The Bureau of Highway Safety and the Maine Department of Transportation are pleased to present the 2016 edition of Maine Highway Safety Facts. This publication provides Maine crash data facts through 2015 giving a view of traffic crashes and their factors. It can be a valuable tool in problem identification, safety education and community activities. Since it is intended to provide a general information overview, the data is presented in a very basic format. Trend lines reflect five-year annual averages. Topics covered represent the most frequently requested information. Data sources are from the Maine Fatal Analysis Reporting System (FARS) and MaineDOT’s crash data system. Any comments or questions you may have about the information are welcome.

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MaineDOT
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Statewide Crash Overview

Maine Quick Crash Facts
Facts based on average annual experience from 2011-2015

Motor vehicle crashes occurred with the following average frequency:
- One fatal crash every 60 hours
- One personal injury crash every 56 minutes
- One property-damage only crash every 24 minutes
- One reportable traffic crash every 17 minutes

There were 30,482 traffic crashes on Maine public roads involving:
- 48,158 vehicles
- 63,836 vehicle occupants (drivers and passengers)
- 297 pedestrians
- 212 bicyclists
- 17 ATV’s
- 7 snowmobiles

Nearly 15 billion vehicle miles were traveled within the State of Maine.

146 people were killed in traffic crashes. 37 of those deaths were the result of drinking and driving.
21% of Maine’s crash fatalities occur between 9pm and 2am, even though there is very low traffic volume at this time.

Collisions involved 42,361 Maine drivers and 3,877 out-of-state drivers.

8,229 injury crashes
130 fatal crashes

Driving Toward Zero Deaths
146 people were killed in traffic crashes.
37 of those deaths were the result of drinking and driving.
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8,229 injury crashes
130 fatal crashes
Maine Crashes

Total reportable crashes on Maine's public roads.

Maine Crash Rates

Crashes per estimated hundred million vehicle miles traveled.
Maine Annual Fatalities

Maine fatalities as identified in Fatal Analysis Reporting System (www.nhtsa.gov/FARS)

Maine Fatality Rates

Fatalities per estimated hundred million vehicle miles traveled.
Maine Incapacitating Injury Outcomes

Injuries


SNAPSHOT LOOK AT FOCUS AREAS

Maine Top Crash Types Based On Annual Average Of Last 5 Years’ Experience (2011-2015) 2006-2010 Experience

LEAD FOCUS AREAS

All Crash Types 30,482 146.4 4.8 30,750 169.2
Lane Departure 9,177 99.2 10.8 8,727 118.8
Speed 4,449 59 13.3 5,670 67.6
Unbelted 55.6 55.4
16-18 Year Old 2,943 11.4 3.9 3,334 14.8
16-20 Year Old 5,330 18.2 3.4 6,597 27.2
21-24 Year Old 4,551 20.2 4.4 4,587 24.4
Alcohol 1,197 37.6 31.4 1,566 55.0
*Distracted/Inattentive 3,092 12.75 4.1 11,348 42.6
65-98 Year Old 5,335 35.4 6.6 5,010 33.1
Motorcycles 577 19 32.9 624 20.6
Winter 6,010 15 2.5 6,215 16.4
Intersections 6,732 17.4 2.0 9,058 21.6
Large Trucks 518 5.2 10.8 249 12.4
Pedestrians 297 11.8 39.7 249 32.2
Moose 365 0.8 2.2 361 2.2
Bicycles 208 1.4 6.7 192 2.0

Overall results from 2011-2015 (white) have shown improvement over the earlier five-year study period of 2006-2010 (blue).

Severity comparison (orange column) shows relative potential for a fatal outcome - the higher the number, the higher the chance of a fatality in that crash type.

*NOTE: The significant variance in this area is due to the 2011 Maine Crash Reporting System (MCRS) change in distracted driving reporting definition. Distracted driving results are for 2012-2015.
Maine Crashes by Type (2006-2015)

- Went-Off-Road: 10%
- Head-On: 29%
- Rear-End: 33%
- Moose: 18%
- Bicycle: 10%
- Intersection: 7%
- Rollover: 4%
- Pedestrians: 49%
- All Other Animals: 23%
- Deer: 10%

Maine Fatalities by Type (2006-2015)

- Went-Off-Road: 10%
- Head-On: 23%
- Rear-End: 4%
- Moose: 10%
- Bicycle: 7%
- Intersection: 49%
- Rollover: 4%
- Pedestrians: 23%
- All Other Animals: 10%
- Deer: 10%
- Fire: 10%
Crashes by Day of the Week (2006-2015)

