

# Vermont Agency of Transportation

## Operations & Safety Bureau (OSB)

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JOSHUA SCHULTZ, OSB DIRECTOR

JANUARY 2025



# Agency Strategic Plan

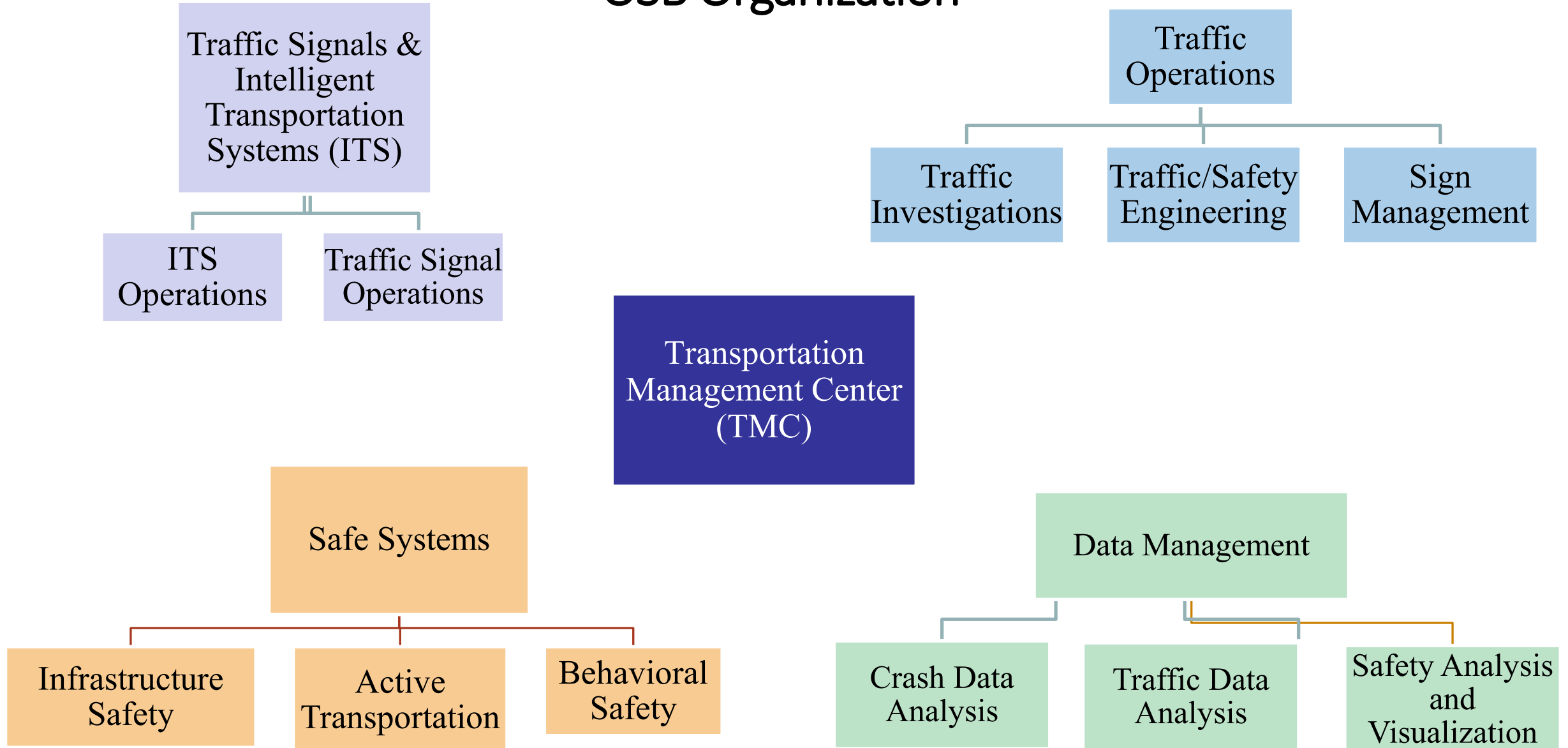
## MISSION

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

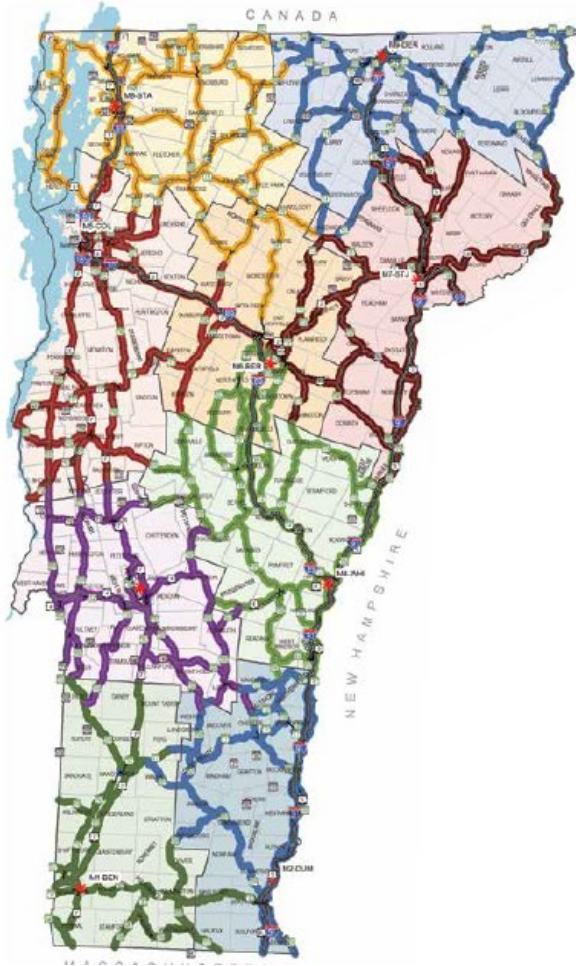
## VISION

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

# OSB Organization

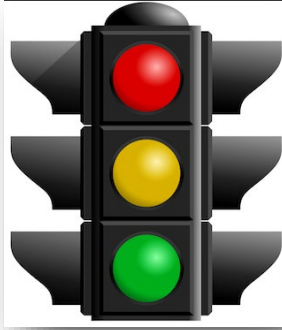


# Key OSB Principles



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

# 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 Anticipated Travel Disruptions



- **Work Zone & Special Events**

