

MAINE STATE LEGISLATURE

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MaineDOT

State of Maine

Truck & Bus Crash History

STATE POLICE
TRUCK - BUS CHECK

ALL TRUCKS - BUSES
MUST STOP
WHEN FLASHING

2015-2019



Prepared by:

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Office of Safety Crash Records Section
16 State House Station
Augusta, Maine 04333-0016

STATE OF MAINE

HIGHWAY TRUCK CRASHES

2015 - 2019

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STATE OF MAINE

HIGHWAY TRUCK CRASHES

2015 - 2019

Preface

This publication is a statistical review of reported motor vehicle highway crashes involving trucks in Maine during the five-year study period 2015- 2019. These trucks are classified by the following Unit Type: *Medium/Heavy Trucks (More than 10,000 lbs)* and *Other Light Trucks (10,000 lbs or less)*. The statistics are compiled from crash reports submitted to the Department of Transportation by the Traffic Division, Department of Public Safety. The Traffic Division receives all police uniform crash reports Form 13:20 A, from state, county and local police agencies.

The enclosed charts, graphs, listings and summaries were produced using the Department of Transportation's Computerized Crash Records System. Fatalities data was provided by the Department of Public Safety. Except for adjustments to locations and crash-type information for accuracy, no attempt has been made to modify the raw data received from the reporting agencies. However, because crash scenes are often dangerous and chaotic, some inaccuracies in data collection are possible.

A comparison of this report with other summaries of crashes and fatalities may also reveal inconsistencies due to changes in crash classification, late submittals, and differing reporting criteria. Fatalities data is provided by the Department of Public Safety and does not include deaths that were later determined to be of natural causes.

The Department of Transportation and the Department of Public Safety wish to express our sincere thank you to all law enforcement agencies and officers for the work they do on crash investigations. Without their dedication, this report would not be possible.

A link to this publication can be found on the maine.gov website at:

mainedot.gov/safety/crash-data/

We welcome your comments and suggestions on this report at:

Maine Department of Transportation

Office of Safety

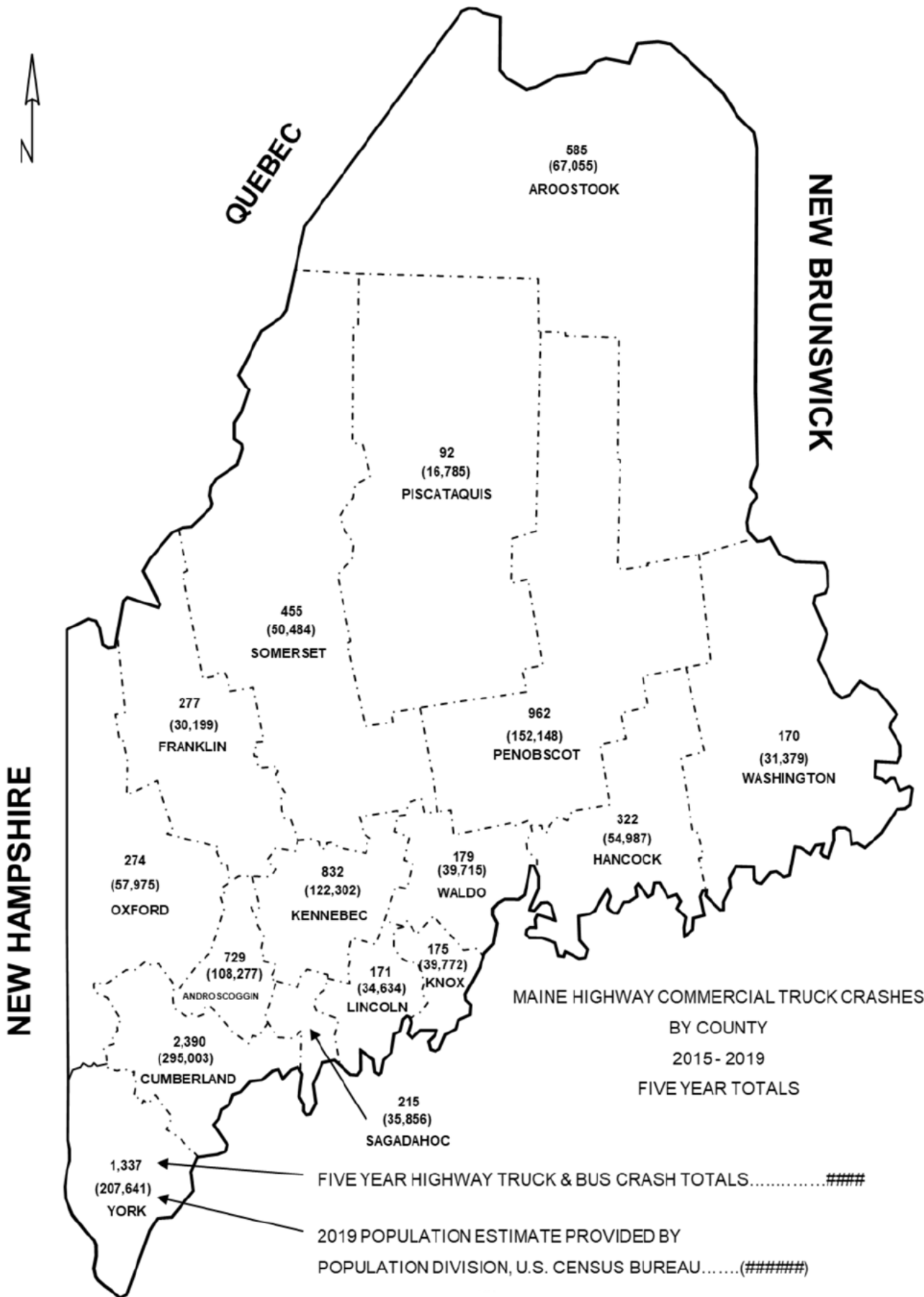
Crash Records Section

16 State House Station

Augusta, ME 04333-0016

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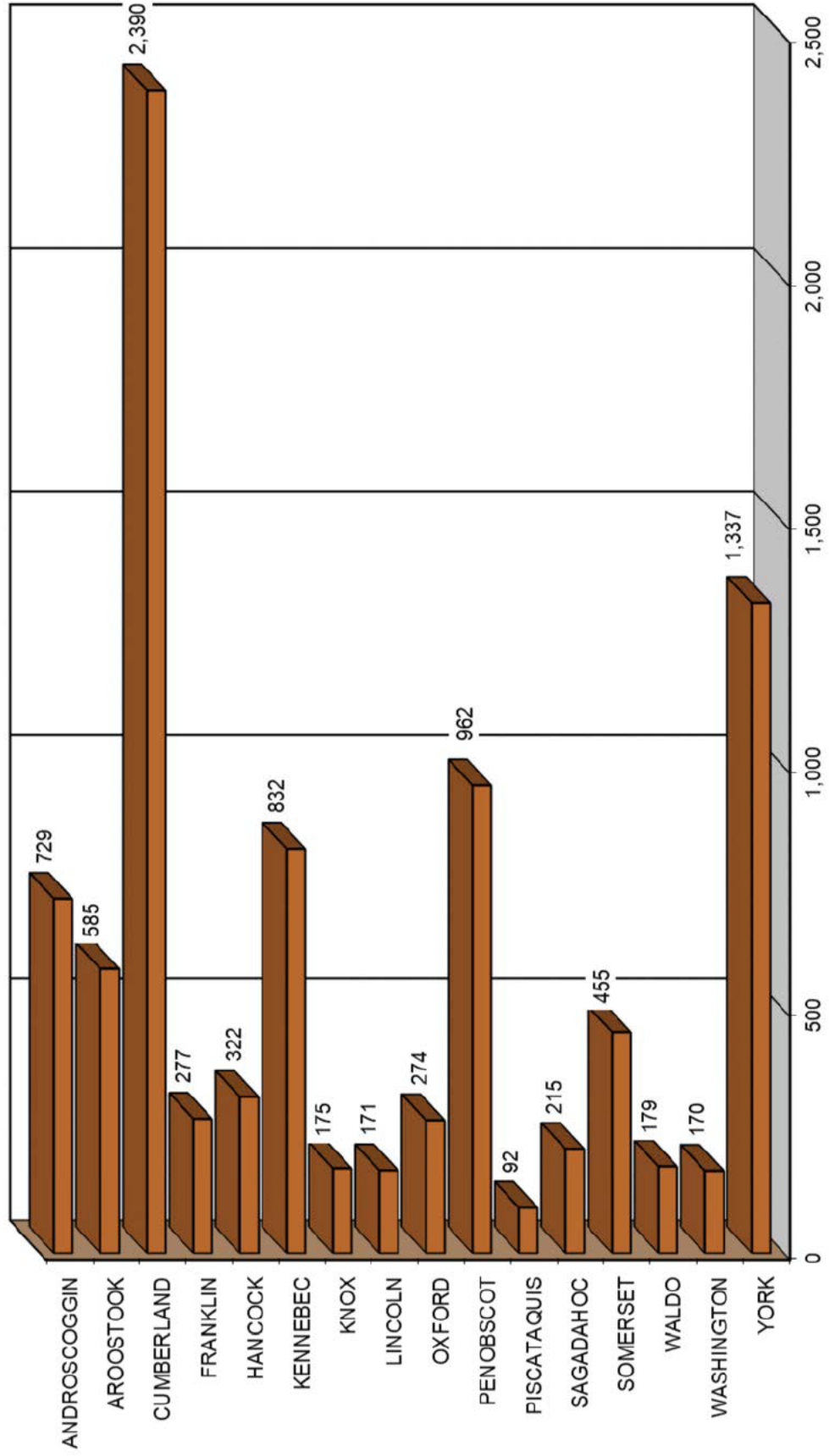


Produced by the Maine Department of Transportation

MAINE HIGHWAY TRUCK CRASHES

BY COUNTY

2015-- 2019



MAINE HIGHWAY TRUCK CRASHES

BY COUNTY

2015- 2019

| COUNTY | INJURY TYPE | 2015 | 2016 | 2017 | 2018 | 2019 | TOTAL CRASHES | PERCENT OF TOTAL |
|--|--------------------------|------|------|------|------|------|------------------|---------------------|
| ANDROSCOGGIN Percent Personal Injury 20.71% | FATAL (K) | 0 | 2 | 3 | 1 | 1 | 7 | 0.08% |
| | SUSPECTED SERIOUS (A) | 1 | 3 | 3 | 2 | 4 | 13 | 0.14% |
| | SUSPECTED MINOR (B) | 10 | 6 | 6 | 6 | 6 | 34 | 0.37% |
| | POSSIBLE INJURY (C) | 21 | 20 | 29 | 16 | 11 | 97 | 1.06% |
| | PROPERTY DAMAGE ONLY (O) | 108 | 124 | 114 | 109 | 123 | 578 | 6.31% |
| | COUNTY SUBTOTAL | 140 | 155 | 155 | 134 | 145 | 729 | 7.95% |
| AROOSTOOK Percent Personal Injury 19.32% | FATAL (K) | 1 | 0 | 0 | 1 | 1 | 3 | 0.03% |
| | SUSPECTED SERIOUS (A) | 4 | 4 | 3 | 2 | 5 | 18 | 0.20% |
| | SUSPECTED MINOR (B) | 7 | 10 | 3 | 1 | 7 | 28 | 0.31% |
| | POSSIBLE INJURY (C) | 9 | 12 | 11 | 14 | 18 | 64 | 0.70% |
| | PROPERTY DAMAGE ONLY (O) | 72 | 104 | 94 | 102 | 100 | 472 | 5.15% |
| | COUNTY SUBTOTAL | 93 | 130 | 111 | 120 | 131 | 585 | 6.38% |
| CUMBERLAND Percent Personal Injury 17.24% | FATAL (K) | 2 | 3 | 4 | 3 | 1 | 13 | 0.14% |
| | SUSPECTED SERIOUS (A) | 1 | 4 | 14 | 7 | 8 | 34 | 0.37% |
| | SUSPECTED MINOR (B) | 21 | 16 | 21 | 26 | 24 | 108 | 1.18% |
| | POSSIBLE INJURY (C) | 58 | 45 | 46 | 55 | 53 | 257 | 2.80% |
| | PROPERTY DAMAGE ONLY (O) | 382 | 377 | 435 | 389 | 395 | 1,978 | 21.58% |
| | COUNTY SUBTOTAL | 464 | 445 | 520 | 480 | 481 | 2,390 | 26.08% |
| FRANKLIN Percent Personal Injury 20.58% | FATAL (K) | 1 | 0 | 2 | 1 | 1 | 5 | 0.05% |
| | SUSPECTED SERIOUS (A) | 1 | 0 | 3 | 0 | 2 | 6 | 0.07% |
| | SUSPECTED MINOR (B) | 3 | 5 | 4 | 5 | 5 | 22 | 0.24% |
| | POSSIBLE INJURY (C) | 2 | 6 | 3 | 6 | 7 | 24 | 0.26% |
| | PROPERTY DAMAGE ONLY (O) | 36 | 39 | 54 | 46 | 45 | 220 | 2.40% |
| | COUNTY SUBTOTAL | 43 | 50 | 66 | 58 | 60 | 277 | 3.02% |
| HANCOCK Percent Personal Injury 18.94% | FATAL (K) | 1 | 2 | 0 | 0 | 2 | 5 | 0.05% |
| | SUSPECTED SERIOUS (A) | 2 | 3 | 2 | 3 | 0 | 10 | 0.11% |
| | SUSPECTED MINOR (B) | 4 | 1 | 2 | 7 | 5 | 19 | 0.21% |
| | POSSIBLE INJURY (C) | 5 | 4 | 7 | 6 | 5 | 27 | 0.29% |
| | PROPERTY DAMAGE ONLY (O) | 60 | 45 | 56 | 57 | 43 | 261 | 2.85% |
| | COUNTY SUBTOTAL | 72 | 55 | 67 | 73 | 55 | 322 | 3.51% |
| KENNEBEC Percent Personal Injury 18.39% | FATAL (K) | 1 | 1 | 2 | 2 | 0 | 6 | 0.07% |
| | SUSPECTED SERIOUS (A) | 4 | 1 | 5 | 5 | 3 | 18 | 0.20% |
| | SUSPECTED MINOR (B) | 7 | 9 | 8 | 7 | 5 | 36 | 0.39% |
| | POSSIBLE INJURY (C) | 19 | 20 | 20 | 15 | 19 | 93 | 1.01% |
| | PROPERTY DAMAGE ONLY (O) | 112 | 132 | 154 | 141 | 140 | 679 | 7.41% |
| | COUNTY SUBTOTAL | 143 | 163 | 189 | 170 | 167 | 832 | 9.08% |
| KNOX Percent Personal Injury 24.57% | FATAL (K) | 0 | 1 | 1 | 1 | 0 | 3 | 0.03% |
| | SUSPECTED SERIOUS (A) | 4 | 2 | 1 | 3 | 1 | 11 | 0.12% |
| | SUSPECTED MINOR (B) | 4 | 1 | 3 | 3 | 0 | 11 | 0.12% |
| | POSSIBLE INJURY (C) | 2 | 5 | 2 | 4 | 5 | 18 | 0.20% |
| | PROPERTY DAMAGE ONLY (O) | 22 | 22 | 31 | 33 | 24 | 132 | 1.44% |
| | COUNTY SUBTOTAL | 32 | 31 | 38 | 44 | 30 | 175 | 1.91% |
| LINCOLN Percent Personal Injury 23.98% | FATAL (K) | 0 | 2 | 0 | 0 | 1 | 3 | 0.03% |
| | SUSPECTED SERIOUS (A) | 2 | 1 | 3 | 1 | 1 | 8 | 0.09% |
| | SUSPECTED MINOR (B) | 1 | 1 | 1 | 1 | 1 | 5 | 0.05% |
| | POSSIBLE INJURY (C) | 6 | 2 | 6 | 7 | 4 | 25 | 0.27% |
| | PROPERTY DAMAGE ONLY (O) | 19 | 28 | 36 | 27 | 20 | 130 | 1.42% |
| | COUNTY SUBTOTAL | 28 | 34 | 46 | 36 | 27 | 171 | 1.87% |

