



The Status of Transportation Safety in Maine

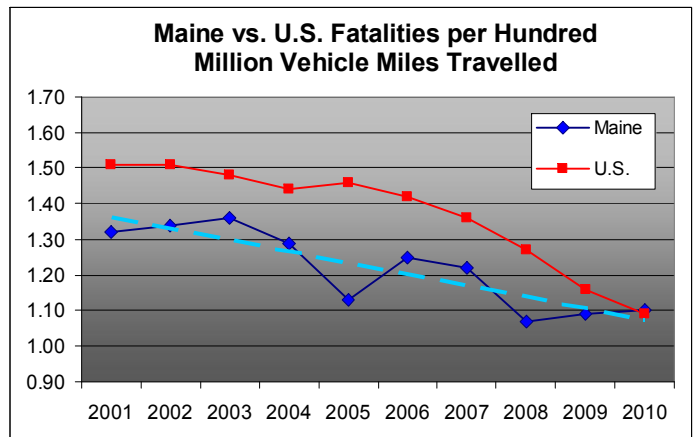
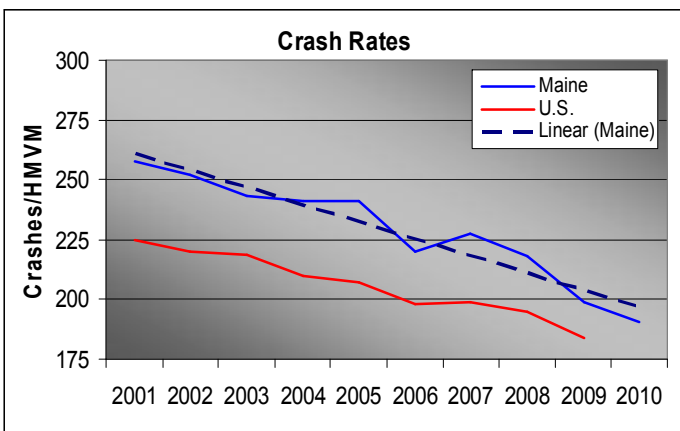
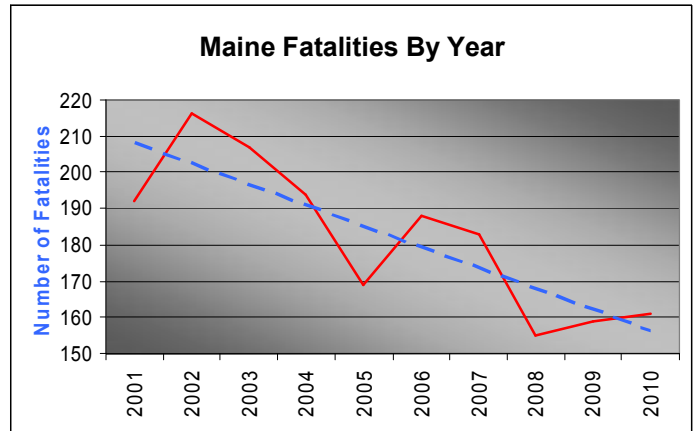
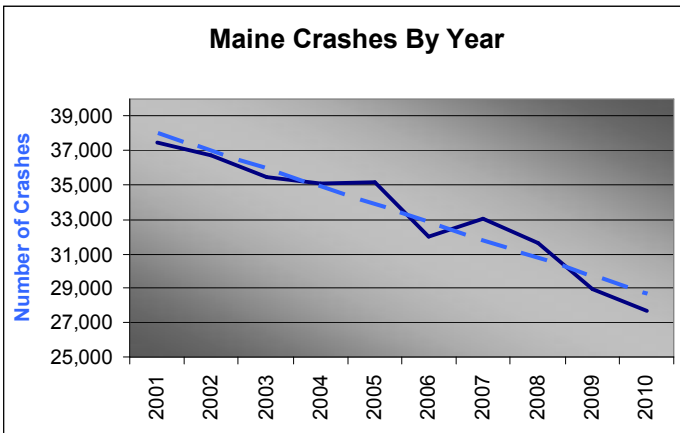
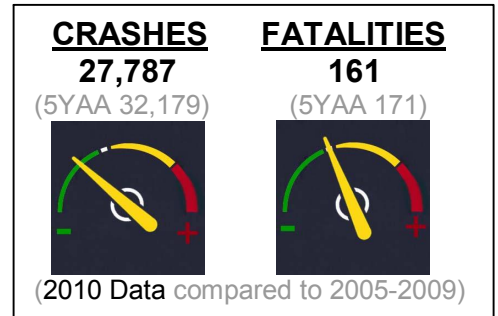
2010 Crash Results in Key Areas

