Maine Bureau of Highway Safety and MaineDOT Announce New Web Tool

Maine Bureau of Highway Safety and MaineDOT are pleased to announce a new web tool that will provide general access to up-to-date information on Maine Crash Data. The new Maine Public Crash Query Tool is pretty self-explanatory as you go from screen to screen. You can develop data in three areas: ‘Statistics’; ‘Mapping’; and ‘High Crash Locations’. More information and sample screen shots are attached for further guidance. Many of these items are also highlighted in the ‘Helpful Tips’ icon at the bottom of each of the three main topic screens – so check them ALL out. To access, go to: https://mdotapps.maine.gov/MaineCrashPublic/

· In ‘Statistics’, you can obtain statewide or specific town/county/police department results (Step 1) for single, multi-year or general trend results (Steps 2/3). You can focus on certain injury levels of interest (Step 4). Step 5 allows you to select specific crash qualities (you can pick more than 1) by clicking ‘change’ to the right of the option.

· For ‘Mapping’, there is a similar set of crash options to choose from. In the upper left part of the map portion of the screen is a Map/Satellite option; the lower right ‘person’ icon can be dragged for a Google Earth street view of the location.

· Individual crashes are shown with red balloon markers that can be clicked on for general crash info. Other locations will show crash clusters with a number. Zoom in, and these clusters often disperse into individual crash locations. Some individual locations have multiple crashes and will retain a total number, even after maximum zooming. If there are a limited number of crashes in that location cluster (like 10 or less), clicking the number icon will list summary info of each crash. For very large crash clusters, there is a Cluster marker tool that will blow-up to show individual icons for each crash. See attached exhibit for how to drill down to the detail.

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In ‘High Crash Locations’, crash data for Intersection and Section is provided separately. It is best to use at least 3 years of crash data for location comparison purposes. Each of the columns of query results information is sortable, by clicking on the column header.

- In addition to the Basic User capabilities outlined above, there also is an ADVANCED USER option that gives you the opportunity to query on a selected intersection (select town location) or section of road (select statewide).

A tool that could help you navigate through MaineDOT road referencing is MaineDOT’s Mapviewer. The web site for that tool can be accessed via www.Maine.gov/mdot/mapviewer/.

It is helpful when looking up Route mile point references, etc. You will need to sign up and be approved for the ADVANCED USER capability. This is done by logging in to the Advanced User through the link on the top right black bar. More on that in the attached screen shots.

We hope you find this new tool helpful in your crash analysis.

Duane Brunell
Lauren Stewart

Save The Date!

2017 Maine Impaired Driving Summit
May 19, 2017
Gracie Theater, Husson University

More details to come
The Federal Motor Carrier Administration (FMCSA) is establishing the Commercial Driver’s License (CDL) Drug and Alcohol Clearinghouse (Clearinghouse). This new database will contain information pertaining to violations of the U.S. Department of Transportation (DOT) controlled substances (drug) and alcohol testing program for holders of CDLs.

The Clearinghouse rule requires FMCSA-regulated employers, Medical Review Officers (MROs), Substance Abuse Professionals (SAPs), consortia/third party administrators (C/TPAs), and other service agents to report to the Clearinghouse information related to violations of the drug and alcohol regulations in 49 Code of Federal Regulations, parts 40 and 382 by current and prospective employees.

The Clearinghouse will also require the following:

- Employers will be required to query the Clearinghouse for current and prospective employees’ drug and alcohol violations before permitting those employees to operate a commercial motor vehicle (CMV) on public roads.
- Employers will be required to annually query the Clearinghouse for each driver they currently employ.
- State Driver Licensing Agencies will be required to query the Clearinghouse whenever a CDL is issued, renewed, transferred, or upgraded.

