	7	6.4	0	8	8	8

3.2.10.1 Goal

For the five-year (2022-2026) period the goal is to reduce the five-year (2018-2022) average of 6.4 to meet the target of 6 pedestrian fatalities.

3.2.10.2 Justification

The five-year 2018-2022 average of pedestrian fatalities was 6.4. From 2016-2022, 2019 was the lowest total, with 3 pedestrian fatalities. Since then, fatalities increased to 8 in 2020. In 2021 and 2022 there were 8, and 7 fatalities respectively. There have been zero pedestrian fatalities in Vermont in 2023, as of June 15th. If there are zero fatalities in 2023, there can be an average of 8 fatalities during the 2024-2026 period and Vermont will reach its target. The Community Education and Outreach strategy under the Vulnerable Users program area will provide additional focus to underserved and disadvantaged communities.



3.2.11 C-11) Number of Bicyclist Fatalities (FARS)

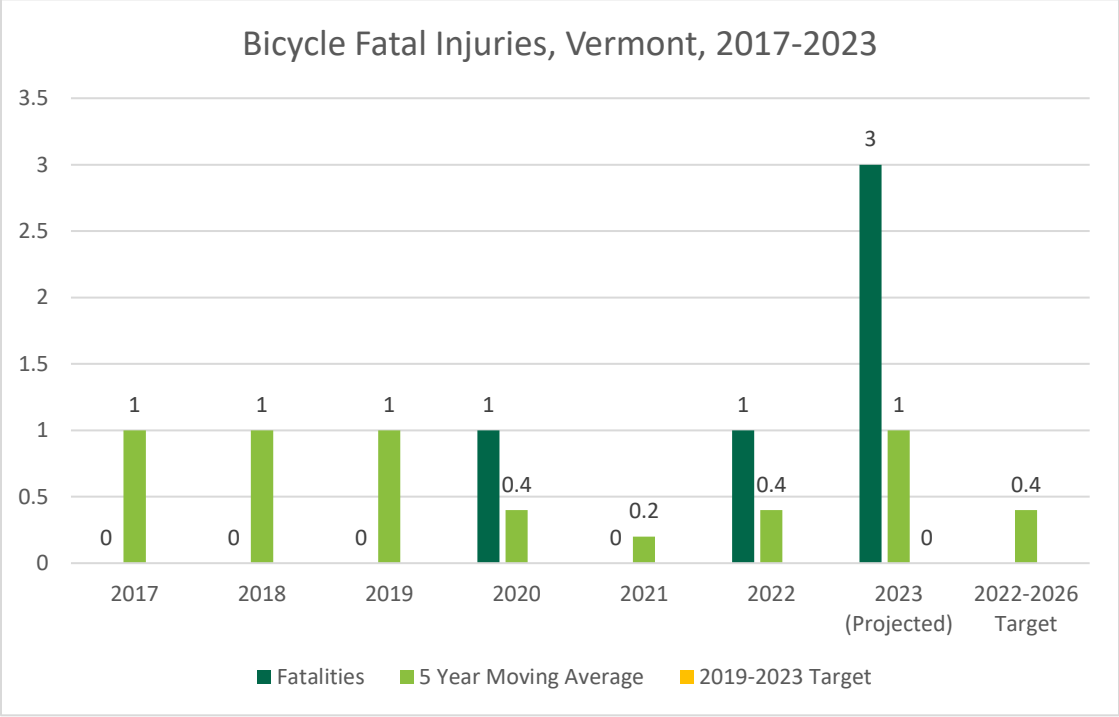
Performance Target					Target Values	Target Period	Target Start Year		
Number of Bicyclist Fatalities					0.4	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
0	0	1	0	1	0.4	3	0*	0*	0*

3.2.11.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 0.4 bicyclist fatalities.

3.2.11.2 Justification

During the five-year 2018-2022 period, there were 0.4 bicyclist fatalities. Bicyclist fatalities in Vermont since 2016 have remained low, and therefore one year can drastically sway the five-year average. There has been 1 bicyclist fatality in 2023 as of June 15th. If there is only 1 fatality in 2023 then Vermont can reach the five-year target with zero fatalities in 2024, 2025, and 2026. The Community Education and Outreach strategy under the Vulnerable Users program area will provide additional focus to underserved and disadvantaged communities. Census tracts that are high ranking in bicycle fatality rates will also be the focus of education and outreach efforts. Chittenden County had three census tracts that ranked in the top 10 for fatalities per 10,000 people and seven that ranked in the top 10 for fatalities per 10,000 trips.



3.2.12 C-12) Number of Distracted Driving Serious Bodily Injury Crashes (FARS)

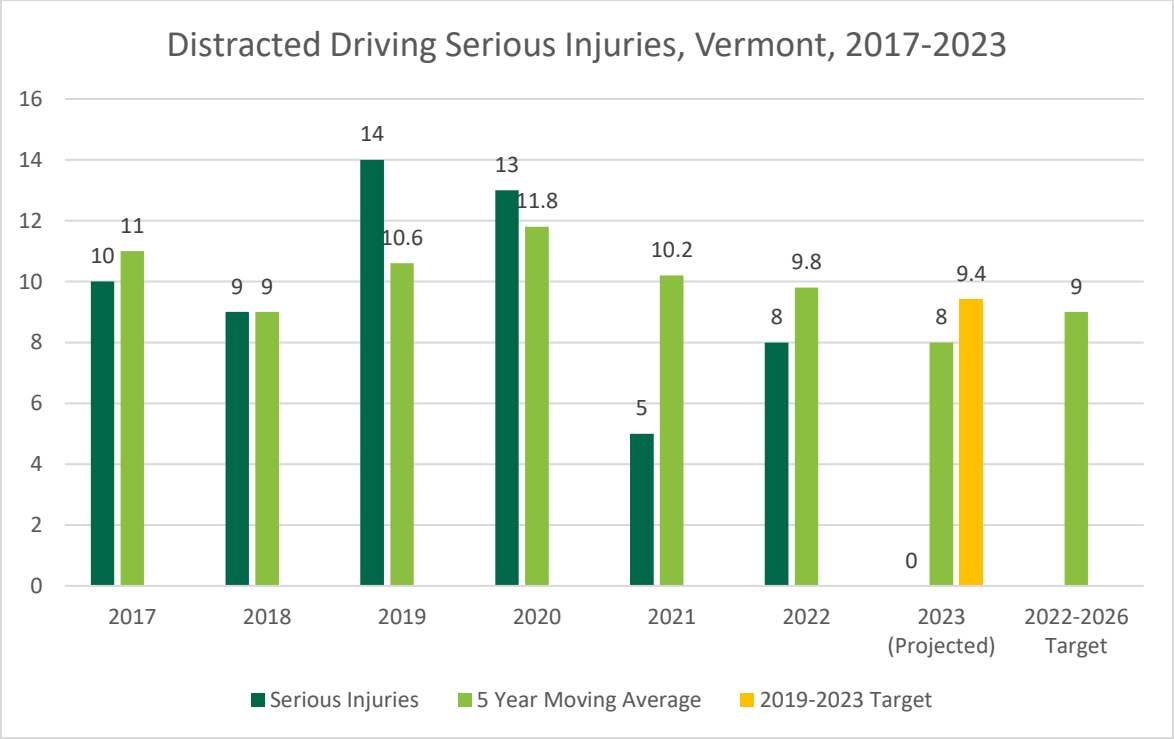
Performance Target					Target Values	Target Period	Target Start Year		
Number of Distracted Driving Serious Bodily Injury Crashes					9	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
9	14	13	5	8	9.8	0	14	14	14

3.2.12.1 Goal

For the five-year (2022-2026) period the goal is to reduce the five-year (2018-2022) average of 9.8 to meet the target of 9 distracted driving serious bodily injury crashes.

3.2.12.2 Justification

During the five-year 2018-2022 period, there were 8 distracted driving serious bodily injury crashes. There were 13 distracted driving serious injury crashes in 2020, 5 in 2021, and 8 in 2022. As of June 15th of 2023, there have been zero distracted driving serious injury crashes. If Vermont has zero serious injuries in 2023, then there can be an average of 14 between 2024 and 2026 and the State will reach its target. Distracted driving enforcement will focus on locations identified through data analysis as having a high proportion of distracted driving serious injury crashes, and a high social vulnerability index.



3.2.13 C-13) Number of Impaired (Drugs and Alcohol) Traffic Fatalities (FARS)

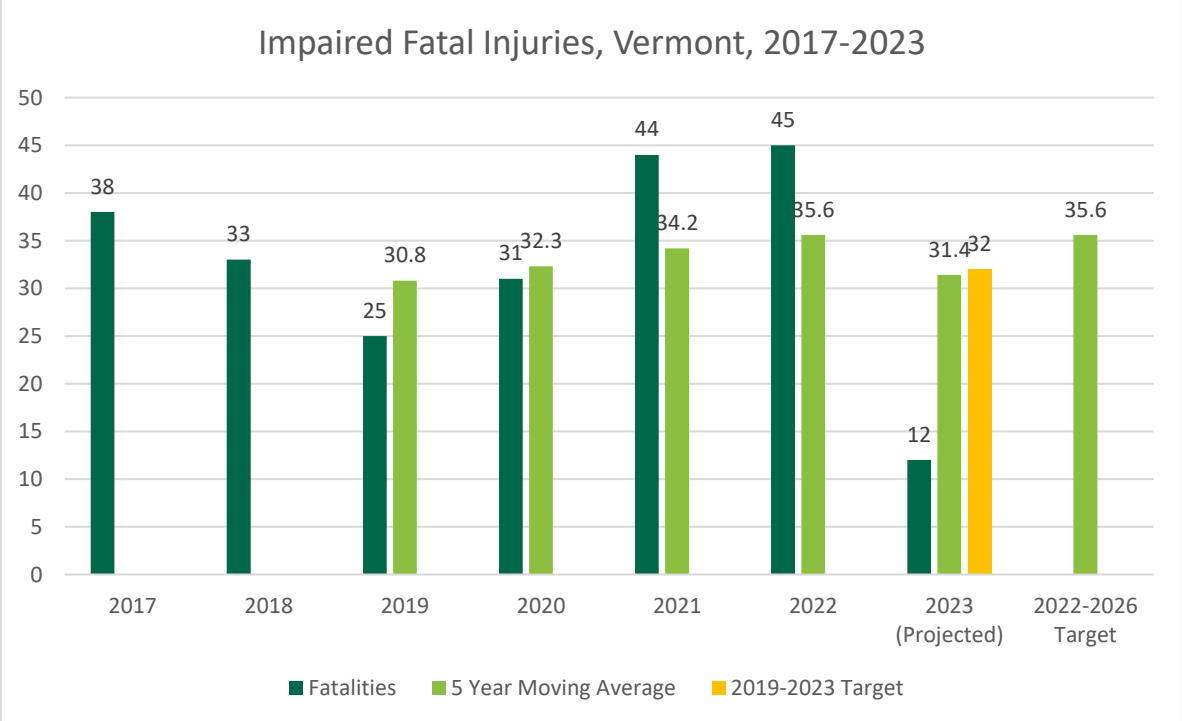
Performance Target					Target Values	Target Period	Target Start Year		
Number of Impaired (Drugs and Alcohol Fatal Crashes)					35.6	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
33	25	31	44	45	35.6	12	40	40	40

3.2.13.1 Goal

For the five-year (2022-2026) period the goal is to maintain the five-year (2018-2022) average of 35.6 impaired (drugs and alcohol) traffic fatalities.