The Maine Transportation Safety Coalition reports annually on the state's crash activity in top priority topics: **Seat Belts/ Passenger Restraints; Lane Departure Crashes; Younger and Older Drivers; Illegal/Unsafe Speed, Alcohol/Drugs, Motorcycles and Distracted Driving.** Ten-year charts in each section include a blue dashed trend line and five-year annual averages (5YAA). *Gauges indicate 2010 crash and fatality crash performance compared to prior 5 year average; green (left) indicates performance improvement, vertical needle is little / no change, red (right) is increased crash/fatalities.*

Overall 2010 Maine Crash Results

Maine experienced a slight increase in fatalities (161) since its recent low in 2008 (155). Fatalities continue at a decreased level partially due to reduced travel resulting from increased energy costs, as well as other factors. The rate charts below compare Maine's experience with national rates.

- Crash Rate decreased in 2010, but is above the national average. Maine's crash rate is 190.5 Crashes/ Hundred Million Vehicle Miles (HMVM). The latest national rate is 184 (2009)¹.
- Maine's Fatality Rate of 1.11 Fatalities/HMVM has increased the last two years compared to the best recent year (2008).
- Maine's Fatality Rate is even with the national rate.



¹National crash and fatality rates are from USDOT Bureau of Transportation Statistics *Data Notes*.

1. Total **Fatality** counts are from Maine Fatal Accident Report System (FARS).

Crash data is from MaineDOT systems that track crashes on public roads.

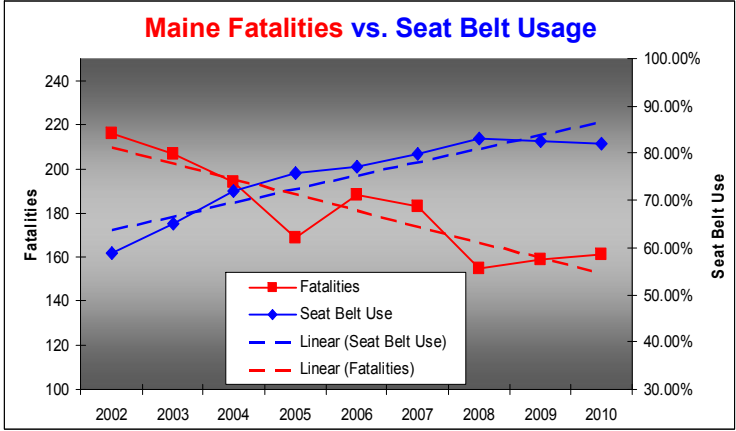
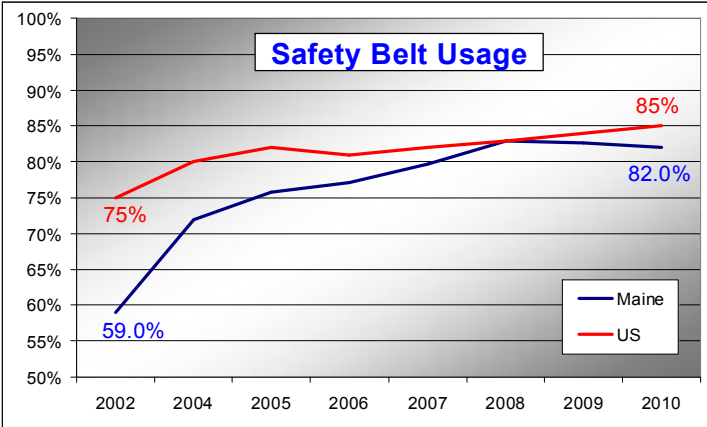
2. Crashes can be caused by a combination of factors, so one crash may have relationships to several of the categories listed in this report.

