

Vermont Agency of Transportation

Operations & Safety Bureau (OSB)

JOSHUA SCHULTZ, OSB DIRECTOR

JANUARY 2023



Agency Strategic Plan

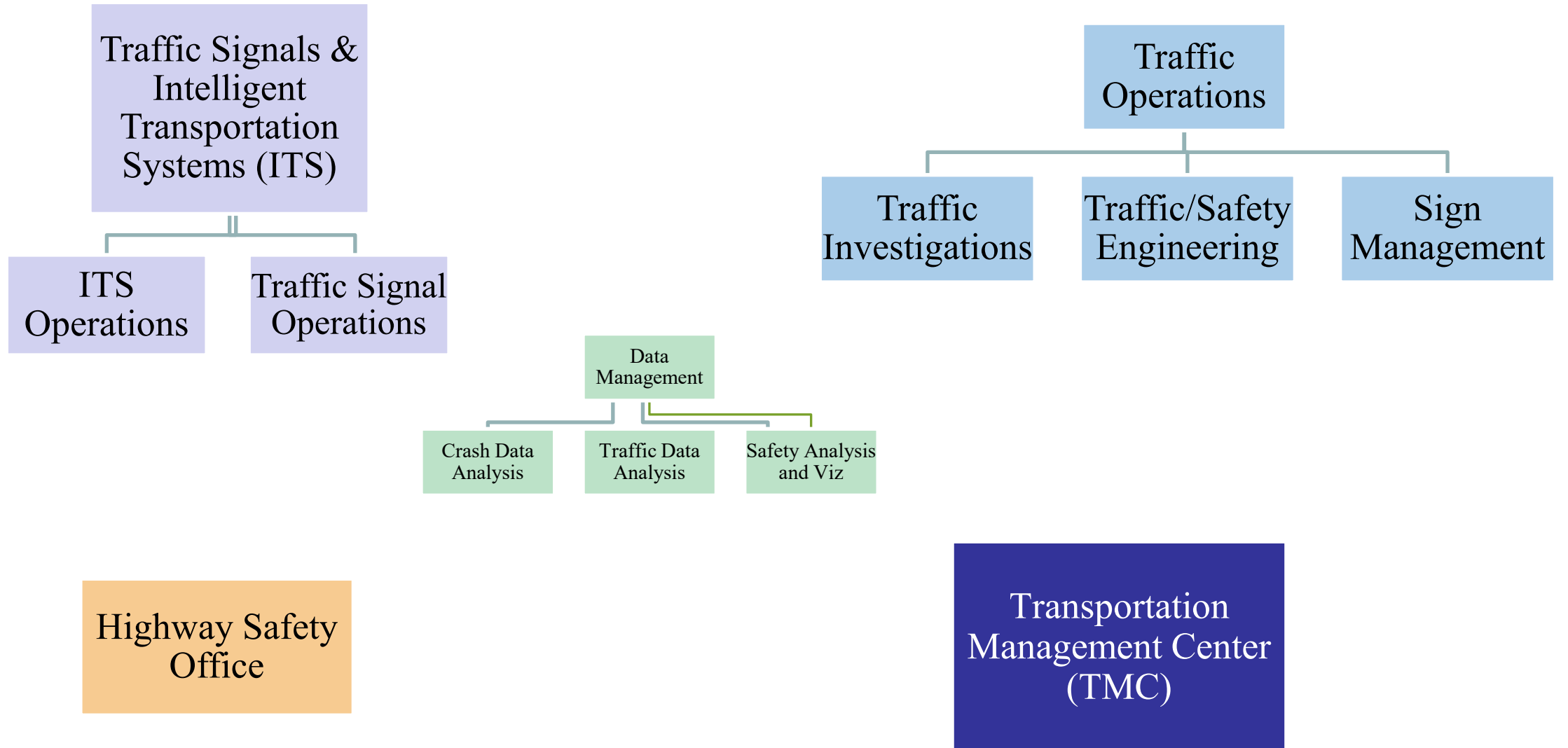
MISSION

Provide for the **safe and efficient** movement of people and goods.

