MAINE HIGHWAY SAFETY FACTS
The Maine Department of Public Safety, Bureau of Highway Safety and the Maine Department of Transportation are pleased to present the 2018 edition of Maine Highway Safety Facts. This publication provides Maine crash data facts through 2017 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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Note: Some of this edition’s data is restated based on system and data definition updates.
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Maine Quick Crash Facts
Facts based on average annual experience from 2013-2017

Motor vehicle crashes occurred with the following average frequency:

- One fatal crash every 57 hours
- One personal injury crash every 60 minutes
- One property-damage only crash every 22 minutes
- One reportable traffic crash every 16 minutes

There were 32,713 traffic crashes on Maine public roads involving:

- 51,016 vehicles
- 67,412 vehicle occupants (drivers and passengers)
- 292 pedestrians
- 203 bicyclists
- 19 ATVs
- 8 snowmobiles

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

153 people were killed in traffic crashes. 46 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.

8,203 injury crashes
142 fatal crashes

Collisions involved 45,204 Maine drivers and 4,196 out-of-state drivers.
Maine Crashes

Total reportable crashes on Maine’s public roads.

Maine Crash Rates

Crashes per estimated hundred million vehicle miles traveled.
Maine Fatalities

5YAA Fatalities = 153

Maine Fatality Rates

Fatality Rates (Per HMVM)

Fatality Rates = 1.04

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

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

Serious Injuries 5 Yr. Rolling Avg.

SNAPSHOT LOOK AT FOCUS AREAS

Maine Top Crash Types Based on Annual Average of Last 5 Years’ Experience (2013-2017)

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>All Crash Types</td>
<td>32,713</td>
<td>153</td>
<td>4.7</td>
<td>29,166</td>
<td>155</td>
</tr>
<tr>
<td>Lane Departure</td>
<td>9,400,4</td>
<td>99.8</td>
<td>10.6</td>
<td>9,051.2</td>
<td>108.8</td>
</tr>
<tr>
<td>Speed</td>
<td>4,467.0</td>
<td>50.2</td>
<td>11.3</td>
<td>4,989.6</td>
<td>67.4</td>
</tr>
<tr>
<td>Unbelted</td>
<td>520</td>
<td>52.0</td>
<td>5.0</td>
<td>550</td>
<td>55.0</td>
</tr>
<tr>
<td>16-18 Year Old</td>
<td>2,971.4</td>
<td>11.0</td>
<td>3.7</td>
<td>3,364.8</td>
<td>12.8</td>
</tr>
<tr>
<td>16-20 Year Old</td>
<td>5,396.6</td>
<td>17.6</td>
<td>3.3</td>
<td>5,869.4</td>
<td>20.4</td>
</tr>
<tr>
<td>21-24 Year Old</td>
<td>4,775.2</td>
<td>17.4</td>
<td>3.6</td>
<td>4,343.8</td>
<td>24.6</td>
</tr>
<tr>
<td>Alcohol</td>
<td>1,269.6</td>
<td>46.2</td>
<td>36.4</td>
<td>1,343.0</td>
<td>38.8</td>
</tr>
<tr>
<td>*Distracted/Inattentive</td>
<td>3,317.0</td>
<td>8.4</td>
<td>2.5</td>
<td>7,651.4</td>
<td>31.2</td>
</tr>
<tr>
<td>65-98 Year Old</td>
<td>6,036.2</td>
<td>41.0</td>
<td>6.8</td>
<td>4,630.4</td>
<td>32.8</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>566.6</td>
<td>20.4</td>
<td>30.0</td>
<td>598.6</td>
<td>24.6</td>
</tr>
<tr>
<td>Winter</td>
<td>622.98</td>
<td>13.2</td>
<td>2.1</td>
<td>5,825.6</td>
<td>14.6</td>
</tr>
<tr>
<td>Intersections</td>
<td>924.00</td>
<td>21.0</td>
<td>2.3</td>
<td>8,469.8</td>
<td>19.0</td>
</tr>
<tr>
<td>Large Trucks</td>
<td>551.6</td>
<td>7.4</td>
<td>13.4</td>
<td>528.8</td>
<td>8.6</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>272.6</td>
<td>15.2</td>
<td>55.8</td>
<td>271.0</td>
<td>11.6</td>
</tr>
<tr>
<td>Moose</td>
<td>324.6</td>
<td>0.8</td>
<td>2.5</td>
<td>453.8</td>
<td>1.2</td>
</tr>
<tr>
<td>Bicycles</td>
<td>200.0</td>
<td>2.4</td>
<td>12.0</td>
<td>197.8</td>
<td>1.2</td>
</tr>
</tbody>
</table>

*NOTE: The significant variance in this area is due to the 2011 Maine Crash Reporting System (MCRS) change in distracted driving reporting definition.
Miles of Road
State Highway 4,083
State Aid 4,267
Townway 13,457
Toll Highway 112
(not including seasonal)

100 Million Vehicle Miles Traveled
State Highway 86.0
State Aid 28.6
Townway 18.5
Toll Highway 14.5

Crashes by Road Jurisdiction

Fatalities by Road Jurisdiction
Maine Crashes by Type (2008-2017)

- Rear-End: 12%
- Other: 3% (2008-2017)
- Head-On: 34%
- Went-Off-Road: 17%
- Moose: 10%
- Bicycle: 4%
- Intersection Movement: 8%
- Rollover: 5%
- Pedestrians: 3%
- Deer: 5%

Maine Fatalities by Type (2008-2017)

- Rear-End: 23%
- Other: 47%
- Head-On: 10%
- Went-Off-Road: 8%
- Moose: 5%
- Bicycle: 3%
- Intersection Movement: 3%
- Rollover: 23%
- Pedestrians: 10%
- Deer: 10%
Crashes by Day of the Week (2008-2017)

Fatalities by Day of the Week (2008-2017)
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.
Intersection Crashes
(Three-, Four- and Five-Leg Intersections)

- Crashes = 9,244
- 5YAA

Intersection Fatalities
(Three-, Four- and Five-Leg Intersections)

- Fatalities = 21
- 5YAA
Maine Crashes by Road Surface Condition (2013-2017)


Fixed objects struck data, as currently defined, has only been available since 2012.

Average Annual Crashes

Behavior

- Failed to Yield Right-of-Way
- Followed Too Closely
- Drove Too Fast for Conditions
- Exceeded Posted Speed Limit
- Drove Too Fast for Conditions
- Failed to Keep in Proper Lane
- Improper Turn
- Improper Passing
- Ran Red Light
- Ran Stop Sign


Average Annual Fatalities

Behavior

- Failed to Yield Right-of-Way
- Followed Too Closely
- Exceeded Posted Speed Limit
- Drove Too Fast for Conditions
- Ran Off Roadway
- Improper Backing
- Improper Turning
- Improper Passing
- Ran Red Light
- Ran Stop Sign

Erratic, Reckless, and Careless Driving
Maine Fatalities vs. Seat Belt Usage

Seat Belt Usage – Maine and United States

US usage numbers are from National Highway Traffic Safety Administration (NHTSA)
Maine seat belt usage numbers are developed by local observational studies.
Illegal/Unsafe Speed Crashes

5YAA Crashes = 4,457

Illegal/Unsafe Speed Fatalities

5YAA Fatalities = 50.2
Impaired Crashes

Crashes = 1,269.6

5YAA Crashes = 1,269.6

5 Year Rolling Avg.

Alcohol and Non-Alcohol Related Fatalities

5YAA Fatalities = 46.2

Non-Alcohol Fatalities

Fatalities Involving Alcohol

2013 2014 2015 2016 2017
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. In 2016, Maine’s Crash Report added a ‘Distracted by Unknown Cause’ element.
### 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>35,012</td>
<td>854</td>
<td>2.44%</td>
<td>194</td>
<td>20</td>
<td>10.31%</td>
</tr>
<tr>
<td>2005</td>
<td>35,046</td>
<td>707</td>
<td>2.02%</td>
<td>169</td>
<td>17</td>
<td>10.06%</td>
</tr>
<tr>
<td>2006</td>
<td>32,065</td>
<td>679</td>
<td>2.12%</td>
<td>188</td>
<td>18</td>
<td>9.57%</td>
</tr>
<tr>
<td>2007</td>
<td>33,385</td>
<td>789</td>
<td>2.36%</td>
<td>183</td>
<td>16</td>
<td>8.74%</td>
</tr>
<tr>
<td>2008</td>
<td>31,778</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>27,891</td>
<td>581</td>
<td>2.08%</td>
<td>161</td>
<td>8</td>
<td>4.97%</td>
</tr>
<tr>
<td>2011</td>
<td>28,653</td>
<td>577</td>
<td>2.01%</td>
<td>136</td>
<td>11</td>
<td>8.09%</td>
</tr>
<tr>
<td>2012</td>
<td>28,523</td>
<td>662</td>
<td>2.32%</td>
<td>164</td>
<td>16</td>
<td>9.76%</td>
</tr>
<tr>
<td>2013</td>
<td>30,506</td>
<td>630</td>
<td>2.07%</td>
<td>145</td>
<td>19</td>
<td>13.10%</td>
</tr>
<tr>
<td>2014</td>
<td>31,873</td>
<td>667</td>
<td>2.09%</td>
<td>131</td>
<td>14</td>
<td>10.69%</td>
</tr>
<tr>
<td>2015</td>
<td>32,882</td>
<td>681</td>
<td>2.07%</td>
<td>156</td>
<td>15</td>
<td>9.62%</td>
</tr>
<tr>
<td>2016</td>
<td>33,289</td>
<td>757</td>
<td>2.27%</td>
<td>160</td>
<td>15</td>
<td>9.38%</td>
</tr>
<tr>
<td>2017</td>
<td>34,967</td>
<td>743</td>
<td>2.12%</td>
<td>173</td>
<td>10</td>
<td>5.78%</td>
</tr>
<tr>
<td>5 Year Annual Average</td>
<td>695.6</td>
<td>2.11%</td>
<td>14.6</td>
<td>9.91%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### Fatalities by Selected Categories by Year (2013-2017)

<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>2013</td>
<td>11</td>
<td>4</td>
<td>14</td>
<td>35</td>
<td>24.1%</td>
<td>145</td>
</tr>
<tr>
<td>2014</td>
<td>9</td>
<td>2</td>
<td>10</td>
<td>33</td>
<td>25.2%</td>
<td>131</td>
</tr>
<tr>
<td>2015</td>
<td>19</td>
<td>0</td>
<td>32</td>
<td>47</td>
<td>30.1%</td>
<td>156</td>
</tr>
<tr>
<td>2016</td>
<td>17</td>
<td>4</td>
<td>19</td>
<td>64</td>
<td>40.0%</td>
<td>160</td>
</tr>
<tr>
<td>2017</td>
<td>20</td>
<td>2</td>
<td>24</td>
<td>52</td>
<td>30.1%</td>
<td>173</td>
</tr>
<tr>
<td>5 Year Avg.</td>
<td>15.2</td>
<td>2.4</td>
<td>19.8</td>
<td>46.2</td>
<td>30.2%</td>
<td>153</td>
</tr>
</tbody>
</table>

This table shows the relationship between select classifications of fatalities compared with the total number of fatalities. The motorcycle category does not include moped or dirt bike involved fatalities.
Crash Rates by Driver Age (2013-2017)

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 in each age group is counted in this data, regardless of fault.

Fatal Crash Rates by Driver Age (2013-2017)

Fatalities include all fatal outcomes when a crash involves a driver in this age group (for any driver, passenger, pedestrian, bicyclist, etc. that died in the crash).
Licensed Drivers (Ages 16-18)

2004: 30,661
2005: 30,522
2006: 30,836
2007: 30,182
2008: 28,770
2009: 28,630
2010: 27,393
2011: 26,243
2012: 25,203
2013: 24,383
2014: 23,972
2015: 23,240
2016: 23,100
2017: 23,609

Driver Crashes (Ages 16-18)

- Crashes = 2,971.4
- 5 Yr. Rolling Avg.

Driver Fatalities (Ages 16-18)

Fatalities include all fatal outcomes when a crash involves a driver in this age group (for any driver, passenger, pedestrian, bicyclist, etc. that died in the crash).
Driver Crashes (Ages 16-20)

Crashes = 5,396.6

5 Yr. Rolling Avg.

Driver Fatalities (Ages 16-20)

Fatalities = 17.6

5 Yr. Rolling Avg.

Fatalities include all fatal outcomes when a crash involves a driver in this age group (for any driver, passenger, pedestrian, bicyclist, etc. that died in the crash).
Driver Crashes (Ages 21-24)

Driver Fatalities (Ages 21-24)

Fatalities include all fatal outcomes when a crash involves a driver in this age group (for any driver, passenger, pedestrian, bicyclist, etc. that died in the crash).
Mature Driver Crashes (Ages 65-99)

Crashes = 6,036.2
5 Year Rolling Avg.

Mature Driver Fatalities (Ages 65-99)

Fatalities = 37.8
5 Year Rolling Avg.

Fatalities include all fatal outcomes when a crash involves a driver in this age group (for any driver, passenger, pedestrian, bicyclist, etc. that died in the crash).

<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>105,750</td>
</tr>
<tr>
<td>2005</td>
<td>50,075</td>
<td>109,905</td>
</tr>
<tr>
<td>2006</td>
<td>51,310</td>
<td>110,659</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>83,677</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>
<tr>
<td>2016</td>
<td>87,690</td>
<td>143,654</td>
</tr>
<tr>
<td>2017</td>
<td>88,049</td>
<td>153,067</td>
</tr>
</tbody>
</table>

(BMV figures)
Bike Crashes

- Crashes = 200
- 5 Year Rolling Avg.

Bike Fatalities

- 5YAA Fatalities = 2.4
**Truck Crashes** (Units with Five Axles or More)

- **5YAA Crashes** = 551.6
- **5 Year Rolling Avg.**

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

- **SYAA Fatalities** = 7.4
- **5 Year Rolling Avg.**
**Commercial Vehicle Crashes**

- Crashes = 1,120.6
- 5 Year Rolling Avg.

**Commercial Vehicle Fatalities**

- Fatalities = 19.6
- 5 Year Rolling Avg.
Motorcycle Crashes

Motorcycle Fatalities

NOTE: Includes bicyclist and pedestrian fatalities when struck by a motorcycle.
Large Animals (Deer and Moose)

Deer and Moose Crashes

- Deer Crashes = 4,505.6
- Moose Crashes = 324.6

Deer and Moose Fatalities

- Deer Fatalities = 1.2
- Moose Fatalities = 0.8

NOTE: Of the five deer fatalities shown, all were collisions with motorcycles.
### Maine Deer and Moose Crashes by County (2008-2017)

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>DEER CRASHES</th>
<th>MOOSE CRASHES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Androscoggin</td>
<td>1,948</td>
<td>34</td>
</tr>
<tr>
<td>Aroostook</td>
<td>2,017</td>
<td>1556</td>
</tr>
<tr>
<td>Cumberland</td>
<td>4,939</td>
<td>115</td>
</tr>
<tr>
<td>Franklin</td>
<td>1,331</td>
<td>363</td>
</tr>
<tr>
<td>Hancock</td>
<td>2,922</td>
<td>63</td>
</tr>
<tr>
<td>Kennebec</td>
<td>3,693</td>
<td>90</td>
</tr>
<tr>
<td>Knox</td>
<td>936</td>
<td>17</td>
</tr>
<tr>
<td>Lincoln</td>
<td>729</td>
<td>21</td>
</tr>
<tr>
<td>Oxford</td>
<td>1,755</td>
<td>273</td>
</tr>
<tr>
<td>Penobscot</td>
<td>5,179</td>
<td>556</td>
</tr>
<tr>
<td>Piscataquis</td>
<td>939</td>
<td>155</td>
</tr>
<tr>
<td>Sagadahoc</td>
<td>894</td>
<td>11</td>
</tr>
<tr>
<td>Somerset</td>
<td>2,494</td>
<td>260</td>
</tr>
<tr>
<td>Waldo</td>
<td>1,895</td>
<td>31</td>
</tr>
<tr>
<td>Washington</td>
<td>1,625</td>
<td>209</td>
</tr>
<tr>
<td>York</td>
<td>3,321</td>
<td>103</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>36,617</strong></td>
<td><strong>4,556</strong></td>
</tr>
</tbody>
</table>

### Deer and Moose Crashes by Month (2008-2017)

**Deer and Moose Crashes**

- **Deer**
- **Moose**

![Deer and Moose Crashes by Month](image-url)

- Dusk: 24%
- Dark: 3%
- Dawn: 7%
- Daylight: 66%

Moose Crashes by Light Conditions (2008-2017)

- Dusk: 15%
- Dark: 2%
- Dawn: 7%
- Daylight: 76%