- Provide timely and accurate traveler information
- Minimize delay increase from a network/corridor perspective
- Prevent crashes
- Traffic Management Plans will accommodate bike, pedestrians, transit and commercial vehicles

- **Special Event Specific**

- Plan for all events affecting state system
  - Minimize the cost to the public/VTrans

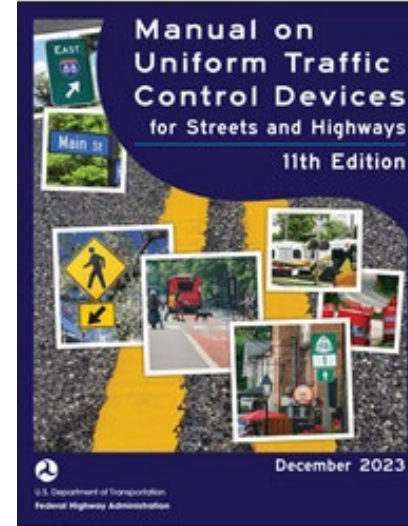
# Objectives for Unanticipated Travel Disruptions



- 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

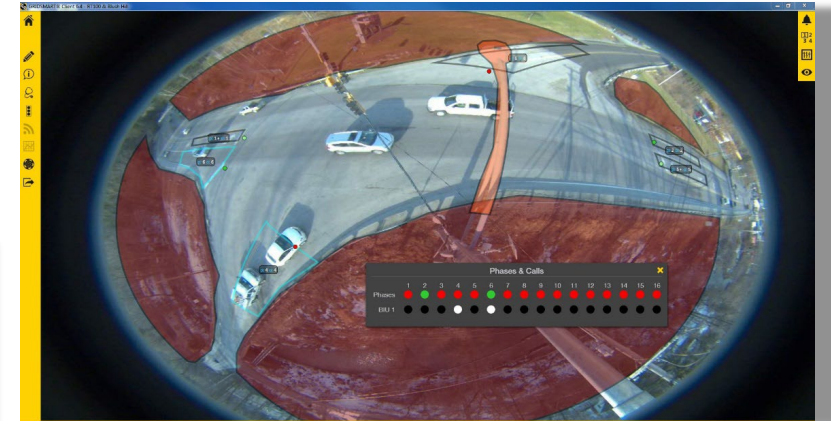
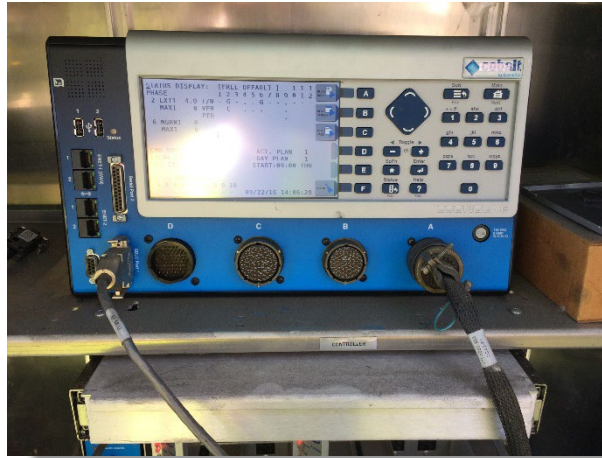