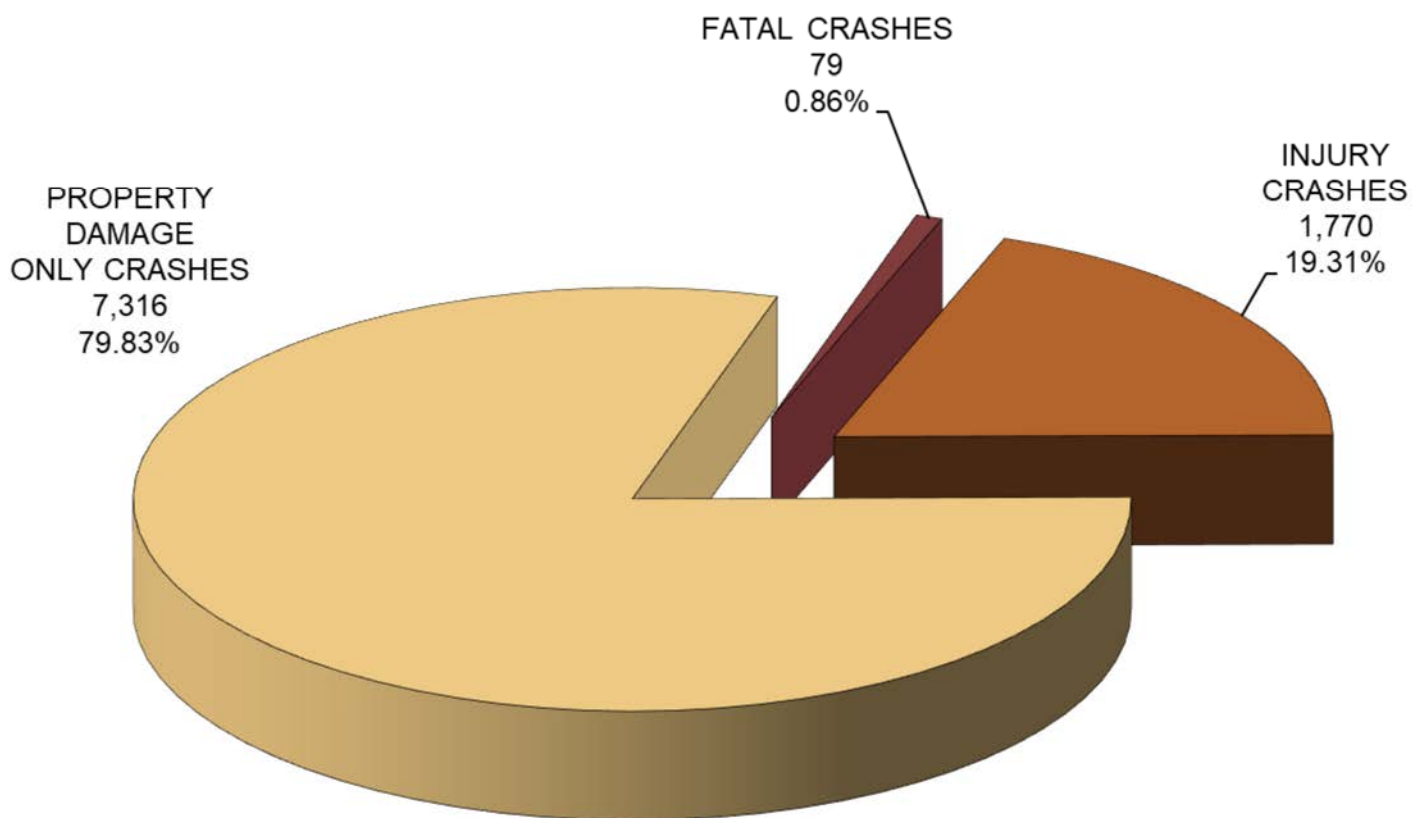


| COUNTY | INJURY TYPE | 2015 | 2016 | 2017 | 2018 | 2019 | TOTAL CRASHES | PERCENT OF TOTAL |
|---|--------------------------|-------|-------|-------|-------|-------|------------------|---------------------|
| OXFORD Percent Personal Injury 24.09% | FATAL (K) | 1 | 2 | 0 | 0 | 2 | 5 | 0.05% |
| | SUSPECTED SERIOUS (A) | 5 | 0 | 1 | 1 | 2 | 9 | 0.10% |
| | SUSPECTED MINOR (B) | 1 | 2 | 4 | 11 | 3 | 21 | 0.23% |
| | POSSIBLE INJURY (C) | 5 | 9 | 5 | 2 | 10 | 31 | 0.34% |
| | PROPERTY DAMAGE ONLY (O) | 25 | 31 | 45 | 57 | 50 | 208 | 2.27% |
| | COUNTY SUBTOTAL | 37 | 44 | 55 | 71 | 67 | 274 | 2.99% |
| PENOBSCOT Percent Personal Injury 20.48% | FATAL (K) | 0 | 0 | 2 | 0 | 2 | 4 | 0.04% |
| | SUSPECTED SERIOUS (A) | 4 | 4 | 3 | 2 | 3 | 16 | 0.17% |
| | SUSPECTED MINOR (B) | 10 | 9 | 10 | 14 | 19 | 62 | 0.68% |
| | POSSIBLE INJURY (C) | 26 | 30 | 16 | 20 | 23 | 115 | 1.25% |
| | PROPERTY DAMAGE ONLY (O) | 151 | 133 | 145 | 149 | 187 | 765 | 8.35% |
| | COUNTY SUBTOTAL | 191 | 176 | 176 | 185 | 234 | 962 | 10.50% |
| PISCATAQUIS Percent Personal Injury 17.39% | FATAL (K) | 0 | 0 | 0 | 1 | 0 | 1 | 0.01% |
| | SUSPECTED SERIOUS (A) | 2 | 0 | 0 | 0 | 0 | 2 | 0.02% |
| | SUSPECTED MINOR (B) | 2 | 0 | 0 | 0 | 1 | 3 | 0.03% |
| | POSSIBLE INJURY (C) | 4 | 0 | 1 | 2 | 3 | 10 | 0.11% |
| | PROPERTY DAMAGE ONLY (O) | 11 | 22 | 14 | 12 | 17 | 76 | 0.83% |
| | COUNTY SUBTOTAL | 19 | 22 | 15 | 15 | 21 | 92 | 1.00% |
| SAGadahoc Percent Personal Injury 23.72% | FATAL (K) | 1 | 1 | 0 | 1 | 0 | 3 | 0.03% |
| | SUSPECTED SERIOUS (A) | 2 | 1 | 1 | 2 | 0 | 6 | 0.07% |
| | SUSPECTED MINOR (B) | 2 | 2 | 2 | 3 | 3 | 12 | 0.13% |
| | POSSIBLE INJURY (C) | 8 | 4 | 2 | 8 | 8 | 30 | 0.33% |
| | PROPERTY DAMAGE ONLY (O) | 30 | 36 | 33 | 33 | 32 | 164 | 1.79% |
| | COUNTY SUBTOTAL | 43 | 44 | 38 | 47 | 43 | 215 | 2.35% |
| SOMERSET Percent Personal Injury 24.62% | FATAL (K) | 2 | 0 | 2 | 1 | 2 | 7 | 0.08% |
| | SUSPECTED SERIOUS (A) | 3 | 5 | 1 | 2 | 1 | 12 | 0.13% |
| | SUSPECTED MINOR (B) | 5 | 7 | 2 | 9 | 6 | 29 | 0.32% |
| | POSSIBLE INJURY (C) | 12 | 12 | 11 | 14 | 15 | 64 | 0.70% |
| | PROPERTY DAMAGE ONLY (O) | 70 | 56 | 69 | 79 | 69 | 343 | 3.74% |
| | COUNTY SUBTOTAL | 92 | 80 | 85 | 105 | 93 | 455 | 4.96% |
| WALDO Percent Personal Injury 21.79% | FATAL (K) | 0 | 0 | 2 | 1 | 0 | 3 | 0.03% |
| | SUSPECTED SERIOUS (A) | 0 | 1 | 1 | 0 | 2 | 4 | 0.04% |
| | SUSPECTED MINOR (B) | 2 | 1 | 0 | 2 | 3 | 8 | 0.09% |
| | POSSIBLE INJURY (C) | 5 | 6 | 4 | 4 | 5 | 24 | 0.26% |
| | PROPERTY DAMAGE ONLY (O) | 17 | 21 | 32 | 33 | 37 | 140 | 1.53% |
| | COUNTY SUBTOTAL | 24 | 29 | 39 | 40 | 47 | 179 | 1.95% |
| WASHINGTON Percent Personal Injury 27.06% | FATAL (K) | 2 | 0 | 0 | 0 | 0 | 2 | 0.02% |
| | SUSPECTED SERIOUS (A) | 1 | 0 | 1 | 0 | 1 | 3 | 0.03% |
| | SUSPECTED MINOR (B) | 5 | 2 | 2 | 2 | 2 | 13 | 0.14% |
| | POSSIBLE INJURY (C) | 6 | 5 | 6 | 3 | 8 | 28 | 0.31% |
| | PROPERTY DAMAGE ONLY (O) | 29 | 22 | 20 | 27 | 26 | 124 | 1.35% |
| | COUNTY SUBTOTAL | 43 | 29 | 29 | 32 | 37 | 170 | 1.85% |
| YORK Percent Personal Injury 21.77% | FATAL (K) | 1 | 1 | 3 | 1 | 3 | 9 | 0.10% |
| | SUSPECTED SERIOUS (A) | 8 | 4 | 9 | 3 | 6 | 30 | 0.33% |
| | SUSPECTED MINOR (B) | 19 | 10 | 21 | 23 | 17 | 90 | 0.98% |
| | POSSIBLE INJURY (C) | 28 | 32 | 28 | 42 | 32 | 162 | 1.77% |
| | PROPERTY DAMAGE ONLY (O) | 184 | 201 | 222 | 229 | 210 | 1,046 | 11.41% |
| | COUNTY SUBTOTAL | 240 | 248 | 283 | 298 | 268 | 1,337 | 14.59% |
| COUNTY GRAND TOTAL Percent Personal Injury 20.17% | FATAL (K) | 13 | 15 | 21 | 14 | 16 | 79 | 0.86% |
| | SUSPECTED SERIOUS (A) | 44 | 33 | 51 | 33 | 39 | 200 | 2.18% |
| | SUSPECTED MINOR (B) | 103 | 82 | 89 | 120 | 107 | 501 | 5.47% |
| | POSSIBLE INJURY (C) | 216 | 212 | 197 | 218 | 226 | 1,069 | 11.66% |
| | PROPERTY DAMAGE ONLY (O) | 1,328 | 1,393 | 1,554 | 1,523 | 1,518 | 7,316 | 79.83% |
| | GRAND TOTAL | 1,704 | 1,735 | 1,912 | 1,908 | 1,906 | 9,165 | 100.00% |

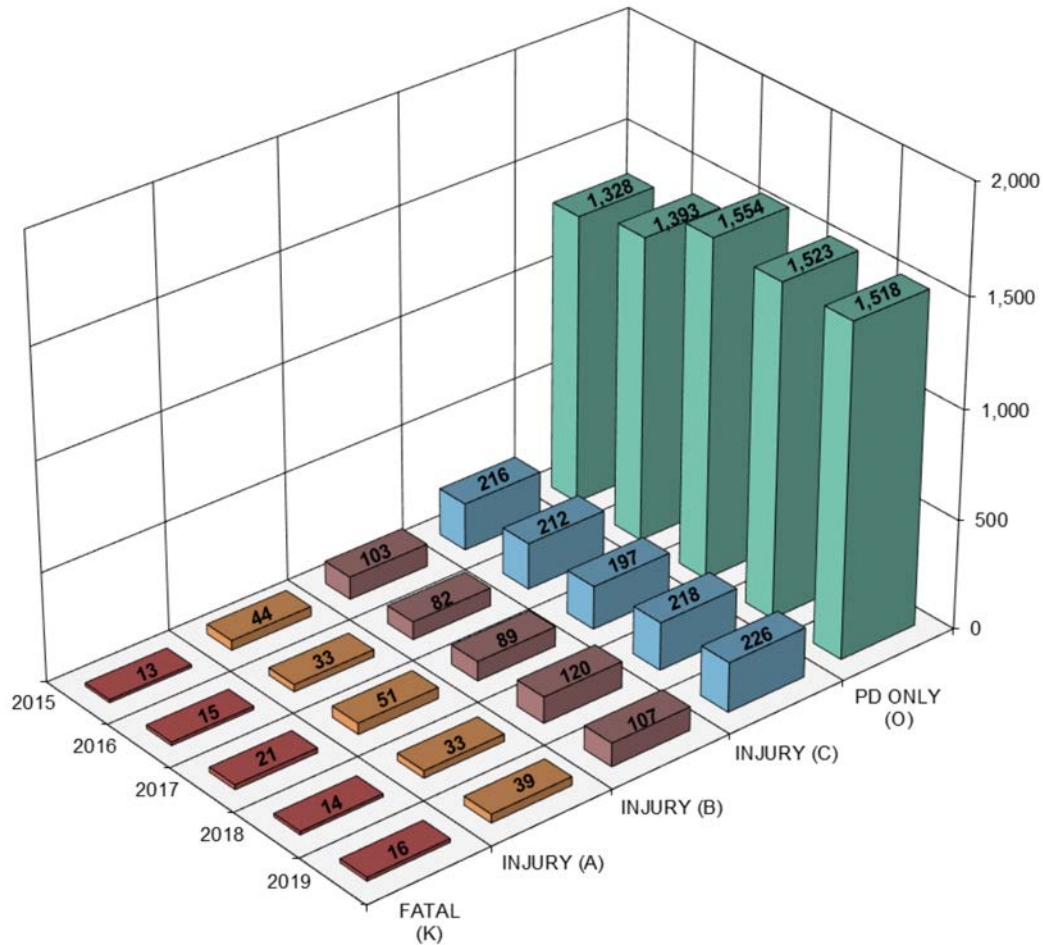


MAINE HIGHWAY TRUCK CRASH SEVERITY BY FATAL, INJURY, & PROPERTY DAMAGE CRASHES 2015 - 2019

9,165 Total Truck Crashes



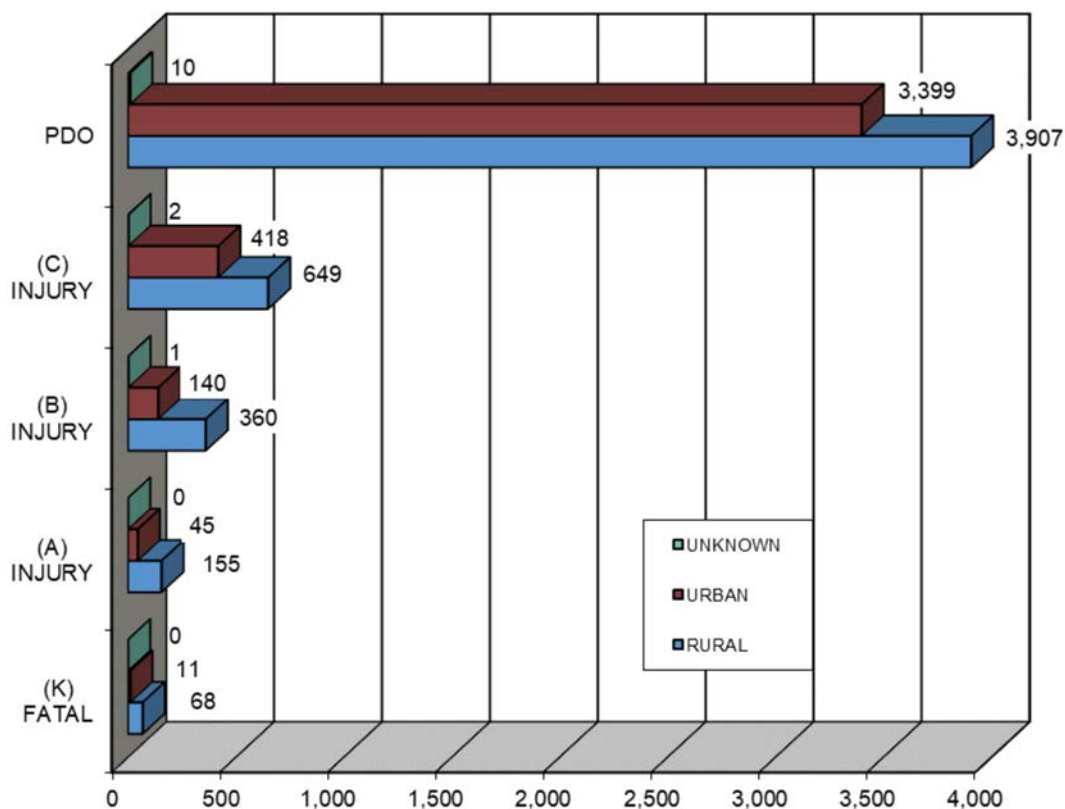
MAINE HIGHWAY TRUCK CRASH SEVERITY BY YEAR 2015 - 2019



| YEAR | FATAL CRASH (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (O) | TOTAL CRASHES |
|----------------|-----------------|---------------------------------|----------------------------|---------------------|--------------------------|----------------|
| 2015 | 13 | 44 | 103 | 216 | 1,328 | 1,704 |
| 2016 | 15 | 33 | 82 | 212 | 1,393 | 1,735 |
| 2017 | 21 | 51 | 89 | 197 | 1,554 | 1,912 |
| 2018 | 14 | 33 | 120 | 218 | 1,523 | 1,908 |
| 2019 | 16 | 39 | 107 | 226 | 1,518 | 1,906 |
| TOTAL | 79 | 200 | 501 | 1,069 | 7,316 | 9,165 |
| PERCENT | 0.86% | PERCENT INJURY CRASHES = | | | 79.83% | 100.00% |



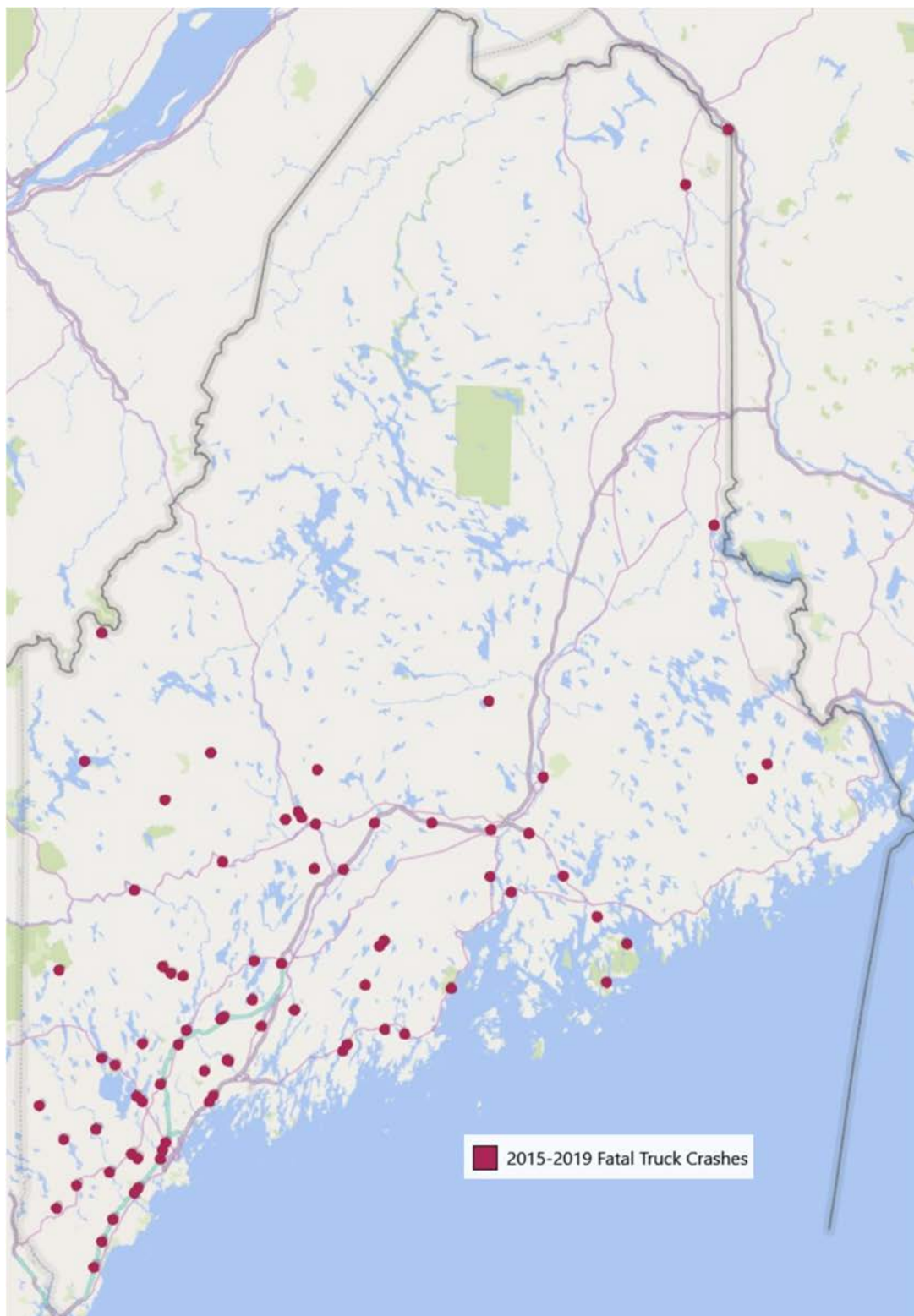
MAINE HIGHWAY TRUCK CRASH SEVERITY BY RURAL URBAN DESIGNATION 2015 - 2019



| RURAL URBAN DESIGNATION | FATAL CRASH (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (O) | FIVE YEAR TOTAL |
|-------------------------------|-----------------------|------------------------------------|----------------------------------|------------------------|--------------------------------|-----------------------|
| RURAL | 68 | 155 | 360 | 649 | 3,907 | 5,139 |
| URBAN | 11 | 45 | 140 | 418 | 3,399 | 4,013 |
| UNKNOWN | 0 | 0 | 1 | 2 | 10 | 13 |
| TOTAL | 79 | 200 | 501 | 1,069 | 7,316 | 9,165 |



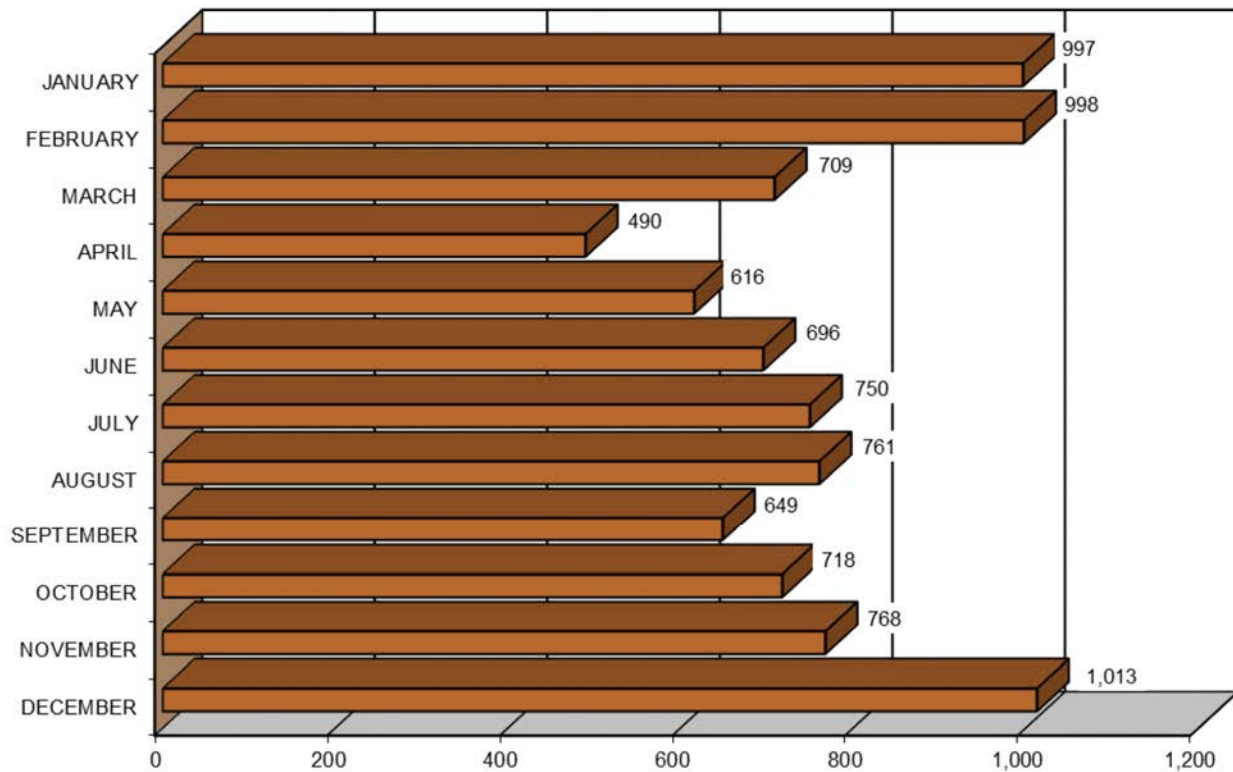
MAINE HIGHWAY TRUCK CRASHES BY FATAL CRASH LOCATION 2015 - 2019



MAINE HIGHWAY TRUCK CRASHES

BY MONTH

2015 - 2019



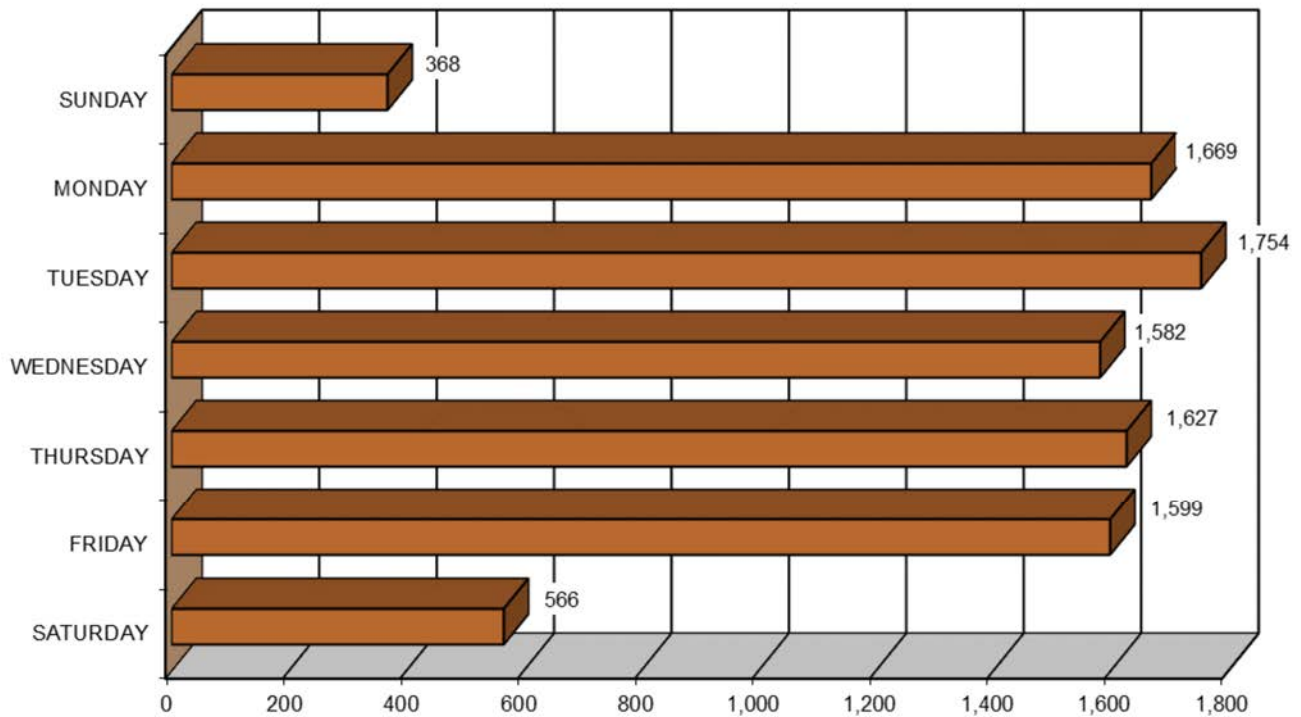
| MONTH | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| JANUARY | 219 | 140 | 191 | 229 | 218 | 997 | 10.88% |
| FEBRUARY | 242 | 170 | 232 | 154 | 200 | 998 | 10.89% |
| MARCH | 120 | 134 | 150 | 173 | 132 | 709 | 7.74% |
| APRIL | 88 | 83 | 101 | 93 | 125 | 490 | 5.35% |
| MAY | 113 | 119 | 114 | 130 | 140 | 616 | 6.72% |
| JUNE | 122 | 137 | 146 | 158 | 133 | 696 | 7.59% |
| JULY | 149 | 159 | 136 | 147 | 159 | 750 | 8.18% |
| AUGUST | 148 | 143 | 165 | 162 | 143 | 761 | 8.30% |
| SEPTEMBER | 132 | 137 | 123 | 115 | 142 | 649 | 7.08% |
| OCTOBER | 119 | 121 | 164 | 164 | 150 | 718 | 7.83% |
| NOVEMBER | 112 | 142 | 146 | 195 | 173 | 768 | 8.38% |
| DECEMBER | 140 | 250 | 244 | 188 | 191 | 1,013 | 11.05% |
| TOTAL | 1,704 | 1,735 | 1,912 | 1,908 | 1,906 | 9,165 | 100.00% |