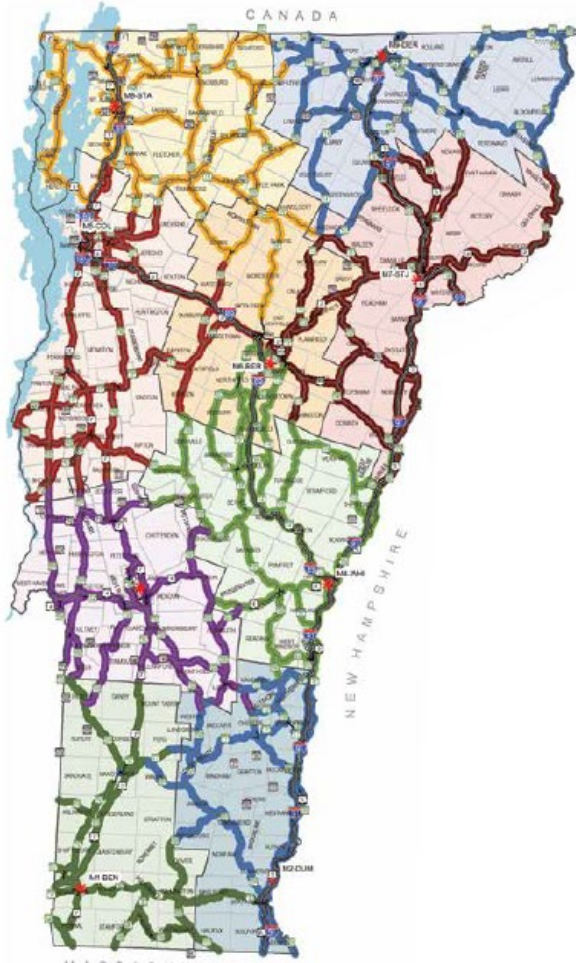
VISION

A **safe, efficient** and multimodal transportation system that promotes Vermont's **quality of life and economic wellbeing**

OSB Organization



Key OSB Principles



- Customer focused
- Data Driven
- Use existing footprint
 - Efficiency
 - Preserving capacity
- Safety
- Multimodal
- Cross-jurisdictional

Key Initiatives

- Development of Data Analysis and Production Section
- Revamped Highway Safety Improvement Program (HSIP)
 - Data-driven, solutions focused on where the problems are
- Improved Traveler Information System via VT511



Highway Safety Improvement Program (HSIP)