3.2.13.2 Justification

During the five-year 2018-2022 period, there were 35.6 impaired (drugs and alcohol) traffic fatalities. Since 2016, fatalities have ranged from 25 in 2019, and 45 in 2022. There have been 4 impaired fatalities so far in 2023 as of June 15th, but it is important to note that toxicology reports take time to process and the actual running total in 2023 may be higher than currently reported. Impaired fatalities have been steadily trending upwards since 2019, and it will be important for Vermont to reverse or flatten this trend to meet its target. If there are 12 impaired fatalities in 2023, then an average of 40 during the 2024-2026 period will allow Vermont to reach the target. Vermont will seek to expand impaired driving education through the Community Education countermeasure strategy. With new 3HSP requirements to engage with underserved communities, the SHSO will increase the focus of this countermeasure strategy towards those identified communities. Communities are identified through data analysis and social vulnerability.



3.3 Additional Performance Measures

3.3.1 B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (Survey)

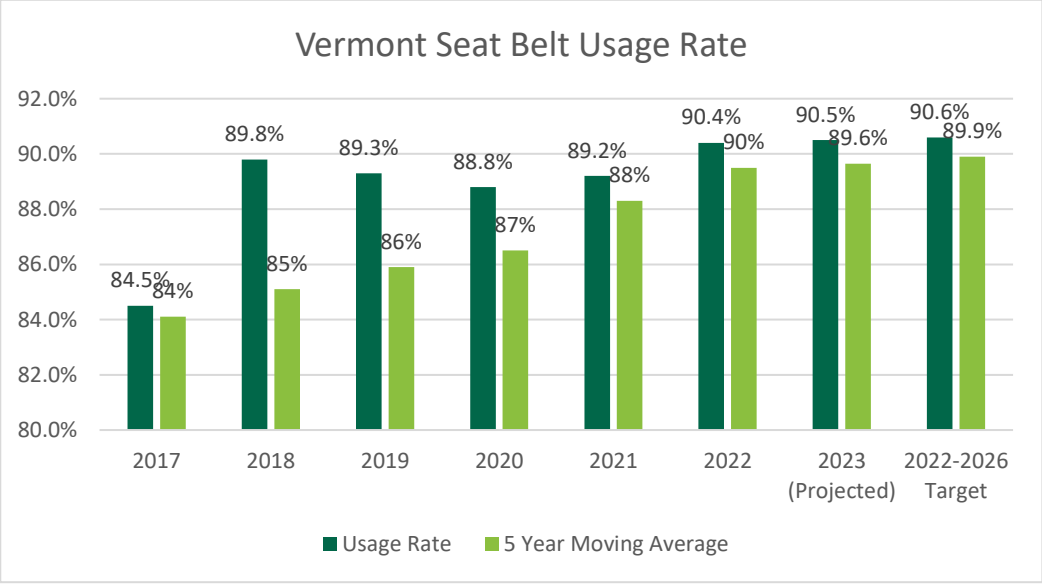
Performance Target					Target Values	Target Period	Target Start Year		
Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants					90.6%	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
89.8%	89.3%	88.8%	89.2%	90.4%	89.5%	90.5%	90.6%	90.7%	90.8%

3.3.1.1 Goal

For the five-year 2022-2026 period the goal is to increase the statewide observed seat belt use of front seat outboard occupants in passenger vehicles from the 2018-2022 average of 89.5% to 90.6% by December 31, 2026.

3.3.1.2 Justification

The observed seat belt use rate has been increasing in Vermont over the past few years, and in 2022, Vermont reached the highest rate during the 2016-2022 period. The seat belt use rate goal for 2022-2023 was 89.4 percent and Vermont reached a usage rate of 90.4 percent.



3.3.2 Percentage of Highway Safety E-Tickets Issued

Performance Target					Target Values	Target Period	Target Start Year		
Percentage of Highway Safety E-Tickets Issued					41%	5 Year	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
10.9%	15.4%	28.5%	36.2%	32.7%	24.74%	41.8%	42%	43%	44%

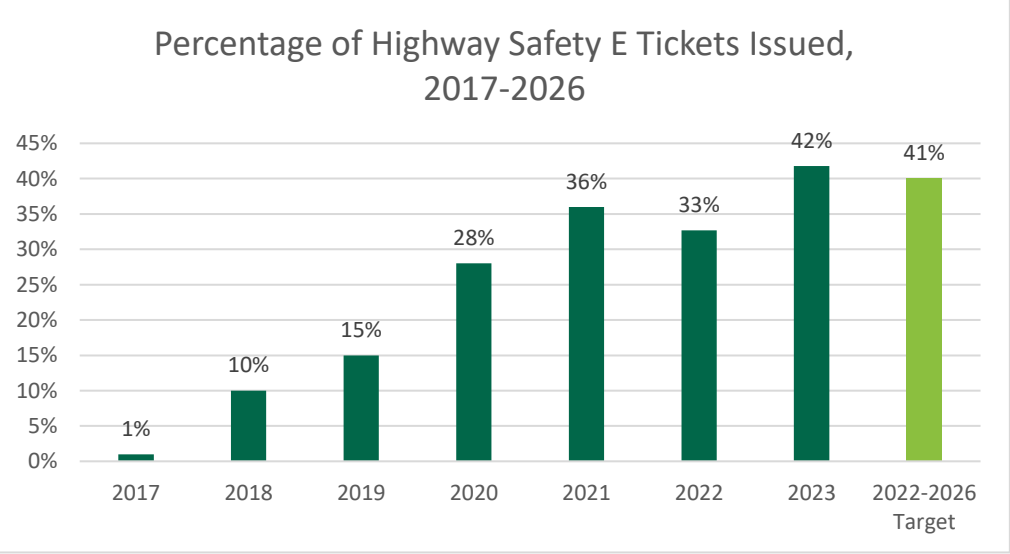
3.3.2.1 Goal

For the five-year, 2022-2026 period, the goal is to increase the percentage of electronic citations from 24.74% during the 2018-2022 period to 41% by the end of March of 2026.

3.3.2.2 Justification

Beginning in July 2016 the SHSO began issuing equipment and support for the E-Ticket project for the adoption and usage of electronic citations by Vermont law enforcement agencies. The project was administered through a TRCC grant with the Department of Public Safety (DPS). DPS continues to issue equipment to agencies for the FFY23 grant cycle, however, did not apply to continue the program in FFY2024. The DPS TRCC E-Ticket Project Status Report for the FFY23 grant reported that 17 Law Enforcement Agencies Submitted applications for electronic citation printers and supporting hardware.

The SHSO will support funding of E-Ticket equipment and hardware through the OP and DUI grant programs for FFY24 – FFY26. The SHSO will support agencies to enhance the effective use and application of the equipment.



3.3.3 Percentage of Agencies Using E-Ticket

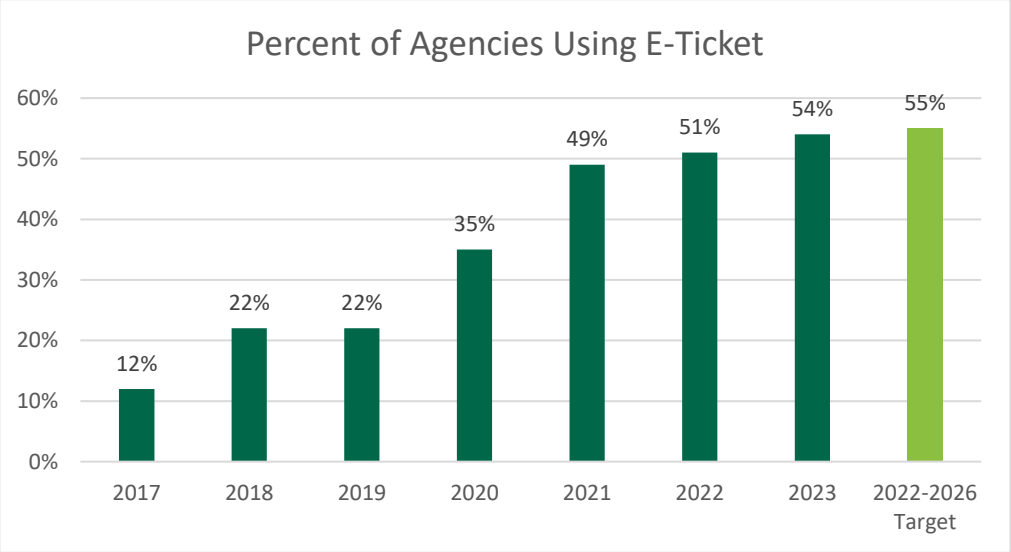
Performance Target					Target Values	Target Period	Target Start Year		
Percentage of Agencies Using E-Ticket					55%	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023	2024	2025	2026
22%	22%	36%	52%	51%	37%	54.64%	55%	56%	57%

3.3.3.1 Goal

For the five-year 2022-2026 period, the goal is to increase the percentage of agencies using electronic citations from 37% during the 2018-2022 period to 55% by the end of March 2026.

3.3.3.2 Justification

The current traffic ticketing system used in Vermont is a combination of electronic tickets (citations) and a manual, paper-based system. Paper-based tickets are dismissed at a higher percentage due to illegible handwriting and missing data. In current practice paper tickets take longer to process and can contribute to a Judicial Bureau back log. E Tickets reduce the lag time from roadside to Judicial Bureau processing, contributing to ensuring fewer ticket dismissals. Vermont seeks to build of success in the past grant year and increase the percentage of agencies using E-Ticket during the annual periods, between 2023 and 2026.



3.3.4 Evidence Based Race Data Enforcement Reporting

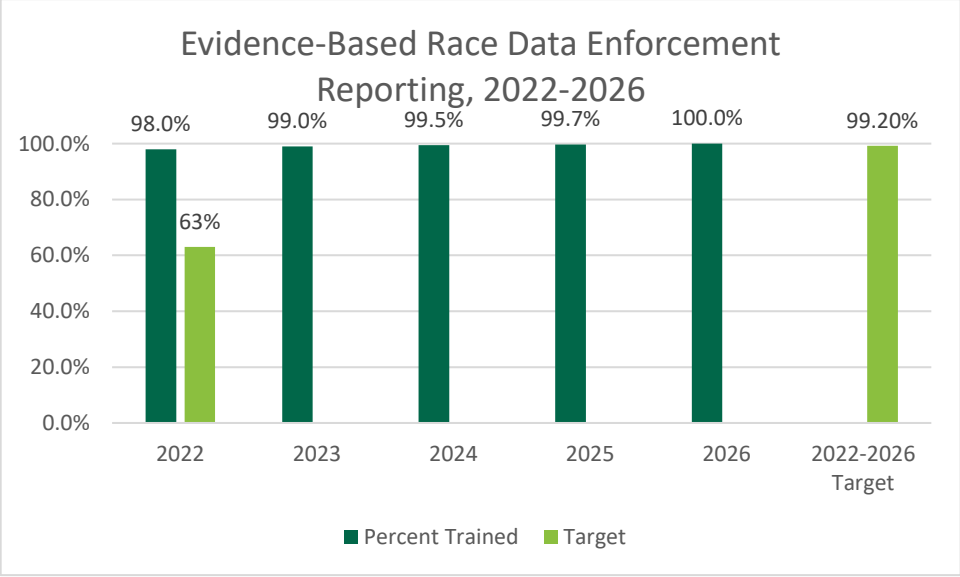
Performance Target					Target Values	Target Period	Target Start Year		
Evidence Based Race Data Enforcement Reporting					99.2%	5 Years	2022		
Actual					5 Year Average	In Progress	Projections		
2018	2019	2020	2021	2022	2018-2022	2023 Target	2024	2025	2026
--	--	--	--	98%	--	99%	99.5%	99.7%	100%

3.3.4.1 Goal

For the five-year 2022-2026 period, the goal is to increase to train 99.2% of Vermont Law Enforcement officers in race data enforcement reporting by the end of March of 2026.

3.3.4.2 Justification

In 2022, Vermont launched the Evidence-Based Race Data Enforcement Reporting training and set a target of training 63 percent of law enforcement. The state was able to train 98 percent, and the training has now become standard for new officers. As a result, the state will seek to build off last year's progress, and continue to train a high percentage of law enforcement officers in 2023, 2024, and 2025. The next phase of the project is the needed analysis of historical stop data, identification of stop and ticketing processes/protocols from individual agencies, review of technologies used for collecting and reporting data, data quality improvement and support of community members, legislators, law enforcement agencies, and stakeholders to increase understanding of stop data and its use.