MAINE HIGHWAY TRUCK CRASHES

BY DAY OF THE WEEK

2015 - 2019



| DAY OF THE WEEK | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|-------|-------|-------|-------|-------|-----------------|------------------|
| SUNDAY | 70 | 66 | 85 | 70 | 77 | 368 | 4.02% |
| MONDAY | 322 | 330 | 324 | 333 | 360 | 1,669 | 18.21% |
| TUESDAY | 342 | 314 | 359 | 363 | 376 | 1,754 | 19.14% |
| WEDNESDAY | 271 | 303 | 343 | 329 | 336 | 1,582 | 17.26% |
| THURSDAY | 313 | 284 | 340 | 352 | 338 | 1,627 | 17.75% |
| FRIDAY | 267 | 320 | 320 | 352 | 340 | 1,599 | 17.45% |
| SATURDAY | 119 | 118 | 141 | 109 | 79 | 566 | 6.18% |
| TOTAL | 1,704 | 1,735 | 1,912 | 1,908 | 1,906 | 9,165 | 100.00% |

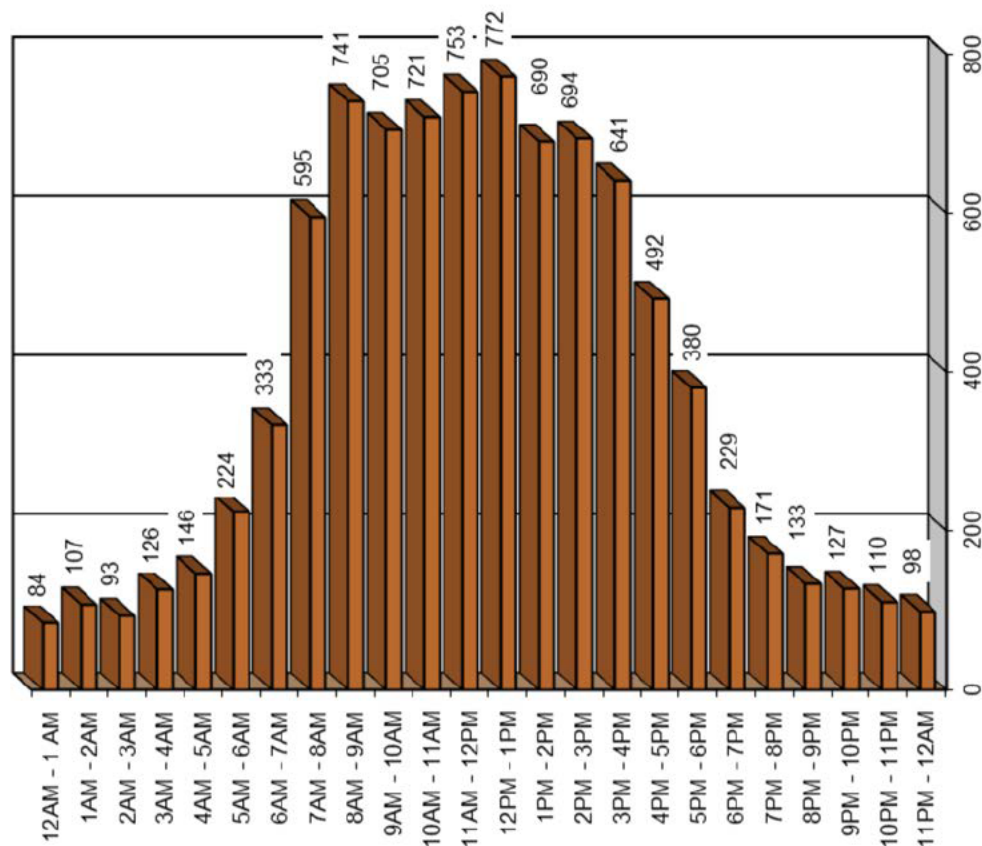


MAINE HIGHWAY TRUCK CRASHES

BY TIME OF DAY

2015 - 2019

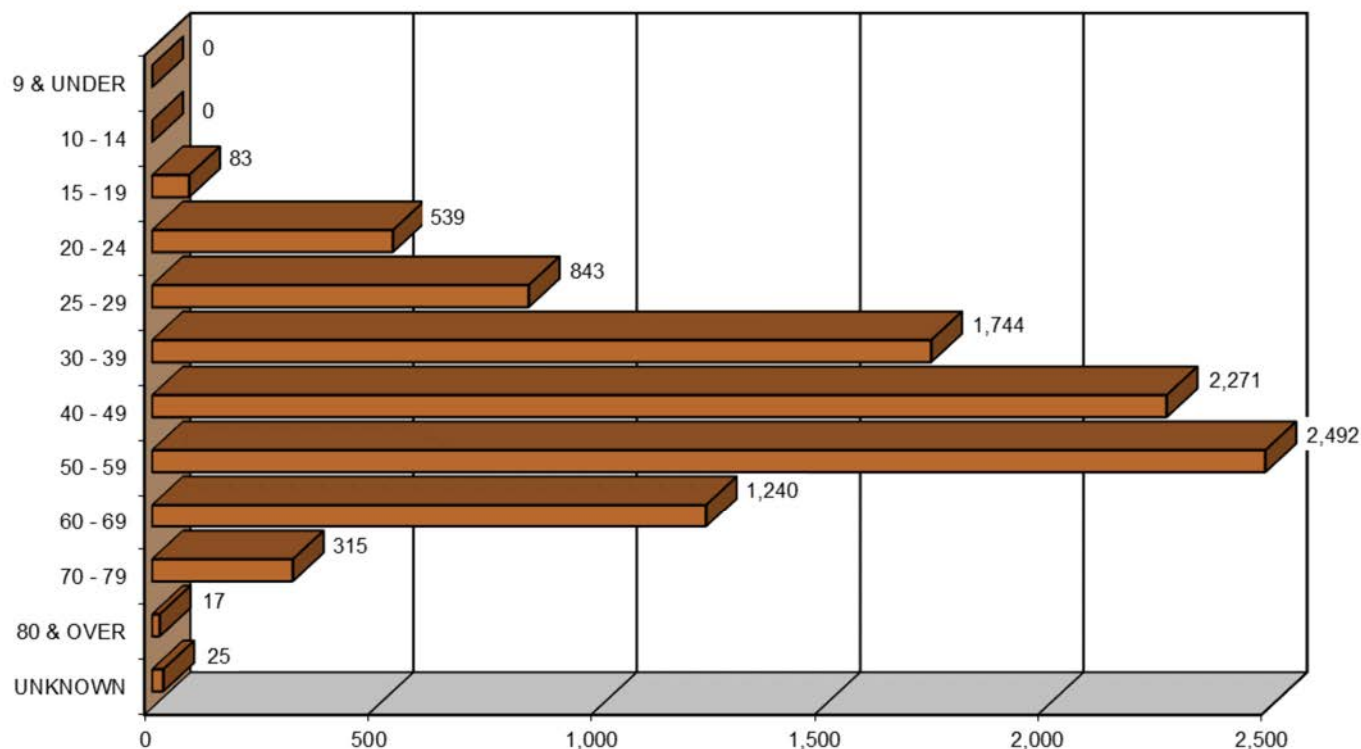
| TIME OF DAY | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|-------------|-------|-------|-------|-------|-------|-----------------|
| 12AM - 1AM | 13 | 19 | 16 | 15 | 21 | 84 |
| 1AM - 2AM | 17 | 19 | 25 | 18 | 28 | 107 |
| 2AM - 3AM | 18 | 20 | 15 | 21 | 19 | 93 |
| 3AM - 4AM | 27 | 21 | 32 | 28 | 18 | 126 |
| 4AM - 5AM | 26 | 23 | 30 | 34 | 33 | 146 |
| 5AM - 6AM | 32 | 36 | 55 | 54 | 47 | 224 |
| 6AM - 7AM | 64 | 63 | 61 | 73 | 72 | 333 |
| 7AM - 8AM | 102 | 111 | 129 | 123 | 130 | 595 |
| 8AM - 9AM | 137 | 133 | 158 | 150 | 163 | 741 |
| 9AM - 10AM | 108 | 123 | 132 | 176 | 166 | 705 |
| 10AM - 11AM | 141 | 133 | 141 | 157 | 149 | 721 |
| 11AM - 12PM | 130 | 147 | 181 | 168 | 127 | 753 |
| 12PM - 1PM | 135 | 154 | 168 | 158 | 157 | 772 |
| 1PM - 2PM | 153 | 132 | 137 | 132 | 136 | 690 |
| 2PM - 3PM | 156 | 131 | 138 | 117 | 152 | 694 |
| 3PM - 4PM | 125 | 130 | 135 | 116 | 135 | 641 |
| 4PM - 5PM | 90 | 100 | 97 | 110 | 95 | 492 |
| 5PM - 6PM | 90 | 83 | 60 | 84 | 63 | 380 |
| 6PM - 7PM | 40 | 47 | 47 | 47 | 48 | 229 |
| 7PM - 8PM | 25 | 27 | 44 | 38 | 37 | 171 |
| 8PM - 9PM | 20 | 23 | 29 | 26 | 35 | 133 |
| 9PM - 10PM | 19 | 29 | 28 | 21 | 30 | 127 |
| 10PM - 11PM | 16 | 16 | 29 | 21 | 28 | 110 |
| 11PM - 12AM | 20 | 15 | 25 | 21 | 17 | 98 |
| TOTAL | 1,704 | 1,735 | 1,912 | 1,908 | 1,906 | 9,165 |



TRUCK DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES

BY AGE GROUP

2015 - 2019



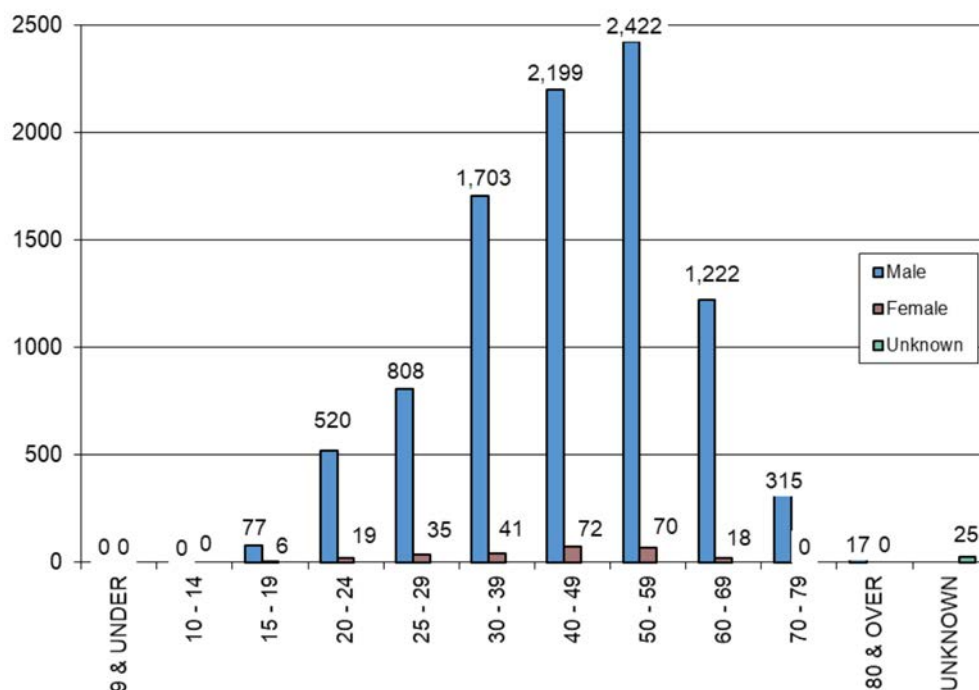
| AGE OF TRUCK DRIVER | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|---------------------|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| 9 & UNDER | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 10 - 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 15 - 19 | 17 | 20 | 9 | 16 | 21 | 83 | 0.87% |
| 20 - 24 | 114 | 93 | 89 | 123 | 120 | 539 | 5.63% |
| 25 - 29 | 155 | 154 | 171 | 179 | 184 | 843 | 8.81% |
| 30 - 39 | 306 | 318 | 360 | 362 | 398 | 1,744 | 18.23% |
| 40 - 49 | 443 | 444 | 466 | 484 | 434 | 2,271 | 23.73% |
| 50 - 59 | 460 | 490 | 492 | 478 | 572 | 2,492 | 26.04% |
| 60 - 69 | 220 | 212 | 274 | 264 | 270 | 1,240 | 12.96% |
| 70 - 79 | 55 | 48 | 68 | 73 | 71 | 315 | 3.29% |
| 80 & OVER | 4 | 3 | 3 | 2 | 5 | 17 | 0.18% |
| UNKNOWN | 2 | 4 | 6 | 5 | 8 | 25 | 0.26% |
| TOTAL | 1,776 | 1,786 | 1,938 | 1,986 | 2,083 | 9,569 | 100.00% |



TRUCK DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES

BY AGE GROUP AND GENDER

2015 - 2019



| | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | TOTALS | | | |
|-------------------------------------|-------|----|-------|----|-------|----|-------|----|-------|----|--------|-----|-----------------|------------------|
| AGE GROUP OF TRUCK DRIVER BY GENDER | M | F | M | F | M | F | M | F | M | F | M | F | FIVE YEAR TOTAL | PERCENT OF TOTAL |
| 9 & UNDER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 10 - 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 15 - 19 | 16 | 1 | 18 | 2 | 9 | 0 | 15 | 1 | 19 | 2 | 77 | 6 | 83 | 0.87% |
| 20 - 24 | 112 | 2 | 90 | 3 | 84 | 5 | 120 | 3 | 114 | 6 | 520 | 19 | 539 | 5.63% |
| 25 - 29 | 151 | 4 | 146 | 8 | 159 | 12 | 177 | 2 | 175 | 9 | 808 | 35 | 843 | 8.81% |
| 30 - 39 | 296 | 10 | 313 | 5 | 347 | 13 | 358 | 4 | 389 | 9 | 1,703 | 41 | 1,744 | 18.23% |
| 40 - 49 | 428 | 15 | 428 | 16 | 454 | 12 | 473 | 11 | 416 | 18 | 2,199 | 72 | 2,271 | 23.73% |
| 50 - 59 | 446 | 14 | 477 | 13 | 478 | 14 | 465 | 13 | 556 | 16 | 2,422 | 70 | 2,492 | 26.04% |
| 60 - 69 | 219 | 1 | 208 | 4 | 267 | 7 | 260 | 4 | 268 | 2 | 1,222 | 18 | 1,240 | 12.96% |
| 70 - 79 | 55 | 0 | 48 | 0 | 68 | 0 | 73 | 0 | 71 | 0 | 315 | 0 | 315 | 3.29% |
| 80 & OVER | 4 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 5 | 0 | 17 | 0 | 17 | 0.18% |
| UNKNOWN | 2 | | 4 | | 6 | | 5 | | 8 | | 25 | | 25 | 0.26% |
| TOTAL BY GENDER | 1,727 | 47 | 1,731 | 51 | 1,869 | 63 | 1,943 | 38 | 2,013 | 62 | 9,283 | 261 | | |
| TOTAL | 1,776 | | 1,786 | | 1,938 | | 1,986 | | 2,083 | | 9,569 | | 9,569 | 100.00% |



CONTRIBUTING FACTORS OF TRUCKS INVOLVED IN MAINE HIGHWAY CRASHES 2015 - 2019

| TRUCK DRIVER ACTIONS (actions 1 & 2 combined) | 2015 | 2016 | 2017 | 2018 | 2019 | Totals |
|---|--------------|--------------|--------------|--------------|--------------|---------------|
| NO CONTRIBUTING ACTION | 893 | 914 | 965 | 939 | 1,037 | 4,748 |
| RAN OFF ROADWAY | 99 | 99 | 103 | 109 | 104 | 514 |
| FAILED TO YIELD RIGHT-OF-WAY | 135 | 113 | 118 | 140 | 126 | 632 |
| RAN RED LIGHT | 6 | 6 | 11 | 6 | 7 | 36 |
| RAN STOP SIGN | 9 | 4 | 5 | 8 | 3 | 29 |
| DISREGARDED OTHER TRAFFIC SIGN | 23 | 20 | 12 | 19 | 20 | 94 |
| DISREGARDED OTHER ROAD MARKINGS | 3 | 8 | 3 | 6 | 4 | 24 |
| EXCEEDED POSTED SPEED LIMIT | 11 | 8 | 3 | 8 | 8 | 38 |
| DROVE TOO FAST FOR CONDITIONS | 75 | 75 | 84 | 109 | 117 | 460 |
| IMPROPER TURN | 98 | 89 | 110 | 79 | 92 | 468 |
| IMPROPER BACKING | 85 | 110 | 119 | 139 | 114 | 567 |
| IMPROPER PASSING | 25 | 17 | 22 | 23 | 17 | 104 |
| WRONG WAY | 2 | 0 | 1 | 5 | 0 | 8 |
| FOLLOWED TOO CLOSELY | 97 | 111 | 136 | 118 | 133 | 595 |
| FAILED TO KEEP IN PROPER LANE | 90 | 98 | 102 | 118 | 146 | 554 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER | 23 | 28 | 22 | 40 | 41 | 154 |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | 46 | 41 | 29 | 40 | 38 | 194 |
| OVER-CORRECTING/OVER-STEERING | 15 | 18 | 17 | 29 | 22 | 101 |
| OTHER CONTRIBUTING ACTION | 163 | 168 | 170 | 190 | 188 | 879 |
| UNKNOWN | 47 | 51 | 70 | 58 | 48 | 274 |
| TOTAL | 1,945 | 1,978 | 2,102 | 2,183 | 2,265 | 10,473 |
| VEHICULAR FACTORS | | | | | | |
| NONE | 1,703 | 1,709 | 1,861 | 1,924 | 1,996 | 9,193 |
| BRAKES | 23 | 20 | 21 | 17 | 15 | 96 |
| EXHAUST SYSTEM | 0 | 0 | 0 | 0 | 1 | 1 |
| BODY, DOORS | 2 | 7 | 9 | 14 | 8 | 40 |
| STEERING | 4 | 5 | 4 | 8 | 5 | 26 |
| POWER TRAIN | 5 | 9 | 5 | 9 | 7 | 35 |
| SUSPENSION | 1 | 0 | 0 | 1 | 0 | 2 |
| TIRES | 20 | 13 | 16 | 27 | 23 | 99 |
| WHEELS | 3 | 5 | 5 | 1 | 10 | 24 |
| LIGHTS (head, signal, tail, brake) | 4 | 3 | 3 | 3 | 3 | 16 |
| WINDOWS/WINDSHIELD | 0 | 0 | 2 | 0 | 0 | 2 |
| MIRRORS | 1 | 2 | 0 | 1 | 4 | 8 |
| WIPERS | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | 7 | 8 | 8 | 6 | 8 | 37 |
| OTHER | 55 | 51 | 56 | 46 | 69 | 277 |
| TOTAL | 1,828 | 1,832 | 1,990 | 2,057 | 2,149 | 9,856 |