# Information to Travelers



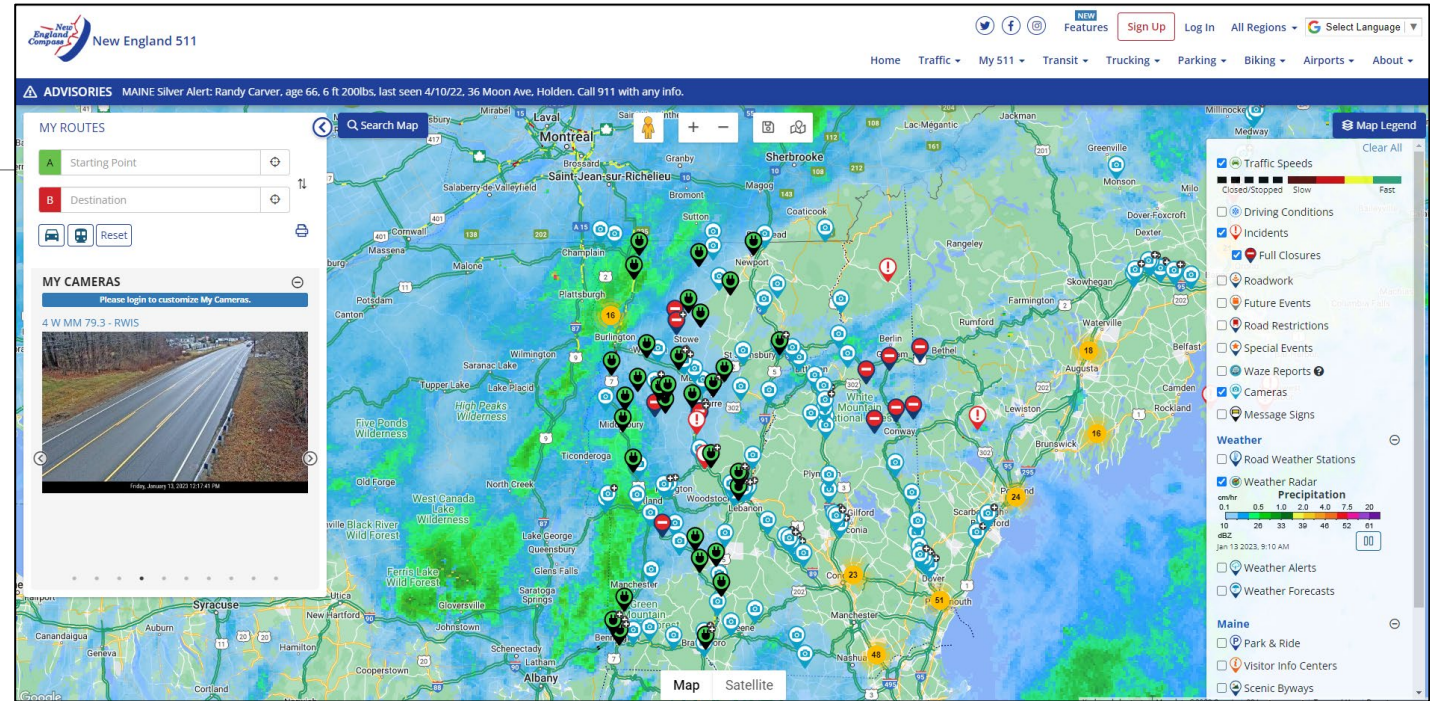


# Traffic Signals & ITS





# 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



# Transportation Management Center



- Big Data
- Situational awareness supports internal and external operations
- Public support



# Safe Systems Section



- Big, complicated transportation system
- Multiple layers of protection to prevent crashes. Minimize harm when crashes occur.
- Safety program focused on infrastructure, behavior, responsible oversight of the vehicle and transportation industry, and emergency response.

# Safe Systems Section



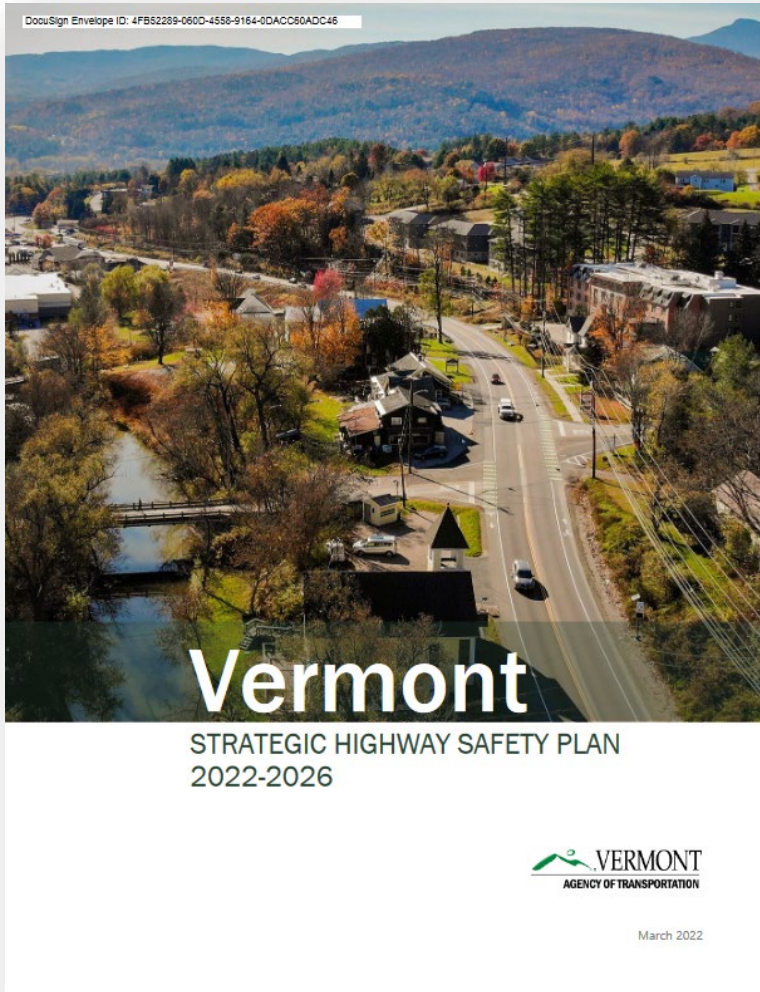
Infrastructure Safety, Behavioral Safety, Active Transportation