Fatalities by Day of the Week (2006-2015)
### Crashes by Time of Day (2006-2015)

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Percent of Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midnight</td>
<td>2%</td>
</tr>
<tr>
<td>1:00 AM</td>
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<tr>
<td>11:00 PM</td>
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</tbody>
</table>

### Fatalities by Time of Day (2006-2015)

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Percent of Total Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Midnight</td>
<td>2%</td>
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<td>10:00 PM</td>
<td>3%</td>
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<tr>
<td>11:00 PM</td>
<td>3%</td>
</tr>
</tbody>
</table>
Lane departure crashes result when a vehicle leaves its designated lane of travel and veers left or right. Two crash types will normally result—either head-on or went-off-road. Those two crash types are further detailed on the following pages.
Head-on crashes are much more severe than went-off-road. There is an average of 42 fatalities/1,000 crashes for head-on compared to 8.3 fatalities/1,000 crashes in went-off-road crashes.
Went-off-road crashes are more frequent than head-on, occurring 10 times more often.
Maine Crashes by Road Surface Condition (2011-2015)

- Wet
- Dry
- Snow, Slush, Ice, Frost

Top Fixed Objects Struck (2012-2015)

- Tree (standing)
- Ditch
- Utility Pole/Light Support
- Embankment
- Guardrail Face
- Mailbox
- Traffic Sign Support
- Guardrail End
- Culvert
- Bridge Rail
- Cable Guardrail Barrier

Fixed objects struck data, as currently defined, has only been available since 2012.
Top Driver Actions in Crashes (2006-2015)

- Failed to Yield Right-of-Way
- Followed Too Closely
- Exceeded Posted Speed Limit
- Drove Too Fast For Conditions
- Ran Off Roadway
- Improper Parking
- Improper Turn
- Erratic, Reckless, and Careless Driving

Top Driver Actions in Fatal Crashes (2006-2015)

- Failed to Yield Right-of-Way
- Followed Too Closely
- Exceeded Posted Speed Limit
- Drove Too Fast For Conditions
- Ran Off Roadway
- Improper Parking
- Improper Turn
- Erratic, Reckless, and Careless Driving
Seat belt usage numbers are developed by local observational studies.
**Impaired Crashes**

![Graph showing impaired crashes from 2006 to 2015 with 5-year rolling average.]

- **5YAA Crashes** = 1,197.2
- **5 Year Rolling Avg.**

**Alcohol and Non-Alcohol Related Fatalities**

![Bar chart showing alcohol and non-alcohol related fatalities from 2011 to 2015.]

- **Fatalities** = 37.6
- **Non-Alcohol Fatalities**
- **Fatalities Involving Alcohol**
Prior to 2011, police crash reports captured general distracted/inattentive driving factors, and 10,000+ distraction/inattention related crashes were reported annually. During 2011, Maine switched to an updated crash report in line with national guidance that now reports on specific distracted practices, but does not include generic inattention, greatly reducing the reported number of distracted crashes. Distracted driving behaviors are usually self-reported.
### Crashes Involving Drivers with Suspended Licenses

