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.

Contacts:

Lauren Stewart
Maine Bureau of Highway Safety
lauren.v.stewart@maine.gov
207.626.3841

Duane Brunell
Maine Department of Transportation
duane.brunell@maine.gov
207.624.3278
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 ATVs
- 7 snowmobiles

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

There were 146 people 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.

21% of Maine’s crash fatalities occur between 9pm and 2am, even though there is very low traffic volume at this time.

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.

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.
Total reportable crashes on Maine's public roads.

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

- Fatalities as identified in Fatal Analysis Reporting System (www.nhtsa.gov/FARS)

Maine Fatality Rates

- Fatalities per estimated hundred million vehicle miles traveled.

5YAA Fatalities = 146.4
5YAA Rates = 1.01
Maine Incapacitating Injury Outcomes

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

<table>
<thead>
<tr>
<th>5 Year Average</th>
<th>5 Year Average</th>
<th>Severity Comparison</th>
<th>5 Year Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Crashes</td>
<td>Annual Fatalities</td>
<td>Fatalities/1000 Crashes</td>
<td>Annual Crashes</td>
</tr>
<tr>
<td>All Crash Types</td>
<td>30,482</td>
<td>146.4</td>
<td>4.8</td>
</tr>
<tr>
<td>Lane Departure</td>
<td>9,177</td>
<td>99.2</td>
<td>10.8</td>
</tr>
<tr>
<td>Speed</td>
<td>4,449</td>
<td>59</td>
<td>13.3</td>
</tr>
<tr>
<td>Unbelted</td>
<td>55.6</td>
<td></td>
<td></td>
</tr>
<tr>
<td>16-18 Year Old</td>
<td>2,943</td>
<td>11.4</td>
<td>3.9</td>
</tr>
<tr>
<td>16-20 Year Old</td>
<td>5,330</td>
<td>18.2</td>
<td>3.4</td>
</tr>
<tr>
<td>21-24 Year Old</td>
<td>4,551</td>
<td>20.2</td>
<td>4.4</td>
</tr>
<tr>
<td>Alcohol</td>
<td>1,797</td>
<td>37.6</td>
<td>31.4</td>
</tr>
<tr>
<td>*Distracted/Inattentive</td>
<td>3,092</td>
<td>12.75</td>
<td>4.1</td>
</tr>
<tr>
<td>65-98 Year Old</td>
<td>5,335</td>
<td>35.4</td>
<td>6.6</td>
</tr>
<tr>
<td>Motorcycles</td>
<td>577</td>
<td>19</td>
<td>32.9</td>
</tr>
<tr>
<td>Winter</td>
<td>6,000</td>
<td>15</td>
<td>2.5</td>
</tr>
<tr>
<td>Intersections</td>
<td>6,732</td>
<td>17.4</td>
<td>2.0</td>
</tr>
<tr>
<td>Large Trucks</td>
<td>518</td>
<td>5.2</td>
<td>10.8</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>297</td>
<td>11.8</td>
<td>39.7</td>
</tr>
<tr>
<td>Moose</td>
<td>365</td>
<td>0.8</td>
<td>2.2</td>
</tr>
<tr>
<td>Bicycles</td>
<td>208</td>
<td>1.4</td>
<td>6.7</td>
</tr>
</tbody>
</table>

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.
Crashes by Road Jurisdiction

Fatalities by Road Jurisdiction

Miles of Road 2015
- State Highway: 4,083
- State Aid: 4,267
- Townway: 13,457
- Toll Highway: 112

( not including seasonal )

100 Million Vehicle Miles Traveled 2015
- State Highway: 86.0
- State Aid: 28.6
- Townway: 18.5
- Toll Highway: 14.5
Maine Crashes by Type (2006-2015)

- Went-Off-Road: 18%
- Head-On: 29%
- Rear-End: 3%
- Moose: 10%
- Bicycle: 10%
- Intersection: 7%
- Rollover: 33%
- Pedestrians: 10%
- All Other Animals: 23%
- Deer: 17%
- Lane Departure: 16%

Maine Fatalities by Type (2006-2015)

- Went-Off-Road: 49%
- Head-On: 16%
- Rear-End: 4%
- Moose: 10%
- Bicycle: 7%
- Intersection: 4%
- Rollover: 3%
- Pedestrians: 7%
- All Other Animals: 23%
- Deer: 17%
- Fire: 2%
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.