4

Countermeasure Strategies for Programming Funds

Countermeasures are activities that will be implemented in the next three fiscal years (FFY 2024 – FFY 2026) by the highway safety office and the safety partners. The selected countermeasures are proven effective nationally, have been successful in Vermont, and are appropriate given the data in the problem identification and the resources available. The SHSO used the Countermeasures that Work (CTW): A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020[4] as a reference in the selection of effective, evidence-based countermeasure strategies with a three-star rating or better. The 2020 edition of Countermeasures That Work can be viewed in its entirety on the NHTSA web site at: https://www.nhtsa.gov/sites/nhtsa.gov/files/2021-09/Countermeasures-10th_080621_v5_tag.pdf.

In addition, the Program Coordinators of the SHSO serve as team leaders for the SHSP emphasis areas where they are focused on addressing the most significant traffic safety issues highlighted in the SHSP and the implementation of strategies to reduce fatalities and serious injuries in the state. These experiences, coupled with the staff's knowledge of the data, literature, and the State cultural and political climate all serve to inform the selection of countermeasures and strategies for the 3HSP and program activities in the HSP Annual Grant Application. Both the HSP initiative and SHSP mirror best traffic safety practices and our state's goal of *Toward Zero Deaths (TZD)*.

Additionally, the proposed countermeasure strategies are intended to consider the 4E's for improving safety. While engineering is largely captured by the HSIP program, this 3HSP is supportive of engineering where possible, such as through building out data systems that are mutually beneficial to the HSP and HSIP programs.

4 Venkatraman, V., Richard, C. M., Magee, K., & Johnson, K. (2021, July). Countermeasures that work: A highway safety countermeasures guide for State Highway Safety Offices, 10th edition, 2020 (Report No. DOT HS 813 097). National Highway Traffic Safety Administration.

4.1 Police Enforcement Services Countermeasure Strategies

The Vermont SHSO offers support to all law enforcement agencies (LEAs) in the state with resources and programs that further the goals of highway safety.

Law Enforcement Liaisons encourage participation in the enforcement initiatives presented by NHTSA and the SHSO and are readily available to answer questions and provide information and support to all LEAs.

Crash Reconstruction Teams gather and analyze evidence at crash scenes to determine not only the cause of a crash, but to assist agencies in court case preparation and testimony. The SHSO provides funding in support of this valuable asset.

Speed, distracted/aggressive driving, and impaired driving are almost always at the core of a crash. The Vermont State Police Speed Enforcement grant allows for additional troopers to monitor traffic and enforce speed laws statewide. In reviewing our FFY 2023 data, we are seeing an upward trend in our fatalities and incapacitating injury crashes being directly related to the causation of speed. The SHSO and Vermont Highway Safety Alliance are working with our state, federal and local partners to continue to get the word out about this problem.

The Law Enforcement Program Coordinators to support our LEAs by coordinating, allocating and monitoring the use of grant funds approved for these agencies to ensure that the goal of working "Towards Zero Deaths" is always in the forefront.

Table 28 Associated Performance Measures - Police Enforcement Services

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C1) – Number of Traffic Fatalities	2026	5 Years	65.8
2024	C2) – Number of Serious Injuries	2026	5 Years	265.4
2024	C3) – Fatalities per 100 Million VMT	2026	5 Years	0.9632

4.1.1 Strategy 1: Motor Vehicle Crash Investigation and Incident Reporting

Problem Identification and Strategy Linkage:

Fatalities have been increasing in Vermont since 2019. During the 2018-2022 period, the State had an average of 65.8 traffic fatalities. The goal is to maintain traffic fatalities at 65.8, serious injuries at 265.4, and fatalities per 100 Million VMT at 0.9632 by the end of 2026. The State will use this strategy to accurately report motor vehicle crashes. The data from these investigations will help the State identify future programming and funding for activities.

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Justification:

The Motor Vehicle Crash Investigation and Reporting strategy is necessary to understand the full scope of traffic crashes in Vermont. This data can inform future efforts, including enforcement, education, and outreach, all with a goal of improving road safety in Vermont.

Description of Considerations:

Data analysis will be used to improve this countermeasure. This includes identifying how the program can benefit underserved communities.

Uniform Guidelines:

This countermeasure strategy is supported by Uniform Guideline 18, which calls for gathering data from motor vehicle crashes. The Crash Reconstruction Team gathers evidence from the scene of the crash to identify the cause of a crash. This data can inform the location of future enforcement, and other behavioral countermeasure activity.

Potential Activities:

› Crash Reconstruction Team (CRT) Support

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Police Enforcement Services	Motor Vehicle Crash Investigation and Incident Reporting	402	$271,392.00

4.1.2 Strategy 2: Program Management

Problem Identification and Strategy Linkage:

During the 2018-2022 period, 41 percent of all motor vehicle fatalities involved an unrestrained occupant. 54 percent of fatalities involved impairment, with 24 percent involving alcohol impairment. The State has a goal of maintaining traffic fatalities at 65.8, serious injuries at 265.4, and fatalities per 100 Million VMT at 0.9632 by the end of 2026. The Program Management strategy will help the SHSO, and law enforcement agencies improve traffic safety and lead successful activities during the remainder of the 2022-2026 period.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 1.2	Deterrence: Enforcement	3 to 5 Stars	SHARP
Chapter 2.2, 2.3	Seatbelt Law Enforcement, Communications and Outreach	3 to 5 Stars	SHARP
Chapter 4.1.3	High-Visibility Cell Phone/Text Messaging Enforcement	4 Stars	SHARP

Justification:

Coordination and collaboration between the SHSO, Law Enforcement Liaisons, and SHARP programs through Program Management ensure the State is implementing effective

countermeasures and activities. Program Management is essential for Vermont to reach its performance measure targets by the end of 2026.

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine future projects under this countermeasure strategy.

Uniform Guidelines:

The Program Management strategy is informed by Countermeasures that Work and Uniform Guidelines 8 and 20. Vermont has a goal of maintaining fatalities that involve impaired driving, and lack of occupant protection in the remaining years of the 2022-2026 period, supported by high-visibility enforcement, task forces, communications, and community outreach.

Guideline Name	Section Location	Associated Activities
Impaired Driving	Section 1, 2, 4	SHARP, LEL, Highway Safety Office Program Coordinator
Impaired Driving	Section 3	SHARP, LEL
Occupant Protection	Section 1, 4, 6	SHARP, LEL, Highway Safety Office Program Coordinator
Occupant Protection	Section 3, 5	SHARP

Potential Activities:

- Highway Safety Office Program Coordinator
- Law Enforcement Liaisons (North and South)
- Safe Highway Accident Reduction Program

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Police Enforcement Services	Program Management	402, 405d, 405e	$1,762,000.00

4.1.3 Strategy 3: Speed and Aggressive Driving Enforcement

Problem Identification and Strategy Linkage:

During the 2018-2022 period, approximately 35 percent of all fatalities involved speeding. Speeding and aggressive driving enforcement is a key strategy that the state will use to reduce speeding-involved fatalities to 22 by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 3.2.2	High-Visibility Enforcement	2 Stars	Vermont State Police Speed and Aggressive Driving Enforcement
Chapter 3.2.2	High-Visibility Enforcement	2 Stars	Local Police Speed and Aggressive Driving Enforcement

Justification:

With 35 percent of all traffic fatalities during the 2018-2022 period involving speeding, high-visibility enforcement is necessary to keeping Vermont roadways safe.

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under this countermeasure strategy.

Uniform Guidelines:

The Speed and Aggressive Driving Enforcement Strategy is informed by Countermeasures That Work, and Uniform Guideline 19 – Speed Management. The State will utilize data, including tickets and arrests, to identify locations where speed enforcement is necessary.

Guideline Name	Section Location	Associated Activities
Speed Management	Section 5	Vermont State Police Speed and Aggressive Driving Enforcement
Speed Management	Section 5	Local Police Speed and Aggressive Driving Enforcement

Potential Activities:

- Vermont State Police Speed and Aggressive Driving Enforcement
- Countywide projects for Chittenden, Windham, Rutland and Addison

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Police Enforcement Services	Speed and Aggressive Driving Enforcement	402	$2,919,177.50

4.2 Impaired Driving (Drugs and Alcohol)

During the 2018-2022 period, impaired driving was the highest factor in fatal crashes. 54 percent of fatal crashes involved impaired driving, and increase from 53 percent involvement during the 2017-2021 period. Overall, impaired driving was a factor in 30 percent of fatal and serious injury crashes during the 2018-2022 period. Vermont will seek to reverse this trend with the countermeasure strategies that follow in this chapter.

Table 29 Associated Performance Measures - Impaired Driving (Drugs and Alcohol)

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C5) – Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above	2026	5 Years	16
2024	C13) – Number of Impaired (Drugs and Alcohol) Fatal Crashes	2026	5 Years	35.6

4.2.1 Strategy 1: Enforcement

Problem Identification and Strategy Linkage:

Impaired driving enforcement is a vital strategy to removing impaired drivers from the State's roadways and combatting impaired driving fatalities in Vermont. During the 2018-2022 period, alcohol impairment was a factor in 24 percent of fatalities. 54 percent of fatalities involved drugs and/or alcohol impairment. Vermont has a goal of maintaining alcohol impaired and all impaired (drugs and alcohol) fatalities at 16 and 35.6 fatalities per year, by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 1.2.2	Deterrence: Enforcement	4 Stars	High-Visibility Alcohol Enforcement, DRE Call-Out Pay

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under this countermeasure strategy.

Uniform Guidelines:

The enforcement strategy is informed by the Impaired Driving Uniform Guideline, along with Countermeasures That Work. Enforcement, in combination with other strategies, is a necessary component to combatting impaired driving and reaching the State's impaired driving performance measures by the end of 2026.

Guideline Name	Section Location	Associated Activities
Impaired Driving	Section 1	DRE Call-Out Pay
Impaired Driving	Section 3	High-Visibility Alcohol Enforcement

Potential Activities:

- High Visibility Alcohol Enforcement
- DRE Call-out Pay

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Impaired Driving	Enforcement	164, 405d	$3,839,864.50

4.2.2 Strategy 2: Program Management and Training

Problem Identification and Strategy Linkage:

The program management and training strategy is essential to maintaining alcohol impaired and all impaired (drugs and alcohol) fatalities at 16 and 35.6 fatalities per year, by the end of 2026. The activities that support this strategy will help to train officers and coordinate with the Highway Safety Office and Vermont courts to ensure collaboration on impaired driving activities and enforcement of impaired driving laws in Vermont.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 1.3.1	DWI Courts	4 Stars	Judicial Outreach Liaisons

Justification:

The Program Management and Training countermeasure strategy is essential to maintaining an effective impaired driving program. This strategy includes the training of law enforcement officers in impaired driving activities, and SHSO planning of Statewide programs. From 2018 to 2022, 24 percent of fatalities involved alcohol impairment. 54 percent involved drug and/or alcohol impairment.

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under this countermeasure strategy.

Uniform Guidelines:

The Program Management and Training strategy is informed by Uniform Guideline 8, and Countermeasures That Work. This strategy is necessary to ensure a well-run impaired driving program – from coordination, strategic and resource planning, to establishing training for Law Enforcement.