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The following summarizes Maine’s common crash factors and types². The top of the list summarizes topics covered in this report. The right-hand column indicates how 2010’s performance compares to the prior five-year annual average. The second part of the list shows ‘Other Crash Trends’ that have frequent interest and are part of Maine’s Strategic Highway Safety Plan.

Maine Top Crash Types			
(Based on Annual Average of last 5 years experience)			
	Avg. Annual Fatalities (05-09)	2010 Fatalities	Recent Trend (Red Shaded Indicates Deteriorating Performance)
All Crash Types	167.6	161	- 3.9%
Lane Departure	122.2	114	- 6.7%
Speed	71.6	79	+ 10.3%
Unbelted	60	41	- 31.7%
16-24 Year Old	52.8	55	+ 4.2%
Alcohol	56.8	45	- 20.8%
Distracted/Inattentive	42.8	37	- 13.6%
65-98 Year Old	34.6	28	- 19.1%
Motorcycles	20.6	18	- 12.6%
Other Crash Trends			
Winter	18.6	17	- 8.6%
Intersections	20	18	- 10.0%
Large Trucks	12.6	8	- 36.5%
Pedestrians	11.8	13	+ 10.2%
Moose	1.8	3	+ 66.7%
Bicycles	2.8	1	- 63.6%

CRASH TRENDS



SEAT BELT

 usage has declined slightly since 2008 and fatalities have increased

UNBELTED FATALITIES

41 (5YAA 60)

(2010 Data compared to 2005-2009)

There were 41 unbelted fatalities in passenger vehicles in 2010. This is 33% of the 123 motor vehicle crash fatalities (does not include large trucks, pedestrians, bicycles, motorcycles, ATV’s, etc.) Maine’s seat belt usage rate in 2010 decreased to 82%, while the national rate climbed to 85%. Note the relationship between increased seat belt use and the reduced number of fatalities. Maine passed a primary seat belt law effective 4/1/2008.

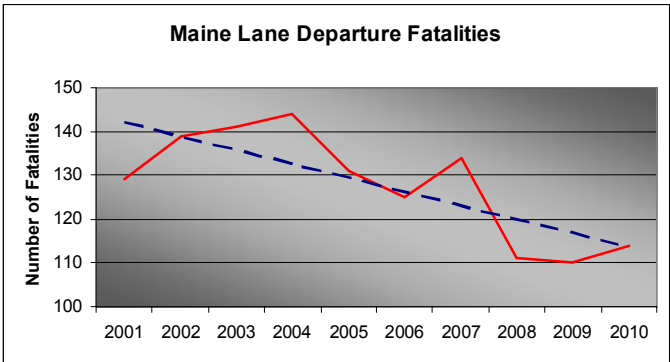
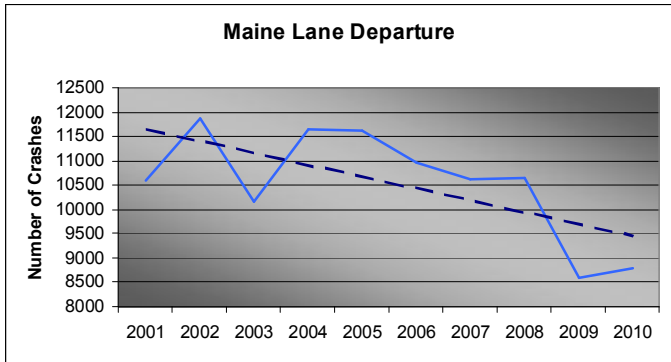
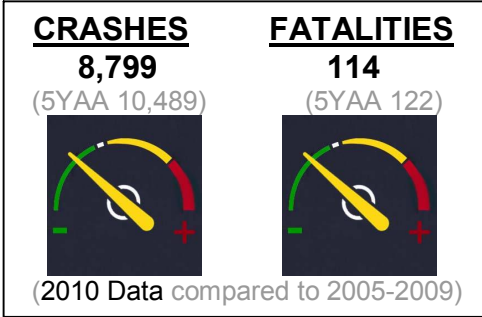
*Note²: See additional background on many of these topics in MTSC’s **The Status of Transportation Safety in Maine**. Lane Departure is a crash where at least one vehicle leaves its proper lane of travel – resulting in Run Off Road or Head On crashes.*

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LANE DEPARTURE

 crashes continue as Maine's most frequent fatal crash type.