The Clearinghouse will provide FMCSA and employers the necessary tools to identify drivers who are prohibited from operating a CMV based on DOT drug and alcohol program violations and ensure that such drivers receive the required evaluation and treatment before operating a CMV on public roads. Specifically, information maintained in the Clearinghouse will enable employers to identify drivers who commit a drug or alcohol program violation while working for one employer, but who fail to subsequently inform another employer (as required by current regulations). Records of drug and alcohol program violations will remain in the Clearinghouse for five years, or until the driver has completed the return-to-duty process, whichever is later.

MaineDOT and Maine Bureau of Highway Safety Update

MaineDOT’s Safety Office has worked with the Maine Bureau of Highway Safety to gather updated crash and fatality data. This effort produced the varied displays prepared by MaineDOT that largely track with Maine’s Strategic Highway Safety Plan focus areas. This booklet is designed to provide a quick simple look at data trends with no editorial comments. For commentary and improvement strategies, refer to Maine’s Strategic highway Safety Plan – which is scheduled to be updated in 2017. A big thank you to MaineDOT’s Office of Communications for their graphics work!


Hard copies of the booklet are available upon request.

Have a Happy and SAFE 2017!
Road De-Icers Cause $3B Annually in Vehicle Rust Damage

Seventy percent of U.S. drivers at risk for costly, dangerous rust damage

According to a new AAA survey, U.S. drivers paid an estimated $15.4 billion in rust repairs caused by de-icing methods over the last five years, or approximately $3 billion annually. As the end of winter approaches, New Englanders will face pricey vehicle repairs from rust damage caused by chemicals used to de-ice roadways. AAA advises drivers to take action to prevent dangerous rust-related vehicle damage to brake lines, fuel tanks, exhaust systems and other critical vehicle components.

“The application of de-icing salts and solutions is critical to keeping our nation’s roadways safe every winter, it’s important that drivers pay attention to warning signs that their vehicle may be suffering from rust-related damage,” said Pat Moody, manager of public affairs for AAA Northern New England. “This can be much more than a cosmetic issue, it can also create serious safety issues for drivers by impacting brake lines, exhaust systems, fuel tanks and electrical connections.”

AAA strongly urges drivers who experience any of the following vehicle malfunctions to immediately move the vehicle off the road to a safe location and have it towed to a trusted repair facility.

- In-dash warning lights for brakes and other critical systems.
- A “spongy” or soft feeling when applying pressure to the brake pedal.
- An unusually loud exhaust sound or the smell of fumes in or around the vehicle.
- The prominent smell of gasoline or diesel fuel when the vehicle is parked or running.

In recent years, some state and local transportation departments have shifted from using rock salt to liquid de-icers to combat ice and snow on the roadways. These newer alternatives are more effective than traditional salt because they can be applied before a snowstorm, have a lower freezing point and melt ice and snow faster. However, these same characteristics can be even more damaging to vehicles since the chemicals remain in liquid form longer and are more likely to coat components and seep into cracks and crevices where corrosion can accelerate.


“In the last five years, 22 million U.S. drivers have experienced rust damage to their cars due to salt and liquid de-icers,” continued Moody. “In addition to the safety risk, repairs to fix these problems are often costly, averaging almost $500 per occurrence.”

While some rust damage is unavoidable, AAA recommends drivers take the following preventative steps in order to reduce the possibility of vehicle damage:

- When possible, limit driving immediately before, during and after winter storms when salt and de-icing solutions are being applied and are at their highest concentrations.
- Frequently wash your vehicle, paying particular attention to the undercarriage. This will loosen, dissolve and neutralize road salts. Many drive-through car washes offer an undercarriage rinse as an option.
- Get the bottom of your vehicle undercoated. It helps prevent moisture and compounds from getting into

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exposed areas and is designed to keep your vehicle’s undercarriage safe from rust and corrosion.