Guideline Name	Section Location	Associated Activities
Impaired Driving	Section 1, 6	Vermont Police Academy Impaired Driving Training Coordinator, Highway Safety Office Program Coordinator for Impaired Driving Activity
Impaired Driving	Section 3, 6	Judicial Outreach Liaison
Impaired Driving	Section 4	Highway Safety Office Program Coordinator for Impaired Driving Activity

Potential Activities:

- Vermont Police Academy Impaired Driving Training Coordinator
- Highway Safety Office Program Coordinator for Impaired Driving Activity
- Judicial Outreach Liaison

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Impaired Driving	Program Management and Training	405d	$1,580,189.00

4.2.3 Strategy 3: Community Education

Problem Identification and Strategy Linkage:

Activities supported by this strategy will provide communities across the state with education to help improve road safety and reduced impaired driving in the State. Vermont has a goal of maintaining alcohol impaired and all impaired (drugs and alcohol) fatalities at 16 and 35.6

fatalities per year, by the end of 2026 -- community education will be a vital component to meeting this goal.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 1.4.1	Alcohol Problem Assessment and Treatment	5 Stars	Safe Driving Program

Justification:

The Community Education strategy is necessary to educate drivers, including young drivers, and drivers who have been convicted of driving while intoxicated, of the dangers and consequences of driving while impaired. From 2018 to 2022, 24 percent of fatalities involved alcohol impairment. 54 percent involved drug and/or alcohol impairment.

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under the Community Education countermeasure strategy.

Uniform Guidelines:

The Community Education strategy is informed by Guideline 8, and Countermeasures That Work. This strategy includes activities such as the Safe Driving Program, a restorative justice focused program where participants learn about the potential consequences of impaired driving.

Guideline Name	Section Location	Associated Activities
Impaired Driving	Section 3, 5	Safe Driving Program

Potential Activities:

- Safe Driving Program
- Shifting Gears: The Blunt Truth About Marijuana – County Court Diversion & Community Justice Projects
- Vermont State Police Traffic Safety Education Programs

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Impaired Driving	Community Education	402	$451,678.50

4.2.4 Strategy 4: Laboratory Drug Testing Equipment

Problem Identification and Strategy Linkage:

This strategy helps to identify impaired drivers in Vermont, which is essential to accurately enforcing impaired driving laws. The activity supported by this strategy will help keep impaired drivers off of Vermont roadways and reduce impaired driving fatalities. Vermont has a goal of maintaining alcohol impaired and all impaired (drugs and alcohol) fatalities at 16 and 35.6 fatalities per year, by the end of 2026.

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Justification:

The Laboratory Drug Testing Equipment strategy ensures that law enforcement can identify and apprehend impaired drivers. Activities supported by this strategy include funding for training laboratory staff. Impaired driving has been on the rise in Vermont since 2019. The Laboratory Drug Testing Equipment countermeasure helps the State stay up to date with drug testing technology and is essential to meeting Vermont's impaired driving performance measures.

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under this countermeasure strategy.

Uniform Guidelines:

The Laboratory Drug Testing Equipment strategy is a key component of Vermont's impaired driving program and is informed by Uniform Guideline 8. This strategy helps to enforce impaired driving laws in Vermont.

Guideline Name	Section Location	Associated Activities
Impaired Driving	Section 3, 6	Forensic Laboratory Support Program

Potential Activities:

› Forensic Laboratory Support Program

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Impaired Driving	Laboratory Drug Testing Equipment	405d	$1,819,354.50

4.2.5 Strategy 5: Prosecutor Training

Problem Identification and Strategy Linkage:

During the 2018-2022 period, alcohol impairment and all impairment (alcohol and/or drugs) was a factor in 24 and 54 percent traffic fatalities. The Prosecutor Training strategy will help to ensure the education and training of Vermont prosecutors and will help Vermont reach its 2022-2026 target for impaired driving fatalities. Vermont has a goal of maintaining alcohol impaired and all impaired (drugs and alcohol) fatalities at 16 and 35.6 fatalities per year, by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 1.3.1	DWI Courts	4 Stars	Traffic Safety Resource Prosecutors

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under the Prosecutor Training countermeasure strategy.

Uniform Guidelines:

The Prosecutor Training strategy is informed by Uniform Guideline 12, Prosecutor Training. This strategy is necessary to keep prosecutors trained in traffic-related cases and keep the roadways of Vermont safe for all.

Guideline Name	Section Location	Associated Activities
Impaired Driving	Section 3	Traffic Safety Resource Prosecutors
Prosecutor Training	Section 1-4	Traffic Safety Resource Prosecutors

Potential Activities:

› Traffic Safety Resource Prosecutors

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Impaired Driving	Prosecutor Training	405d, 405e	$1,466,991.00

4.3 Occupant Protection Countermeasure Strategies

Improper occupant protection continues to be a major factor in fatal and serious injury crashes in Vermont. From 2017 to 2021, unrestrained occupants were a factor in 25 percent of fatal and serious injury crashes. This proportion increased during the 2018-2022 period, with 27 percent of fatal and serious injury crashes involving an unrestrained occupant. The proportion of fatal injuries increased from 40 percent to 41 percent during these time periods.

Table 30 Associated Performance Measures - Occupant Protection

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C4) – Number of Unrestrained Passenger Vehicle Fatalities	2026	5 Years	27.2
2024	B1) – Observed Seat Belt Use Rate for Passenger Vehicles, Front Seat Outboard Occupants	2026	5 Years	90.6%

4.3.1 Strategy 1: Child Passenger Occupant Protection

Problem Identification and Strategy Linkage:

During the 2018-2022 period, 41 percent of traffic fatalities were unrestrained occupants. Vermont has a goal of maintaining unrestrained fatalities at 27.2 fatalities per year by the end of 2026. The activities in this strategy will help to ensure safety of child passengers through data collection, and child seat safety restraint inspections.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 2.6.1, 2.6.2, 2.7.2	Inspection Stations	3 Stars	CPS Statewide Program and Data Support

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under the Child Passenger Occupant Protection countermeasure strategy.

Uniform Guidelines:

The Child Passenger Occupant Protection strategy is informed by Uniform Guideline 20, and Countermeasures That Work. Section 5 of Guideline 20 provides Vermont with direction for its child occupant protection program. Activities supported by this countermeasure strategy will focus on the proper and regular use of child safety seats and safety belts to decrease the number of deaths and injuries due to motor vehicle crashes.

Guideline Name	Section Location	Associated Activities
Occupant Protection	Section 1, 4, 5	CPS Statewide Program and Data Support

Potential Activities:

› Child Passenger Safety (CPS) Statewide Program and Data Support

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Occupant Protection	Child Passenger Occupant Protection	405b	$755,022.00

4.3.2 Strategy 2: Program Management

Problem Identification and Strategy Linkage:

The Program Management strategy helps Vermont identify the attitudes, and behaviors surrounding occupant protection. During the 2018-2022 period, 41 percent of traffic fatalities were unrestrained occupants. For Vermont to reach its targets for unrestrained passenger vehicle fatalities and seat belt usage during the 2022-2026 period, the State needs to maintain data that tracks attitudes and behaviors of drivers so it can respond with informed programming of funds and activities. Vermont has a goal of maintaining unrestrained fatalities at 27.2 fatalities per year and 90.6% observed seat belt use by the end of 2026.

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the improvements that can be made to the Program Management countermeasures strategy.

Justification:

The Program Management strategy is essential to organize an effective Statewide occupant protection program. Activities supported by this countermeasure include a seat belt survey and an attitude survey. Gathering these data on an annual basis helps the state identify changing attitudes and behaviors related to occupant protection. From 2018 to 2022, 41 percent of fatalities involved improper occupant protection.

Uniform Guidelines:

The Program Management strategy is informed by Uniform Guideline 20. The activities supported by this strategy will allow the State to gather data on attitudes and behaviors related to occupant protection in Vermont.

Guideline Name	Section Location	Associated Activities
Occupant Protection	Section 1, 7	Annual Seatbelt Survey, Annual Attitude Survey

Potential Activities:

- Annual Seat Belt Survey
- Annual Attitude Survey

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Occupant Protection	Program Management	402, 405b, 405d	$393,000.00

4.3.3 Strategy 3: Enforcement

Problem Identification and Strategy Linkage:

The Enforcement strategy is necessary for Vermont to reach its unrestrained occupant fatalities target during the remainder of the 2022-2026 period. The State has a goal of maintaining unrestrained fatalities at 27.2 fatalities per year and 90.6% observed seat belt use by the end of 2026. Vermont will participate in National Click it or Ticket campaigns, and also lead ongoing occupant protection enforcement to help the State reach its performance measure target.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 2.2.1	Short Term, High-Visibility Seat Belt Law Enforcement	5 Stars	Click it or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement
Chapter 2.2.2	Integrated Nighttime Seat Belt Enforcement	4 Stars	Click it or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 2.3.1	Supporting Enforcement	5 Stars	Click it or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement
Chapter 2.5.1	Short High-Visibility CR Law Enforcement	5 Stars	Click it or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under the Enforcement countermeasure strategy.

Uniform Guidelines:

The Enforcement strategy is informed by Uniform Guideline 20. Activities supported by this strategy include occupant protection enforcement. Enforcement is key to reducing unrestrained passenger vehicle fatalities in Vermont.

Guideline Name	Section Location	Associated Activities
Occupant Protection	Section 3	Click it or Ticket National Mobilizations, Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement

Potential Activities:

- Click It or Ticket National Mobilizations
- Ongoing and Periodic Seatbelt and Child Passenger Restraint Enforcement

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Occupant Protection	Enforcement	402	$2,919,177.50

4.3.4 Strategy 4: Education and Outreach

Problem Identification and Strategy Linkage:

The Education and Outreach strategy is necessary for Vermont to reach its unrestrained occupant fatalities target during the remainder of the 2022-2026 period. The State has a goal of maintaining unrestrained fatalities at 27.2 fatalities per year and 90.6% observed seat belt use by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 2.3.1	Supporting Enforcement	5 Stars	Vermont State Police Traffic Safety Education Programs
Chapter 2.7.1	School-Based Programs	3 Stars	Vermont State Police Traffic Safety Education Programs, County Sheriff's Department Rollover Demonstrations

Description of Considerations:

Data analysis, public participation and community engagement will be used to determine the locations and partners of future projects under the Education and Outreach countermeasure strategy.

Uniform Guidelines:

The Education and Outreach program is informed by Uniform Guideline 20, and Countermeasures That Work. Education, particularly of young people, is essential to Vermont reaching its unrestrained fatalities performance measure by the end of 2026.

Guideline Name	Section Location	Associated Activities
Occupant Protection	Section 4, 6	Vermont State Police Traffic Safety Education Programs, County Sheriff's Department Rollover Demonstrations

Potential Activities:

- Vermont State Police Traffic Safety Education Programs
- County Sheriff's Department Rollover Demonstrations

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Occupant Protection	Education and Outreach	402, 405e	$2,795.691.00

4.4 Vulnerable Users Countermeasure Strategies

Vulnerable road users are identified as older drivers, pedestrians, and bicyclists – the fatality and injury rates for these users are higher than that of the general population. Older drivers are not a performance measure that is analyzed in the Triennial HSP, however, pedestrians and bicyclists are. During the 2017 to 2021 period and 2018 to 2022 period, pedestrians and bicyclists accounted for similar amounts for fatal and serious injuries in Vermont – 10.8 percent fatal and 11.4 percent serious injuries from 2017 to 2021, and 10.3 percent fatal and 11.2 percent serious injuries from 2018 to 2022.

Table 31 Associated Performance Measures – Vulnerable Users

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C10) – Number of Pedestrian Fatalities	2026	5 Years	6
2024	C11) – Number of Bicyclist Fatalities	2026	5 Years	0.4

4.4.1 Strategy 1: Community Education and Outreach

Problem Identification and Strategy Linkage:

During the 2018-2022 period, 10.3 percent of traffic fatalities were vulnerable users. Vermont has a goal of reducing pedestrian fatalities to 6 by the end of 2026 and maintaining bicycle fatalities at 0.4. Community Education and Outreach helps to inform pedestrians and bicyclists of ways that they can stay safe while walking and riding in Vermont.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 7.1.2	General Communications and Education	1 Star	VDH Road Users Group, Safe Routes for All
Chapter 8.2.2	Safe Routes to School	3 Stars	Safe Routes for All
Chapter 9.1.2	Safe Routes to School	3 Stars	Safe Routes for All
Chapter 9.1.4	Cycling Skills Clinics, Bike Fairs, Bike Rodeos	1 Star	Safe Routes for All

Justification:

The Community Education and Outreach strategy is a necessary component of the Vulnerable Users program area. With support from Countermeasures That Work, Vermont will implement General Communications and Education countermeasure from Chapter 7, and the Cycling Skills Clinics, Bike Fairs, Bike Rodeos countermeasure from Chapter 9.