Data Driven Funding Allocation

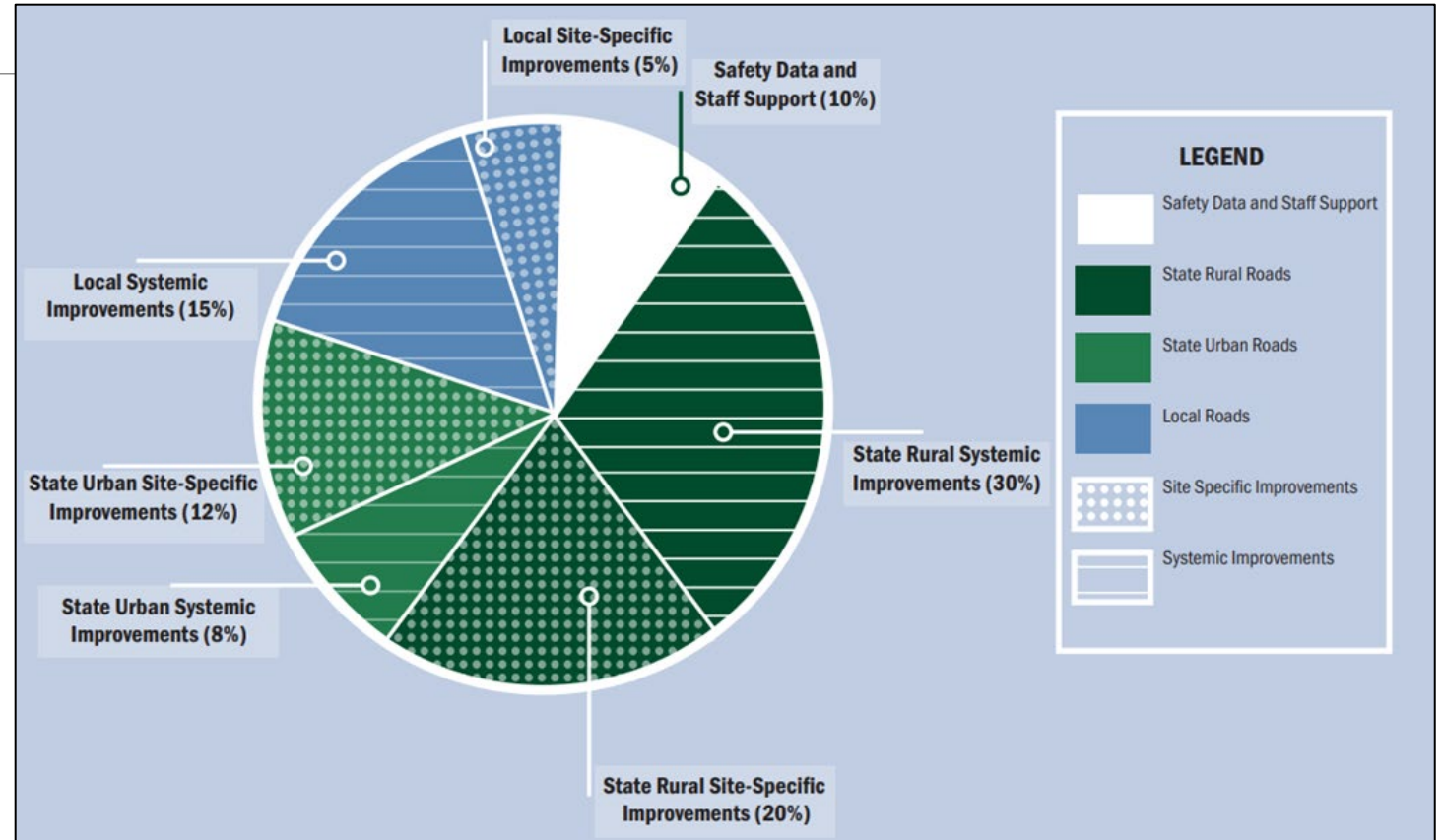
Goal: 90% Construction/10% Non-Construction

Change in safety project origination and selection,

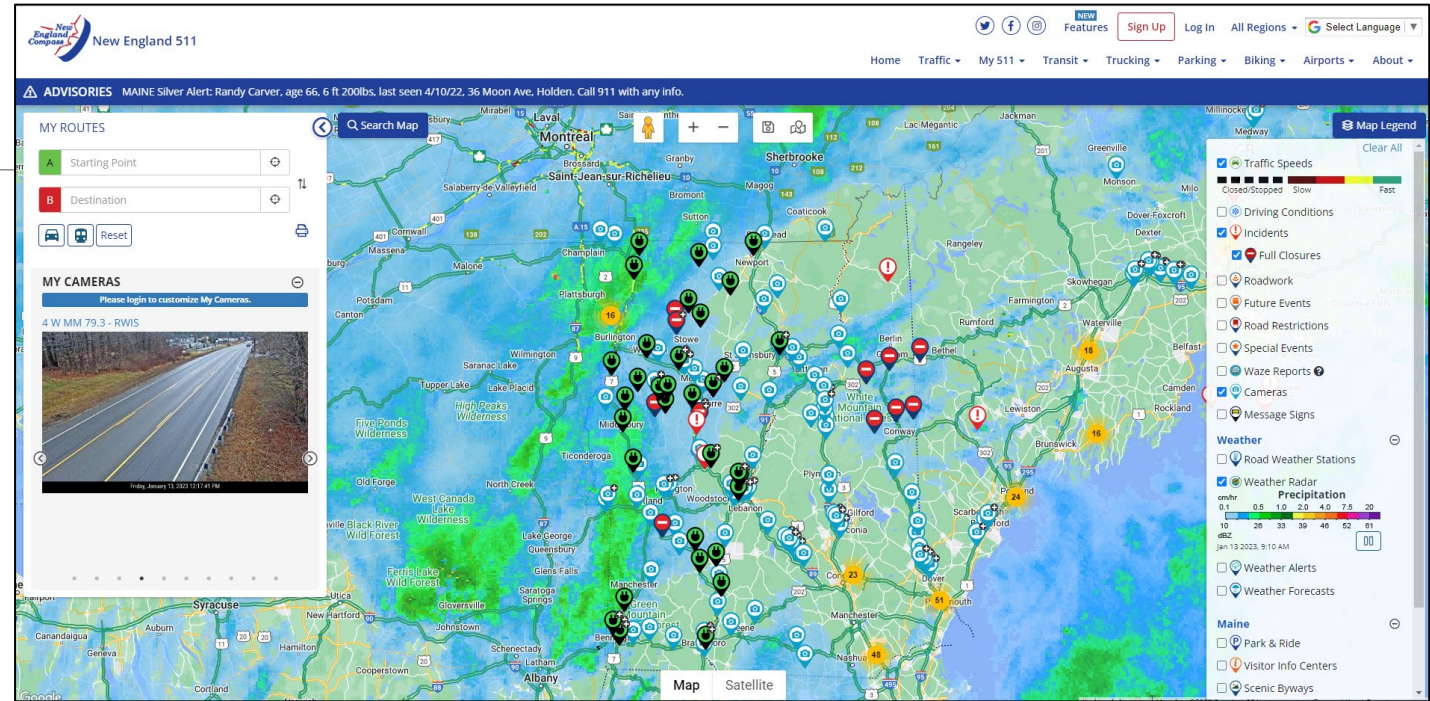
- Data light in the past (VPSP2 Adjacent)