<table>
<thead>
<tr>
<th>Year</th>
<th>All Crashes</th>
<th>Suspended Crashes</th>
<th>% of Suspended Crashes</th>
<th>All Fatalities</th>
<th>Suspended Fatalities</th>
<th>% of Suspended Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>35,208</td>
<td>795</td>
<td>2.26%</td>
<td>207</td>
<td>9</td>
<td>4.35%</td>
</tr>
<tr>
<td>2004</td>
<td>35,014</td>
<td>854</td>
<td>2.44%</td>
<td>194</td>
<td>20</td>
<td>10.31%</td>
</tr>
<tr>
<td>2005</td>
<td>35,047</td>
<td>707</td>
<td>2.02%</td>
<td>169</td>
<td>17</td>
<td>10.06%</td>
</tr>
<tr>
<td>2006</td>
<td>32,067</td>
<td>679</td>
<td>2.12%</td>
<td>188</td>
<td>18</td>
<td>9.57%</td>
</tr>
<tr>
<td>2007</td>
<td>33,386</td>
<td>789</td>
<td>2.36%</td>
<td>183</td>
<td>16</td>
<td>8.74%</td>
</tr>
<tr>
<td>2008</td>
<td>31,779</td>
<td>584</td>
<td>1.84%</td>
<td>155</td>
<td>4</td>
<td>2.58%</td>
</tr>
<tr>
<td>2009</td>
<td>28,980</td>
<td>613</td>
<td>2.12%</td>
<td>159</td>
<td>14</td>
<td>8.81%</td>
</tr>
<tr>
<td>2010</td>
<td>27,893</td>
<td>581</td>
<td>2.08%</td>
<td>161</td>
<td>8</td>
<td>4.97%</td>
</tr>
<tr>
<td>2011</td>
<td>28,654</td>
<td>577</td>
<td>2.01%</td>
<td>136</td>
<td>11</td>
<td>8.09%</td>
</tr>
<tr>
<td>2012</td>
<td>28,522</td>
<td>661</td>
<td>2.32%</td>
<td>164</td>
<td>16</td>
<td>9.76%</td>
</tr>
<tr>
<td>2013</td>
<td>30,510</td>
<td>630</td>
<td>2.06%</td>
<td>145</td>
<td>19</td>
<td>13.10%</td>
</tr>
<tr>
<td>2014</td>
<td>31,880</td>
<td>667</td>
<td>2.09%</td>
<td>131</td>
<td>14</td>
<td>10.69%</td>
</tr>
<tr>
<td>2015</td>
<td>32,845</td>
<td>677</td>
<td>2.06%</td>
<td>156</td>
<td>15</td>
<td>9.62%</td>
</tr>
<tr>
<td>5 Year Annual Average</td>
<td>642.4</td>
<td>2.11%</td>
<td>15</td>
<td>9.91%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Fatalities by Selected Categories by Year (2011-2015)

<table>
<thead>
<tr>
<th>Year</th>
<th>Pedestrian</th>
<th>Bicycle</th>
<th>Motorcycle</th>
<th>Impaired</th>
<th>% Impaired</th>
<th>Total Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>2011</td>
<td>11</td>
<td>0</td>
<td>15</td>
<td>23</td>
<td>17</td>
<td>136</td>
</tr>
<tr>
<td>2012</td>
<td>9</td>
<td>1</td>
<td>24</td>
<td>50</td>
<td>30</td>
<td>164</td>
</tr>
<tr>
<td>2013</td>
<td>11</td>
<td>4</td>
<td>14</td>
<td>35</td>
<td>24</td>
<td>145</td>
</tr>
<tr>
<td>2014</td>
<td>9</td>
<td>2</td>
<td>10</td>
<td>33</td>
<td>25</td>
<td>131</td>
</tr>
<tr>
<td>2015</td>
<td>19</td>
<td>0</td>
<td>32</td>
<td>47</td>
<td>30</td>
<td>156</td>
</tr>
<tr>
<td>5 Year Avg.</td>
<td>11.8</td>
<td>1.4</td>
<td>19</td>
<td>37.6</td>
<td>25.2</td>
<td>146.4</td>
</tr>
</tbody>
</table>

This table shows the relationship between the various classifications of fatalities and the total number of fatalities.
The rates on the next two pages are estimates, based on Maine's licensed driver population and national estimates on annual mileage driven by age group. Any crash-involved driver is included in this data, regardless of fault.
**Driver Crashes (Ages 16-20)**

- Crashes = 5,329.6
- 5 Yr. Rolling Avg.