Communications are necessary support for the Safe Routes to School countermeasure, ensuring that Vermonters are aware of best practices when they are traveling on a bike, or as a pedestrian. This measure also has a wider target audience than the Safe Routes to School countermeasure. Skills-based programs help to educate and train bike riders, preparing them with safe and robust skillsets.

Description of Considerations:

Additional focus for this strategy will go towards communities with high bicycle ridership, and high fatality rates, as determined through data analysis shown in the Problem Identification of this document.

Uniform Guidelines:

The Community Education and Outreach strategy is informed by Countermeasures That Work and Uniform Guideline 14. Multidisciplinary involvement, communications and outreach programs, and support from law enforcement will help Vermont lead a successful Vulnerable Users program through 2026.

Guideline Name	Section Location	Associated Activities
Pedestrian and Bicycle Safety	Section 1, 2, 5, 6, 7, 9	VDH Road Users Group, Safe Routes for All

Potential Activities:

- VDH Road Users Group
- Safe Routes for All

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Vulnerable Users	Community Education and Outreach	402, 405i	$2,334,696.00

4.5 Distracted Driving Countermeasure Strategies

Distracted driving does not account for a large share of fatal and serious injuries in Vermont, however, reports of distracted driving are believed to be underreported. Identifying distracted driving can be difficult, and drivers involved in these crashes may not report being distracted, for fear of violating a distracted driving law. Comparing the 2017-2021 period, and the 2018-2022 period shows that distracted driving was involved in 3 percent of fatal and serious injuries during both periods. The share of fatal injuries dropped from 2 percent to 1 percent across these time periods. There was 1 fatal injury in 2022, and 8 serious injuries that involved distracted driving.

Table 32 Associated Performance Measures – Distracted Driving

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C12) – Number of Distracted Driving Serious Injuries	2026	5 Years	9

4.5.1 Strategy 1: Enforcement

Problem Identification and Strategy Linkage:

During the 2018-2022 period, distracted driving resulted in an average of 9.8 serious injuries. State and local enforcement will help Vermont to identify and charge drivers who are engaging in distracted driving and is essential so the State can reach its distracted driving serious injury target of 9 by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 4.1.1	Graduated Driver Licensing Requirements for Beginning Drivers	5 Stars	VSP and Local LEA Distracted Driving Enforcement
Chapter 4.1.3	High-Visibility Cell Phone/Text Messaging Enforcement	4 Stars	VSP and Local LEA Distracted Driving Enforcement

Description of Considerations:

Enforcement activities will be focused in census tracts with a high proportion of distracted driving crashes, with emphasis towards census tracts that are underserved and disadvantaged.

Uniform Guidelines:

The Distracted Driving program area is not supported by any Uniform Guidelines.

Potential Activities:

› VSP and Local LEA Distracted Driving Enforcement

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Distracted Driving	Enforcement	405e	$3,493,304.00

4.5.2 Strategy 2: Program Management

Problem Identification and Strategy Linkage:

Vermont has a goal of 9 distracted driving serious injuries by the end of 2026. During the 2018-2022 period, distracted driving resulted in an average of 9.8 serious injuries. The Program Management strategy will help the State identify driver attitudes and respond with informed programming of funds and activities so the State can reach its performance measure goal.

Justification:

The Program Management countermeasure ensures that Vermont organizes an effective Statewide distracted driving program. Activities supported by this strategy analyze distracted driving behavior on an annual basis. This strategy will help inform which activities and what locations the SHSO should focus on to reduce distracted driving in Vermont.

Description of Considerations:

The Program Management strategy will use community engagement to identify improvements that may be necessary for the Distracted Driving program area.

Uniform Guidelines:

The Distracted Driving program area is not supported by any Uniform Guidelines.

Potential Activities:

› Annual Distracted Driving Survey

› Law Enforcement pedal cart demonstration for new drivers

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Distracted Driving	Program Management	405e	$307,086.00

4.6 Motorcycle Safety Countermeasure Strategies

While weather conditions shorten the motorcycle riding season, approximately 15 and 16 percent of all Vermont fatalities involved a motorcycle during the 2017-2021 and 2018-2022 periods. When comparing year to year fatalities, there were 16 fatalities in 2021, and 13 in 2022. 2021, however, was a recent high-water mark, and the 2022 fatality count is the highest number during the 2016-2022 period that this safety plan analyzed. Motorcycle involved serious injuries

in 2022 were the highest during the 2016-2022 period, at 53, which is 20 higher than the total in 2020, and 11 higher than the total in 2021.

The Triennial Highway Safety Plan also analyzes fatal and serious injury crashes that involved a motorcycle rider that was not wearing a DOT approved helmet. Unhelmeted fatalities in 2022 were high, with three riders perishing. 8 riders received serious injuries.

Vermont will seek to reduce the trend towards higher fatal and serious injuries with the countermeasure strategy that follows below.

Table 33 Associated Performance Measures – Motorcycle Safety

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C7) – Number of Motorcyclist Fatalities	2026	5 Years	10.4
2024	C8) – Number of Un-Helmeted Motorcyclist Fatalities	2026	5 Years	1.4

4.6.1 Strategy 1: Motorcycle Rider Training

Problem Identification and Strategy Linkage:

Nearly 16 percent of traffic fatalities in Vermont involved a motorcycle rider, with 2 percent being unhelmeted motorcycle riders during the 2018-2022 period. Providing Vermonters with training helps to ensure that new drivers can safely operate their motorcycles, and seasoned riders can improve their skills. This strategy will help the State reach its motorcycle fatality performance measures of 10.4 motorcyclist fatalities, and 1.4 unhelmeted motorcyclist fatalities by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 5.3.2	Motorcycle Rider Training	2 Stars	State Motorcycle Rider Education Program

Justification:

The Motorcycle Rider Training countermeasure is essential to providing Vermont riders with safe riding principals. This program is offered to first time riders, and licensed riders who are looking to improve their skills. During the 2021-2022 period, most motorcycle crashes were single-vehicle crashes, which is often the result of an impaired operator, or an operator who is riding above their skillset or in inclement conditions.

Additionally, this strategy supports a new Motorcycle Safety State Assessment activity. Pursuant to 23 CFR 1300.4(b)(5), due to the rising number of motorcycle fatalities and crashes in the state of Vermont, and our coinciding obligation to periodically review and comment to the Governor on the effectiveness of such programs, the Vermont State Highway Safety Office requested an assessment of our motorcycle safety program. This assessment will identify potential areas for improvement in the statewide safety program, and can inform future countermeasure strategies, outreach efforts, and data needs, to improve motorcycle safety and reduce fatalities on Vermont roadways.

Description of Considerations:

The SHSO will explore opportunities to expand motorcycle rider training and communication efforts, with particular focus to communities that have a high proportion of motorcycle fatalities, and those that are underserved and/or disadvantaged.

Uniform Guidelines:

The Motorcycle Rider Training strategy is informed by Countermeasures that Work and Uniform Guideline 3. Training Vermont's new and veteran riders is essential to keeping the State's roadways safe. Motorcycle Rider Training will help Vermont reach its motorcycle fatality performance measure targets by the end of 2026.

Guideline Name	Section Location	Associated Activities
Motorcycle Safety	Section 4	State Motorcycle Rider Education Program
Motorcycle Safety	Section 1, 11	Vermont Motorcycle Safety State Assessment

Potential Activities:

- State Motorcycle Rider Education Program
- Vermont Motorcycle Safety State Assessment

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Motorcycle Safety	Motorcycle Rider Training	405f, 402	$186,000.00

4.7 Young Driver Countermeasure Strategies

Fatal and serious injuries during the 2017-2021 and 2018-2022 periods were similar. During the 2017-2021 period, young drivers were involved in 11 percent and 12 percent of fatal or serious injury crashes. During the 2018 to 2022 period, young drivers were involved in 12 percent and 13 percent were fatal or serious injuries. 2022 represents a decrease in fatal and serious injuries when compared to 2021 – from 8 to 5 fatalities, and from 19 to 17 serious injuries. Through a combination of education, outreach, and enforcement, Vermont will seek to reduce young driver involved fatal and serious injuries.

Table 34 Associated Performance Measures – Young Drivers

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Value
2024	C9) – Number of Drivers Aged 20 or Younger Involved in Fatal Crashes	2026	5 Years	7.6

4.7.1 Strategy 1: Education and Outreach

Problem Identification and Strategy Linkage:

Young Vermonters are the next generation of drivers, and they are susceptible and vulnerable to the pressure of their peers -- this can result in dangerous driving behaviors. During 2018-2022, young drivers were involved in 11 percent of fatal crashes. The State has a goal of maintaining 7.6 fatalities per year by the end of 2026. Vermont will use a variety of education and outreach programs to help raise a generation of safe drivers.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 6.2.1	Pre-Licensure Driver Education	2 Stars	Local Law Enforcement Community Education Programs, Vermont State Police Traffic Safety Education Programs
Chapter 6.2.1	Pre-Licensure Driver Education	2 Stars	Summer Summit for Driver Educators, Vermont Principals Association, Youth Engagement Programming

Justification:

The Education and Outreach strategy is supported by the Pre-Licensure Driver Education countermeasures from Countermeasures That Work. This strategy supports education and community engagement-based activities that have a goal of teaching young drivers the rules of the road and safe driving principals. Pre-Licensure Driver Education is essential to prepare young people for situations they may encounter as a driver and reduce the occurrences of risk-taking behavior, like speeding, and impaired driving. During the 2018-2022 period, 34 percent of young driver involved fatalities also involved speeding.

Description of Considerations:

Projects under the Education and Outreach countermeasure strategy will be selected and implemented in locations based on public outreach and engagement, as well as status as an underserved and disadvantaged community.

Uniform Guidelines:

The Education and Outreach strategy is informed by Countermeasures That Work and Uniform Guideline 4. Young drivers are susceptible to peer pressure and risk-taking behaviors. Robust education and outreach is necessary to teach young people about the dangers and consequences of engaging in risk-taking behaviors when operating a motor vehicle.

Guideline Name	Section Location	Associated Activities
Driver Education	Section 4, 5	Local Law Enforcement Community Education Programs, Vermont State Police Traffic Safety Education Programs
Driver Education	Section 4, 5	Summer Summit for Driver Educators, VHSA, VPA, Youth Engagement Programming
Driver Education	Section 5	Highway Safety Conference

Potential Activities:

› Local Law Enforcement Community Education Programs

- Vermont State Police Traffic Safety Education Programs
- Summer Summit for Driver Educators
- Vermont Highway Safety Alliance (VHSA)
- Vermont Principals Association (VPA)
- Youth Safety Council – Youth Engagement Programming
- Highway Safety Conference

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Young Driver	Education and Outreach	402, 405e	$2,795,691.00

4.7.2 Strategy 2: Program Management

Problem Identification and Strategy Linkage:

During 2018-2022 young drivers were involved in 11 percent of fatal crashes. Vermont has a goal of maintaining 7.6 fatalities per year by the end of 2026. The Program Management strategy ensures that the State Highway Safety Office is providing young drivers with the education they need to be safe on Vermont roadways.

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Justification:

The Program Management strategy is essential to organizing an effective statewide young driver program. Activities supported by this strategy include the Highway Safety Program Coordinator position.

Description of Considerations:

Projects under the Program Management countermeasure strategy will be implemented with a focus on underserved, disadvantaged, and overrepresented communities.