Balanced and aligned portfolio of project funding

- Systemic & Site-specific
- Urban & Rural Split
- State & Local Split



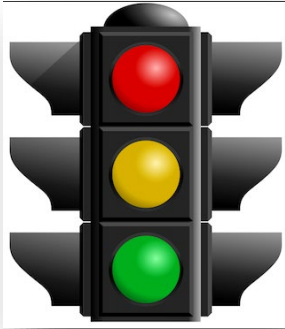
Transportation Management Center & ATMS/511



- 24/7/365 Operational Awareness, Warning, Maintenance Support
- Greatly enhanced public support tool: navigation, data layers, camera access
- Key element of AOT's Emergency Response profile



Objectives for Typical Operating Conditions



- **Every Day**

- Provide timely and accurate traveler information
- Optimize the operation of existing traffic controls (signals, signs, lines) to reduce delay

- **Challenging Weather**

- Use technology to better manage snow and ice control

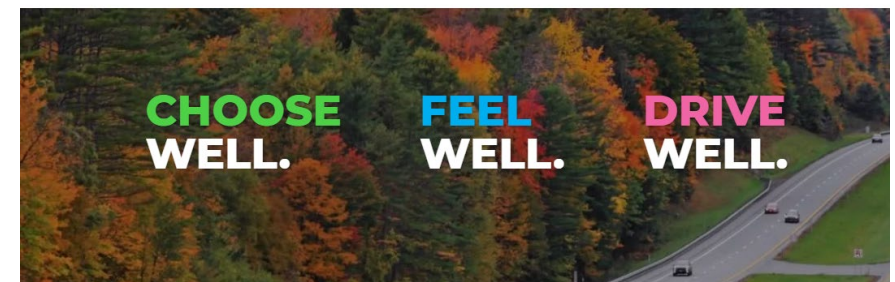
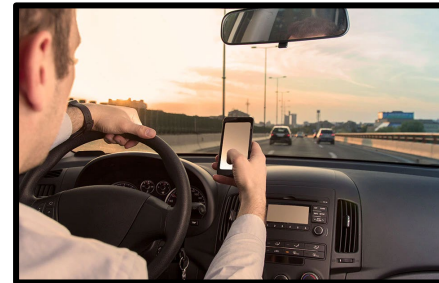
Objectives for Unanticipated Travel Disruptions

- Provide timely and accurate traveler information and advance warning
- Develop/improve situational awareness of real time operating conditions
- Quickly deploy response/mitigation
- Minimize duration of travel restrictions and closures
- Reduce potential for secondary crashes