- Lane Departure (LD) **crashes** are **31%** of Maine's crash total.
- 114 fatalities resulted from Lane Departure crashes and still represent **70%** of Maine's total **crash fatalities**.
- 66 (57%) of these fatalities were speed related.
- Weather plays a role in Maine's Lane Departure crashes – 3,200 crashes resulting in 24 fatalities occurred on wintry road surfaces; nearly 1,200 crashes resulting in 29 fatalities on wet roads.
- 66% of Lane Departure fatalities occurred on these secondary road classes: major collectors (25%), minor collectors (11%) and local roads (30%).



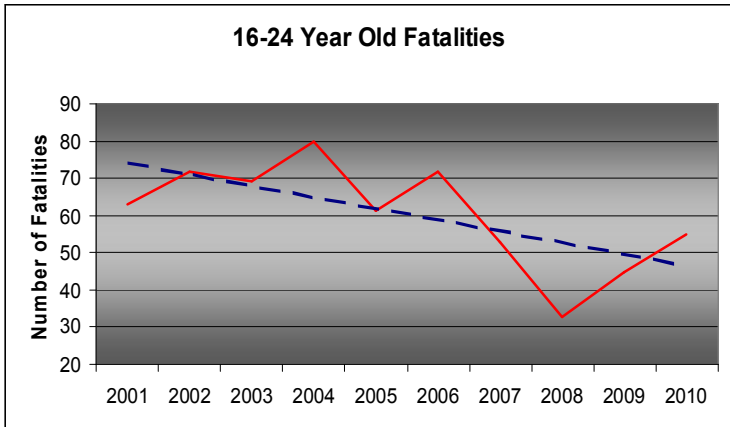
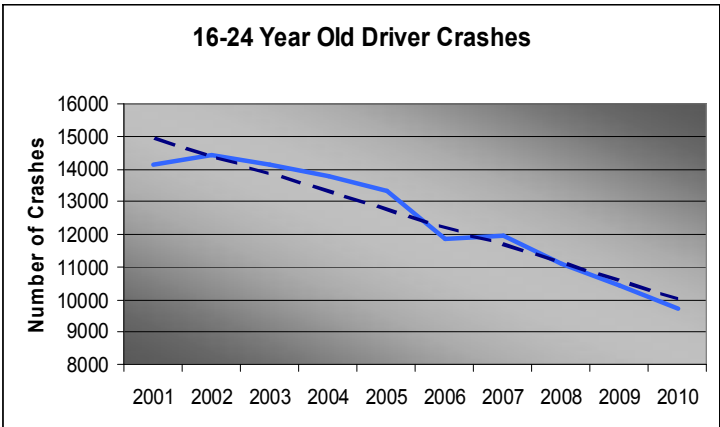
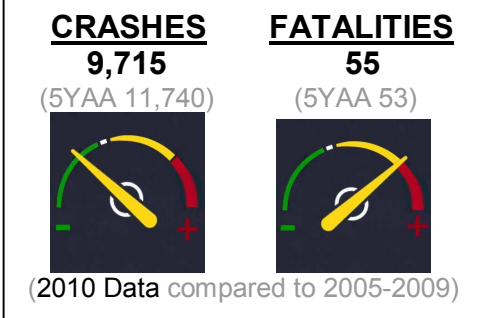
YOUNGER DRIVERS

 (defined as between the ages of 16 and 24) were involved in fatal crashes that resulted in 55 fatalities in 2010 (34% of total Maine traffic deaths). Leading fatal crash factors were exceeding the posted speed limit (34); careless or inattentive driving (10) and operator inexperience (5).

Of the 28 fatality involved young drivers, only 11 wore seat belts.

