



Vermont Traffic Records Coordinating Committee & Crash Data Trends

Mandy Shatney
Manager, Data & Analysis Section
Operations & Safety Bureau (OSB)



Vermont's TRCC Organization

- Chair
- Traffic Records Coordinator
- Committee
 - Agency of Transportation
 - Department of Motor Vehicles
 - Department of Motor Vehicles Enforcement
 - Department of Health
 - Department of Public Safety
 - Law Enforcement Liaisons
 - Agency of Digital Services
 - Judiciary
 - State Highway Safety Office
 - Statewide Law Enforcement Agencies
 - Regional Planning Commissions
 - Non-Voting Federal partners



Successes

Committee meets quarterly

Have representatives all but one of the core data systems:

Crash: Mandy Shatney (AOT)

Driver: Matthew Rousseau (DMV)

Vehicle: Matthew Rousseau (DMV)

Roadway: Johnathan Croft (AOT)

Citation/Adjudication: Joanne Charbonneau (Judiciary)

Injury Surveillance: Vacant

Gaps

No representative from Agency of Digital Services.

Additional law enforcement

New Projects – we have several ongoing but no new grant projects on the horizon that tap into the available funding.



VT's Crash Data Journey



Uniform crash form



100% electronic
crash data



- Traffic Record
Data Integration

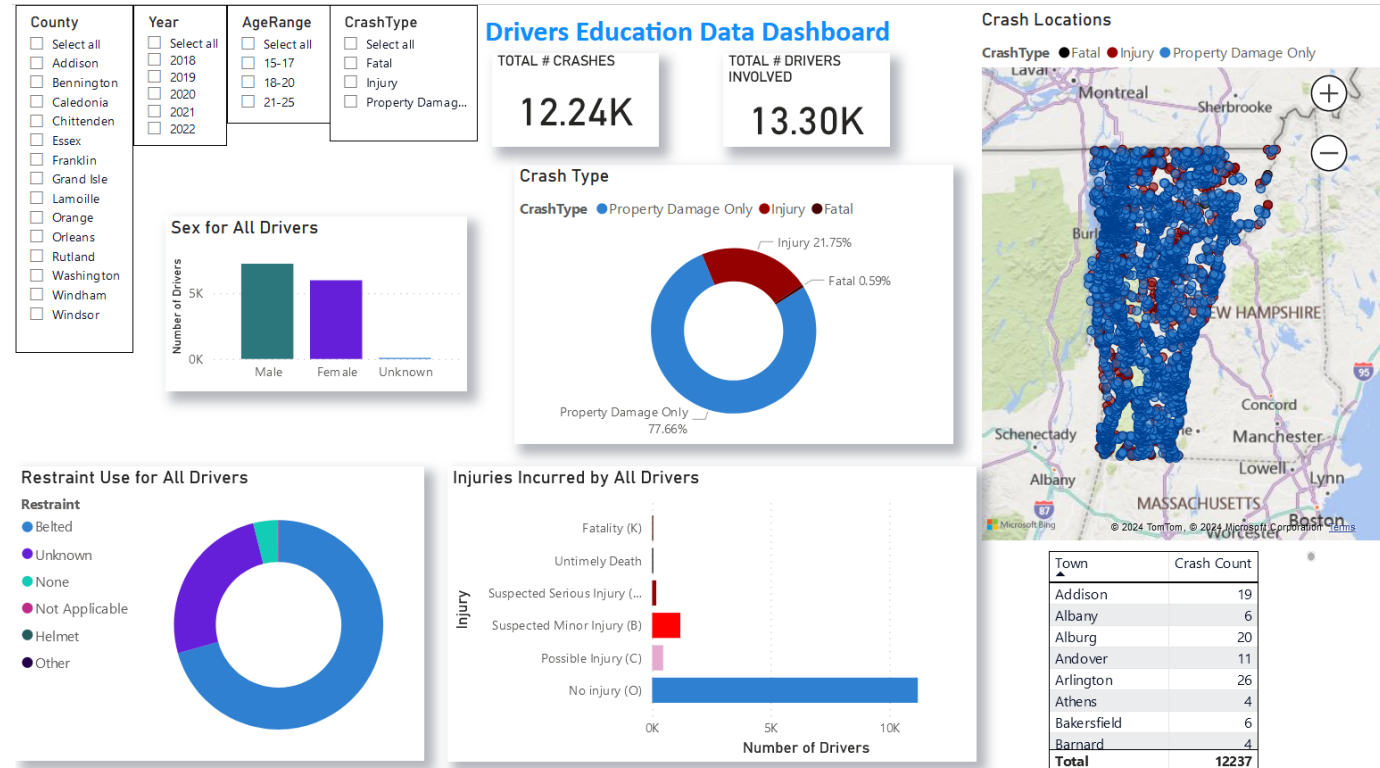
Data Accomplishments

What are we doing well:

- Mapping
- Dashboards
- Model Inventory of Roadway Elements
- Network Screening Projects
- VRU Maps/Analysis/Assessment
- Corridor Analyses – support Road Safety Audit

Projects we've completed recently:

- Updated Website:
 - (<https://vtrans.vermont.gov/operations/OSB/data>)
- SHSP Dashboard
 - (<https://shsp.vtrans.vermont.gov/>)
- Driver Ed Dashboard
- FARS Dashboard
- OSB Data Showcase



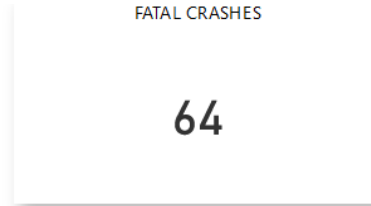
Fatal Crash Dashboard

2023 VT FATAL CRASHES (to date)

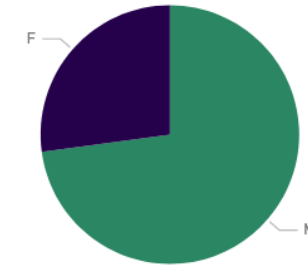
Month

- Select all
- January
- February
- March
- April
- May
- June
- July
- August
- September
- October
- November
- December

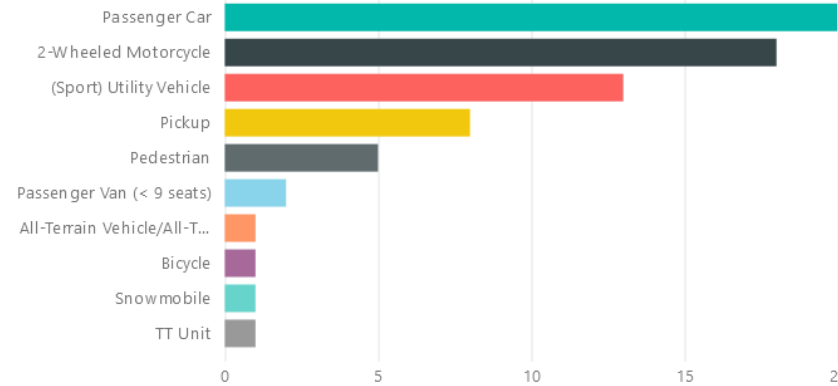
AgeRange	Fatality Count
65 and Above	22
50-64	17
30-39	12
16-24	8
40-49	6
25-29	3
10 and Under	2
Total	70