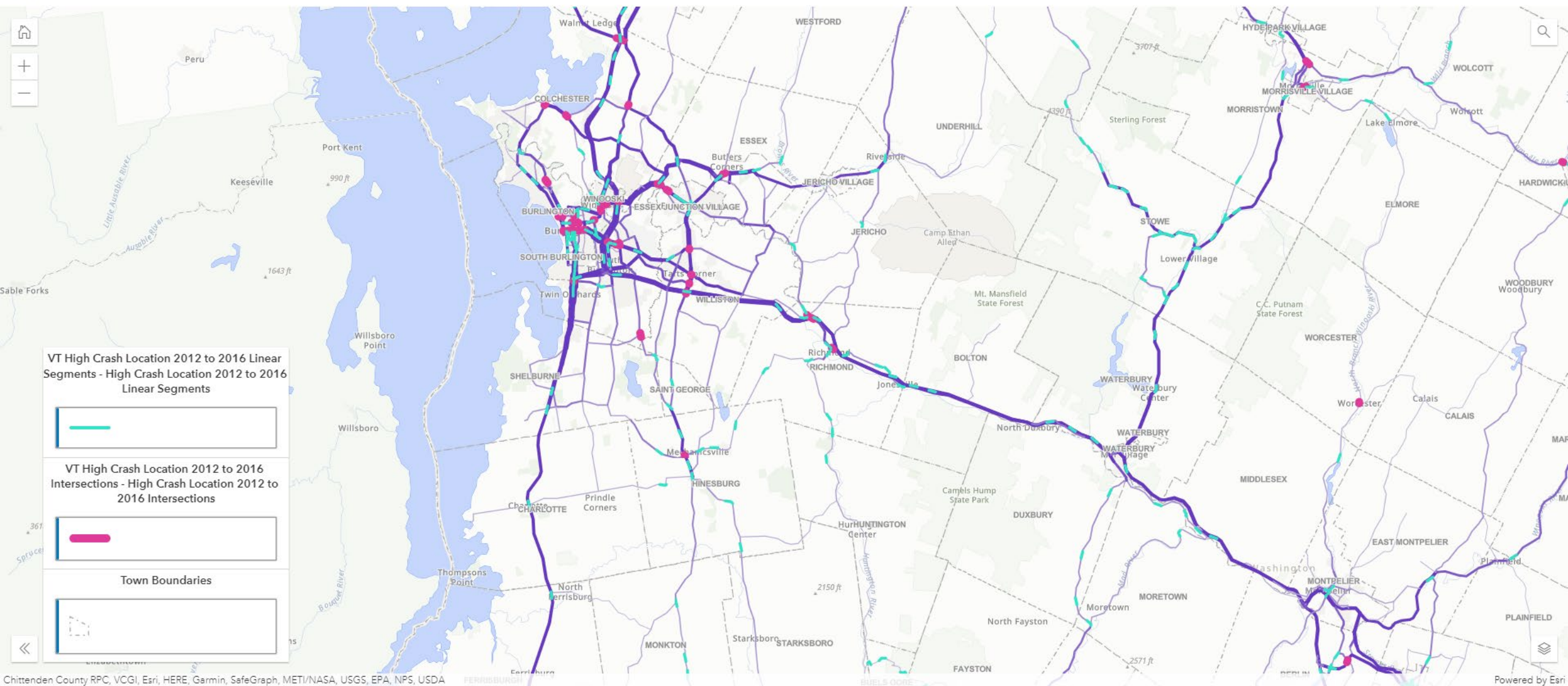


State Highway Safety Office

- Media Campaigns
- Law Enforcement Liaisons, Impaired Driving
- Coordinator, Traffic Safety Resource Prosecutors
- Drug Recognition Expert (DRE) program
- Vermont Forensic Laboratory Program
- Education
- Distracted Driving
- Data



High Crash Locations 2012-2016 Interactive Map



This is an interactive map built from High Crash Location Intersections and Road segments. The feature layer hosting the segments was put together by the mapping unit but the application was constructed by OSB Data and Analysis section. The application is an alternative to the large PDF and table used previously. The interactive map index layers can be toggled on and off to show only intersections or road segments, Or both.

Impaired Driving - CEA 6 | Last Updated 12/23/2022



About the Critical Emphasis Area

Background

While there has been progress in reducing major crashes in this area, impaired driving was still reported in over 20 percent of all major crashes in Vermont between 2016 and 2020. With the continued efforts of various entities, this number can be further reduced.