- Promotes increased coordination across groups
- Increased connection to Project Delivery Bureau and infrastructure



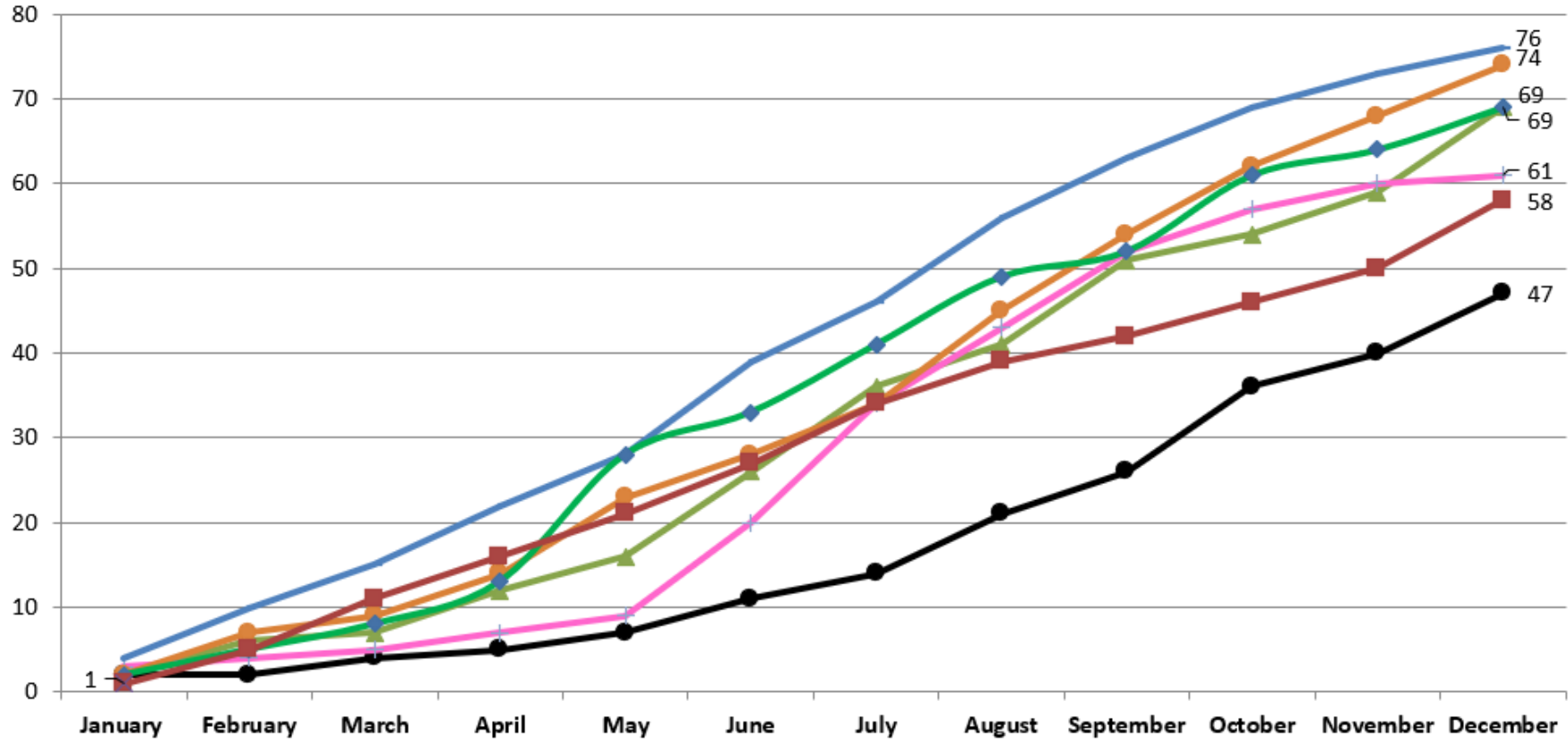
# Highway Safety Improvement Program (HSIP)