**Driver Fatalities (Ages 16-20)**

- Fatalities = 18.2
- 5 Yr. Rolling Avg.
**Mature Driver Crashes (Ages 65-70+)**

- **5 Year Rolling Avg. (5YAA):** Crashes = 5,335.2

**Mature Driver Fatalities (Ages 65-70+)**

- **5 Year Rolling Avg. (5YAA):** Fatalities = 35.4

### Mature Licensed Drivers

<table>
<thead>
<tr>
<th>Year</th>
<th>65-69</th>
<th>70+</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>47,675</td>
<td>102,719</td>
</tr>
<tr>
<td>2004</td>
<td>49,084</td>
<td>105,758</td>
</tr>
<tr>
<td>2005</td>
<td>50,075</td>
<td>109,905</td>
</tr>
<tr>
<td>2006</td>
<td>53,310</td>
<td>109,659</td>
</tr>
<tr>
<td>2007</td>
<td>54,425</td>
<td>110,616</td>
</tr>
<tr>
<td>2008</td>
<td>58,174</td>
<td>114,247</td>
</tr>
<tr>
<td>2009</td>
<td>61,265</td>
<td>116,697</td>
</tr>
<tr>
<td>2010</td>
<td>81,677</td>
<td>118,323</td>
</tr>
<tr>
<td>2011</td>
<td>67,766</td>
<td>121,280</td>
</tr>
<tr>
<td>2012</td>
<td>72,553</td>
<td>124,625</td>
</tr>
<tr>
<td>2013</td>
<td>76,167</td>
<td>130,121</td>
</tr>
<tr>
<td>2014</td>
<td>80,585</td>
<td>134,162</td>
</tr>
<tr>
<td>2015</td>
<td>85,209</td>
<td>137,842</td>
</tr>
</tbody>
</table>

(BMV figures)
Bike Crashes

- Crashes = 207.8
- 5 Year Rolling Avg.

Bike Fatalities

- 5YAA Fatalities = 1.4
Pedestrian Crashes

- Crashes = 279.4
- 5 Year Rolling Avg. = 290

Pedestrian Fatalities

- Fatalities = 11.8
- 5 Year Rolling Avg. = 15
**Truck Crashes** (Units With Five Axles or More)

- **Cras es**
  - 2006: 739
  - 2007: 568
  - 2008: 549
  - 2009: 578
  - 2010: 530
  - 2011: 524
  - 2012: 449
  - 2013: 423
  - 2014: 409
  - 2015: 430

**5 Year Rolling Avg.**
- 5YAA Crashes = 524.8

**Trucking Fatalities** (Units With Five Axles or More)

- **Fatalities**
  - 2006: 5
  - 2007: 4
  - 2008: 5
  - 2009: 6
  - 2010: 5
  - 2011: 4
  - 2012: 3
  - 2013: 2
  - 2014: 2
  - 2015: 2

**5 Year Rolling Avg.**
- 5YAA Fatalities = 5.2
This category includes large trucks and buses with a seating capacity of 15 or more (including the driver) that result in an injury.
Deer and Moose Crashes

Large Animals (Deer and Moose)

Deer Crashes = 3,656.4
Moose Crashes = 365

Deer and Moose Fatalities

Note: Of the five deer fatalities shown, all were collisions with motorcycles.
Maine Deer and Moose Crashes by County (2006-2015)

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>DEER CRASHES</th>
<th>MOOSE CRASHES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Androscoggin</td>
<td>1,807</td>
<td>55</td>
</tr>
<tr>
<td>Aroostook</td>
<td>1,704</td>
<td>1,774</td>
</tr>
<tr>
<td>Cumberland</td>
<td>4,724</td>
<td>138</td>
</tr>
<tr>
<td>Franklin</td>
<td>1,121</td>
<td>460</td>
</tr>
<tr>
<td>Hancock</td>
<td>2,569</td>
<td>83</td>
</tr>
<tr>
<td>Kennebec</td>
<td>3,339</td>
<td>126</td>
</tr>
<tr>
<td>Knox</td>
<td>893</td>
<td>22</td>
</tr>
<tr>
<td>Lincoln</td>
<td>659</td>
<td>23</td>
</tr>
<tr>
<td>Oxford</td>
<td>1,616</td>
<td>332</td>
</tr>
<tr>
<td>Penobscot</td>
<td>4,566</td>
<td>626</td>
</tr>
<tr>
<td>Piscataquis</td>
<td>833</td>
<td>176</td>
</tr>
<tr>
<td>Sagadahoc</td>
<td>822</td>
<td>10</td>
</tr>
<tr>
<td>Somerset</td>
<td>2,166</td>
<td>300</td>
</tr>
<tr>
<td>Waldo</td>
<td>1,688</td>
<td>44</td>
</tr>
<tr>
<td>Washington</td>
<td>1,374</td>
<td>234</td>
</tr>
<tr>
<td>York</td>
<td>3,061</td>
<td>153</td>
</tr>
<tr>
<td>TOTAL</td>
<td>32,922</td>
<td>4,556</td>
</tr>
</tbody>
</table>

Deer and Moose Crashes by Month (2006-2015)
Deer Crashes by Light Conditions (2006-2015)

- Dusk: 23%
- Dark: 66%
- Dawn: 4%
- Daylight: 7%

Moose Crashes by Light Conditions (2006-2015)

- Dusk: 13%
- Dark: 77%
- Dawn: 3%
- Daylight: 7%