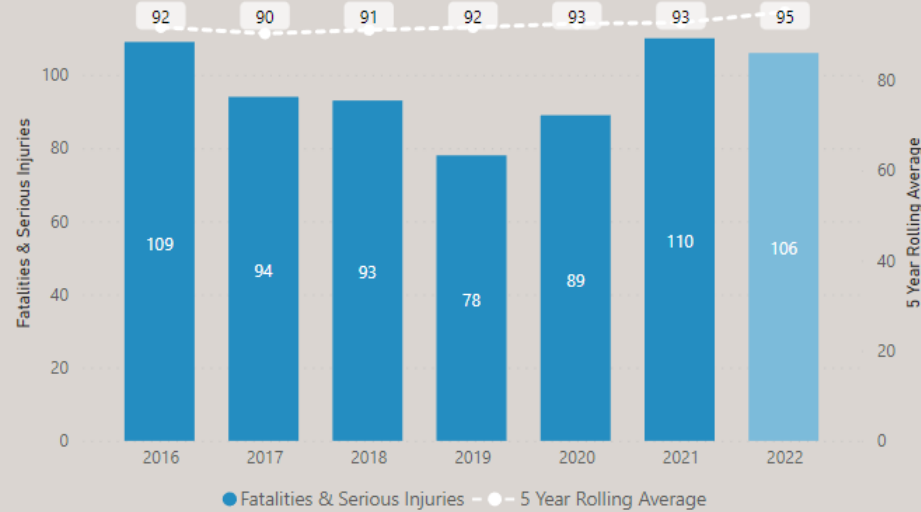
Definition

Operating a vehicle under the influence of medication, drugs, and/or alcohol.

Objective

Reduce the rolling 5-Year-Average of Fatalities and Serious Injuries Resulting from Impaired Driving Crashes by 15% between 2022 and 2026.

Impaired Driving Fatalities & Serious Injuries



County

- Addison
- Bennington
- Caledonia
- Chittenden
- Essex
- Franklin
- Grand Isle
- Lamoille
- Orange
- Orleans
- Rutland
- Washington
- Windham
- Windsor

Injury Type

- Fatality (K)
- Suspected Serio...