Crash facts about Maine's youngest drivers – aged 16 through 18:

- 11 young drivers were involved in fatal crashes
- 14 fatal crashes resulted in a total of 15 deaths
- 58 alcohol related crashes (4.5% of all alcohol related crashes).
- In fatal crashes, there were 2 teen drivers with positive BAC



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MATURE DRIVERS (defined as age 65 and older). Twenty-three drivers aged 65 and older were involved in fatal crashes that resulted in 28 deaths. Twenty-eight individuals in this age group died in crashes. Eighteen of these fatal crashes were Lane Departure. Leading crash characteristics include:

- Failure to yield (9)
- Failure to Keep in Proper Lane (8)
- Illegal/Unsafe Speed (6)
- Careless or Inattentive (5)
- Physical Impairment (3)

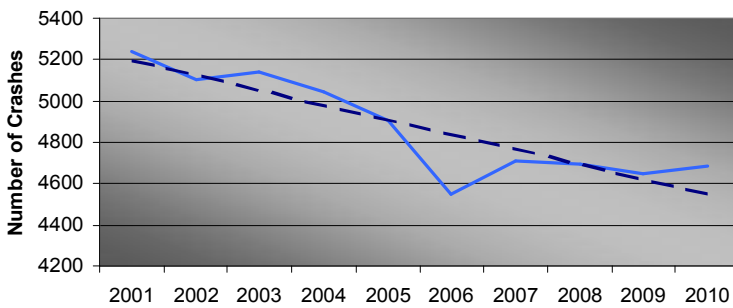
CRASHES
4,704 (5YAA 4,702)

FATALITIES
28 (5YAA 35)

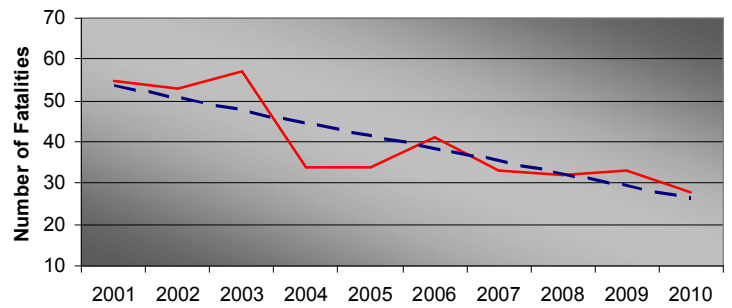


(2010 Data compared to 2005-2009)

Mature Driver Crashes (65+)



Mature Fatalities (65+)



ILLEGAL/UNSAFE SPEED crashes are below the recent five-year annual average, but fatalities increased in 2010. Speed-related crashes account for 17% of the total crashes and 49% of total fatalities.

- The biggest concern is excessive speed that can lead to other driver errors and serious injuries.
- Adjusting speed for weather-related road conditions is a problem. Unsafe speed was noted in 2,532 crashes (and 15 fatalities) on snowy, slushy or icy road surfaces, and another 555 occurred on wet road surfaces.

CRASHES
4,787 (5YAA 6,157)

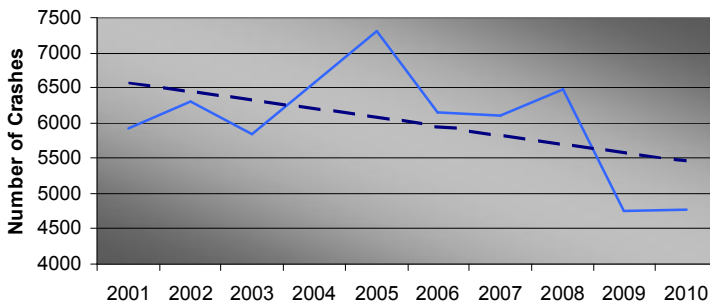


FATALITIES
79 (5YAA 72)

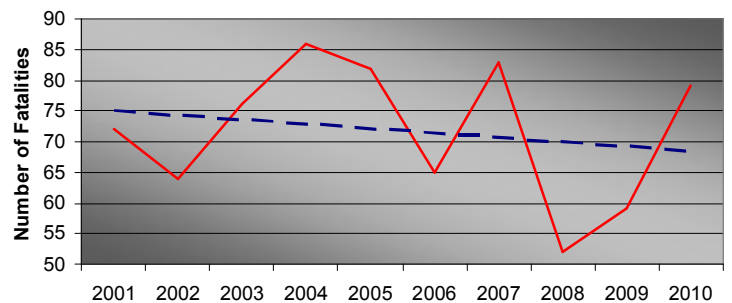


(2010 Data compared to 2005-2009)

Illegal/Unsafe Speed Crashes



Illegal/Unsafe Speed Fatalities



Note: See additional background on these topics in MTSC's *The Status of Transportation Safety in Maine*.