FATALITIES - SEX

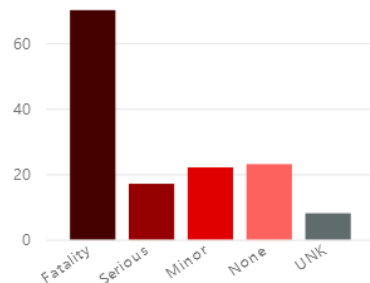


FATALITIES - VEHICLE TYPE

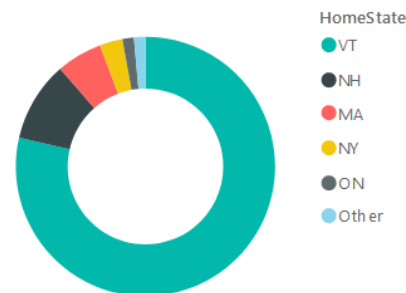


*Note: N/A License Type is for non-drivers in the crash, including passengers,

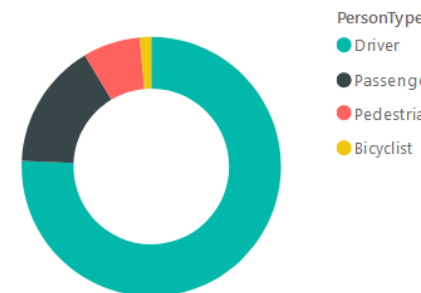
INJURY TYPE-ALL PERSONS



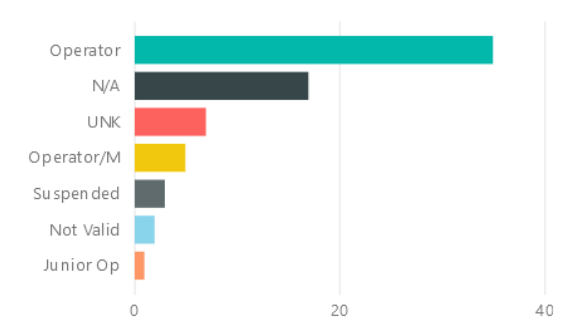
FATALITIES - HOME STATE



FATALITIES - PERSON TYPE



FATALITIES - LICENSE TYPE

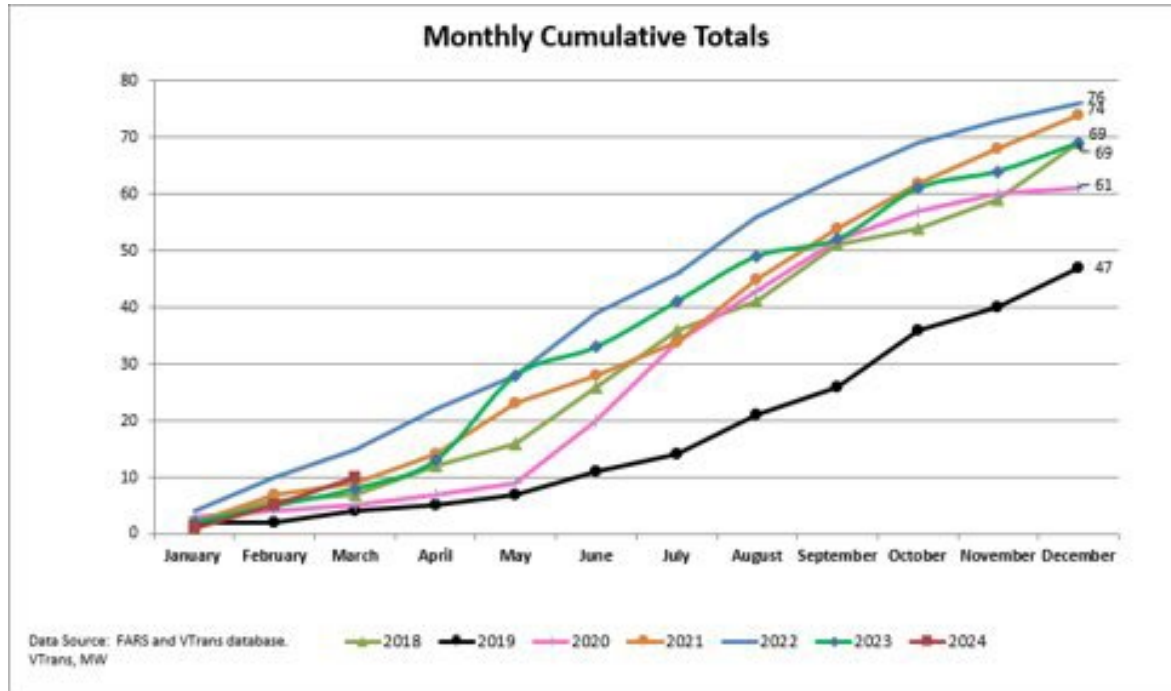




Crash Data “Opportunities”

