

MAINE STATE LEGISLATURE

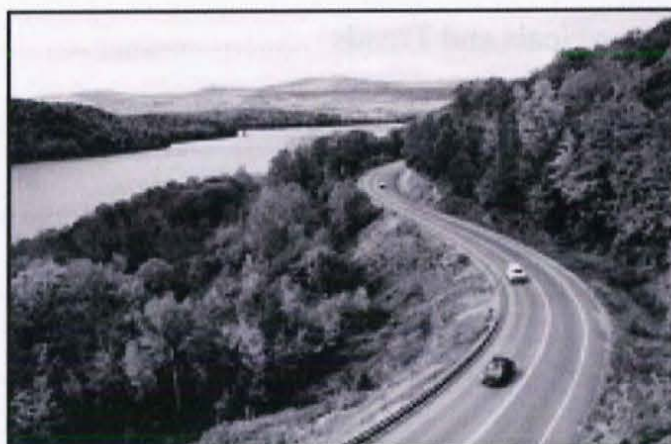
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FY 2005

MAINE



Highway Safety

Annual Report

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Maine Bureau Of Highway Safety
Federal Fiscal Year 2005 Annual Report

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Report Submitted: December 30, 2005

Introduction

The Maine Bureau of Highway Safety (MeBHS) is committed to reducing fatalities and injuries resulting from motor vehicle crashes on our highways.

Our mission is to promote programs and projects that make Maine's highways safer. We believe, that through our existing committed partnerships, identifying and expanding new partnerships with others interested in highway safety, through a data driven approach to program planning, through public information and education, and with coordinated enforcement activities, that we can achieve our goal to reduce fatalities and injuries.

Our office, a bureau under the Maine Department of Public Safety, currently consists of five full-time employees who are dedicated to the issues of highway safety. We also contract with Mid-Coast EMS for a full-time occupant protection educator and coordinator and with the Maine Center for Disease Control and Prevention for a full-time child passenger safety educator and coordinator.

This federal fiscal year 2005 Annual Report reflects the major initiatives and accomplishments under the identified program areas outlined in our FY 2005 Highway Safety Plan.

Maine Highway Safety Office Staff



Lauren V. Stewart, Director

From left to right: Kristina Paulhus, Traci Willis, Carl Hallman, and Johnny Male

Crash Summary

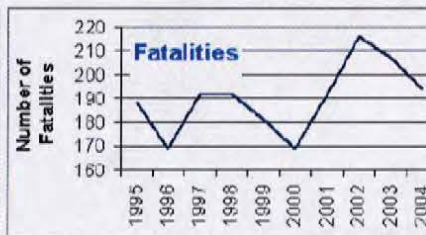
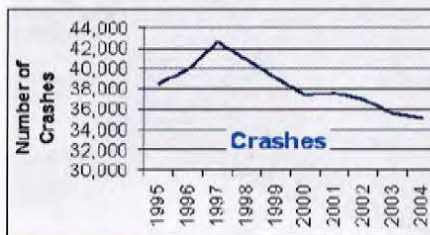
In 2004, there were 35,226 crashes reported on Maine's public roads. Vehicle crashes on all Maine roads resulted in 194 fatalities and about 14,640 injuries.

Fatalities resulting from crashes have decreased in the past several years from a high in 2002 of 216 to 194 in 2004. However, serious injuries (included in total injuries) have increased from 2003.

Alcohol-related and speed-related fatalities are on the rise in Maine. In 2004, 60 of the 194 fatalities were related to alcohol and 79 were related to speed.

Overall 2004 CRASH Results

- There were 35,226 crashes in 2004, the lowest in the past 10 years.
- Crash Rate continues to decrease but still is slightly above the national average. The crash rate is 237 Crashes/ Hundred Million Vehicle Miles (HMVM). Latest national rate is 220 (2003)¹.
- There were 194 fatalities on Maine roads, significantly higher than the state's recent low of 169 in 2000, but the second year in a row for improvement.
- Fatality Rate of 1.31 Fatalities/HMVM is a decrease from 2003's rate of 1.38 (NHTSA reported data).
- Maine's Fatality Rate is below the national rate of 1.48



Crash Data / Trends

	Baseline Data 1995-1998				Progress Report Data 1999-2004					
	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Fatalities (Actual)	187	169	192	192	181	169	192	216	207	194
Fatality Rate #100 million VMT	1.5	1.4	1.5	1.4	1.3	1.2	1.3	1.5	1.4	1.3
Serious Injuries (Actual)	1,545	1,336	1,457	1,334	1,298	1,271	1,222	1,237	1,091	1,119
Fatality & Serious Injury Rate #100 million VMT	14	11.9	12.7	11.5	10.6	10.2	9.8	10.14	8.8	8.8
Fatality Rate/100K Population	15.1	13.6	15.5	15.5	14.4	14.2	14.9	16.8	16.1	14.7
Fatal & Serious Injury Rate/100K population	140.7	121.4	133.6	122.9	118.5	113.3	109.4	112.9	100.9	99.8
Alcohol Related Fatalities	51	55	63	50	51	46	49	42	57	60
Proportion of Alcohol Related Fatalities	27.1	32.5	32.8	26.0	28.2	25.4	25.5	19.4	27.5	30.9
Alcohol Related Fatality Rate #100 million VMT	0.41	0.43	0.49	0.37	0.36	0.33	0.34	0.28	0.39	0.4
Percent of Population Using Safety Belts*	50.00%		61.00%	59.00%				59.20%		72.60%
Speed Related Fatal Crashes		71	61	75	73	67	66	65	69	79

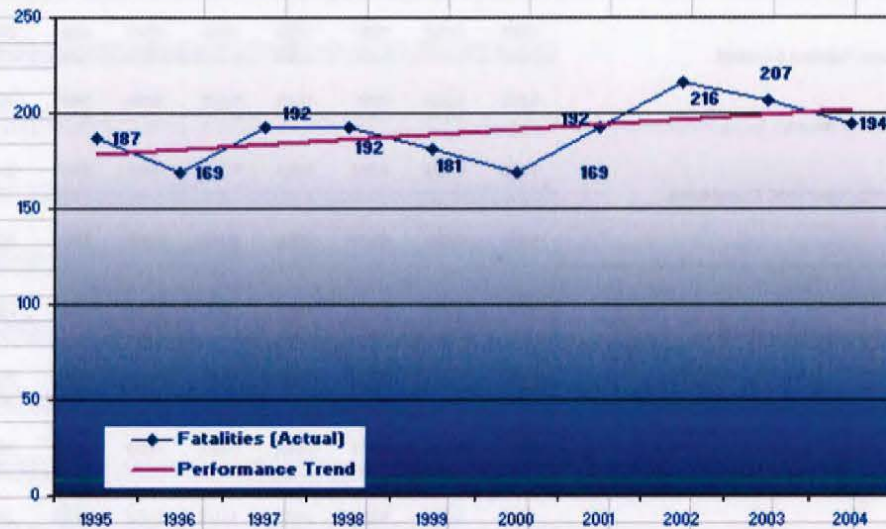
Performance Goals and Trends

Goal: Fatalities
Baseline

Reduce the Number of Fatalities

Baseline Data 1995-1998

Fatality Trends

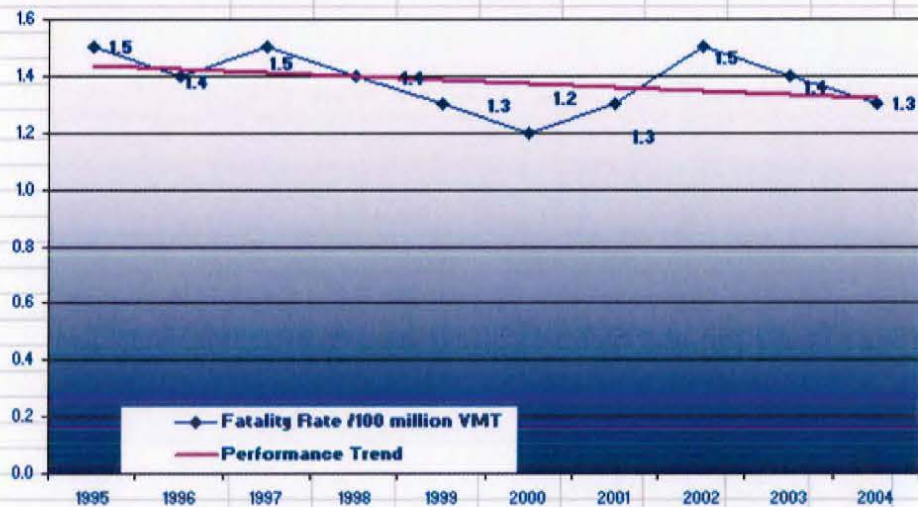


Goal: Fatality Rate/VMT
Baseline

Maintain a downward trend in fatalities per 100 VMT

Baseline Data 1995-1998

Fatality Rate

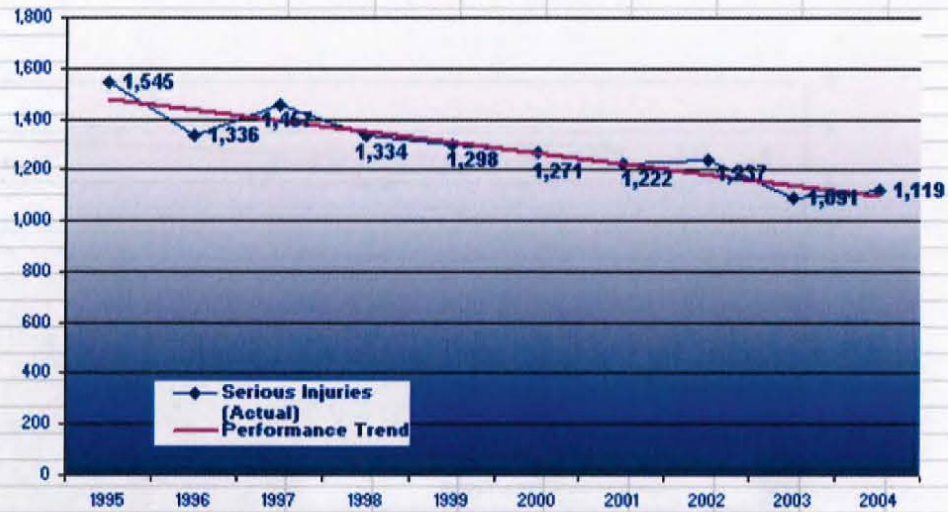


Goal: Injuries
Baseline

Reduce the number of serious injuries

Baseline Data 1995-1998

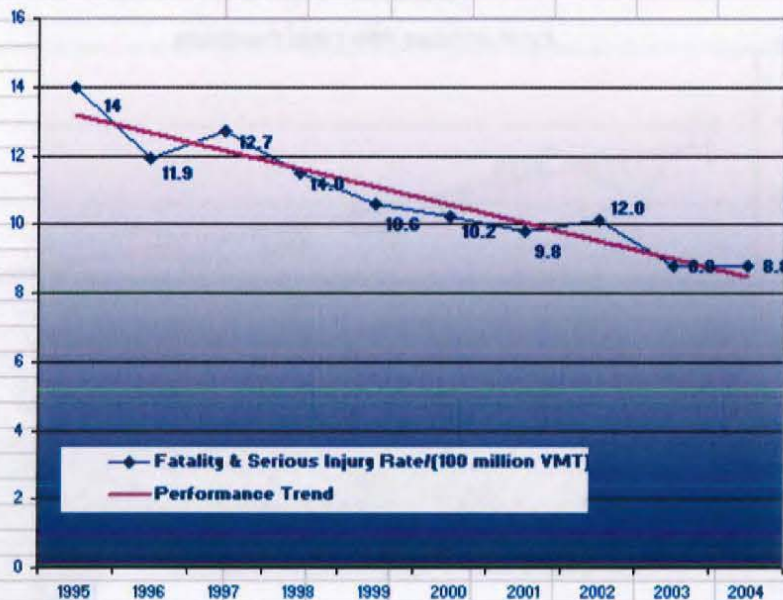
Injury Trends



Goal: Fatal and Injury Rate/VMT Maintain the downward trend in fatalities and serious injuries per 100 VMT
Baseline

Baseline Data 1995-1998

Fatal and Serious Injury Rate per 100M VMT

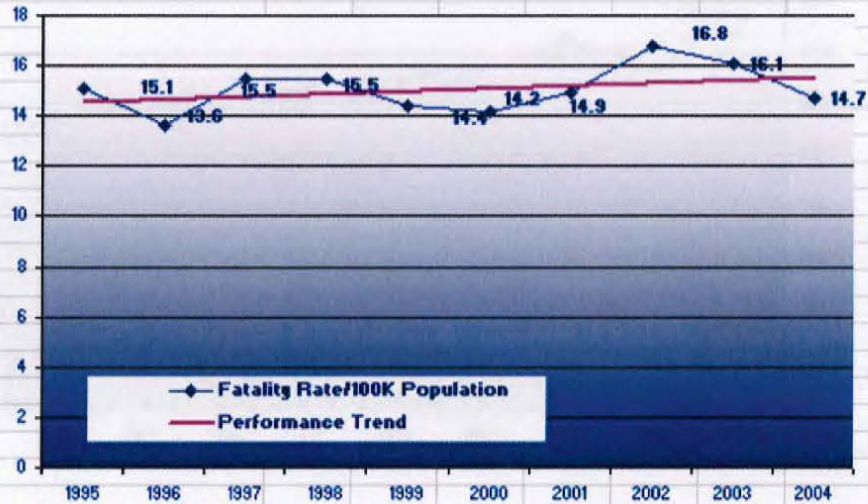


Goal: Fatality Rate/100K Population
Baseline

Reduce the fatality rate per 100K population

Baseline Data 1995-1998

Fatality Rate/100K Population

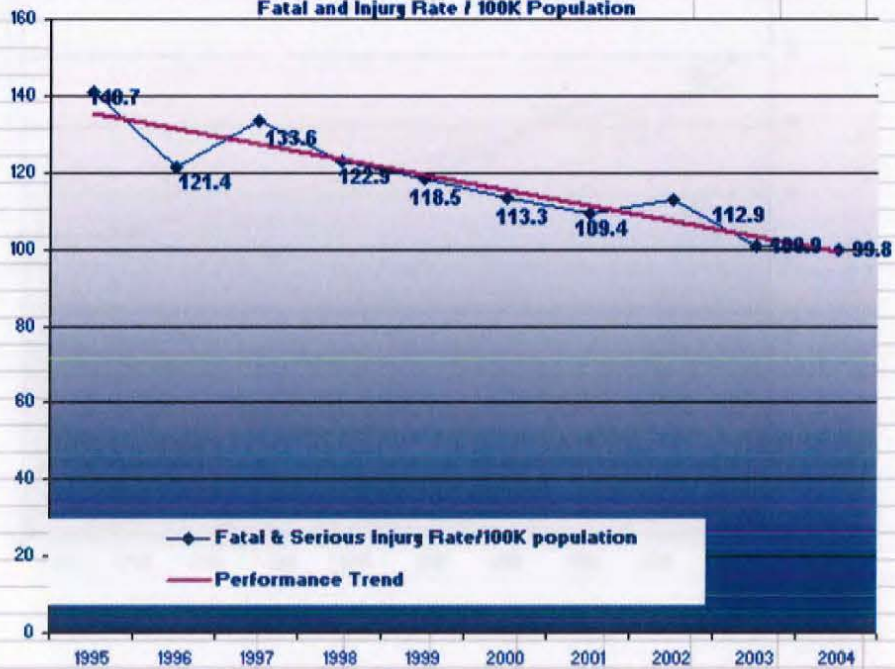


Goal: Fatal/Injury Rate/100K Population
Baseline

Reduce the Fatal/Injury Rate for 100K population

Baseline Data 1995-1998

Fatal and Injury Rate / 100K Population

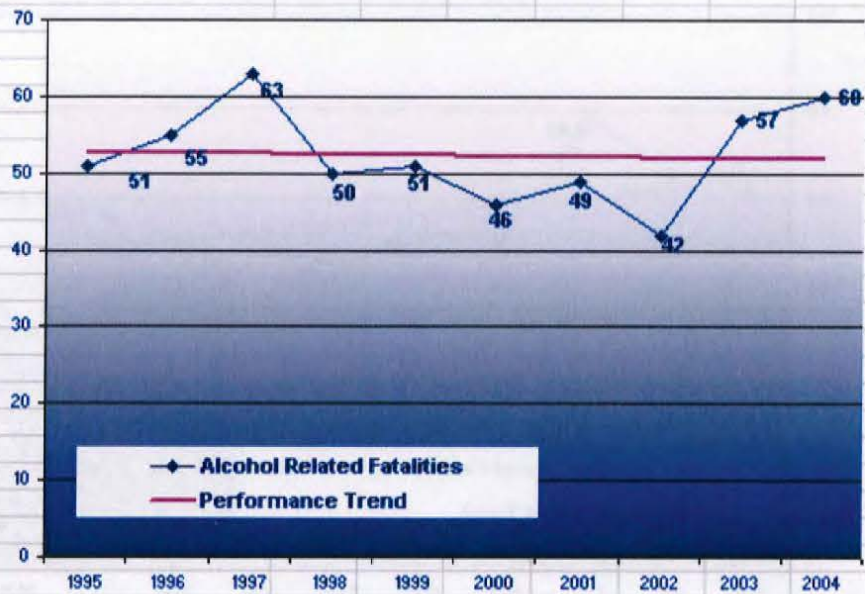


Goal: Alcohol Fatalities
Baseline

Reduce the number of alcohol related fatalities

Baseline Data 1995-1998

Alcohol Related Fatalities

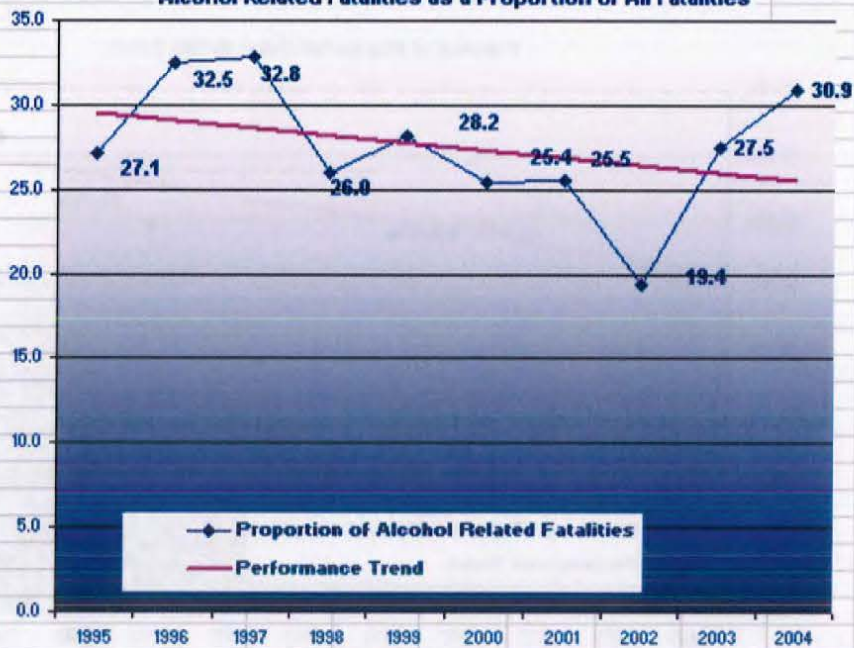


Goal: Alcohol Fatality Proportion
Baseline

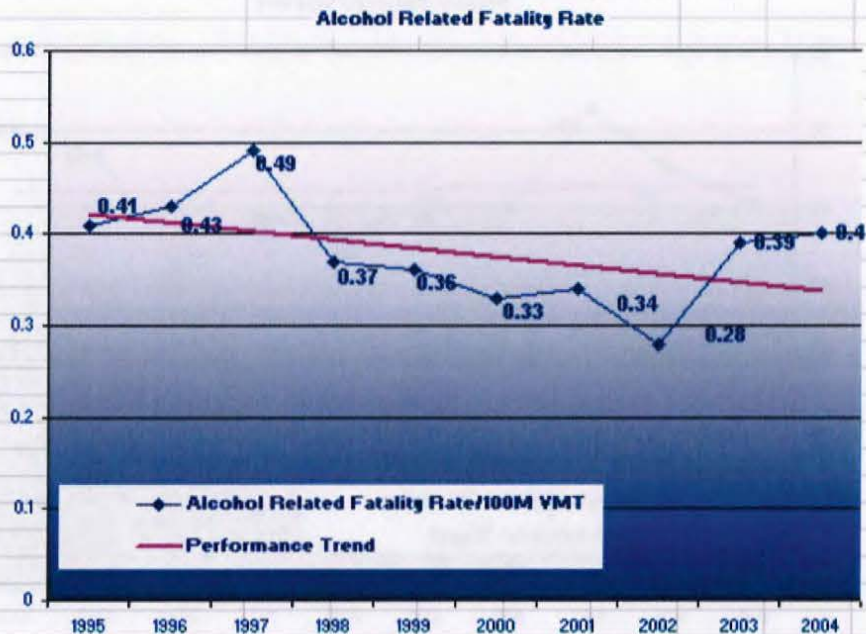
Reduce the Proportion of Alcohol Related Fatalities.

Baseline Data 1995-1998

Alcohol Related Fatalities as a Proportion of All Fatalities

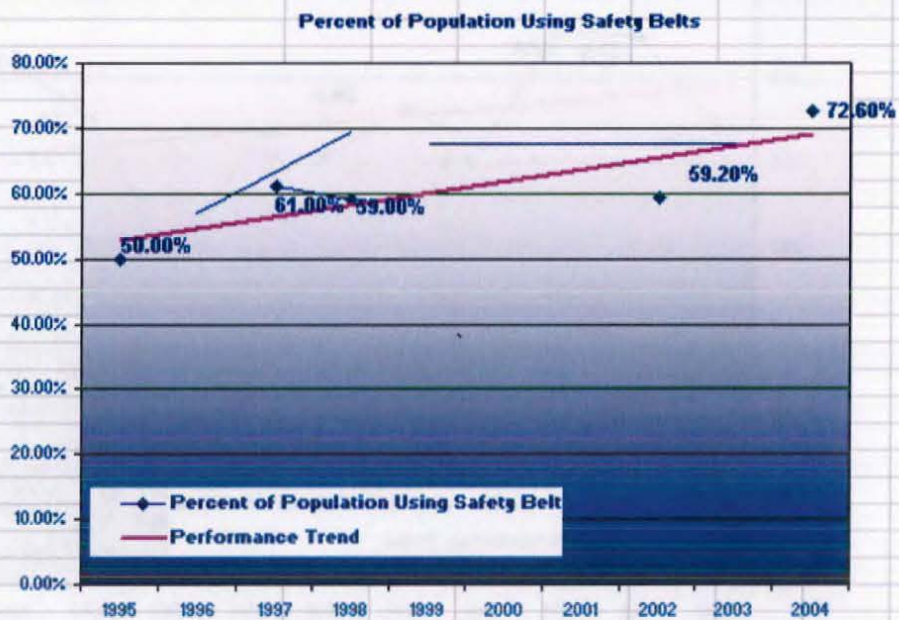


Goal: Alcohol Fatality Rate/ VMT Reduce the Alcohol Fatality Rate/ VMT
Baseline Baseline Data 1995-1998



Goal: Safety Belt Use
Baseline

Maintain and increase the upward trend in seat belt usage
 Baseline Data 1995-1998



Goal: Speed Related Fatal Crashes Reduce the number of speed related fatal crashes
Baseline Baseline Data 1995-2004



Goal: Percentage of Speed Related Fatal Crashes Maintain the downward trend of speed related fatal crashes
Baseline Baseline Data 1995-1997



Planning and Administration Program Overview

Mission: *The mission of the Bureau of Highway Safety is to promote programs and projects that make Maine's highways safer.*

Goal: *To make Maine highways safer by reducing the number of fatalities, injuries and property damage caused by crashes.*

The Bureau provides leadership and financial resources that develop, promote and coordinate programs designed to influence public and private policy, make systemic changes and heighten public awareness of highway safety issues. Through the administration of federal funding from the National Highway Traffic Safety Administration, the Federal Highway Administration and State Highway funds, the Bureau impacted each of the major identified program areas in FY 2005:

- Occupant Protection/Child Passenger Safety
- Impaired Driving
- Traffic Records
- Police Traffic Services

Challenges

Safety Belt Usage – Maine's safety belt use rate of 75.8% is the thirteenth lowest in the nation. Efforts to strengthen Maine's safety belts laws are vital to our transportation safety interests.

Aggressive Driving (including Speed) - Aggressive Driving, especially including speeding, continues to be a concern for Maine. In 2004, total aggressive driving crashes were 11,859. Of those 6,611 were related to speed and resulted in 94 fatalities of our total 194 fatalities for the year.

Better roads, improved comfort, handling and safety of newer vehicles may be contributing to the increase in driving at unsafe speeds and the resulting rise in injuries and deaths. Aggressive driving occurs when a driver displays risky driving behavior, including: illegal or unsafe speed, disregard of traffic control signals and signs, tailgating, unsafe passing and improper or unsafe lane changes.

Mature and Young Drivers - Young drivers, ages 16-24 account for a disproportionate number of crashes, injuries and fatalities in Maine. While young drivers represent 13% of all Maine drivers, they represent nearly 30% of drivers involved in crashes. In addition, over 100,000 licensed Maine drivers are age 70 and older. The number of elderly drivers involved in crashes has risen over the past several years.

Lane Departure Crashes – Lane departure crashes include two crash types that result from at least one vehicle leaving its proper lane of travel – run off the road and head on crashes. Lane departure crashes represent the leading fatal crash type in Maine, accounting for about 76% of the state's crash fatalities. The two leading contributing factors to these crashes are: illegal or unsafe speed and driver inattention.

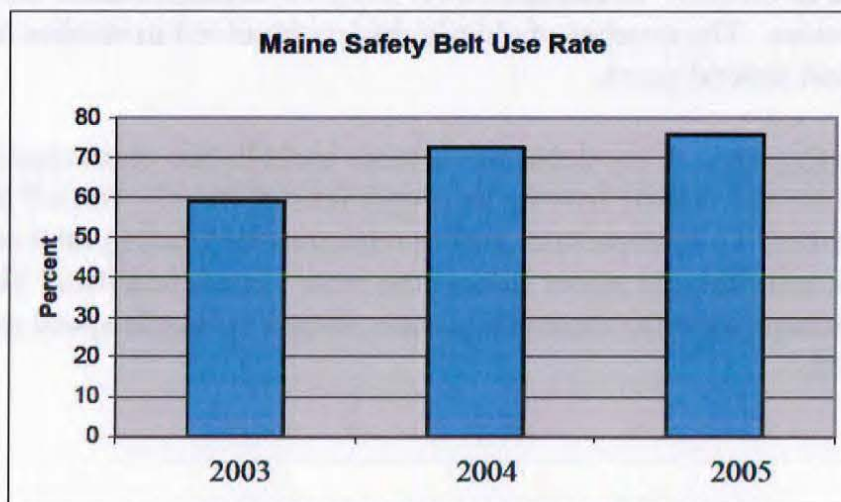
FY 2005 Accomplishments

Occupant Protection Program Overview

Safety Belts

Maine has a secondary safety belt law that requires all occupants to use passenger restraints. The secondary law requires law enforcement officers to issue a summons to drivers 18 years of age and older for safety belt violations only when the traffic stop is initiated for other reasons. Drivers under the age of 18 can be stopped and summonsed for safety belt violations without the need for the officer to observe another traffic infraction.

The Maine Bureau of Highway Safety (MeBHS), in partnership with NHTSA's National Click It or Ticket Campaign, the Maine State Police, the Maine Sheriff's Association, The Maine Chiefs of Police Association and over 85 individual local and municipal law enforcement agencies were successful in increasing Maine's overall safety belt usage rate to **75.8%** for 2005. This is up from 72.6% in 2004 and 59% in 2002 and 2003. The monetary cost for the most recent increase was approximately \$533K in Section 157 Federal Innovative Occupant Protection Funds.



Up from 59.2% to 72.6% to 75.8%

The MeBHS, in partnership with Mid-Coast EMS was successful in reaching more than 700 students at Driver Education Training Programs to educate them about the use of safety belts. In addition, we reached over 3,000 high school students all over the state and over 1,000 elementary school students. Our education involved classroom instruction as well as demonstrations using the Convincer and Rollover simulators. In addition to school students, we reached thousands of people attending health fairs, community festivals, agricultural fairs, bicycle fairs and corporate seminars across the entire state through Convincer and Rollover demonstrations.

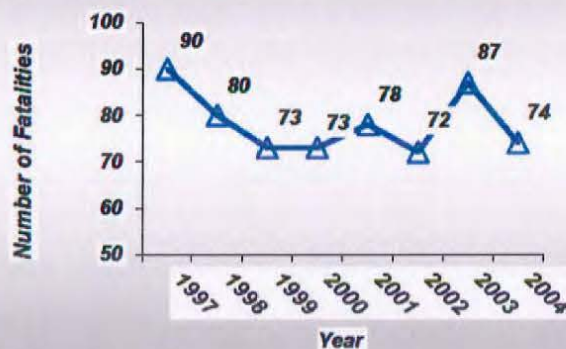


Convincer & Rollover
Rick Tarr



Department of Public Safety,
Bureau of Highway Safety

Maine Unbelted Fatalities by Year





The MeBHS continues to loan (free of charge) our Vince & Larry Crash Dummy costumes for schools, governmental and private industry business meetings and safety events. In 2005, we loaned Vince & Larry more than 15 times.

Child Passenger Safety

The MeBHS in partnership with the Maine Center for Disease Control and Prevention at the Maine Department of Health and Human Services, was successful in increasing the percentage of Maine voucher sites (income eligible sites) that have on-site Child Passenger Safety (CPS) technicians from 51% to 75%. The number of sites has remained constant at 36.

We provided more than 2,000 child safety seats to income eligible Maine families that otherwise would not be able to provide their children with a properly fitted safety seat.

We offered trainings for: Special Needs CPS training, CPS Technician training and CPS certification renewals. We also recruited a number of police officers to become CPS technicians through training that we will offer at the Maine Criminal Justice Academy.

We increased the number of active Child Safety Seat Fitting Stations from 35 to 37 and provided seats and supplies to all of those sites. New sites in Calais, Phillips and Rangeley serve some of the more remote regions of the State not previously covered.



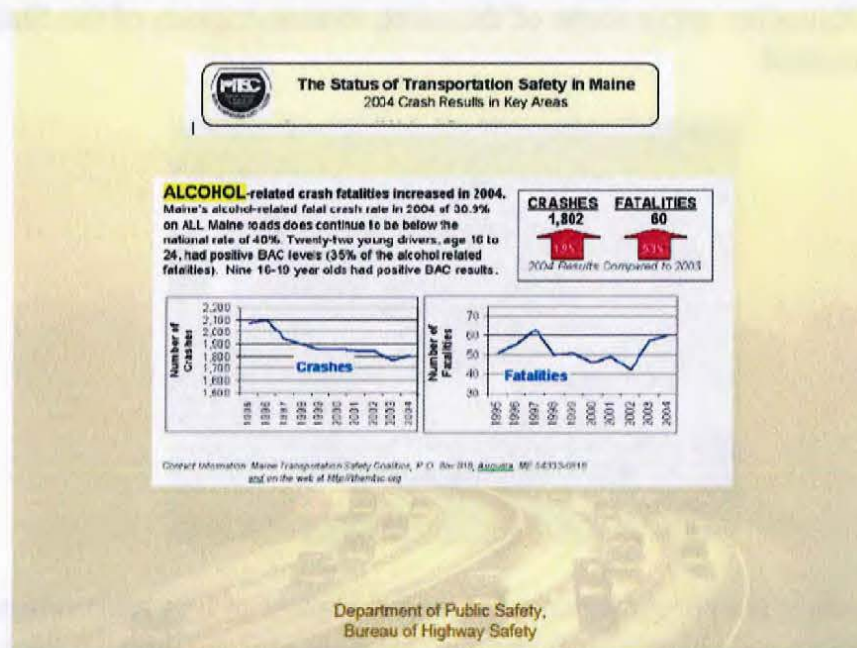
We held two Safe Native American Passenger classes at two reservations, presented CPS to a childcare workshop in Augusta and presented CPS to a WIC meeting in Augusta. In addition, we have recently signed into contract with the Catholic Charities of Maine, in Portland to serve the immigrant population in that area, which includes the Somalian population.

Impaired Driving Program Overview

Operating Under the Influence

The impaired driver is still the most dangerous driver on our highways. Reducing impaired driving continues to be a priority of Maine's highway safety program. The program strategies in this area recognize the importance of coupling highly visible enforcement with a strong public information campaign. The State has a tough anti-drinking and driving law that went into effect in 1998.

Although overall crashes continue to decline, the number of fatalities linked to alcohol has increased to a five year high of 60. This increase suggests continued efforts are required to decrease the number of impaired drivers on Maine roads. Maine's rates are based on actual data and each year, over 90% of all drivers and deceased drivers are tested for Blood Alcohol Content.



There are approximately 12,000 OUI arrests per year in Maine. In 2005, between June 15th and September 30th, the Bureau of Highway Safety funded 56 local and municipal law enforcement agencies for an annual summer OUI enforcement campaign. This campaign resulted in over 320 arrests for impaired driving. Officers and deputies stopped more than 16,600 vehicles and spent approximately 5,483 over-time hours of dedicated patrol and roadblocks to combat impaired driving.

Maine Highway Safety has also established, funded and expanded our DRE (Drug Recognition Expert) program. This program provides specialized training to selected police officers to enable them to identify drivers impaired by drugs. Currently, there are 20 instructors and approximately 100 Drug Recognition Experts in Maine.

The State of Maine also over-sees and administers the Maine Implied Consent Program. This program uses State Highway funds to support a state mandated program that tests drivers suspected of being impaired by alcohol or other drugs. Under Implied Consent, a suspect automatically agrees to a chemical test (blood, breath, or urine) at any time authorities have probable cause to administer one. If a suspect refuses to take a test for alcohol or drugs, their driver's license will be immediately suspended. The suspension could be for a period of up to six years. Because it is an administrative suspension, no court action is necessary. In addition, testimony from the arresting officer regarding the suspects driving performance can result in an OUI conviction even without the Blood Alcohol (BAC) test. If someone is found guilty of OUI based on the police officer's testimony, a refusal to take a test will be considered an aggravating factor by the judge and another suspension, as well as mandatory jail time, will be tacked on. Refusals result in a much harsher penalty than if a test was taken. In addition, we administer a blood test to all drivers (alive or deceased) involved in fatal accidents.

Traffic Records Program Overview

Traffic Records

The MeBHS continues to support statewide Traffic Record efforts. In 2005, we were successful in getting the Portland Police Department on board for using the **Maine Crash Reporting System** to electronically submit their crash reports. This system tracks all reportable crashes. The Bureau funds upgrades, maintenance and changes to this system. The crash system itself is administered by the Maine State Police.

The MCRS software was developed over a three year period in the following phases: 1) software for police officers was written, tested and provided to the law enforcement community to permit the collection of crash data on a variety of laptop and desk top computers; 2) local traffic crash data base programming was implemented that permitted participating police departments to store and analyze the crash data they collected and 3) a statewide data base was established and three methods were developed to transfer data electronically. Once the collection programming was tested MeBHS and the Maine State Police conducted monthly train-the-trainer classes and every police agency in Maine has a fully qualified instructor and systems administrator. MeBHS provided funding for laptops, CD drives and printers to most Maine police agencies. Additionally, MeBHS, the Maine State Police and our programming contractor provided general assistance through a "help desk" function. Major partners like MeDOT and BMV were part of the traffic records committees and their needs and desires were included as the system was developed and has evolved. Data analysis capabilities were developed and put in place. In 2004, 100% of all crashes were sent to the state repository electronically.

We continue to support a part-time federally funded **Fatality Analysis Reporting System** analyst to provide all of our statistical analysis of fatal crashes in Maine.

The Bureau continues to participate on the **Crash Outcome Data Evaluation System (CODES)** committee, which meets several times a year to discuss the linkage of all data systems for measurable results.

Police Traffic Services Program Overview

The MeBHS provides funding for **traffic safety related equipment** to Maine law enforcement departments. We provide equipment to assist in speed reduction efforts, impaired driving efforts and occupant protection efforts such as: radars, in-cruiser lap tops, in-cruiser printers, video cameras and other items necessary for overall traffic enforcement and safety efforts.

We provide the Maine State Police annually with funds to administer portions of their **Strategic Area Focused Enforcement (SAFE)** program. This is a program that specifically targets high crash areas and is broken down based on the causes of the crashes.

For Federal Fiscal Year 2005, we supported the Maine State Police, the Maine Chief's of Police Association and the Maine Sheriff's Association in their combined effort to launch a new program called **SafeGuard**. This program is a low cost effort to help teens stay safe by having law enforcement officers call the teen's parents when traffic stops have been made.

We also continue to fund law enforcement activities involved with **training** officers for crash reconstruction through the Maine Criminal Justice Academy.

Noteworthy Practices

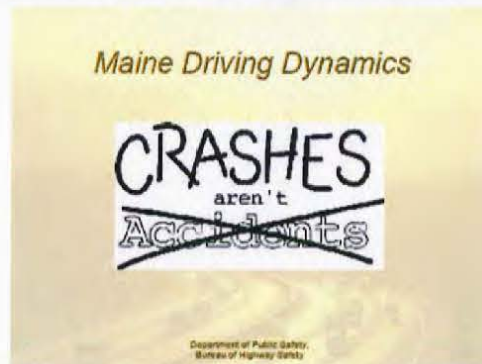
Partnerships & Strategic Highway Safety Plan

Over the past year the MeBHS has partnered with the MeDOT, the MTA, DHHS and others in developing a **Statewide Strategic Highway Safety Plan** to substantially reduce the number of injuries and deaths related to crashes on Maine highways.

We also partnered with those agencies and many more in an effort to support the passing of a primary safety belt law in the 122nd Regular **Legislative Session**.

In addition, we have continued our partnership with the **Maine Transportation Safety Coalition**, produced seasonal driving safely brochures and assisted in the New England Transportation Safety Conference held in Portland, Maine in April 2005.

We continue to manage Maine's Driver Improvement program, **Maine Driving Dynamics**. Approximately 5,000 people take this class each year. A class designed on the premise that "a crash is not an accident".



The MeBHS will continue to explore new partnerships and continue to strengthen our existing partnerships with more agencies (governmental, state, law enforcement and non-law enforcement) in our efforts to increase our chances of affecting behavioral changes and educating Maine citizens about all matters related to highway safety.



Looking to Federal Fiscal Year 2006, the MeBHS will be resurrecting the **State Traffic Records Coordinating Committee** to coordinate all Traffic Record related activities and efforts statewide between all agencies that use and benefit from Maine traffic records systems.

Finally, we hope to strengthen our relationships and partnerships with **minority populations** in Maine to identify their problems and if we can assist, to offer more highway safety related education and resources.

Paid Media Efforts

Once again, a critical element of the successful 2005 Safety Belt Education and Enforcement campaign was the public information and education radio campaign designed around the enforcement operations. The theme for the campaign was "BUCKLE UP – NO EXCUSES".

MeBHS staff (with assistance from The Tombras Group, an advertising agency that NHTSA had contracted) updated our old public service announcement (PSA), which played for the three-week period of May 16, 2005 through June 5, 2005. This announcement aired on radio stations that covered most of Aroostook and York Counties and the Bangor-Ellsworth, Greater Portland, Lewiston-Auburn and the Augusta-Waterville areas.

The target audience was males between the ages of 18 and 34 (based on a NHTSA National Study) and air-time was purchased by the advertising agency at radio stations deemed most listened to, by that age group. The radio ad played during the morning and evening commutes, the early evening hours and also during the noon travel period. The advertising agency used over \$130,000.00 and was able to purchase around 5,700 paid PSA spots at Maine radio stations. In addition, our "buy" earned over \$104,000.00 in free advertising; equal to 2,420 free PSA spots.

MeBHS asked the MeDOT, Maine Turnpike, National Guard Armories and all police departments to display the message, BUCKLE UP-NO EXCUSES on their message boards. Everyone complied and our message was seen throughout the state.

We hosted one successful press conference at Inland Hospital in Waterville, on the first day of the enforcement campaign. As a result, we had numerous spots on local TV news stations during the evening and morning news. Additionally, a number of newspapers carried stories about the effort throughout the entire two-week campaign.

Looking To The Future

Our safety efforts in Federal Fiscal Year 2006 will continue to focus on reducing fatalities and serious injuries. We are committed to expanding and strengthening partnerships statewide in an effort to work together to address our highway safety concerns.

We hope to, in the future, again address the significant challenge of instituting a primary seat belt law for this State.

Data presented in this Annual Report highlights the need for Maine to continue to focus on reducing alcohol-related and speed-related crashes, fatalities and serious injuries through combined education and enforcement efforts. Also based on recent data regarding motorcycle crashes in Maine, we see a clear need to focus direct attention toward reducing the number of fatalities and serious injuries resulting from motorcycle crashes on Maine roads and highways.

The MeBHS has already taken steps to resurrect a state-wide Traffic Records Committee to identify all parties benefiting from coordinated traffic records systems and to review our state-wide plan and update as necessary.

Finally, we will continue to work closely with the Maine Department of Transportation and all of our partners on the State's Strategic Highway Safety Plan to implement the behavioral countermeasures identified in that Plan.

Financial Summary

	402	405	410	411	154	157	157	163	164	2003b	Total	% of Total
CTSP/ Safe Communities	\$832,284										\$832,284	8.0%
Motorcycles	\$61,883										\$61,883	0.6%
Police Traffic Services	\$483,030							319,466			\$802,496	7.7%
Occupant Protection	\$854,946	589,418				336,923	664,008			107,139	\$2,552,434	24.5%
Roadway Safety	\$278								2,216,517		\$2,216,795	21.3%
Impaired Driving	\$451,879				62,755				2,743,455		\$3,258,089	31.3%
EMS	\$0										\$0	0.0%
Traffic Records	\$361,999			105,977							\$467,976	4.5%
P&A	\$119,218								22,542		\$141,760	1.4%
Pedestrians & Bicycles	\$79,493										\$79,493	0.8%
TOTAL	\$3,245,010	\$589,418	\$0	\$105,977	\$0	\$336,923	\$664,008	\$319,466	\$4,982,514	\$107,139	\$10,413,210	100.000%