Uniform Guidelines:

The Program Management strategy is supported by Uniform Guideline 4. The SHSO leads program management for the Young Driver program area and is responsible for creating a program that identifies the changing attitudes of young drivers and provides them with education that responds to those attitudes and behaviors.

Guideline Name	Section Location	Associated Activities
Driver Education	Section 1, 6	Highway Safety Program Coordinator - Education

Potential Activities:

- Highway Safety Program Coordinator - Education

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Young Driver	Program Management	402	$306,000.00

4.8 Traffic Records Countermeasure Strategies

Vermont's Traffic Records program aims to improve the timeliness, accuracy, and completeness of crash and citation data. This data is critical for identification of problem areas for safety planning and other uses. The Traffic Records Coordinating Committee (TRCC) and VTrans maintain a database of vehicle fatalities and injuries. This program area includes projects that improve ease of crash reporting, EMS run reporting, and the e-Citation project. Vermont had a Traffic Records Assessment in FY2022 to review and evaluate the traffic records data systems. The assessment identified areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems.

Table 35 Associated Performance Measures – Traffic Records

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Values
2024	Percentage of Highway Safety E-Tickets Issued	2026	5 Years	41%
2024	Percentage of Agencies Using E-Ticket	2026	5 Years	55%

4.8.1 Strategy 1: Program Management

Problem Identification and Strategy Linkage:

Vermont has a goal of improving on recent success in implementing E-Ticket usage Statewide. By the end of 2026, Vermont has a goal of issuing 41 percent of tickets as E-Tickets, and 55 percent of agencies will be using E-Ticket. This strategy will help the State maintain an accurate database of traffic tickets, which can be used to inform future activities, outreach, and enforcement.

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Justification:

The Program Management strategy is responsible for the organization and coordination of the Traffic Records program area. This strategy is essential to implementing a responsive and ever-improving Traffic Records program.

Description of Considerations:

Projects supported by the Program Management strategy will be selected and implemented with consideration of how a project can benefit or be focused on underserved and disadvantaged communities.

Uniform Guidelines:

The Program Management strategy is informed by Uniform Guideline 10. This strategy provides a multidisciplinary group of stakeholders with a goal of improving and keeping quality traffic records.

Guideline Name	Section Location	Associated Activities
Traffic Records	Section 1-4	TRCC Program Coordinator, TRCC Consultant

Potential Activities:

- TRCC Program Coordinator
- TRCC Consultant

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Traffic Records	Program Management	402	$246,000.00

4.8.2 Strategy 2: Improve Highway Safety Database

Problem Identification and Strategy Linkage:

Vermont has a goal of improving on recent success in implementing E-Ticket usage Statewide. By the end of 2026, Vermont has a goal of issuing 41 percent of tickets as E-Tickets, and 55 percent of agencies will be using E-Ticket. This strategy will help the State maintain an accurate database of traffic tickets, which can be used to inform future activities, outreach, and enforcement.

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Justification:

The Improve Highway Safety Database strategy is essential for evolving the data that the State has access to. Data provides the State with the ability to make informed decisions and ensure that grant funds are being expended in an equitable, and effective way.

Description of Considerations:

Projects supported by the Program Management strategy will be selected and implemented with consideration of how a project can benefit or be focused on underserved and disadvantaged communities.

Uniform Guidelines:

The Program Management strategy is informed by Uniform Guideline 10. Keeping quality traffic record data is necessary for planning and implementing countermeasures and improving road safety in Vermont.

Guideline Name	Section Location	Associated Activities
Traffic Records	Section 1-4	AOT Crash Data Reporting System, SIREN
Traffic Records	Section 1, 3	Development of Geospatial Interpolation Method to Estimate Annual Average Daily Traffic on Local Roads

Potential Activities:

- AOT Crash Data Reporting System
- SIREN
- Development of Geospatial Interpolation Method to Estimate Annual Average Daily Traffic on Local Roads
- Data Integration of Impaired Driving Systems

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Traffic Records	Improve Highway Safety Database	405c	$2,320,422.00

4.9 Planning and Administration Countermeasure Strategies

The Vermont State Highway Safety Office facilitates and supports a statewide network to promote safe driving behavior on Vermont highways with federal grants. We are committed to our critical role within the State of Vermont, to ensure safe travel on Vermont's roadways. These goals are accomplished by fostering and expanding local partnerships with Vermont Agencies, State and Local Law Enforcement, and private partners. The primary mission is to identify existing and emerging traffic safety trends through statistically based problem identification efforts, and to efficiently provide decision makers accurate data for use in determining where the most effective highway safety investment is made. As highway safety professionals, we are committed to teamwork, integrity and maintaining a positive working environment. In our highway safety partnerships, we respond, cooperate, and provide accurate and timely service. In our goal towards implementing effective countermeasures, we understand that evaluating trends around highway safety is essential. To assist behavior altering activities such as media and public outreach we conduct an attitude survey, an observational distracted survey, and a seatbelt survey annually. These surveys have helped us identify the need for more educational outreach and robust media campaigns. A member of the staff is a Media and Outreach Manager who facilitates these efforts and supports the Law Enforcement campaign activities. To address the need for continued and additional highway safety education in high schools and in identified communities, we are working to invite more applicants from community organizations to apply for grant funding.

The SHSO currently utilizes a web-based electronic grants management Intelligrants system called GEARS. The next generation of the program is available and the SHSO will be upgrading the system to the latest version in FFY24. The new version has advanced data capabilities, and a robust dashboard for increased efficiency in the grant process. It will provide multiple access points and tracking capabilities, complete with graphs and charts. The new system will increase the administrative and programmatic supervision of the program by facilitating a vehicle for

accumulated data to be processed and analyzed. Additionally, the GEARS program will provide greater access for programmatic reviews and both internal and outside audits.

4.9.1 Strategy 1: Program Management

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Justification:

The Program Management strategy ensures the organization of all SHSO activities in Vermont.

Description of Considerations:

Projects supported by the Program Management strategy will be selected and implemented with consideration of how a project can benefit underserved and disadvantaged communities.

Uniform Guidelines:

The Program Management strategy is informed by Uniform Guideline 15 and 21. The SHSO is the leader in roadway safety in Vermont and oversees the organizing of programs, countermeasures and activities that will improve road safety for all Vermonters.

Guideline Name	Section Location	Associated Activities
Traffic Enforcement Services	Section 1	SHSO Planning and Administration
Roadway Safety	Section 1, 2, 5	SHSO Planning and Administration

Potential Activities:

- SHSO Planning and Administration
- Electronic Grant Management

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Planning and Administration	Program Management	402, 164	$2,153,966.00

4.10 Racial Profiling Data Collection Countermeasure Strategies

Vermont Law Enforcement agencies are required by statute (20 V.S.A. § 2366 et. al.) to report to the Vermont Criminal Justice Council all pertinent race data information gathered at the time of a motor vehicle stop. In accord with the previously referenced statute the information gathered from these stops is then required to be accessible to the public for further analysis. The expected safety impact upon complete compliance by all law enforcement agencies with race data reporting requirements would be to ameliorate the effects of implicit bias from the process of motor vehicle enforcement stops. As part of the 2022 and 2023 Fair and Impartial Policing

Grants, the National Policing Institute began a robust analysis of Vermont's traffic stop race data with a goal of identifying trends, assessing data quality, informing future training, and improving the public facing accessibility of reported data. NPI identified areas where data reporting could be improved. The process for merging data from different agencies is difficult due to inconsistencies and the different reporting formats. Given the issues identified in existing data it was determined that agencies need technical assistance to improve reporting for a more accurate picture of Vermont law enforcement over the course of FFY 24 – FFY26. Included in the grantee efforts to improve the quality of the data reported is support to community members, legislators, law enforcement agencies, and other stakeholders to increase understanding of stop data and its use.

Table 36 Associated Performance Measures – Racial Profiling Data Collection

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Values
2024	Evidence Based Race Data Enforcement Reporting	2026	5 Years	99.2%

4.10.1 Strategy 1: Data Collection and Analysis

Problem Identification and Strategy Linkage:

During the 2018-2022 period, Vermont will seek to improve the detail in traffic records. Vermont made significant progress during the 2022-2023 period and will seek to educate and train 99.2 percent of law enforcement officers in Evidence Based Race Data Enforcement Reporting by the end of 2026.

Countermeasures:

This strategy is not found in Countermeasures that Work, 10th Edition. Please see the section below for justification of this countermeasure strategy.

Justification:

This strategy is essential to improving the quality of traffic stop data in Vermont. In 2022, Vermont trained 98 percent of its law enforcement officers in Racial Profiling Data Collection. Complete and accurate data reporting is necessary for the SHSO to understand, track, and analyze the full state of traffic safety in Vermont.

Description of Considerations:

Projects supported by the Data Collection and Analysis strategy will be selected and implemented with consideration of how a project can benefit or be focused on underserved and disadvantaged communities.

Uniform Guidelines:

The Data Collection and Analysis strategy is informed by Uniform Guideline 10. Vermont is seeking to train law enforcement officers in the reporting of race data in traffic records. This demographic data is essential to equitable enforcement of traffic laws across the State.

Guideline Name	Section Location	Associated Activities
Traffic Records	Section 1	Racial Profiling Data Collection and Analysis

Potential Activities:

› Racial Profiling Data Collection and Analysis

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Racial Profiling Data Collection	Data Collection and Analysis	1906	$1,773,000.00

4.11 Media Countermeasure Strategies

Vermont promotes several strong and widely distributed media campaigns. In an increasingly digital world, Vermont has adjusted its strategy to reach a wider audience on a wide variety of platforms, including gas station TVs, radio, and on social platforms such as Instagram, and Spotify.

Vermont will seek to reduce fatal and serious injuries, with a focus on Occupant Protection, Impaired Driving, Distracted Driving, Speeding and Aggressive Driving, and Motorcycles. These media strategies are identified below.

Table 37 Associated Performance Measures – Media

Fiscal Year	Performance Measure Name	Target End Year	Target Period	Target Values
2024	C4) Unrestrained Passenger Vehicle Occupant Fatalities	2026	5 Years	27.2
2024	C5) – Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above	2026	5 Years	16
2024	C6) – Number of Speeding-Related Fatalities	2026	5 Years	22
2024	C7) – Number of Motorcyclist Fatalities	2026	5 Years	10.4
2024	C12) – Number of Distracted Driving Serious Bodily Injury Crashes	2026	5 Years	9

4.11.1 Occupant Protection

Problem Identification and Strategy Linkage:

During the 2018-2022 period, 41 percent of traffic fatalities were unrestrained occupants. Vermont will use media to help educate drivers and occupants on the dangers of riding in a vehicle without a seatbelt on. Vermont has a goal of 27.2 unrestrained occupant fatalities by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 2.3.1	Supporting Enforcement	5 Stars	Drive Well Vermont Occupant Protection Campaign

Description of Considerations:

Projects supported by the Occupant Protection strategy will be selected and implemented with consideration of how a project can benefit or be focused on underserved and disadvantaged communities. This strategy will also seek to engage communities that are overrepresented in occupant protection crashes.

Uniform Guidelines:

› Guideline 20, Section 4 – Communication Program

Uniform Guidelines:

The Occupant Protection strategy is informed by Countermeasures that Work and Uniform Guideline 20. A strong media communication program is essential to Vermont reaching its occupant protection fatality goal by the end of 2026.

Guideline Name	Section Location	Associated Activities
Occupant Protection	Section 4	Drive Well Vermont Occupant Protection Campaign

Potential Activities:

› Drive Well Vermont Occupant Protection Campaign

› Safe & Cool Together Hot Car Safety Campaign

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Media	Occupant Protection	402, 405b, 405e	$5,447,474.00

4.11.2 Impaired Driving

Problem Identification and Strategy Linkage:

During the 2018-2022 period, alcohol impairment was a factor in 24 percent of fatalities. 54 percent of fatalities involved drugs and/or alcohol impairment. Vermont will use media campaigns to educate Vermonters on the dangers of impaired driving. The State has a goal of 16 alcohol impaired, and 35.6 impaired (drugs and alcohol) fatalities by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 1.5.2	Mass Media Campaigns	3 Stars	Drive Well Vermont Impaired Driving Campaign

Description of Considerations:

Projects supported by the Impaired Driving media strategy will be selected and implemented with consideration of how a project can benefit underserved and disadvantaged communities. This strategy will also seek to engage communities that are overrepresented in impaired driving crashes.