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MOTORCYCLE crashes resulted in 18 fatalities.

Motorcycle/scooter crashes are a trend to watch with fuel costs causing travelers to consider cheaper transportation modes. Although Maine experienced a decrease in crashes and fatalities in 2010, both numbers have risen significantly since 2001.

2010 Motorcycle crash aspects include:

- o Helmets were not worn by 55% of the riders killed.
- o Leading age group of motorcycle operator fatalities is 26-54.
- o 16 of the fatalities were motorcycle operators, 2 were passengers.

CRASHES

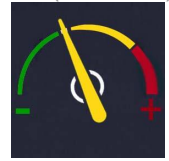
566 (5YAA 624)



(2010 Data compared to 2005-2009)

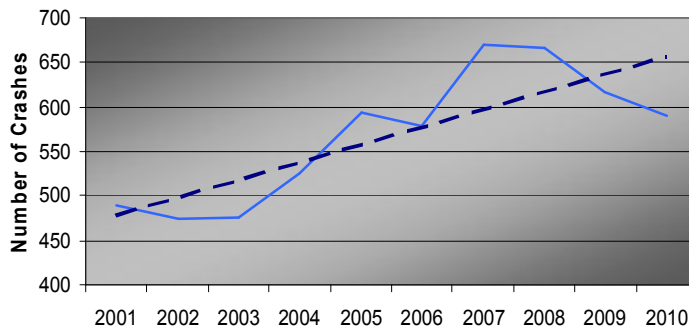
FATALITIES

18 (5YAA 20)

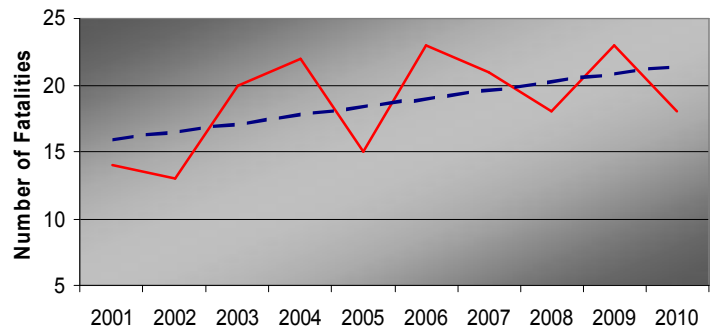


(2010 Data compared to 2005-2009)

Motorcycle Crashes



Motorcycle Fatalities



ALCOHOL-related crash fatalities decreased in 2010,

as did the percentage of Maine's alcohol-related fatal crashes. However, the longer term fatality trend reflects a smaller decrease than other crash areas. Maine had 45 alcohol-related fatal crashes, 36 had a BAC of .08 or higher (28% of all fatal crashes). This was below the 2009 fatality level (31% of total crashes) and below the FARS national rate of 32% (2009). In fatal crashes, 10 young drivers (age 16 to 24) had positive BAC levels; 2 16-20 year olds had positive BAC results.

CRASHES

1,265 (5YAA 1,624)



(2010 Data compared to 2005-2009)

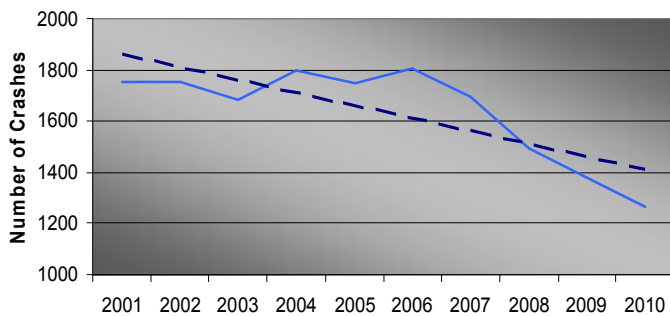
FATALITIES

45 (5YAA 57)