## HSIP Management – Infrastructure Safety, Safety Money



- Identify road safety problems
- Use data to identify projects
- Identify how to spend HSIP funds, including projects, activities, and strategies
- Ensure alignment with the SHSP critical emphasis areas and safe system approach objectives
- Develop a comprehensive network screening tool

## Monthly Cumulative Totals



Data Source: FARS and VTrans database.  
VTrans, MW

▲ 2018 ● 2019 + 2020 ○ 2021 — 2022 ◆ 2023 ■ 2024 ✕ 2025

# Impaired Driving - CEA 6 | Last Updated 01/14/2025



## 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.

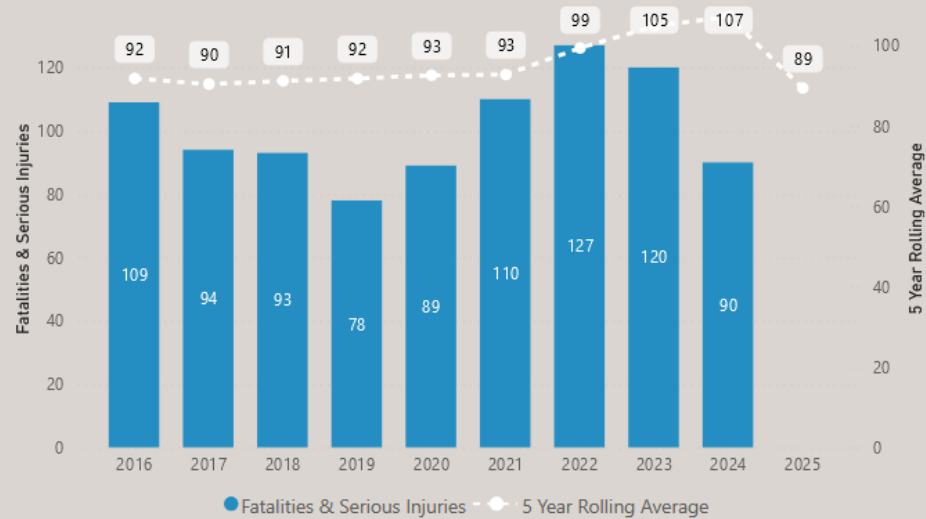
### Definition

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

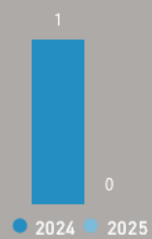


### 5-Year Avg of Fatalities & Serious Injuries 2025 as of 01/14/25 vs. 2026 Target



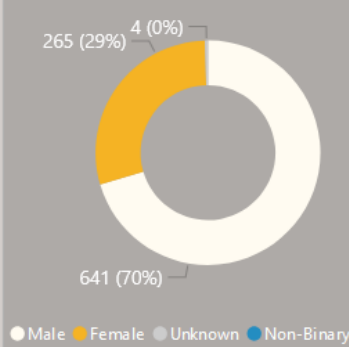
\*2025 data is complete through 01/14/25

### Fatalities & Serious Injuries as of Jan 14 2024 vs. 2025



-1    -10...  
Change from January, 14 2024

### Fatalities & Serious Injuries by Gender Total 2016 to 2025



### County

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

### Injury Type

- Fatality (K)
- Suspected Serio...