- Model Minimum Uniform Crash Criteria (MMUCC) 6th Edition
- Active Transportation
- New technologies
- Additional Integrations

Data Driven Decision Making



Fatal Crash Data	2024*	2023	2022	2021	2020	2019
Total Fatal Crashes	11	63	73	69	58	44
Total Fatalities (People)	12	69	76	74	62	47
Double Fatality Crashes	1	4	3	5	4	3
Triple Fatality Crashes	0	1	0	0	0	0
Quadruple Fatality Crashes	0	0	0	0	0	0
Operators Suspected as Driving under the Influence of Alcohol Only	0	10	11	10	11	5
Operators Suspected as Driving under the Influence of Drugs Only	0	23	20	18	14	15
Operators Suspected as Driving under the Influence of both Alcohol & Drugs	0	8	13	12	6	2
Active Cannabis - Delta 9 THC Confirmed**	0	14	15	25	14	13
Operators Suspected of Speeding	0	18	21	33	15	14
Operators with Suspended License/ No License	2	9	12	7	13	5
Junior License Operators involved in fatal crashes	0	1	2	5	2	1
"Older Drivers" involved in fatal Crashes (Older Driver is defined as any person age 65 or older.)	1	24	25	19	15	16
Crashes involving a Large Truck/Bus	0	5	11	4	3	10
Motorcyclist Fatalities	0	18	14	16	10	8

*2024 data is as of the date of this report. These numbers are subject to change.
 **Active Cannabis - Delta-9 THC Confirmed is counted in the number of operators that had drugs only or alcohol & drugs.
 ***None of the identified groups above are implicated as being "at fault"

2022 – 2023 Comparison*

Overall Fatalities: 9%
Decrease

Impaired Fatalities:
5% Change (60% to
65%)

Unbelted Fatalities:
5% Change (62% to
57%)