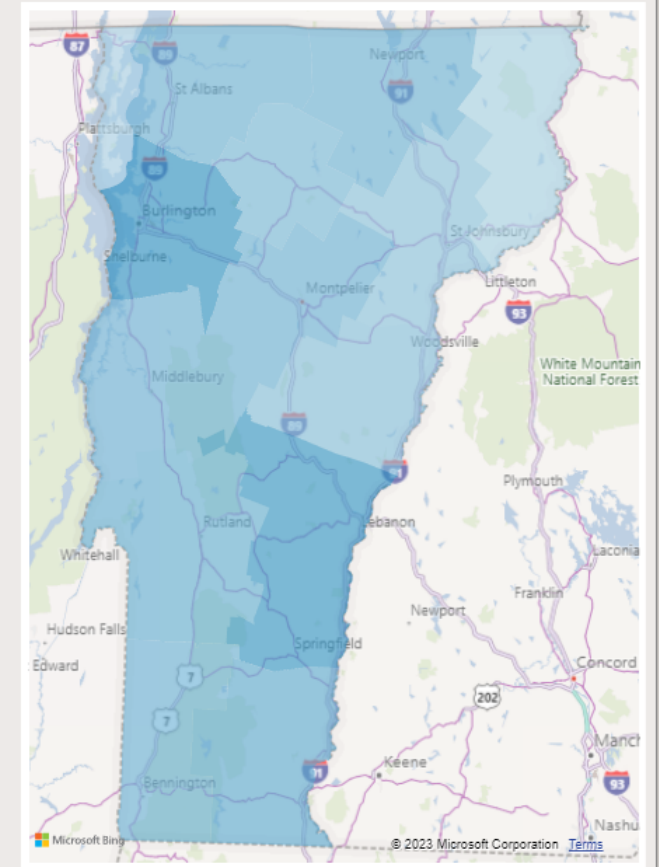
Operator Gender

- Female
- Male
- Unknown

Operator Age

- 65 and Above
- 60-64
- 50-59
- 40-49
- 30-39
- 25-29
- 25 and Under

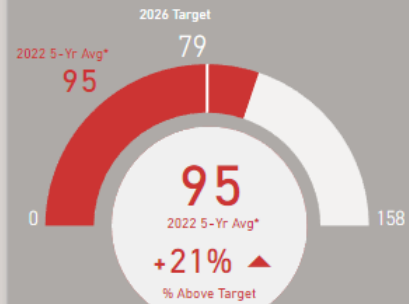
Clear Filters



2016

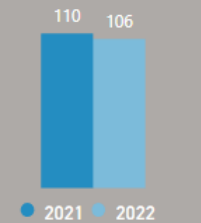
2022

5-Year Avg of Fatalities & Serious Injuries 2022 as of 12/23/22 vs. 2026 Target



*2022 data is complete through 12/23/22

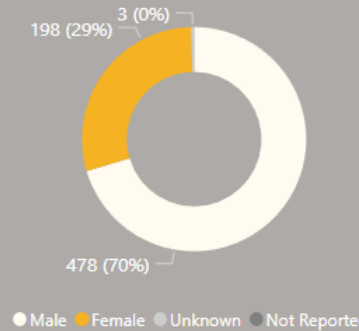
Fatalities & Serious Injuries as of Dec 23 2021 vs. 2022



-4 -4%

Change from December, 23 2021

Fatalities & Serious Injuries by Gender Total 2016 to 2022



The Strategic Highway Safety Plan is a five-year plan put together by the State Highway Safety Office. The static nature of the plan does not always give planners and policy makers the up to the minute data needed for decision making. The OSB Data and Analysis team created the SHSP Dashboards to address these issues and to provide accessible, continuously updated data around the clock.

- Stowe area Presidents' Day big data (INRIX) probe data congestion and travel time study story map
- Built with Esri's ArcGIS Online Story Map platform
- Shows travel times and congestion score along VT-100 and VT-108 corridors over holiday weekend
- Includes interactive maps, charts, and other graphics
- Data is hosted in ArcGIS Online

Where was there congestion during the week?

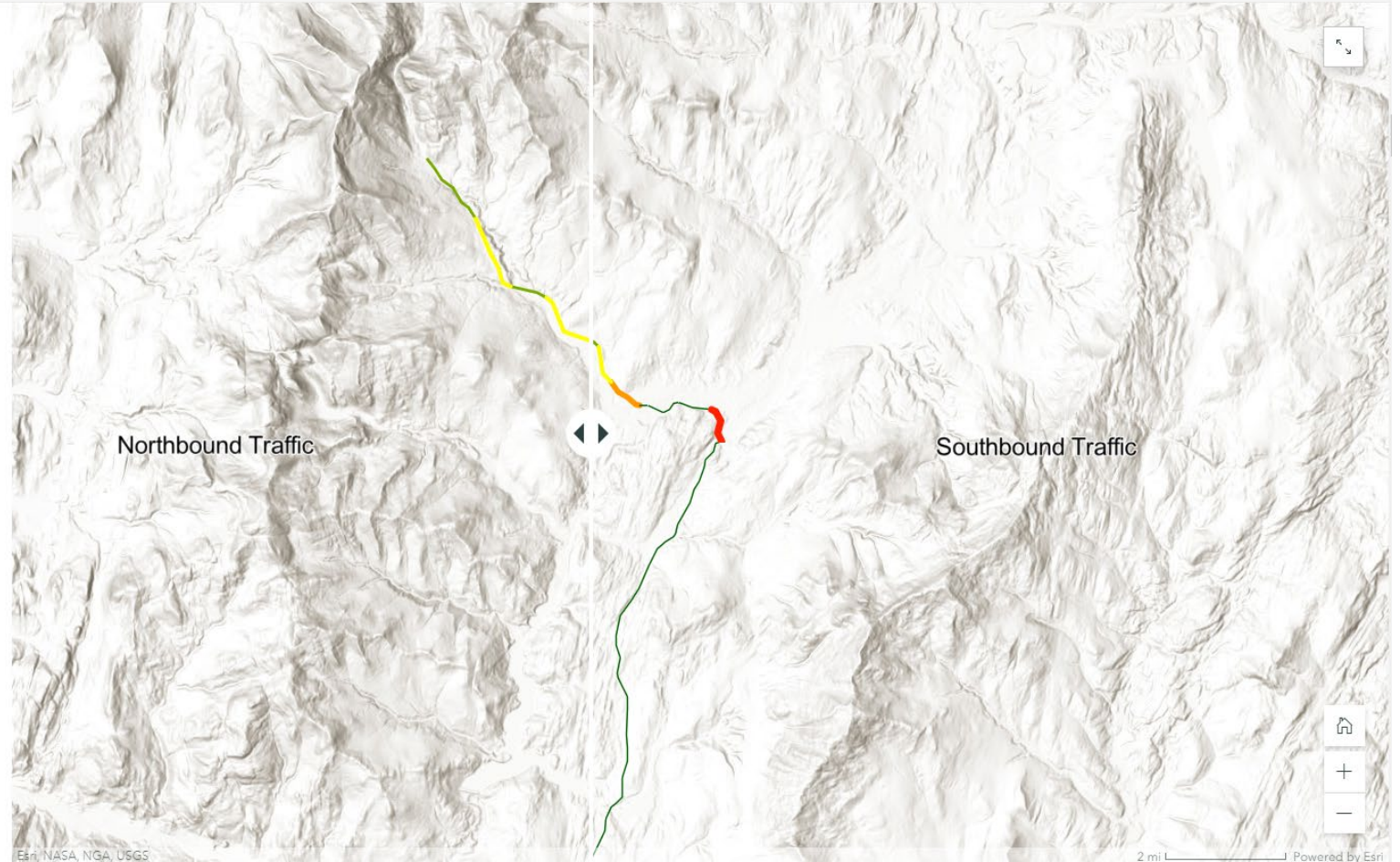
This map shows how often sections of VT100 and VT 108 were congested during February 17 to 23, 2022 (Presidents' Day week).