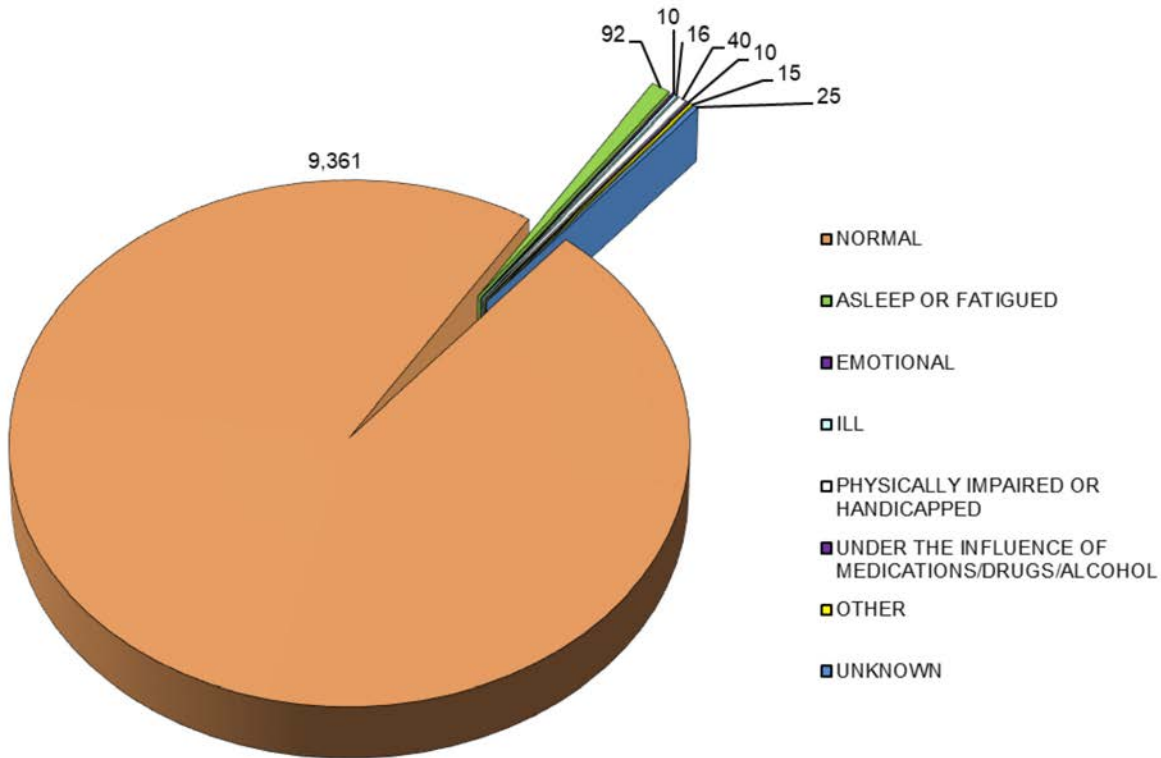


CONTRIBUTING FACTORS OF ALL VEHICLES INVOLVED IN MAINE HIGHWAY TRUCK CRASHES 2015 - 2019

| ALL DRIVER ACTIONS (actions 1 & 2 combined) | 2015 | 2016 | 2017 | 2018 | 2019 | Totals |
|--|--------------|--------------|--------------|--------------|--------------|---------------|
| NO CONTRIBUTING ACTION | 1,582 | 1,589 | 1,672 | 1,684 | 1,836 | 8,363 |
| RAN OFF ROADWAY | 114 | 112 | 125 | 122 | 119 | 592 |
| FAILED TO YIELD RIGHT-OF-WAY | 297 | 291 | 291 | 301 | 328 | 1,508 |
| RAN RED LIGHT | 15 | 16 | 16 | 12 | 14 | 73 |
| RAN STOP SIGN | 23 | 26 | 21 | 16 | 20 | 106 |
| DISREGARDED OTHER TRAFFIC SIGN | 32 | 26 | 16 | 23 | 25 | 122 |
| DISREGARDED OTHER ROAD MARKINGS | 10 | 16 | 8 | 10 | 8 | 52 |
| EXCEEDED POSTED SPEED LIMIT | 22 | 16 | 14 | 16 | 21 | 89 |
| DROVE TOO FAST FOR CONDITIONS | 222 | 187 | 187 | 214 | 231 | 1,041 |
| IMPROPER TURN | 126 | 112 | 132 | 103 | 110 | 583 |
| IMPROPER BACKING | 110 | 130 | 145 | 153 | 137 | 675 |
| IMPROPER PASSING | 75 | 69 | 78 | 76 | 75 | 373 |
| WRONG WAY | 3 | 0 | 7 | 7 | 6 | 23 |
| FOLLOWED TOO CLOSELY | 192 | 210 | 234 | 213 | 237 | 1,086 |
| FAILED TO KEEP IN PROPER LANE | 179 | 192 | 192 | 228 | 248 | 1,039 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER | 58 | 50 | 58 | 77 | 83 | 326 |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | 109 | 63 | 53 | 60 | 56 | 341 |
| OVER-CORRECTING/OVER-STEERING | 23 | 20 | 23 | 38 | 30 | 134 |
| OTHER CONTRIBUTING ACTION | 243 | 238 | 242 | 282 | 266 | 1,271 |
| UNKNOWN | 91 | 97 | 98 | 99 | 88 | 473 |
| TOTAL | 3,526 | 3,460 | 3,612 | 3,734 | 3,938 | 18,270 |
| VEHICULAR FACTORS | | | | | | |
| NONE | 3,096 | 3,078 | 3,289 | 3,397 | 3,591 | 16,451 |
| BRAKES | 31 | 21 | 23 | 22 | 17 | 114 |
| EXHAUST SYSTEM | 0 | 0 | 0 | 1 | 1 | 2 |
| BODY, DOORS | 5 | 14 | 13 | 22 | 9 | 63 |
| STEERING | 6 | 7 | 4 | 8 | 5 | 30 |
| POWER TRAIN | 8 | 11 | 12 | 12 | 8 | 51 |
| SUSPENSION | 2 | 0 | 0 | 2 | 1 | 5 |
| TIRES | 26 | 15 | 19 | 39 | 34 | 133 |
| WHEELS | 3 | 5 | 5 | 1 | 11 | 25 |
| LIGHTS (head, signal, tail, brake) | 5 | 4 | 3 | 4 | 3 | 19 |
| WINDOWS/WINDSHIELD | 4 | 1 | 5 | 0 | 2 | 12 |
| MIRRORS | 1 | 2 | 0 | 1 | 6 | 10 |
| WIPERS | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | 8 | 8 | 8 | 6 | 10 | 40 |
| OTHER | 73 | 60 | 68 | 53 | 81 | 335 |
| TOTAL | 3,268 | 3,226 | 3,449 | 3,568 | 3,779 | 17,290 |



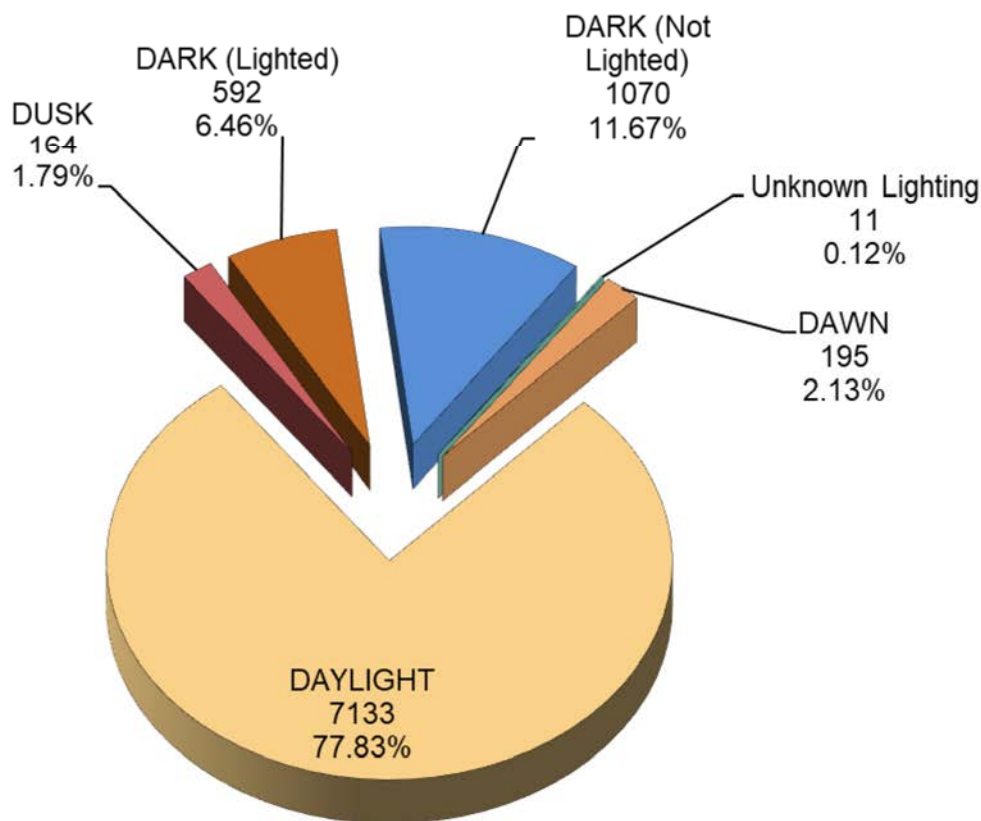
MAINE HIGHWAY TRUCK CRASHES BY DRIVER APPARENT PHYSICAL CONDITIONS 2015 - 2019



| TRUCK DRIVER PHYSICAL CONDITION | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--|--------------|--------------|--------------|--------------|--------------|-----------------|------------------|
| APPARENTLY NORMAL | 1,741 | 1,747 | 1,900 | 1,938 | 2,035 | 9,361 | 97.83% |
| ASLEEP OR FATIGUED | 16 | 17 | 12 | 23 | 24 | 92 | 0.96% |
| EMOTIONAL (depressed, angry, disturbed, etc.) | 1 | 1 | 3 | 2 | 3 | 10 | 0.10% |
| ILL (sick) | 3 | 2 | 3 | 3 | 5 | 16 | 0.17% |
| PHYSICALLY IMPAIRED OR HANDICAPPED | 6 | 8 | 13 | 5 | 8 | 40 | 0.42% |
| UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL | 1 | 2 | 2 | 4 | 1 | 10 | 0.10% |
| OTHER | 3 | 5 | 2 | 3 | 2 | 15 | 0.16% |
| UNKNOWN | 5 | 4 | 3 | 8 | 5 | 25 | 0.26% |
| TOTAL | 1,776 | 1,786 | 1,938 | 1,986 | 2,083 | 9,569 | 100.00% |



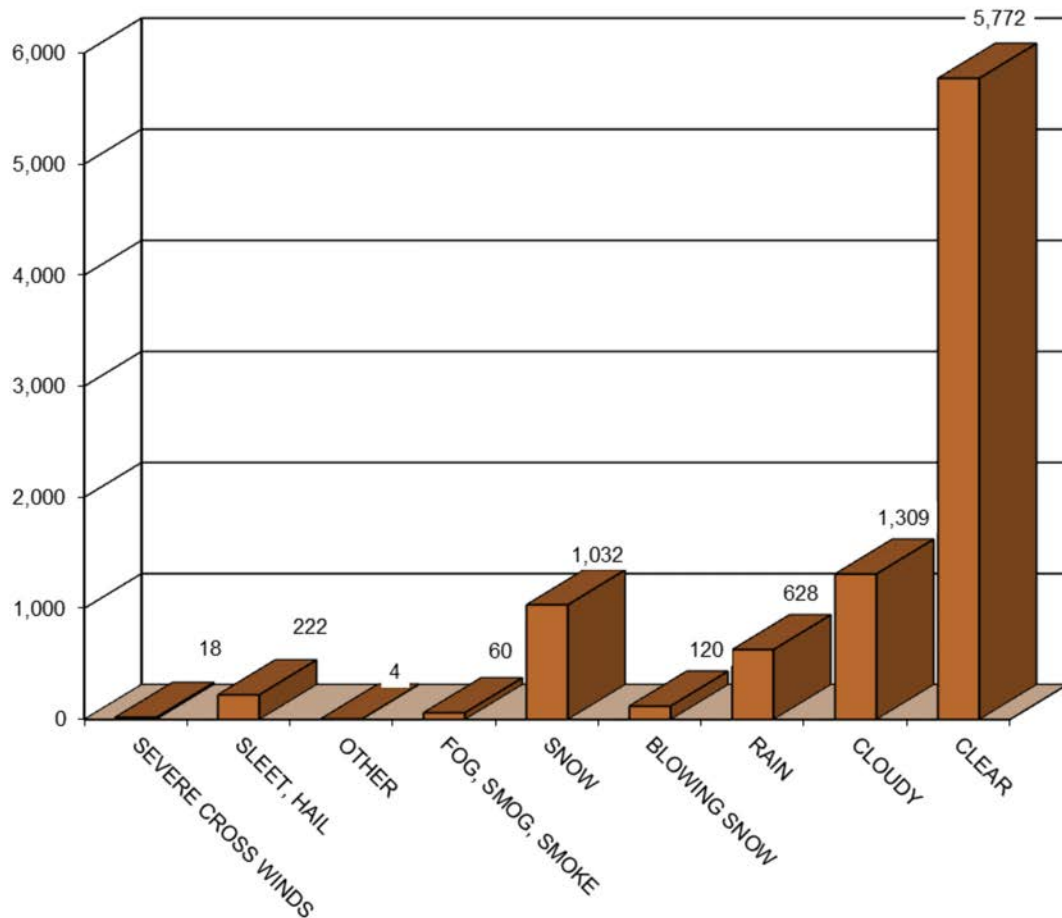
MAINE HIGHWAY TRUCK CRASHES BY LIGHT CONDITION 2015 - 2019



| LIGHT CONDITION | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------|------|------|------|------|------|-----------------|------------------|
| DARK (Lighted) | 95 | 105 | 128 | 127 | 137 | 592 | 6.46% |
| DARK (Not Lighted) | 172 | 196 | 249 | 222 | 231 | 1070 | 11.67% |
| DARK (Unknown Lighting) | 1 | 1 | 6 | 0 | 2 | 10 | 0.11% |
| DAWN | 38 | 29 | 41 | 45 | 42 | 195 | 2.13% |
| DAYLIGHT | 1365 | 1372 | 1462 | 1474 | 1460 | 7133 | 77.83% |
| DUSK | 33 | 32 | 26 | 39 | 34 | 164 | 1.79% |
| UNKNOWN | 0 | 0 | 0 | 1 | 0 | 1 | 0.01% |
| TOTAL | 1704 | 1735 | 1912 | 1908 | 1906 | 9165 | 100.00% |



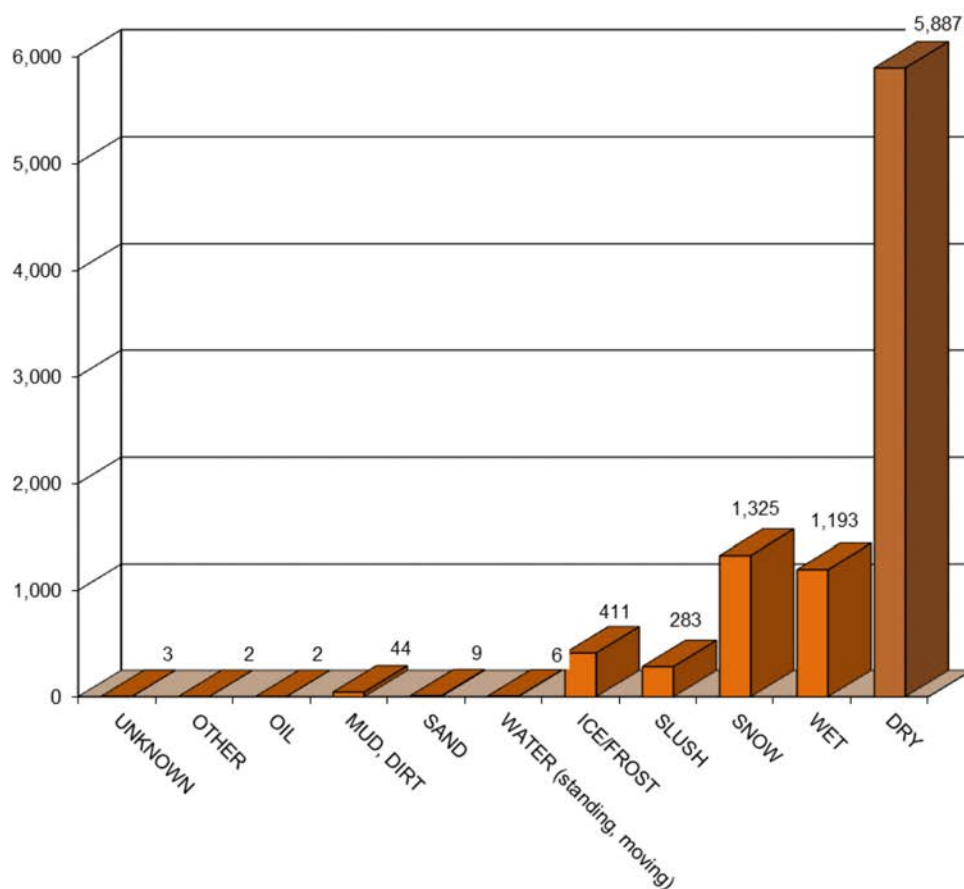
MAINE HIGHWAY TRUCK CRASHES BY WEATHER CONDITIONS 2015 - 2019



| WEATHER CONDITIONS | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|--|--------------|--------------|--------------|--------------|--------------|-----------------|
| BLOWING SAND, SOIL, DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SEVERE CROSS WINDS | 2 | 0 | 7 | 2 | 7 | 18 |
| SLEET, HAIL (freezing rain or drizzle) | 19 | 52 | 39 | 56 | 56 | 222 |
| OTHER | 2 | 0 | 0 | 1 | 1 | 4 |
| FOG, SMOG, SMOKE | 17 | 7 | 16 | 14 | 6 | 60 |
| SNOW | 155 | 207 | 196 | 242 | 232 | 1,032 |
| BLOWING SNOW | 36 | 14 | 25 | 24 | 21 | 120 |
| RAIN | 127 | 89 | 136 | 129 | 147 | 628 |
| CLOUDY | 236 | 244 | 286 | 286 | 257 | 1,309 |
| CLEAR | 1,110 | 1,122 | 1,207 | 1,154 | 1,179 | 5,772 |
| TOTAL | 1,704 | 1,735 | 1,912 | 1,908 | 1,906 | 9,165 |



MAINE HIGHWAY TRUCK CRASHES BY ROAD SURFACE CONDITIONS 2015 - 2019



| ROAD SURFACE CONDITIONS | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|--------------------------|--------------|--------------|--------------|--------------|--------------|-----------------|
| UNKNOWN | 2 | 0 | 0 | 0 | 1 | 3 |
| OTHER | 0 | 1 | 1 | 0 | 0 | 2 |
| OIL | 0 | 0 | 1 | 0 | 1 | 2 |
| MUD, DIRT, GRAVEL | 7 | 10 | 10 | 11 | 6 | 44 |
| SAND | 1 | 1 | 2 | 3 | 2 | 9 |
| WATER (standing, moving) | 0 | 0 | 1 | 4 | 1 | 6 |
| ICE/FROST | 64 | 73 | 81 | 93 | 100 | 411 |
| SLUSH | 31 | 56 | 61 | 76 | 59 | 283 |
| SNOW | 272 | 225 | 273 | 275 | 280 | 1,325 |
| WET | 231 | 173 | 281 | 254 | 254 | 1,193 |
| DRY | 1,096 | 1,196 | 1,201 | 1,192 | 1,202 | 5,887 |
| TOTAL | 1,704 | 1,735 | 1,912 | 1,908 | 1,906 | 9,165 |