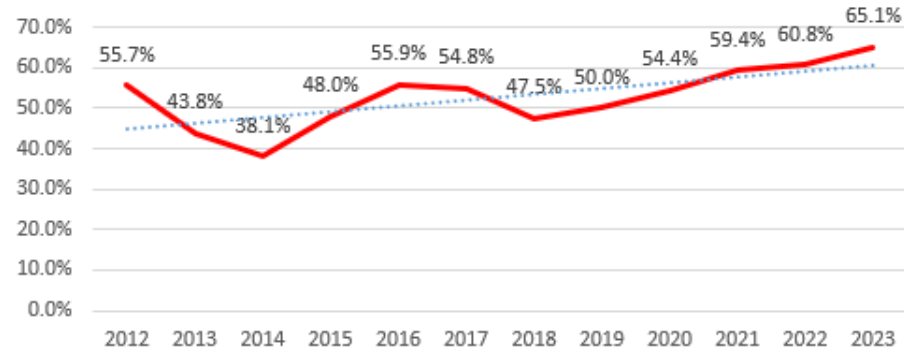
Speed Related
Fatalities: 14%
Decrease

Pedestrian Fatalities:
16% Decrease

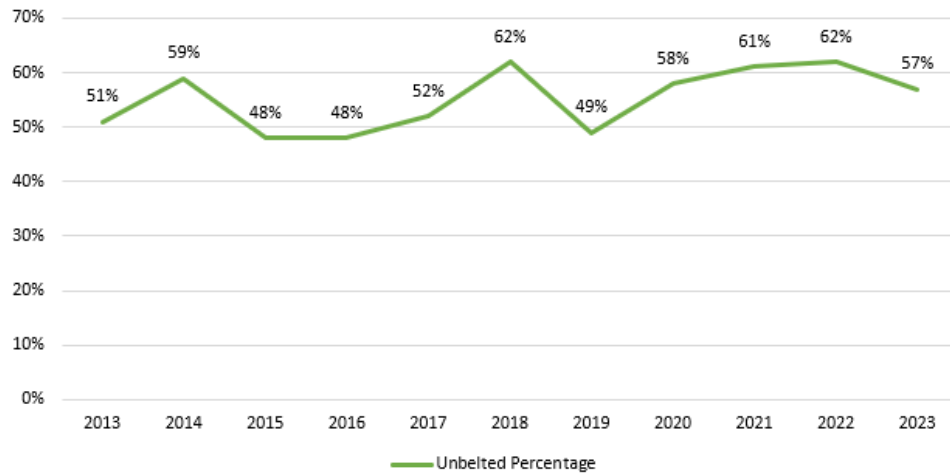
Motorcyclist Fatalities:
28% Increase

- 2023 is highest percentage of fatalities since we started tracking in 2004

Percentage of Fatal Crashes where Driver Impaired



Unbelted Percentage for Motor Vehicle Occupant Fatalities



Fatal Crashes with Impairment 2012-2022

Categories	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Alcohol Only (0.08+)	13	9	3	4	14	7	4	5	11	10	11	10
Alcohol (0.08+) & Delta-9 THC	4	5	0	5	7	3	6	1	2	7	5	2
Alcohol & Other Drugs (inc. Delta-9 THC)	6	5	3	4	3	6	2	1	6	6	7	6
Drug: Delta-9 THC Only	5	3	5	3	5	8	7	6	4	3	4	3
Drug: Other* (includes Delta-9 THC)	11	6	5	8	4	10	10	9	8	15	18	20
Total Impaired Fatal Crashes	39	28	16	24	33	34	29	22	31	41	45	41
Total Fatal Crashes	70	64	42	50	59	62	61	44	57	69	74	63
Impaired Percentage of Fatal Crashes	55.7%	43.8%	38.1%	48.0%	55.9%	54.8%	47.5%	50.0%	54.4%	59.4%	60.8%	65.1%

*Other Drug categories include: Central Nervous System Depressants, Central Nervous System Stimulants, Hallucinogens, Dissociative Anesthetics, Narcotic Analgesics, Inhalants, & Cannabis.

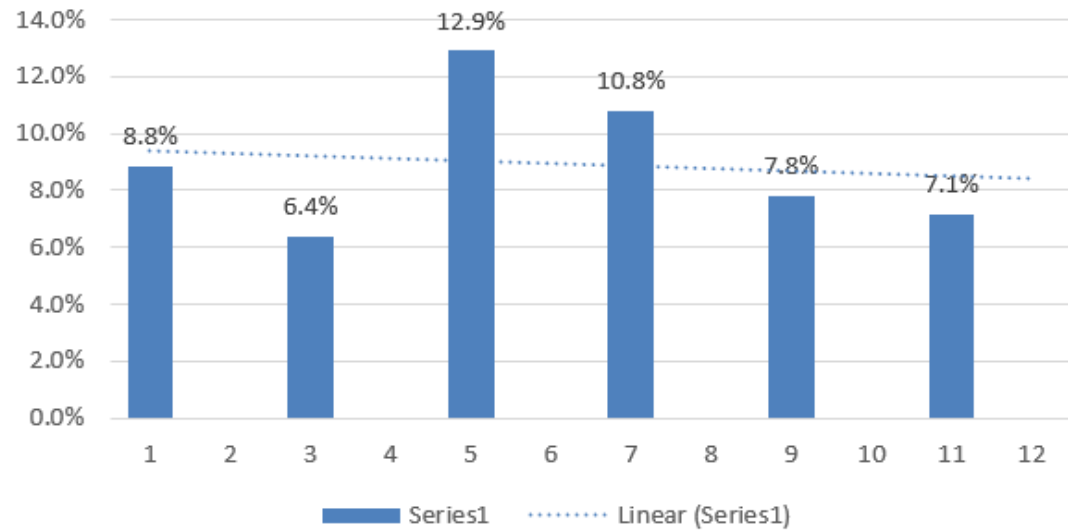
Fatalities by Vehicle Type and Restraint/Safety Equipment Used