Sections of southbound VT-108 through Stowe village were congested for up to 18% of the active part of the day (6 AM - 8 PM) during the week.

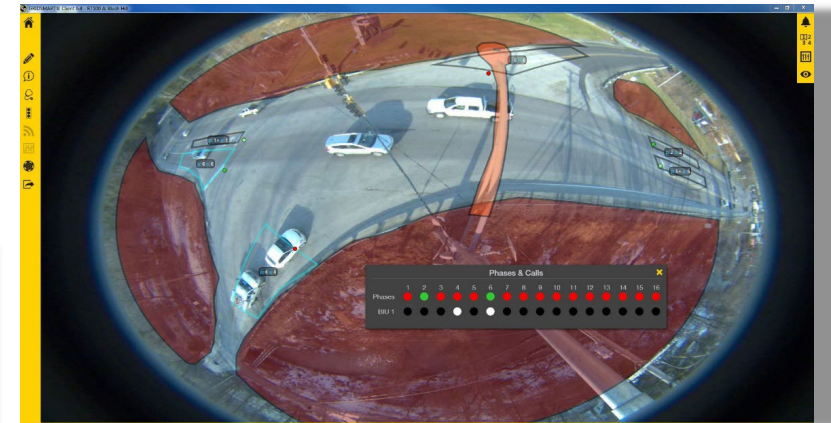
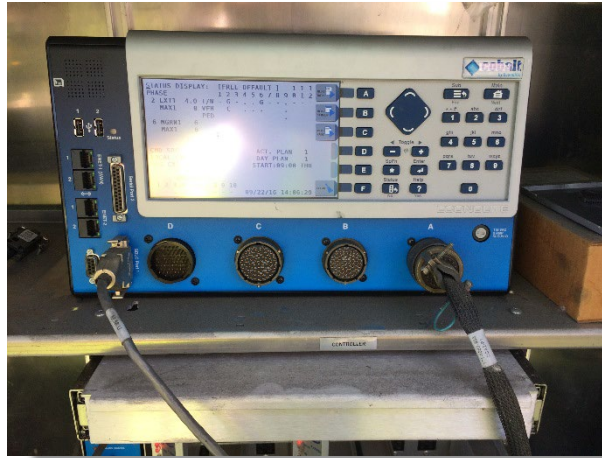
Use the slider bar to look at northbound (left) and southbound (right) traffic.

- Congested up to 18% of the week
- Congested up to 10% of the week
- Congested up to 5% of the week
- Congested up to 2.5% of the week
- Congested up to 1% of the week

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- Percent of the week that road section is congested during the daytime (6am-8pm).



Traffic Signals & ITS



Questions?

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