VEHICLES INVOLVED IN MAINE HIGHWAY TRUCK CRASHES 2015 - 2019

| VEHICLE TYPE INVOLVED IN TRUCK CRASHES | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|---|--------------|--------------|--------------|--------------|--------------|-----------------------|
| PASSENGER CAR | 847 | 788 | 833 | 820 | 859 | 4,147 |
| (SPORT) UTILITY VEHICLE | 248 | 275 | 258 | 318 | 371 | 1,470 |
| PASSENGER VAN | 57 | 45 | 47 | 53 | 15 | 217 |
| CARGO VAN (10k or less) | 20 | 20 | 19 | 17 | 31 | 107 |
| PICKUP TRUCK | 234 | 222 | 265 | 255 | 313 | 1,289 |
| MOTOR HOME | 2 | 2 | 2 | 7 | 0 | 13 |
| SCHOOL BUS | 3 | 4 | 4 | 5 | 6 | 22 |
| TRANSIT BUS | 3 | 1 | 2 | 4 | 5 | 15 |
| MOTOR COACH | 0 | 1 | 0 | 0 | 1 | 2 |
| OTHER BUS | 1 | 1 | 2 | 0 | 1 | 5 |
| MOTORCYCLE | 5 | 8 | 7 | 5 | 4 | 29 |
| MOPED | 0 | 1 | 0 | 0 | 0 | 1 |
| LOW SPEED VEHICLE | 0 | 0 | 1 | 1 | 0 | 2 |
| AUTOCYCLE | 0 | 0 | 0 | 0 | 0 | 0 |
| EXPERIMENTAL | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER LIGHT TRUCK (10,000 lbs or less) | 162 | 137 | 171 | 158 | 54 | 682 |
| TOTAL MEDIUM /HEAVY TRUCKS (more than 10,000 lbs) | 1684 | 1714 | 1840 | 1917 | 2123 | 9,278 |
| Single Unit Truck (2 axles, 6 tires) | 506 | 473 | 513 | 580 | 612 | 2,684 |
| Single Unit Truck (3 axles) | 254 | 287 | 314 | 334 | 305 | 1,494 |
| Single Unit Truck (4 axles with rear tri-axle) | 65 | 73 | 94 | 90 | 100 | 422 |
| Single Unit Truck (5 or more axles) | 36 | 37 | 38 | 40 | 34 | 185 |
| Truck/Trailer(s) [Single Unit Truck with Trailer(s)] | 103 | 99 | 130 | 115 | 104 | 551 |
| Truck Tractor (without trailer, bobtail or saddle mount) | 3 | 13 | 16 | 10 | 12 | 54 |
| Tractor/Semi-Trailer (one trailer - 5 axles) | 358 | 360 | 367 | 359 | 385 | 1,829 |
| Tractor/Semi-Trailer (one trailer - 6 axles) | 173 | 178 | 185 | 160 | 193 | 889 |
| Tractor/Semi-Trailer (one trailer - all other axle configurations) | 36 | 46 | 33 | 37 | 36 | 188 |
| Tractor/Doubles (two trailers) | 4 | 5 | 2 | 8 | 5 | 24 |
| Tractor/Triples (three trailers) | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Trucks Greater Than 10,000 bs. (not listed above) | 61 | 64 | 83 | 67 | 87 | 362 |
| Unknown Configuration | 85 | 79 | 65 | 117 | 250 | 596 |
| ATV (2,3,4-WHEEL) | 0 | 0 | 0 | 1 | 0 | 1 |
| SNOWMOBILE | 1 | 2 | 0 | 0 | 0 | 3 |
| PEDESTRIAN | 9 | 6 | 6 | 18 | 4 | 43 |
| BICYCLE | 3 | 2 | 4 | 3 | 1 | 13 |
| OTHER | 26 | 36 | 31 | 38 | 37 | 168 |
| TOTAL VEHICLES INVOLVED | 3,305 | 3,265 | 3,492 | 3,620 | 3,825 | 17,507 |

Medium/Heavy trucks broken out by configuration



STATE OF MAINE

HIGHWAY BUS CRASHES

2015 - 2019

I. PREFACE i

II. CRASH TABLES AND CHARTS 2015-2019

Crashes Summarized by:

| | |
|-----------------------------------|-------|
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STATE OF MAINE

HIGHWAY BUS CRASHES

2015 - 2019

Preface

This publication is a statistical review of reported motor vehicle highway crashes involving buses in Maine during the five-year study period 2015- 2019. These buses are classified by the following Vehicle Configuration: *Bus (seats for 16 or more, including driver)* and *Bus (seats 9-15 people, including driver)* The statistics are compiled from crash reports submitted to the Department of Transportation by the Traffic Division, Department of Public Safety. The Traffic Division receives all police uniform crash reports Form 13:20 A, from state, county and local police agencies.

The enclosed charts, graphs, listings and summaries were produced using the Department of Transportation's Computerized Crash Records System. Fatalities data was provided by the Department of Public Safety. Except for adjustments to locations and crash-type information for accuracy, no attempt has been made to modify the raw data received from the reporting agencies. However, because crash scenes are often dangerous and chaotic, some inaccuracies in data collection are possible.

A comparison of this report with other summaries of crashes and fatalities may also reveal inconsistencies due to changes in crash classification, late submittals, and differing reporting criteria. Fatalities data is provided by the Department of Public Safety and does not include deaths that were later determined to be of natural causes.

The Department of Transportation and the Department of Public Safety wish to express our sincere thank you to all law enforcement agencies and officers for the work they do on crash investigations. Without their dedication, this report would not be possible.

A link to this publication can be found on the maine.gov website at:

mainedot.gov/safety/crash-data/

We welcome your comments and suggestions on this report at:

Maine Department of Transportation

Office of Safety

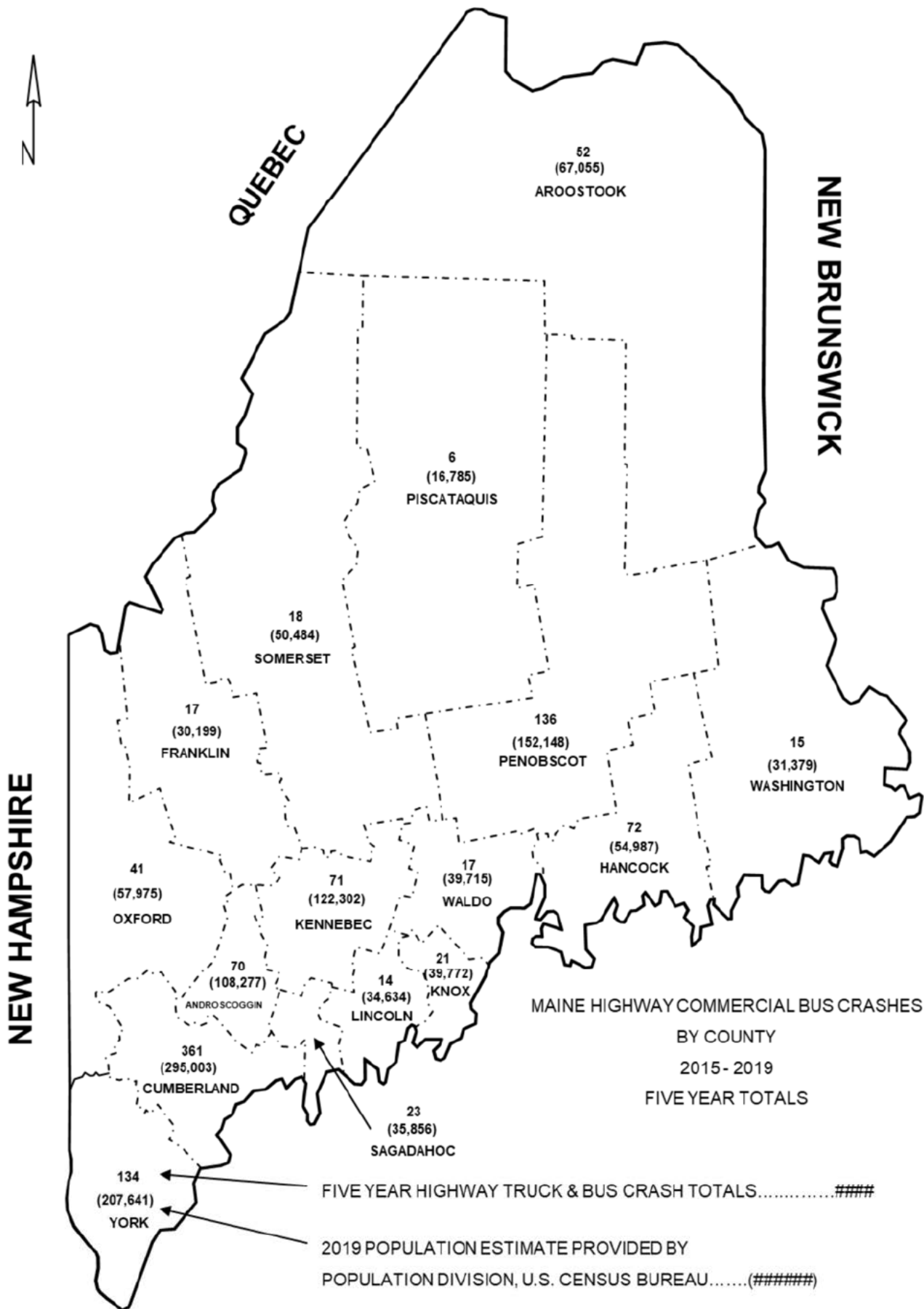
Crash Records Section

16 State House Station

Augusta, ME 04333-0016

Tel: 207-624-3616



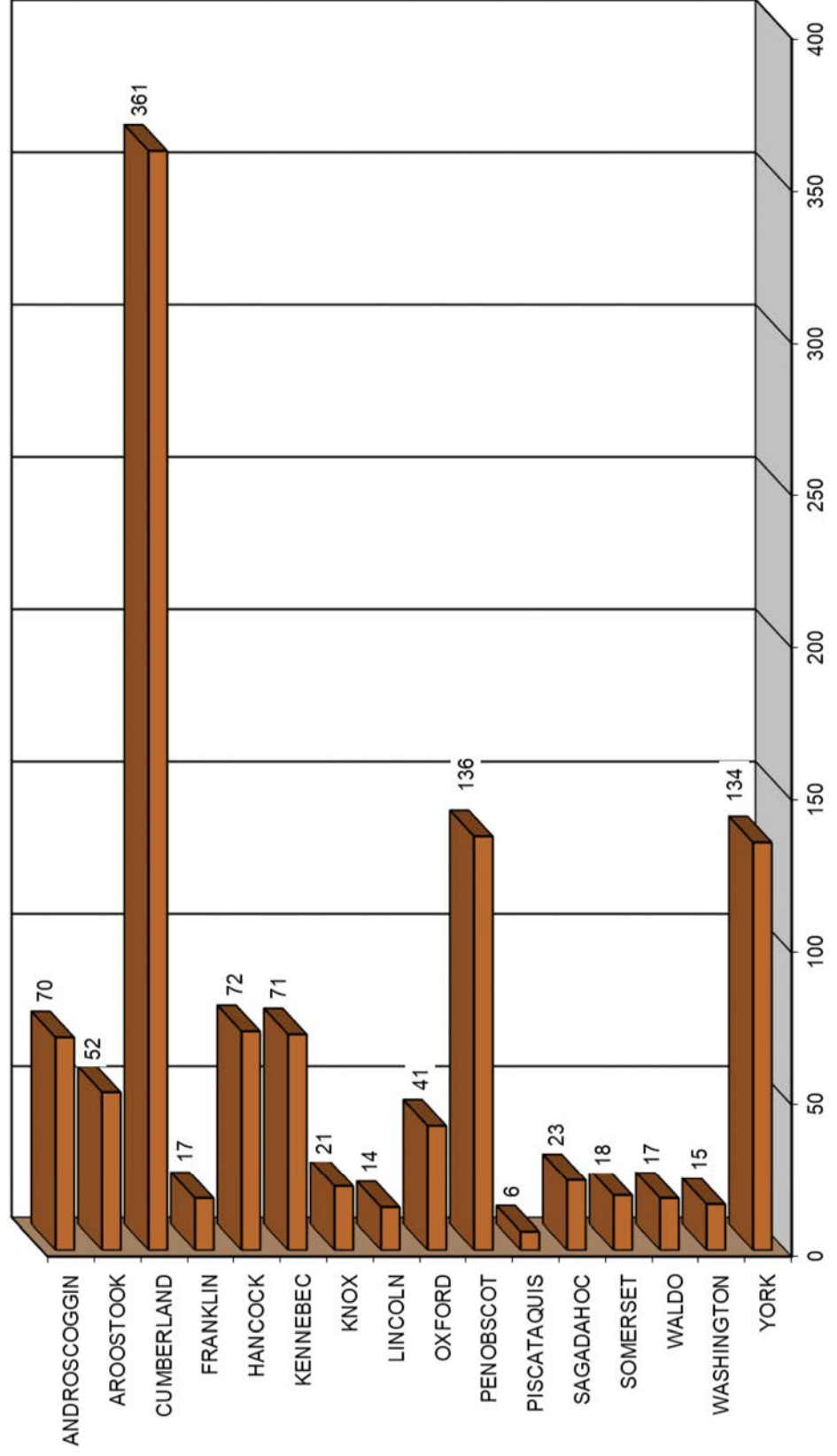


Produced by the Maine Department of Transportation

MAINE HIGHWAY BUS CRASHES

BY COUNTY

2015-- 2019



MAINE HIGHWAY BUS CRASHES

BY COUNTY

2015- 2019

| COUNTY | INJURY TYPE | 2015 | 2016 | 2017 | 2018 | 2019 | TOTAL CRASHES | PERCENT OF TOTAL |
|---|--------------------------|------|------|------|------|------|---------------|------------------|
| ANDROSCOGGIN Percent Personal Injury 18.57% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 1 | 2 | 0 | 1 | 1 | 5 | 0.05% |
| | POSSIBLE INJURY (C) | 2 | 1 | 1 | 1 | 3 | 8 | 0.09% |
| | PROPERTY DAMAGE ONLY (O) | 8 | 9 | 16 | 11 | 13 | 57 | 0.62% |
| | COUNTY SUBTOTAL | 11 | 12 | 17 | 13 | 17 | 70 | 0.76% |
| AROOSTOOK Percent Personal Injury 15.38% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.01% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 0 | 1 | 0 | 1 | 2 | 0.02% |
| | POSSIBLE INJURY (C) | 0 | 0 | 1 | 2 | 2 | 5 | 0.05% |
| | PROPERTY DAMAGE ONLY (O) | 8 | 8 | 10 | 9 | 9 | 44 | 0.48% |
| | COUNTY SUBTOTAL | 8 | 8 | 13 | 11 | 12 | 52 | 0.57% |
| CUMBERLAND Percent Personal Injury 14.96% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 1 | 0 | 0 | 1 | 0 | 2 | 0.02% |
| | SUSPECTED MINOR (B) | 3 | 0 | 5 | 4 | 2 | 14 | 0.15% |
| | POSSIBLE INJURY (C) | 9 | 8 | 8 | 9 | 4 | 38 | 0.41% |
| | PROPERTY DAMAGE ONLY (O) | 56 | 58 | 57 | 71 | 65 | 307 | 3.35% |
| | COUNTY SUBTOTAL | 69 | 66 | 70 | 85 | 71 | 361 | 3.94% |
| FRANKLIN Percent Personal Injury 29.41% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 1 | 0 | 0 | 0 | 1 | 0.01% |
| | POSSIBLE INJURY (C) | 0 | 1 | 3 | 0 | 0 | 4 | 0.04% |
| | PROPERTY DAMAGE ONLY (O) | 2 | 0 | 4 | 3 | 3 | 12 | 0.13% |
| | COUNTY SUBTOTAL | 2 | 2 | 7 | 3 | 3 | 17 | 0.19% |
| HANCOCK Percent Personal Injury 5.56% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 1 | 0 | 0 | 0 | 0 | 1 | 0.01% |
| | SUSPECTED MINOR (B) | 0 | 0 | 0 | 0 | 1 | 1 | 0.01% |
| | POSSIBLE INJURY (C) | 1 | 0 | 1 | 0 | 0 | 2 | 0.02% |
| | PROPERTY DAMAGE ONLY (O) | 9 | 19 | 8 | 15 | 17 | 68 | 0.74% |
| | COUNTY SUBTOTAL | 11 | 19 | 9 | 15 | 18 | 72 | 0.79% |
| KENNEBEC Percent Personal Injury 22.54% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 1 | 1 | 0 | 0 | 2 | 0.02% |
| | SUSPECTED MINOR (B) | 1 | 2 | 1 | 1 | 1 | 6 | 0.07% |
| | POSSIBLE INJURY (C) | 3 | 1 | 1 | 3 | 0 | 8 | 0.09% |
| | PROPERTY DAMAGE ONLY (O) | 7 | 9 | 16 | 6 | 17 | 55 | 0.60% |
| | COUNTY SUBTOTAL | 11 | 13 | 19 | 10 | 18 | 71 | 0.77% |
| KNOX Percent Personal Injury 14.29% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 1 | 0 | 0 | 0 | 1 | 0.01% |
| | POSSIBLE INJURY (C) | 0 | 1 | 0 | 1 | 0 | 2 | 0.02% |
| | PROPERTY DAMAGE ONLY (O) | 4 | 2 | 7 | 1 | 4 | 18 | 0.20% |
| | COUNTY SUBTOTAL | 4 | 4 | 7 | 2 | 4 | 21 | 0.23% |
| LINCOLN Percent Personal Injury 14.29% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 1 | 0 | 0 | 0 | 1 | 0.01% |
| | POSSIBLE INJURY (C) | 0 | 0 | 0 | 0 | 1 | 1 | 0.01% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 1 | 5 | 3 | 3 | 12 | 0.13% |
| | COUNTY SUBTOTAL | 0 | 2 | 5 | 3 | 4 | 14 | 0.15% |

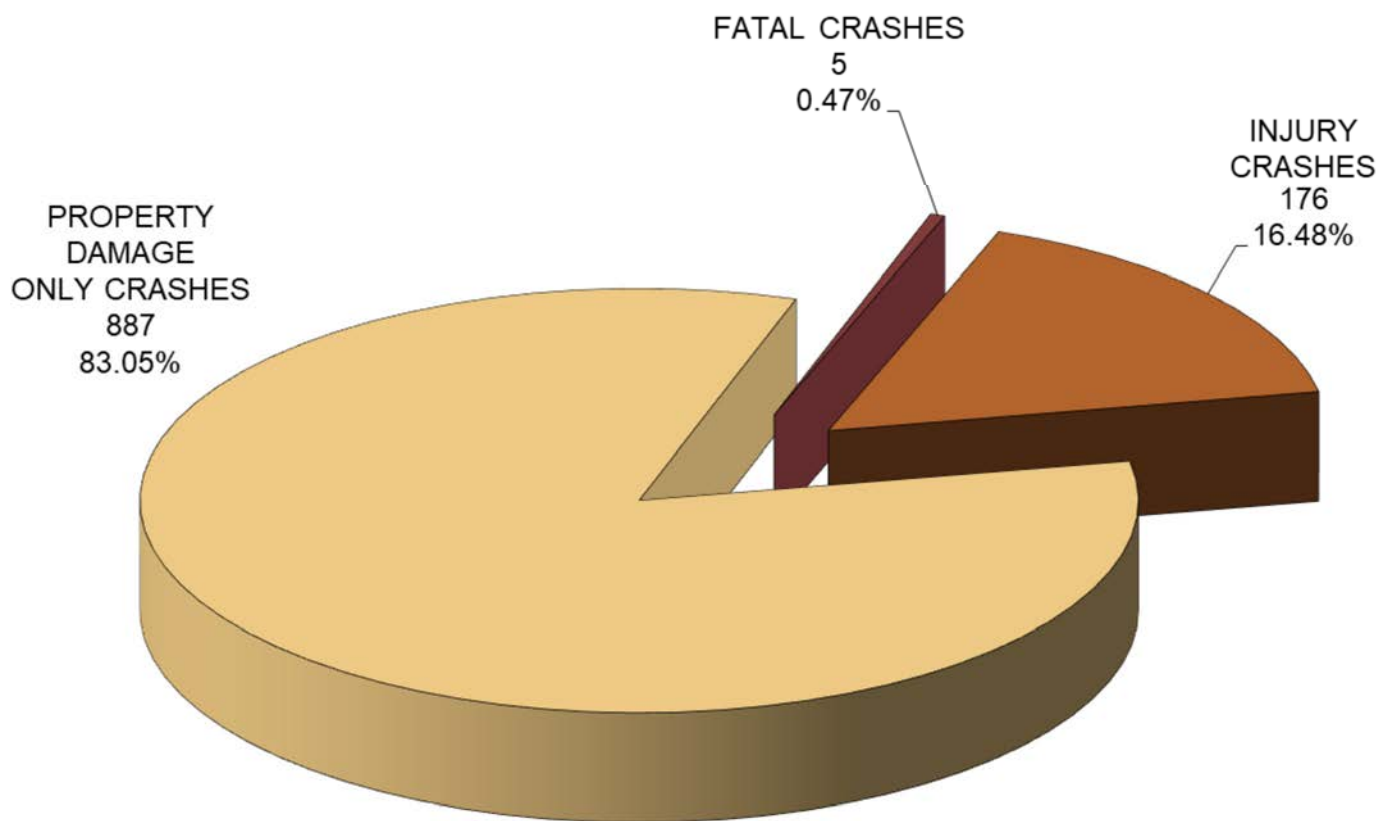


| COUNTY | INJURY TYPE | 2015 | 2016 | 2017 | 2018 | 2019 | TOTAL CRASHES | PERCENT OF TOTAL |
|--|--------------------------|------|------|------|------|------|------------------|---------------------|
| OXFORD Percent Personal Injury 26.38% | FATAL (K) | 0 | 0 | 0 | 0 | 1 | 1 | 0.09% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 0 | 2 | 0 | 0 | 2 | 0.19% |
| | POSSIBLE INJURY (C) | 4 | 1 | 0 | 1 | 2 | 8 | 0.75% |
| | PROPERTY DAMAGE ONLY (O) | 4 | 6 | 4 | 5 | 11 | 30 | 2.81% |
| | COUNTY SUBTOTAL | 8 | 7 | 6 | 6 | 14 | 41 | 3.84% |
| PENOBSCOT Percent Personal Injury 13.97% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 2 | 1 | 0 | 1 | 0 | 4 | 0.37% |
| | SUSPECTED MINOR (B) | 1 | 0 | 0 | 0 | 0 | 1 | 0.09% |
| | POSSIBLE INJURY (C) | 2 | 5 | 3 | 2 | 2 | 14 | 1.31% |
| | PROPERTY DAMAGE ONLY (O) | 27 | 18 | 20 | 23 | 29 | 117 | 10.96% |
| | COUNTY SUBTOTAL | 32 | 24 | 23 | 26 | 31 | 136 | 12.73% |
| PISCATAQUIS Percent Personal Injury 16.67% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | POSSIBLE INJURY (C) | 0 | 0 | 0 | 0 | 1 | 1 | 0.09% |
| | PROPERTY DAMAGE ONLY (O) | 2 | 0 | 2 | 1 | 0 | 5 | 0.47% |
| | COUNTY SUBTOTAL | 2 | 0 | 2 | 1 | 1 | 6 | 0.56% |
| SAGadahoc Percent Personal Injury 21.74% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 0 | 0 | 1 | 0 | 1 | 0.09% |
| | POSSIBLE INJURY (C) | 0 | 1 | 0 | 1 | 2 | 4 | 0.37% |
| | PROPERTY DAMAGE ONLY (O) | 3 | 4 | 6 | 3 | 2 | 18 | 1.69% |
| | COUNTY SUBTOTAL | 3 | 5 | 6 | 5 | 4 | 23 | 2.15% |
| SOMERSET Percent Personal Injury 38.89% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.09% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 1 | 0 | 1 | 0.09% |
| | SUSPECTED MINOR (B) | 0 | 0 | 1 | 0 | 1 | 2 | 0.19% |
| | POSSIBLE INJURY (C) | 0 | 0 | 1 | 2 | 0 | 3 | 0.28% |
| | PROPERTY DAMAGE ONLY (O) | 5 | 3 | 0 | 1 | 2 | 11 | 1.03% |
| | COUNTY SUBTOTAL | 5 | 3 | 3 | 4 | 3 | 18 | 1.69% |
| WALDO Percent Personal Injury 23.53% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 1 | 0 | 0 | 0 | 0 | 1 | 0.09% |
| | SUSPECTED MINOR (B) | 0 | 1 | 0 | 0 | 0 | 1 | 0.09% |
| | POSSIBLE INJURY (C) | 0 | 0 | 0 | 0 | 2 | 2 | 0.19% |
| | PROPERTY DAMAGE ONLY (O) | 3 | 2 | 5 | 1 | 2 | 13 | 1.22% |
| | COUNTY SUBTOTAL | 4 | 3 | 5 | 1 | 4 | 17 | 1.59% |
| WASHINGTON Percent Personal Injury 40.00% | FATAL (K) | 0 | 0 | 0 | 1 | 0 | 1 | 0.09% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED MINOR (B) | 0 | 1 | 1 | 0 | 0 | 2 | 0.19% |
| | POSSIBLE INJURY (C) | 1 | 0 | 0 | 1 | 1 | 3 | 0.28% |
| | PROPERTY DAMAGE ONLY (O) | 1 | 2 | 2 | 0 | 4 | 9 | 0.84% |
| | COUNTY SUBTOTAL | 2 | 3 | 3 | 2 | 5 | 15 | 1.40% |
| YORK Percent Personal Injury 17.16% | FATAL (K) | 0 | 0 | 0 | 1 | 0 | 1 | 0.09% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 1 | 0 | 0 | 1 | 0.09% |
| | SUSPECTED MINOR (B) | 1 | 1 | 1 | 2 | 1 | 6 | 0.56% |
| | POSSIBLE INJURY (C) | 0 | 1 | 6 | 6 | 2 | 15 | 1.40% |
| | PROPERTY DAMAGE ONLY (O) | 13 | 22 | 27 | 27 | 22 | 111 | 10.39% |
| | COUNTY SUBTOTAL | 14 | 24 | 35 | 36 | 25 | 134 | 12.55% |
| COUNTY GRAND TOTAL Percent Personal Injury 16.95% | FATAL (K) | 0 | 0 | 2 | 2 | 1 | 5 | 0.47% |
| | SUSPECTED SERIOUS (A) | 5 | 2 | 2 | 3 | 0 | 12 | 1.12% |
| | SUSPECTED MINOR (B) | 7 | 10 | 12 | 9 | 8 | 46 | 4.31% |
| | POSSIBLE INJURY (C) | 22 | 20 | 25 | 29 | 22 | 118 | 11.05% |
| | PROPERTY DAMAGE ONLY (O) | 152 | 163 | 189 | 180 | 203 | 887 | 83.05% |
| | GRAND TOTAL | 186 | 195 | 230 | 223 | 234 | 1,068 | 100.00% |

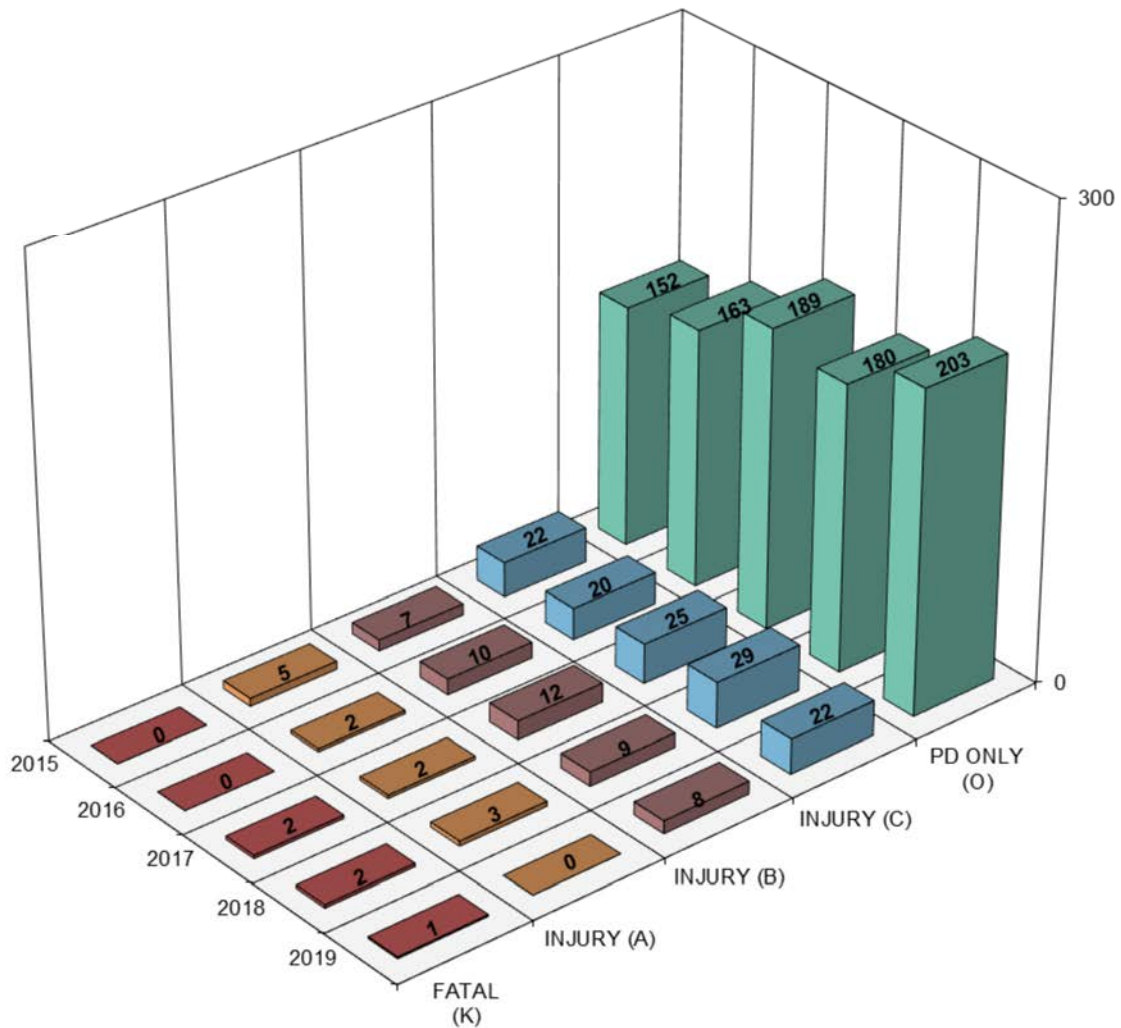


MAINE HIGHWAY BUS CRASH SEVERITY BY FATAL, INJURY, & PROPERTY DAMAGE CRASHES 2015 - 2019

1,068 Total Bus Crashes



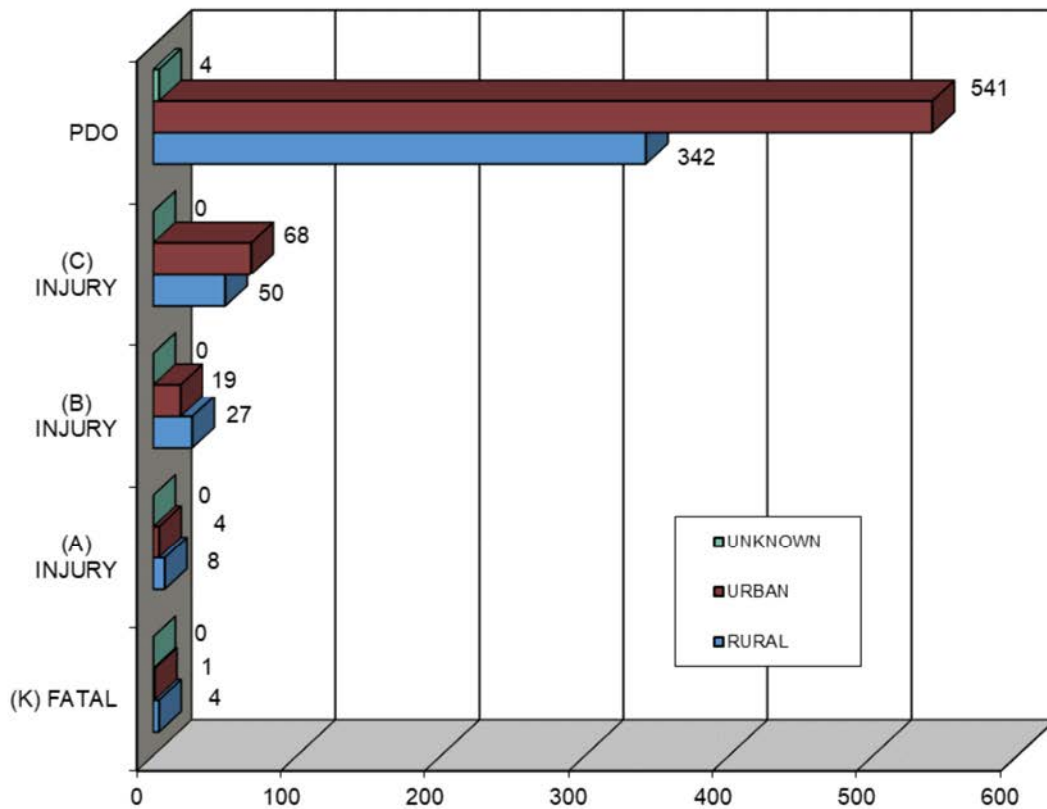
MAINE HIGHWAY BUS CRASH SEVERITY BY YEAR 2015 - 2019



| YEAR | FATAL CRASH (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (O) | TOTAL CRASHES |
|-----------------|-----------------|---------------------------------|----------------------------|---------------------|--------------------------|----------------|
| 2015 | 0 | 5 | 7 | 22 | 152 | 186 |
| 2016 | 0 | 2 | 10 | 20 | 163 | 195 |
| 2017 | 2 | 2 | 12 | 25 | 189 | 230 |
| 2018 | 2 | 3 | 9 | 29 | 180 | 223 |
| 2019 | 1 | 0 | 8 | 22 | 203 | 234 |
| TOTAL | 5 | 12 | 46 | 118 | 887 | 1,068 |
| PER-CENT | 0.47% | PERCENT INJURY CRASHES = | | | 83.05% | 100.00% |



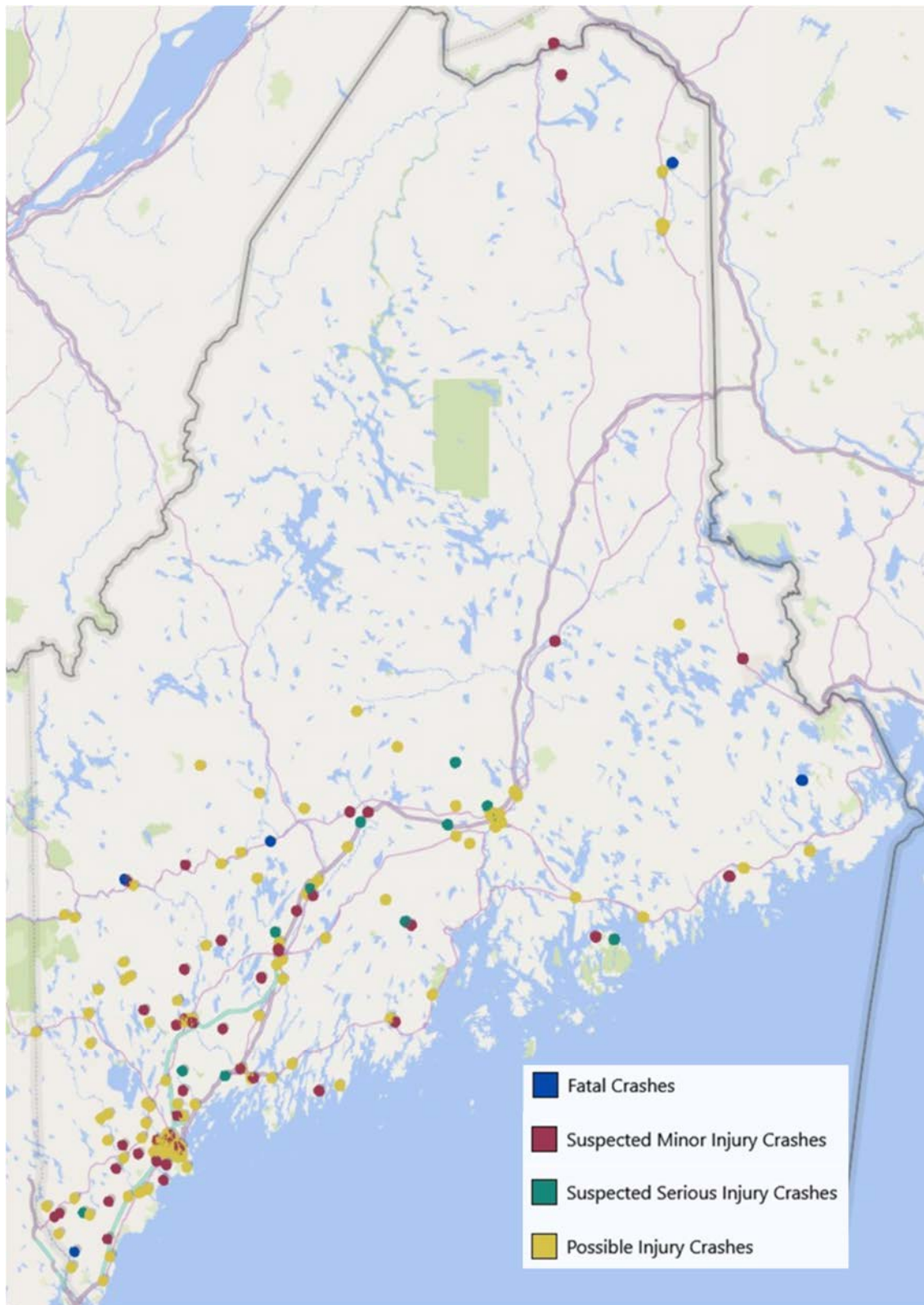
MAINE HIGHWAY BUS CRASH SEVERITY BY RURAL URBAN DESIGNATION 2015 - 2019



| RURAL URBAN DESIGNATION | FATAL CRASH (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (O) | FIVE YEAR TOTAL |
|-------------------------------|-----------------------|------------------------------------|----------------------------------|------------------------|--------------------------------|-----------------------|
| RURAL | 4 | 8 | 27 | 50 | 342 | 431 |
| URBAN | 1 | 4 | 19 | 68 | 541 | 633 |
| UNKNOWN | 0 | 0 | 0 | 0 | 4 | 4 |
| TOTAL | 5 | 12 | 46 | 118 | 887 | 1,068 |



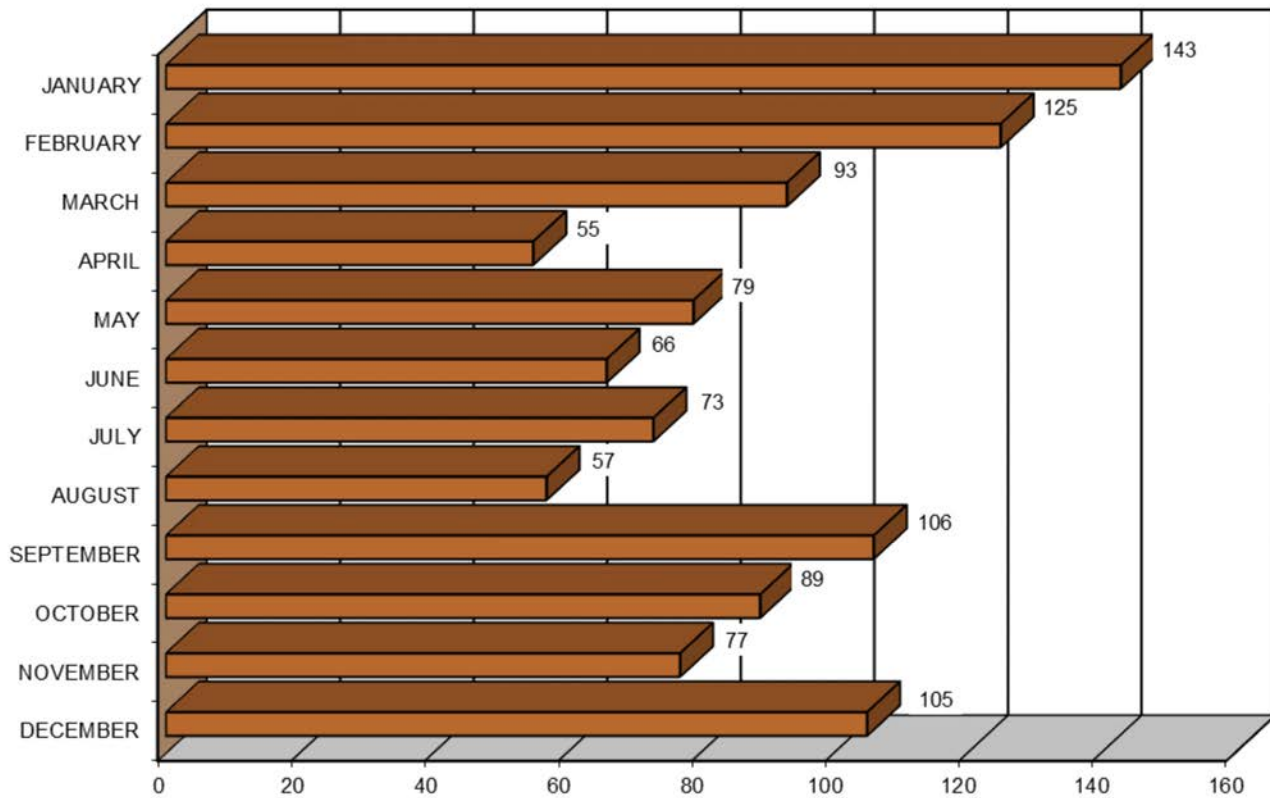
MAINE HIGHWAY BUS CRASHES BY FATAL CRASH LOCATION 2015 - 2019



MAINE HIGHWAY BUS CRASHES

BY MONTH

2015 - 2019



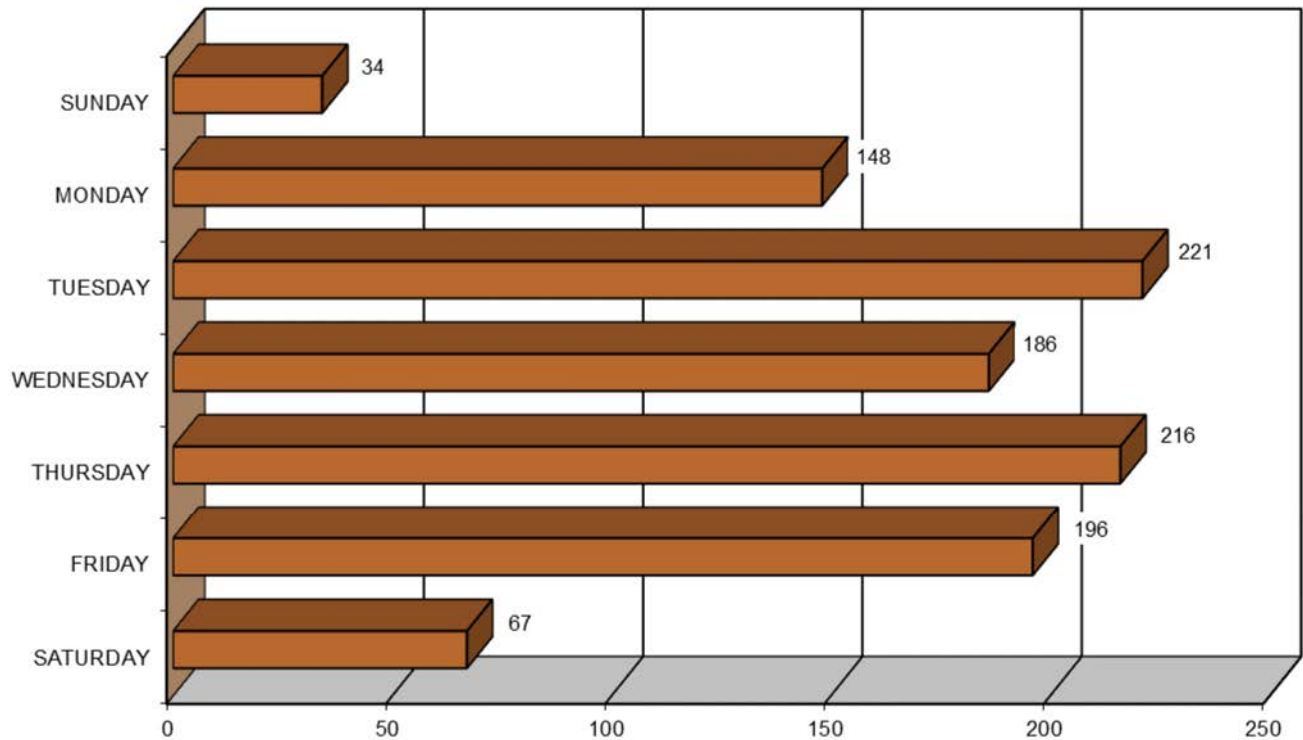
| MONTH | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|------------------|
| JANUARY | 20 | 20 | 30 | 40 | 33 | 143 | 13.39% |
| FEBRUARY | 39 | 12 | 31 | 18 | 25 | 125 | 11.70% |
| MARCH | 17 | 12 | 27 | 17 | 20 | 93 | 8.71% |
| APRIL | 7 | 13 | 12 | 9 | 14 | 55 | 5.15% |
| MAY | 12 | 20 | 16 | 18 | 13 | 79 | 7.40% |
| JUNE | 15 | 13 | 14 | 13 | 11 | 66 | 6.18% |
| JULY | 10 | 19 | 13 | 13 | 18 | 73 | 6.84% |
| AUGUST | 10 | 9 | 13 | 14 | 11 | 57 | 5.34% |
| SEPTEMBER | 13 | 21 | 22 | 25 | 25 | 106 | 9.93% |
| OCTOBER | 12 | 18 | 21 | 17 | 21 | 89 | 8.33% |
| NOVEMBER | 14 | 14 | 13 | 17 | 19 | 77 | 7.21% |
| DECEMBER | 17 | 24 | 18 | 22 | 24 | 105 | 9.83% |
| TOTAL | 186 | 195 | 230 | 223 | 234 | 1,068 | 100.00% |



MAINE HIGHWAY BUS CRASHES

BY DAY OF THE WEEK

2015 - 2019



| DAY OF THE WEEK | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|------------|------------|------------|------------|------------|-----------------|------------------|
| SUNDAY | 7 | 4 | 12 | 6 | 5 | 34 | 3.18% |
| MONDAY | 34 | 27 | 32 | 28 | 27 | 148 | 13.86% |
| TUESDAY | 39 | 56 | 43 | 36 | 47 | 221 | 20.69% |
| WEDNESDAY | 35 | 26 | 36 | 46 | 43 | 186 | 17.42% |
| THURSDAY | 35 | 44 | 45 | 47 | 45 | 216 | 20.22% |
| FRIDAY | 22 | 28 | 47 | 49 | 50 | 196 | 18.35% |
| SATURDAY | 14 | 10 | 15 | 11 | 17 | 67 | 6.27% |
| TOTAL | 186 | 195 | 230 | 223 | 234 | 1,068 | 100.00% |

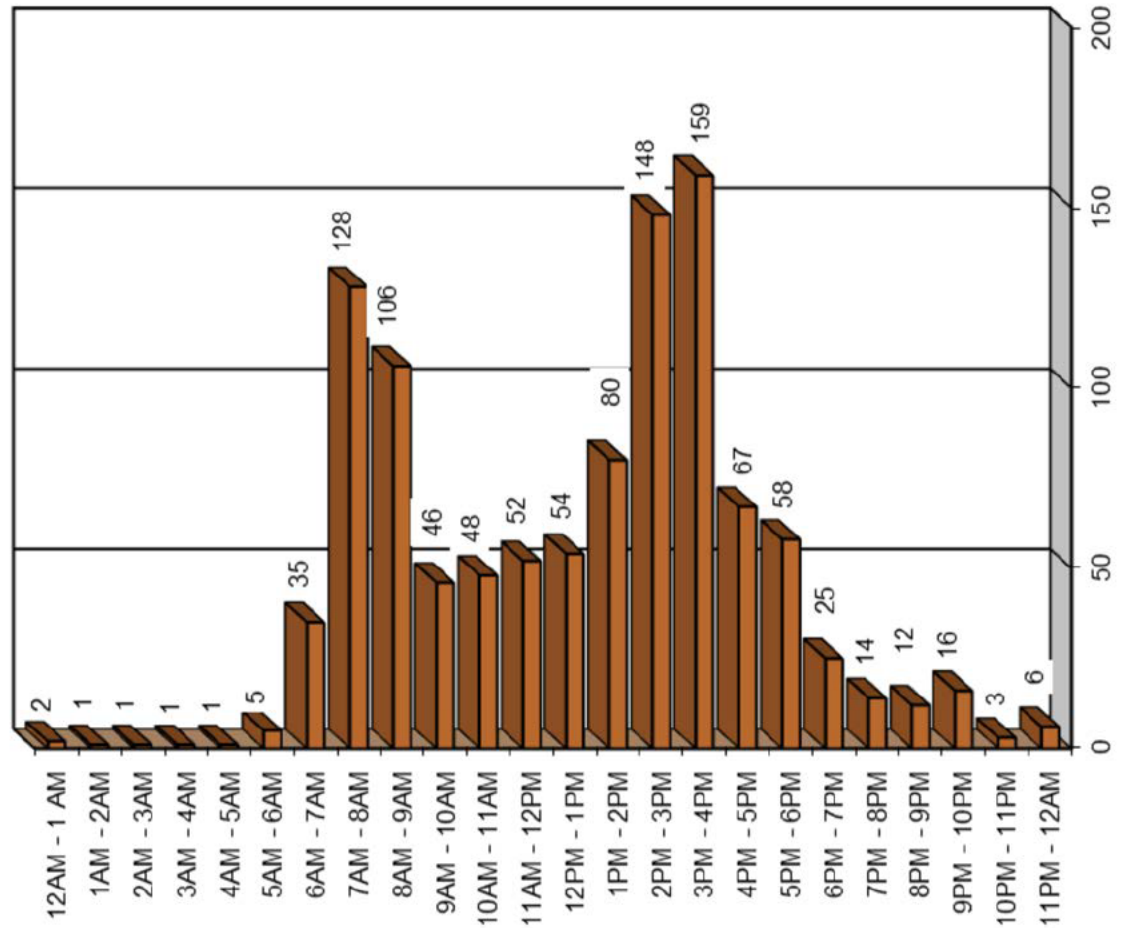


MAINE HIGHWAY BUS CRASHES

BY TIME OF DAY

2015 - 2019

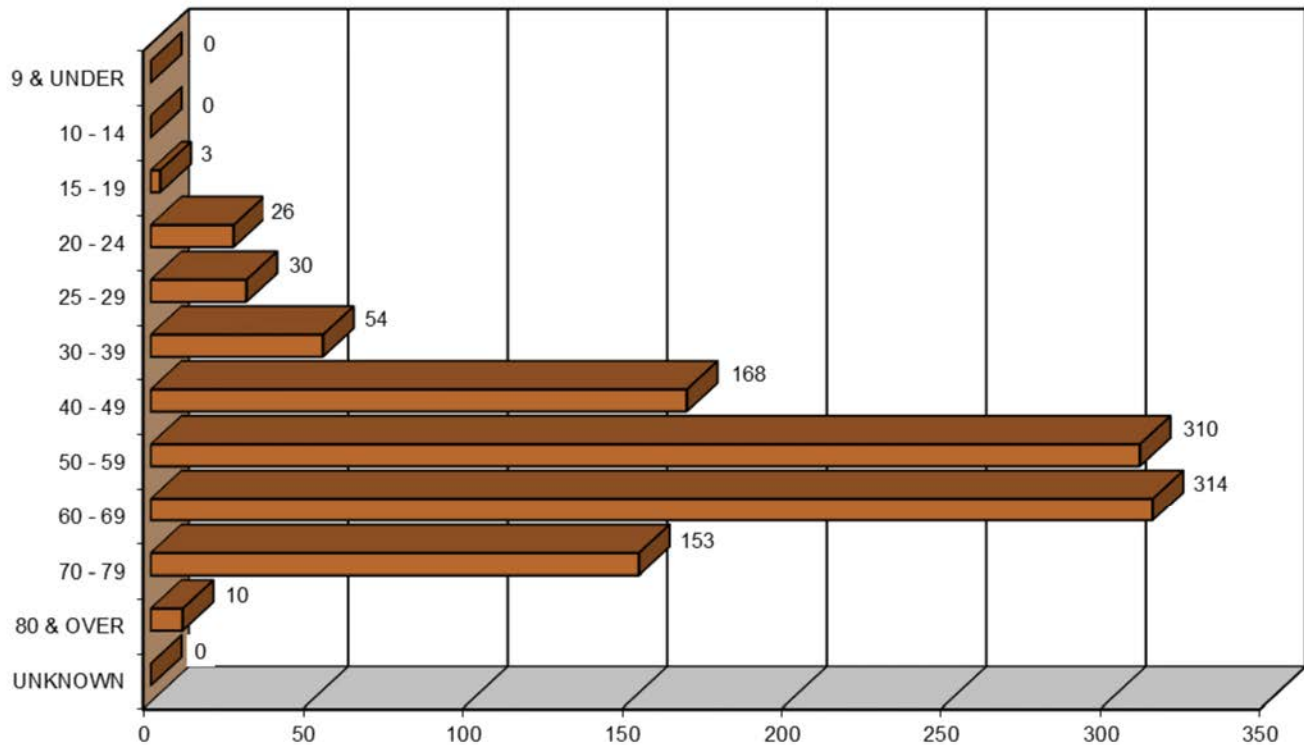
| TIME OF DAY | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|-------------|------|------|------|------|------|-----------------|
| 12AM - 1AM | 0 | 0 | 0 | 1 | 1 | 2 |
| 1AM - 2AM | 1 | 0 | 0 | 0 | 0 | 1 |
| 2AM - 3AM | 0 | 1 | 0 | 0 | 0 | 1 |
| 3AM - 4AM | 0 | 0 | 1 | 0 | 0 | 1 |
| 4AM - 5AM | 0 | 1 | 0 | 0 | 0 | 1 |
| 5AM - 6AM | 1 | 0 | 0 | 3 | 1 | 5 |
| 6AM - 7AM | 4 | 8 | 4 | 11 | 8 | 35 |
| 7AM - 8AM | 25 | 22 | 30 | 28 | 23 | 128 |
| 8AM - 9AM | 22 | 16 | 25 | 19 | 24 | 106 |
| 9AM - 10AM | 14 | 8 | 8 | 8 | 8 | 46 |
| 10AM - 11AM | 6 | 11 | 9 | 11 | 11 | 48 |
| 11AM - 12PM | 8 | 9 | 12 | 12 | 11 | 52 |
| 12PM - 1PM | 8 | 10 | 11 | 11 | 14 | 54 |
| 1PM - 2PM | 12 | 17 | 20 | 19 | 12 | 80 |
| 2PM - 3PM | 26 | 25 | 33 | 23 | 41 | 148 |
| 3PM - 4PM | 26 | 32 | 34 | 36 | 31 | 159 |
| 4PM - 5PM | 10 | 8 | 17 | 16 | 16 | 67 |
| 5PM - 6PM | 13 | 8 | 12 | 13 | 12 | 58 |
| 6PM - 7PM | 2 | 4 | 8 | 4 | 7 | 25 |
| 7PM - 8PM | 3 | 3 | 3 | 1 | 4 | 14 |
| 8PM - 9PM | 2 | 5 | 0 | 1 | 4 | 12 |
| 9PM - 10PM | 1 | 5 | 3 | 3 | 4 | 16 |
| 10PM - 11PM | 0 | 2 | 0 | 0 | 1 | 3 |
| 11PM - 12AM | 2 | 0 | 0 | 3 | 1 | 6 |
| TOTAL | 186 | 195 | 230 | 223 | 234 | 1,068 |



BUS DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES

BY AGE GROUP

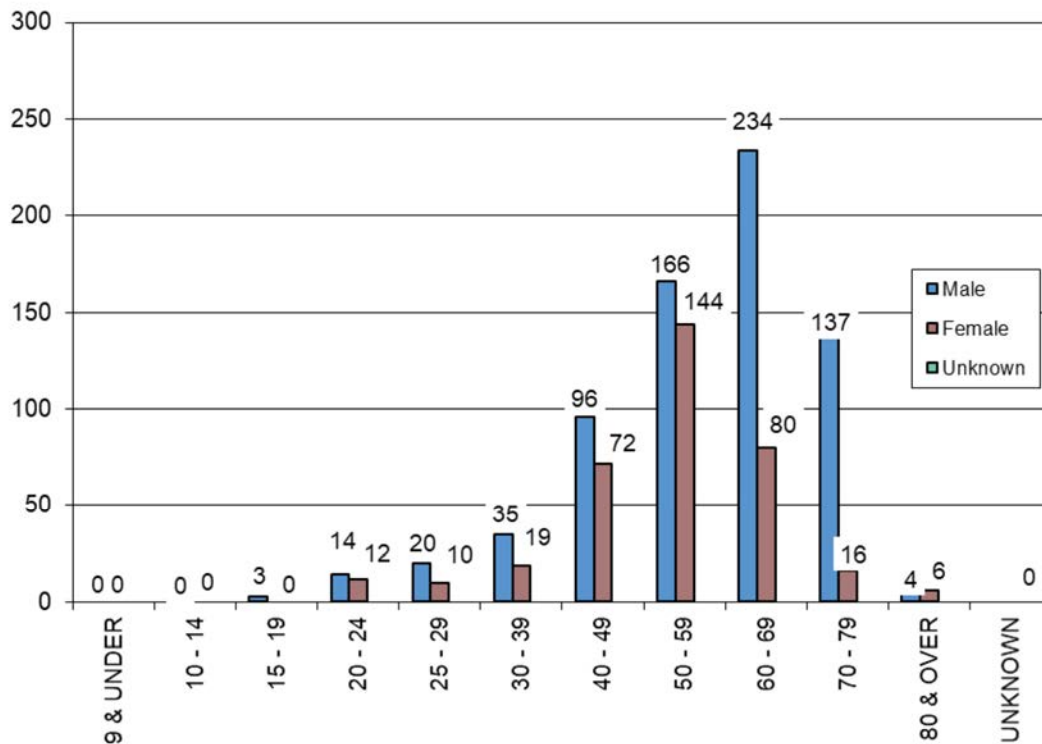
2015 - 2019



| AGE OF BUS DRIVER | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------|------------|------------|------------|------------|------------|-----------------|------------------|
| 9 & UNDER | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 10 - 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 15 - 19 | 0 | 0 | 2 | 0 | 1 | 3 | 0.28% |
| 20 - 24 | 4 | 9 | 7 | 4 | 2 | 26 | 2.43% |
| 25 - 29 | 5 | 11 | 4 | 6 | 4 | 30 | 2.81% |
| 30 - 39 | 5 | 12 | 13 | 14 | 10 | 54 | 5.06% |
| 40 - 49 | 39 | 27 | 29 | 41 | 32 | 168 | 15.73% |
| 50 - 59 | 64 | 56 | 59 | 58 | 73 | 310 | 29.03% |
| 60 - 69 | 43 | 46 | 86 | 77 | 62 | 314 | 29.40% |
| 70 - 79 | 26 | 34 | 24 | 23 | 46 | 153 | 14.33% |
| 80 & OVER | 0 | 2 | 4 | 0 | 4 | 10 | 0.94% |
| UNKNOWN | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| TOTAL | 186 | 197 | 228 | 223 | 234 | 1,068 | 100.00% |



BUS DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2015 - 2019



| | 2015 | | 2016 | | 2017 | | 2018 | | 2019 | | TOTALS | | | |
|-----------------------------------|------|----|------|----|------|----|------|----|------|----|--------|-----|-----------------|------------------|
| AGE GROUP OF BUS DRIVER BY GENDER | M | F | M | F | M | F | M | F | M | F | M | F | FIVE YEAR TOTAL | PERCENT OF TOTAL |
| 9 & UNDER | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 10 - 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 15 - 19 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0.28% |
| 20 - 24 | 1 | 3 | 6 | 3 | 4 | 3 | 1 | 3 | 2 | 0 | 14 | 12 | 26 | 2.43% |
| 25 - 29 | 3 | 2 | 9 | 2 | 3 | 1 | 4 | 2 | 1 | 3 | 20 | 10 | 30 | 2.81% |
| 30 - 39 | 4 | 1 | 6 | 6 | 6 | 7 | 10 | 4 | 9 | 1 | 35 | 19 | 54 | 5.06% |
| 40 - 49 | 18 | 21 | 17 | 10 | 17 | 12 | 26 | 15 | 18 | 14 | 96 | 72 | 168 | 15.73% |
| 50 - 59 | 33 | 31 | 34 | 22 | 31 | 28 | 35 | 23 | 33 | 40 | 166 | 144 | 310 | 29.03% |
| 60 - 69 | 32 | 11 | 33 | 13 | 60 | 26 | 61 | 16 | 48 | 14 | 234 | 80 | 314 | 29.40% |
| 70 - 79 | 25 | 1 | 30 | 4 | 23 | 1 | 21 | 2 | 38 | 8 | 137 | 16 | 153 | 14.33% |
| 80 & OVER | 0 | 0 | 1 | 1 | 0 | 4 | 0 | 0 | 3 | 1 | 4 | 6 | 10 | 0.94% |
| UNKNOWN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| TOTAL BY GENDER | 116 | 70 | 136 | 61 | 146 | 82 | 158 | 65 | 153 | 81 | 709 | 359 | | |
| TOTAL | 186 | | 197 | | 228 | | 223 | | 234 | | 1,068 | | 1,068 | 100.00% |



CONTRIBUTING FACTORS OF BUSES INVOLVED IN MAINE HIGHWAY CRASHES 2015 - 2019

| BUS DRIVER ACTIONS (actions 1 & 2 combined) | 2015 | 2016 | 2017 | 2018 | 2019 | Totals |
|--|-------------|-------------|-------------|-------------|-------------|---------------|
| NO CONTRIBUTING ACTION | 110 | 112 | 124 | 126 | 122 | 594 |
| RAN OFF ROADWAY | 4 | 3 | 4 | 7 | 3 | 21 |
| FAILED TO YIELD RIGHT-OF-WAY | 11 | 13 | 17 | 17 | 17 | 75 |
| RAN RED LIGHT | 0 | 0 | 0 | 1 | 0 | 1 |
| RAN STOP SIGN | 1 | 0 | 3 | 0 | 1 | 5 |
| DISREGARDED OTHER TRAFFIC SIGN | 1 | 0 | 0 | 1 | 0 | 2 |
| DISREGARDED OTHER ROAD MARKINGS | 0 | 1 | 1 | 4 | 4 | 10 |
| EXCEEDED POSTED SPEED LIMIT | 0 | 0 | 0 | 0 | 0 | 0 |
| DROVE TOO FAST FOR CONDITIONS | 0 | 0 | 0 | 0 | 0 | 0 |
| IMPROPER TURN | 28 | 20 | 26 | 20 | 34 | 128 |
| IMPROPER BACKING | 13 | 16 | 23 | 7 | 6 | 65 |
| IMPROPER PASSING | 4 | 1 | 1 | 4 | 0 | 10 |
| WRONG WAY | 0 | 1 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | 2 | 9 | 5 | 10 | 6 | 32 |
| FAILED TO KEEP IN PROPER LANE | 11 | 9 | 18 | 17 | 14 | 69 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENCE OR AGGRESSIVE MANNER | 1 | 1 | 1 | 2 | 5 | 10 |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | 2 | 5 | 0 | 4 | 5 | 16 |
| OVER-CORRECTING/OVER-STEERING | 2 | 5 | 2 | 3 | 2 | 14 |
| OTHER CONTRIBUTING ACTION | 7 | 14 | 10 | 17 | 17 | 65 |
| UNKNOWN | 4 | 5 | 6 | 6 | 5 | 26 |
| TOTAL | 201 | 215 | 241 | 246 | 241 | 1,144 |
| VEHICULAR FACTORS | | | | | | |
| NONE | 183 | 195 | 227 | 218 | 232 | 1,055 |
| BRAKES | 0 | 1 | 1 | 1 | 1 | 4 |
| EXHAUST SYSTEM | 0 | 0 | 0 | 0 | 0 | 0 |
| BODY, DOORS | 1 | 0 | 0 | 2 | 0 | 3 |
| STEERING | 1 | 0 | 0 | 0 | 0 | 1 |
| POWER TRAIN | 0 | 1 | 0 | 1 | 0 | 2 |
| SUSPENSION | 0 | 0 | 0 | 0 | 0 | 0 |
| TIRES | 0 | 1 | 0 | 0 | 0 | 1 |
| WHEELS | 0 | 0 | 0 | 0 | 0 | 0 |
| LIGHTS (head, signal, tail, brake) | 0 | 0 | 0 | 0 | 0 | 0 |
| WINDOWS/WINDSHIELD | 0 | 1 | 0 | 0 | 0 | 1 |
| MIRRORS | 0 | 0 | 0 | 0 | 0 | 0 |
| WIPERS | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | 0 | 0 | 0 | 0 | 1 | 1 |
| OTHER | 2 | 3 | 2 | 2 | 2 | 11 |
| TOTAL | 187 | 202 | 230 | 224 | 236 | 1,079 |