Road User Type	Restraint/Safety Equipment	2024	2023	2022	2021	2020	2019
Motor Vehicle Occupant	Unbelted	6	24	31	28	24	17
	- Driver	5	18	25	25	19	15
	- Passenger	1	6	6	3	5	2
	- UTV Driver	0	0				
	Belted	2	17	18	18	17	18
	- Driver	2	14	17	13	12	14
	- Passenger	0	3	1	5	5	4
	Improper Belt Use/Child Restraint	0	1	1		0	0
Motorcyclist/ATV	Wearing Helmet	0	14	14	13	10	5
	Non-DOT Compliant Helmet/Improper	0	3		2	0	1
	No Helmet	0	1	2	2	2	2
Vulnerable Users	Pedestrians	2	5	6	8	8	3
	Bicyclists	1	1	1	1	1	0
Unknown	Unknown Belt/Helmet Use	1	3	3	3	0	1
% Unbelted*		75%	57%	62%	61%	59%	49%
Total Fatalities		12	69	76	74	62	47

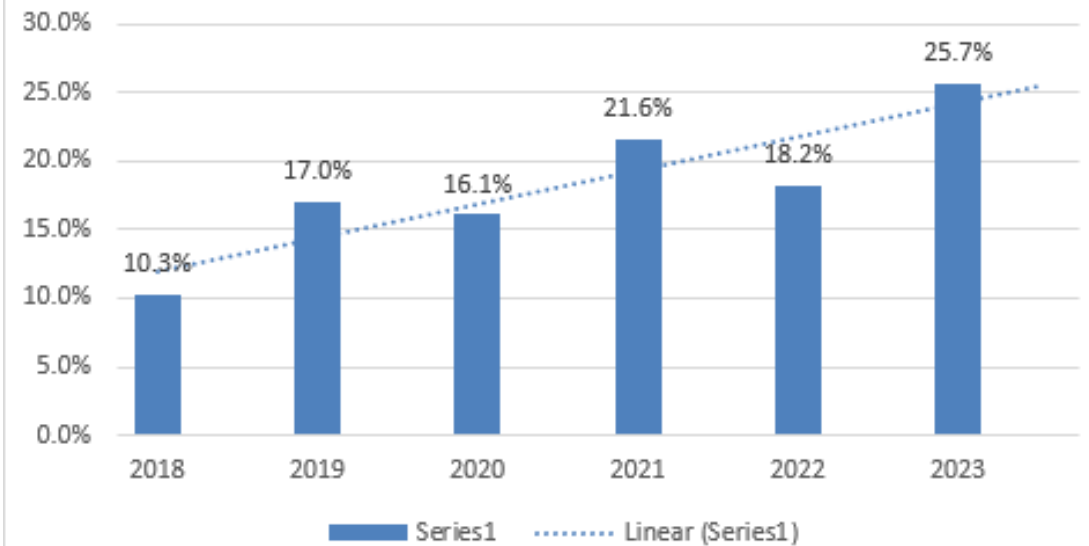
*Of all fatalities: only occupants in vehicles equipped with seatbelts are used in the calculation for unbelted percentage. Excludes: motorcycles, ATVs, pedestrians, bicyclists and unknowns. (Sum of Belted" & "Unbelted", divided into sum of "Unbelted" & "Improper Belt/Restraint")