- Always use a high-quality car wash solution, not a household dish detergent that will strip the wax from your vehicle.
- Repair any body damage and touch up paint scratches and chips that expose bare metal which could lead to rust.
- Before the start of winter, thoroughly wash and clean your vehicle prior to the start of winter and apply a coat of wax to protect the finish.
- Give the entire vehicle and undercarriage one last cleaning in the spring. Any deposits left over from winter can continue to cause corrosion year-round if not properly removed.

Pothole damage is another concern for drivers, as snow and ice melt and roadways begin to crumble. A new AAA survey found that nearly 30 million U.S. drivers experienced pothole damage significant enough to require repair in 2016, with repair bills ranging from under $250 to more than $1000. To address this issue, AAA believes that more funding is needed to keep pace with critical repairs and ongoing maintenance of the nation’s roadways.

When pothole or rust damage occurs, it is imperative to choose a reputable repair facility. The AAA Approved Auto Repair (AAR) network includes nearly 7,000 facilities which have met AAA’s high standards, including certifications, technical training, cleanliness, insurance requirements, rigorous inspections and customer satisfaction. AAA members are eligible for special benefits such as priority service, a 24-month/24,000-mile warranty, discounts, free inspections, dispute resolution assistance and more. To locate an AAR shop in your area, visit AAA.com/AutoRepair.

As North America’s largest motoring and leisure travel organization, AAA provides more than 56 million members with travel, insurance, financial, and automotive-related services. Operating 19 offices throughout Maine, New Hampshire and Vermont, AAA Northern New England is a not-for-profit, fully tax-paying corporation and serves as an advocate for the safety and security of all travelers. AAA Northern New England can be visited on the Internet at www.AAA.com.
Nearly every possession we own and almost all of the food we eat are brought to our local store or warehouse by truck. The chances are high that you have ridden a bus between cities or as part of a group to a national park or other attraction. Large trucks and buses, also known as commercial motor vehicles (CMVs), play a critical role in helping move our nation’s economy and transporting our loved ones.

With all this commerce and movement, it’s no surprise there are more large trucks and buses on the road than ever before. In fact, there are nearly 12 million CMVs registered to operate on America’s roadways.

It’s easy to think of all vehicles on the road simply as cars of varying sizes. However, in reality, trucks and buses are much more difficult to maneuver and have massive blind spots. Awareness of these differences, and some simple adjustments in driving behavior, can help all drivers keep the roads as safe as possible.

While fatal crashes involving large trucks and buses have decreased in recent years, FMCSA’s Our Roads, Our Responsibility program seeks to educate passenger vehicle drivers and commercial vehicle divers on how to improve driving behavior, learn to coexist on the same roadways, and work together to reduce crashes.
MTSC: Promoting Safe Transportation in Maine

Mark Your Calendars and Save the Date(s)

For the Maine Transportation Safety Coalition Meeting

Monday, February 27 at DPS/BHS in the Champlain Room from 9:30-Noon
(Future meetings: June 26th and October 23rd)

We will go through the new 2016 Maine Highway Safety Facts publication and discuss key performance areas as we close out data for 2016.

Check the Maine Transportation Safety Coalition at www.themtsc.org for upcoming meetings and events.

American Traffic Safety Services Association

New England Chapter of ATSSA Meeting 10:30-2:30 p.m.

(lunch included) Chapter Technical Committees 9-10 a.m.

Tuesday, March 21, 2017

USM Glickman Library (7 Floor), 214 Forest Ave, Portland, ME 04101
http://usm.maine.edu/library/location-and-hours

$25 meeting fee; All public agency employees are FREE Go to link below, log in, & scroll to register now!
http://www.atssa.com/MemberCenter/ChapterNetwork/NewEnglandChapter.aspx

For those ATSSA Members involved in a technical committee Guardrail, Pavement Markings and TTC/Sign Committees will be meeting from 8-10am

Your ATSSA Chapter Serving

Maine, Connecticut, Massachusetts, New Hampshire, Rhode Island, and Vermont

For questions or comments about the agenda, please contact:

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