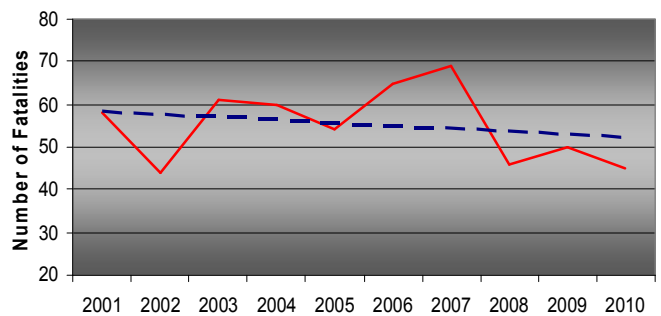


(2010 Data compared to 2005-2009)

Impaired Driver Crashes (Alcohol)



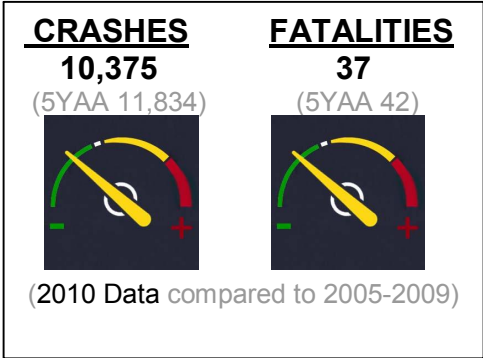
Impaired Driving Fatalities (Alcohol)



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DISTRACTIONS/INATTENTION

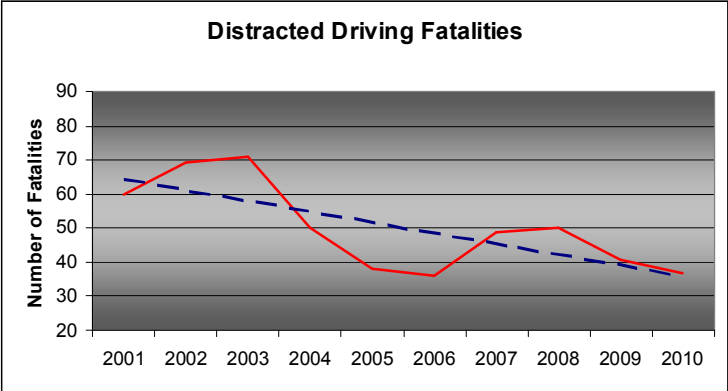
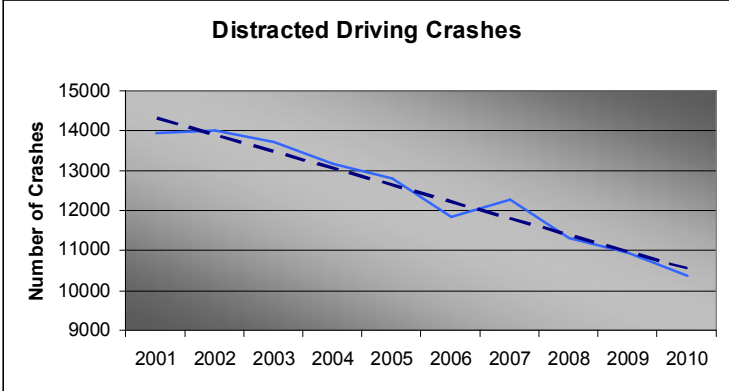
Some crashes result when the driver takes their eyes off the road or their mind away from the driving decision needs. Various circumstances lead to distractions including talking to someone in the car, trying to reach for something on the floor or in the backseat, cell phone use, texting, using an mp3 player or trying to open a CD case. It is difficult to accurately collect this information at the crash scene since drivers won't always volunteer what led to the crash.



Maine enacted a Distracted Drivers law that became effective on September 12, 2009 that includes this definition: "Operation of a motor vehicle while distracted" means the operation of a motor vehicle by a person who, while operating the vehicle, is engaged in an activity:

- (1) That is not necessary to the operation of the vehicle; and
- (2) That actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle.

In addition to this law a specific law outlawing texting while driving was signed on June 3, 2011.



Contact Information: Maine Transportation Safety Coalition, P.O. Box 818, Augusta, ME 04333-0818 and on the web at www.themtsc.org