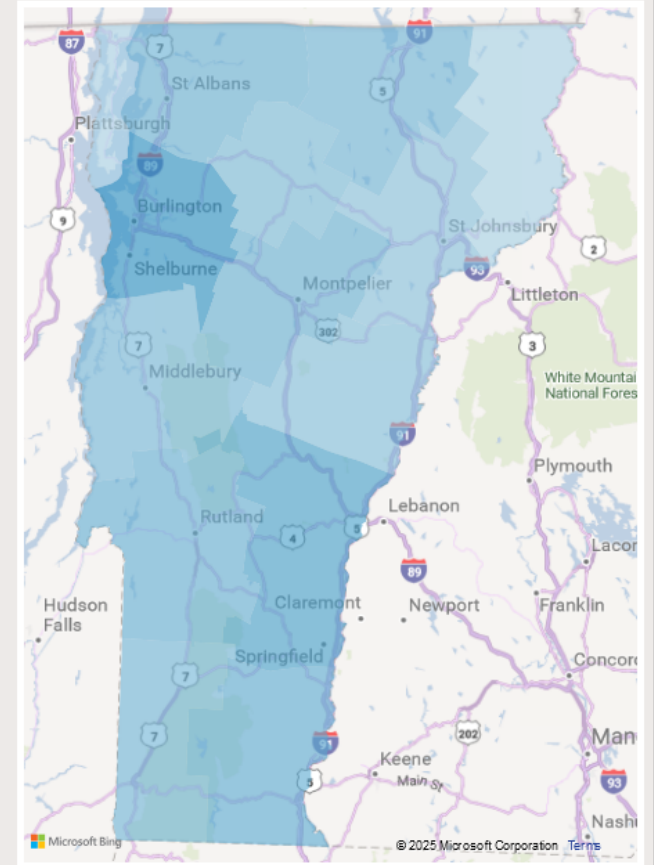
### Operator Gender

- Female
- Male
- Unknown

### Operator Age

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

Clear Filters



Year

2016    2025

# Distracted Driving - CEA 7 | Last Updated 01/15/2025



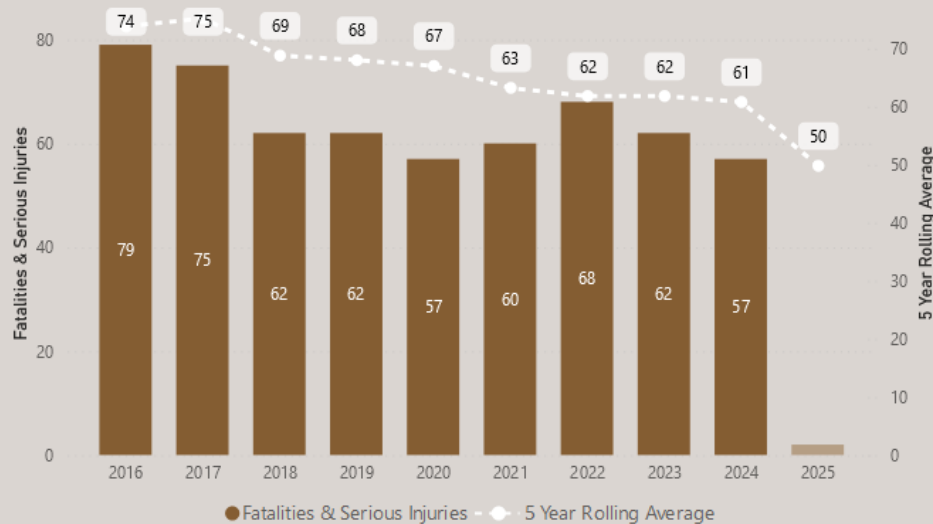
## About the Critical Emphasis Area

**Background**  
 In the age of constant distraction and handheld technology, addressing distracted and inattentive driving has become a heightened priority in Vermont. Compromised alertness, attention, reaction time, judgment and decision-making all contribute to a greater chance of crashing.

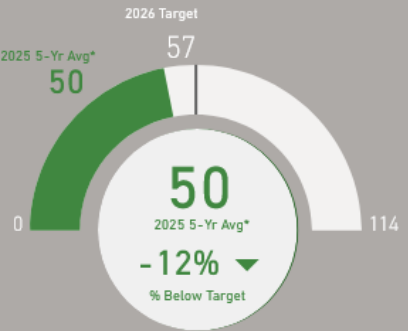
**Definition**  
 Driving while performing any other activity, whether visual, manual, or cognitive, that could divert a person's attention away from the primary task of driving.

**Objective**  
 Reduce the rolling 5-Year-Average of Fatalities and Serious Injuries Resulting from Distracted Driving by 10% between 2022 and 2026.

Distracted Driving Fatalities & Serious Injuries

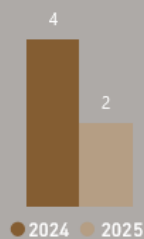


5-Year Avg of Fatalities & Serious Injuries 2025 as of 01/15/25 vs. 2026 Target



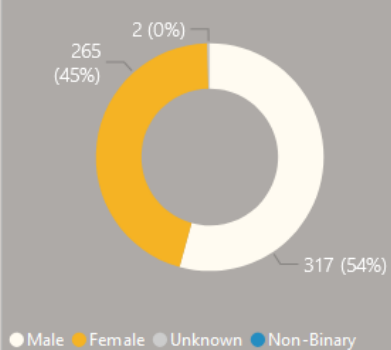
\*2025 data is complete through 01/15/25

Fatalities & Serious Injuries as of Jan 15 2024 vs. 2025



-2      -50%  
 Change from January, 15 2024

Fatalities & Serious Injuries by Gender Total 2016 to 2025



### County

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

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- Suspected Serious

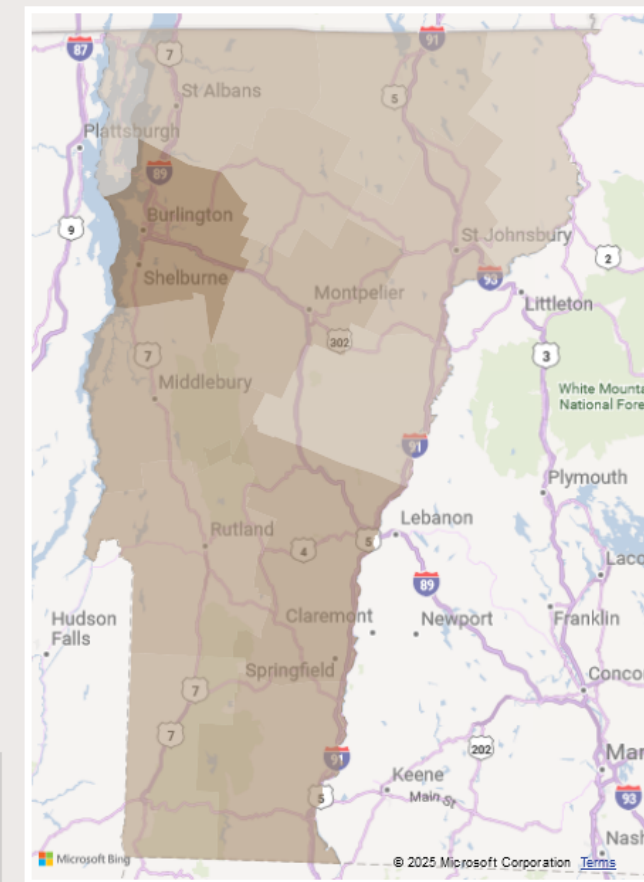
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### Operator Age

