

The Status Of Transportation Safety In Maine



Maine Transportation Safety Coalition
August 2004



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Maine Transportation Safety Coalition

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Working Together To Promote Safe Transportation In Maine

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Dear Transportation Safety Advocate:

On behalf of the Maine Transportation Safety Coalition (MTSC), I am pleased to provide you with the enclosed Report entitled The Status of Transportation Safety in Maine. The Report is a compendium of crash and other safety data that both qualitatively and quantitatively defines the major transportation safety issues facing our state today. It represents the first multi-agency effort ever undertaken to compile comprehensive Maine-specific transportation safety data and facts into one document.

This report was prepared by the Data Committee of the MTSC to identify focus areas for our organization and to assist our state leaders in making informed decisions on programs and activities affecting transportation safety in Maine. Our sincere thanks goes to the extraordinary efforts made by the following individuals of the MTSC Data Committee, who compiled the data, wrote and edited the Report, and contracted with the publisher:

- Carl Hallman, Maine Department of Public Safety, Bureau of Highway Safety and Chairman of the MTSC Data Committee
- Duane Brunell, Maine Department of Transportation, Bureau of Planning, Systems Management Division
- Dean Bailey, Maine Department of Human Services, Bureau of Health, Maine Injury Prevention Program.
- Robert Picone, Liberty Mutual Group (retired)

Special thanks also goes to the Maine Department of Public Safety, Bureau of Highway Safety, for providing the funding needed to publish this document.

The MTSC is a non-profit organization consisting of federal and state agencies, private organizations and individuals involved in transportation safety in Maine. Our Mission is "To promote safe transportation in Maine". We are committed to working collaboratively with our member agencies and others to improve safety for all Maine travelers.

If you have questions or would like additional copies of the Report, please feel free to contact any of the members of the MTSC Board of Directors identified in the left margin.

Sincerely,

Gerry Audibert, PE
Chairman



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For further information, contact any of the MTSC Data Committee members listed below:

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Glossary of Terms

Estimated Economic Impact – Maine DOT uses Federal Highway Administration (FHWA) Motor Vehicle Crash Costs from Technical Advisory T7570.2 published on October 31, 1994: The costs below are **Comprehensive Costs**, a method of measuring motor vehicle crash costs that includes the effects of injury on people’s entire lives. The eleven components of the comprehensive cost are: Property Damage, Lost Earnings, Lost Household Production, Medical Costs, Emergency Services, Travel Delay, Vocational Rehabilitation, Workplace Costs, Administrative, Legal, and Pain and Lost Quality of Life. These cost indices have been updated by FHWA, but Maine DOT has not updated its costs, in order to maintain comparative analysis capabilities in looking at trends.

Crash injuries are classified **K, A, B, C or PDO** as defined below, based on the injury severity observed by the responding Police Agency. Costs are shown on a per injured person basis.

(K) FATAL INJURY OR FATALITY - any injury that results in death within 30 days of a crash. Estimated Economic Impact = \$2,600,000

(A) INCAPACITATING INJURY - any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities the person would be capable of performing before the injury occurred. Estimated Economic Impact = \$180,000

(B) NON-INCAPACITATING INJURY - any injury, other than fatal injury or an incapacitating injury, which is evident to observers at the scene of a crash in which the injury occurred. Estimated Economic Impact = \$36,000.

(C) POSSIBLE INJURY - any injury reported or claimed which is not a fatal, incapacitating injury or non-incapacitating injury. Estimated Economic Impact = \$19,000.

(PDO) PROPERTY DAMAGE ONLY - Damage is harm to property that reduces the monetary value of that property. Estimated Economic Impact = \$2,000 per involved vehicle.

Additional Definitions

ADULT DRIVERS - Drivers, male and female between the ages of 25 and 64.

ELDERLY DRIVERS - Drivers, male and female from 65 years old and up.

HMVM - Hundred Million Vehicle Miles traveled

TEEN DRIVERS - Drivers, male and female between the ages of 15 and 19.

VMT - Vehicle miles traveled

YOUNG DRIVERS - Drivers, male and female between the ages of 15 and 24.