A

Pedestrian Fatalities

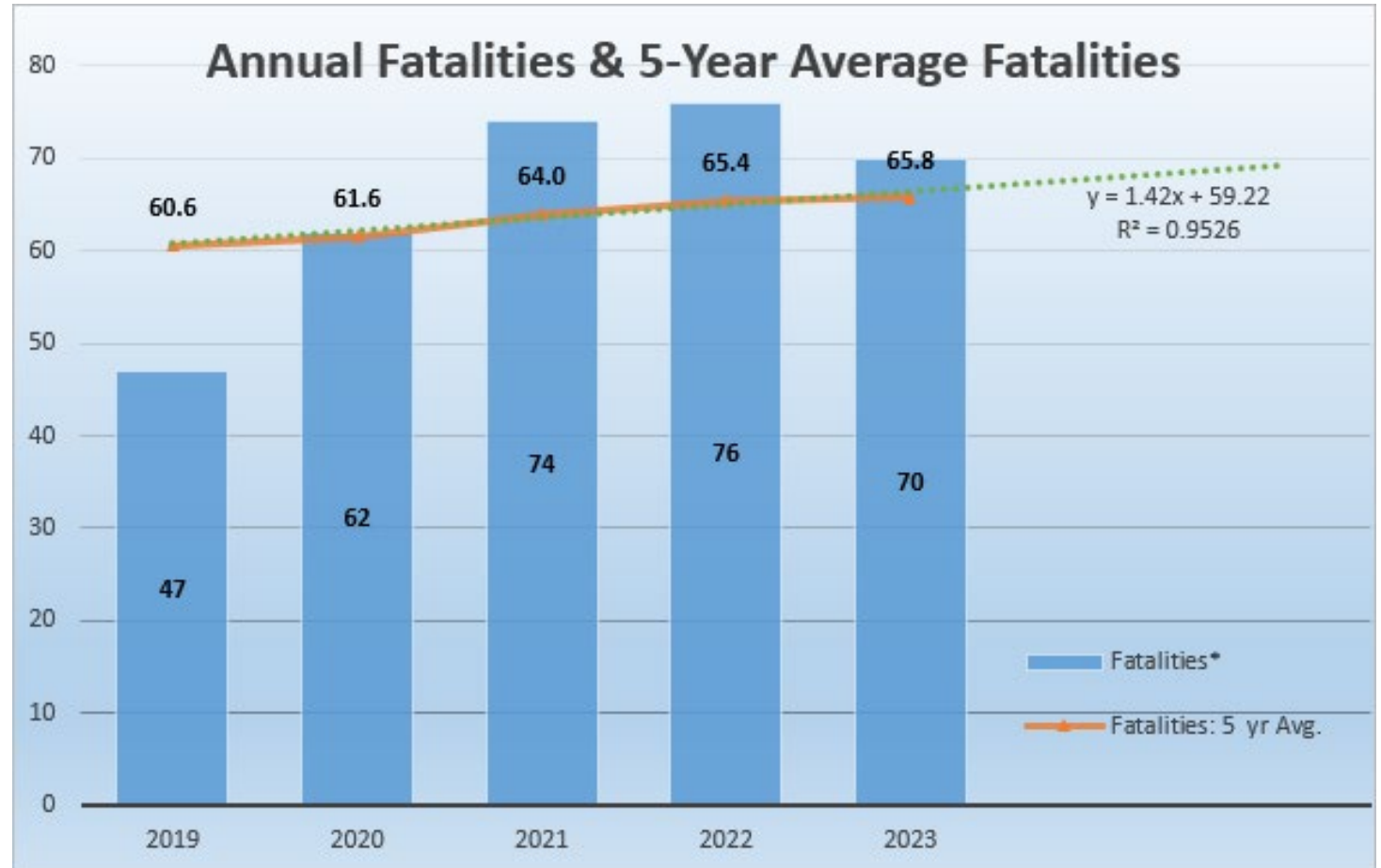


Motorcyclist Fatalities



5 Year Rolling Averages

- 5 Year Rolling Averages are a standard national approach.
- Used to control statistical fluctuations.
- Critical Emphasis Areas (CEA) – SHSP
 - All CEAs use this method.
 - [SHSP Website](#)



Thank You!

Mandy Shatney
Manager, Data & Analytics Section
Vermont Agency of Transportation
Operations & Safety Bureau

Phone: 802-595-9341

Email: mandy.shatney@vermont.gov

Website: <https://vtrans.vermont.gov/operations/OSB/data>