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- 25-29
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Clear Filters



Year

2016      2025



# State Highway Safety Office

## Behavioral Safety

- 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





# Active Transportation



Safety

Mobility

Collaboration



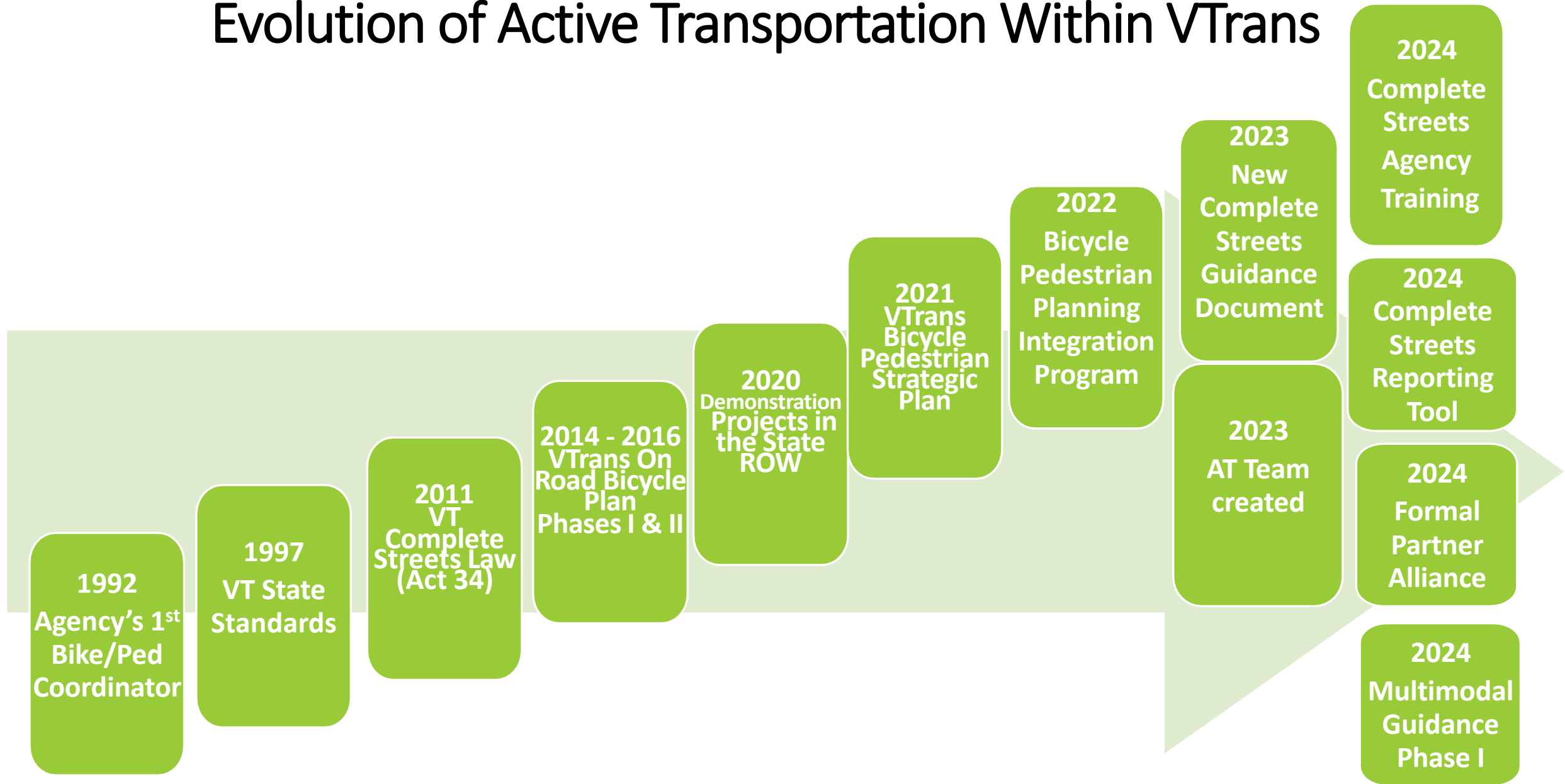
# Why Walking and Bicycling?