Uniform Guidelines:

The Impaired Driving strategy is informed by Countermeasures That Work and Uniform Guideline 8. A media communication program is necessary for distributing messages around the dangers of impaired driving. This strategy is essential to Vermont reaching its impaired driving performance measures by the end of 2026.

Guideline Name	Section Location	Associated Activities
Occupant Protection	Section 4	Drive Well Vermont Occupant Protection Campaign

Potential Activities:

› Drive Well Vermont Impaired Driving Campaign

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Media	Impaired Driving	405d	$912,000.00

4.11.3 Distracted Driving

Problem Identification and Strategy Linkage:

During the 2018-2022 period, distracted driving resulted in an average of 9.8 serious injuries. During the remainder of the 2022-2026 period, Vermont will use media campaigns to educate the public on the dangers of distracted driving. The State has a goal of 9 distracted driving serious injuries by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 4.2.1	Communications and Outreach	1 Star	Drive Well Vermont Distracted Driving Campaign

Justification:

The distracted driving campaign is broadcasted over social media, radio, TV and several other digital sources. This campaign is essential for engaging with drivers, especially young drivers, and educating them on the dangers of distracted driving behaviors. Distribution of this message will help Vermont reach its distracted driving serious bodily injury targets during the remainder of the 2022-2026 period.

Description of Considerations:

Projects supported by the Impaired Driving media strategy will be selected and implemented with consideration of how a project can benefit underserved and disadvantaged communities. This strategy will also seek to engage communities that are overrepresented in distracted driving crashes.

Uniform Guidelines:

This strategy is not informed by a Uniform Guideline.

Potential Activities:

› Drive Well Vermont Distracted Driving Campaign

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Media	Distracted Driving	405e	$550,000.00

4.11.4 Speeding and Aggressive Driving

Problem Identification and Strategy Linkage:

During the 2018-2022 period, approximately 35 percent of all fatalities involved speeding. Vermont will use media campaigns to help the State meet its goal of 22 speeding involved fatalities by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 3.4.1	Communications and Outreach Supporting Enforcement	3 Stars	Driver Well Vermont Speeding and Aggressive Driving Campaign

Description of Considerations:

Projects supported by the Speeding and Aggressive Driving media strategy will be selected and implemented with consideration of how a project can benefit underserved and disadvantaged communities. This strategy will also seek to engage communities that are overrepresented in speeding and aggressive driving crashes.

Uniform Guidelines:

The Speeding and Aggressive Driving strategy is informed by Countermeasures That Work and Uniform Guideline 19. A media-based communication program helps to educate drivers of the dangers of engaging in speeding or aggressive driving behaviors. This strategy is essential to Vermont reaching its performance measure targets by the end of 2026.

Potential Activities:

› Drive Well Vermont Speeding and Aggressive Driving Campaign

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Media	Speeding and Aggressive Driving	405e	$5,447,474.00

4.11.5 Motorcycle Safety

Problem Identification and Strategy Linkage:

Nearly 16 percent of traffic fatalities in Vermont involved a motorcycle rider, with 2 percent being unhelmeted motorcycle riders during the 2018-2022 period. Vermont will use media campaigns to reach and educate motorcyclists and drivers during the 2022-2026 period. The State has a goal of 10.4 motorcyclist fatalities, and 1.4 unhelmeted motorcyclist fatalities by the end of 2026.

Countermeasures:

Location	Countermeasure Name	Effectiveness	Associated Activities
Chapter 5.4.1	Communications and Outreach: Conspicuity and Protective Clothing	1 Star	Drive Well Vermont Motorcycle Safety Campaign
Chapter 5.4.2	Communications and Outreach: Motorist Awareness of Motorcyclists	1 Star	Drive Well Vermont Motorcycle Safety Campaign

Description of Considerations:

This strategy will also seek to engage communities that are overrepresented in motorcycle crashes.

Justification:

The motorcycle safety campaigns are broadcasted over social media, radio, TV and several other digital sources. This campaign engages with drivers and motorcyclists educates them motorcycle safety. Distribution of this message will help Vermont reach its motorcycle fatality targets during the remainder of the 2022-2026 period.

Uniform Guidelines:

The Motorcycle Safety strategy is informed by Countermeasures That Work and Uniform Guideline 3. A media-based communication program is necessary for educating riders and vehicle drivers on motorcycle safety. This strategy is essential to Vermont meeting its motorcycle fatality performance measures by the end of 2026.

Potential Activities:

› Drive Well Vermont Motorcycle Safety Campaign

Estimated 3-Year Funding Allocation:

Program Area	Countermeasure	Funding Source	Funding Amount (Three-Years)
Media	Motorcycle Safety	405f	$79,224.00

5

Performance Report

5.1 Target Progress

Table 38 summarizes progress toward meeting the core and secondary performance measures identified in the FFY 2023 HSP. Targets for FFY 2023 core performance measures are set for five-year average fatalities over the period 2019 to 2023.

Table 38 Projections for Meeting FFY 2023 Performance Targets

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
SHSO Program Goals				
C-1 Increase Traffic Fatalities	Baseline: 64 Target: 65	2018-2022: 65.8 2023 YTD: 31	As of June 15, 2023, the fatality count was 31 fatalities which could suggest, 98 for 2023 and a five-year average of 71.6 for 2019-2023. Fatalities reached a five-year high of 77 in 2022. During the 2019-2023 period, fatalities were lowest in 2019, at 47, but have been trending upwards since then. Fatalities in 2023 are trending even higher than in 2022. To reach the target of 65 fatalities during the five-year, 2019-2023 period, Vermont can only have 65 total fatalities in 2023. Fatalities in Vermont have been on the rise in the past several years. Vermont will need to effectively employ each of its countermeasures to reverse this trend to meet the performance measure targets during the 2022-2026 period.	› All Countermeasures seek to reduce fatal and serious injuries
C-2 Maintain Serious Injuries	Baseline: 258 Target: 258	2018-2022: 265.4 2023 YTD: 98	As of June 15, 2023, there have been 98 serious injuries in Vermont. Based on historical data, the state is trending to 316 serious injuries by the end of 2023, and a five-year average of 277.2 for 2019-2023. To meet the five-year target of 258 serious injuries, Vermont can only have 220 in 2023. Based on trends, Vermont will not meet this target. 2022 was a recent high-water mark for serious injuries in Vermont, at 289. It is necessary that Vermont educate, train, and enforce its way to improved road safety during the 2022-2026 period so that it can meet its performance measure targets.	› All Countermeasures seek to reduce fatal and serious injuries

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-3 Increase the Rate of Traffic Fatalities per 100 Million Vehicle Miles Traveled.	Baseline: 0.93 Target: 0.965	2018-2022: 0.96 2023 YTD: *Data not available until 2024*	Vermont is projected to reach a fatality rate of 1.37 fatalities per 100 million vehicle miles traveled for the 2019-2023 period. Vermont will not meet the five-year average target of 0.965 fatalities per 100 million vehicle miles traveled. Fatalities in Vermont have been on the rise in the past several years. The State needs to effectively employ each of its countermeasures to reverse this trend to meet the fatality per 100 million VMT performance measure target during the 2022-2026 period.	› All Countermeasures seek to reduce fatal and serious injuries

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-4 Increase Unrestrained Occupant Fatalities	Baseline: 25.4 Target: 27.2	2018-2022: 27.2 2023 YTD: 11	Vermont has had 11 unrestrained fatalities as of June 15, 2023. The state is trending towards, 34 for the year, and a five-year average of 27.4. To reach the target of 27.2, Vermont needs to limit unrestrained fatalities to 33. Based on the trend, Vermont will not meet this target, but increased outreach and engagement for the remainder of 2023 may make the target achievable. High Visibility Enforcement during the national mobilizations work to impact seatbelt use through media and education gained through press events, combined with enforcement activities. Participating agencies decreased to 52 for FY21 but increased back to 61 agencies in FY22. The level of participation yielded 7,880 vehicles contacted, and 104 belt and CPS citations in the November and May CIOT mobilizations. CPS Statewide Program and Data Collection: During the 2019-2023 period, Vermont has had an increase in unrestrained fatalities. Comparing against baseline data from 2020, Vermont has fewer Car Seat Assistance Stations today and fewer Car Passenger Safety Technicians. Vermont has set goals to increase these markers during the FFY24 grant period. Improvement in these markers will ensure the safety of child passengers in Vermont. Estimated media impressions in 2022 are shown in Appendix A.	› CPS Statewide Program and Data Collection › Communication Campaign › OP Data Collection › OP Supporting Information › Short Term, Nighttime and Year-Round Seat Belt Enforcement for both Adults and Children › Media

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-5 Increase Fatalities Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above	Baseline: 15.4 Target: 15.8	2018-2022: 16 2023 YTD: 2	There have been 2 alcohol-impaired fatalities in Vermont in 2023 as of June 15th . Vermont can reach the five-year target of 15.8 if there are 13 or fewer alcohol-impaired fatalities in 2023. The current trend is 6 fatalities, but it is important to note that toxicology reports take time to process, and therefore the year-to-date number may already be higher than 6. Alcohol-impairment was a factor in 24 percent of fatal crashes from 2018-2022, and, based on this proportion and the projection for overall fatalities in 2023, there may be 23 alcohol-impaired fatalities in 2023. Fatalities reached a five-year high in 2021 at 23. Alcohol-impaired crashes in 2022 were 3 lower than in 2021, at 20. Countermeasures strategies that have influenced this progress are highlighted below. High Visibility Enforcement during the 2 national mobilizations foster education gained through press events, combined with enforcement activities. 52 agencies participated in the holiday and labor day HVE campaigns in FY22 for a total of 4,572 enforcement hours, including 24 checkpoints, with 8,123 vehicles stopped. There were 126 DUI arrests, and 115 arrests for other motor vehicle related crimes. Total tickets issued during the 2 campaigns was 1,727. The HVE campaigns are vital to removing impaired drivers from the roadways. DRE, ARISE and SFST Program Management Training: Since the FY23 HSP was published, VT has 100 more officers trained to a level III DRE, and 260 more officers in ARIDE. DriveWell Vermont media campaigns promote positive driving decisions and behaviors and raise awareness of the dangers of impaired driving. Media placements include radio, digital, and social media outlets. Targeting will focus on the gender, age, geo, interest, and topics of the primary audience. Estimated media impressions in 2022 are shown in Appendix A	› SHARP › DRE, ARIDE and SFST Program Management and Training › High Visibility Enforcement › Highway Safety Office Program Management › ID Supporting Enforcement › Laboratory Drug Testing Equipment › Prosecutor Training › Media Campaigns

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-6 Maintain Speeding-Related Fatalities	Baseline: 26 Target: 26	2018-2022: 23 2023 YTD: 9	As of June 7, 2023, there have been 9 speeding-related fatalities in Vermont. With this trend, there may be 24 speeding-related fatalities by the end of 2023. This is higher than the 2022 total of 19 crashes. Vermont can reach the five-year, 2019-2023 average target of 26 if there are 39 or fewer speeding-related fatalities in 2023. An increase in High Visibility Enforcement in FY23 has increased the monthly average of the number of speeding violations issued. Violations issued for speeding dropped during COVID but is on target to exceed FY21 and FY22 by the end of FY23. DriveWell Vermont is an ongoing initiative and has a website for grantees and stakeholders to share media content. The site includes video PSA's and stills on the dangers of speeding and aggressive driving. The FY2022 media budget funded the creative and media buy for speed and aggressive driving education campaigns for TV, radio and social media. Estimated media impressions are shown in Appendix A. Expanding education and enforcement into underserved communities and those overrepresented in speeding-related crashes will help Vermont reach its 2022-2026 performance measure target.	› SA, LE Education and Outreach › High Visibility Enforcement › Highway Safety Office Program Management › Media Campaigns