Lane Departure Crashes

Lane Departure Fatalities
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

5YAA
Crashes = 8,732

5 Year Rolling Avg.

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

Fatalities

5YAA
Fatalities = 17.4

5 Year Rolling Avg.
Maine Crashes by Road Surface Condition (2011-2015)

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

January: 15000
February: 10000
March: 5000
April: 0
May: 0
June: 0
July: 0
August: 0
September: 0
October: 0
November: 15000
December: 10000

Top Fixed Objects Struck (2012-2015)

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

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

Crashes
- Tree (standing): 33
- Ditch: 21
- Utility Pole/Light Support: 14
- Embankment: 12
- Guardrail Face: 12
- Mailbox: 12
- Traffic Sign Support: 12
- Guardrail End: 12
- Culvert: 12
- Bridge Rail: 12
- Cable Guardrail Barrier: 12

Fatalities
- Tree (standing): 32
- Ditch: 21
- Utility Pole/Light Support: 14
- Embankment: 12
- Guardrail Face: 12
- Mailbox: 12
- Traffic Sign Support: 12
- Guardrail End: 12
- Culvert: 12
- Bridge Rail: 12
- Cable Guardrail Barrier: 12
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 Backing
- Improper Turning
- Improper Passing
- 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 Backing
- Improper Turning
- Improper Passing
- Erratic, Reckless, and Careless Driving
Seat Belt Usage – Maine and United States

Seat belt usage numbers are developed by local observational studies.

Maine Fatalities vs. Seat Belt Usage

Seat belt use linear (seat belt use) vs. fatalities linear (fatalities).
**Illegal/Unsafe Speed Crashes**

- Crashes = 4,448.6
- 5YAA = 5 Year Rolling Avg.

**Illegal/Unsafe Speed Fatalities**

- Fatalities = 59.2
- 5YAA = 5 Year Rolling Avg.
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.
### Licenses Drivers (Ages 16-18)

<table>
<thead>
<tr>
<th>Year</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>30,661</td>
</tr>
<tr>
<td>2005</td>
<td>30,522</td>
</tr>
<tr>
<td>2006</td>
<td>30,836</td>
</tr>
<tr>
<td>2007</td>
<td>30,182</td>
</tr>
<tr>
<td>2008</td>
<td>28,770</td>
</tr>
<tr>
<td>2009</td>
<td>28,810</td>
</tr>
<tr>
<td>2010</td>
<td>27,593</td>
</tr>
<tr>
<td>2011</td>
<td>26,243</td>
</tr>
<tr>
<td>2012</td>
<td>25,203</td>
</tr>
<tr>
<td>2013</td>
<td>24,383</td>
</tr>
<tr>
<td>2014</td>
<td>23,972</td>
</tr>
<tr>
<td>2015</td>
<td>23,240</td>
</tr>
</tbody>
</table>

### Driver Crashes (Ages 16-18)

- **5YAA Crashes = 2,943.4**
- **5 Yr. Rolling Avg.**

### Driver Fatalities (Ages 16-18)

- **5YAA Fatalities = 11.4**
- **5 Yr. Rolling Avg.**
Driver Crashes (Ages 21-24)

- 5YAA Crashes = 4,550.8
- 5 Yr. Rolling Avg.

Driver Fatalities (Ages 21-24)

- 5YAA Fatalities = 20.2
- 5 Yr. Rolling Avg.
## Mature Driver Fatalities (Ages 65-70+)

- **5 Year Rolling Avg.**
  - Fatalities = 35.4

## Mature Driver Crashes (Ages 65-70+)

- **5 Year Rolling Avg.**
  - Crashes = 5,335.2

### 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>105,750</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>63,677</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)
### Pedestrian Crashes

- **SYAA Crashes**: 279.4
- **5 Year Rolling Avg.**:...

### Pedestrian Fatalities

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

- 2006 - 524.8 Crashes
- 5YAA Crashes = 524.8

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

- 2006 - 5.2 Fatalities
- 5YAA Fatalities = 5.2

5 Year Rolling Avg.
This category includes large trucks and buses with a seating capacity of 15 or more (including the driver) that result in an injury.
Motorcycle Crashes

- 2006: 587.6
- 5 Year Rolling Avg.

Motorcycle Fatalities

- 2006: 19
- 5 Year Rolling Avg.
Large Animals (Deer and Moose)

Deer and Moose Crashes

- Deer Crashes = 3,656.4
- Moose Crashes = 365

Deer and Moose Fatalities

- Deer Fatalities = 1
- Moose Fatalities = 0.8

Note: Of the five deer fatalities shown, all were collisions with motorcycles.
Moose Crashes
Deer Crashes

Deer and Moose Crashes by Month (2006-2015)

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 Crashes by Light Conditions (2006-2015)

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

Moose Crashes by Light Conditions (2006-2015)

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