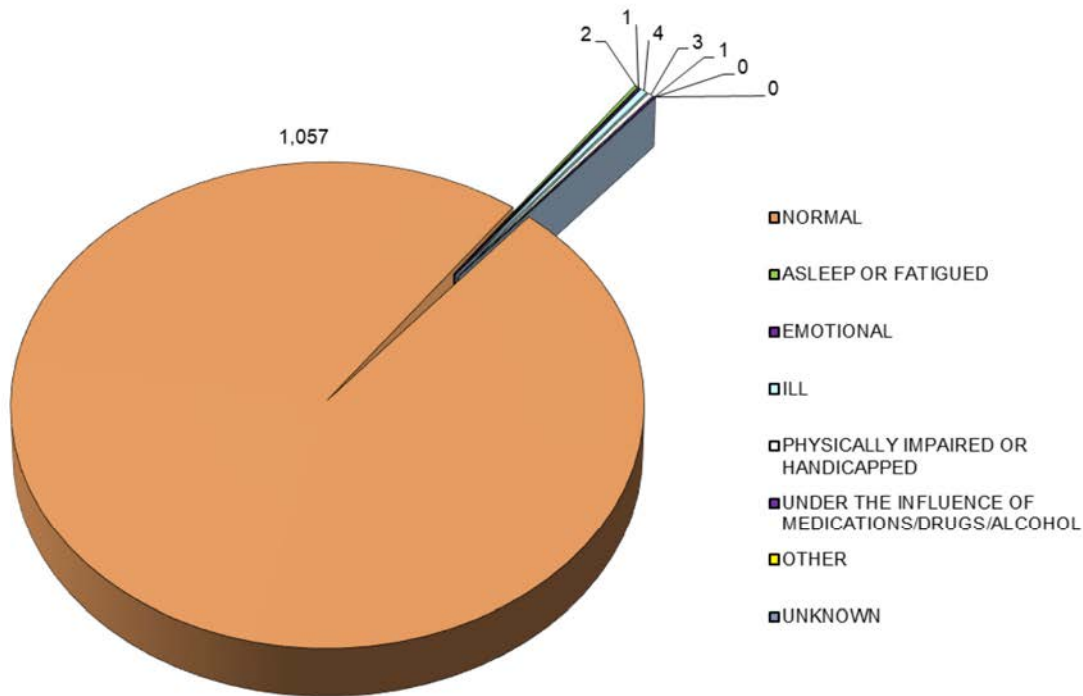


CONTRIBUTING FACTORS OF ALL VEHICLES INVOLVED IN MAINE HIGHWAY BUS CRASHES 2015 - 2019

| ALL DRIVER ACTIONS (actions 1 & 2 combined) | 2015 | 2016 | 2017 | 2018 | 2019 | Totals |
|--|-------------|-------------|-------------|-------------|-------------|---------------|
| NO CONTRIBUTING ACTION | 184 | 195 | 213 | 210 | 207 | 1,009 |
| RAN OFF ROADWAY | 6 | 5 | 4 | 7 | 3 | 25 |
| FAILED TO YIELD RIGHT-OF-WAY | 34 | 32 | 42 | 40 | 43 | 191 |
| RAN RED LIGHT | 1 | 2 | 3 | 4 | 0 | 10 |
| RAN STOP SIGN | 3 | 2 | 5 | 3 | 3 | 16 |
| DISREGARDED OTHER TRAFFIC SIGN | 1 | 2 | 1 | 1 | 2 | 7 |
| DISREGARDED OTHER ROAD MARKINGS | 0 | 0 | 0 | 1 | 1 | 2 |
| EXCEEDED POSTED SPEED LIMIT | 0 | 3 | 3 | 2 | 2 | 10 |
| DROVE TOO FAST FOR CONDITIONS | 50 | 9 | 10 | 15 | 16 | 100 |
| IMPROPER TURN | 31 | 24 | 28 | 21 | 38 | 142 |
| IMPROPER BACKING | 23 | 22 | 30 | 11 | 14 | 100 |
| IMPROPER PASSING | 7 | 6 | 6 | 10 | 5 | 34 |
| WRONG WAY | 0 | 1 | 1 | 0 | 0 | 2 |
| FOLLOWED TOO CLOSELY | 19 | 29 | 23 | 35 | 25 | 131 |
| FAILED TO KEEP IN PROPER LANE | 20 | 15 | 35 | 28 | 26 | 124 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER | 3 | 6 | 10 | 7 | 11 | 37 |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SUR- FACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | 32 | 6 | 5 | 5 | 9 | 57 |
| OVER-CORRECTING/OVER-STEERING | 3 | 6 | 2 | 3 | 3 | 17 |
| OTHER CONTRIBUTING ACTION | 15 | 22 | 22 | 24 | 25 | 108 |
| UNKNOWN | 10 | 8 | 10 | 11 | 9 | 48 |
| TOTAL | 442 | 395 | 453 | 438 | 442 | 2,170 |
| VEHICULAR FACTORS | | | | | | |
| NONE | 380 | 367 | 434 | 416 | 444 | 2,041 |
| BRAKES | 3 | 2 | 3 | 1 | 2 | 11 |
| EXHAUST SYSTEM | 0 | 0 | 0 | 0 | 0 | 0 |
| BODY, DOORS | 2 | 1 | 2 | 5 | 1 | 11 |
| STEERING | 1 | 0 | 0 | 1 | 0 | 2 |
| POWER TRAIN | 0 | 1 | 0 | 1 | 1 | 3 |
| SUSPENSION | 0 | 0 | 0 | 0 | 0 | 0 |
| TIRES | 0 | 1 | 1 | 0 | 0 | 2 |
| WHEELS | 0 | 0 | 0 | 0 | 0 | 0 |
| LIGHTS (head, signal, tail, brake) | 0 | 0 | 0 | 0 | 0 | 0 |
| WINDOWS/WINDSHIELD | 1 | 2 | 0 | 1 | 0 | 4 |
| MIRRORS | 0 | 0 | 0 | 0 | 0 | 0 |
| WIPERS | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | 2 | 0 | 0 | 0 | 1 | 3 |
| OTHER | 6 | 4 | 4 | 1 | 5 | 20 |
| TOTAL | 395 | 378 | 444 | 426 | 454 | 2,097 |



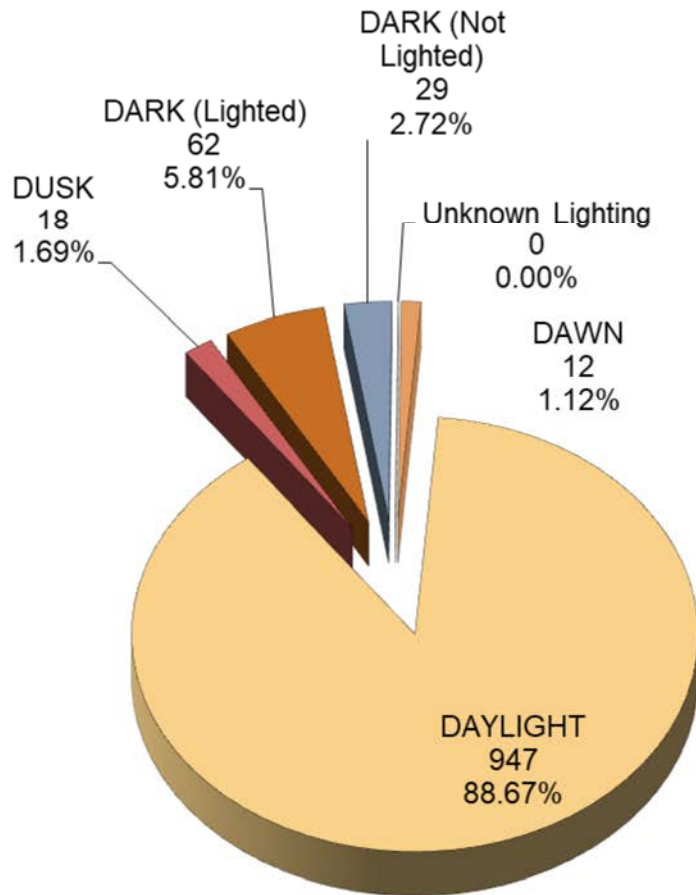
MAINE HIGHWAY BUS CRASHES BY DRIVER APPARENT PHYSICAL CONDITIONS 2015 - 2019



| BUS DRIVER PHYSICAL CONDITION | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--|------------|------------|------------|------------|------------|-----------------|------------------|
| APPARENTLY NORMAL | 184 | 196 | 224 | 221 | 232 | 1,057 | 98.97% |
| ASLEEP OR FATIGUED | 0 | 0 | 1 | 0 | 1 | 2 | 0.19% |
| EMOTIONAL (depressed, angry, disturbed, etc.) | 0 | 0 | 1 | 0 | 0 | 1 | 0.09% |
| ILL (sick) | 1 | 0 | 1 | 1 | 1 | 4 | 0.37% |
| PHYSICALLY IMPAIRED OR HANDICAPPED | 1 | 0 | 1 | 1 | 0 | 3 | 0.28% |
| UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL | 0 | 1 | 0 | 0 | 0 | 1 | 0.09% |
| OTHER | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| UNKNOWN | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| TOTAL | 186 | 197 | 228 | 223 | 234 | 1,068 | 100.00% |



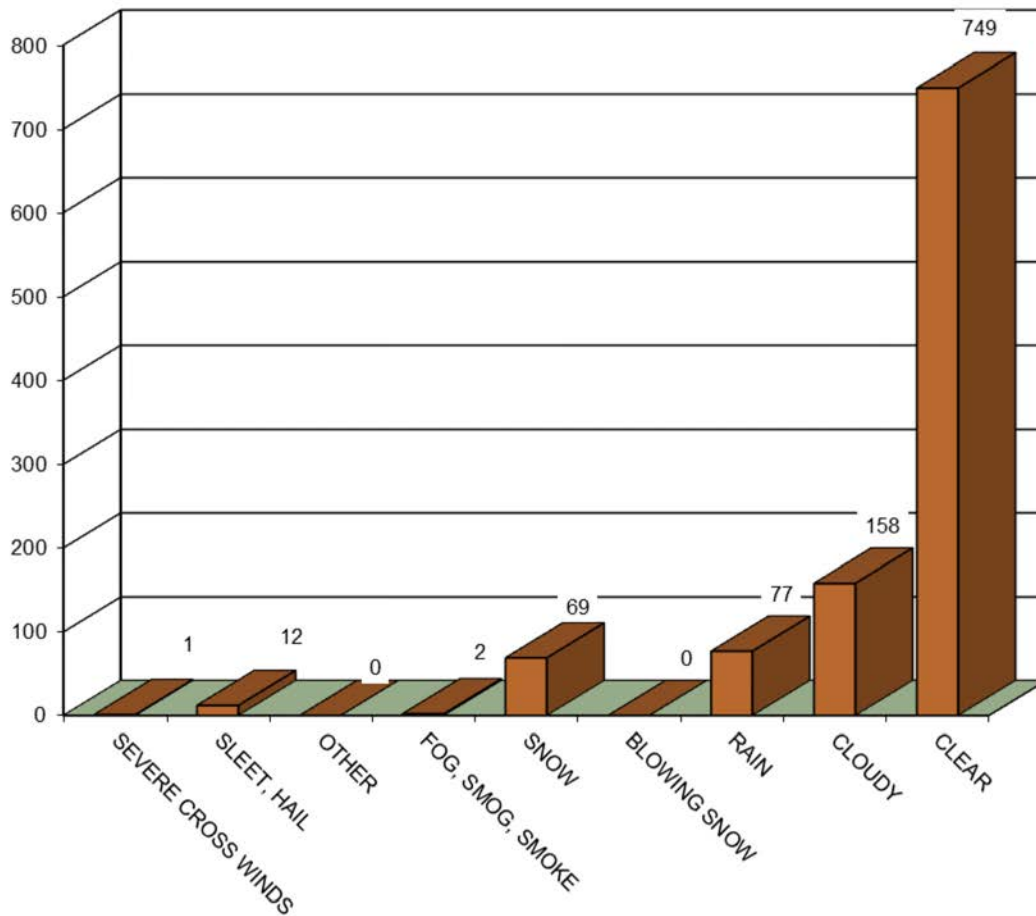
MAINE HIGHWAY BUS CRASHES BY LIGHT CONDITION 2015 - 2019



| LIGHT CONDITION | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------|------|------|------|------|------|-----------------|------------------|
| DARK (Lighted) | 11 | 11 | 12 | 12 | 16 | 62 | 5.81% |
| DARK (Not Lighted) | 2 | 6 | 6 | 10 | 5 | 29 | 2.72% |
| DARK (Unknown Lighting) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| DAWN | 1 | 3 | 4 | 1 | 3 | 12 | 1.12% |
| DAYLIGHT | 167 | 173 | 205 | 197 | 205 | 947 | 88.67% |
| DUSK | 5 | 2 | 3 | 3 | 5 | 18 | 1.69% |
| UNKNOWN | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| TOTAL | 186 | 195 | 230 | 223 | 234 | 1068 | 100.00% |



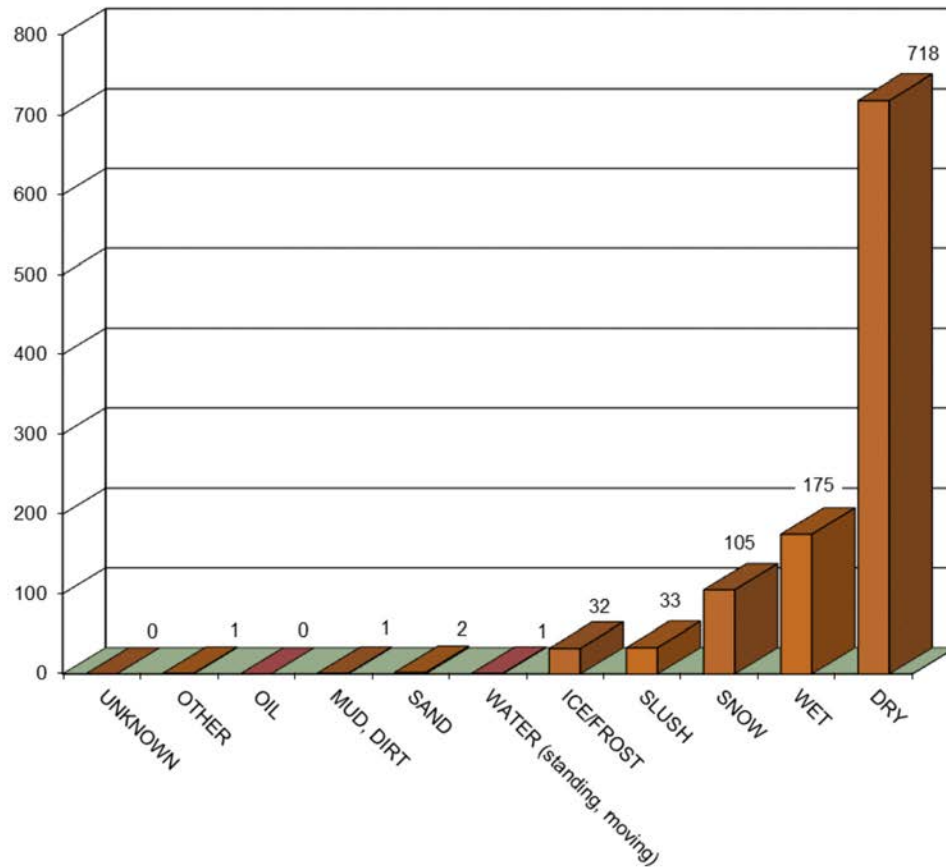
MAINE HIGHWAY BUS CRASHES BY WEATHER CONDITIONS 2015 - 2019



| WEATHER CONDITIONS | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|--|------------|------------|------------|------------|------------|-----------------|
| BLOWING SAND, SOIL, DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SEVERE CROSS WINDS | 0 | 0 | 1 | 0 | 0 | 1 |
| SLEET, HAIL (freezing rain or drizzle) | 0 | 2 | 3 | 3 | 4 | 12 |
| OTHER | 0 | 0 | 0 | 0 | 0 | 0 |
| FOG, SMOG, SMOKE | 1 | 1 | 0 | 0 | 0 | 2 |
| SNOW | 16 | 9 | 13 | 12 | 19 | 69 |
| BLOWING SNOW | 0 | 0 | 0 | 0 | 0 | 0 |
| RAIN | 16 | 12 | 13 | 18 | 18 | 77 |
| CLOUDY | 22 | 26 | 34 | 40 | 36 | 158 |
| CLEAR | 131 | 145 | 166 | 150 | 157 | 749 |
| TOTAL | 186 | 195 | 230 | 223 | 234 | 1,068 |



MAINE HIGHWAY BUS CRASHES BY ROAD SURFACE CONDITIONS 2015 - 2019



| ROAD SURFACE CONDITIONS | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|--------------------------|------------|------------|------------|------------|------------|-----------------|
| UNKNOWN | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | 0 | 0 | 0 | 0 | 1 | 1 |
| OIL | 0 | 0 | 0 | 0 | 0 | 0 |
| MUD, DIRT, GRAVEL | 0 | 0 | 1 | 0 | 0 | 1 |
| SAND | 1 | 0 | 1 | 0 | 0 | 2 |
| WATER (standing, moving) | 0 | 0 | 0 | 1 | 0 | 1 |
| ICE/FROST | 8 | 2 | 4 | 8 | 10 | 32 |
| SLUSH | 11 | 3 | 5 | 9 | 5 | 33 |
| SNOW | 29 | 13 | 20 | 13 | 30 | 105 |
| WET | 30 | 27 | 36 | 38 | 44 | 175 |
| DRY | 107 | 150 | 163 | 154 | 144 | 718 |
| TOTAL | 186 | 195 | 230 | 223 | 234 | 1,068 |



VEHICLES INVOLVED IN MAINE HIGHWAY BUS CRASHES 2015 - 2019

| VEHICLE TYPE INVOLVED IN MOTORCYCLE CRASHES | 2015 | 2016 | 2017 | 2018 | 2019 | FIVE YEAR TOTAL |
|--|-------------|-------------|-------------|-------------|-------------|--------------------------------|
| PASSENGER CAR | 131 | 101 | 135 | 102 | 95 | 564 |
| (SPORT) UTILITY VEHICLE | 29 | 26 | 31 | 45 | 62 | 193 |
| PASSENGER VAN | 19 | 24 | 25 | 28 | 21 | 117 |
| CARGO VAN (10k or less) | 1 | 2 | 1 | 5 | 5 | 14 |
| PICKUP TRUCK | 24 | 33 | 28 | 33 | 46 | 164 |
| MOTOR HOME | 2 | 0 | 1 | 0 | 4 | 7 |
| SCHOOL BUS | 102 | 112 | 123 | 121 | 127 | 585 |
| TRANSIT BUS | 55 | 48 | 50 | 64 | 57 | 274 |
| MOTOR COACH | 3 | 14 | 17 | 7 | 8 | 49 |
| OTHER BUS | 13 | 9 | 17 | 10 | 13 | 62 |
| MOTORCYCLE | 0 | 0 | 1 | 1 | 1 | 3 |
| MOPED | 0 | 0 | 0 | 0 | 0 | 0 |
| LOW SPEED VEHICLE | 0 | 0 | 0 | 0 | 0 | 0 |
| AUTOCYCLE | 0 | 0 | 0 | 0 | 0 | 0 |
| EXPERIMENTAL | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER LIGHT TRUCK (10,000 lbs or less) | 2 | 1 | 1 | 2 | 0 | 6 |
| MEDIUM /HEAVY TRUCKS (more than 10,000 lbs) | 11 | 7 | 8 | 7 | 17 | 50 |
| ATV (2,3,4-WHEEL) | 0 | 0 | 0 | 1 | 0 | 1 |
| SNOWMOBILE | 0 | 0 | 0 | 0 | 0 | 0 |
| PEDESTRIAN | 3 | 2 | 3 | 0 | 4 | 12 |
| BICYCLE | 1 | 0 | 0 | 0 | 3 | 4 |
| OTHER | 6 | 2 | 7 | 2 | 0 | 17 |
| TOTAL VEHICLES INVOLVED | 402 | 381 | 448 | 428 | 463 | 2,122 |