- Supports VTrans Mission – Affordable and serves vulnerable populations
- Contributes to GHG reduction
- Meet State health goals → more physical activity
- Provides economic development
- Key component of successful downtowns and village centers





# Evolution of Active Transportation Within VTrans



# ACTIVE TRANSPORTATION VISION

**The Big Picture**

**Purpose**

To advance the directive and formalize the commitment to all modes within the Agency decision making processes.



To serve as the guiding team responsible for implementing Active Transportation internal guidance, policy, and process improvements, informed by Agency planning goals.



# Active Transportation Team Responsibilities & Support

## Safety

Identify and share **design and guidance** resources

Influence design choices by institutionalizing **Complete Streets**

Support **accessibility** and **equity** initiatives

**Legislation** and **Policy** review

**Education** and **behavior change** programming

Subject Matter/Project Selection **Reviews**

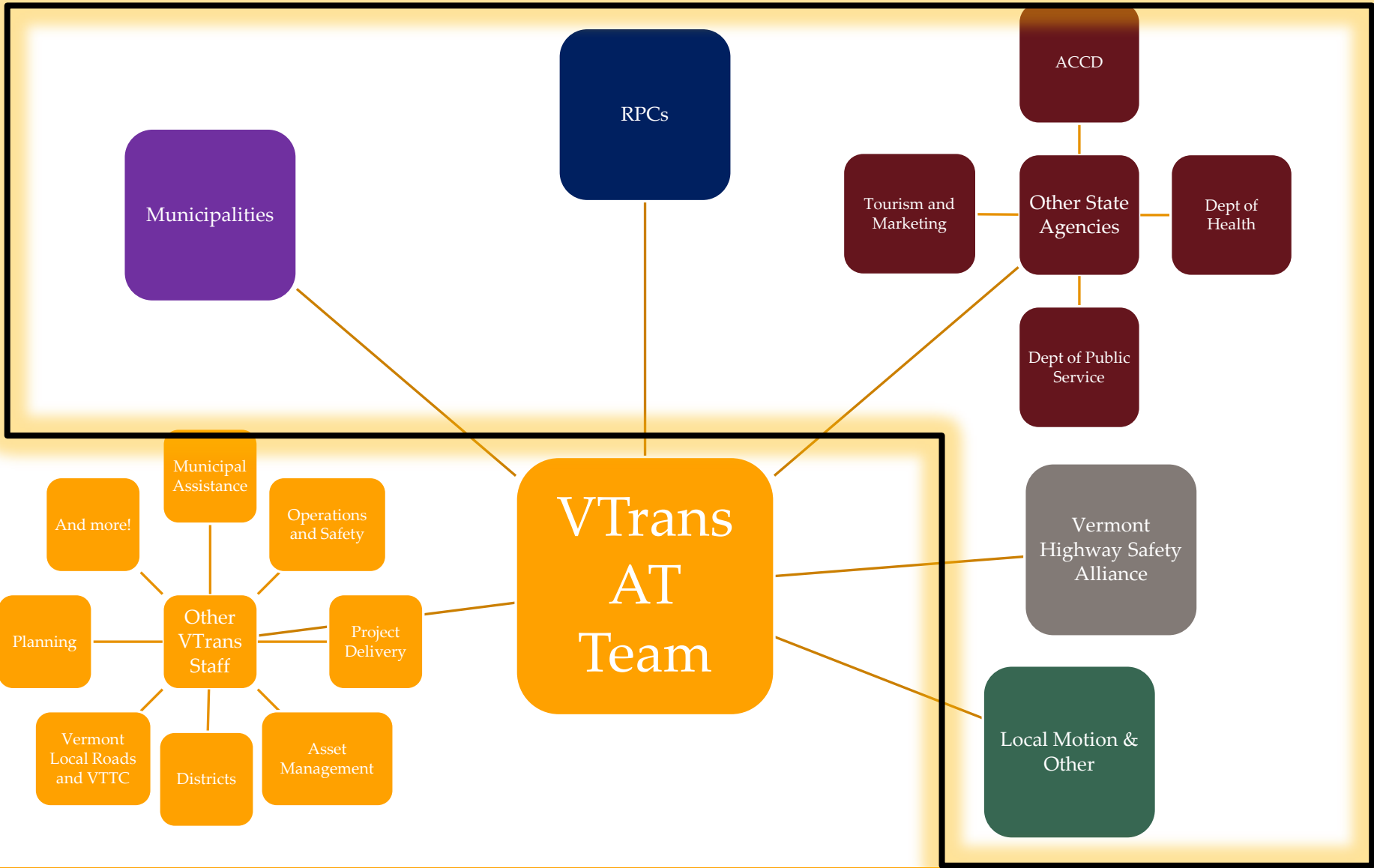
## Complete Streets

Develop Network **Data** (Counts & Asset Data)





# Internal & External Partners Contribute to Success



# VERMONT ACTIVE TRANSPORTATION ALLIANCE

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The Big  
Picture

PURPOSE

To promote and integrate  
Active Transportation in Vermont.



To create a guiding team of professionals that work together to further integrate the active transportation modes into the Vermont landscape.

# Questions?

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