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-7 Increase Motorcyclist Fatalities	Baseline: 10.8 Target: 11.6	2018-2022: 10.4 2023 YTD: 6	As of June 7, 2023, there have been 6 motorcyclist fatalities. Based on historical trends, the state is projected to have 24 motorcycle fatalities. To reach the five-year, 2019-2023 average target of 11.6, Vermont can only have 13 motorcyclist fatalities in 2023. Vermont had a five-year low of 6 fatalities in 2019, The five-year high was in 2021, when there were 16 motorcyclist fatalities. In FY23 the Vermont State Highway Safety requested an assessment of the motorcycle safety program for FY24. NHTSA headquarters and regional staff had a preliminary meeting with the Vermont DMV to organize the assessment. The Vermont Rider Education Program has added a 3 Wheel Basic Rider Course to the curriculum. In FY22, 62 Basic and Intermediate Rider Courses were scheduled. All classes ran at capacity. 1,046 riders were engaged through this program in FY22. The FY22 and FY23 DriveWell media campaigns included motorcycle safety from May through July and promoted "Share the Road with Motorcycles". Estimated media impressions in 2022 are shown in Appendix A. Community outreach and engagement, as well as an expansion of education in counties identified in C7 and C8 performance measures in the Problem Identification section will be necessary to meet the 2022-2026 performance measure target.	› Motorcycle Rider Training › Media Campaigns

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-8 Maintain Un-helmeted Motorcyclist Fatalities	Baseline: 1 Target: 1	2018-2022: 1.4 2023 YTD: 2	Vermont has had 2 un-helmeted motorcyclist fatalities so far in 2023, as of June 7th.Vermont is trending towards 10 un-helmeted motorcyclist fatalities in 2023. There were 3 fatalities in 2022, which is a five-year high. It is not possible for Vermont to reach the five-year 2019-2023 target of 1 motorcyclist fatality. The FY22 media plan included creative and media funding for motorcycle safety, including helmet use. Media timeline corresponded with May motorcycle safety awareness month and ran through July. Estimated media impressions in 2022 are shown in Appendix A. Community outreach and engagement, as well as an expansion of education in counties identified in C7 and C8 performance measures in the Problem Identification section will be necessary to meet the 2022-2026 performance measure target.	› Motorcycle Rider Training › Media Campaigns
C-9 Maintain Number of Drivers Age 20 or Younger Involved in Fatal Crashes	Baseline: 6.8 Target: 6.8	2018-2022: 7.6 2023 YTD: 3	There have been 3 fatal crashes in 2023 involving a young driver, as of June 7th. Vermont is trending towards 12 fatalities. To reach the five-year 2019-2023 average target of 6.8, Vermont will need to keep young driver involved fatal crashes to 4 or fewer. Based on the current trend, it is unlikely that Vermont will reach this target. During the 2019-2023 period, young driver involved fatalities accounted for between 8 and 13 percent of all fatalities. Vermont will use public outreach and engagement opportunities to improve young driver education and reduce young driver fatalities during the 2022-2026 period.	› SA, LE Education and Outreach › High Visibility Enforcement › Media Campaigns

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-10 Maintain Number of Pedestrian Fatalities	Baseline: 6.6 Target 6.6	2018-2022: 6.4 2023 YTD: 0	As of June 7, 2023, there have been zero pedestrian fatalities. If there are 7 or fewer pedestrian fatalities in 2023, then Vermont will meet the five-year 2019-2023 average target of 6.6. Between 2018 and 2022, 10 percent of all fatalities were pedestrian fatalities. Based on the projection of 97 total fatalities in 2023, there would be 9 pedestrian fatalities. With zero fatalities so far, Vermont may be able to meet the 2019-2023 average target and have fewer than 10 percent pedestrian fatalities. Vermont will identify opportunities to expand its education and outreach efforts through existing organization connections, and through newly identified organizations in underserved and overrepresented communities. Expansion of the education and outreach countermeasure will help the State meet its 2022-2026 performance measure target.	› SA Education and Outreach
C-11 Reduce Bicyclist Fatalities	Baseline: 0.2 Target: 0	2018-2022: 0.40 2023 YTD: 1	There has been 1 bicyclist fatality in Vermont through June 7, 2023. Based on historical trends, there may be 3 bicyclist fatalities in 2023. If there are 3 fatalities, that will be the highest total within the five-year period. Vermont will not be able to reach the target of zero bicyclist fatalities over the five-year 2019-2023 period. The Vermont Department of Health activities with the Watch For Me VT program seeks to reduce injuries and deaths on Vermont roadways, specifically among people who walk, roll, and bike. The Safe Routes and Safe Streets program educational outreach assist with bike safety. Local Motion is an active partner for bike safety and works to bring programming to underserved communities. This performance measure comprises the lowest proportion of fatalities in Vermont. The State will seek to expand education countermeasure opportunities to reach its 2022-2026 performance measure target.	› SA Education and Outreach

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-12 Increase Number of Distracted Driving Serious Bodily Injury Crashes	Baseline: 9.2 Target: 9.4	2018-2022: 9.8 2023 YTD: 0	Through June 7th, there have been zero distracted driving serious injury crashes in Vermont. Based on 2018-2022 trends, 4 percent of serious injury crashes involved distracted driving. If Vermont continues the trend to 316 serious injury crashes, there may be 12 distracted driving serious injury crashes. For Vermont to meet the five-year 2019-2023 target of 9.4 serious bodily injury crashes, there can only be 7 distracted driving serious injury crashes in 2023. Distracted driving serious injury crashes have been trending downward since 2019, save for 2022 where they increased by 3. Vermont has widely publicized distracted driving messaging through media outlets and there have been zero distracted driving serious injury crashes as of June 7th, 2023. Vermont will use a combination of media, enforcement, training and education countermeasures to reach its 2022-2026 distracted driving performance measure.	› Highway Safety Office Program Coordinator › Law Enforcement Liaison › SHARP › DRE, ARISDE and SFST Program Management and Training › High Visibility Enforcement (OP, DUI, Speeding, Distracted Driving) › CPS Statewide Program and Data Collection › SA, LE Education and Outreach › Media Campaigns

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
C-13 Increase Number of Impaired (Drugs and Alcohol) Fatal Crashes	Baseline: 31.2 Target: 32	2018-2022: 35.6 2023 YTD: 4	There have been 4 impaired driving fatalities in Vermont through June 7, 2023. Based on historical trends, Vermont may have 12 impaired driving fatalities in 2023. For Vermont to reach the five-year average target of 32, there can only be 15 or fewer impaired driving fatal crashes in 2023. 2022 was a recent high-water mark for the five-year 2018-2022 period, with 45 impaired driving fatalities. Vermont may be able to reach the five-year target with community outreach, education and effective high-visibility enforcement strategies. Impaired driving fatalities have been on the rise since 2019. Vermont will seek opportunities to bolster these countermeasures in overrepresented and underserved areas during the 2022-2026 period. Public Participation & Engagement activities, data analysis will assist with determining appropriate projects and potential local partners. Education in additional languages on this complex topic will help achieve results.	› DRE, ARIDE and SFST Program Management and Training › High Visibility Enforcement › Highway Safety Office Program Management › ID Supporting Enforcement › Laboratory Drug Testing Equipment › Prosecutor Training
B-1 Increase Observed Seat Belt Use	Baseline: 89.2% Target: 90%	2022: 90.4%	Occupant protection fatalities have been steadily increasing from 2019. Vermont achieved and surpassed the target of 90 percent in 2022. Vermont will utilize national occupant protection media campaigns, which has been rebranded as "Buckle Up: You're Worth Every Click", to promote the message of occupant protection during the 2022-2026 period. The State will seek opportunities to deliver this message to communities where belt use is low, and those that are disadvantaged and underserved.	› OP Data Collection

Performance Measure	Performance Target (2019-2023)	Realized	Progress	Countermeasure Alignment
Increase percentage of electronic citations	Baseline: 32.71% Target: 34%	2022-2023: 41.80%	Through March of 2023, the percentage of electronic citations issues was 41.80 percent. The target for 2022-2023 period was 34 percent, therefore, Vermont achieved its target during the 2022-2023 period. Vermont has made progress in improving electronic citation data and will seek to continue improving the accessibility and completeness of the highway safety database during the 2022-2026 period.	› Improves Accessibility of a Core Highway Safety Database › Improves Completeness of a Core Highway Safety Database
Increase Percentage of Agencies Using E-Ticket	Baseline: 51% Target: 53%	2022-2023: 54.64%	Through March of 2023, the percentage of agencies using E-Ticket was 54.64 percent. The target for the 2022-2023 period was 53 percent, therefore, Vermont achieved and surpassed the target. Vermont has made progress in improving electronic citation databases and will seek to continue improving the accessibility and completeness of the highway safety database during the 2022-2026 period.	› Improves Accessibility of a Core Highway Safety Database › Improves Completeness of a Core Highway Safety Database
Evidence Based Race Data Enforcement Reporting	Baseline: *New Performance Measure* Target: 63%	2022: 98%	During the 2022 period, Vermont surpassed the 63 percent target. Approximately 98 percent of law enforcement received Evidence Based Race Data Enforcement Reporting training. The training is now part of the standard curriculum for new officers, so Vermont expects to see sustained achievement of this goal.	› Racial Profiling Data Collection and Analysis

Appendix A

Campaign	Campaign Dates	Targeting	Campaign Length (months)	Estimated Impressions for 2022
Drive Well Speed and Aggressive Driving – Northern VT	10/25/2021 – 03/27/2022	Men 18-34 Primary/Adults 18+ Secondary	3	1,560,000
Drive Well Speed and Aggressive Driving – Route 22A	11/22/2021 – 03/27/2022	Men 18-34 Primary/Adults 18+ Secondary	3	1,725,000
Motorcycle Safety Summer 2022	06/05/2022 – 08/28/2022	Men 25-64 years old/Adults 18+ Secondary	All	7,800,000
Drive Well Impaired Driving	11/22/2021 – 02/13/2022	Men 25-44 Primary/Adults 18+ Secondary	2.5	5,000,000
Drive Well Summer Child Car Safety	06/13/2022 – 08/28/2022	Men 25-44 Primary/Adults 18+ Secondary	All	6,500,000
Drive Well Occupant Protection	11/21/2022 – 03/19/2022	Men 18-34 Primary/Adults 18+ Secondary	1	50,500,000
Total Estimated Impressions				**73,085,000**

Appendix B

Public Participation and Engagement Planning Template

Triennial HSP Engagement for Younger Drivers (Overrepresented Community)

Date of engagement:

High School name and address:

Name of High School point of contact:

Data identification of the overrepresented population and corresponding crash data for jurisdiction:

Description of the venue: (driver educator class/assembly/sporting venue)

Why did we engage:

Key behavioral questions asked:

Key behavioral themes heard:

Additional concerns expressed by the students:

Opportunities for public messaging: (identified social media platforms)

Action items and timeline:

Additional comments and observations:

Countermeasure Strategy:

Link between problem and strategy:

Possible funding sources:

Number of students engaged:

Survey results:

Appendix C

Public Participation and Engagement Planning Template

Triennial HSP Engagement for Community Outreach

Date of Engagement:

Venue of Engagement:

Name of Facilitator (POC):

Description of community engaged:

Data identification of the affected community and underserved/overrepresented population:

Description of the community in attendance:

Why did we engage:

Key behavioral questions asked:

Key behavioral themes heard:

Additional concerns expressed by the public:

Opportunities for public messaging:

Opportunities for future public participation and engagement:

Action items and timeline:

Additional comments and observations:

Countermeasure Strategy:

Link between problem and strategy:

Possible funding sources:

Evaluation strategies: