

Maine Highway Safety Plan

Fiscal Years 2024-2026



Governor Janet Mills
Commissioner Michael Sauschuck
Highway Safety Director Lauren Stewart
July 1, 2023



Highway Safety Planning Process and Problem Identification §1300.11(b)(1)

(i) Description of the Planning Process, data sources and information used



Planning Process

In a Safe System, all stakeholders are responsible to collaborate to ensure that crashes do not lead to fatalities or serious injuries. The MeBHS begins the Highway Safety Planning process by gathering and reviewing available data from various sources (such as those listed below) to inform decisions about which traffic safety problems or concerns are most prevalent or evident statewide, and then within various counties, towns, and cities. We can also drill down to streets, intersections and even nodes to address issues at a more granular level. This data analysis allows us to answer the common 5 W's (Who, What, When, Where, and Why). It also informs which highway safety incentive grants the State will be eligible to apply for, and to assist us in determining effective projects and countermeasures through data-driven analysis which ensures that our funds are directed for maximum safety impact.

Because Maine has relatively small numbers to work with, we also look at trends related to our performance measures over a 5-year average and determine if adjustments need to be made in the selection of countermeasure strategies to ensure constant and improvement performance. For FFY2024, we used various data sources to understand which places or peoples were at most risk of being over-represented in traffic crashes and we identified underserved communities. We then conducted public listening sessions to help understand what various communities believed are their biggest traffic safety concerns.

Maine has the benefit of immediate access to various data sources that contribute to problem identification and project and program evaluation. Maine's electronic crash reporting system (MCRS) collects and houses all reportable crash records from State, municipal and county law enforcement agencies. Additionally, the Maine DOT has a crash analysis unit that receives a daily import of MCRS raw crash data into their agency crash analysis system (MaineCrash) where it is scrubbed and verified for roadway, serious injury, and property damage analysis. During the past year, more Maine law enforcement agencies began using the e-Citation system allowing us immediate citation data to help with problem identification.

Data Sources and Information

The following listed sources are used to gather important data and information to inform the planning process:

-NHTSA STSI and other data sites such as:

- Our Nation's Roadway Safety Crisis (ArcGIS Story Map) [Our Nation's Roadway Safety Crisis \(arcgis.com\)](https://arcgis.com)
- U.S. Census Bureau – Community Resilience Estimates [2019 Community Resilience Estimates arcgis.com](https://arcgis.com)
- NCSA's Fatality and Injury Reporting System Tool (FIRST) <https://cdan.nhtsa.gov/>
- Social Vulnerability Index (SVI); https://www.atsdr.cdc.gov/placeandhealth/svi/interactive_map.html
- American Community Survey: <https://www.census.gov/programs-surveys/acs/>.

-Equitable Transportation Community Explorer:
<https://www.transportation.gov/priorities/equity/justice40/etc-explorer>.

- Fatality Analysis Reporting System (FARS): Maine FARS and NHTSA FARS/STSI
- FHWA VMT
- Highway Safety’s Crash and Citation Data Warehouse
- Maine Crash Reporting System (MCRS)
- Maine e-Citation System
- Maine EMS Run-Reporting System
- Maine DOT-Maine Crash
- Maine DOT-Public Map Viewer
- Maine’s Public Crash Query Tool
- Maine Violations Bureau (citation and adjudication)
- Maine BMV licensed drivers, registered vehicles
- Census Data
- University of Southern Maine driver observation and attitudinal surveys
- Critical Insight Media Surveys
- Prior subrecipient history from various MeBHS grants tracking systems (Excel, GMIS)
- AAA Foundation Studies
- Results from Community Public Participation and Engagement Outreach Sessions

To identify highway safety problem areas and effective evidence-based countermeasures, the MeBHS consults with many of our partners, including those who are members of the Maine Transportation Safety Coalition (MTSC) during the planning process (some listed as data sources above and others listed below). There are many data elements that the MeBHS and our partners analyze to identify highway safety problems for both the Strategic Highway Safety Plan and the MeBHS HSP. The following data elements include some that are analyzed as part of the planning process to determine highway safety challenges/problems:

Fatalities	Population	Gender	Roadway Traffic counts	Time/Day
Crashes	Demographics	Age	High Traffic Roadways	Location
Serious Injuries	Surveys	Seat Belt Usage	Roadway Design	Causation factors
Property Damage	Ethnicity	Language	Vehicles	Socioeconomics

The MeBHS and the Maine DOT collaborate constantly. In early May we determine and finalize the required identical performance targets for fatalities, serious injury, and fatalities per 100 million VMT for the MeBHS HSP and the State Highway Safety Improvement Plan (HSIP). Additionally, the MeBHS, Maine DOT and the Maine SOS collaborated on the updated 2022 Strategic Highway Safety Plan (SHSP). Maine’s SHSP is a major component and requirement of the (HSIP), but more importantly it provides a road map as we collaborate and work together toward Maine’s overall safety goal of Toward Zero Deaths. The intent of the SHSP is to:

- Improve travel safety for all transportation system users
- Address all aspects that influence safety: Enforcement, Engineering, Education and EMS
- Coordinate the safety improvement efforts of various agencies and stakeholders
- Guide investment decisions toward strategies and countermeasures with the most potential to reduce fatalities and serious injuries
- Provide an avenue for partners to have ongoing communication and network
- Enhance data and resource sharing among stakeholders and partners
- Plan coordination (SHSP/HSP/HSIP/CVSP)

Process Participants

The MeBHS and our partners consider it essential to continue to collaborate with traffic safety stakeholders to remain current about emerging traffic safety issues. This allows for appropriate action to be taken to address any identified problems inclusive and equitable for all road users.

The MeBHS staff regularly participate in meetings with:

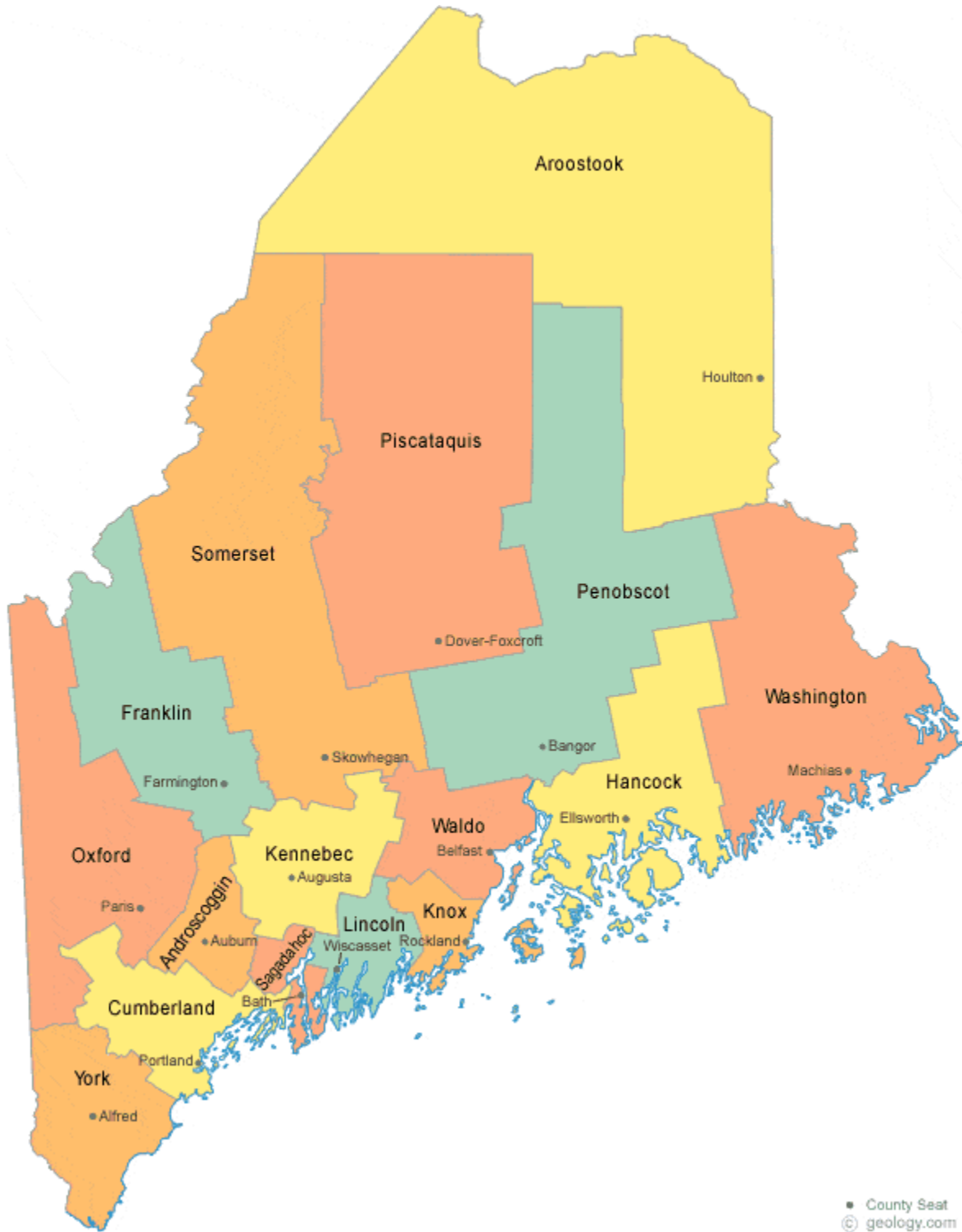
- Maine DOT including: Strategic Highway Safety Plan (SHSP), Traffic Incident Management (TIM), Autonomous Vehicle (AV), and Large Animal Collision
- Community coalitions and various highway safety advocacy groups
- State, county, and municipal law enforcement meetings and events
- Maine CDC working groups for substance abuse, the Alcohol-Stakeholder Group, and tobacco and marijuana
- Various meetings of other Region 1 states HSOs
- National conferences including GHSA and KIM
- Maine Transportation Safety Coalition meetings
- Traffic Records Coordinating meetings
- Impaired Driver Task Force meetings
- Speed Task Force meetings
- Occupant Protection Task Force meetings
- Child Passenger Safety Technician trainings
- Subrecipient meetings/trainings/monitoring
- Emergency Medical Services meetings
- Judicial and courts meetings
- Attorney General and Assistant District Attorney meetings
- Meetings with the Office of the Secretary of State and the Bureau of Motor Vehicles
- Overrepresented communities through public participation and engagement

to gather partner input and feedback. Additional monitoring and data analysis is conducted throughout the HSP cycle to reaffirm or redirect planning and funding to address emergent or immediate needs.

The MeBHS current safety partners include:

AAA of Northern New England	Maine Transportation Safety Coalition
American Association of Retired People (AARP)	Alliance Highway Safety
Department of Health and Human Services – Elder Service	Federal Highway Administration (FHWA)
Office of the Attorney General	SADD National
Federal Motor Carrier Safety Administration (FMCSA)	Ford Driving Skills for Life
District Attorneys	Federal Rail Administration (FRA)
Governor’s Highway Safety Association (GHSA)	DHHS Health Environmental Testing Lab (HETL)
Maine Bicycle Coalition	Maine Bureau of Labor Standards
Maine Bureau of Motor Vehicles (BMV)	Maine CDC Injury and Violence Prevention
Maine Associations of Chiefs of Police (MECOP)	Maine Criminal Justice Academy (MCJA)
Maine Department of Education	Maine Department of Public Safety (DPS)
Maine Department of Transportation (MeDOT)	Maine Driver Education Association
Maine Emergency Medical Services (EMS)	Maine Motor Transport Association
Maine Municipal Association	Maine Principals Association
Maine Secretary of State’s Office	Maine Sheriff’s Association
Maine State Police	Maine Substance Abuse Mental Health Services
Maine Turnpike Authority	Maine Violations Bureau
Motorcycle Rider Education of Maine, Inc.	National Highway Traffic Administration (NHTSA)
NL Partners Marketing	Safety and Health Council of Northern New England (SHCNNE)
United Bikers of Maine (UBM)	University of Southern Maine

Traffic Records Coordinating Committee	Impaired Driving Task Force
Maine CDC Alcohol Stakeholders Group	Occupant Protection Task Force



(ii) Description and Analysis of State Highway Safety Problems

Socioeconomic Status of Maine (Maine CDC 2008)

2008 MAINE STATE PROFILE of SELECTED PUBLIC HEALTH INDICATORS										
Maine Center for Disease Control and Prevention/DHHS										
MORE DEMOGRAPHICS: Percent and Count	DISTRICT								COMPARISONS	
	Aroostook ± Margin of Error	Central ± Margin of Error	Cumberland ± Margin of Error	Downeast ± Margin of Error	Midcoast ± Margin of Error	Penquis ± Margin of Error	Western ± Margin of Error	York ± Margin of Error	MAINE State ± Margin of Error	UNITED STATES
Median Annual Household Income [2004]	\$ 32,629	\$ 36,147	\$ 49,870	\$ 33,834	\$ 41,690	\$ 34,717	\$ 36,670	\$ 48,363	\$ 41,287	\$ 44,334
Families Living in Poverty (all ages, percent) [2004]	14.9 (±0.3) 10,918	13.1 (±0.2) 22,497	9.0 (±0.1) 24,708	12.6 (±0.2) 10,943	10.7 (±0.2) 16,142	13.2 (±0.2) 21,715	12.4 (±0.2) 23,915	9.0 (±0.1) 17,963	11.3 (±0.1) 148,801	11.5
Children on Free or Reduced Lunch Program (percent of enrolled school children) [2005]	47.7 (±1.2) 5,551	41.0 (±0.8) 11,613	25.9 (±0.5) 10,483	41.9 (±1.1) 5,037	35.9 (±0.8) 7,471	39.1 (±0.8) 10,068	45.8 (±0.7) 13,466	27.6 (±0.7) 7,547	36.4 (±0.3) 71,236	17.5
Adults with Lifetime Educational Attainment Less Than High School (percent) [2000]	23.1 (±0.4) 11,868	16.1 (±0.3) 18,378	9.8 (±0.1) 17,900	15.3 (±0.3) 9,185	13.0 (±0.2) 13,146	14.9 (±0.2) 16,073	18.6 (±0.2) 23,561	13.5 (±0.2) 17,177	14.6 (±0.1) 127,419	9.4 (±0.1)
Single-Parent Households with Children <18 years (percent) [2000]	7.7 (±0.3) 2,323	10.4 (±0.2) 7,007	8.4 (±0.2) 9,117	8.8 (±0.3) 3,157	9.0 (±0.2) 5,372	9.5 (±0.2) 6,197	10.4 (±0.2) 7,887	9.1 (±0.2) 6,788	9.2 (±0.1) 47,848	7.2
Householders ≥ 65 Living Alone (percent) [2000]	13.1 (±0.4) 3,977	10.5 (±0.2) 7,145	10.2 (±0.2) 11,015	12.2 (±0.3) 4,386	11.0 (±0.4) 6,549	10.4 (±0.2) 6,829	10.9 (±0.2) 8,317	9.7 (±0.2) 7,233	10.7 (±0.1) 55,451	9.2
People Who Speak a Language Other Than English (percent of those >5 years old) [2000]	24.1 (±0.3) 16,880	6.8 (±0.1) 10,735	5.9 (±0.1) 14,888	4.3 (±0.1) 3,498	3.5 (±0.1) 4,798	4.4 (±0.1) 6,818	11.1 (±0.2) 19,771	9.4 (±0.1) 16,578	7.8 (±0.1) 82,512	17.9
Adults With a Disability (percent) [2006]	24.6 (±7.3) 6,924	23.0 (±4.3) 33,513	23.0 (±3.9) 35,594	28.5 (±4.3) 17,830	23.0 (±3.3) 25,250	30.4 (±4.9) 32,729	20.0 (±3.7) 38,280	21.8 (±4.3) 32,913	23.8 (±1.6) 237,910	15.1

2008 MAINE STATE PROFILE of SELECTED PUBLIC HEALTH INDICATORS											
Maine Center for Disease Control and Prevention/DHHS											
INJURY AND VIOLENCE INDICATORS	DISTRICT								MAINE State ± Margin of Error	UNITED STATES	Bench- mark State (healthiest)
	Aroostook ± Margin of Error	Central ± Margin of Error	Cumberland ± Margin of Error	Downeast ± Margin of Error	Midcoast ± Margin of Error	Penquis ± Margin of Error	Western ± Margin of Error	York ± Margin of Error			
Motor Vehicle Traffic Crash Deaths (age-adjusted rate per 100,000 and average number per year) [2001-2005]	16.4 (±4.8) 12 avg/yr.	15.0 (±2.6) 26 avg/yr.	9.7 (±1.6) 27 avg/yr.	19.2 (±4.7) 17 avg/yr.	16.7 (±3.0) 25 avg/yr.	13.8 (±2.5) 23 avg/yr.	14.9 (±2.4) 30 avg/yr.	12.4 (±2.2) 24 avg/yr.	13.8 (±0.9) 185 avg/ yr.	14.5 [2005]	MA 7.8 [2001-05]
Hip Fracture Hospitalizations Among 65+ Year Olds (rate per 100,000 and 5 yr. count) [2001-2005]	707.8 (±85.6) 447	762.7 (±49.0) 932	827.7 (±41.9) 1,497	754.5 (±63.8) 538	739.0 (±49.5) 856	780.6 (±51.6) 878	745.2 (±45.2) 1,044	649.4 (±43.1) 874	751.3 (±17.5) 7,066	778.4 [2003-05]	n/a
Reported Rapes (rate per 10,000 female population and average number per year) [2001-2005]	2.3 (±0.5) 16 avg/yr.	5.7 (±0.7) 50 avg/yr.	3.4 (±0.3) 85 avg/yr.	2.3 (±0.6) 10 avg/yr.	3.0 (±0.5) 23 avg/yr.	3.1 (±0.5) 26 avg/yr.	7.7 (±0.8) 76 avg/yr.	3.0 (±0.4) 55 avg/yr.	2.8 (±0.1) 340 avg/ yr.	n/a	n/a
Domestic Assaults Reported to the Police (rate per 10,000 population and count) [2005]	36.7 (± 4.4) 269	55.8 (± 3.5) 964	40.6 (±2.4) 1,115	22.7 (±3.2) 198	27.0 (±2.6) 411	26.7 (±3.6) 440	50.7 (±3.2) 986	53.2 (±3.2) 1,076	41.3 (± 1.1) 5,549	n/a	n/a

Problem Identification:

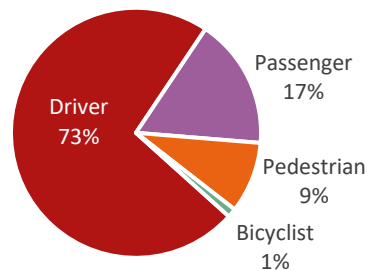
Motor Vehicle Fatality Facts

The following summarizes the findings from an analysis of highway fatalities from 2017 to 2021. The dataset used for analysis contained a total of 1614 records, each representing an individual involved in a fatal crash. In total, there were 718 fatal crashes during this 5-year time span and 781 fatalities. On average, there were 156 fatalities per year, ranging from a low of 136 in 2018 to a high of 173 in 2017.

Who Dies?

A total of 781 drivers, passengers, bicyclists, and pedestrians lost their lives from highway crashes from 2017 to 2021. The majority of these fatalities (73%) were driver fatalities, 17% were passenger fatalities, 9% were pedestrian fatalities, and the remaining 1% were bicyclist fatalities.

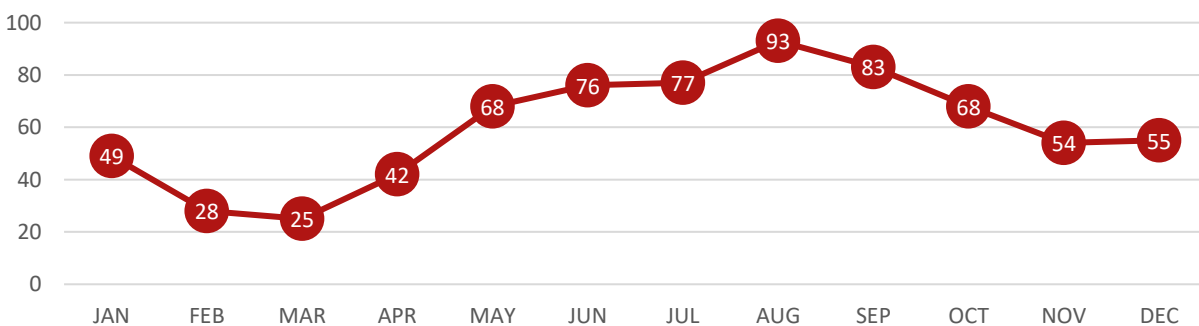
Fatalities by Person Type



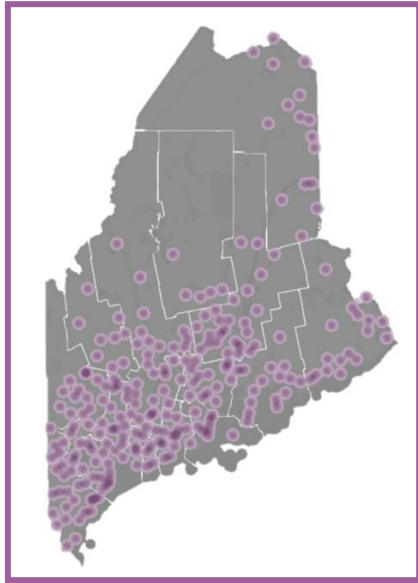
Fatal Crashes by Month

While Maine's roads are most dangerous during the winter months, a higher number of fatal crashes occur during the summer months. This may reflect a reduction in the number of miles driven during winter months and/or increased care taken by drivers when navigating during inclement weather. Approximately a quarter of fatal crashes (25%) occur in August and September.

Fatal Crashes by Month

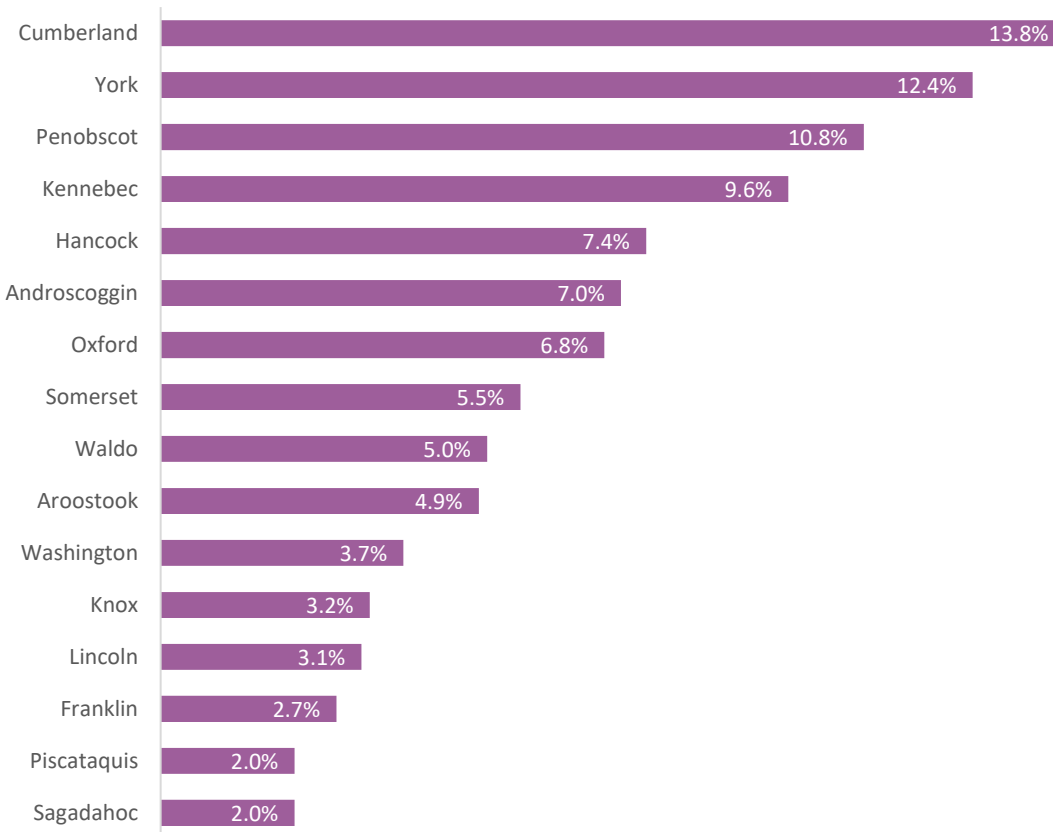


Fatalities by County



Approximately 13.8% of the 781 fatalities that occurred between 2017 and 2021 occurred in Cumberland County, followed by 12.4% in York County, and 10.8% in Penobscot County.

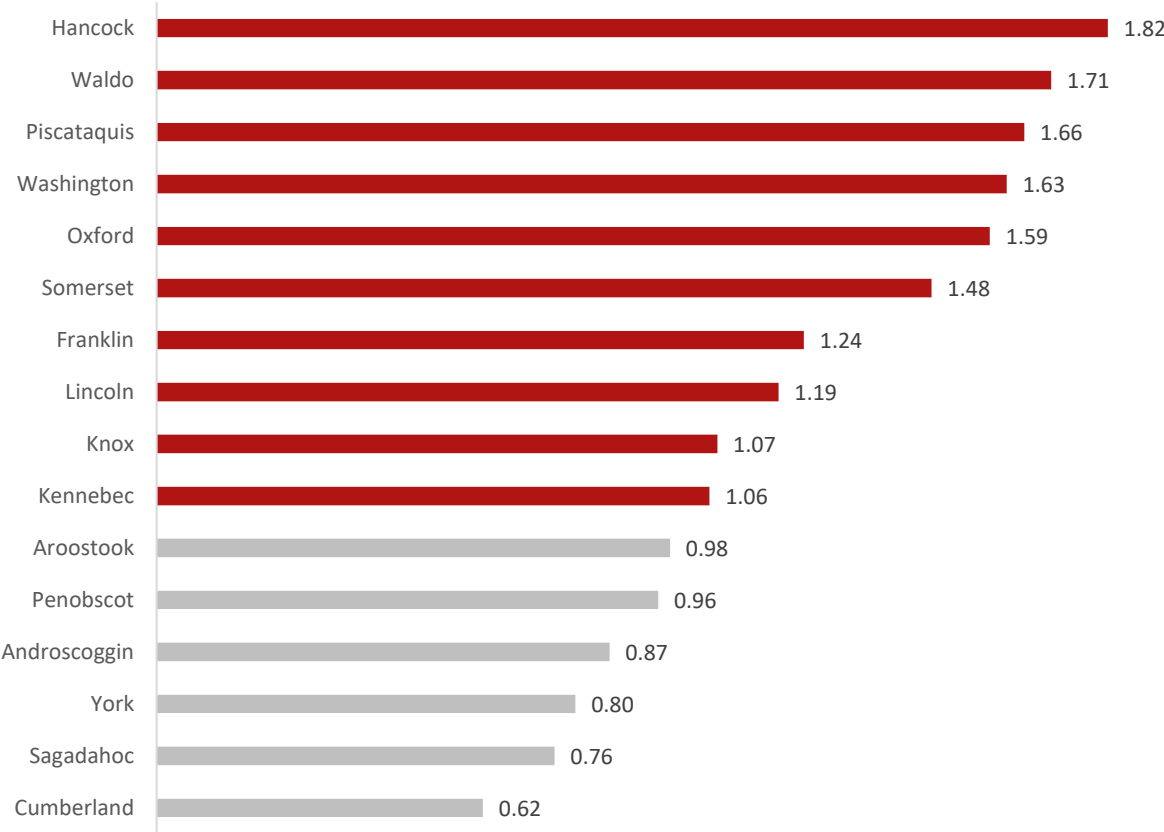
Fatalities by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate fatality rates, relative rates were computed by dividing the fatality rate of each county by its population rate.

Hancock County, which held 4.08% of the population according to the last 5-year American Community Survey, had 7.43% of the fatalities between 2017 and 2021, resulting in a relative rate of 1.82. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Fatality Rates

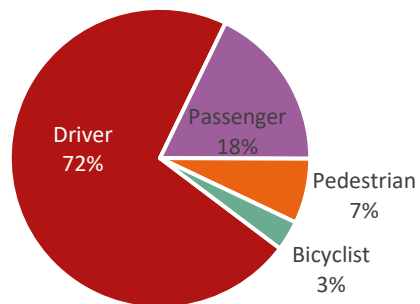


The following summarizes the findings from an analysis of highway crashes resulting in serious injuries in 2021. The dataset used for analysis contained a total of 1455 records, each representing an individual involved in a serious injury crash. In total, there were 667 serious injury crashes in 2021 and 744 serious injuries.

Who Is Seriously Injured?

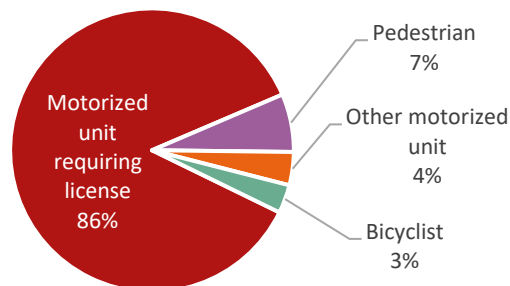
A total of 744 drivers, passengers, bicyclists, and pedestrians were seriously injured as a result of highway crashes in 2021. The majority of these serious injuries (72%) were driver injuries, 18% were passenger injuries, 7% were pedestrian injuries, and the remaining 3% were bicyclist injuries.

Serious Injury by Person Type



The majority of seriously injured persons, 86%, were occupants of motorized vehicles requiring a driver's license (e.g., cars, motorcycles, etc.), 7% were pedestrians, 4% were operating or riding other motorized vehicles (e.g., ATVs or snowmobiles), and 3% were bicyclists.

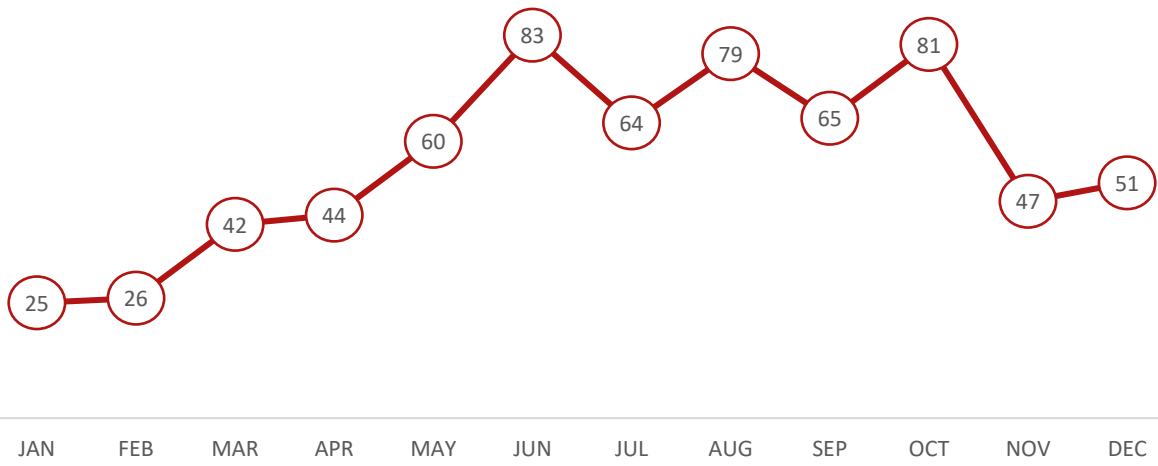
Serious Injury by Unit Type



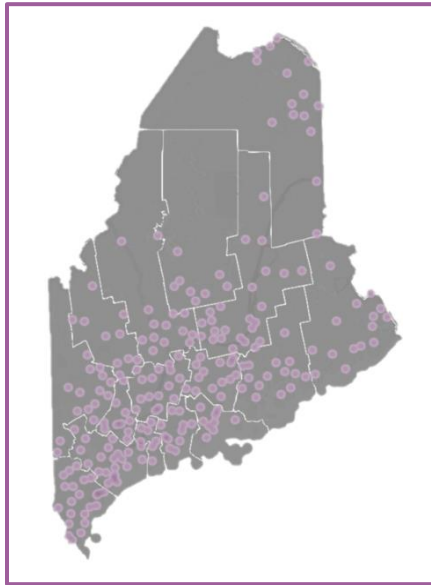
Serious Injury Crashes by Month

While Maine's roads are most dangerous during the winter months, a higher number of serious injury crashes occur during the summer months. This may reflect a reduction in the number of miles driven during winter months and/or increased care taken by drivers when navigating during inclement weather. A little over a third (34%) of all serious injuries in 2021 occurred in June, July, and August.

Serious Injury Crash by Month

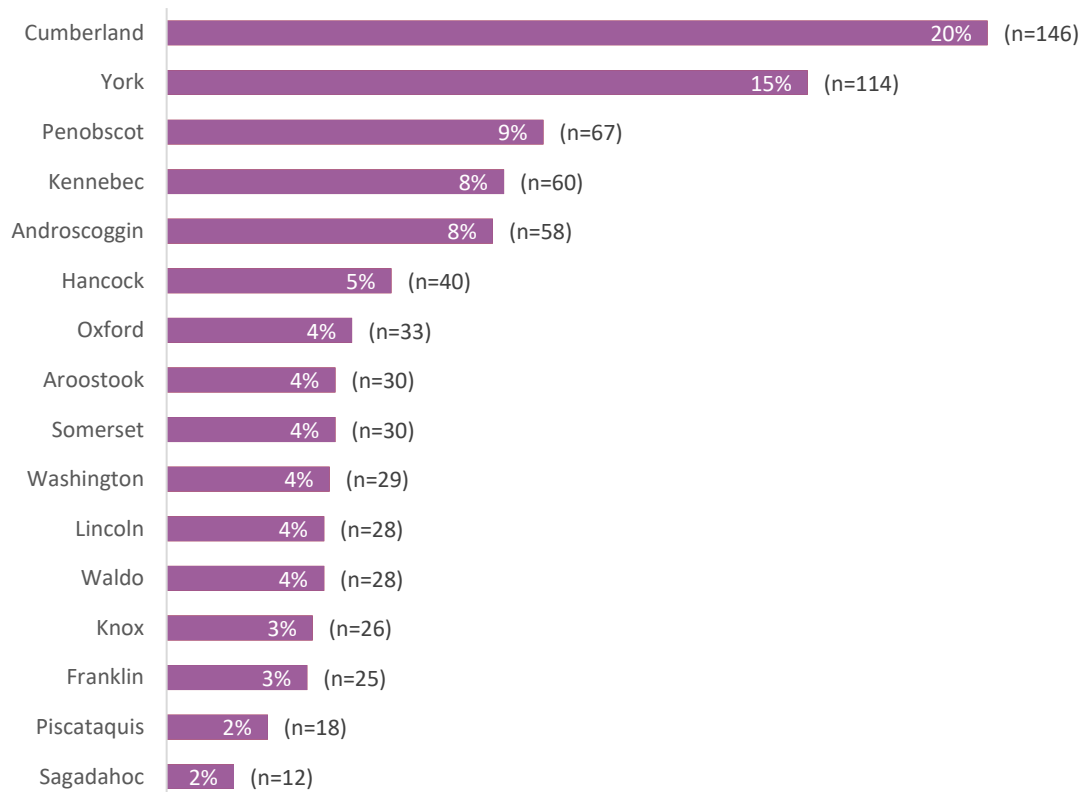


Serious Injuries by County



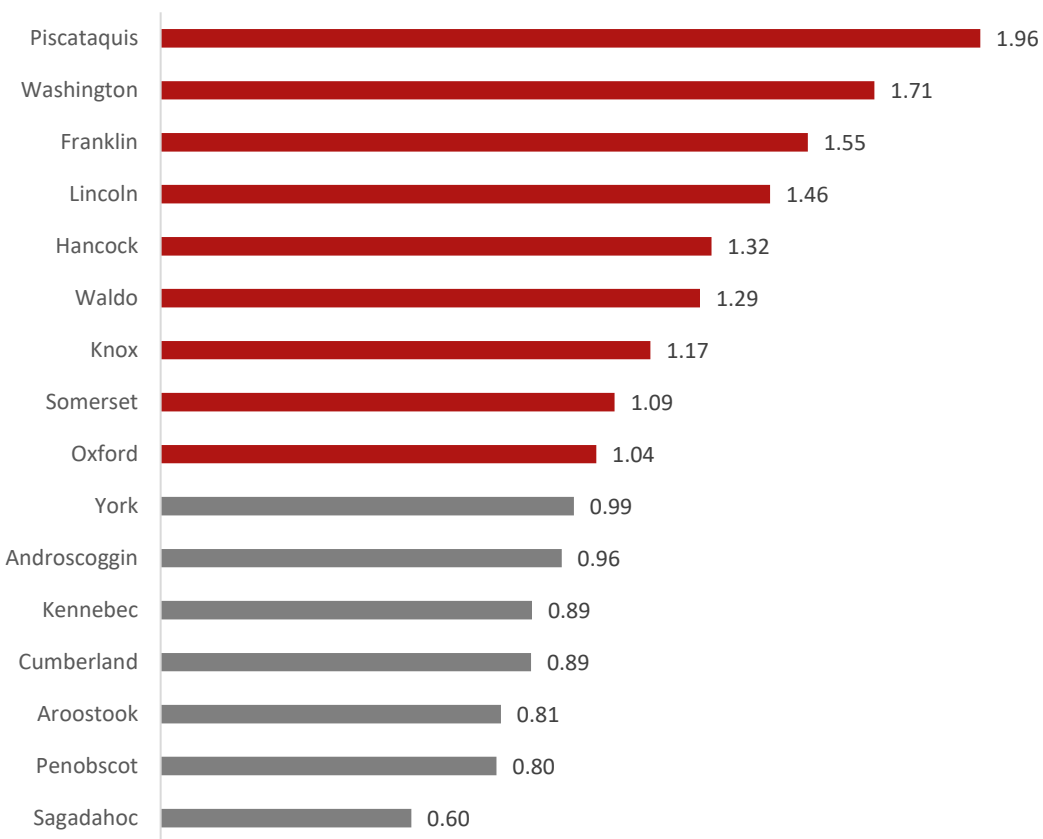
Approximately 20% of the 744 serious injuries in 2021 occurred in Cumberland County, followed by 15% in York County, and 9% in Penobscot County.

Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate serious injury rates, relative rates were computed by dividing the serious injury rate of each county by its population rate. Piscataquis County, which held 1.24% of the population according to the last 5-year American Community Survey, had 2.42% of the serious injuries in 2021, resulting in a relative rate of 1.96. This rate is disproportionately high, as are the rates of all the counties displayed in red below.

Relative Serious Injury Rates



Impaired Driving Fatalities

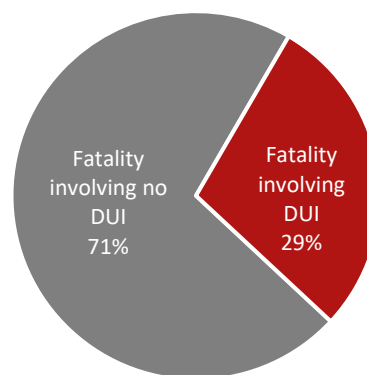
Fatality Facts

- ◆ There were 208 DUI-related fatal crashes involving 210 impaired drivers between 2017 and 2021.
- ◆ There were 223 DUI-related fatalities during this period.
- ◆ Twenty-nine percent (29%) of all fatalities involved an impaired driver.
- ◆ Twenty percent (20%) of all drivers involved in fatal crashes were impaired.

Impaired Driving Fatalities in Perspective

Approximately 39% of all fatalities involved an impaired driver. This proportion ranged from a low of 25% in 2021 to a high of 34% in 2020.

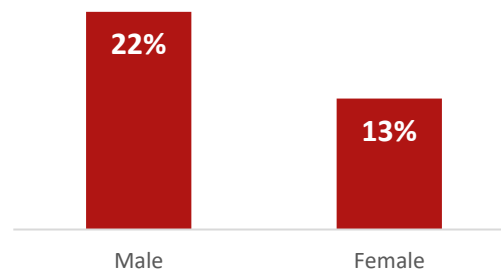
Fatalities by Impairment



Impaired Driving and Gender

While 20% of all drivers involved in fatal crashes were operating under the influence, a higher proportion of male drivers involved in fatal crashes were operating under the influence (22%) compared to female drivers (13%).

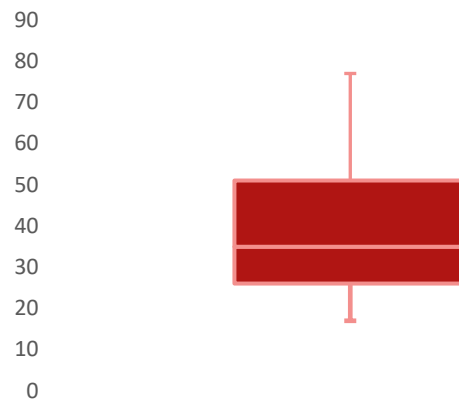
Impaired Driving by Gender



Impaired Driving and Age

The median age of drivers operating under the influence in fatal crashes was 35, meaning half of the impaired drivers were younger than 35 and half were older. One-quarter of all drivers operating under the influence were between the ages of 17 and 25, and one-quarter were between the ages of 26 and 34. These are dense distributions compared to the remaining two quartiles, which together span the ages of 35 and 77; as such, the bottom two age quartiles might make good targets for public safety messages.

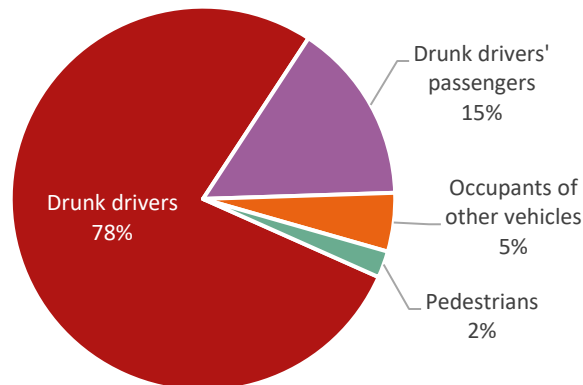
Age of Impaired Drivers



Who Dies?

Crashes involving impaired driving resulted in 223 fatalities between 2017 and 2021. The majority of these fatalities (78%) involved the loss of life for the impaired driver. An additional 15% of fatalities involved the impaired drivers' passengers. This suggests that 93% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 7% of fatalities involved occupants of other vehicles and pedestrians.

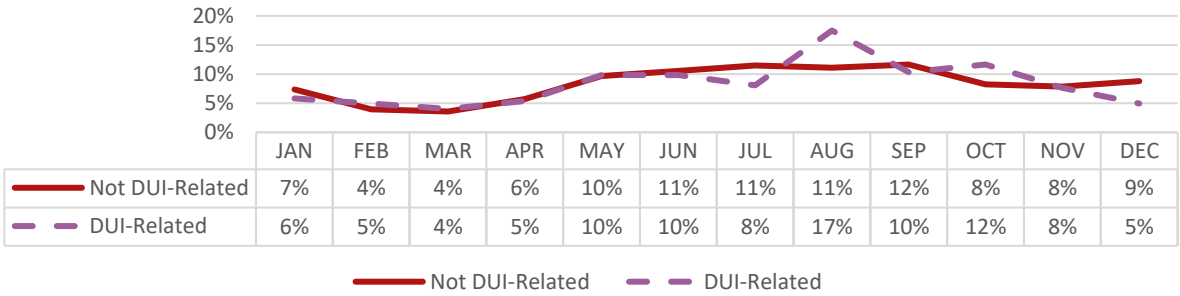
DUI-Related Fatalities by Person Type



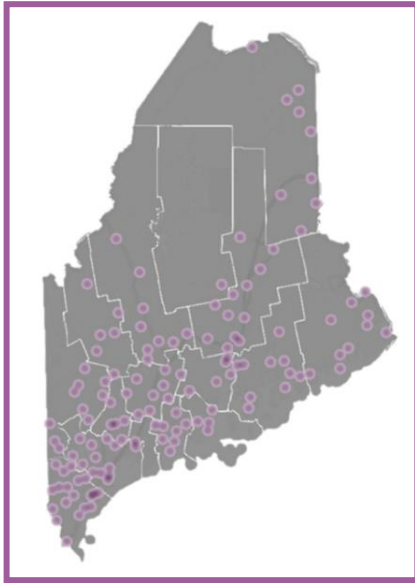
DUI Fatalities by Month

The distribution of fatalities for both DUI- and non-DUI-related incidents are statistically similar across the calendar year except for the month of August. While 11% of non-DUI-related fatalities occur in the month of December, 17% of DUI-related fatalities occur during August. This month had the highest number of DUI-related fatalities in 2017 to 2021.

Fatalities by Month

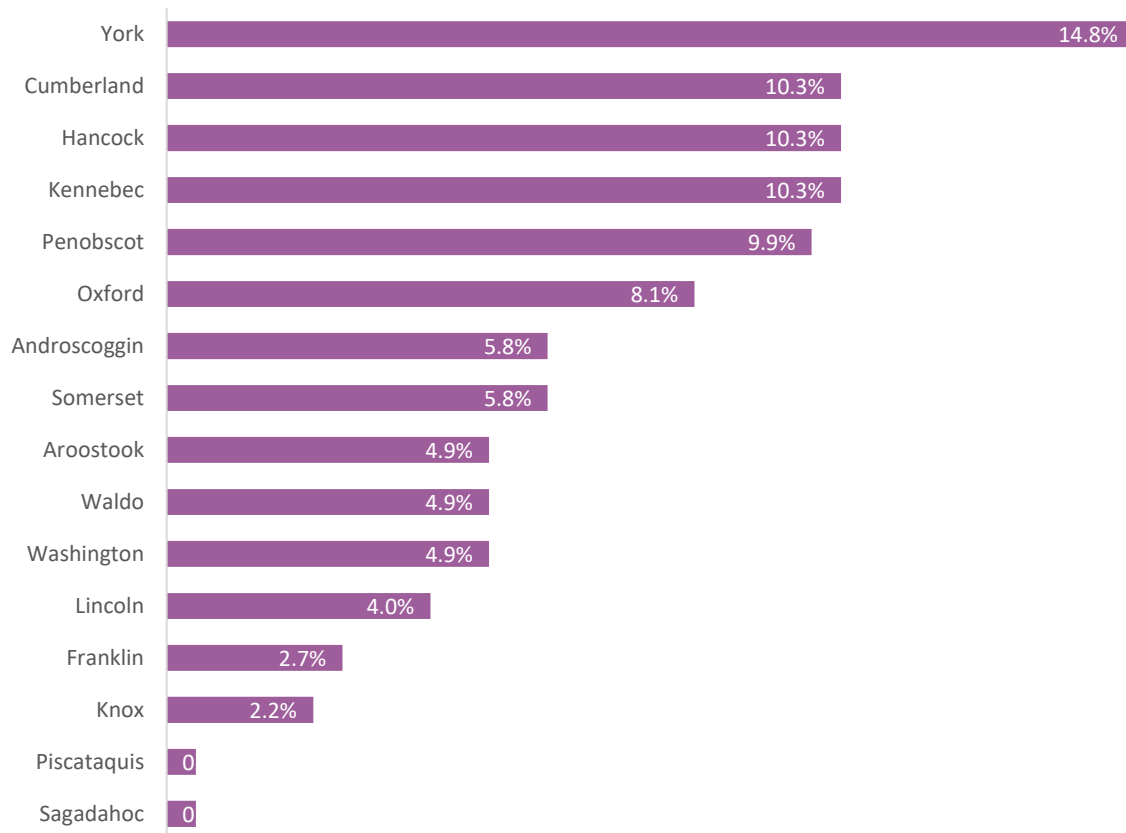


DUI-Related Fatalities by County



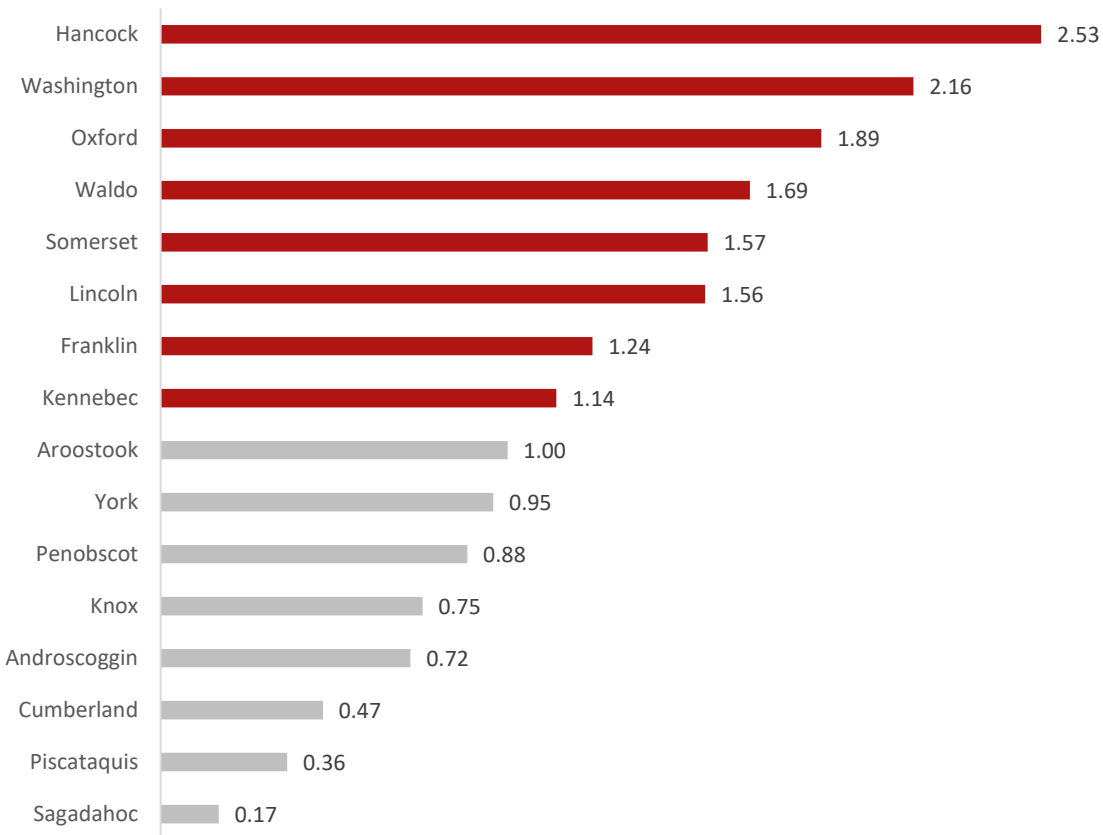
Approximately 14.8% of the 223 DUI-related fatalities that occurred between 2017 and 2021 occurred in York County, followed by 10.3% each in Cumberland, Hancock, and Kennebec Counties.

Driver Impaired Fatalities by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate driver impaired fatality rates, relative rates were computed by dividing the driver impaired fatality rate of each county by its population rate. Hancock County, which held 4.08% of the population according to the last 5-year American Community Survey, had 10.31% of the driver impaired fatalities between 2017 and 2021, resulting in a relative rate of 2.53. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Driver Impaired Fatality Rates



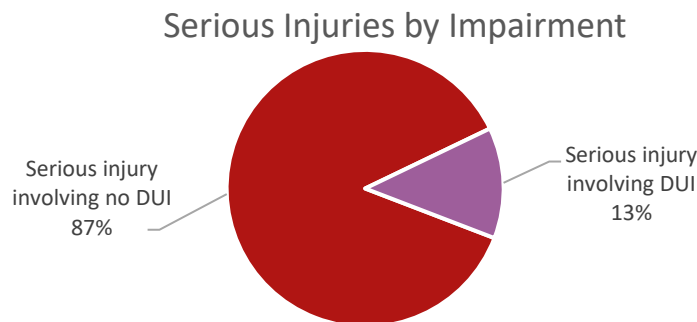
Impaired Driving Serious Injuries

Serious Injury Facts

- ◆ There were 120 DUI-related serious injury crashes involving 120 impaired drivers in 2021.
- ◆ There were 136 DUI-related serious injuries during this period.
- ◆ Eighteen percent (18%) of all serious injuries involved an impaired driver.
- ◆ Thirteen percent (13%) of all drivers involved in serious injury crashes were impaired.

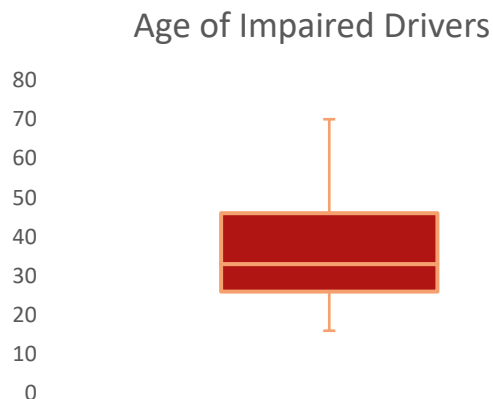
Serious Injuries and Impaired Driving in Perspective

Approximately 18% of all serious injuries involved an impaired driver.



Impaired Driving and Age

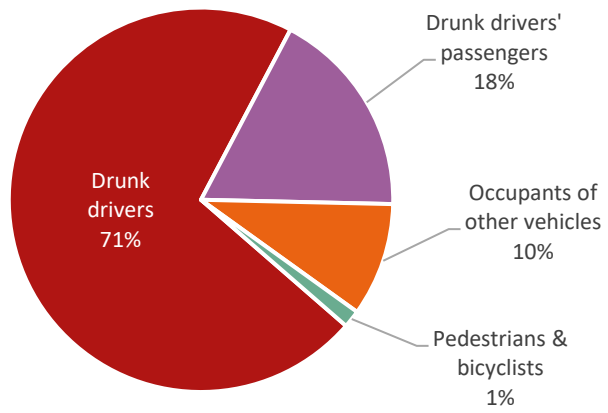
The median age of drivers operating under the influence in serious injury crashes was 33, meaning half of the impaired drivers were younger than 33 and half were older. One-quarter of all drivers operating under the influence were between the ages of 16 and 25, and one-quarter were between the ages of 26 and 32. These are dense distributions compared to the remaining two quartiles, which together span the ages of 33 and 70; as such, the bottom two age quartiles might make good targets for public safety messages.



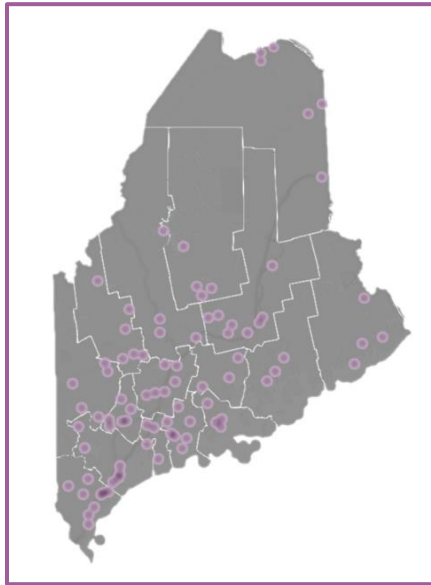
Who Is Seriously Injured?

Crashes involving impaired driving resulted in 136 serious injuries in 2021. The majority of these serious injuries (71%) involved injury to the impaired driver. An additional 18% of serious injuries involved the impaired drivers' passengers. This suggests that 89% of the risk associated with impaired driving is borne by impaired drivers and their passengers. An additional 11% of serious injuries involved occupants of other vehicles, pedestrians, and bicyclists.

DUI-Related Serious Injuries by Person Type

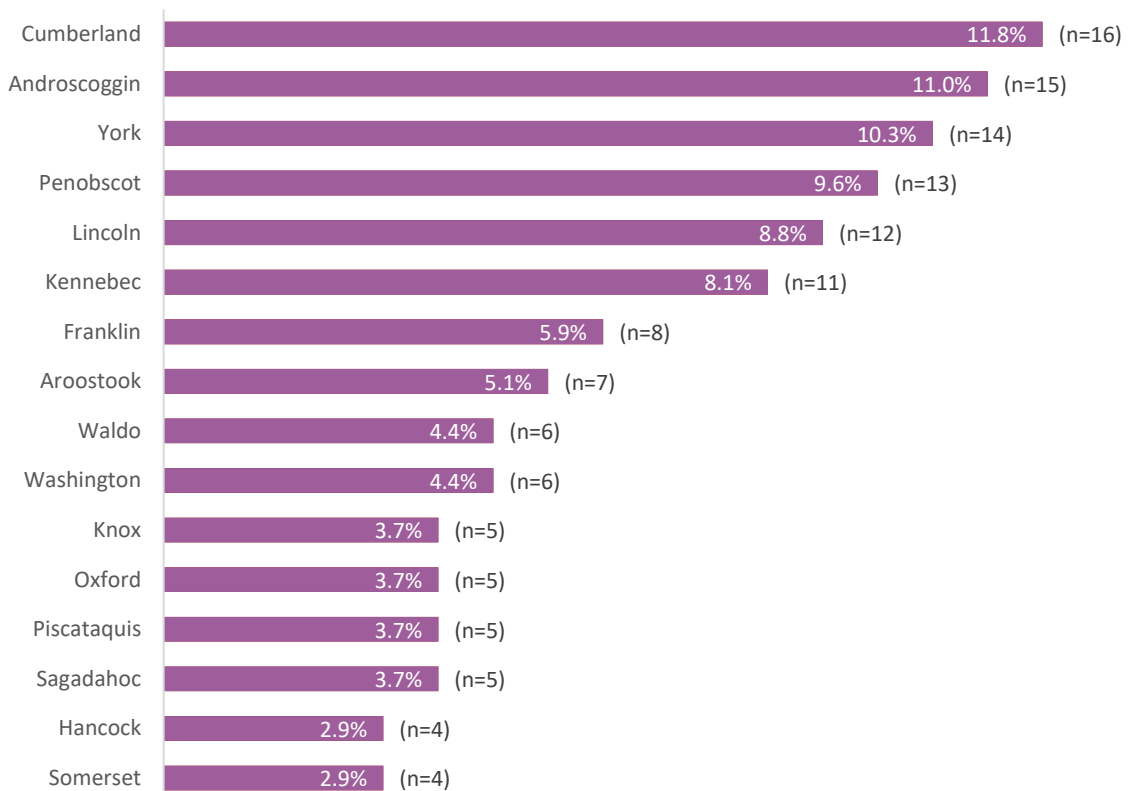


DUI-Related Serious Injuries by County



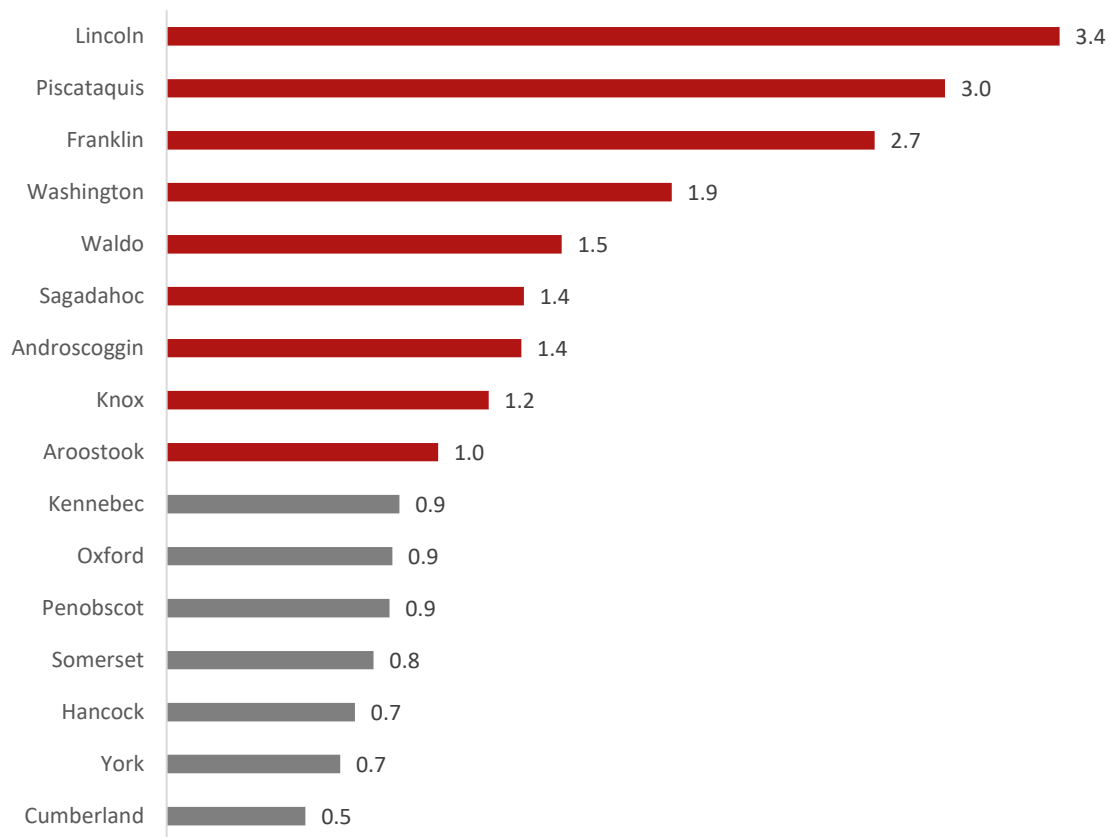
Approximately 11.8% of the 136 DUI-related serious injuries in 2021 occurred in Cumberland County, followed by 11.0% in Androscoggin County, and 10.3% in York County.

DUI-Related Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate driver impaired serious injury rates, relative rates were computed by dividing the driver impaired serious injury rate of each county by its population rate. Lincoln County, which held 2.6% of the population according to the last 5-year American Community Survey, had 8.8% of the driver impaired serious injuries in 2021 resulting in a relative rate of 3.4. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Driver Impaired Serious Injury Rates



Occupant Protection Fatalities

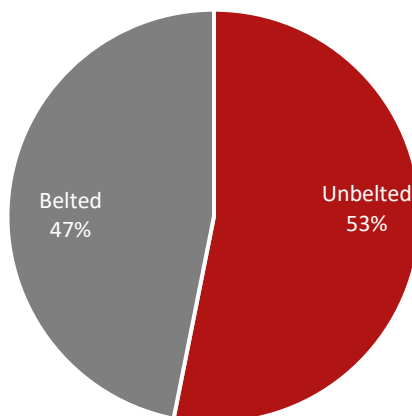
Fatality Facts

- ◆ More than half (53%) of the fatalities in which the occupant was required to be belted were not.
- ◆ About two-thirds (66%) of all those involved in fatal crashes (both fatalities and survivors) between 2017 and 2021 who were required to wear seat belts were wearing them while a little over a third (34%) were not.
- ◆ The proportion of occupants involved in fatal crashes who were wearing seat belts varied between a low of 60% in 2020 and a high of 71% in 2017.
- ◆ Sixty-three percent (63%) of males involved in fatal crashes between 2017 and 2021 were wearing seat belts while 71% of females were.

Unbelted Fatalities in Perspective

Approximately 53% of the fatalities in which the occupant was required to be belted were not.

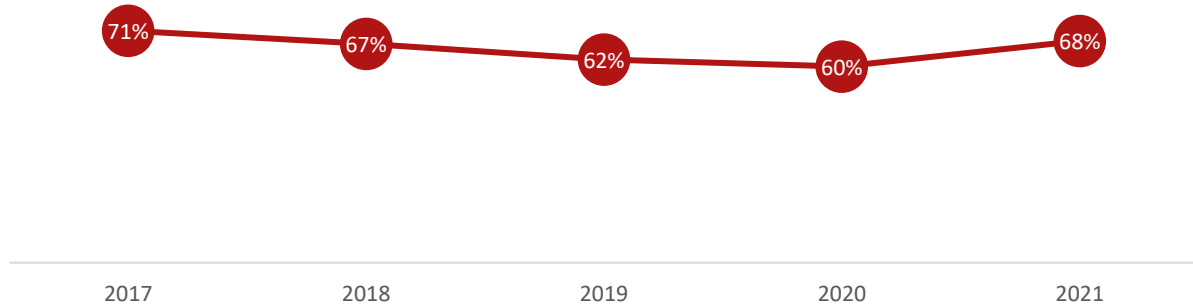
Seat Belt Eligible Fatalities by Seat Belt Use



Seat Belt Use Over Time

While 66% of occupants involved in fatal crashes (fatalities and survivors) between 2017 and 2021 who were required to wear seat belts were wearing them, that rate varied from one year to another. The lowest rate occurred in 2020, at 60%, while the highest occurred in 2017, at 71%

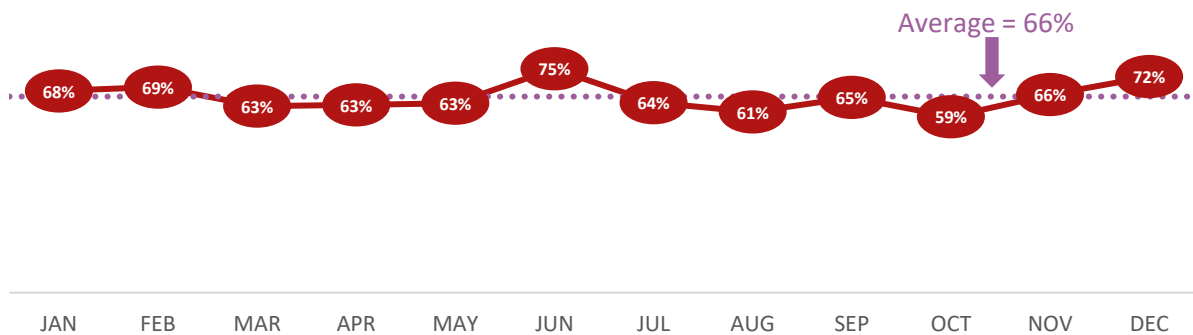
Seat Belt Use by Year



Seat Belt Use by Month

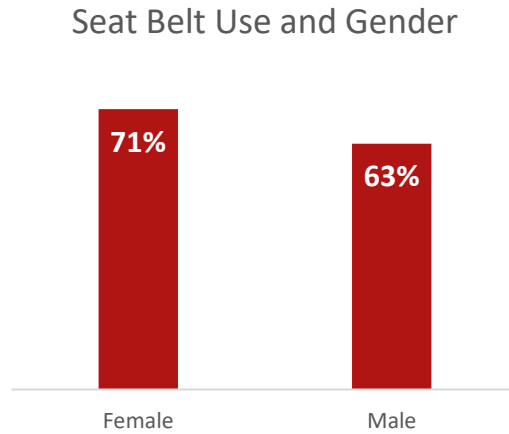
Seat belt use in fatal crashes varied slightly depending on time of year, ranging from a low of 59% in October to a high of 75% in June. (These differences were not statistically significantly different.)

Seat Belt Use by Month



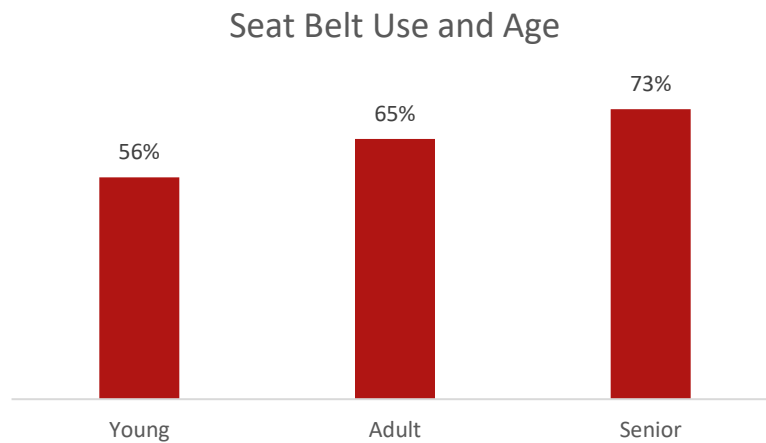
Seat Belt Use and Gender

Seat belt use rate also varied depending upon occupant sex. Approximately 71% of females involved in fatal crashes were wearing seat belts compared to 63% of males involved in fatal crashes.



Seat Belt Use and Age

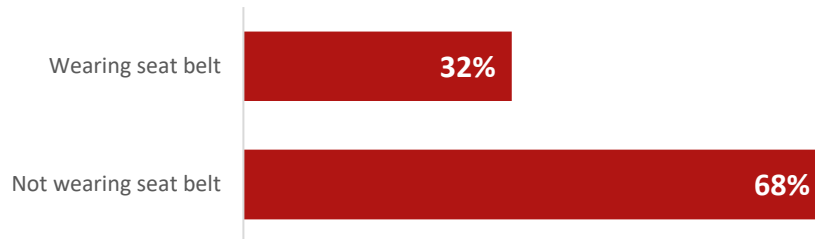
There were likewise differences in seat belt use by age. Approximately 56% of young occupants (those 12 to 20 years of age) involved in fatal crashes were wearing seat belts, compared to 65% of adults aged 21 to 64, and 73% of seniors, aged 65 and older.



Seat Belt Use and Fatalities

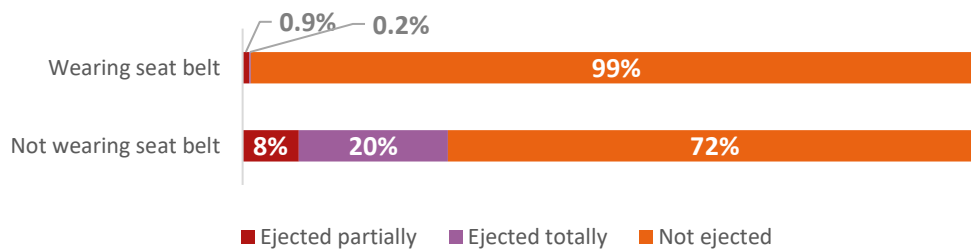
Approximately 44% of all people involved in fatal crashes between 2017 and 2021 who were required to wear seat belts died, but unbelted occupants died at more than double the rate (68%) of belted occupants (32%). Seat belt use may partially determine who does and does not die in a fatal crash.

Fatalities by Seat Belt Use



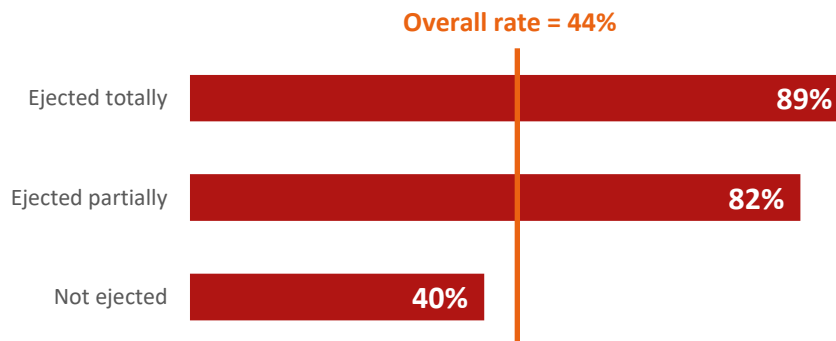
Seat belt use saves lives in part by preventing occupants from being ejected during fatal crashes. Approximately 28% of all those who were not belted were partially or fully ejected from their vehicles during fatal crashes, while only 1% of those who were belted were ejected.

Ejection by Seat Belt Use

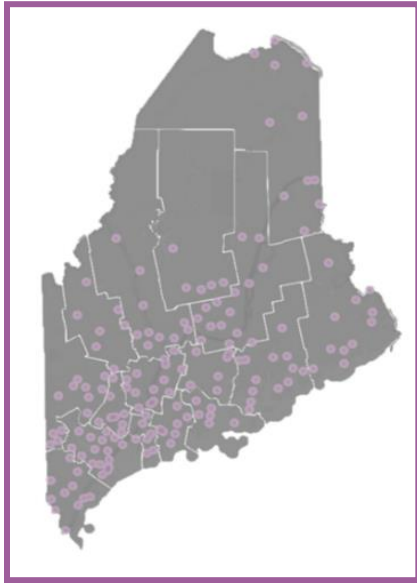


Ejection, in turn, results in a much higher probability of death. While 40% of those who were not ejected nevertheless died, the rates were much higher for those who were partially or totally ejected, at 82% and 89%, respectively.

Fatality Rates by Ejection

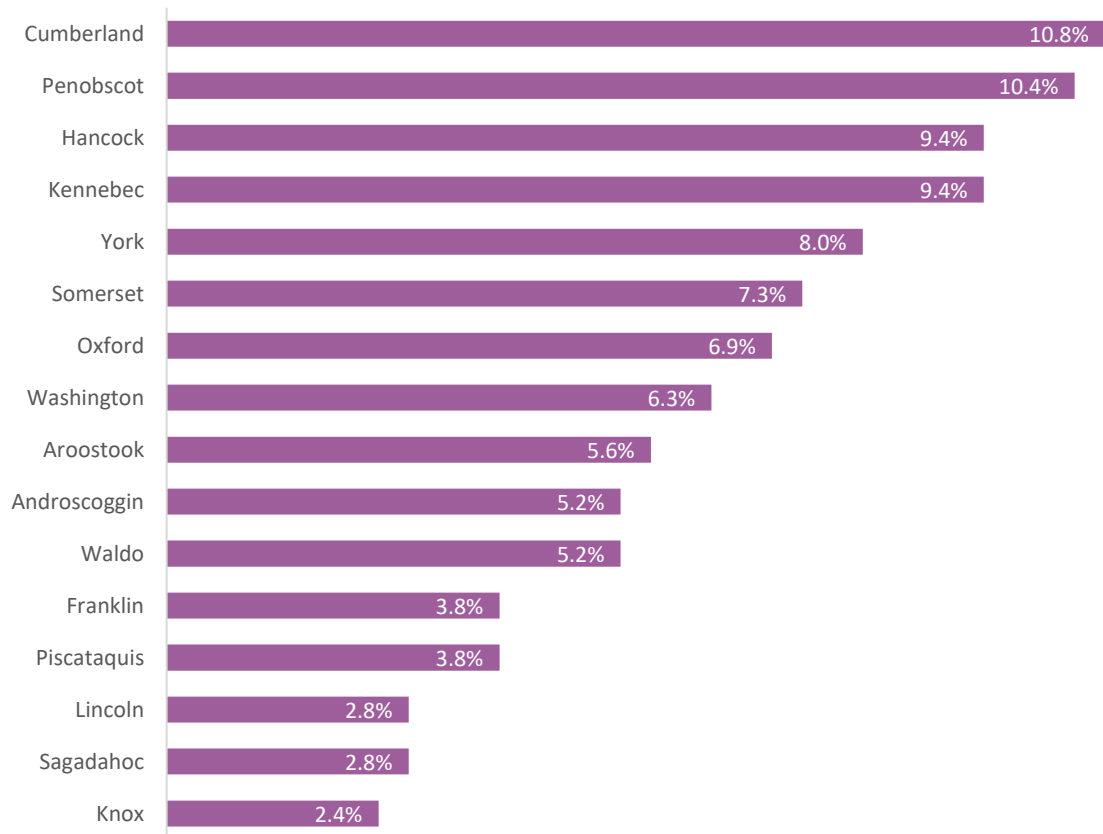


Unbelted Occupant Fatalities by County



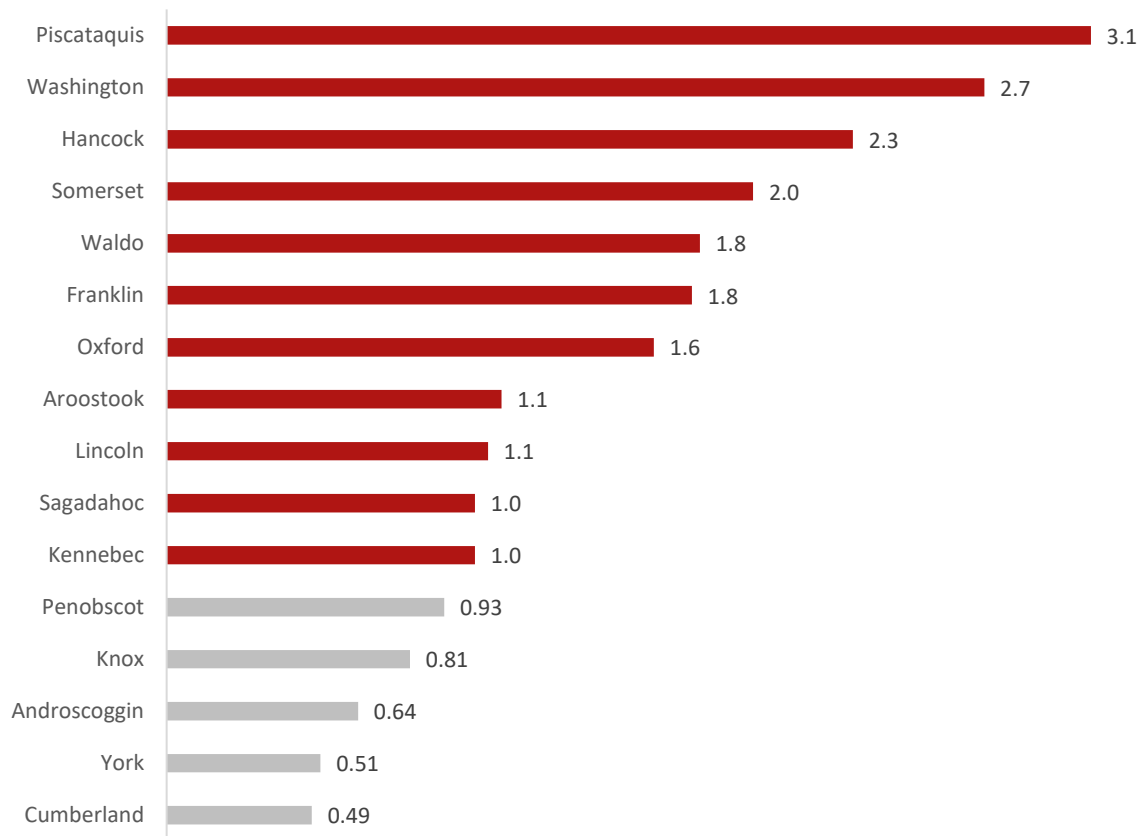
Approximately 10.8% of the 288 unbelted occupant fatalities that occurred between 2017 and 2021 occurred in Cumberland County, with another 10.4% in Penobscot County, and 9.4% in both Hancock and Kennebec Counties.

Unbelted Occupant Fatalities by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate unbelted fatality rates, relative rates were computed by dividing the unbelted fatality rate of each county by its population rate. Piscataquis County, which held 1.24 % of the population according to the last 5-year American Community Survey, had 3.82% of the unbelted fatalities between 2017 and 2021, resulting in a relative rate of 3.1. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Unbelted Occupant Fatality Rates



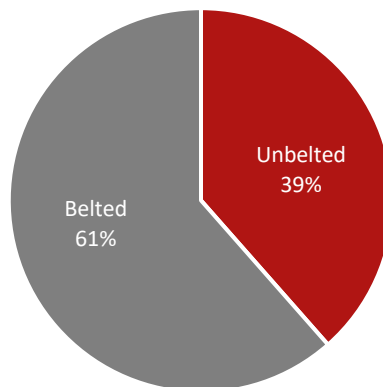
Serious Injury Facts

- ◆ Over a third (39%) of the occupants with serious injuries who were required to be belted were not.
- ◆ Three-quarters (75%) of those involved in serious injury crashes (injured or not) in 2021 were wearing seat belts while a quarter (25%) were not.
- ◆ Seventy-four percent (74%) of males involved in serious injury crashes in 2021 were wearing seat belts while 78% of females were: the difference was not statistically significant.
- ◆ Those 20 years of age and younger were no more or less likely than older occupants to be wearing a seat belt.

Unbelted Serious Injuries in Perspective

Approximately 39% of all occupants with serious injuries who were required to be belted were not.

Serious Injuries by Seat Belt Use



Seat Belt Use and Serious Injury

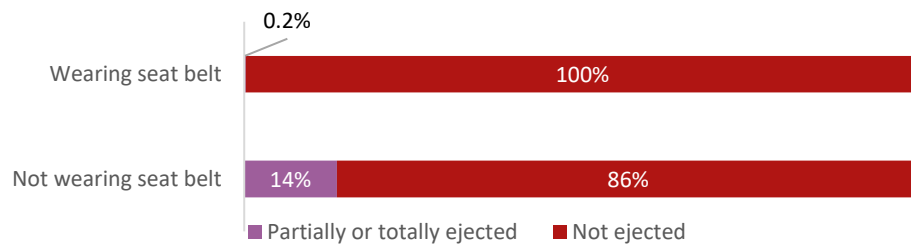
Approximately 45% of all people involved in serious injury crashes in 2021 who were required to wear seat belts were seriously injured, but unbelted occupants were injured at a significantly higher rate (71%) than belted occupants (37%). Seat belt use may partially determine who is and is not seriously injured in a serious injury crash.

Serious Injury by Seat Belt Use



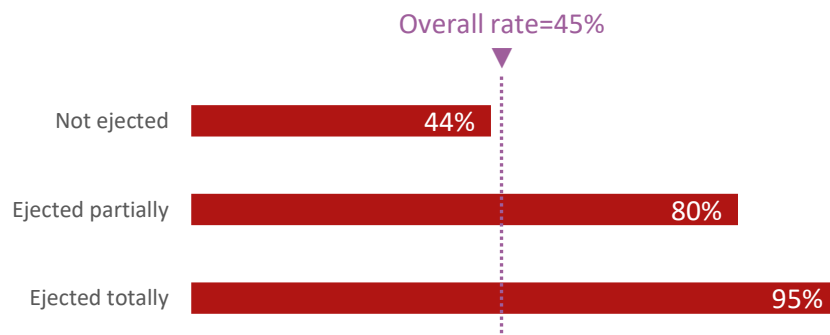
Seat belt use protects occupants in part by preventing them from being ejected during crashes. Approximately 14% of all those who were not belted were partially or fully ejected from their vehicles during serious injury crashes, while less than 1% of those who were belted were ejected.

Ejection by Seat Belt Use

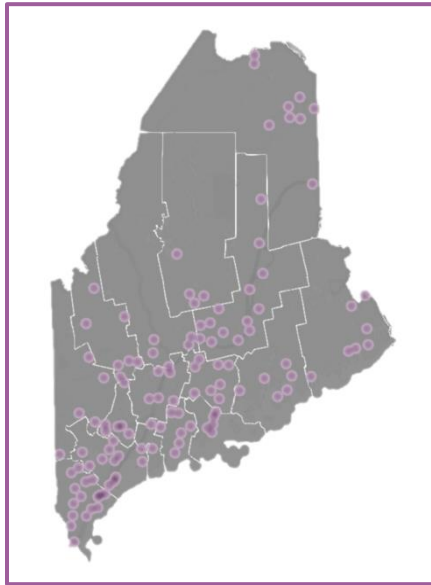


Ejection, in turn, results in a much higher probability of serious injury. While 44% of those who were not ejected nevertheless were seriously injured, the rates were much higher for those who were totally or partially ejected at 80% and 95%, respectively.

Serious Injury Rates by Ejection

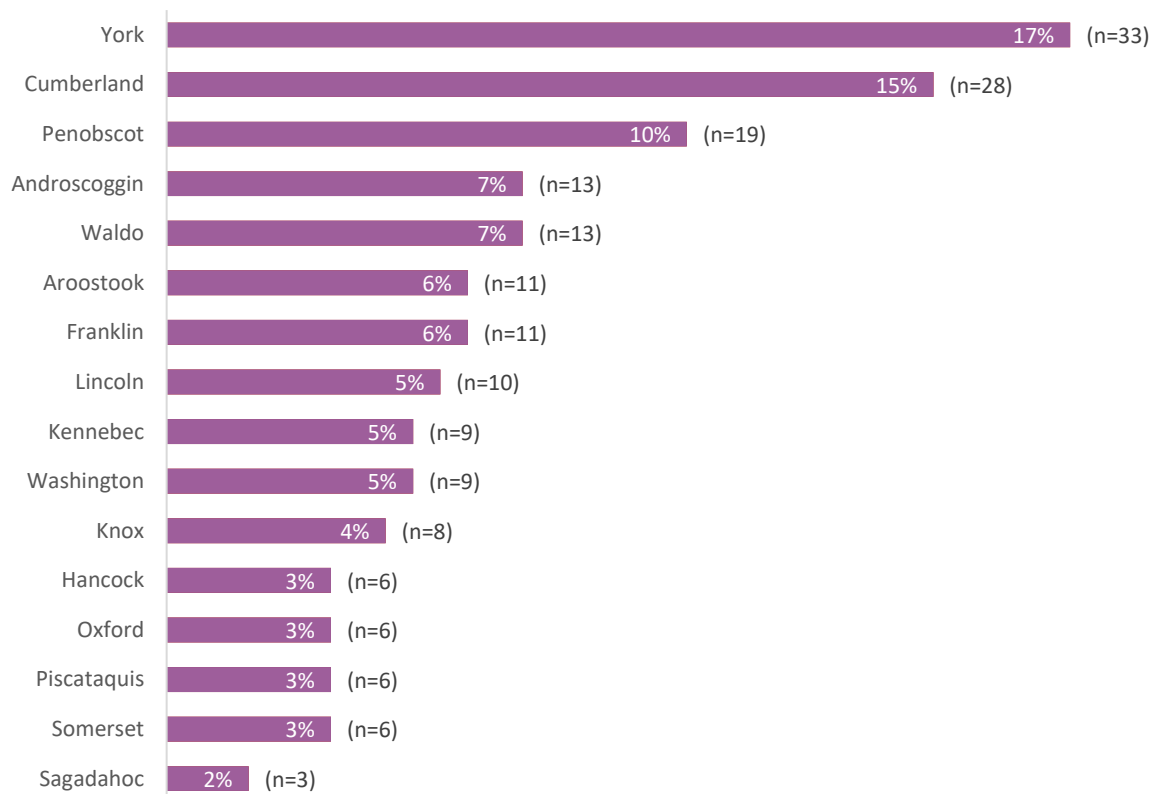


Unbelted Occupant Serious Injuries by County



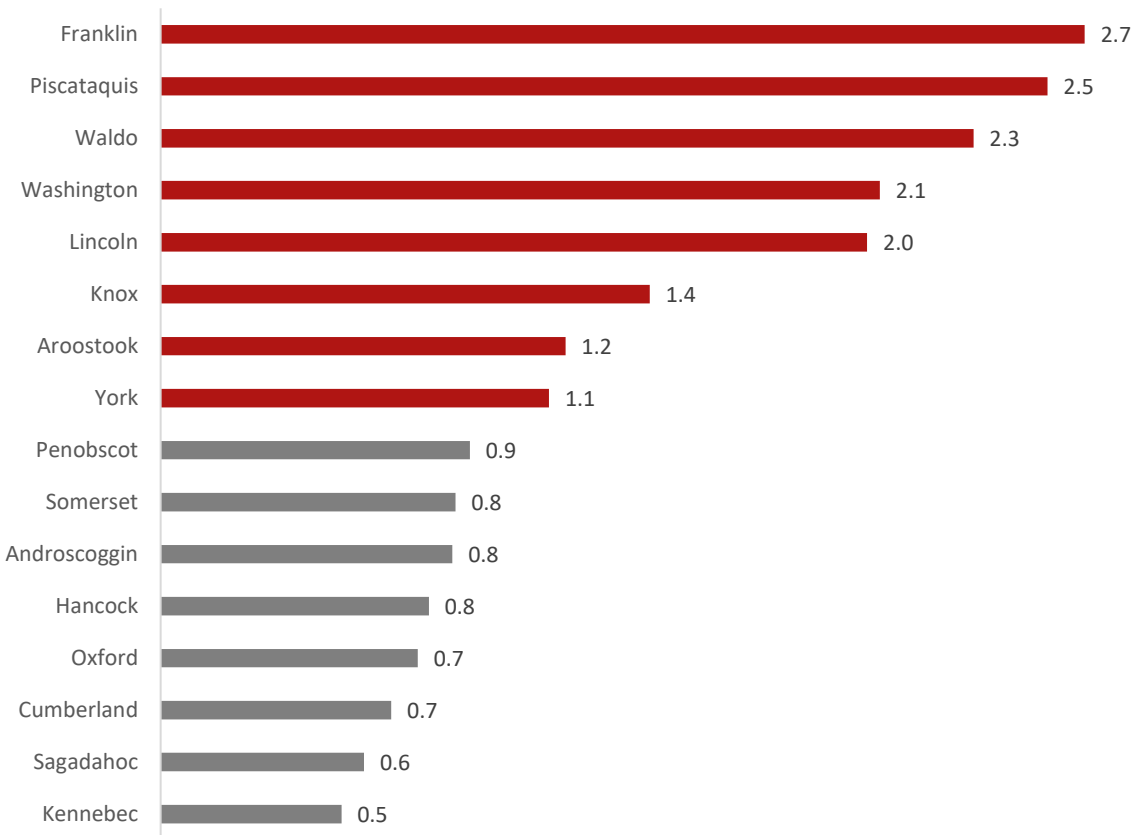
Approximately 17% of the 191 unbelted occupant serious injuries in 2021 occurred in York County, with another 15% in Cumberland County, and 10% in Penobscot County.

Unbelted Occupant Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate unbelted serious injury rates, relative rates were computed by dividing the unbelted serious injury rate of each county by its population rate. Franklin County, which held 2.17% of the population according to the last 5-year American Community Survey, had 5.76% of the unbelted serious injuries in 2021, resulting in a relative rate of 2.7. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Unbelted Occupant Serious Injury Rates



Speeding Fatalities

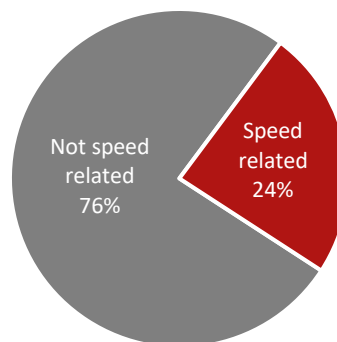
Fatality Facts

- ◆ There were 162 speed-related fatal crashes between 2017 and 2021.
- ◆ There were 186 speed-related fatalities between 2017 and 2021, including 136 driver fatalities, 46 passenger fatalities, and 4 pedestrian fatalities.
- ◆ Twenty-four percent (24%) of all highway fatalities were speed related.

Speeding Fatalities in Perspective

Between 2017 and 2021 there were 186 fatalities related to speeding. These speed-related fatalities made up approximately 24% of all highway fatalities.

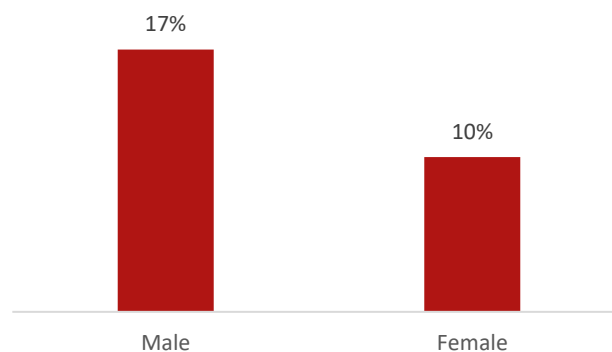
Fatalities by Speeding



Speeding by Gender

Male drivers involved in fatal crashes were more likely to speeding than female drivers. Seventeen percent (17%) of male drivers involved in fatal crashes were speeding, compared to 10% of female drivers.

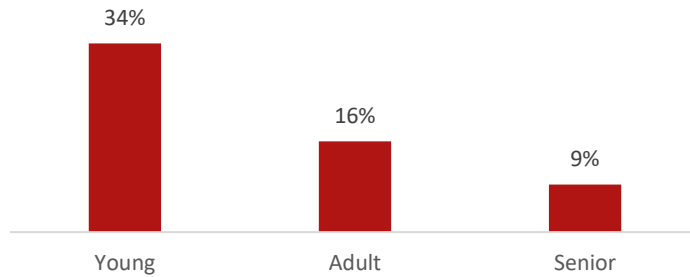
Speeding by Gender



Speeding and Age

While 16% of all drivers involved in fatal crashes were speeding, a much higher proportion of young drivers (aged 16 to 20) involved in fatal crashes were speeding, at 34%, compared to adult drivers (aged 21 to 64), at 16%, and seniors (ages 65 and older), at 9%.

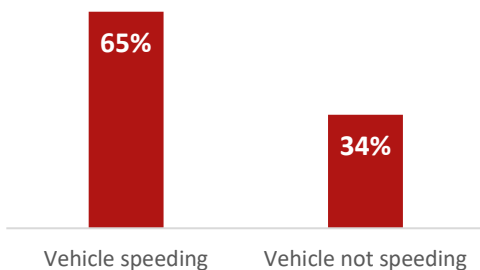
Speeding by Driver Age



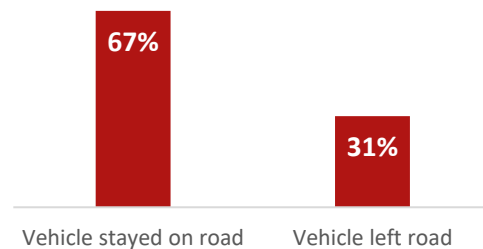
Speeding Fatalities and Leaving the Road

Approximately 65% of speeding vehicles left the road, while approximately 34% of non-speeding vehicles did so. This is an important distinction because a smaller proportion of people involved in fatal crashes in which the vehicle leaves the road survive the crash. Over two-thirds (67%) of occupants involved in fatal crashes in which the vehicle remained on the road survived the crash, but when the vehicle left the road only about one-third (31%) survived.

Vehicle Left Road by Speed



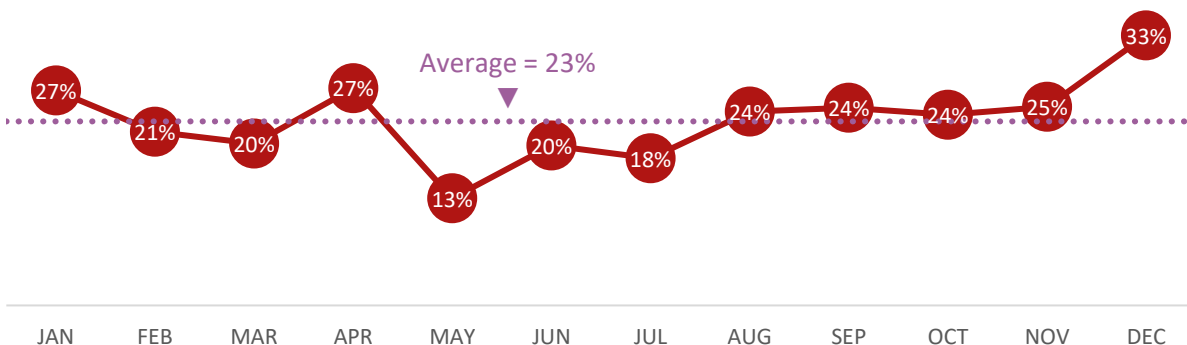
Survival by Vehicle Left Road



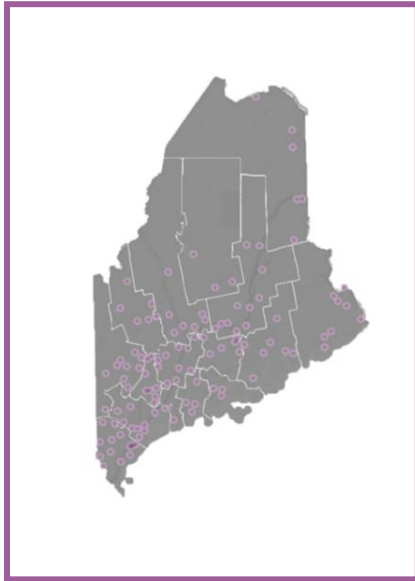
Speeding by Month

Overall, 23% of fatal crashes were speed related, but this proportion varied depending on month. Rates ranged from a low of 13% in May to a high of 33% in December.

Speeding Fatalities by Month

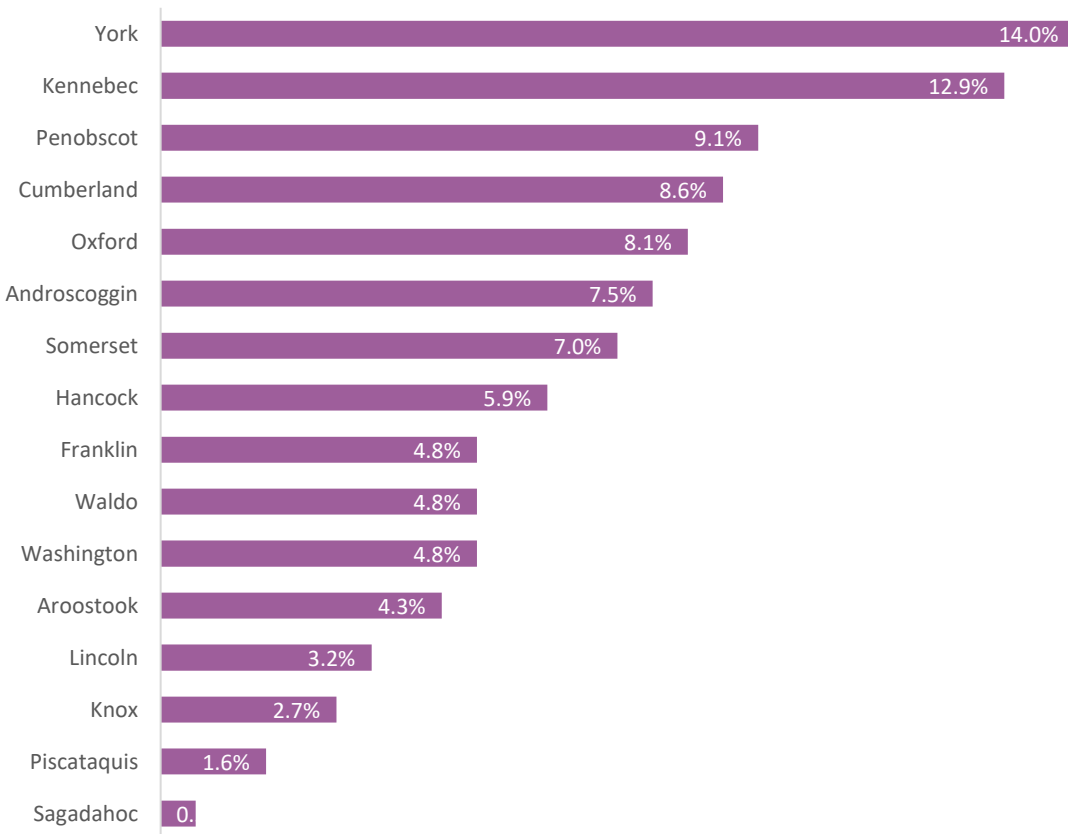


Speed-Related Fatalities by County



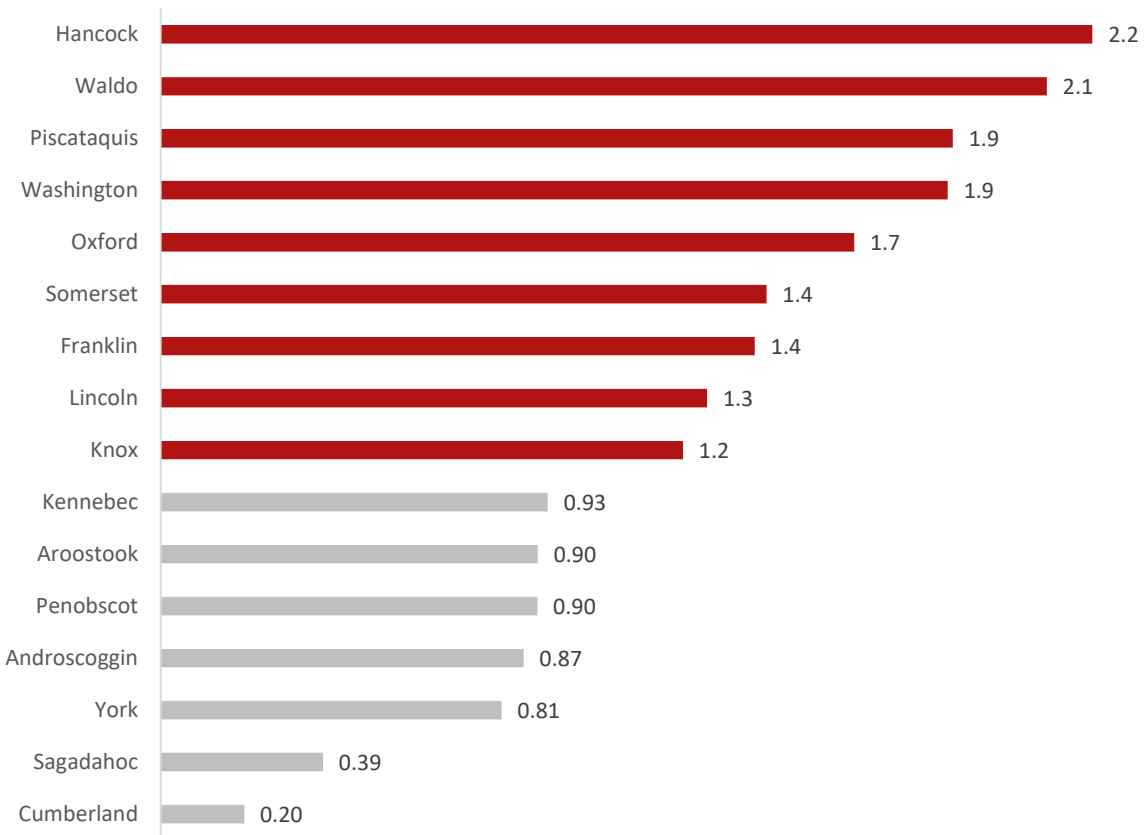
Approximately 14.0% of the 186 speed-related fatalities that occurred between 2017 and 2021 occurred in York County, followed by 12.9% in Kennebec County, and 9.1% in Penobscot County.

Speed-Related Fatalities by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate speed-related fatality rates, relative rates were computed by dividing the speed-related fatality rate of each county by its population rate. Hancock County, which held 4.08% of the population according to the last 5-year American Community Survey, had 5.91% of the speed-related fatalities between 2017 and 2021, resulting in a relative rate of 2.2. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Speed-Related Fatality Rates



Speeding Serious Injuries

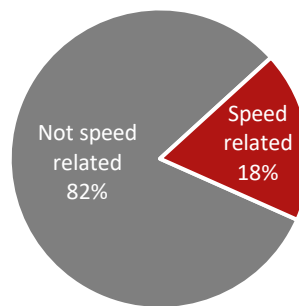
Serious Injury Facts

- ◆ There were 119 speed-related serious injury crashes in 2021.
- ◆ There were 136 speed-related serious injuries in 2021, including 102 driver injuries, 30 passenger injuries, 3 pedestrian injuries, and 1 bicyclist injury.
- ◆ Eighteen percent (18%) of all serious injuries were speed related.

Speed-Related Serious Injuries in Perspective

In 2021, there were 136 serious injuries related to speeding. This was approximately 18% of all serious injuries.

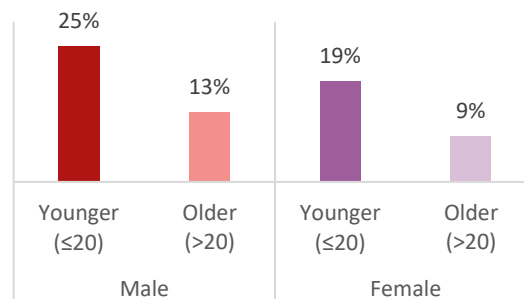
Serious Injuries by Speeding



Speeding by Sex and Age

While 13% of all drivers involved in serious injury crashes were speeding, young (under age 21) male drivers were more likely to be speeding than other drivers. Twenty-five percent (23%) of young male drivers were speeding, compared to 9% to 19% of other drivers.

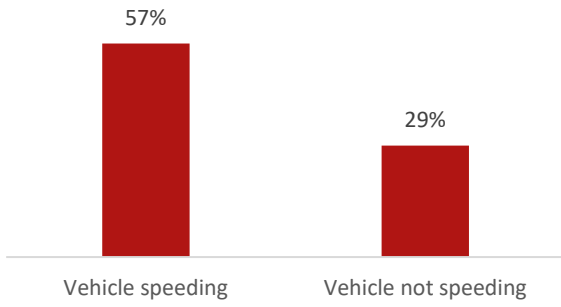
Speeding by Age & Sex



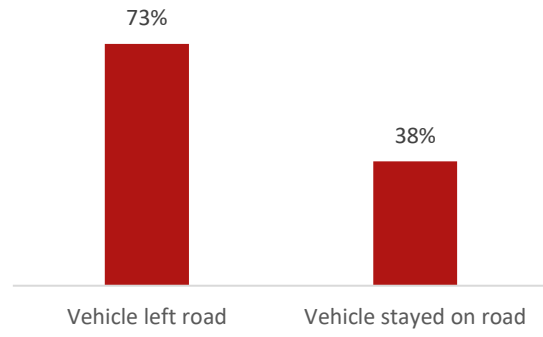
Speed-Related Serious Injuries and Leaving the Road

Approximately 57% of speeding vehicles left the road, while 29% of non-speeding vehicles did so. This is an important distinction because a larger proportion of people involved in serious injury crashes in which the vehicle leaves the road are seriously injured. Approximately 38% of occupants involved in crashes in which the vehicle remains on the road are seriously injured, but when the vehicle leaves the road, the proportion rises to 73%.

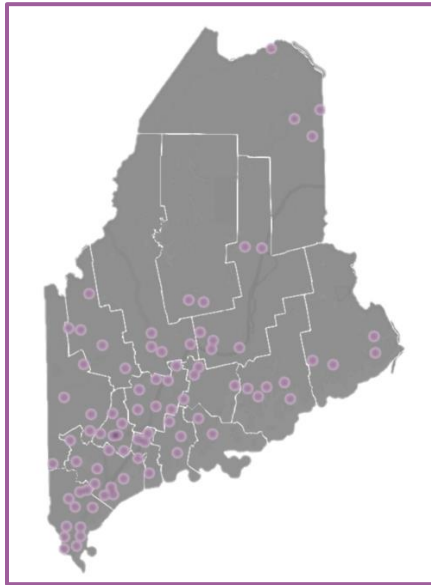
Vehicle Left Road by Speeding



Serious Injury by Vehicle Left Road

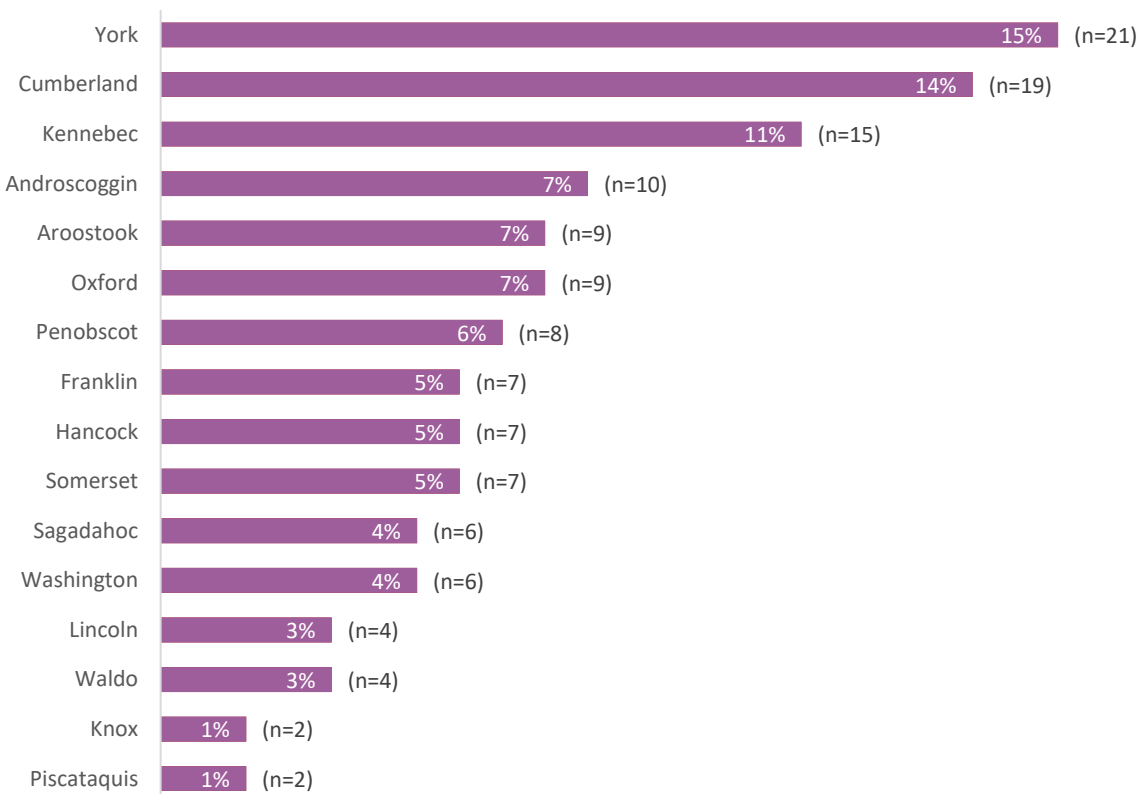


Speed-Related Serious Injuries by County



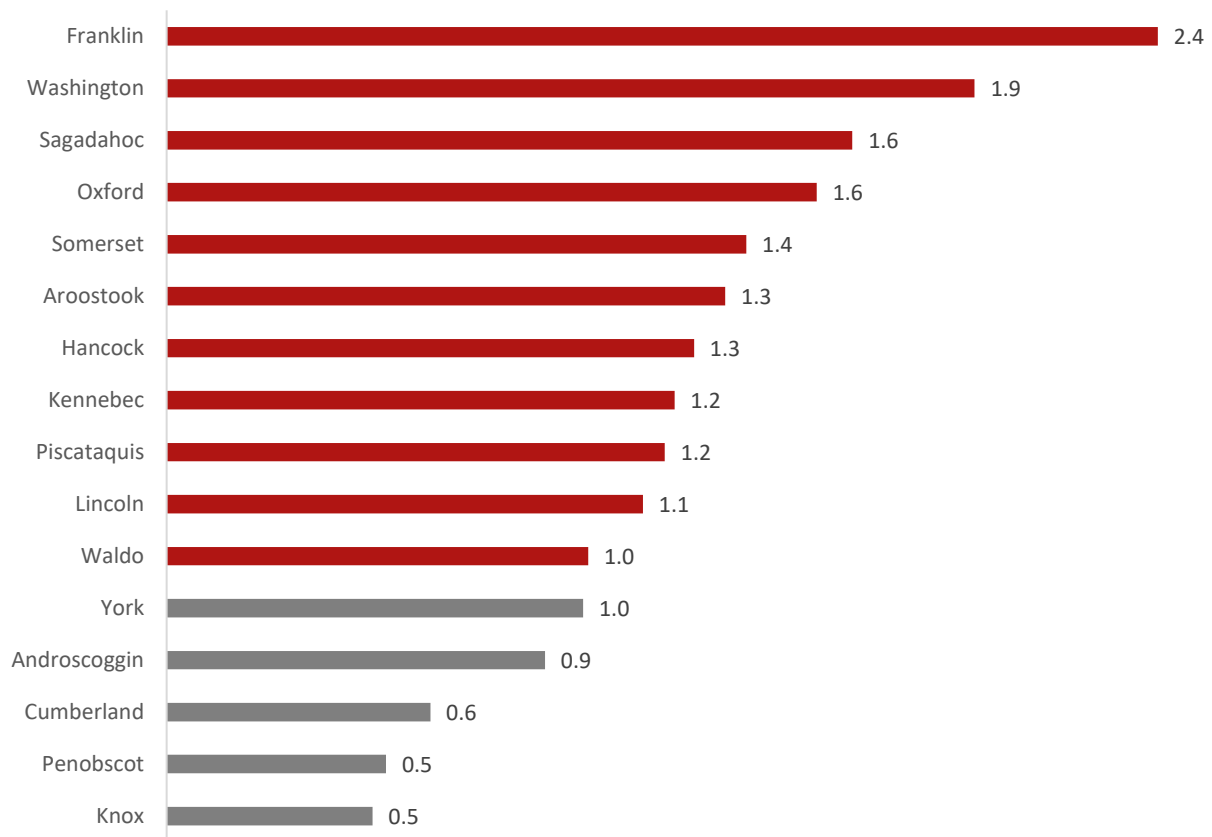
Approximately 15% of the 136 speed-related serious injuries in 2021 occurred in York County, followed by 14% in Cumberland County, and 11% in Kennebec County.

Speed-Related Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate speed-related serious injury rates, relative rates were computed by dividing the speed-related serious injury rate of each county by its population rate. Franklin County, which held 2.17% of the population according to the last 5-year American Community Survey, had 5.15% of the speed-related serious injuries in 2021, resulting in a relative rate of 2.4. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Speed-Related Serious Injury Rates

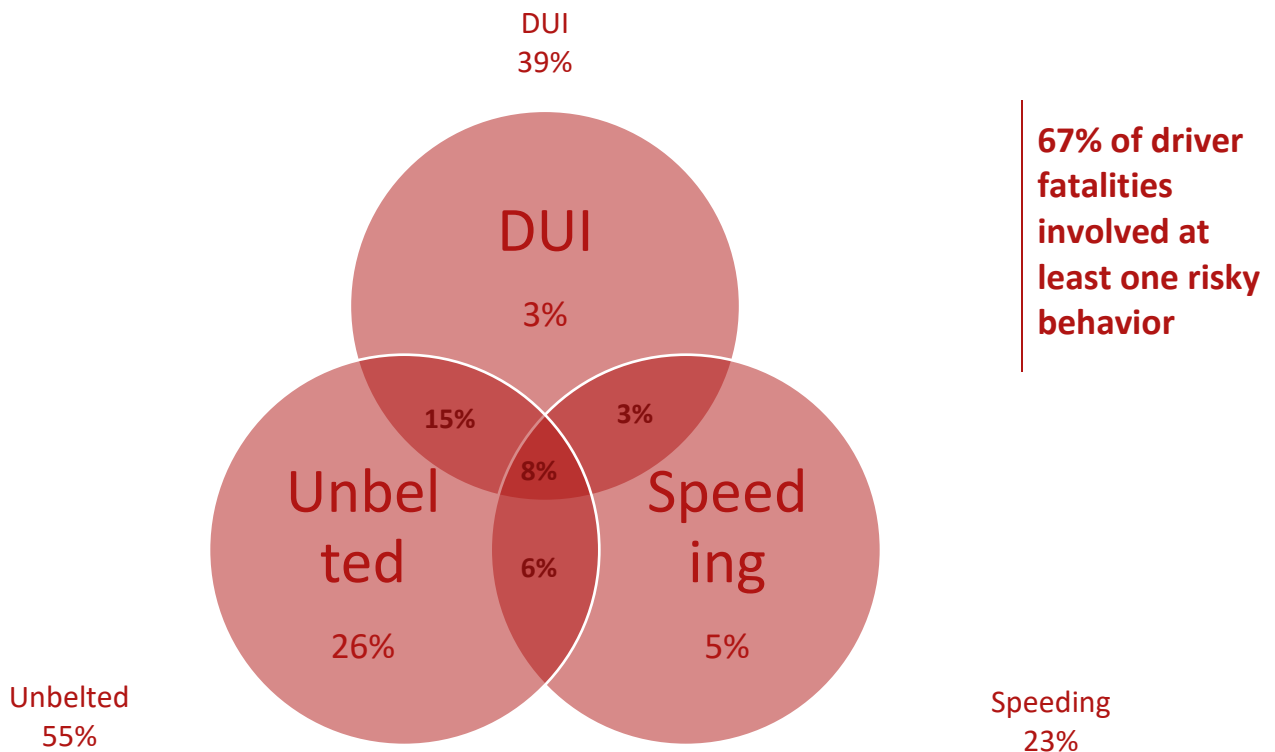


Co-Occurring Behaviors (Impaired/Unbelted/Speeding)

While driving under the influence, speeding, and failure to wear a seat belt are all risky behaviors in themselves, these behaviors often occur together. The following analysis focuses on driver fatalities and identifies the proportion of driver fatalities associated with any or all of these risky behaviors. (Note: This analysis excludes drivers of vehicles with no seat belts, such as motorcycles, ATVs, etc.)

- ◆ 3% of drivers were “only” under the influence
- ◆ 5% of drivers were “only” speeding
- ◆ 26% of drivers were “only” unbelted
- ◆ 3% of drivers were under the influence and speeding
- ◆ 6% of drivers were unbelted and speeding
- ◆ 15% of drivers were unbelted and under the influence
- ◆ 8% of drivers were under the influence, unbelted, and speeding
- ◆ 67% of drivers were engaged in at least one of these risky behaviors

Driver Fatalities by Impairment, Speed, and Seat Belt Use



Pedestrian Fatalities

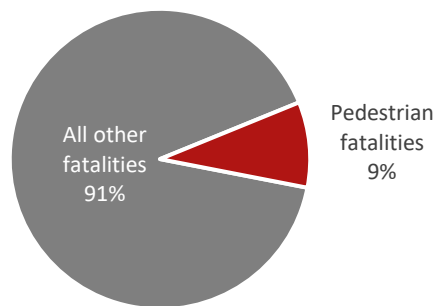
Fatality Facts

- ◆ There were 68 fatal pedestrian crashes between 2017 and 2021 resulting in 72 pedestrian deaths.
- ◆ Fifteen percent (15%) of the pedestrians who died in crashes were under the influence.

Pedestrian Fatalities in Perspective

Approximately 9% of highway fatalities were pedestrian fatalities.

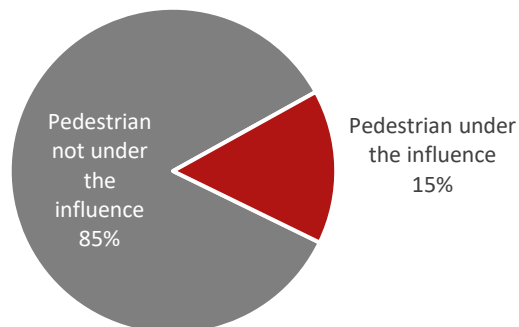
Pedestrian Fatalities



Pedestrians Under the Influence

A sizeable proportion (15%) of the pedestrians who died as a result of highway crashes were under the influence at the time of the crash.

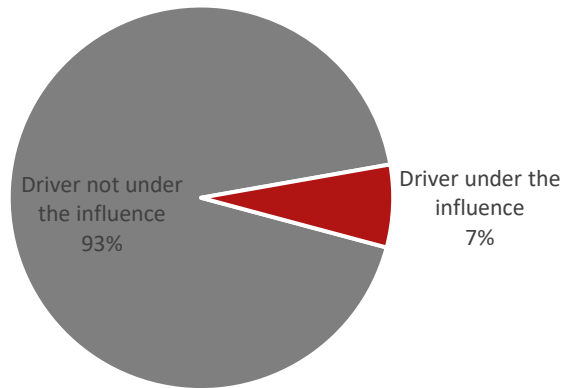
Pedestrian Fatalities by Pedestrian Impairment



Pedestrian Fatalities and Drivers Under the Influence

A smaller proportion (7%) of crashes that resulted in a pedestrian fatality involved a driver who was under the influence at the time of the crash.

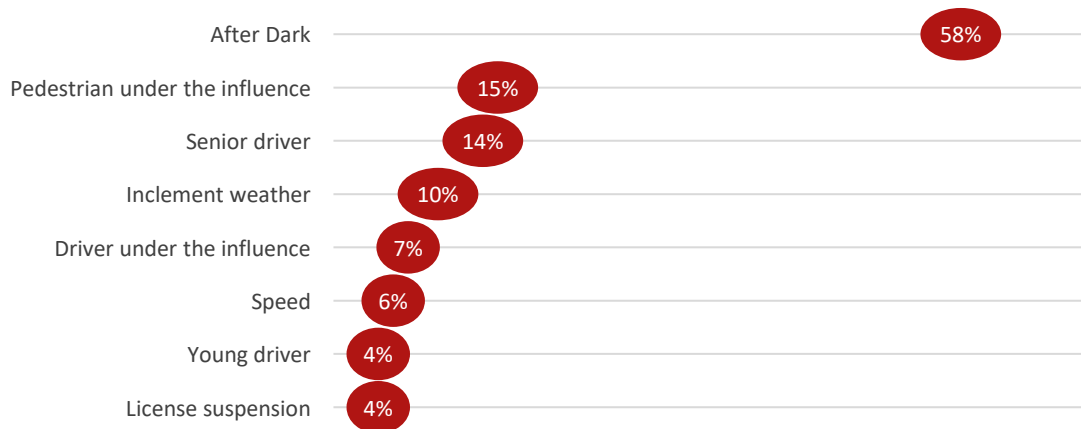
Pedestrian Fatalities by Driver Impairment



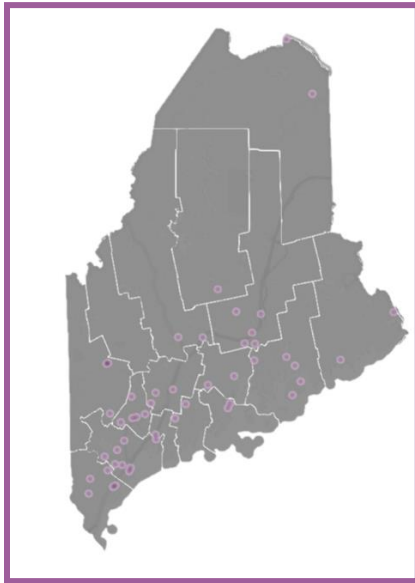
Pedestrian Fatalities and Other Factors

A number of factors contribute to pedestrian fatalities. The following table summarizes the percentage of fatalities associated with some of these known factors. The factor most frequently associated with pedestrian fatalities was *after dark*, at 58%, followed at a distance by *pedestrian under the influence*, *senior driver*, and *inclement weather*, at 15%, 14% and 10%, respectively. Only 24% of pedestrian fatalities were not associated with any of the factors presented below.

Pedestrian Fatalities & Other Factors

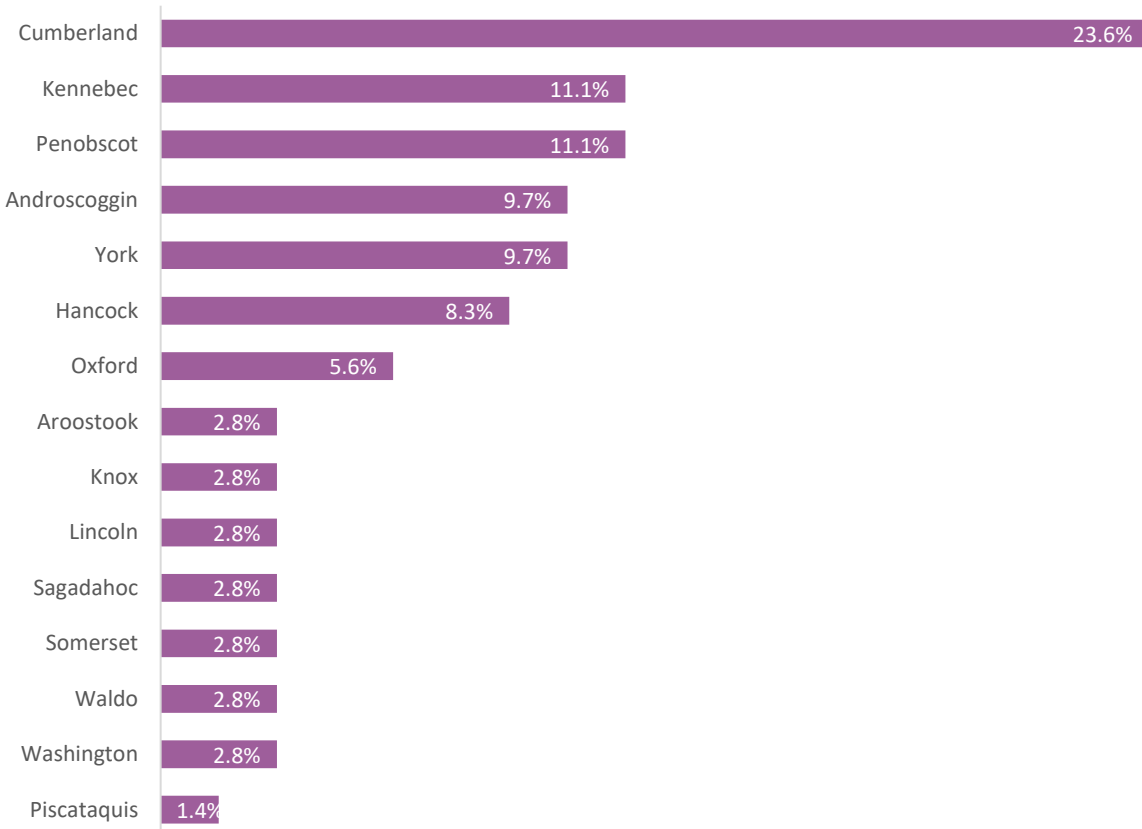


Pedestrian Fatalities by County



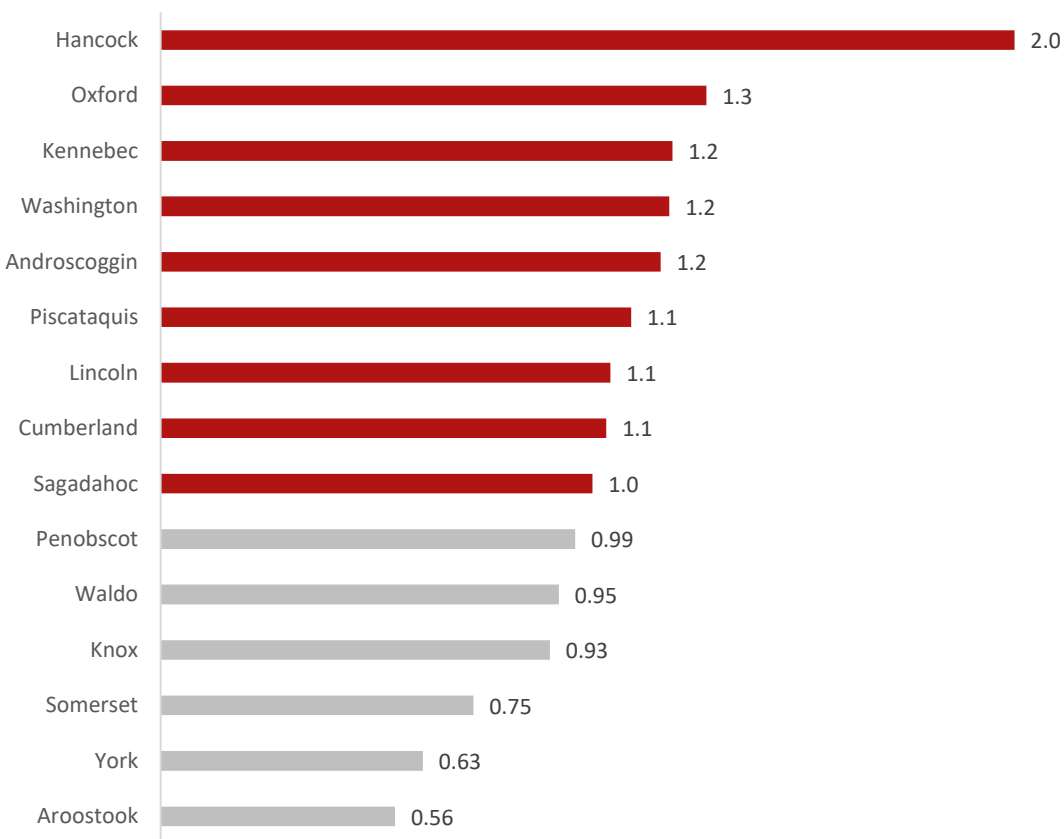
Approximately 23.6% of the 72 pedestrian fatalities that occurred between 2017 and 2021 occurred in Cumberland County, followed by 11.1% in both Kennebec and Penobscot Counties.

Pedestrian Fatalities by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate pedestrian fatality rates, relative rates were computed by dividing the pedestrian fatality rate of each county by its population rate. Hancock County, which held 4.08% of the population according to the last 5-year American Community Survey, had 8.33% of the pedestrian fatalities between 2017 and 2021, resulting in a relative rate of 2.04. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Pedestrian Fatality Rates



Pedestrian Serious Injuries

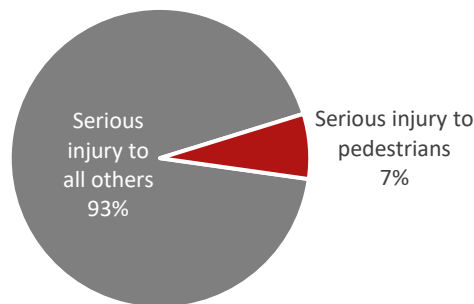
Serious Injury Facts

- ◆ There were 52 pedestrian crashes in 2021 resulting in the serious injury of 52 pedestrians.
- ◆ Forty-four percent (44%) of the pedestrians who were seriously injured in crashes were injured after dark.

Serious Injury to Pedestrians in Perspective

Approximately 7% of serious injuries were to pedestrians.

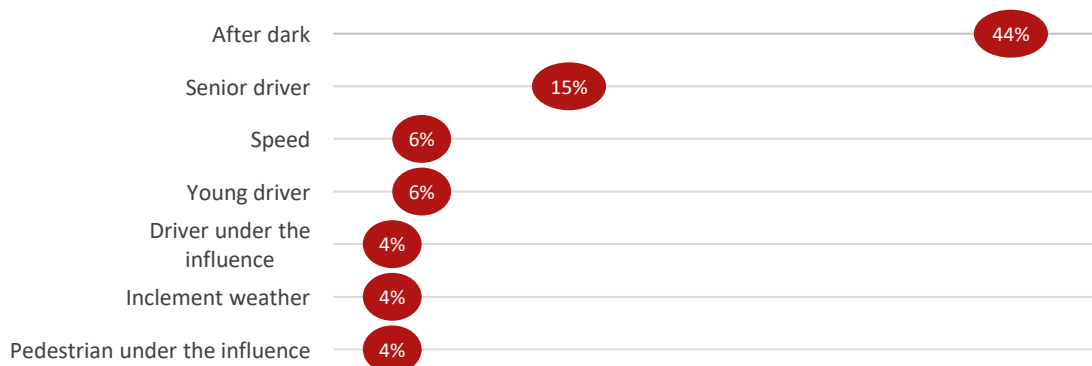
Serious Injury to Pedestrians



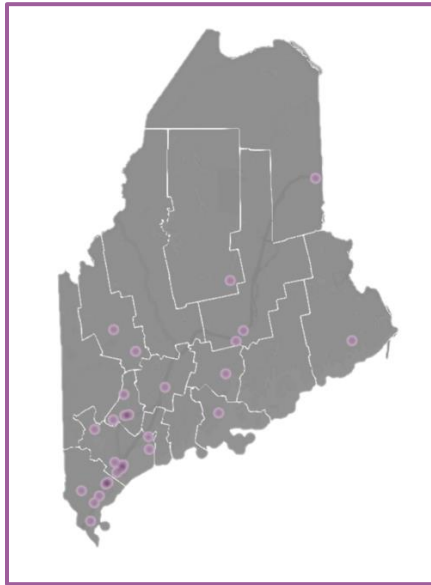
Serious Injury to Pedestrians and Other Factors

A number of factors contribute to the serious injury of pedestrians. The following table summarizes the percentage of serious injury associated with some of these known factors. The highest contributing factor was *after dark*, at 44%. About a third (35%) of pedestrian serious injuries were not associated with any of the factors presented below.

Seriously Injured Pedestrian & Other Factors

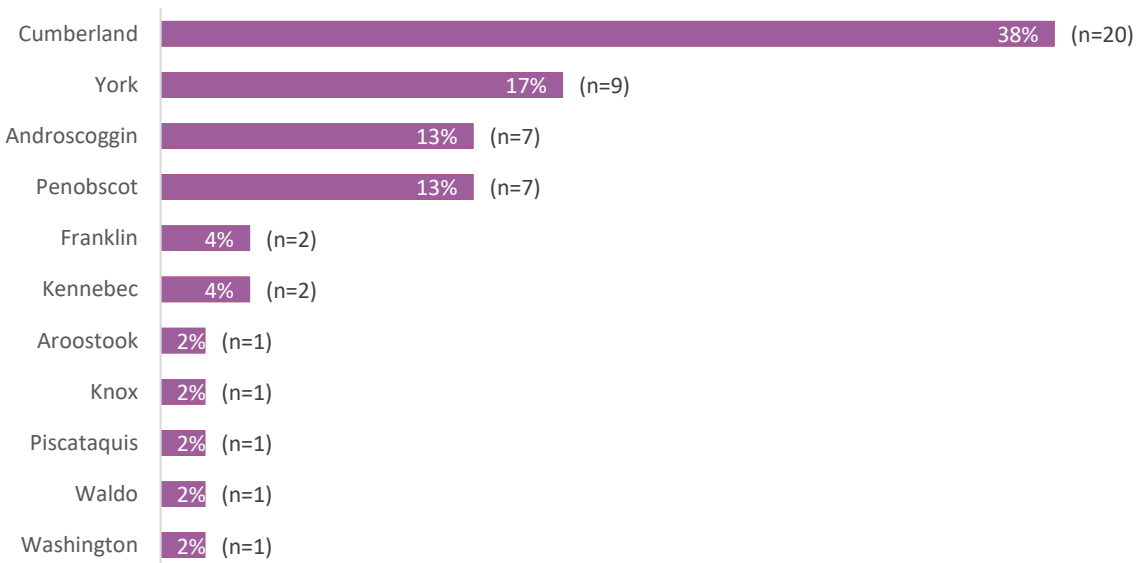


Pedestrian Serious Injuries by County



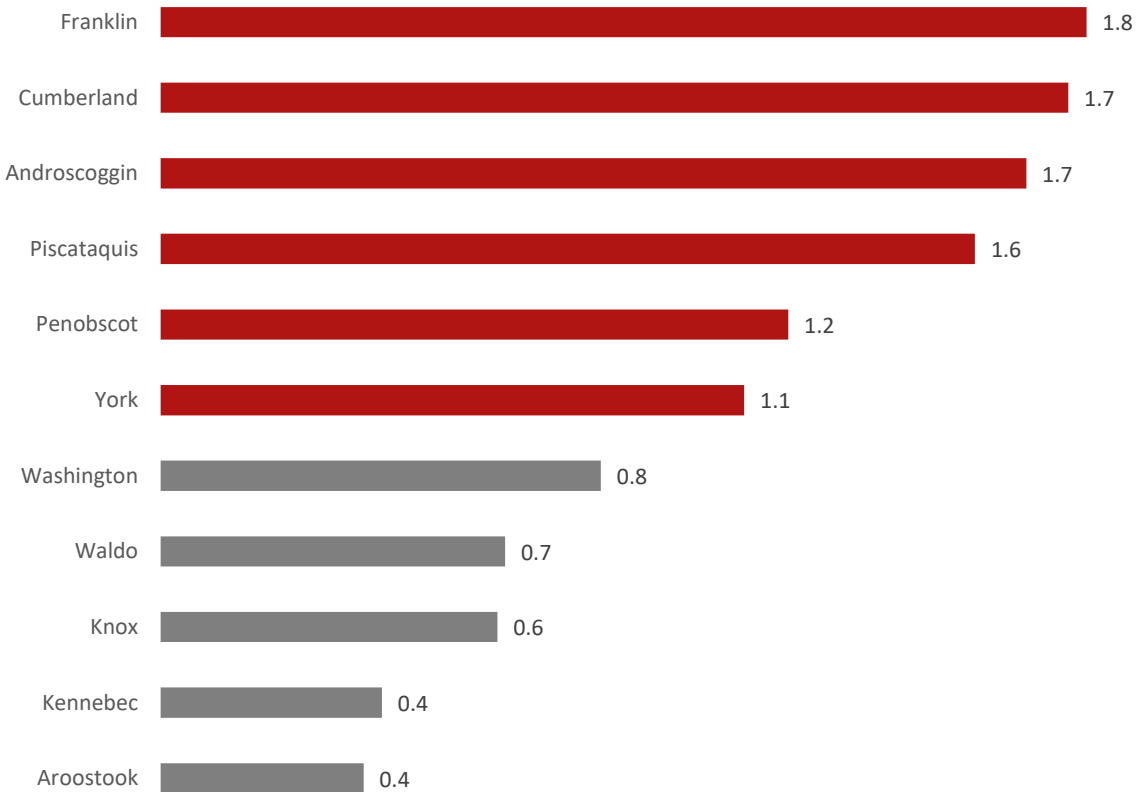
Approximately 38% of the 52 pedestrian serious injuries in 2021 occurred in Cumberland County, followed by 17% in York County, and 13% each in Androscoggin and Penobscot Counties.

Pedestrian Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate pedestrian serious injury rates, relative rates were computed by dividing the pedestrian serious injury rate of each county by its population rate. Franklin County, which held 2.17% of the population according to the last 5-year American Community Survey, had 3.85% of the pedestrian serious injuries in 2021, resulting in a relative rate of 1.8. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Pedestrian Serious Injury Rates



Bicyclist Fatalities

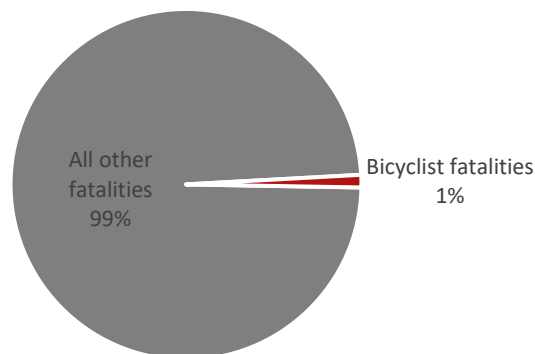
Fatality Facts

- ◆ There were 9 fatal bicycle crashes between 2017 and 2021, which took the lives of 9 bicyclists.

Bicyclist Fatalities in Perspective

Bicyclists make up a very small proportion, 1%, of all highway fatalities. On average, there were 1.8 bicyclist fatalities per year.

Bicyclist Fatalities



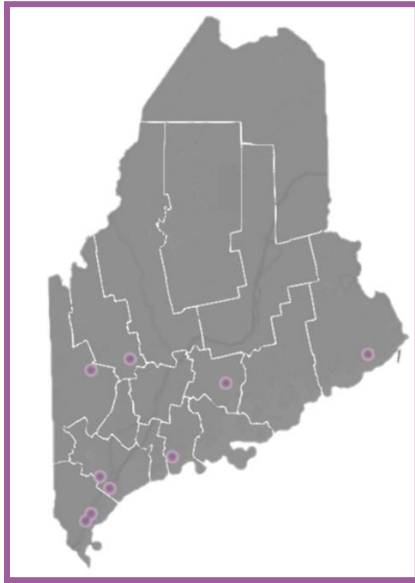
Bicyclist Fatalities and Other Factors

A number of factors contribute to bicyclist fatalities:

- ◆ 3 fatalities involved a young (< age 21) vehicle driver
- ◆ 2 fatalities involved a young (< age 16) bicyclist
- ◆ 1 fatalities occurred after dark
- ◆ 2 fatalities involved a senior (\geq age 65) vehicle driver
- ◆ 1 fatality involved inclement weather

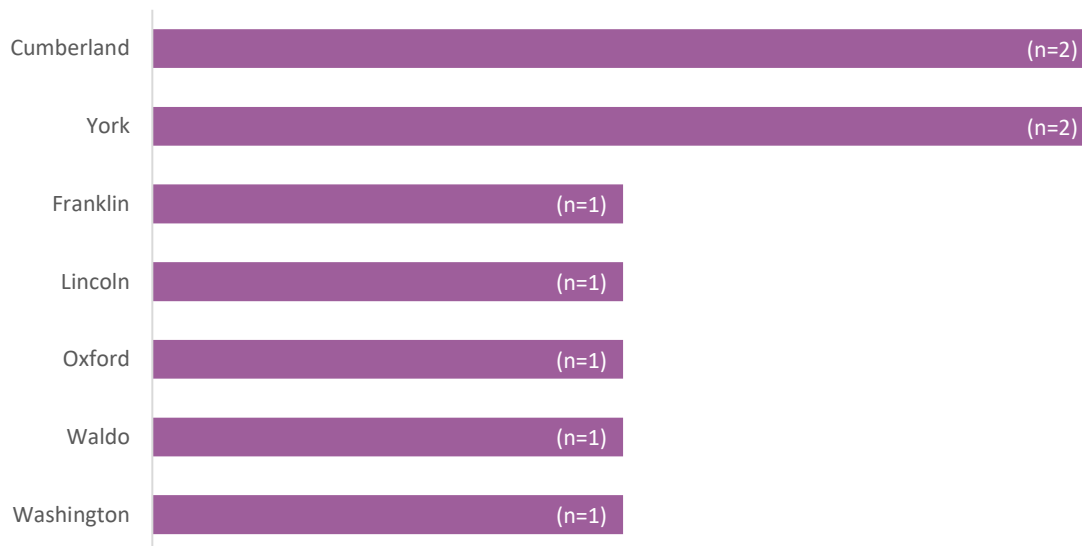
No bicyclist fatalities involved speeding, impaired bicyclist, impaired driver, or driver's license suspension.

Bicyclist Fatalities by County



A total of 9 bicyclist fatalities occurred in 7 of Maine's 16 counties from 2017 to 2021. These counties were Cumberland, York, Franklin, Lincoln, Oxford, Waldo, and Washington. (*Note: It is best practice to avoid calculating rates from samples smaller than 30.*)

Bicyclist Fatalities by County



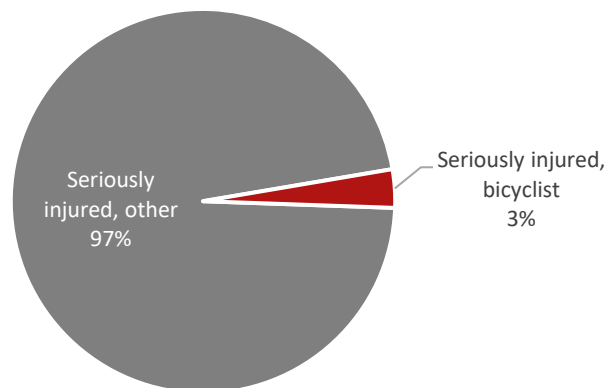
Serious Injury Facts

- ◆ There were 24 crashes resulting in serious injury to 24 bicyclists in 2021.

Serious Injury to Bicyclists in Perspective

Bicyclists make up a very small proportion, 3%, of all serious injuries.

Serious Injury to Bicyclists

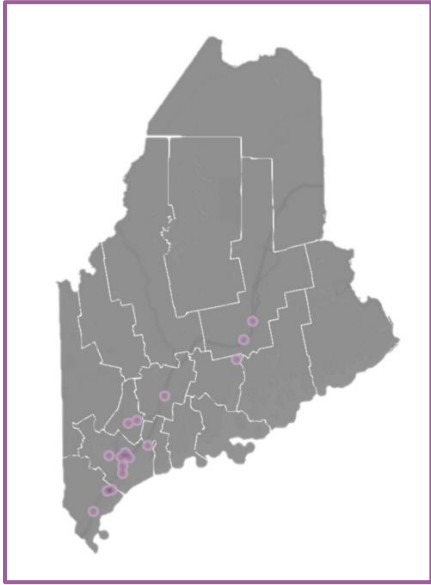


Serious Injury to Bicyclists and Other Factors

A number of factors contribute to the serious injury of bicyclists:

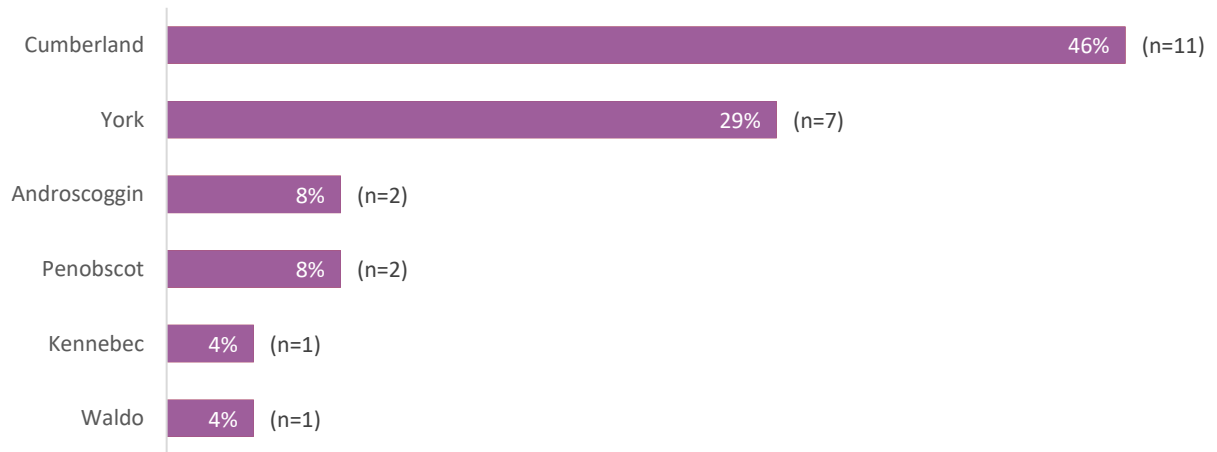
- ◆ 8 serious injuries involved a senior (\geq age 65) vehicle driver
- ◆ 7 serious injuries involved young (\leq age 20) bicyclist
- ◆ 5 serious injuries involved a senior (\geq age 65) bicyclist
- ◆ 3 serious injuries involved riding after dark
- ◆ 1 serious injury involved a speeding vehicle
- ◆ 1 serious injury involved an impaired bicyclist

Bicyclist Serious Injuries by County



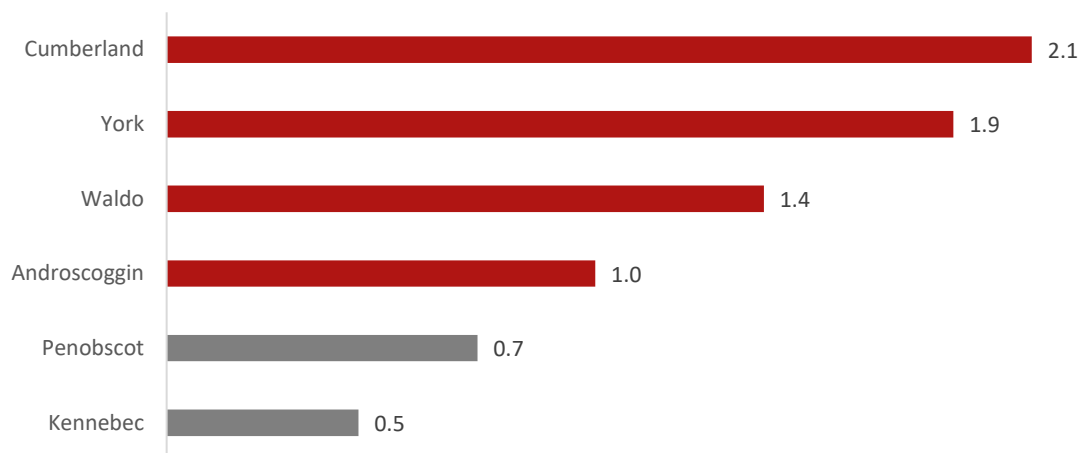
Approximately 46% of the 24 bicyclist serious injuries in 2021 occurred in Cumberland County, followed by 29% in York County.

Bicyclist Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate bicyclist serious injury rates, relative rates were computed by dividing the bicyclist serious injury rate of each county by its population rate. Cumberland County, which held 22.16% of the population according to the last 5-year American Community Survey, had 45.83% of the bicyclist serious injuries in 2021, resulting in a relative rate of 2.1. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Bicyclist Serious Injury Rates



Motorcyclist Fatalities

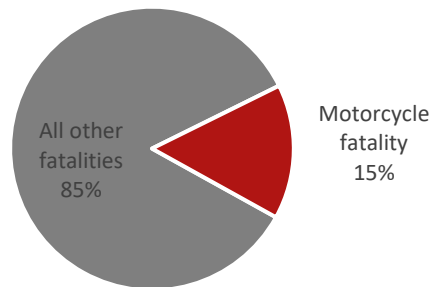
Fatality Facts

- ◆ There were 115 fatal motorcycle crashes between 2017 and 2021 involving 138 motorcyclists (121 drivers and 17 passengers).
- ◆ One hundred twenty (120) motorcyclists died in these crashes (110 drivers and 10 passengers)

Motorcycle Fatalities in Perspective

Motorcycle fatalities made up 15% of all the fatalities between 2017 and 2021.

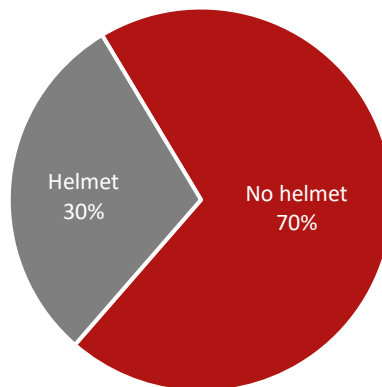
Motorcycle Fatality



Helmet Use

Approximately 70% of motorcycle fatalities involved the failure to use a (DOT-compliant) helmet.

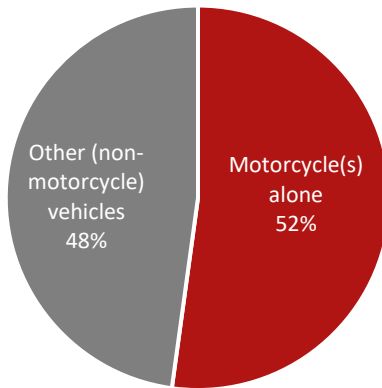
Motorcycle Fatalities by Helmet Use



Other Vehicle Involvement

In approximately 52% of all fatal motorcycle incidents, only motorcycles were involved—no other vehicles.

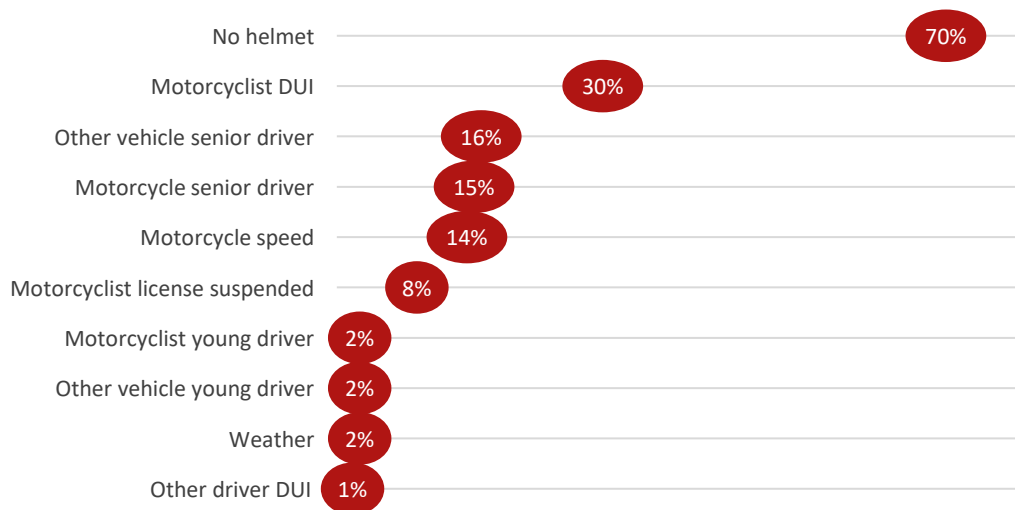
Fatal Motorcycle Crashes by Vehicle Involvement



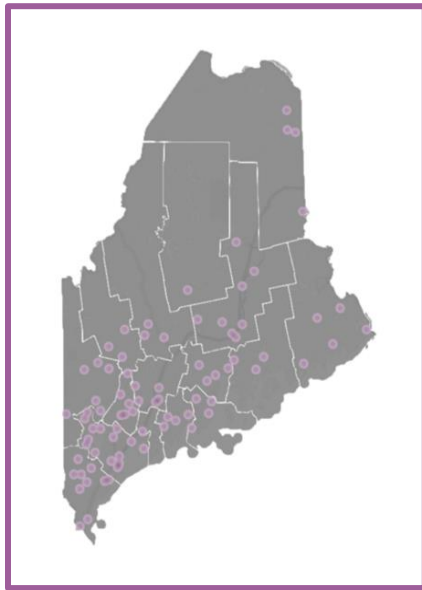
Motorcycle Fatalities and Other Factors

A number of factors may contribute to motorcycle fatalities. The following table summarizes the percentage of fatalities associated with each factor. The factor most frequently associated with motorcyclist fatalities was *no helmet*, at 70%, followed by *motorcyclist DUI*, at 30%. Only 10% of motorcyclist fatalities were not associated with any of the factors below.

Motorcyclist Fatalities & Other Factors

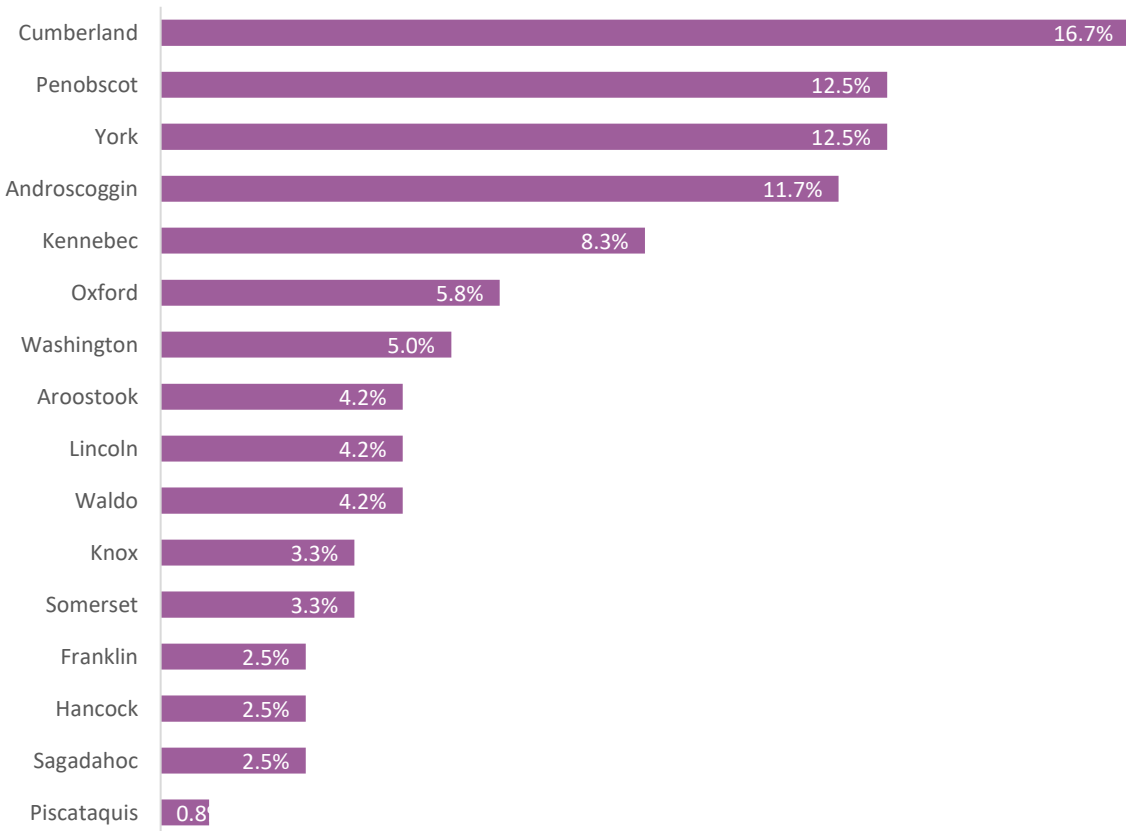


Motorcyclist Fatalities by County



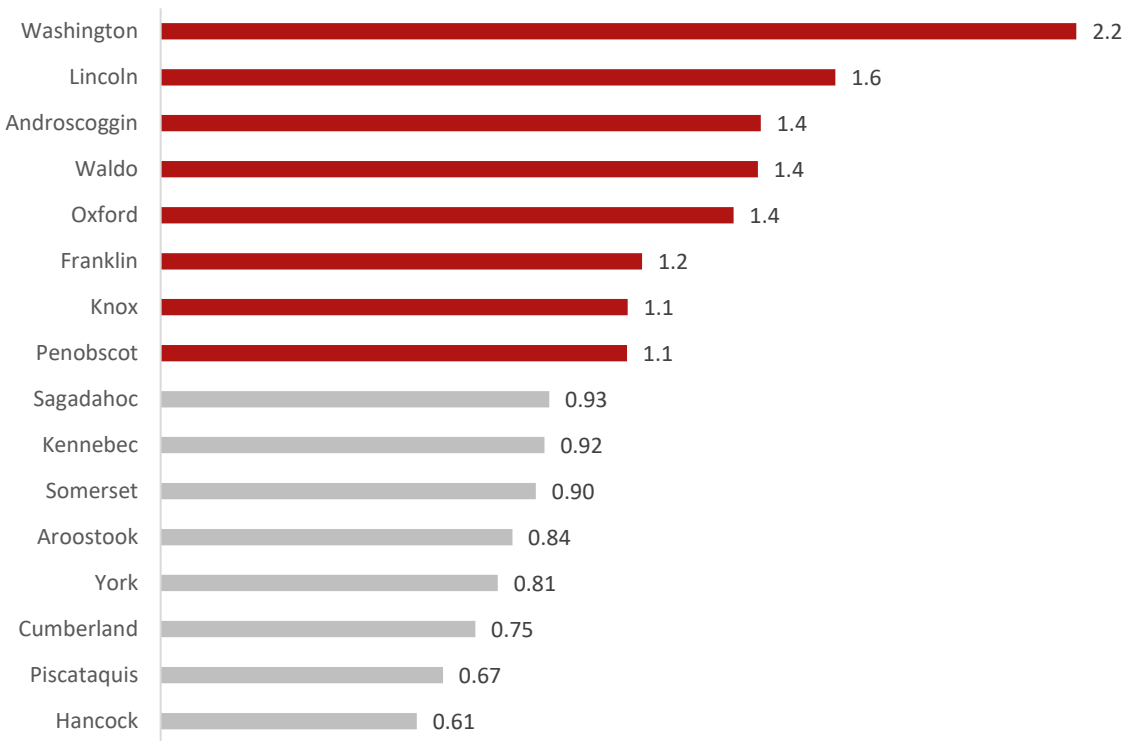
Approximately 16.7% of the 120 motorcyclist fatalities that occurred between 2017 and 2021 occurred in Cumberland County, followed by 12.5% in both Penobscot and York Counties.

Motorcyclist Fatalities by County

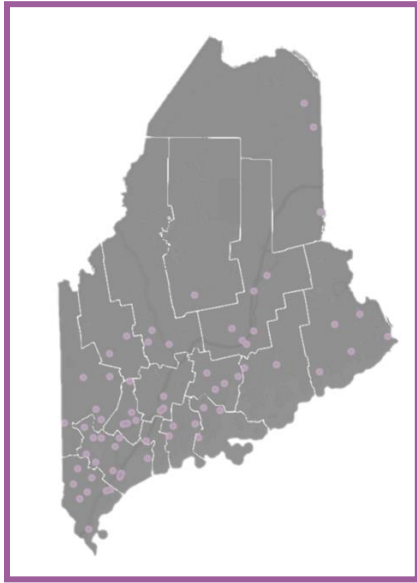


Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate motorcyclist fatality rates, relative rates were computed by dividing the fatality rate of each county by its population rate. Washington County, which held 2.28% of the population according to the last 5-year American Community Survey, had 5.00% of the motorcyclist fatalities between 2017 and 2021, resulting in a relative rate of 2.2. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Motorcyclist Fatality Rates

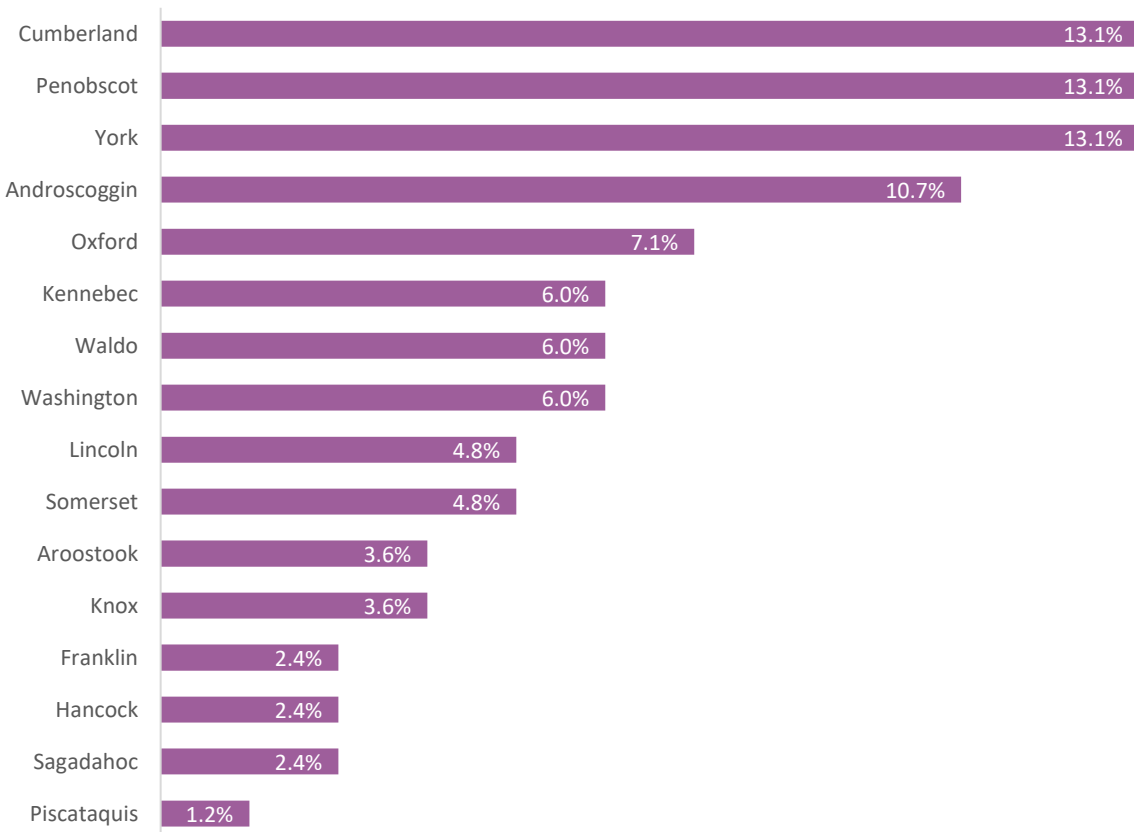


Unhelmeted Motorcyclist Fatalities by County



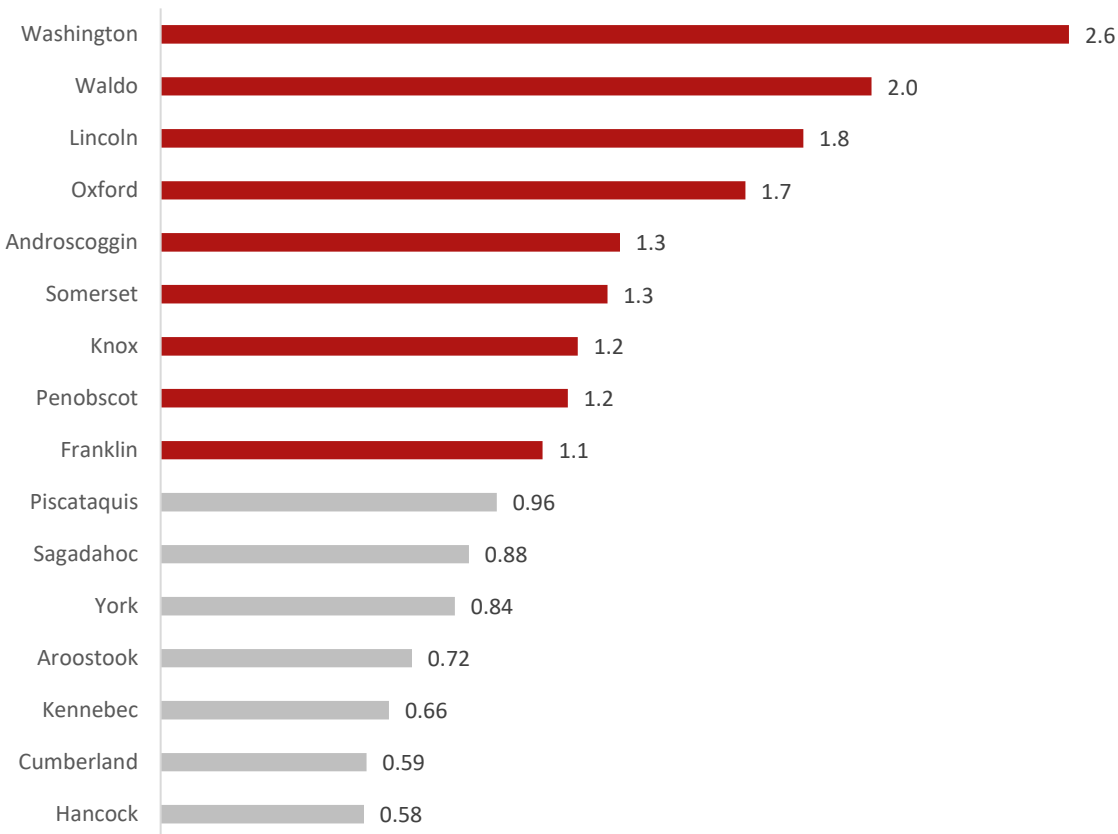
Approximately 13.1% of the 84 unhelmeted motorcyclist fatalities that occurred between 2017 and 2021 occurred in each of three counties—Cumberland, Penobscot and York.

Unhelmeted Motorcyclist Fatalities



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate unhelmeted motorcyclist fatality rates, relative rates were computed by dividing the unhelmeted motorcyclist fatality rate of each county by its population rate. Washington County, which held 2.28% of the population according to the last 5-year American Community Survey, had 5.95% of the unhelmeted motorcyclist fatalities between 2017 and 2021, resulting in a relative rate of 2.6. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Unhelmeted Motorcyclist Fatality Rates



Motorcyclist Serious Injuries

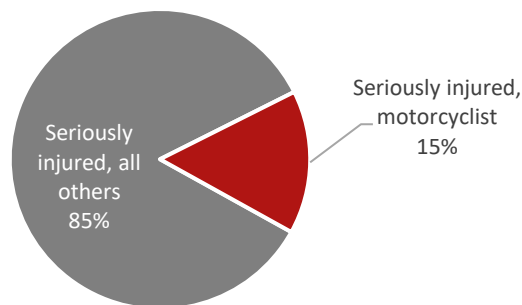
Serious Injury Facts

- ◆ There were 108 motorcycle crashes resulting in serious injury in 2021 involving 131 motorcyclists (112 drivers and 19 passengers).
- ◆ One hundred fifteen (115) motorcyclists were seriously injured in these crashes (103 drivers and 12 passengers).

Serious Injury to Motorcyclists in Perspective

Seriously injured motorcyclists accounted for 15% of all serious injuries in 2021.

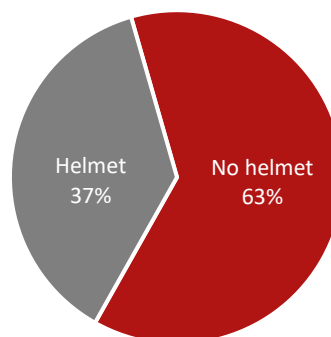
Serious Injury to Motorcyclists



Helmet Use

Approximately 63% of seriously injured motorcyclist were not using a (DOT-compliant) helmet.

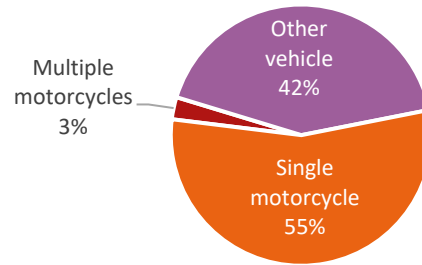
Helmet Use by Seriously Injured Motorcyclist



Other Vehicle Involvement

In approximately 55% of all crashes involving a seriously injured motorcyclist, only a single motorcycle was involved. In an additional 3%, another motorcycle was involved. In 42%, at least one other non-motorcycle vehicle was involved. Thus, 58% of all crashes involving a seriously injured motorcyclist involved only one or two motorcycles but no other vehicle.

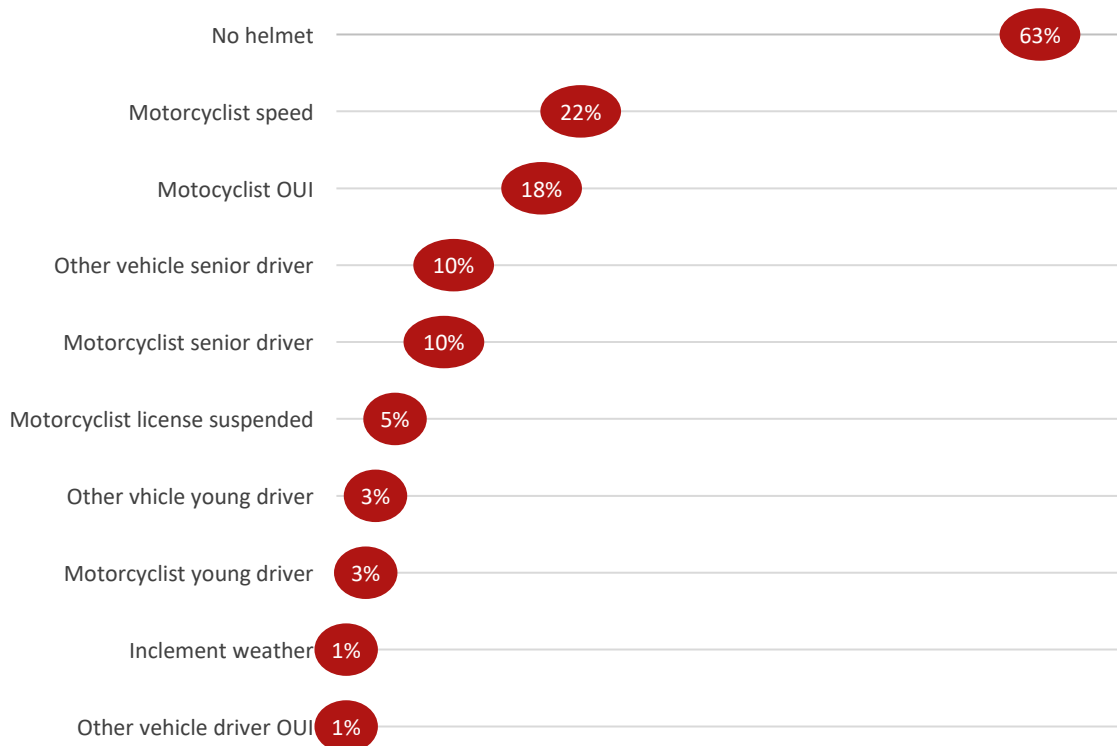
Serious Motorcycle Crashes by Vehicle



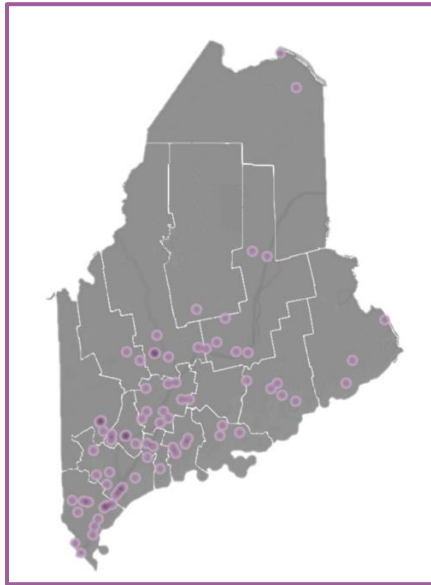
Seriously Injured Motorcyclists and Other Factors

A number of factors may contribute to the serious injury of motorcyclists. The following graphic displays the percentage of serious injuries associated with each factor. The highest contributing factor was *no helmet*, at 63%, followed by *motorcyclist speed* and *motorcyclist OUI*, at 22% and 18%, respectively. Only 17% of all serious injuries to motorcyclists were not associated with any of the factors shown.

Seriously Injured Motorcyclist & Other Factors

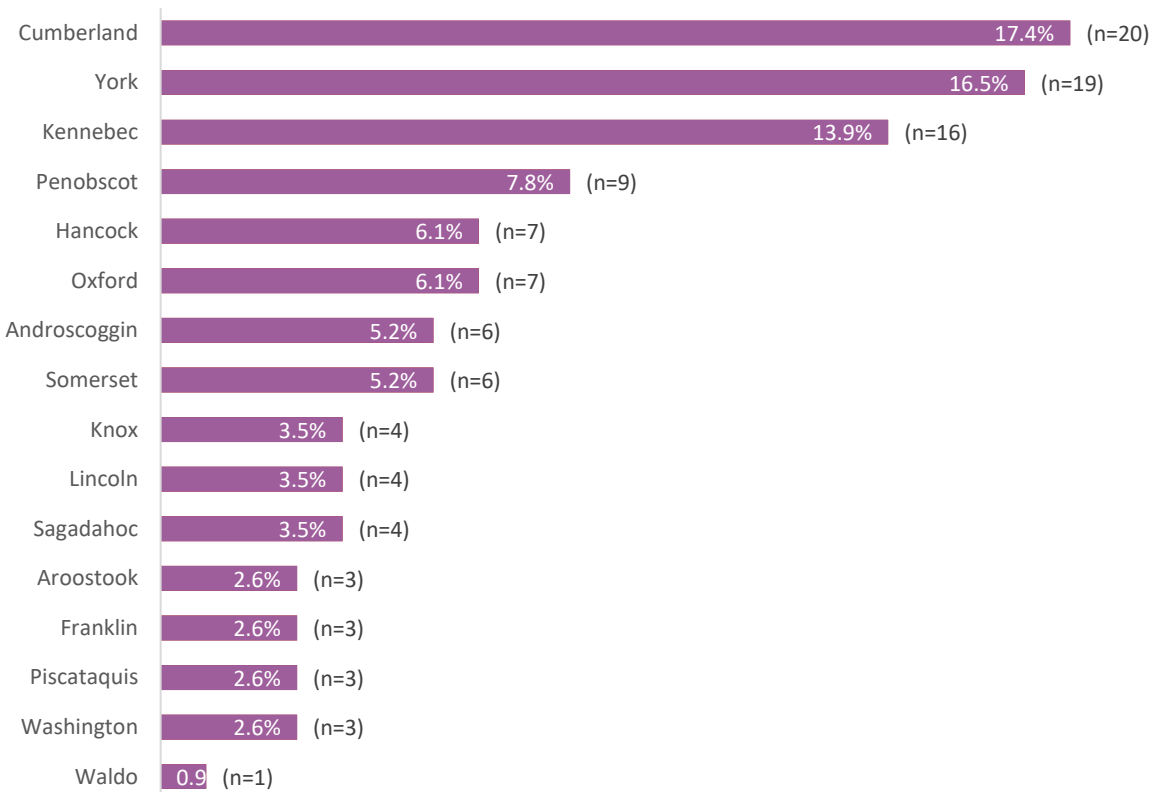


Motorcyclist Serious Injuries by County



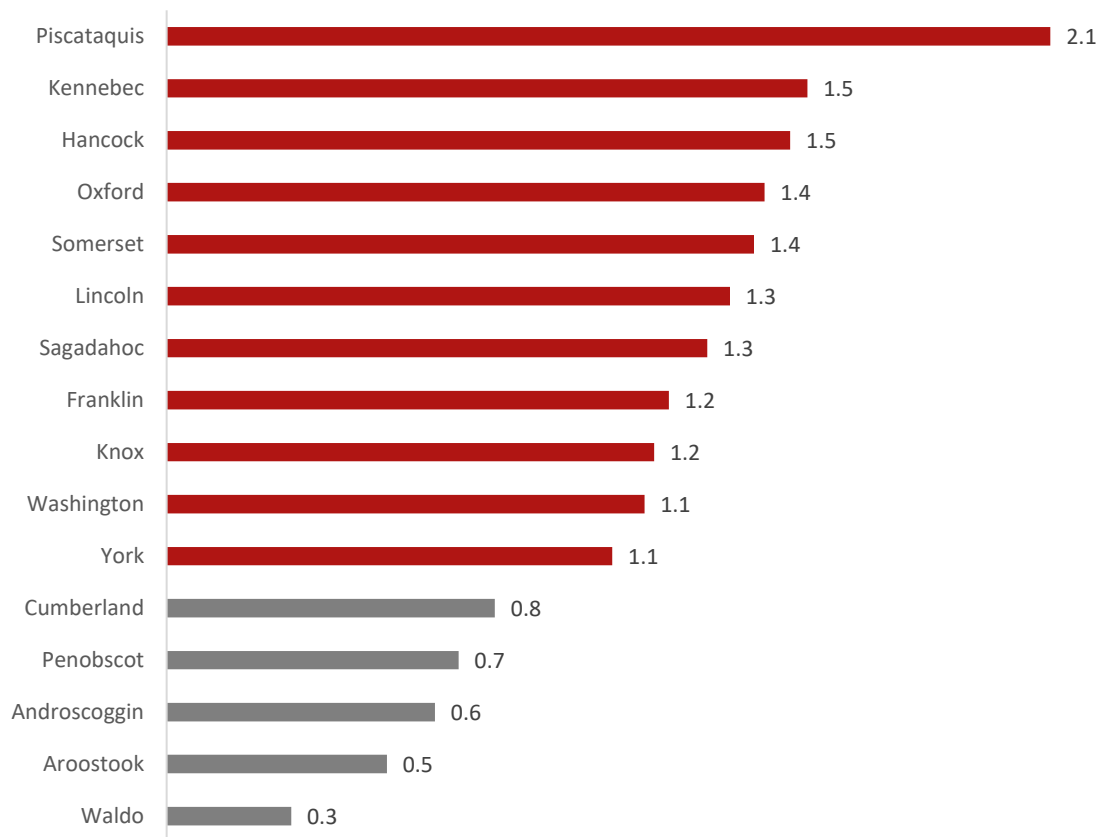
Approximately 17.4% of the 115 motorcyclist serious injuries in 2021 occurred in Cumberland County, followed by 16.5% in York County, and 13.9% in Kennebec County.

Motorcyclist Serious Injuries by County

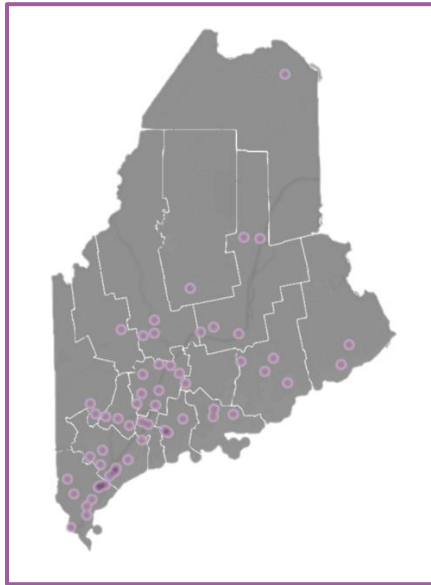


Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate motorcyclist serious injury rates, relative rates were computed by dividing the serious injury rate of each county by its population rate. Piscataquis County, which held 1.24% of the population according to the last 5-year American Community Survey, had 2.61% of the motorcyclist serious injuries in 2021, resulting in a relative rate of 2.1. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Motorcyclist Serious Injury Rates

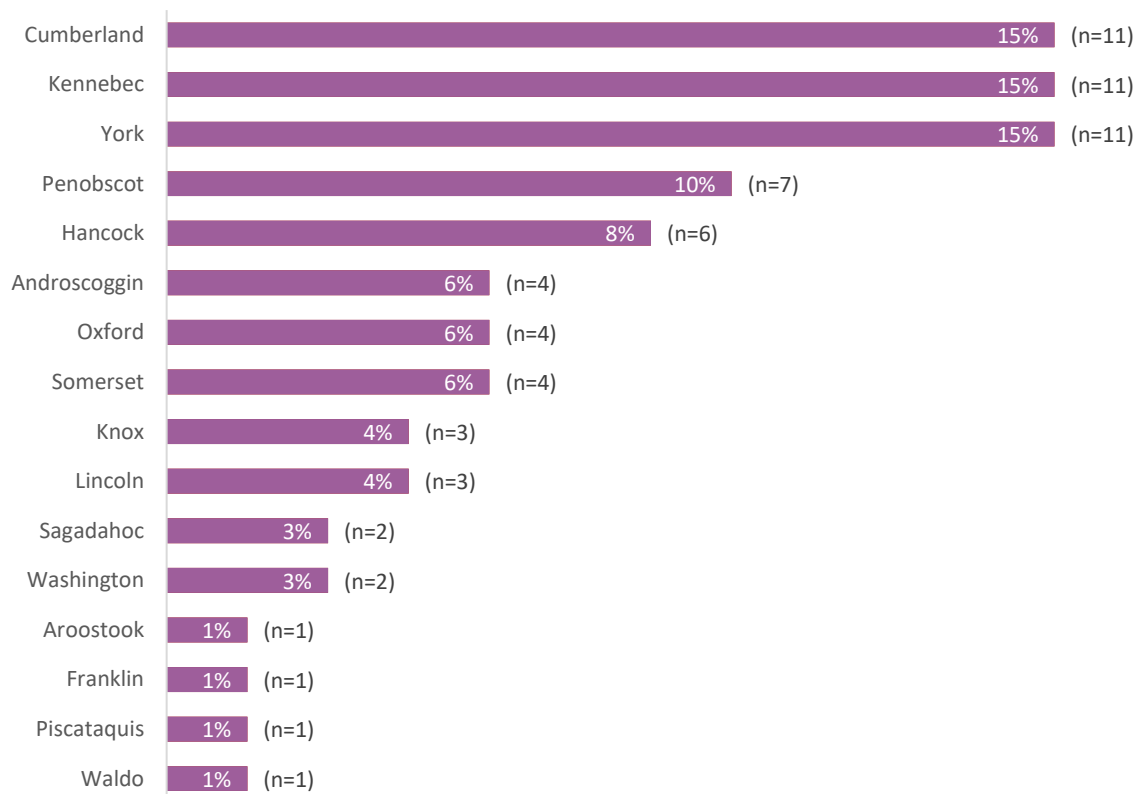


Unhelmeted Motorcyclist Serious Injuries by County



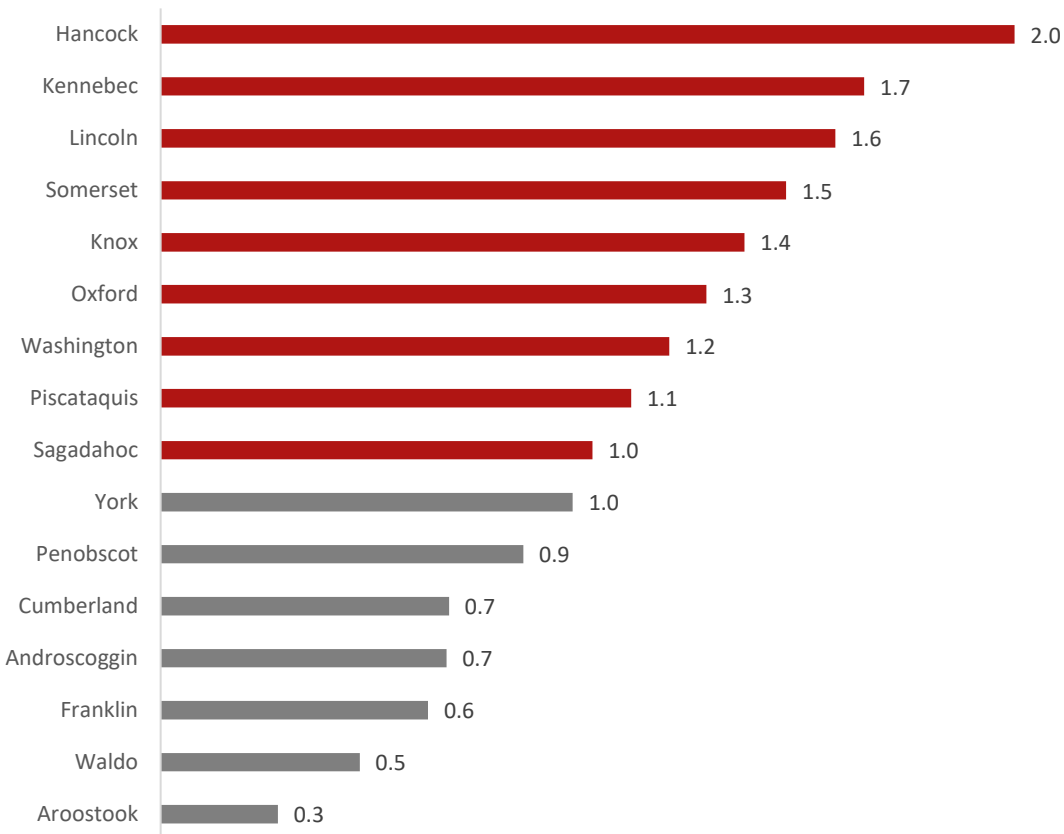
Approximately 15% of the 72 unhelmeted motorcyclist serious injuries in 2021 occurred in Cumberland County, with another 15% in Kennebec County, and another 15% in York County.

Unhelmeted Motorcyclist Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate unhelmeted motorcyclist serious injury rates, relative rates were computed by dividing the unhelmeted motorcyclist serious injury rate of each county by its population rate. Hancock County, which held 4.08% of the population according to the last 5-year American Community Survey, had 8.33% of the unhelmeted motorcyclist serious injuries in 2021, resulting in a relative rate of 2.0. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Unhelmeted Motorcyclist Serious Injury Rates



Young Drivers Fatalities

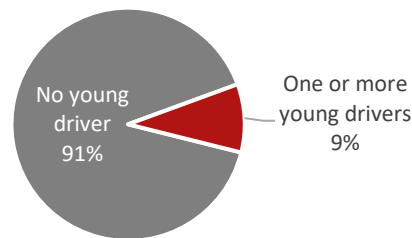
Facts

- ◆ Young drivers (ages 16 to 20) were involved in 64 of the 718 fatal crashes (9%).
- ◆ Seventy-four (74) of the 781 fatalities involved a young driver (9%).
- ◆ Six percent (6%) of drivers involved in fatal crashes between 2017 and 2021 were young drivers.

Young Driver Fatalities in Perspective

A total of 74 fatalities were associated with young drivers (ages 16 to 20) between 2017 and 2021. These fatalities accounted for 9% of all highway fatalities.

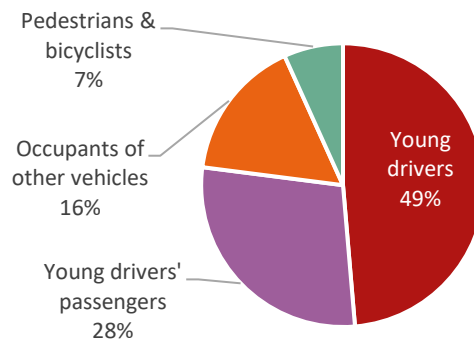
Fatalities by Young Driver (aged 16 to 20)



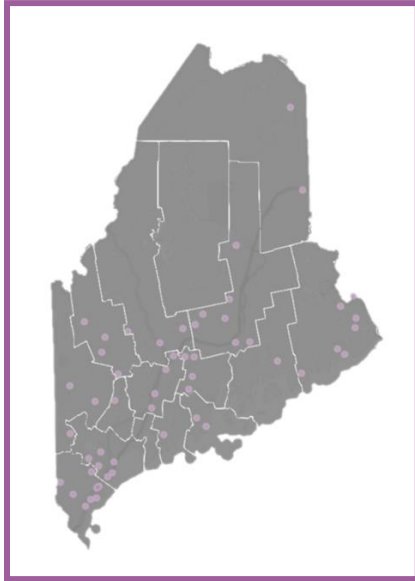
Who Dies?

Many of the fatalities associated with young drivers (49%) involved loss of life for the young driver. An additional 28% of fatalities were the young drivers' passengers. This suggests that 77% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 23% of fatalities were occupants of other vehicles, pedestrians, and bicyclists.

Young Driver Fatality by Person Type

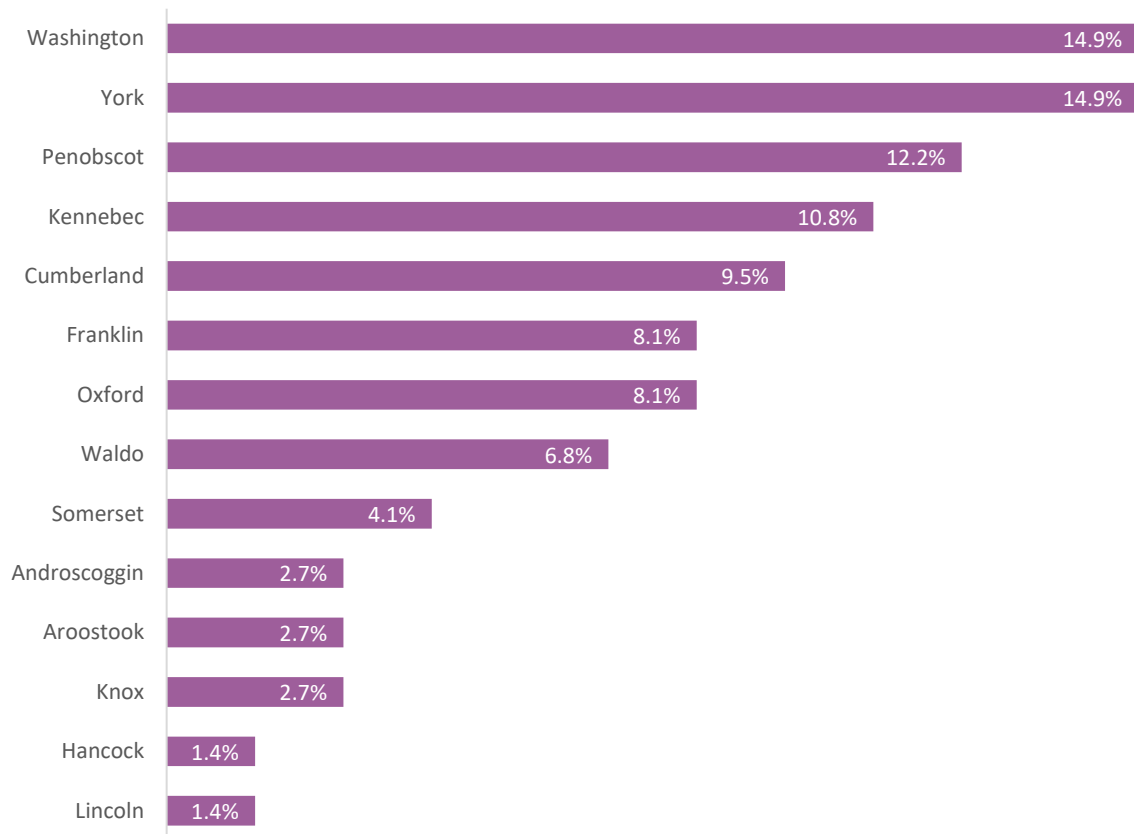


Young Driver-Related Fatalities by County



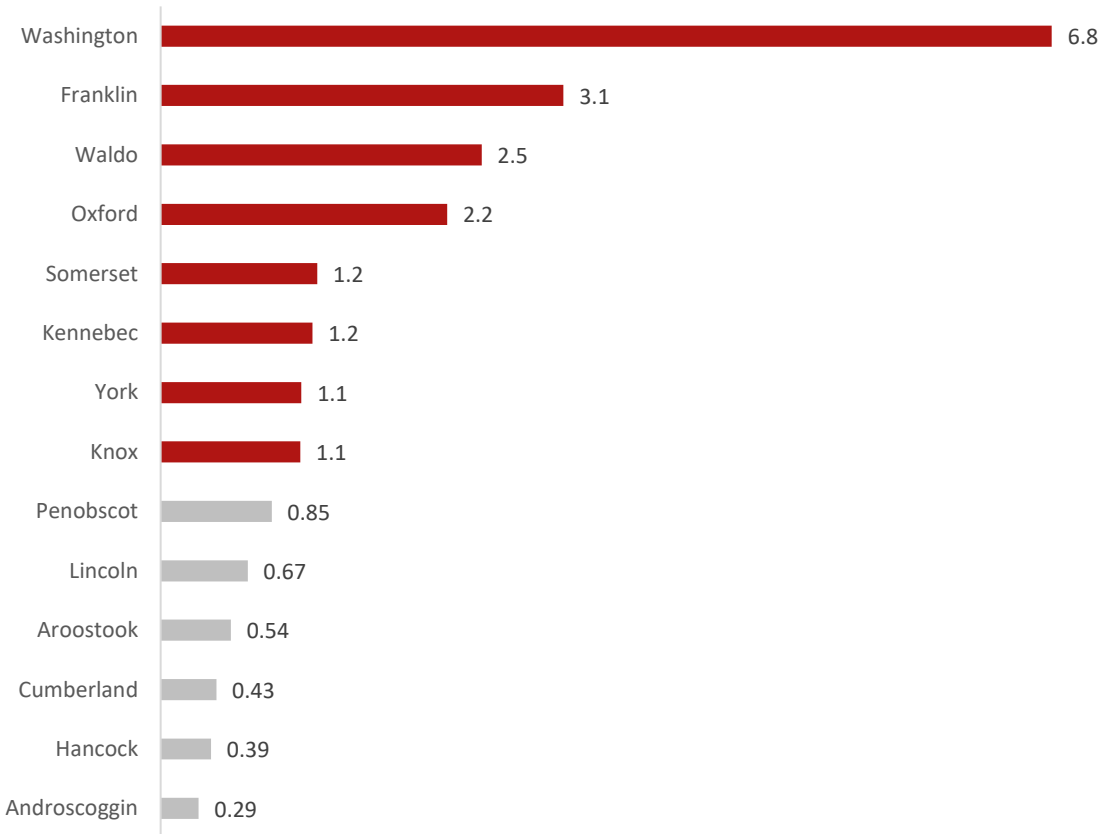
Approximately 14.9% of the 74 young driver-related fatalities that occurred between 2017 and 2021 occurred in Washington County, with another 14.9% occurring in York County, and 12.2% occurring in Penobscot County.

Young Driver-Related Fatalities by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate young driver-related fatality rates, relative rates were computed by dividing the young driver-related fatality rate of each county by its population rate. Washington County, which held 2.18% of the youth population (aged 16 to 20) according to the last 5-year American Community Survey, had 14.86% of the young driver-related fatalities between 2017 and 2021, resulting in a relative rate of 6.8. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Young Driver-Related Fatality Rates



Young Driver Serious Injuries

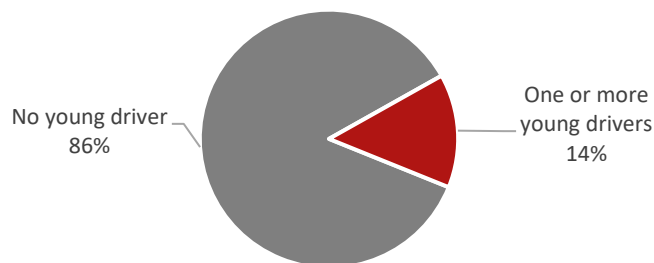
Serious Injury Facts

- ◆ Young drivers (ages 16 to 20) were involved in 83 of the 667 crashes (12%) that resulted in serious injury.
- ◆ One hundred six (106) of the 744 serious injuries involved a young driver (14%).
- ◆ Nine percent (9%) of drivers involved in crashes resulting in serious injury in 2021 were young drivers.

Serious Injury to Young Drivers in Perspective

A total of 106 serious injuries were associated with young drivers (ages 16 to 20) in 2021. These injuries accounted for 14% of all serious injuries.

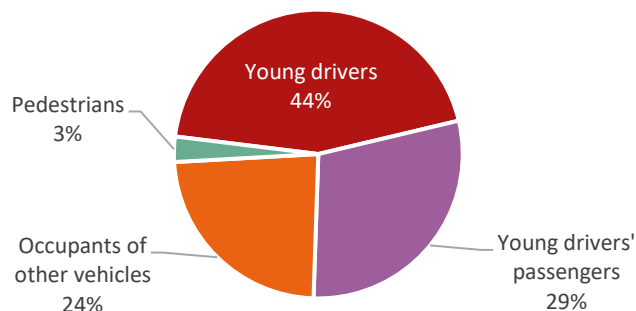
Serious Injury by Young Driver (aged 16 to 20)



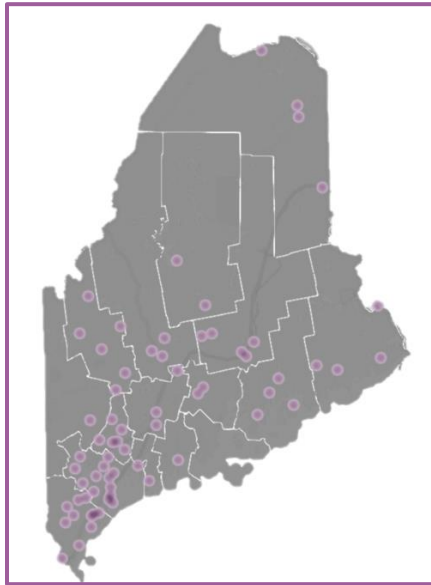
Who Is Seriously Injured?

Many of the serious injuries associated with young drivers (44%) were sustained by a young driver. An additional 29% of serious injuries were sustained by a young drivers' passengers. This suggests that 73% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 27% of serious injuries were sustained by occupants of other vehicles and pedestrians.

Serious Injury & Young Driver by Person Type

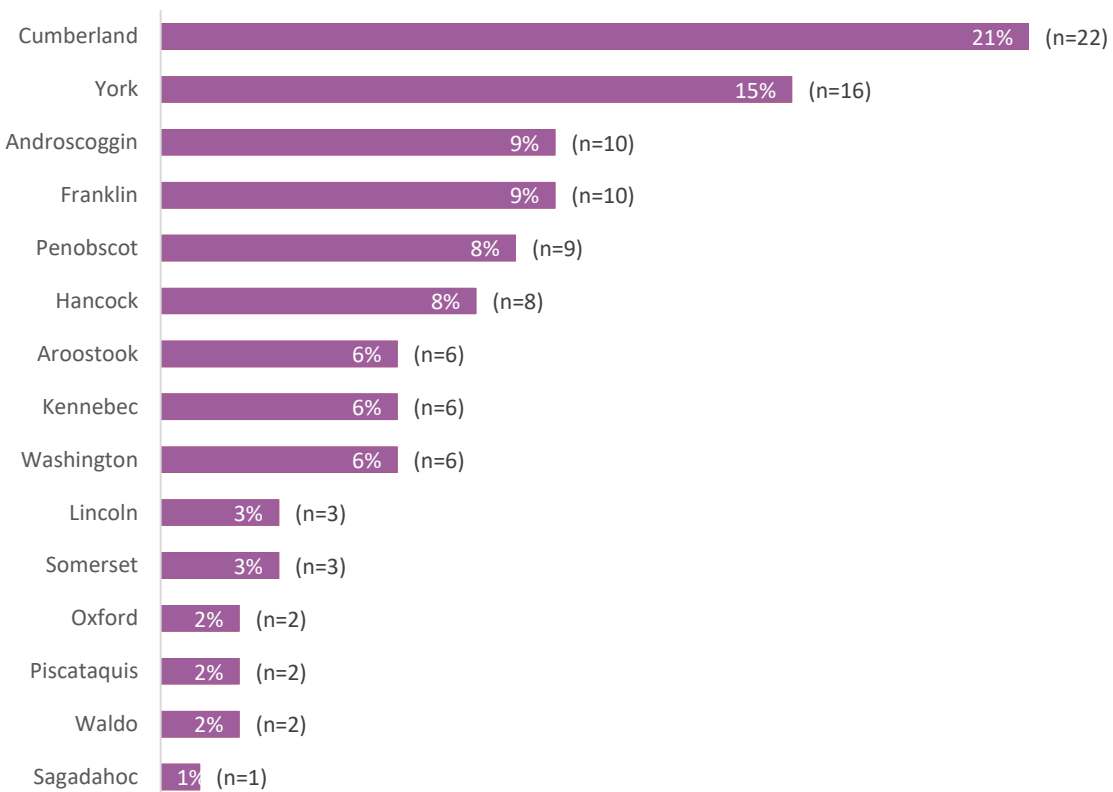


Young Driver-Related Serious Injuries by County



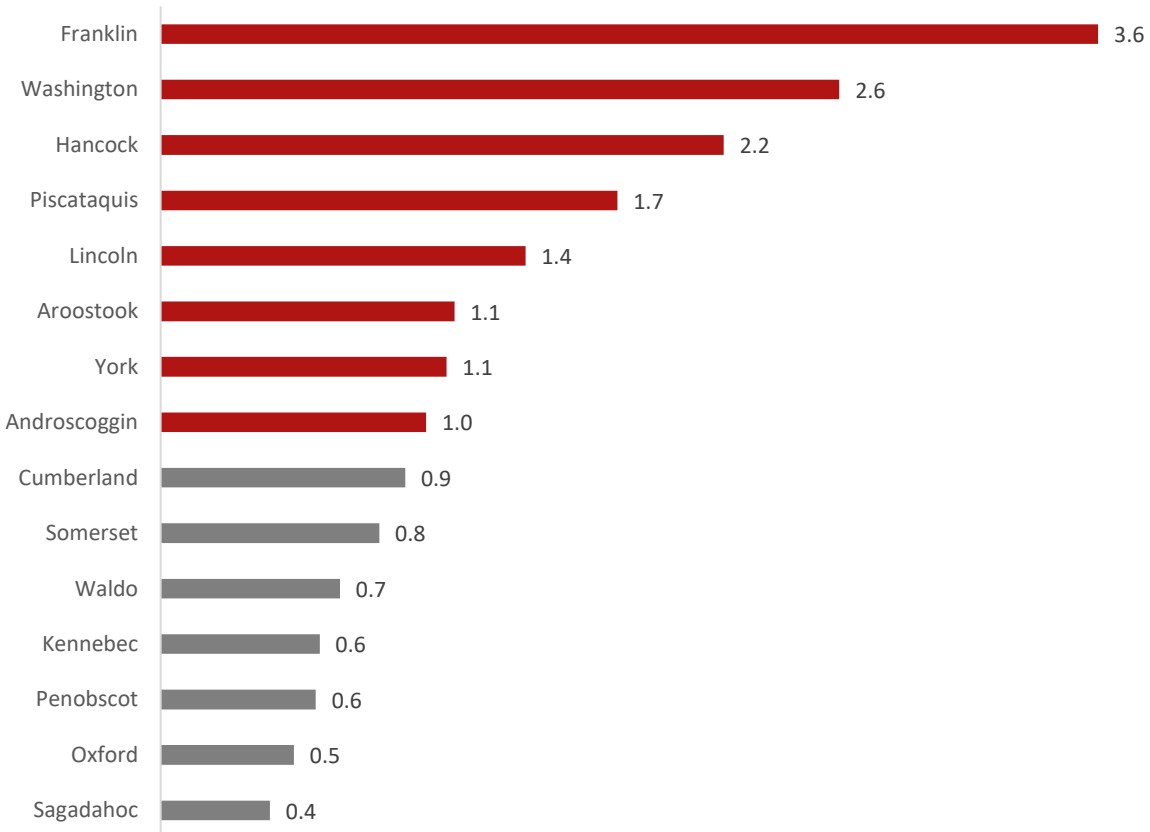
Approximately 21% of the 106 young driver-related serious injuries in 2021 occurred in Cumberland County, followed by 15% in York County, and 9% each in Androscoggin and Franklin Counties.

Young Driver-Related Serious Injuries by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate young driver-related serious injury rates, relative rates were computed by dividing the young driver-related serious injury rate of each county by its population rate. Franklin County, which held 2.63% of the youth population (aged 16 to 20) according to the last 5-year American Community Survey, had 9.43% of the young driver-related serious injuries in 2021, resulting in a relative rate of 3.6. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Young Driver-Related Serious Injury Rates



Senior Driver Fatalities

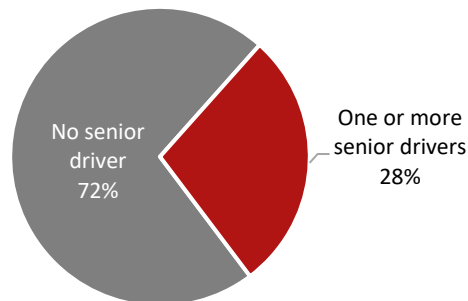
Fatality Facts

- ◆ One or more senior drivers were involved in 202 of the 718 fatal crashes (28%) that occurred between 2017 and 2021.
- ◆ Of the 781 fatalities that occurred, 211 (28%) involved at least one senior driver.

Senior Driver Fatalities in Perspective

A total of 202 fatalities were associated with senior drivers (ages 65 and older) between 2017 and 2021. These fatalities accounted for 28% of all highway fatalities.

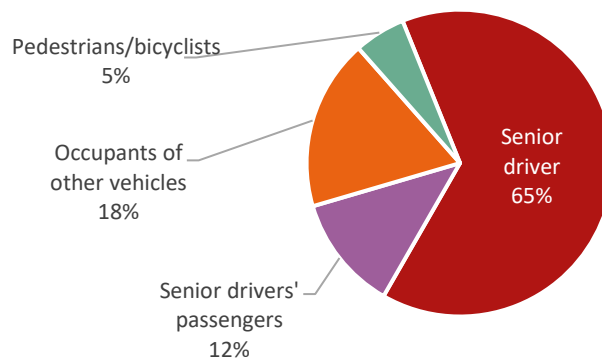
Fatalities by Senior Driver



Who Dies?

Many of the fatalities associated with senior drivers, 65%, involved loss of life for the senior driver. An additional 12% of fatalities were the senior drivers' passengers. This suggests that 77% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 23% of fatalities were occupants of other vehicles, bicyclists, and pedestrians.

Senior Driver Fatalities by Person Type



Type of Crash

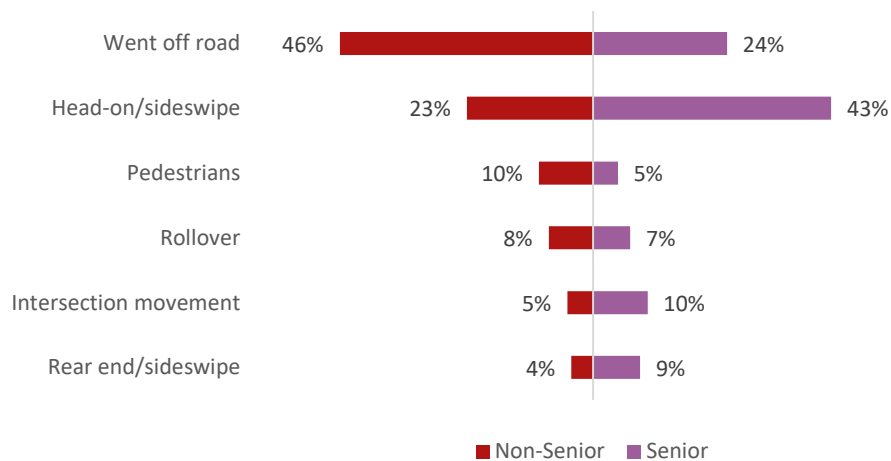
The majority (96%) of **all** fatalities between 2017 and 2021 were related to one of the following crash types:

- ◆ Went off road (40%)
- ◆ Head-on/sideswipe (29%)

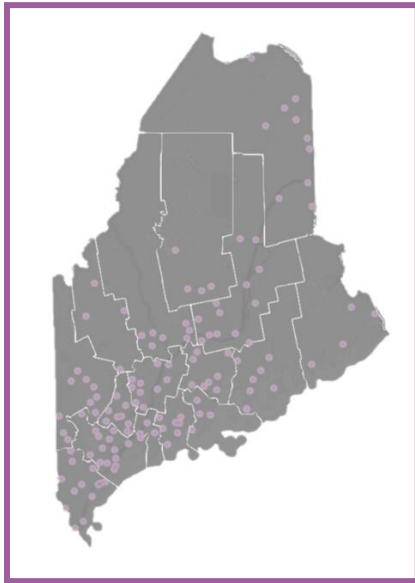
- ◆ Pedestrians (8%)
- ◆ Rollover (8%)
- ◆ Intersection movement (6%)
- ◆ Rear-end/sideswipe (5%)

While these six categories were likewise the top six categories for fatalities involving a senior driver, there were nevertheless differences between senior drivers and the remainder of the driving population in the distribution among these categories. *Went off the road* accounted for the plurality of fatalities involving no senior driver; approximately 46% of fatalities from incidents involving no senior driver fell into this category. *Head-on/sideswipe* crashes accounted for an additional 23% of fatalities involving no senior driver. For fatalities involving senior drivers, the order of these categories was flipped: Approximately 43% of fatalities involving senior drivers were associated with *head-on/sideswipe* crashes, while 24% were associated with *went off the road*.

Fatality by Type of Crash & Senior Driver

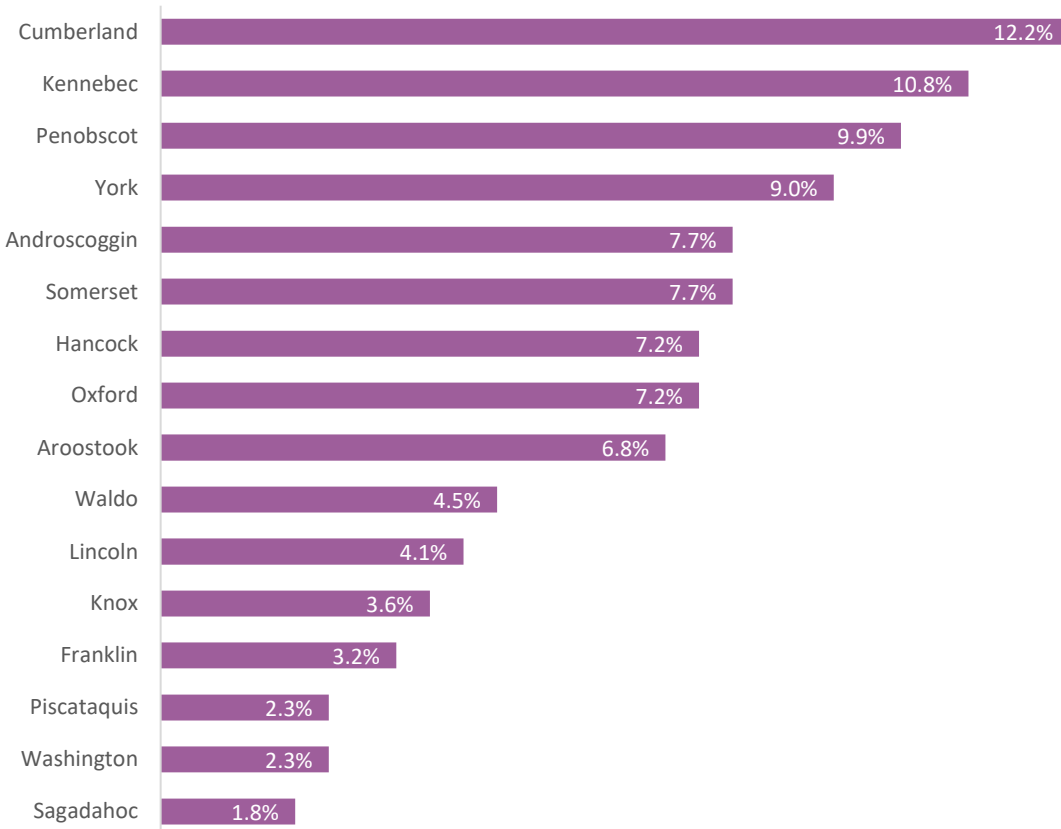


Senior Driver-Related Fatalities by County



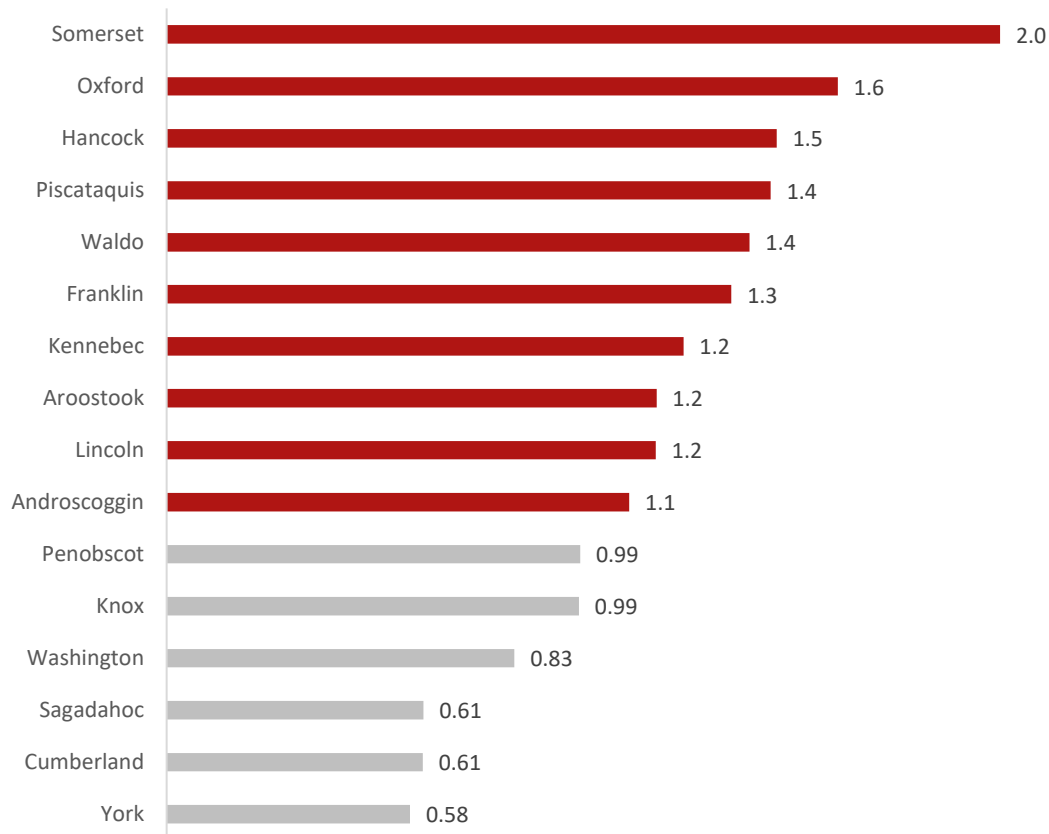
Approximately 12.2% of the 222 senior-driver related fatalities that occurred between 2017 and 2021 occurred in Cumberland County, followed by 10.8% in Kennebec County, and 9.9% in Penobscot County.

Senior Driver-Related Fatalities by County



Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate senior driver-related fatality rates, relative rates were computed by dividing the senior driver-related fatality rate of each county by its population rate. Somerset County, which held 3.84% of the senior population (aged 65 and older) according to the last 5-year American Community Survey, had 7.66% of the senior driver-related fatalities between 2017 and 2021, resulting in a relative rate of 2.0. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Senior-Related Fatality Rates



Senior Driver Serious Injuries

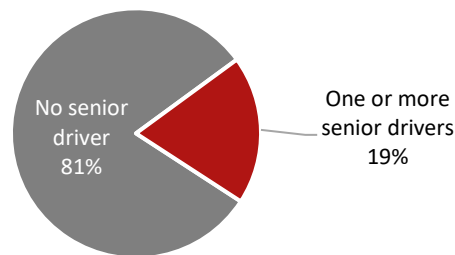
Serious Injury Facts

- ◆ Senior drivers were involved in 128 of the 667 crashes (19%) that resulted in serious injury in 2021.
- ◆ Of the 744 serious injuries that occurred, 143 (19%) involved a senior driver.

Serious Injury to Senior Drivers in Perspective

A total of 143 serious injuries were associated with senior drivers (ages 65 and older) in 2021. These injuries accounted for 19% of all serious injuries.

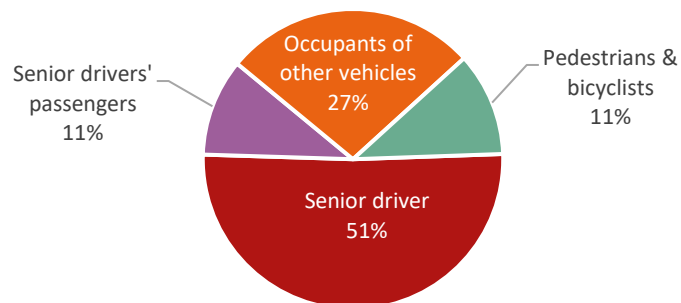
Serious Injury by Senior Driver



Who Is Seriously Injured?

Many of the serious injuries associated with senior drivers, 51%, were sustained by the senior driver. An additional 11% of injuries were sustained by the senior drivers' passengers. This suggests that 62% of the risk associated with senior drivers is borne by senior drivers and their passengers. An additional 38% of serious injuries were sustained by occupants of other vehicles, bicyclists, and pedestrians.

Serious Injuries & Senior Drivers by Person Type



Type of Crash

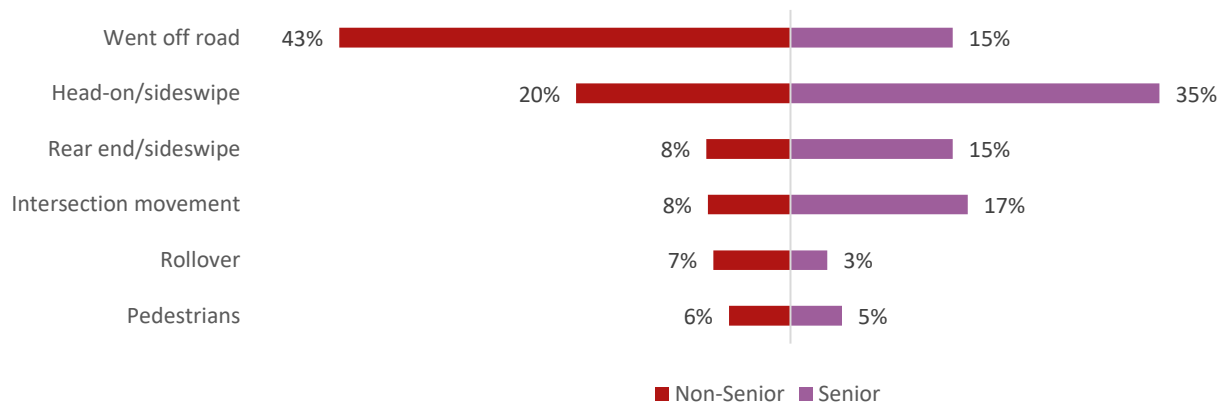
The majority (92%) of **all** serious injuries in 2021 were related to one of the following crash types:

- ◆ Went off road (38%)
- ◆ Head-on/sideswipe (23%)

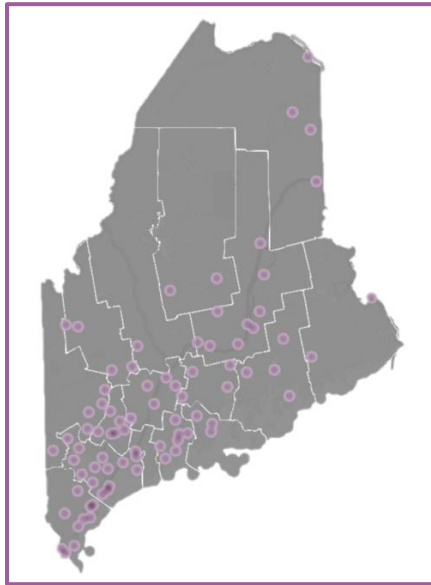
- ◆ Intersection movement (10%)
- ◆ Rear-end/sideswipe (9%)
- ◆ Rollover (7%)
- ◆ Pedestrian (6%)

The top categories differed, however, depending on whether the crash involved a senior driver, as shown in the graphic below. Crashes involving a senior driver were most likely to be *head-on/sideswipe* crashes. This type of crash accounted for 35% of all serious injury crashes involving a senior driver and 20% of all crashes involving no senior drivers. Crashes involving no senior driver were most likely to be *went off road* crashes. This type of crash accounted for 43% of all serious injury crashes involving no senior drivers and 15% of all crashes involving a senior driver.

Serious Injury by Type of Crash & Senior Driver

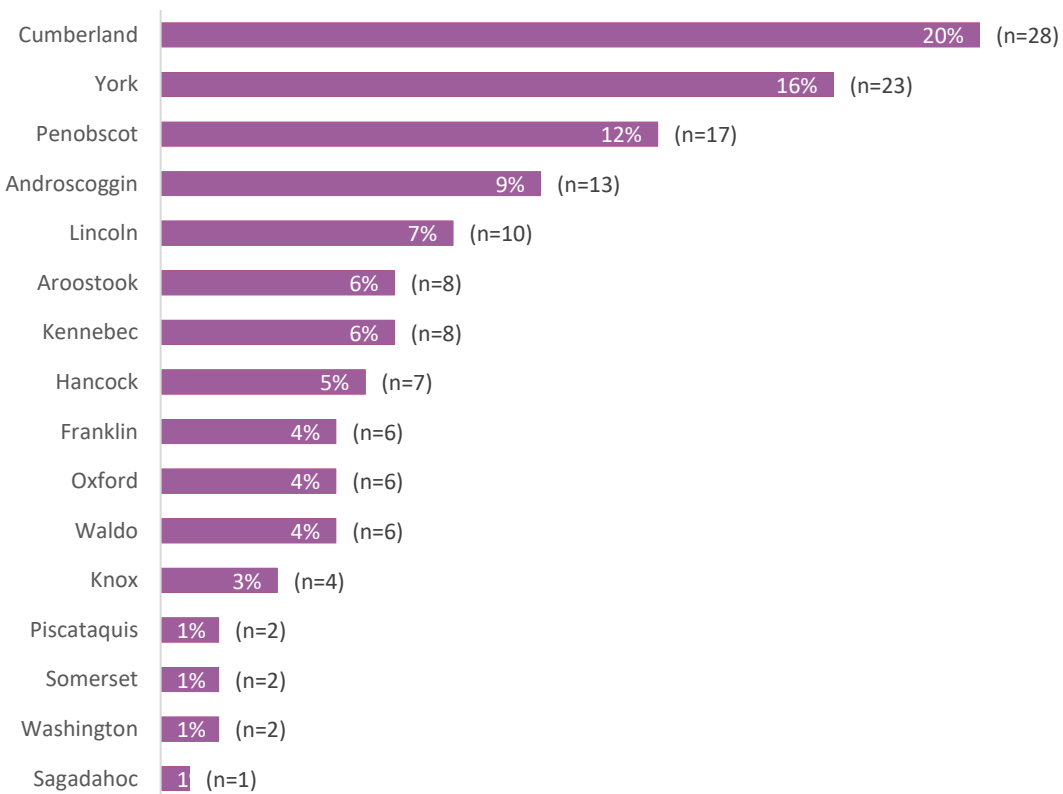


Senior Driver-Related Serious Injuries by County



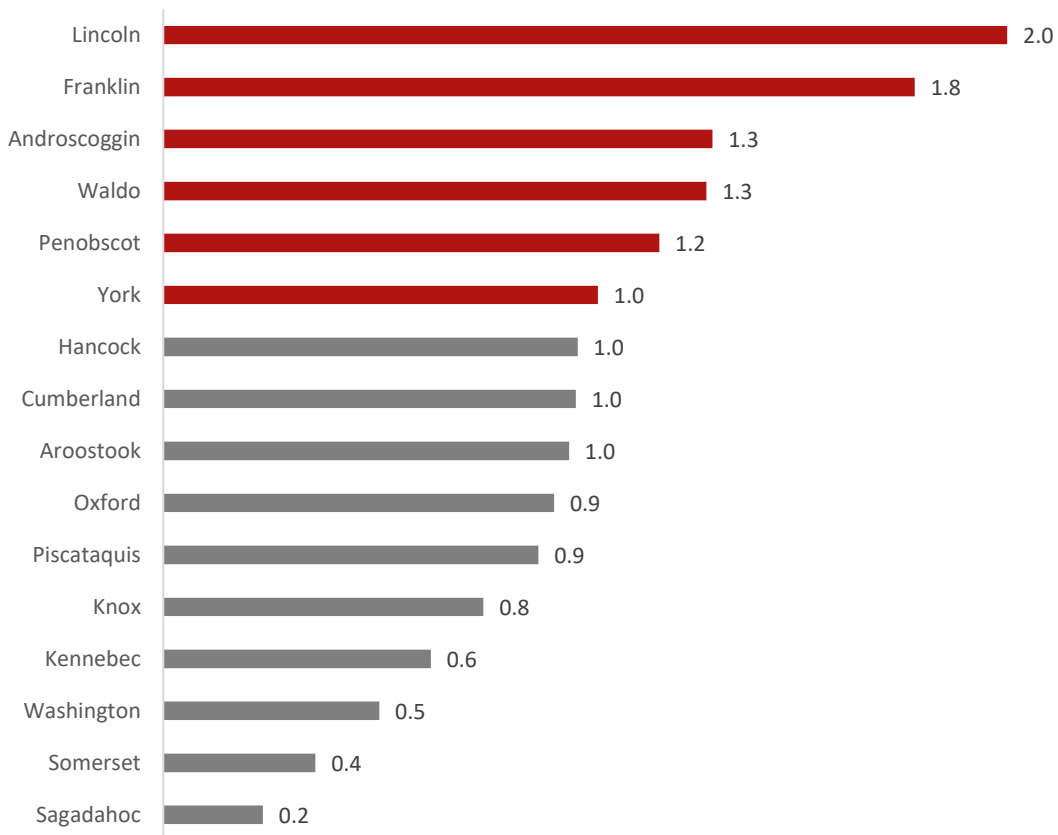
Approximately 20% of the 143 senior-driver related serious injuries in 2021 occurred in Cumberland County, followed by 16% in York County, and 12% in Penobscot County.

Senior Driver-Related Serious Injuries by County



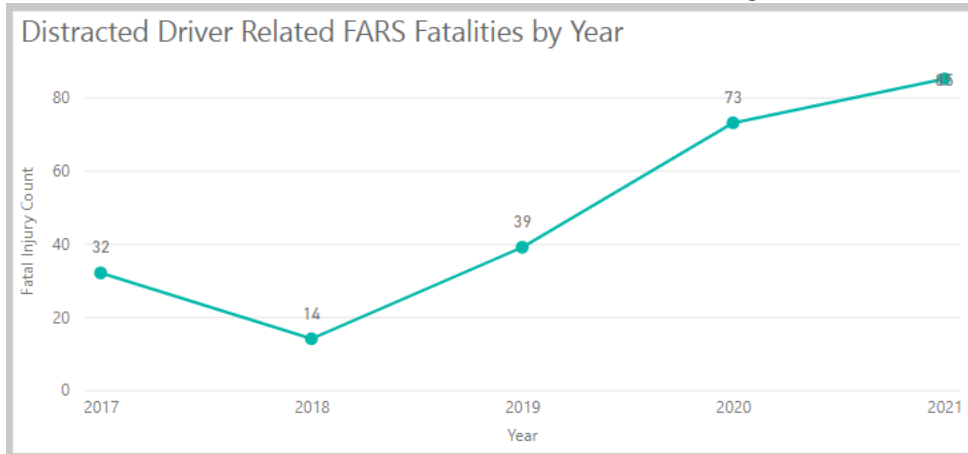
Often, the highest rates of a given event are observed in the most populous counties. To identify disproportionate senior driver-related serious injury rates, relative rates were computed by dividing the senior driver-related serious injury rate of each county by its population rate. Lincoln County, which held 3.47% of the senior population (aged 65 and older) according to the last 5-year American Community Survey, had 6.99% of the senior driver-related serious injuries in 2021, resulting in a relative rate of 2.0. This rate is disproportionately high, as are the rates of all counties displayed in red below.

Relative Senior Driver-Related Serious Injury Rates



Distracted Driving Crashes

2017-2021 Maine had 5,816 crashes related to distracted driving, these crashes resulted in 243 fatalities on

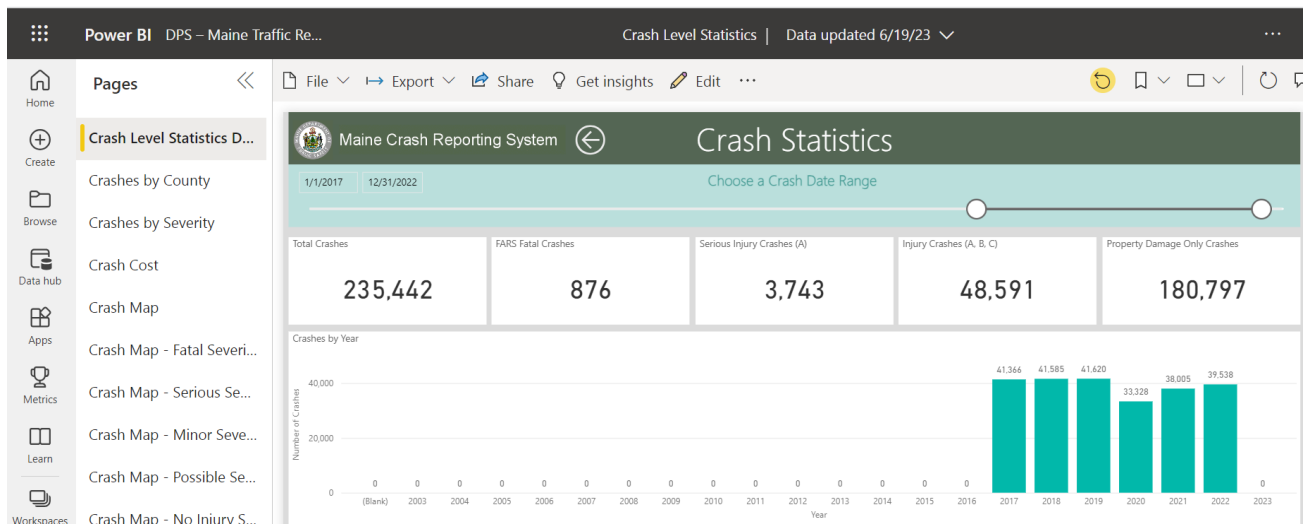


our roadways. 77% of these crashes are occurring when the weather is clear at the time of the crash. The highest months of reported distracted driving crashes are occurring when our State has the most traffic during our tourist months of June, July and August. Based on crash data of the reported crashes with distraction noted the highest age group of offenders is 25–29-year-old and 56% were male drivers while this data also shows that this is a widespread problem across our state that needs attention.

Traffic Records

A complete traffic records program is necessary for planning, problem identification, operations, management, and evaluation of a state's highway safety activities. MeBHS and our partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of the Traffic Records Coordinating Committee (TRCC) is to continue to develop a comprehensive traffic records system inclusive of the six core systems and databases. Maine's TRCC have made significant progress in improving the State's traffic records systems as demonstrated in the Traffic Records Strategic Plan. Maine traffic records projects are designed to increase MMUCC and NEMSIS compliance of these core systems. In addition, projects must increase timeliness, accuracy, completeness, uniformity, integration, and accessibility of specific systems.

The below example demonstrates the capabilities of the MeBHS Crash Data Warehouse which is used by MeBHS staff.



Emergency Medical Services (EMS)

Between 2017-2022, there was 56 crashes involving first responders. While fatalities and injuries are low, it still draws attention to the fact that these crashes are happening on Maine's roadways and roadsides.

Emergency Vehicle Crashes (Ambulance-Fire-Police)					
	(A) Suspected Serious Injury	(B) Suspected Minor Injury	(C) Possible Injury	(O) No Apparent Injury	Crashes
	Person Count	Person Count	Person Count	Person Count	Crash Count
2017 Total	0	1	1	47	17
2018 Total	0	5	1	9	8
2019 Total	2	1	6	32	12
2020 Total	0	1	0	12	7
2021 Total	0	1	0	9	6
2022 Total	0	0	2	18	10
Grand Total	2	9	11	118	56

In 2023, the Legislature of the 131st First Special Session agreed, and LD 980 was signed into law on June 1st. Section 1 of 29-A MRSA §2070, sub-§8 is enacted to read: Passing stationary vehicles. The operator of a vehicle passing a stationary vehicle that a reasonable person would conclude is disabled or that is using flashing lights to warn other operators of the vehicle's presence, with due regard to safety and traffic conditions, shall: A. Pass in a lane not adjacent to that of the stationary vehicle, if possible; or B. If passing in a nonadjacent lane is impossible or unsafe, pass the stationary vehicle at a careful and prudent speed reasonable for passing the vehicle safely. Violation of this subsection is a traffic infraction for which a fine of not less than \$275 must be adjudged.

Public Participation & Engagement §1300.11 (b)(2)

In BIL, Congress added a requirement that State highway safety programs result from meaningful public participation and engagement from affected communities, particularly those most significantly impacted by traffic crashes resulting in injuries and fatalities.

(i) Triennial HSP Engagement Planning

Description of the State's public participation and engagement planning efforts in the highway safety planning process and program,

Pre-PP&E Engagement Planning:

The State Plan for meeting and exceeding PP&E requirements was to begin with two open, non-community specific virtual sessions in early May followed by four in-person PP&E events in the counties of Hancock, Penobscot, York, and Aroostook representing rural communities identified through data analysis. While not considered as PP&E for NHTSA's approval requirements, the pre-planning virtual sessions were an open invitation to citizens to get to know the State Highway Safety Office (SHSO) and to advertise that we were conducting meaningful in-person engagement in selected communities. NHTSA has no prohibition against states going above and beyond to be inclusive, even if it is not considered "allowable" PP&E for the purposes of this Triennial Plan. All our public interactions generally result in the discovery that most citizens have never heard of the State Highway Safety Office nor have any idea what we do. They are quite familiar with the DOT, but not the SHSO. We believed that we had an opportunity to jump-start our PP&E with a statewide introduction and opportunity to discuss safety planning with all. We contacted radio and television stations and they agreed to do interviews and news stories on the upcoming in-person PP&E listening sessions. The television news outlets announced the days, times, and locations for our in-person sessions for more than a week during the morning, noon, and evening programs. We conducted interviews with radio stations, all to tell the folks of Maine who we are and why we were going to be in selected communities to discuss their safety concerns. It only seemed more inclusive and informative to also invite those folks who were not identified in the data, to also offer their concerns and opinions, and this we accomplished with two virtual listening sessions described below:

Virtual Listening Sessions:

Virtual Listening Sessions:
Opportunities to Inform Development of the
2024 Maine Highway Safety Plan

The Maine Bureau of Highway Safety will host two virtual listening sessions to gather public input to shape the development of the 2024 Annual Highway Safety Plan (HSP).

We welcome your ideas on several issues, including:

- What concerns do you have surrounding traffic safety in your community?
- What areas of traffic safety do you feel are working well in your community?
- What are the barriers to you safely traveling from point A to point B in your community? What ideas can be implemented by the Bureau of Highway Safety to overcome these barriers?
- What do you think are effective methods for Maine to enhance highway safety awareness initiatives?
- How can the Maine Bureau of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?
- How should MeBHS respond to the increase in roadway deaths?

We are also interested in hearing your input on any Highway Safety related issues that are important to you. We look forward to hearing your ideas and receiving your input. We value inclusion and access for all meeting participants. If you require accommodations, please contact us at least 48 hours prior to the meeting at BHSGrant.MDPS@maine.gov

Register for Listening Sessions:

Your thoughts and recommendations are important, so we are offering listening sessions to provide the opportunity for interested parties in Maine to participate. Please consider joining one of these listening sessions. To do so, please email: BHSGrant.MDPS@maine.gov and please clarify which session you will be attending.

Tuesday, May 2, 2023: 2:00pm - 4:00pm
Thursday, May 4, 2023: 2:00pm - 4:00pm

All the input gathered from the listening sessions and responses will be collected. We will use that information to inform the vision, goals, and strategies to assist in shaping our Annual Highway Safety Plan (HSP).

HEADS UP! SAFETY IS A TWO-WAY STREET
SURVIVE YOUR DRIVE
BUCKLE ME UP

Virtual Listening Outcome: MeBHS staff hosted two non-community specific virtual listening sessions to gather public input, from all interested persons, to shape the development of the 2024 Highway Safety Plan (HSP) and to introduce the SHSO and the in-person PP&E sessions in selected communities. Some questions that were asked of participants were about their knowledge of the SHSO, any concerns they have regarding traffic safety in their community, what areas of traffic safety are working well in their community, and what did they consider the most important traffic safety problem in their community. The virtual listening sessions were conducted on May 2 and 4 from 2:00-4:00pm via ZOOM. In total, there were 6 participants in the listening sessions. BHS gained meaningful public input on topics like educating passenger vehicles operating around commercial vehicles, pedestrians jaywalking, speeding, and environmental concerns regarding traffic safety. MeBHS advertised for these virtual listening sessions by posting the flyers on our social media accounts and website. Each Highway Safety Coordinator (HSC) reached out to their assigned law enforcement subrecipients and other known organizations for help on advertising and spreading the awareness about the upcoming sessions. For example, coordinators reached out to Augusta PD, Berwick PD, Brunswick PD, Holden PD, Kittery PD, Sabattus PD, Wells PD, Orono PD, Knox County SO, Ellsworth PD, Auburn PD, Lewiston PD, Presque Isle PD, Kennebec County SO, Lisbon PD and Westbrook PD to name a select few. Other organizations that were reached out were all of the CPS distribution and inspection sites like, Bar Harbor Fire Dept (FD), Belfast FD, Biddeford FD, Bucksport FD, Gorham FD, Cary Medical Center, Bucksport Regional Health Center, Central Maine Medical Center, Down East Community Hospital, Family Planning Association of Maine (WIC), Health Access Network, Inland Hospital, KVCAP, Mayo Regional Hospital, Norway FD, Houlton Ban Maliseet Native Americans, Pediatric Associates, Presque Isle FD and many, more. HSC's also posted flyers around the Department of Public Safety and other various agencies in the building, including Britt's Café in the office cafeteria. Television news stations advertised the PPE opportunities daily and they were also announced in various newspapers, community papers, and online news outlets. One HSC

conducted a radio interview on a morning show about the PPE events and the importance of community engagement and input.

Triennial HSP Engagement Planning:

The state reviewed and discussed the requirements of the Final Rule for 1300.11 (b)(2) and how best to meet those requirements in the time allotted before the due date of July 1, 2023. State attended all NHTSA webinars on PPE and spoke with other states regarding their plans for PPE. State met with NHTSA in April for a PPE planning meeting and reviewed some data sources (as previously described in the problem ID section of this plan) to help with identification of underserved communities and those overrepresented in crashes. A DRAFT plan was developed together with PPE flyers and a public-facing presentation for the communities identified and further discussed below.

Rural Communities Selected:

Aroostook County: Traditionally, rural communities have not received MeBHS grants due to the number of fatal crashes when compared to the state. When we weigh the county crash information by population, Aroostook County has a disproportionate number of crashes. According to the data found on USDOT Equitable Transportation Community (ETC) Explorer, Caribou has a high rate of disadvantaged populations and areas for concern. For example, 92% of their community experience longer commute times and difficulty traveling where they want to go via cars, walking and transit. Also, 82% of their community spend a high percentage of household income on transportation, like transit costs, vehicle maintenance, gasoline, etc. City of Caribou has a high fatality and low population rate, according to U.S. DOT data. BHS will utilize contacts in the county to determine a location or locations that serves the community best. The location will have safe and accessible parking for those that drive. BHS staff will utilize contacts at Aroostook County SO to print and post materials for the meeting. BHS staff will be meeting in Caribou on June 1st from 6:00pm to 9:00pm at “Thursdays on Sweden.” This is a big public, community event where hundreds of community members (all ages) gather. BHS will be set up with two booth spaces to engage and discuss with the public regarding any traffic safety concerns or issues.

Hancock County: According to State and FARS data, Hancock County has a high population and high fatality rate. The City of Ellsworth has a high fatality and low population rate, according to U.S. DOT data. Hancock County also has 3 or more community risks. According to USDOT Equitable Transportation Community (ETC) Explorer, the City of Ellsworth has a high rate (76%) for overall disadvantaged scores regarding transportation insecurity. 65% of their community experience longer commute times and difficulty traveling where they want to go via cars, walking and transit. Ellsworth experiences higher levels of fatalities per 100,00 persons related to motor vehicle crashes. Their percentage rate was high at 75%, which moves them into the disadvantaged zone. Compounding Traffic Safety issues are the influx of tourists in the area that hinder traffic safety activities. BHS staff will be going to Ellsworth Public Library on May 25 from 4:30pm-6:00pm. The location will have safe and accessible parking for those that drive, as well as proper accessibility for individuals to walk or bike. The location is ADA accessible. The site has PowerPoint/technology capabilities for the presentation followed by the discussion.

Penobscot County: Bangor, Maine has a high fatality and low population rate, according to U.S. DOT data. According to USDOT Equitable Transportation Community (ETC) Explorer, the City of Bangor has multiple high disadvantage component scores. For example, they rank high for climate and disaster risk burden at 78% as well as environmental burdens at 72%. Bangor also has a higher score (52%) for their poverty line which means they have a greater percentage of population with incomes below 200% of the federal poverty level. They also have a high score for income inequality index at 64%. This means that their communities have a larger income gap between rich and poor, indicating unequal distribution of wealth and limited access to recourses for low-income households. BHS staff will be going to Bangor Public Library on May 16 from 6:00pm to 7:30pm. The location will have safe and accessible parking for those that drive, as well as proper accessibility for individuals to walk or

bike. The location is ADA accessible. The site has PowerPoint/technology capabilities for the presentation followed by the discussion.

York County: Sanford, Maine has a high fatality and low population rate, according to U.S. DOT data. According to USDOT Equitable Transportation Community (ETC) Explorer, the City of Sanford has a high rate (50%) for overall disadvantaged scores regarding transportation insecurity. Sanford has a score of 39% for populations living with incomes below 200% of the federal poverty level. They have a score of 58% for populations over the age of 25 with less than a high school diploma. This can have a negative overall impact on their ability to access job opportunities, higher wages, transportation, etc. They also have a high score of 63% of populations over the age of 16 who are unemployed. BHS staff will be going to the Goodall Memorial Library in Sanford on May 17th from 5:00pm to 6:30pm. The location will have safe and accessible parking for those that drive, as well as proper accessibility for individuals to walk or bike. The location is ADA accessible. The site has PowerPoint/technology capabilities for the presentation followed by the discussion.

-including-

(A) A statement of the State’s starting goals for the public engagement efforts, including how the public engagement efforts will contribute to the development of the State’s highway safety program, including countermeasure strategies for programming funds;

Statement of starting goals: the starting goal for PPE for the MeBHS was to utilize available data tools to identify communities of concern and conduct engagement sessions within those communities to gather meaningful input for the 2024 HSP countermeasures prior to the July 1, 2023 THSP submission deadline.

And how public engagement contributes to development of highway safety program including Countermeasure strategies for programming funds

Useful and meaningful feedback or information gleaned from community engagement sessions contributes to the development of highway safety program(s) by incorporation of meaningful suggestions into actionable countermeasures and strategies where appropriate and data-driven.

(B) Identification of Affected and Potentially Affected Communities

Identification of the affected and potentially affected communities, including particular emphasis on underserved communities and communities overrepresented in the data, (i.e., what communities did the State identify at the outset of the process) and a description of how those communities were identified;

MEBHS staff identified affected communities primarily through crash data. MEBHS utilized maps provided by the US DOT that showed population rate versus fatality rate for both counties and cities across the country. These maps showed that there were several communities in Maine that had both a high fatality rate coupled with a low population. MEBHS compared this data with our own state fatality data. It all confirmed that these affected communities were overrepresented in fatal crash data. MEBHS also utilized US Census data, which showed the percentage of the population of each county in Maine that had 3 or more risk factors. Examples of these risk factors are: households without full-time, year-round employment, no broadband internet access, no vehicle access, age 65+, among several others. The counties that the chosen communities are in all show that between approximately 20% to 30% of their residents have 3 or more of these risk factors. Supporting our decision was also the physical location of the communities we chose. Given Maine’s large geographic size, the chosen communities allowed MEBHS to reach communities in the northern, central, southern, and coastal regions of the state. MEBHS also felt that the locations of these overrepresented communities would allow for different perspectives and traffic safety concerns to be heard, such as those from a tourist destination like a coastal

community, or those from a much more rural community in northern Maine, for example. The US DOT maps that were utilized can be found here: [Our Nation's Roadway Safety Crisis \(arcgis.com\)](https://arcgis.com). The US Census map that was utilized can be found here: [2019 Community Resilience Estimates \(arcgis.com\)](https://arcgis.com).

(ii) Triennial HSP Engagement Outcomes

Narrative description of the results of the states' engagement efforts including-

A. Steps taken by the state to produce meaningful engagement with affected communities, including-

- 1. Engagement opportunities conducted and a description of how those opportunities were designed to reach the communities identified above**

Steps taken to produce meaningful engagement – and – Engagement Opportunity Outcomes

Rural Community PPE Outcomes:

Aroostook County (Caribou):

In-Person Listening Sessions:
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We are also interested in hearing your input on any Highway Safety related issues that are important to you. We look forward to hearing your ideas and receiving your input. We value inclusion and access for all meeting participants. If you require accommodations, including translation services, please contact us at least 48 hours prior to the meeting at BHSGrant.MDPS@maine.gov

Please Consider Joining Us:
Your thoughts and recommendations are important, so we are offering listening sessions to provide the opportunity for interested parties in Maine to participate.

Thursday, June 1, 2023: 6:00 – 9:00pm
Thursdays on Sweden, Caribou, ME
Please find us at the Maine Bureau of Highway Safety booth

All the input gathered from the listening sessions and responses will be collected. We will use that information to inform the vision, goals, and strategies to assist in shaping our Annual Highway Safety Plan (HSP).

HEADS UP! SAFETY IS A TWO-WAY STREET
SURVIVE YOUR DRIVE
BUCKLE UP!

Highway Safety Coordinators attended the City of Caribou’s “Thursday on Sweden Street” Public Event on Thursday June 1, 2023. Our Highway Safety Office had reserved a “booth spot” along Sweden Street with the

coordinator of this outdoor event so that we could seek to gather input from this community regarding their highway safety concerns. Our other goal was also to possibly receive highway safety project ideas for our State's FFY2024 Highway Safety Plan (HSP). This event was scheduled to run from 6pm until 9pm. MeBHS was informed by Caribou's Police Chief that this was the 10th year anniversary of this public event.

One of Aroostook County's local news stations, WAGM-Channel 8, sent a news crew to cover the event. The reporter interviewed the MeBHS about our role in the public event. MeBHS discussed our goal of gathering highway safety concerns and that we would be seeking meaningful input from the community to help shape our Highway Safety Plan. We further explained that our highway safety office chose to conduct a PPE session in Caribou based off, in part, fatality crash data. The data showed that the City of Caribou is overrepresented in fatal crashes compared to other areas in Maine. This is due to the population size and the number of fatal crashes reported in the recent past. The live tv interview lasted just about 1 minute and it was aired on WAGM Channel 8 around 5:34pm. On Friday June 2nd, WAGM posted a lengthened story during their 6:00pm broadcast and included the longer interview conducted with them before the live interview conducted during the event on June 1st. <https://www.wagmtv.com/2023/06/06/maine-bureau-highway-hosts-listening-session-caribou/>

The event started promptly at 6pm. The event participants were made up of single people, couples, and families. As people stopped by the highway safety booth, the HSC introduced themselves to the citizens. They explained that they were Highway Safety Coordinators with the Maine Bureau of Highway Safety in Augusta. They also asked the citizens if they were familiar with the state's highway safety office and if they know what kind of work we do. Out of all the people that visited the highway safety booth during the 3-hour event, about half did acknowledge that they were familiar with the office and its work. In all, the HSC had highway safety discussions with about 50 people during the event.

Several people had infrastructure concerns. These centered mainly around wanting a few intersections in town changed. For example, they wanted certain streets to no longer have the option to go straight, but rather have only right and left turn options. They also felt some streets should be slightly altered due to the lack of downtown businesses currently. Others expressed concerns over many miles of Interstate-95 in Aroostook County being reduced to one lane for construction, and then never witnessing any work being done in those areas. For those issues, we said we could inform DOT.

We did hear some behavioral and actionable traffic safety concerns from more than half of the people we spoke with. The main concerns being speed and distracted driving in their communities. HSC had a lengthy discussion with one of the Caribou City Counselors. The Counselor, like most of the citizens we spoke with, expressed concerns about distracted driving and speeding. The Counselor suggested some safety message signs, to be placed in safe, highly visible locations along roads that might have a lot of curves, hills and/or other blind spots. The signs would remind motorists to not drive distracted and obey the posted speed limit. Also, it was suggested more education and enforcement to help combat the issues of distracted driving and speeding.

While the HSC did not receive any new project ideas from any of the citizens that had discussed their traffic safety concerns, the conversations had with many people suggested that education in traffic safety is needed in that community. Overall, this PPE event was successful, and the citizens offered thanks for the work done by the Maine Bureau of Highway Safety. The Caribou Police Department also offered thanks to the HSC for having attended this event and engaging with the public. They too felt it was beneficial to their community for the highway safety office to have had a booth at such a popular, well attended event. Below is an email to one of the HSC regarding the PP&E engagement session:

It was a pleasure meeting and conversing with you at Thursdays on Sweden this week.

Thank you for making the trip north and spending time with the people in the community. I hope you received a lot of good feedback.

I took a ride around Caribou yesterday just to fully absorb my surroundings, because it's very easy to take things for granted and fail to really SEE what's right there in front of you.

I retired after 50+ years in the property and casualty insurance business, so I probably have a more focused outlook than most and believe me, I don't think there is a scenario I haven't come across in all those years! I have to say my occupation made me much more aware and cautious (probably too

cautious) of the dangers that await drivers, especially in this day and age. So, instead of answering the specific questions, I hope you won't mind if I just simply ramble on about my observations and experiences.

Impaired and distracted driving are #1 on my list, and probably the scariest scenarios because the accidents are sudden and unexpected, and the most difficult, if not impossible to "fix". Education, steep fines and jail time are certainly warranted, but only the drivers themselves can actually solve the problem. Maybe public advertising that is of a more graphical nature, and signs along roads would help, especially more dangerous roads, reminding drivers not to text while driving or impaired.

Making sure road signs are visible and unobstructed. A driver can become distracted just trying to find the street they are searching for or may not see a speed limit or caution sign that may be obstructed by trees or bushes. This is also true for intersections. Cut bushes back so drivers don't have to pull out into the road too far to other cars coming.

Having adequate lighting at dark intersections and on bridges. I travel across the Fort St. bridge often, and there have been times when the lights on the bridge have been out for weeks at a time.

VERY IMPORTANT....timely painting of the lanes on the roads. Oh goodness....when a person is familiar with a road, they know where the lanes are even without the visible lines...but the drivers who aren't familiar can be dangerous! Fort Road intersection is a good example.

Some Yield signs should be stop signs. The on ramp coming from High Street to the Bypass is one example. Cars just fly out of there seemingly taking for granted everyone will pull over and yield to them.

Speed and impatience are, in my opinion, a big problem with drivers, but there isn't much you can do about that.

Keeping the grass mowed along the bypass and major arteries goes a long way to help with visibility of animals.

I think our streets and roads, for the most part, are in good shape. Sometimes the State waits too long to redo the ones they are responsible for though. Some of our sidewalks are dangerous.

Snow removal is good, they do the best they can, but when you're up against Mother Nature, people need to change their driving habits. Is there a service where a driver could call a phone number or look up something on the Internet that would show the road conditions for that particular day, especially during a storm?

Again, items concerning road signs: perhaps there could be more road signs pointing out situations like dangerous curves, dangerous intersections, children at play, slippery when wet, road narrowing, things like that that could take a person by surprise.

Guardrails... there are places that need them and don't have them and there are places that have them and they need replacing or re-installing.

Another thing that's near, and dear to my heart, would be some state help when a community has a failed road. I know there's FEMA and MEMA, but it takes a long time and there are a lot of stipulations to get any help with the reconstruction of a road that has failed. Example, a section of the River Road in Caribou failed 3 or 4 years ago and was unpassable. Thankfully, there was another entrance to the River Road, but it added about 5 miles to a person's commute by having to take what we call "the long way" around. Thanks to a great highway department, the road is now, while not completely repaired, passable.

We need more cops, steeper fines, and jail time for some habitual offenders, and all of this takes a lot more money. We do the best we can with what we have.

Thanks for what you do and have a great weekend.

Caribou City Councilor

Hancock County (Ellsworth):

In-Person Listening Sessions:
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We are also interested in hearing your input on any Highway Safety related issues that are important to you. We look forward to hearing your ideas and receiving your input. We value inclusion and access for all meeting participants. If you require accommodations, including translation services, please contact us at least 48 hours prior to the meeting at BHSGrant.MDPS@maine.gov

Please Consider Joining Us:
Your thoughts and recommendations are important, so we are offering listening sessions to provide the opportunity for interested parties in Maine to participate.

Thursday, May 25, 2023: 4:30 - 6:00pm
Ellsworth Public Library, 20 State St. Ellsworth, ME

All the input gathered from the listening sessions and responses will be collected. We will use that information to inform the vision, goals, and strategies to assist in shaping our Annual Highway Safety Plan (HSP).

HEADS UP! SAFETY IS A TWO-WAY STREET.
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Five Ellsworth residents attended, but only four stayed for any length of time. Apparently, there is soon to be construction on US-1 in Ellsworth, which was recently announced by the Maine DOT. It appears to include the addition of infrastructure countermeasures near a high crash location. One attendee thought we were there about that issue. The HSCs found the announcement the person had confused with ours, and the person was appreciative of the information and departed. A police officer and another person in attendance sat next to each other but did not stay long. The officer never spoke. The other attendee relayed that a new 79-unit apartment complex is being built on Route 3, and there is only a sidewalk being installed directly in front of where it's being constructed. The person said there are no bicycle lanes, other sidewalks, or crosswalks in the area and that it was believed that could be very dangerous as there's such a housing shortage, so the units will fill up very fast and there will be a sudden influx of pedestrians and bicyclists. The HSC agreed to forward those concerns to DOT. The officer left in the middle of us talking with this person, and then the person left right after we said we would inform DOT.

An attendee from MDI had similar concerns. This person said new housing will be built on the Island. This person is a member of a local coalition, and they're trying to figure out what to do as they're expecting a sudden

influx of pedestrians in a place where people are only used to seeing motorists. This person thought maybe some kind of education for motorists about that issue, and what to look for when it comes to pedestrians would be beneficial. When asked this person could not think of any coalitions or community groups that might be able to conduct this type of pedestrian education. The HSC told the person that maybe we could try to find a way to grant funds to provide that education. We also demonstrated the Crash Query Tool to answer some data-related questions. We gave out our business cards and encouraged this person to follow up if they had any further data questions.

The last attendee, who was probably in his 20's, seemed to be there just hanging out. This person did not speak up until near the end and then said he was only there for the Wifi. But he said he would like to see some kind of concrete median installed on Route 1, or maybe widening the road. He said any time there's a crash, the road is shut down. And he didn't like that. He thought one of his suggestions might help allow traffic to continue flowing by a crash scene.

Penobscot County (Bangor): No attendees.

In-Person Listening Sessions:
Opportunities to Inform Development of the
2024 Maine Highway Safety Plan

The Maine Bureau of Highway Safety is hosting listening sessions to gather public input to shape the development of the 2024 Annual Highway Safety Plan (HSP).

We welcome your ideas on several issues, including:

- What concerns do you have surrounding traffic safety in your community?
- What areas of traffic safety do you feel are working well in your community?
- What are the barriers to you safely traveling from point A to point B in your community? What ideas can be implemented by the Bureau of Highway Safety to overcome these barriers?
- What do you think are effective methods for Maine to enhance highway safety awareness initiatives?
- How can the Maine Bureau of Highway Safety design and implement innovative and culturally responsive highway safety traffic enforcement programs?
- How should MeBHS respond to the increase in roadway deaths?

We are also interested in hearing your input on any Highway Safety related issues that are important to you. We look forward to hearing your ideas and receiving your input. We value inclusion and access for all meeting participants. If you require accommodations, including translation services, please contact us at least 48 hours prior to the meeting at BHSGrant.MDPS@maine.gov

Please Consider Joining Us:
Your thoughts and recommendations are important, so we are offering listening sessions to provide the opportunity for interested parties in Maine to participate.

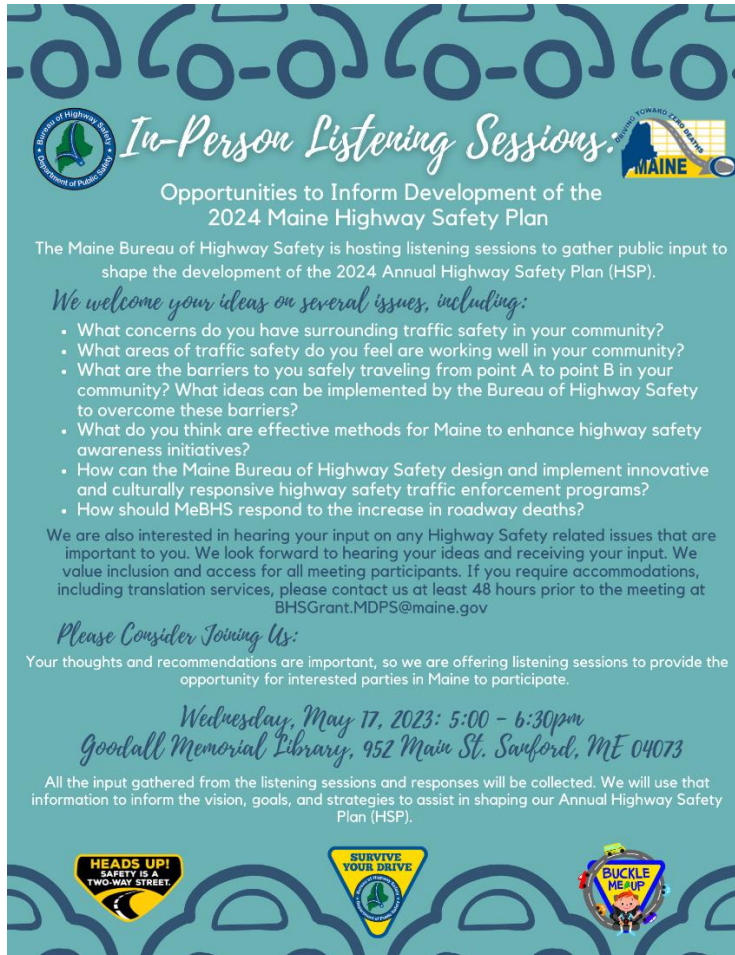
Tuesday, May 16, 2023: 6:00pm - 7:30pm
Bangor Public Library, 745 Harlow St, Bangor, ME

All the input gathered from the listening sessions and responses will be collected. We will use that information to inform the vision, goals, and strategies to assist in shaping our Annual Highway Safety Plan (HSP).

HEADS UP! SAFETY IS A TWO-WAY STREET
SURVIVE YOUR DRIVE
BUCKLE UP!

MeBHS will continue to look for meaningful opportunities for engagement with the Bangor-area communities. Engagement has already begun through connection with a military base looking for traffic safety education and outreach.

York County (Sanford): Four attendees -



Four people attended, but three people openly gave their thoughts and opinions. The fourth person was employed by Town of Sanford Public Works.

One attendee from Kennebunk brought up Route 99, specifically mentioning that the speed limit was raised from 45 to 50 miles per hour within the last few years. This attendee was very concerned for himself and his neighbors, no shoulders on the side of the road, not safe to stop with vehicle trouble or walk/bicycle along the road. The HSCs explained we were there to hear traffic safety concerns and could relay them onto Maine DOT, but ultimately, we cannot handle infrastructure. This attendee provided a letter regarding all the concerns along Route 99, including a petition signed by neighbors/other residents. This was submitted to Maine DOT.

The second attendee residing in Sanford had concerns about the heavy use of Grammar Road. Mentioned the amount of traffic traveling the road from inside and outside the community, especially concrete trucks. A situation happened the week before the Listening Session where a concrete truck was driving too fast on Grammar Road and almost crashed into a school bus because it was unable to slow down in time. HSCs questioned if Sanford Police Department was notified, and the attendee said yes.

The same attendee mentioned Route 202 on the Sanford town line has two lanes in both directions with stop lights. Two right turn only lanes and two lanes with left turn/straight without an arrow for left turns on shared lane. That is poor decision making by the Town of Sanford and Maine DOT. HSCs again explained we were there to

hear traffic safety concerns and could relay these other concerns to the Maine DOT, but ultimately, we cannot address infrastructure related concerns.

Another concern is pedestrians and bicyclists not following the road guidelines (traveling in same or opposite direction of traffic, wearing dark clothing or no lights to illuminate themselves at night). HSCs mentioned possibility to partner with Sanford Police Department to offer a Pedestrian/Motor Vehicle Traffic Enforcement for federal fiscal year 2024. Attendee thought that would be helpful, need more enforcement within the community. Outreach possibilities for HSCs in Sanford are bicycle groups – Trail Committee and Cycle Sanford to provide more education to the community.

The third attendee also resides in Sanford, on Railroad Avenue. Where the attendee lives on the road is a 25 miles per hour section, but further up the road it turns into 35 miles per hour and higher. The road has recently been paved by the Town of Sanford and construction trucks are destroying it with the heavy loads, driving too fast. The attendee suggested adding removeable speed bumps as a deterrent for others to seek another route or slow down.

This attendee also mentioned Sanford has a driving circle in the downtown area (roundabout). City council is in the process of placing an art exhibit in the middle of the circle, concerned if this will cause more distraction. Attendee mentioned the circle does not have painted lines, causes more confusion for drivers using the lanes and many in the community might not have the knowledge on how to drive through it. HSCs questioned the Public Works employee to determine if that was a town issue or a Maine DOT issue. Public Works employee stated it was Maine DOT as they are the ones who installed the roundabout.

Public Works employee did not agree with the idea of removeable speed bumps as they are an eye sore and can cause damage to the road itself.

2. *Accessibility measures implemented by the state in its outreach efforts and in conducting engagement opportunities*

State ensured that outreach regarding PPE opportunities (both virtual and in-person) included information pertaining to requests for accessibility accommodations, including translation services. See flyer example under Outcomes – Ellsworth for example of accessibility language and assurances that locations selected were ADA compliant. Additionally, sessions were conducted at different times to possibly fit the needs of more.

B. *Results of engagement opportunities conducted including-*

1. *A description of attendees and participants, and as feasible, whether they are members of the affected communities identified above* (See above descriptions of PPE outcomes for description of attendees/participants.)

2. *A summary of the issues covered, (see above) and*

C. *How the affected communities comments and views are incorporated into the development of the Triennial HSP.*

The MeBHS used meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. PP&E sessions held informed the MeBHS that communities do not feel safe using their roads for walking, biking or other activities not related to driving a motor vehicle and that speeding is a rampant and aggressive behavior that must be addressed in both rural communities and more densely populated cities and towns. The Countermeasure strategies outlined below will show how the community views and comments have been incorporated with respect to these issues and concerns.

(iii) Ongoing engagement planning:

Describe the public participation and engagement efforts the state PLANS to undertake during the THREE-YEAR triennial HSP period, including –

Future Engagement opportunities include:

Washington County: has a low population and high crash rate. They also have 3 or more community risks. Currently there are limited contacts in Washington County to create trust to schedule a public input meeting. The suggested first outreach is to the CPS distribution center to build trust and public engagement.

Amish and Hispanic Communities: Aroostook County to address rural, low income, Amish, and Hispanic communities. One meeting in Smyrna to reach the Amish. BHS staff will utilize contacts at Aroostook County SO to print and post materials for the meeting. BHS will reach-out to DOT to get a contact with the Amish Community.

Refugee Center Outreach; Lewiston, Maine and the Refugee Center to reach the Somali diaspora community. Traditionally, the refugee communities have not received BHS grants due to the number of fatal crashes when compared to the state. When we weigh the county crash information by population, the Somali Community has a disproportionate number of crashes. BHS will utilize contacts in Lewiston, Maine and the CPS community to determine a location or locations that serves the community best. Due to the urban nature of this community, there will be a focus of conducting the meeting(s) in neutral locations that have access to public transportation, easy and safe side walks. The locations will have safe and accessible parking for those that drive. BHS will be reaching out to DHHS for translation services of materials and during the presentation. Estimate to conduct meeting(s) after July 1st, this will be dependent on communities needs and availability.

Tribal Nations: Penobscot Nation, Passamaquoddy Tribe at Indian Township, Passamaquoddy Tribe at Pleasant Point, Mi'kmaq Nation, Houlton Band of Maliseet Indians, to reach the Tribal Nations within Maine. Traditionally, the Tribal Nations have not received BHS grants due to the number of fatal crashes when compared to the state. When we weigh the county crash information by population, the Tribal Nations has a disproportionate number of crashes. BHS will utilize contacts in each of the Nations to determine a location or locations that serves the community best. Due to the historic mistrust that the Nations have with Government entities, it is critical that the meetings occur in neutral locations such libraries or community centers to foster and build trust. The locations will have access to safe and accessible parking. BHS will be reaching out to the list of contacts below to help organize the best times and locations of the meetings. Estimate to conduct meeting(s) after July 1st, this will be dependent on communities needs and availability.

A. A statement of the states' goals for PPE

State goals are to continue to evaluate available and applicable data to conduct meaningful PPE throughout the federal fiscal years 2024-2026. See above for engagement identified for FFY 2024. While data analysis plays a critical role in identifying problems and potential solutions, it's equally important to engage the public and consider their input during countermeasure selection. Every community is different, and what works well in one community may not be the best approach in another. In addition, it's important for citizens to buy into the efforts taking place in their community. Stakeholder buy-in helps maximize effectiveness and promote sustainability of the program. Regular public engagement also helps build community trust and prevents the SHSO from overlooking new opportunities and falling into a predictable cycle of planning the same activities year in and year out.

- B. Identification of the affected and potentially affected communities including emphasis on underserved and overrepresented communities and a description of how those communities were identified (See above)***
- C. The steps the Sate plans to take to reach and engage those communities including accessibility measures implemented in its outreach and in conducting engagement opportunities , The State will use the same***

process of identifying overrepresented and underserved communities using all of the available data sources and demographic sources as was used for the above described PP&E efforts **and**

- D. ***How the affected communities' comments and views will be incorporated into the decision-making process.*** Meaningful and actionable comments, views and ideas will be incorporated into the decision-making process when countermeasures are selected for each annual grant application.

Performance Plan §1300.11 (b)(3)

(i)List of Data-Driven Performance Targets and (ii) Core Performance Measures:

	CORE OUTCOME MEASURES	Timeframe	2017	2018	2019	2020	2021	HSP Targets		
								2024	2025	2026
C-1	Traffic Fatalities (FARS)	Annual	173	136	157	164	153	160	160	160
		5-Year Average	153	151	156	158	157			
C-2a	Serious Injuries in Traffic Crashes (State Crash File)	Annual	731	685	689	607	711	709	709	709
		5-Year Average	782	746	721	692	685			
C-2b	Serious Injury in Traffic Crash Rate (State Crash File)	Annual	4.89	4.56	4.56	4.59	4.81	4.79	4.79	4.79
		5-Year Average	5.32	5.04	4.82	4.72	4.68			
C-3a	Fatalities/VMT (FARS/FHWA)	Annual	1.17	0.92	1.06	1.25	1.05	1.12	1.12	1.12
		5-Year Average	1.04	1.02	1.04	1.08	1.09			
C-3b	Rural Mileage Death Rate (FARS)	Annual	1.36	1.13	1.23	1.44	1.16	1.23	1.23	1.23
		5-Year Average	1.28	1.23	1.25	1.29	1.27			
C-3c	Urban Mileage Death Rate (FARS)	Annual	0.77	0.42	0.63	0.78	0.77	0.70	0.70	0.70
		5-Year Average	0.48	0.55	0.61	0.64	0.67			
C-4	Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions (FARS)	Annual	53	49	48	63	55	53	52	51
		5-Year Average	52	51	53	55	54			
C-5	Alcohol-Impaired Driving Fatalities (FARS)	Annual	48	39	49	60	45	47	46	45
		5-Year Average	48	48	51	53	48			
C-6	Speeding-Related Fatalities (FARS)	Annual	50	42	49	49	26	42	41	40
		5-Year Average	51	49	51	49	43			
C-7	Motorcyclist Fatalities (FARS)	Annual	26	23	27	29	21	24	23	22
		5-Year Average	20	22	25	25	25			
C-8	Unhelmeted Motorcyclist Fatalities (FARS)	Annual	17	18	20	21	13	17	16	15
		5-Year Average	14	15	18	18	18			
C-9	Drivers Age 20 or Younger Involved in Fatal Crashes (FARS)	Annual	18	9	12	17	12	13	12	11
		5-Year Average	17	15	14	15	14			
C-10	Pedestrians Fatalities (FARS)	Annual	20	6	16	9	19	13	12	11
		5-Year Average	15	14	16	14	14			
C-11	Bicyclist Fatalities (FARS)	Annual	2	2	2	2	2	2	2	1
		5-Year Average	2	2	2	2	2			

	CORE BEHAVIOR MEASURE	Timeframe	2017	2018	2019	2020	2021	HSP Targets		
								2024	2025	2026
								B-1	Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual
5-Year Average	85.6%	86.7%	87.4%	--	89.2%					
	ADDITIONAL MEASURES	Timeframe	2017	2018	2019	2020	2021	HSP Target		
								2024	2025	2026
	Senior Driver Fatalities	Annual	36	28	24	29	26	28	27	26
		5-Year Average	25	26	27	29	29			
	Distracted Driver Fatalities	Annual	13	6	10	9	6	8	7	6
		3-Year Average	11	8	10	9	8			
	EMS First Responder Fatalities	Annual	0	0	0	0	1	0	0	0
	ADDITIONAL MEASURE	Timeframe	Spring 2019	Spring 2020	Spring 2021	Spring 2022	Spring 2023	HSP Target		
								Spring 2024	Spring 2025	Spring 2026
	Media Recall Target	Season	47%	52%	35%	36%	43%	43%	44%	44%
		5-Year Average	49%	48%	46%	45%	43%			

	TRAFFIC RECORDS MEASURES	Timeframe	2019	2020	2021	2022	2023	HSP Target		
								2024	2025	2026
	5.1.1 eCitation Completeness-Lat/Long	4/1-3/31	5.16	6.72	12.66	17.54	22.86	24	25	26
	5.1.2 eCitation Timeliness-Maine Violations Bureau	4/1-3/31				5.0	3.8	3.7	3.6	3.5
	5.1.3 eCitation Uniformity-Maine Violations Bureau	4/1-3/31					46	52	53	54
	5.1.4 eCitation Completeness-Agency Court	4/1-3/31			19	23	48	64	66	68
	5.1.5 eCitation Completeness-Officer User Count	4/1-3/31			380	450	850	1100	1110	1120
	5.1.6 eCitation Timeliness	4/1-3/31			6	22	40	4	3.9	3.8
	5.1.7 Crash Completeness	4/1-3/31		66	66	66	66	66	66.5	67
	5.1.8 Crash Timeliness-Received within 5 days	4/1-3/31				88	88.5	88.5	88.6	88.7
	5.1.9 Crash Timeliness-Average	4/1-3/31			5.5	5.5	5.4	5.4	5.3	5.2
	5.1.10 Crash Uniformity	4/1-3/31		44	44	44	44	44	44.1	44.2
	5.1.11 EMS Uniformity	4/1-3/31		99.99	100	100	100	100	100	100
	5.1.12 EMS Completeness	4/1-3/31				65	92			
	5.1.13 EMS Timeliness-Received within 24 Hours	4/1-3/31				86	86			
	5.1.14 Roadway Uniformity-MIRE – Road Segment	4/1-3/31					88	8.1	88.2	88.3
	5.1.15 Roadway Uniformity-MIRE -At Grade Intersections/Junctions Elements	4/1-3/31					77	77.1	77.2	77.3
	5.1.16 Roadway Uniformity – MIRE – Interchange/Ramp Elements	4/1-3/31					59	59.1	59.2	59.3

	ACTIVITY MEASURES	Timeframe	2017	2018	2019	2020	2021	2022
A-1	# of Seat Belt Citations Issued During Grant-Funded Enforcement Activities	Annual	4,606	4,669	3,072	1,449	1,069	870
		5-Year Average	3,950	4,187	3,947	3,559	2,973	2,226
A-2	# of Impaired Driving Arrests Made During Grant-Funded Enforcement Activities	Annual	276	319	289	165	168	196
		5-Year Average	461	415	353	286	243	227
A-3	# of Speeding Citations Issued During Grant-Funded Enforcement Activities	Annual	4,717	8,306	3,398	3,540	3,503	2,654
		5-Year Average	5,853	6,544	6,270	5,236	4,693	4,280

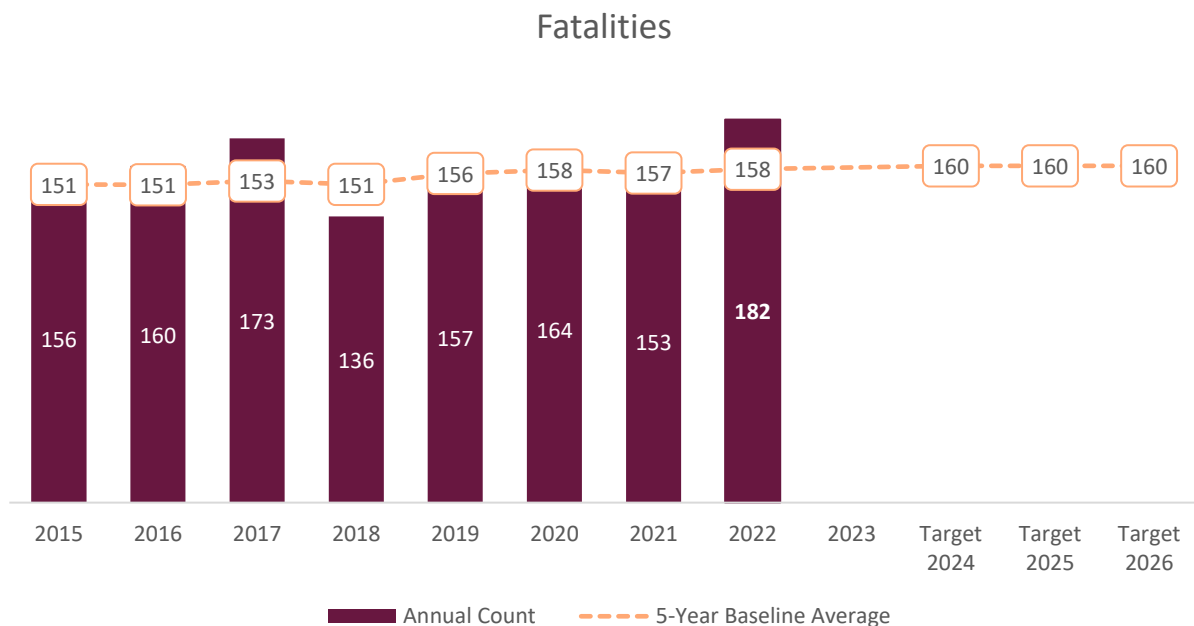
Performance Measure: C-1) Traffic Fatalities

Maine Fatality data has varied widely during the 2023 Benchmark Performance Period (2018-2022) ranging from 136 in 2018 to 182 in 2022. The latest 2022 fatality count of 182 is the highest in Maine since 2007. Maine's current safety level is 164. Despite the rebound in traffic volumes experienced in 2022, the lower VMT experienced in 2020 and 2021 due to the pandemic will continue to impact the 5-year fatality rate for a few more years. The good news is that Maine's YTD 2023 fatality count as of June 1 is significantly lower than at this point in any of the previous four years. Maine's target for 2023 was 160 therefore Maine will employ a constant target for 2024. Maine intends to achieve the below stated targets through successful implementation of the State Strategic Highway Safety Plan, and the program specific projects identified in the 2024 Annual Grant Application including carrying out a robust statewide strategic media plan, occupant protection programs to increase seat belt usage for adults and children, and activities to decrease speeding, distracted driving, and impaired driving. Additionally, we will continue to engage in public engagement to ensure that our roadway safety messages are meaningful to all communities.

2024 Target: Maine will hold its fatality count to 160.

2025 Target: Maine will hold its fatality count to 160.

2026 Target: Maine will hold its fatality count to 160.



Performance Measure: C-2a) Number of Serious Traffic Injuries (State crash data files)

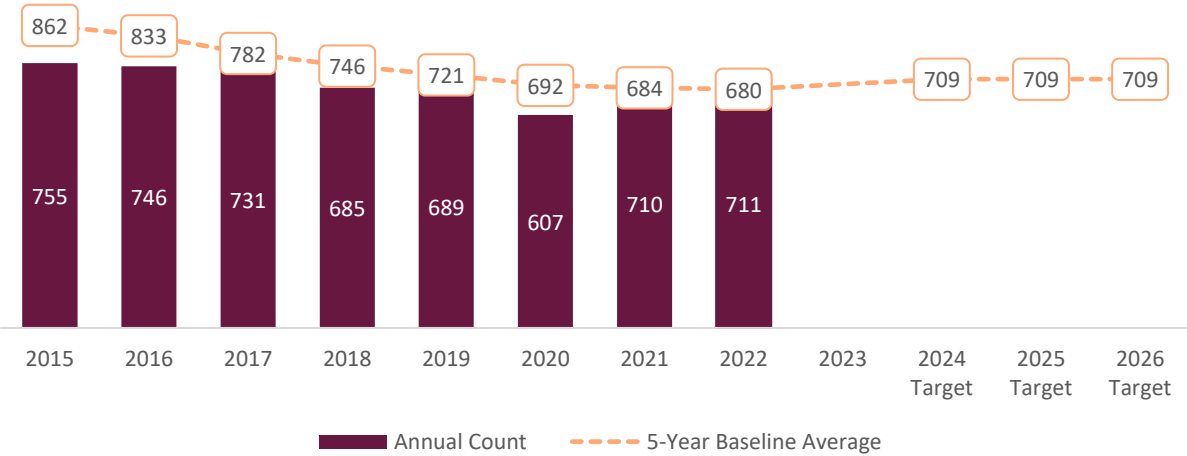
Serious injuries from motor vehicle crashes often result in life-changing impacts on those who use our transportation system. While serious injuries have shown improvement over the years, that improvement has been not steady. Maine’s current safety level is 710.5. Maine’s 2022 serious injury count was about equal to its 2021 count. Maine’s target was 710 in 2023, therefore Maine proposes a reduction to 709 and maintaining that target for 2025 and 2026. Much like the fatality target, Maine intends to achieve the below stated targets through successful implementation of the State Strategic Highway Safety Plan, and the program specific projects identified in the 2024 Annual Grant Application including carrying out a robust statewide strategic media plan, occupant protection programs to increase seat belt usage for adults and children, and activities to decrease speeding, distracted driving, and impaired driving. Additionally, we will continue to engage in public engagement to ensure that our roadway safety messages are meaningful to all communities.

2024 Target: Maine will hold its 5-year serious injury average for 2020-2024 to 709.

2025 Target: Maine will hold its 5-year serious injury average for 2021-2025 to 709.

2026 Target: Maine will hold its 5-year serious injury average for 2022-2026 to 709.

Serious Injuries



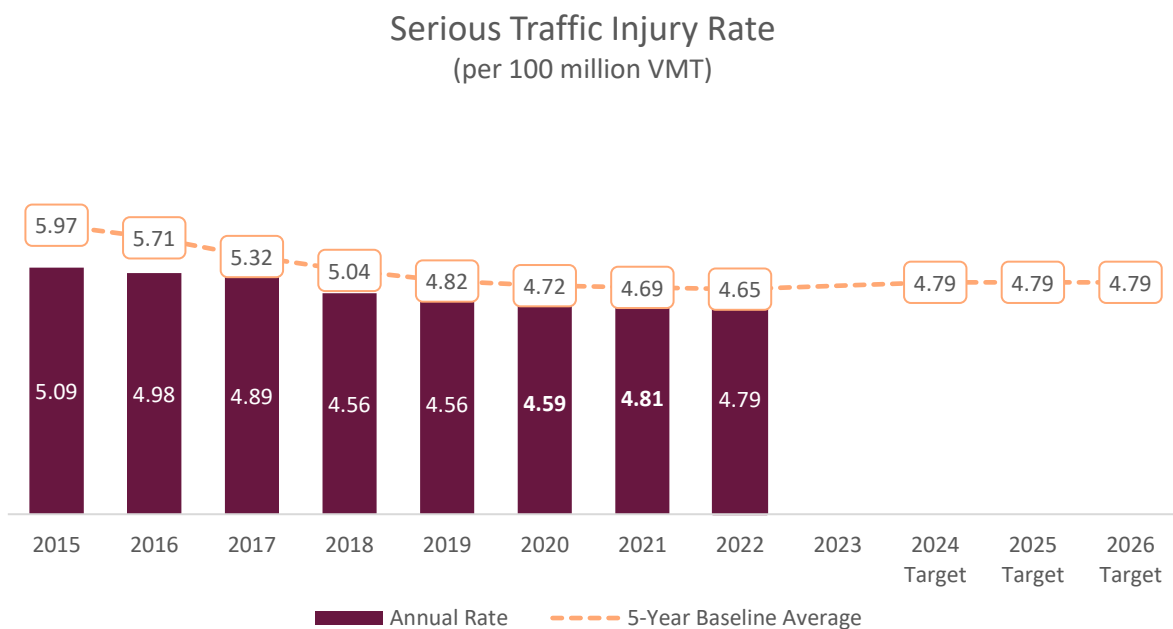
Performance Measure: C-2b) Serious Injury Rate

Serious injuries from motor vehicle crashes often result in life-changing impacts on those who use our transportation system. While serious injuries have shown improvement over the years, that improvement has been not steady. Maine's current safety level is 4.80. Maine's 2022 serious injury rate was about equal to its 2021 rate. Maine's target for 2023 was set at 4.80 for 2023 therefore Maine is setting a reduction target of 4.79 for 2024 and maintaining that through 2026. Much like the fatality target, Maine intends to achieve the below stated targets through successful implementation of the State Strategic Highway Safety Plan, and the program specific projects identified in the 2024 Annual Grant Application including carrying out a robust statewide strategic media plan, occupant protection programs to increase seat belt usage for adults and children, and activities to decrease speeding, distracted driving, and impaired driving. Additionally, we will continue to engage in public engagement to ensure that our roadway safety messages are meaningful to all communities.

2024 Target: Maine will hold its 5-year serious injury rate average for 2020-2024 to 4.79.

2025 Target: Maine will hold its 5-year serious injury rate average for 2021-2025 to 4.79.

2026 Target: Maine will hold its 5-year serious injury rate average for 2022-2026 to 4.79.



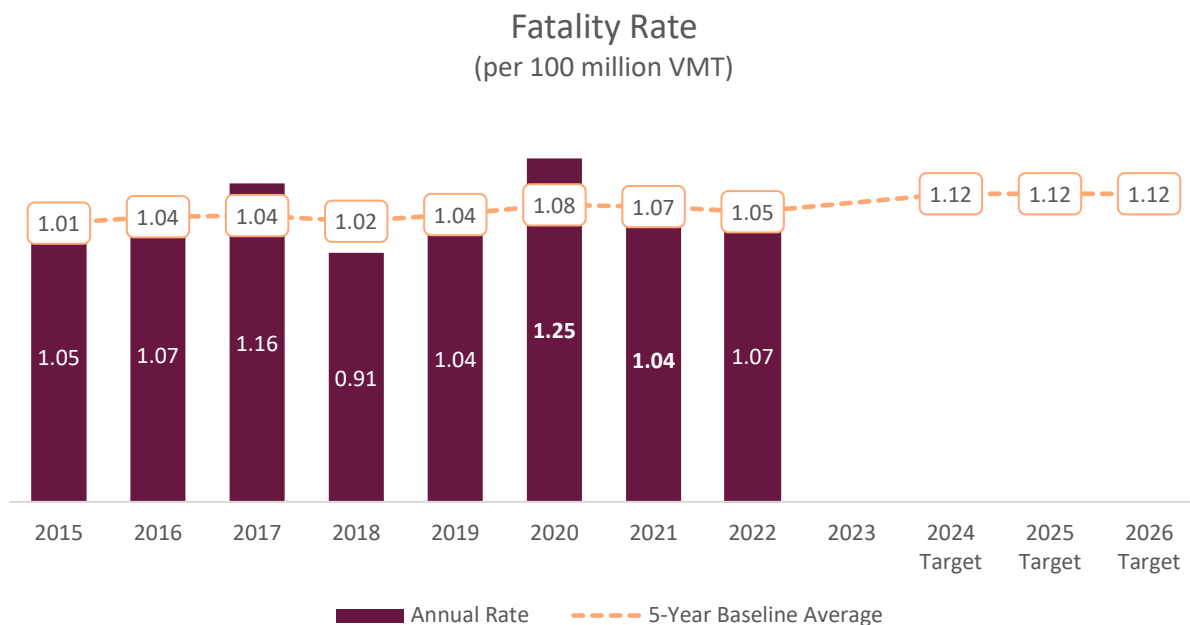
Performance Measure: C-3a) Fatalities/VMT

Maine fatality rates have varied widely during the 2023 Benchmark Performance Period (2018-2022) ranging from 0.91 in 2018 to 1.25 in 2022. Maine’s current safety level is 1.17. Despite the rebound in traffic volumes experienced in 2022, the lower VMT experienced in 2020 and 2021 due to the pandemic will continue to impact the 5-year fatality rate for a few more years. The good news is that Maine’s YTD 2023 fatality count as of June 1 is significantly lower than at this point in any of the previous four years. Maine’s target for 2023 was 1.12; Maine will employ a constant target for 2024.

2024 Target: Maine will hold its 5-year fatality rate to 1.12 for 2020-2024.

2025 Target: Maine will hold its 5-year fatality rate to 1.12 for 2021-2025.

2026 Target: Maine will hold its 5-year fatality rate to 1.12 for 2022-2026.



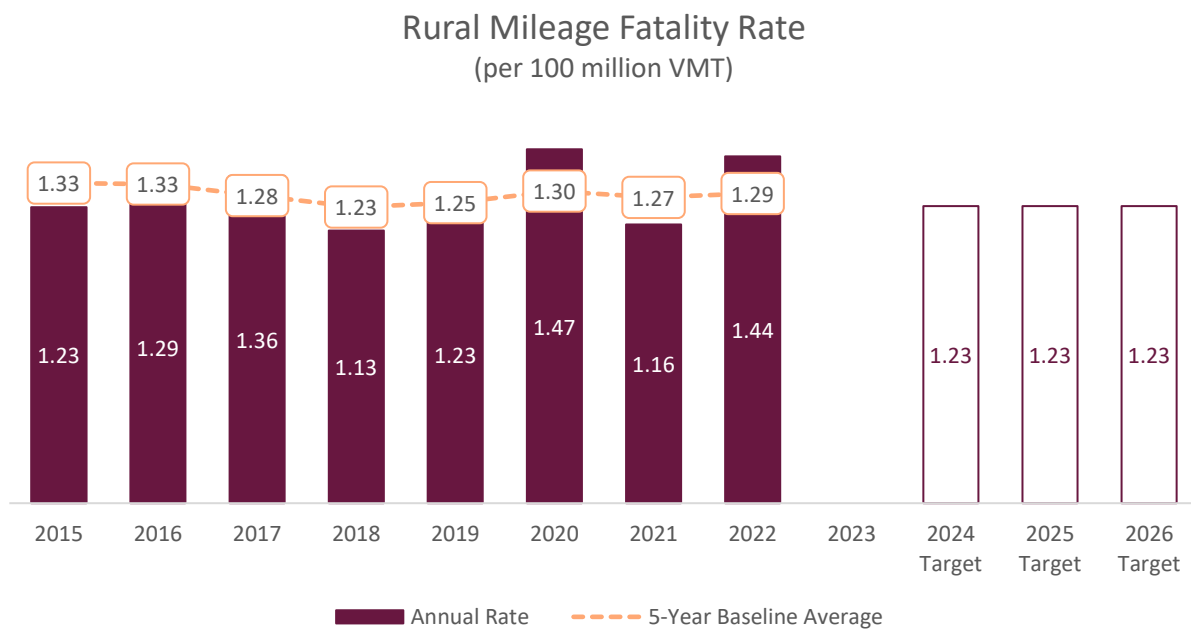
Performance Measure: C-3b) Rural Mileage Death Rate

Maine rural fatality rates have varied widely from 2018 to 2022, ranging from 1.13 in 2018 to 1.47 in 2020. The 5-year fatality rate through the period was 1.29. Despite the rebound in traffic volumes experienced in 2022, the lower VMT experienced in 2020 and 2021 due to the pandemic will continue to impact the 5-year fatality rate for a few more years. The good news is that Maine's YTD 2023 fatality count as of June 1 is significantly lower than at this point in any of the previous four years.

2024 Target: Maine will decrease its rural fatality rate from a baseline (2018-2022) rate of 1.29 to a target rate of 1.23 for 2024, a 4.1% decrease.

2025 Target: Maine will decrease its rural fatality rate from a baseline (2018-2022) rate of 1.29 to a target rate of 1.23 for 2025, a 4.1% decrease.

2026 Target: Maine will decrease its rural fatality rate from a baseline (2018-2022) rate of 1.29 to a target rate of 1.23 for 2026, a 4.1% decrease.



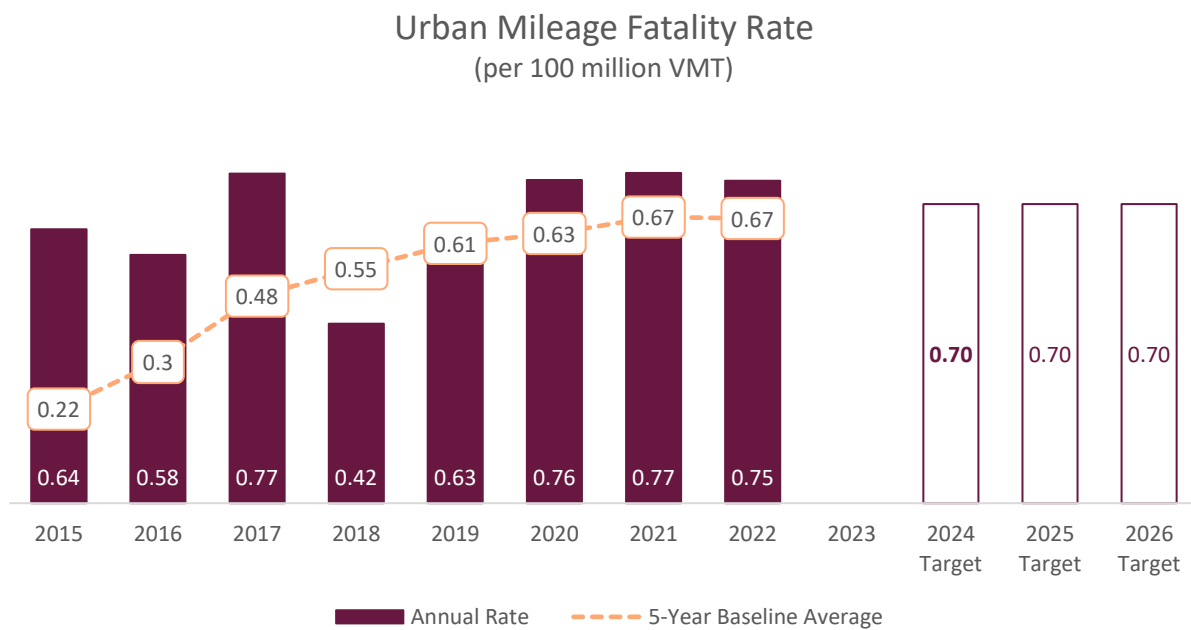
Performance Measure: C-3c) Urban Mileage Death Rate

Maine urban fatality rates have varied widely from 2018 to 2022, ranging from 0.42 in 2018 to 0.77 in 2021. The 5-year fatality rate through the period was 0.67. Despite the rebound in traffic volumes experienced in 2022, the lower VMT experienced in 2020 and 2021 due to the pandemic will continue to impact the 5-year fatality rate for a few more years. The good news is that Maine’s YTD 2023 fatality count as of June 1 is significantly lower than at this point in any of the previous four years.

2024 Target: Maine will decrease its urban fatality rate from a baseline (2022) rate of 0.75 to a target rate of 0.70 for 2024, a 7.2% decrease.

2025 Target: Maine will decrease its urban fatality rate from a baseline (2022) rate of 0.75 to a target rate of 0.70 for 2025, a 7.2% decrease.

2026 Target: Maine will decrease its urban fatality rate from a baseline (2022) rate of 0.75 to a target rate of 0.70 for 2026, a 7.2% decrease.



Performance Measure: C-4) Unrestrained Passenger Vehicle Occupant Fatalities

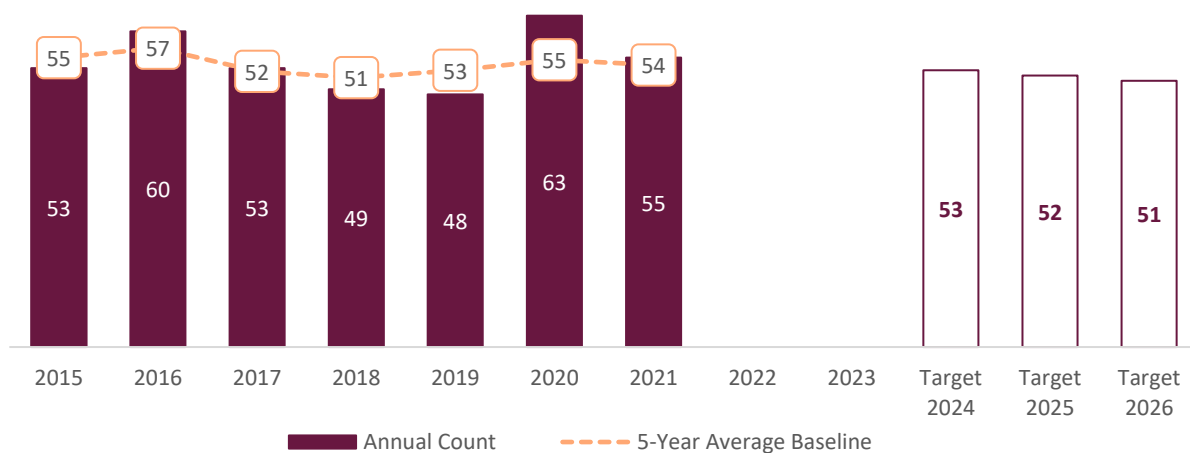
While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 4.1%, Maine will attempt to reverse this trend, reducing the number of unrestrained passenger vehicle occupant fatalities to the below stated targets. Maine intends to achieve the below stated targets through successful implementation of the State Strategic Highway Safety Plan, and the occupant protection and child passenger safety program specific projects identified in the Annual Grant Application including carrying out a robust statewide strategic media plan together with community-based education programs, training of child passenger safety technicians and increasing voluntary seat belt usage by adults and children. Additionally, we will continue to engage in public engagement to ensure that our roadway safety messages are meaningful to all communities.

2024 Target: Maine will decrease its unrestrained fatalities from a baseline (2017-2021) value of 54 to a target value of 53, a 1.9% decrease.

2025 Target: Maine will decrease its unrestrained fatalities from a baseline (2017-2021) value of 54 to a target value of 52, a 3.7% decrease.

2026 Target: Maine will decrease its unrestrained fatalities from a baseline (2017-2021) value of 54 to a target value of 51, a 5.6% decrease.

Unrestrained Passenger Vehicle Occupant Fatalities



Performance Measure: C-5) Alcohol-Impaired Driving Fatalities

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 7.4%, Maine will attempt to reverse this trend, reducing the number of alcohol-impaired driving fatalities to 47. Maine intends to achieve the below stated targets through successful implementation of the State Strategic Highway Safety Plan, and the impaired driving program specific projects identified in the Annual Grant Application including carrying out a robust statewide strategic media plan together with increased law enforcement training in roadside testing such as ARIDE, DRE, and SFST; high-visibility impaired driving enforcement with a community education component; and ensuring the forensic testing necessary to inform useful data analysis of drug impaired driving in addition to increased prosecution of impaired driving crimes. Additionally, we will continue to engage in public engagement to ensure that our roadway safety messages are meaningful to all communities.

2024 Target: Maine will decrease the number of alcohol-impaired driving fatalities from a baseline (2017-2021) value of 48 to a target value of 47, a 2.1% decrease.

2025 Target: Maine will decrease the number of alcohol-impaired driving fatalities from a baseline (2017-2021) value of 48 to a target value of 46, a 4.1% decrease.

2026 Target: Maine will decrease the number of alcohol-impaired driving fatalities from a baseline (2017-2021) value of 48 to a target value of 45, a 6.2% decrease.



Performance Measure: C-6) Speeding-Related Fatalities

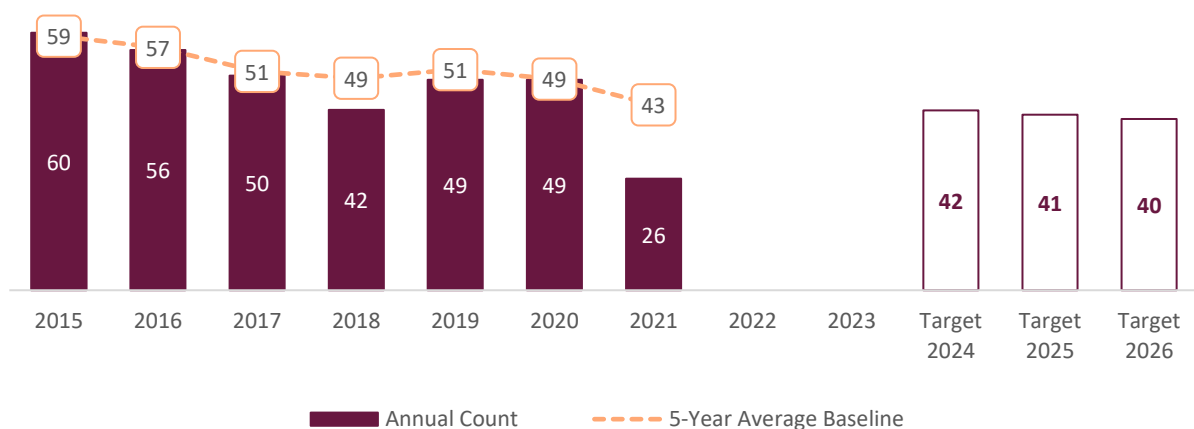
The five-year alternative baseline method shows an average decrease from the previous three baseline periods to the corresponding comparison years of 21.6%. This is a sizeable decrease, driven largely by the abnormally low count observed in 2021, which was likely related to the pandemic. Illegal and unsafe speed continues to be a contributing factor in an average of 4,400 crashes per year. Speed and speeding related are the leading cause of fatal crashes in Maine. It is concerning because it also frequently leads to increased opportunity for serious injury crashes due to the kinetic energy which directly impacts the injury levels in crashes. Maine will attempt a more realistic reduction in fatalities through implementation of data-driven and sustained speed enforcement in high-incident locations together with implementation of the statewide strategic media plan including speed-related public service announcements, and utilization of portable dynamic speed feedback trailers and leveraging DOT variable messaging signs. Additionally, Maine will continue public engagement to ensure meaningful engagement with potentially affected communities.

2024 Target: Maine will decrease its speed-related fatalities from a baseline (2017-2021) value of 43 to a target value of 42, a 3.0% decrease.

2025 Target: Maine will decrease its speed-related fatalities from a baseline (2017-2021) value of 43 to a target value of 41, a 5.3% decrease.

2026 Target: Maine will decrease its speed-related fatalities from a baseline (2017-2021) value of 43 to a target value of 40, a 7.6% decrease.

Speed-Related Fatalities



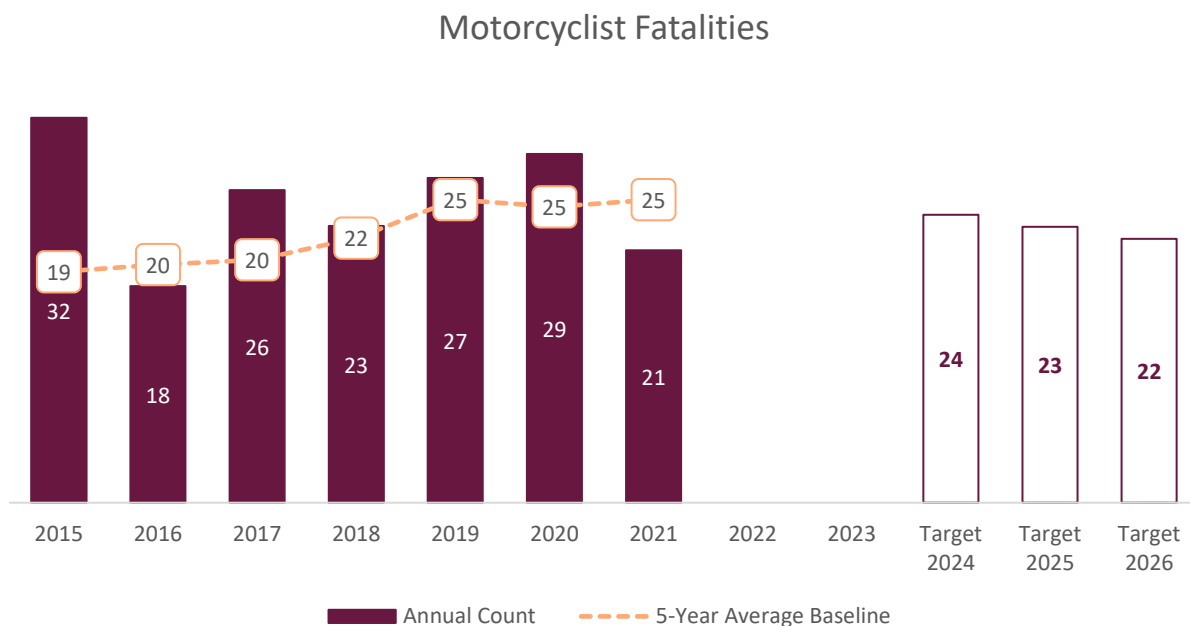
Performance Measure: C-7) Motorcyclist Fatalities

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 25.1%, Maine will attempt to reverse this trend, reducing the number of motorcycle fatalities to 24. Motorcycle operators are more vulnerable to fatal and serious injury crashes. Speed, alcohol, and lack of helmet usage continue to be the top contributors to rider fatalities and injuries. A significant percentage of motorcycle fatalities also involve crashes with other vehicles. Increased attempts to education and train the driving public on road-sharing is essential to reducing motorcyclist fatalities. Maine will attempt to meet the below stated targets through implementation of projects outlined in the Annual Grant Application and recommendations from the most recent Motorcycle Program Assessment, including increased rider training and education, conspicuity education, encouraging proper riding safety gear and increased motorcycle rider community education and engagement activities.

2024 Target: Maine will decrease the number of motorcycle fatalities from a baseline (2017-2021) value of 25 to a target value of 24, a 5.0 % decrease.

2025 Target: Maine will decrease the number of motorcycle fatalities from a baseline (2017-2021) value of 25 to a target value of 23, a 9.0 % decrease.

2026 Target: Maine will decrease the number of motorcycle fatalities from a baseline (2017-2021) value of 25 to a target value of 22, a 12.9 % decrease.



Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities

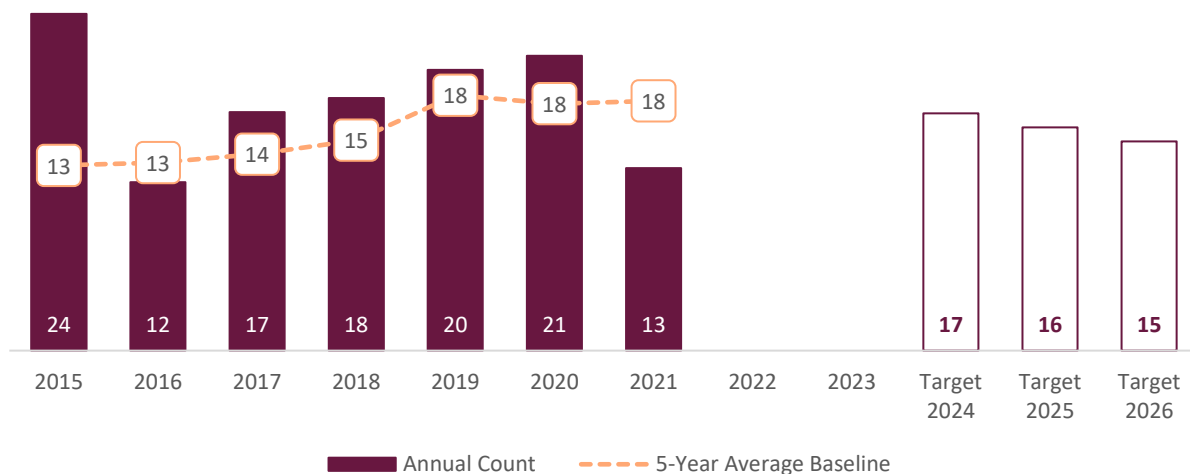
While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 28.6%, Maine will attempt to reverse this trend, reducing the number of unhelmeted motorcyclist fatalities to 17. Motorcycle operators are more vulnerable to fatal and serious injury crashes. Speed, alcohol, and lack of helmet usage continue to be the top contributors to rider fatalities and injuries. A significant percentage of motorcycle fatalities also involve crashes with other vehicles. Maine will attempt to meet the below stated targets through implementation of projects outlined in the Annual Grant Application and recommendations from the most recent Motorcycle Program Assessment, including increased rider training and education, conspicuity education, encouraging proper riding safety gear and increased motorcycle rider community education and engagement activities.

2024 Target: Maine will decrease the number of unhelmeted motorcycle fatalities from a baseline (2017-2021) value of 18 to a target value of 17, a 5.0 % decrease.

2025 Target: Maine will decrease the number of unhelmeted motorcycle fatalities from a baseline (2017-2021) value of 18 to a target value of 16, a 10.6 % decrease.

2026 Target: Maine will decrease the number of unhelmeted motorcycle fatalities from a baseline (2017-2021) value of 18 to a target value of 15, a 16.2 % decrease.

Unhelmeted Motorcyclist Fatalities



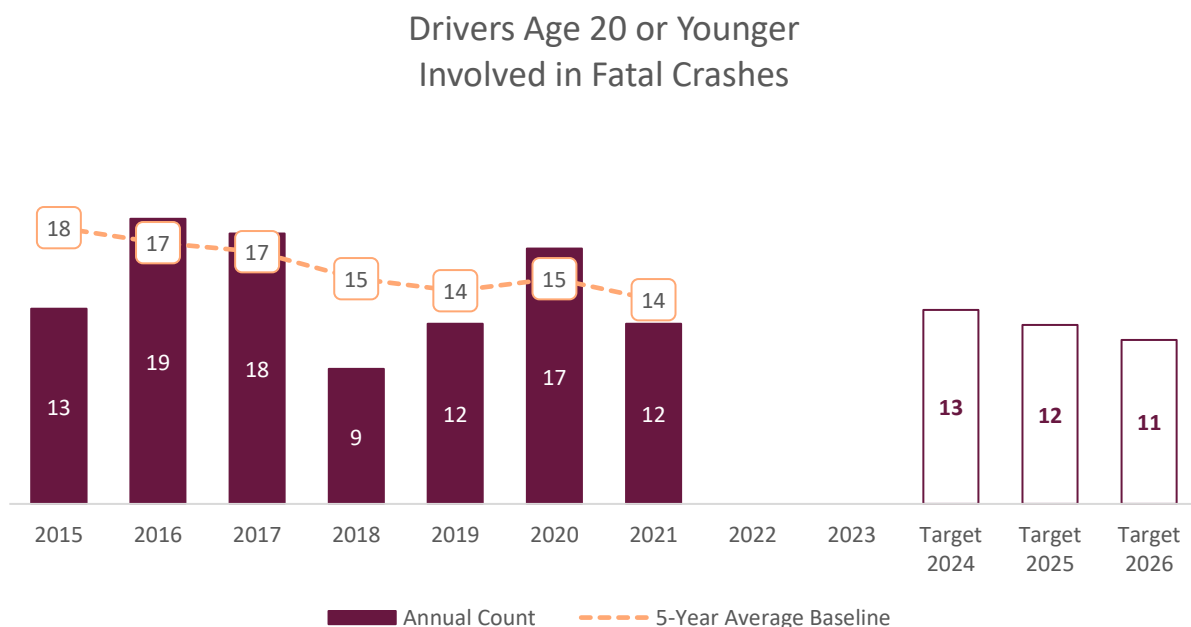
Performance Measure: C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes

The five-year alternative baseline method shows an average decrease from the previous three baseline periods to the corresponding comparison years of 16.6%. This is a sizeable decrease, driven largely by the abnormally low count observed in 2018. Maine will attempt a more realistic decrease. For our program purposes, young drivers are generally defined as those between the ages of 16 and 24. The youngest of those drivers, aged 16-18 have inherent safety vulnerabilities due to inexperience and other maturity factors. The other ages while slightly more experienced are also subject to increased risk-taking and at age 21 can legally consume alcohol and cannabis products. Maine will attempt to meet the targets stated below through implementation of the strategies outlines in the State Strategic Highway Safety Plan and the projects outlined in the Annual Grant Application including recommendations from the most recent Driver Education Program Assessment. Maine will enhance its interactive teen driver awareness outreach programs through school-based and community-based programs, and through supporting student driver educators by providing professional development opportunities such as summits and materials.

2024 Target: Maine will decrease its young driver-related fatalities from a baseline (2017-2021) value of 14 to a target value of 13, a 5.0% decrease.

2025 Target: Maine will decrease its young driver-related fatalities from a baseline (2017-2021) value of 14 to a target value of 12, a 12.4% decrease.

2026 Target: Maine will decrease its young driver-related fatalities from a baseline (2017-2021) value of 14 to a target value of 11, a 19.7% decrease.



Performance Measure: C-10) Pedestrian Fatalities

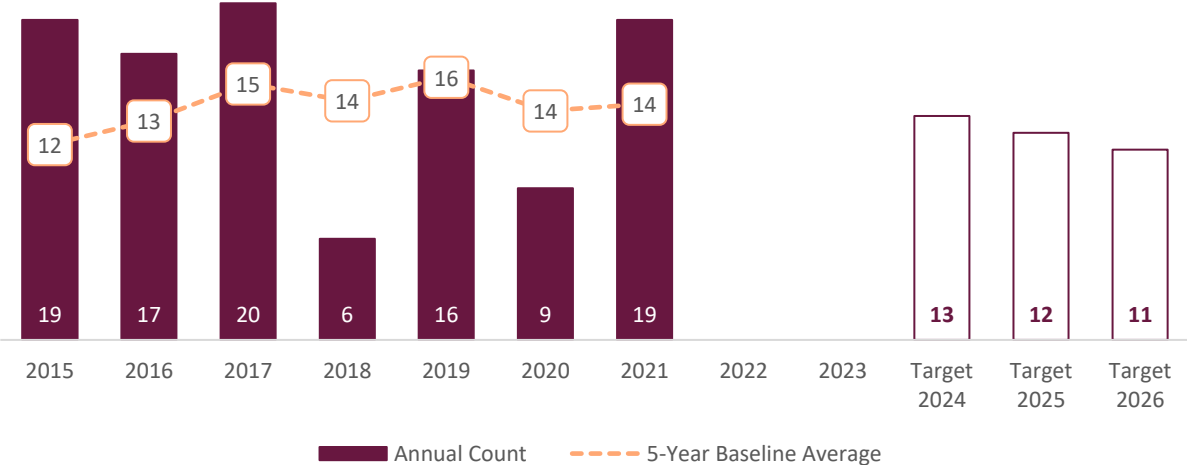
While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 5.4%, Maine will attempt to reverse this trend. Vulnerable road users, such as those with no other means of travel other than walking, using a mobility device, or bicycling or those that choose to walk or bike for health, fitness, or environmental reasons deserve a safe transportation system. Based on recent crash averages involving vulnerable road users, we estimate an average of over 290 crashes per year equating to a person being struck every 30 hours and 11 minutes. Maine will attempt to meet the below stated targets through implementation of the strategies outlined in the State Strategic Highway Safety Plan, and the projects outlined in the Annual Grant Application including those that reduce speeding on public ways, increase education and community outreach regarding sharing the road, and that support program specific enforcement in larger population centers. Additionally, we will continue public engagement to inform additional countermeasures and to ensure that all communities are benefiting from our highway safety messaging.

2024 Target: Maine will decrease the number of pedestrian fatalities from a baseline (2017-2021) value of 14 to a target value of 13, a 5.0% decrease.

2025 Target: Maine will decrease the number of pedestrian fatalities from a baseline (2017-2021) value of 14 to a target value of 12, a 12.1% decrease.

2026 Target: Maine will decrease the number of pedestrian fatalities from a baseline (2017-2021) value of 14 to a target value of 11, a 19.3% decrease.

Pedestrian Fatalities



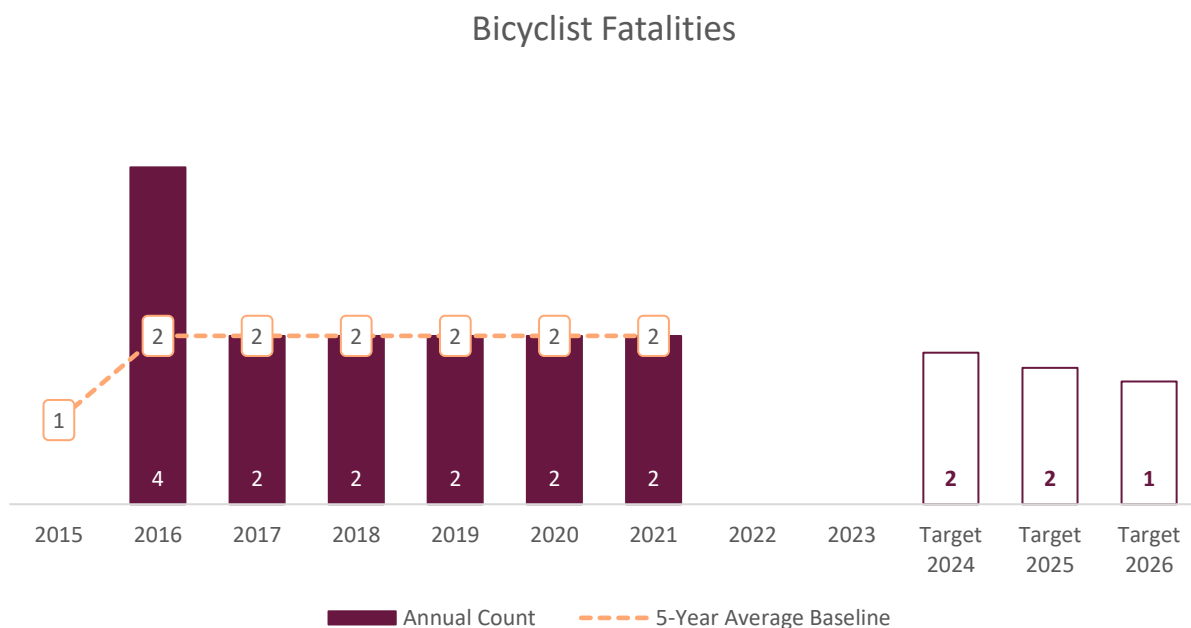
Performance Measure: C-11) Bicyclist Fatalities

Maine has consistently had very few bicyclist fatalities over the years. This remained true since 2017, despite the surge in bicycle sales during the pandemic. Such low numbers make it difficult to set targets that *appear* lower. Any decrease short of 50% does not change the whole number and stating a target with decimals or fractions does not make sense when dealing with counts of people. Thus, these targets, while decreases, do not *appear* lower until the year 2026. Vulnerable road users, such as those with no other means of travel other than walking, using a mobility device, or bicycling or those that choose to walk or bike for health, fitness, or environmental reasons deserve a safe transportation system. Based on recent crash averages involving vulnerable road users, we estimate an average of over 290 crashes per year equating to a person being struck every 30 hours and 11 minutes. Maine will attempt to meet the below stated targets through implementation of the strategies outlined in the State Strategic Highway Safety Plan, and the projects outlined in the Annual Grant Application including those that reduce speeding on public ways, increase education and community outreach regarding sharing the road, and that support program specific enforcement in larger population centers. Additionally, we will continue public engagement to inform additional countermeasures and to ensure that all communities are benefiting from our highway safety messaging.

2024 Target: Maine will decrease the number of bicyclist fatalities from a baseline (2017-2021) value of 2 to a target value of 2 (1.80), a 10.0% decrease.

2025 Target: Maine will decrease the number of bicyclist fatalities from a baseline (2017-2021) value of 2 to a target value of 2 (1.62), a 19.0% decrease.

2026 Target: Maine will decrease the number of bicyclist fatalities from a baseline (2017-2021) value of 2 to a target value of 1 (1.46), a 27.1% decrease.



Performance Measure: B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

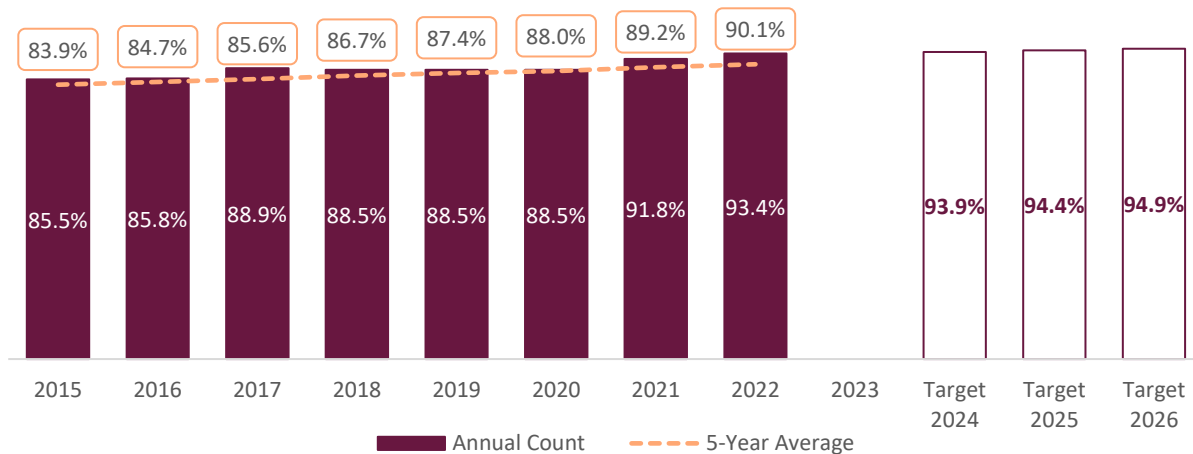
Maine’s seat belt rate has increased slightly in eight out of the past ten years. The average change across those years (not counting the year 2020, in which no observations were made due to the COVID pandemic) was an increase of one percentage point. As a result, Maine’s seat belt use rate now stands higher than the national average, and the rate of increase is expected to decline. Nevertheless, Maine will attempt to continue to increase its rate by a half percentage point each year. We will do this through implementation of strategies outlined in the State Strategic Highway Safety Plan, and projects outlined in the Annual Grant Application including those specific to occupant protection for adults and children. We will also continue to collect and analyze data from the annual seat belt and child safety seat observational surveys to inform our future countermeasure selections.

2024 Target: Maine will increase the rate of observed seat belt use from the 2022 baseline value of 93.4% to a target rate of 93.9%, a 0.54% increase.

2025 Target: Maine will increase the rate of observed seat belt use from the 2022 baseline value of 93.4% to a target rate of 94.4%, a 1.07% increase.

2026 Target: Maine will increase the rate of observed seat belt use from the 2022 baseline value of 93.4% to a target rate of 94.9%, a 1.61% increase.

Observed Seatbelt Use



Note: Observations were not done in 2020 due to COVID; 2020 rate is duplication of 2019 rate.

Additional Performance Measures

Performance Measure: Senior Driver Fatalities

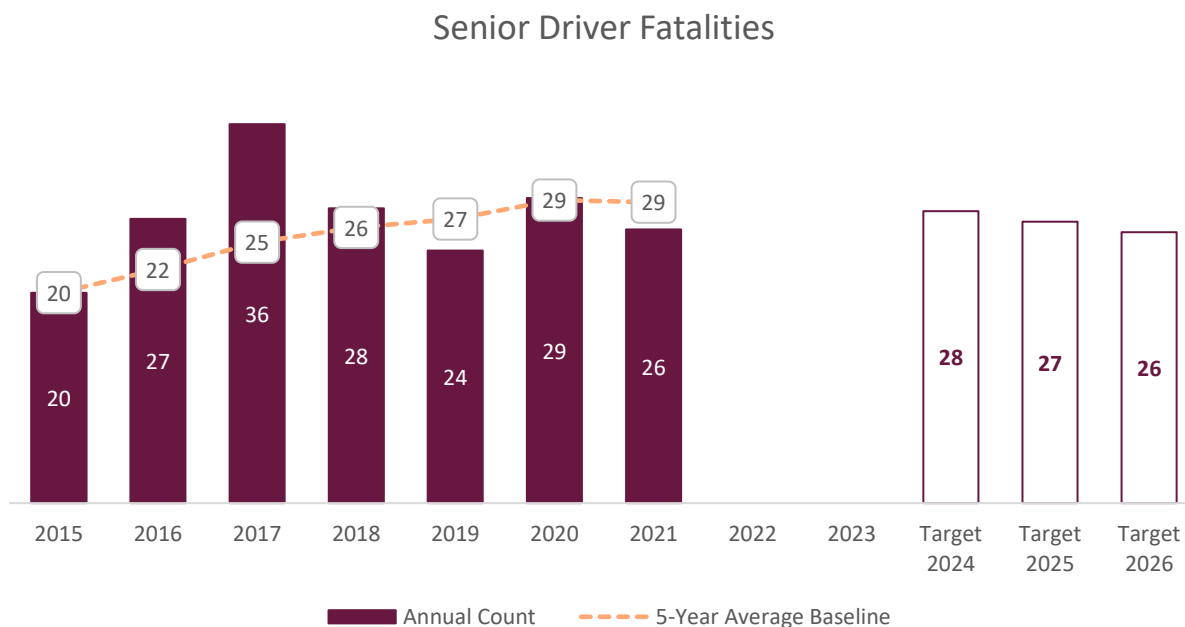
While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 8.1%, Maine will attempt to reverse this trend, reducing the number of senior driver fatalities to 28.

Maine is the oldest state by median age (44.2) and the fourth oldest by percent of population over age 65 (17.7%) expected to rise to 26.3% by 2030. A Senior or Mature driver is defined, for our purposes, as any driver age 65 or older. A crash involving a senior driver is 1.7 times more likely to lead to serious injury or death than those involving drivers ages 25 to 65. Many factors contribute to these outcomes including diminishing physical, sensory and cognitive capability's together with increased use of prescription medications. Maine will attempt to meet the stated targets through implementation of the strategies outlined in the State Strategic Highway Safety Plan and the Statewide Strategic Media Plan outlined in the Annual Grant Application.

2024 Target: Maine will decrease the number of senior driver fatalities from a baseline (2017-2021) value of 29 to a target value of 28, a 3.0% decrease.

2025 Target: Maine will decrease the number of senior driver fatalities from a baseline (2017-2021) value of 29 to a target value of 27, a 6.5% decrease.

2026 Target: Maine will decrease the number of senior driver fatalities from a baseline (2017-2021) value of 29 to a target value of 26, a 10.0% decrease.



Performance Measure: Distracted Driver Fatalities

This target was set using the three-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was an 8.7% decrease. NOTE: Because these counts are small, reducing them by this rate leaves the whole number the same in 2024, but subsequent reductions of the do result in obvious decreases.

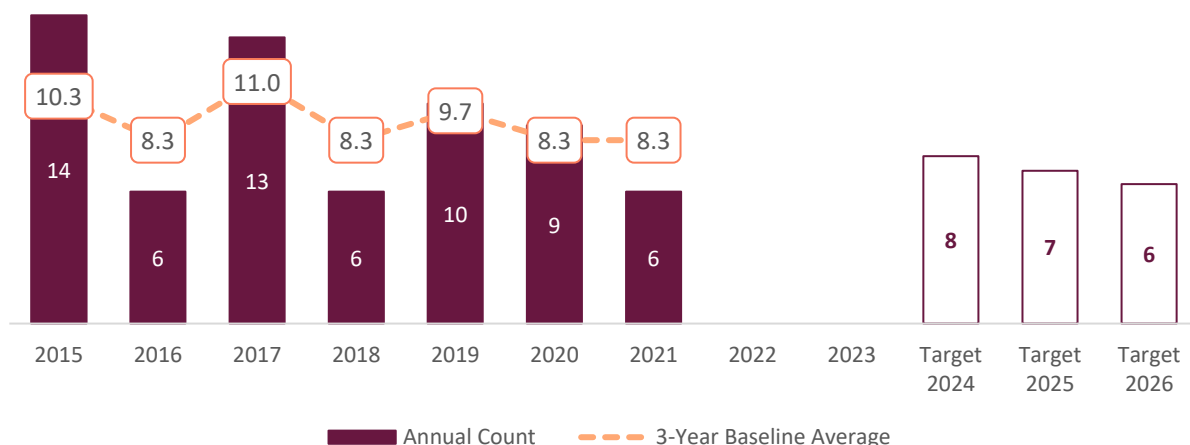
Distracted Driving has no real favorite demographic but is more prevalent in teens and females based on Maine’s most recent distracted driving observational survey for hand-held devices. Maine will attempt to meet the stated targets through implementation of the strategies outlined in the State Strategic Highway Safety Plan together with the projects outlined in the Annual Grant Application to include continuance of the observational use survey for data analysis; public service announcements through a statewide strategic media plan; and continued focused high-visibility enforcement and community education in the counties identified as being observed with the most hand-held and manipulating usage.

2024 Target: Maine will decrease the number of distracted driving fatalities from a baseline (2017-2021) value of 8 (8.3) to a target value of 8 (7.6), an 8.7% decrease.

2025 Target: Maine will decrease the number of distracted driving fatalities from a baseline (2017-2021) value of 8 (8.3) to a target value of 7 (6.9), a 16.7% decrease.

2026 Target: Maine will decrease the number of distracted driving fatalities from a baseline (2017-2021) value of 8 (8.3) to a target value of 6 (6.3), a 24.0% decrease.

Distracted Driver Fatalities



Performance Measure: EMS First Responder Fatalities

Forty-one percent of the ground ambulance crashes happen while responding to an emergency; 17% during routine driving; and about 12% each for transporting a patient in an emergency setting or non-emergency setting. 58% happen during clear and dry weather conditions. On average Maine sees 44 ambulance crashes per year with 23 of these being in service resulting in crash injuries for first responder and the patients they are transporting. Between 2017 and 2021, 1 first responder was killed. Maine intends to deploy a digital alert technology project under s. 405(h) Preventing Roadside Deaths together with a robust public education and awareness campaign to increase public awareness of how to respond to roadside emergencies. Maine will also implement the strategies outlined in the States Strategic Highway Safety Plan. Maine believes these two activities combined with enforcement of the State's Slow Down or Move Over law will help to achieve the target of zero fatalities for 2024, 2025, and 2026.

2024 Target: Maine will decrease the number of first responder fatalities from 1 to 0

2025 Target: Maine will decrease the number of first responder fatalities from 1 to 0

2026 Target: Maine will decrease the number of first responder fatalities from 1 to 0

Media Recall Target

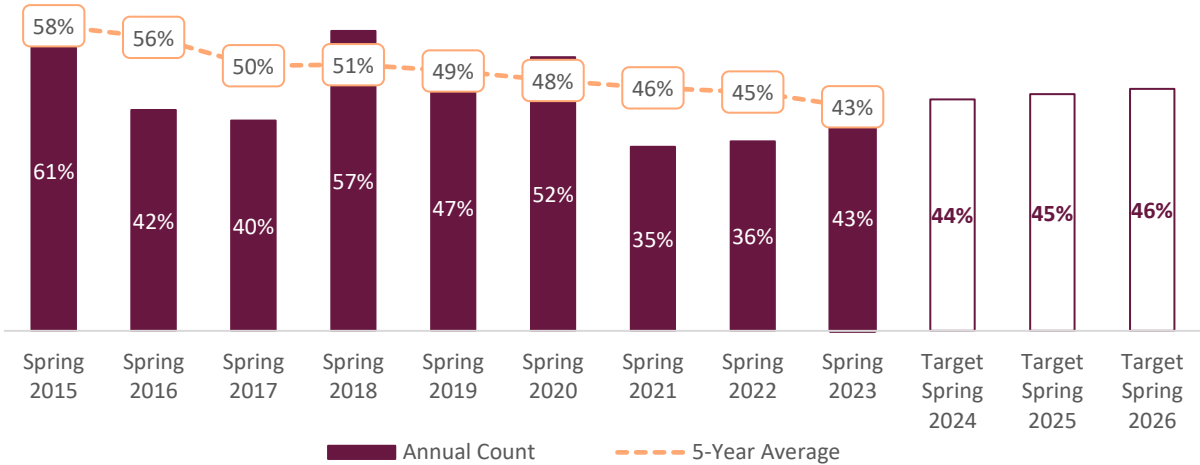
While the five-year alternative baseline method shows an average decrease from the previous three baseline periods to the corresponding comparison years of 22.5%, Maine will attempt to reverse this trend, increasing the recall rate to 44%. Effective media planning requires an understanding of the focus or target audience, the media buy landscape, and your reach objectives. It also involves a mix of data analysis, creativity, and strategic thinking. The media coordinator continuously monitors and evaluates the advertising campaign’s performance and adjusts the media mix (traditional radio and television) with social and digital messaging as needed to optimize results and reach. Maine works with a media-buy vendor to identify target audiences through market research, understand our audiences’ interests, finding out where our audiences are to be most receptive to our messages and delivering creative that motivates them to take positive action. Maine recently hosted a Communications for the Highway Safety Professional to enhance our planning and implementation skills. We will attempt to meet the stated targets through successful implementation of our statewide strategic planning.

2024 Target: Maine will increase the media recall rate from a baseline (2019-2023) rate of 43% to a target rate of 44%, a 3.3% increase.

2025 Target: Maine will increase the media recall rate from a baseline (2019-2023) rate of 43% to a target rate of 45%, a 5.6% increase.

2026 Target: Maine will increase the media recall rate from a baseline (2019-2023) rate of 43% to a target rate of 46%, an 8.0% increase.

Media Recall Target



Performance Measures: Traffic Records

5.1.1 Performance Measure - eCitation Completeness – Latitude/Longitude

The percentage of electronic citations with Latitude and Longitude values entered by the Officer has been steadily increasing over the most recent five-year period as officers become more familiar with the geolocating capabilities of the eCitation application.

Maine eCitation include GIS mapping functionality to allow users to geolocate citations and is used to enter latitude and longitude values. Maine plans to educate and train users to configure Windows Location Services and implement application improvements to mapping functionality. Enabling Windows Location Services will allow the Maine eCitation application mapping functionality to automatically center the map on the officer's location. The officer is then able to assign an eCitation geo-location more easily thereby increasing the number of citations with latitude and longitude values.

Maine expects eCitation latitude and longitude completeness to steadily increase as training efforts and programmatic improvements are further implemented.

Maine is making data program improvements related to quantifiable, measurable progress in the completeness of data in its citation database.

These improvements to the Maine eCitation project are funded for FFY2024.

2024 Target: Maine will increase completeness from a 2023 baseline value of 22.86% to a target value of 24, a 1.14% increase.

2025 Target: Maine will increase completeness from a 2023 baseline value of 22.86% to a target value of 25, a 2.14% increase.

2026 Target: Maine will increase completeness from a 2023 baseline value of 22.86% to a target value of 26, a 3.14% increase.

5.1.2 Performance Measure - eCitation Timeliness – Maine Violations Bureau

The proposed target values for eCitation Timeliness are based on historical performance trends and future capability forecasts. Over the past years, the State of Maine has shown a consistent decrease in the average number of days from when the citation is issued to the time the citation is entered into the system, falling from 6.3 days in 2019 to 3.9 days in 2023. This improvement represents the timeliness increase resulting from deploying electronic citations and displacing the use of paper citations (which are less timely). This trend is expected to continue due to increased adoption of Maine eCitation by State law enforcement agencies. Therefore, we have proposed a target of 3.7 days in 2024, 3.6 days in 2025, and 3.5 days in 2026. These targets aim to progressively improve the system's efficiency and are also in line with the trend observed in the historical data.

To achieve these targets, Maine is proactively reaching out to State law enforcement agencies in an effort to increase adoption of Maine eCitation and is continuously improving the Maine eCitation system based on user feedback and system performance metrics.

Maine is making data program improvements related to quantifiable, measurable progress in the timeliness of data in its citation database.

These improvements to the Maine eCitation project are funded for FFY2024.

2024 Target: Maine will increase timeliness from a 2023 baseline value of 3.9 days to a target value of 3.7 days, .2 days increase.

2025 Target: Maine will increase timeliness from a 2023 baseline value of 3.9 days to a target value of 3.6 days, .3 days increase.

2026 Target: Maine will increase timeliness from a 2023 baseline value of 3.9 days to a target value of 3.5 days, .4 days increase.

5.1.3 Performance Measure - eCitation Uniformity – Maine Violations Bureau

The target values for eCitation Uniformity are based on observed historical paper versus electronic citation ratios. Maine's eCitation system has shown progressive adoption over time, as reflected in the increasing percentage of electronic NIEM-compliant citation records entered into the Maine Violations Bureau data system. From a mere 15.14% in 2019, we have successfully raised the compliance rate to 51.51% in 2023. The basis for future target values stems from efforts to increase law enforcement agency adoptions. Maine has set a target of 52% in 2024, 53% in 2025, and 54% in 2026. These targets are anticipated considering the continued increase in electronic citations that have implemented NIEM standards.

To achieve these targets, Maine is proactively reaching out to State law enforcement agencies in an effort to increase adoption of Maine eCitation and is continuously improving the Maine eCitation system based on user feedback and system performance metrics.

Maine is making data program improvements related to quantifiable, measurable progress in the uniformity of data in its citation database.

These improvements to the Maine eCitation project are funded for FFY2024.

2024 Target: Maine will increase uniformity from a 2023 baseline value of 51.51% to a target value of 52%, a .49% increase.

2025 Target: Maine will increase uniformity from a 2023 baseline value of 51.51% to a target value of 53%, a 1.49% increase.

2026 Target: Maine will increase uniformity from a 2023 baseline value of 51.51% to a target value of 54%, a 2.49% increase.

5.1.4 Performance Measure - eCitation Completeness – Agency Count

The targets for eCitation Completeness are derived from the steady increase in the number of agencies issuing electronic citations within Maine over the past years. In 2018, Maine had only five agencies issuing citations electronically, this has increased to 62 agencies in 2023. The target increase for 2024, 2025, and 2026 is to onboard an additional two, four, and six agencies respectively. These targets are achievable based on the observed rate of growth and an understanding of the capabilities and readiness of the remaining agencies to transition to electronic citations.

To achieve these targets, Maine is proactively reaching out to State law enforcement agencies in an effort to increase adoption of Maine eCitation and is continuously improving the Maine eCitation system based on user feedback and system performance metrics.

Maine is making data program improvements related to quantifiable, measurable progress in the completeness of data in its citation database.

These improvements to the Maine eCitation project are funded for FFY2024.

2024 Target: Maine will increase eCitation completeness by increasing the agency count from a 2023 baseline value of 62 to a target value of 64, an increase by 2.

2025 Target: Maine will increase eCitation completeness by increasing the agency count from a 2023 baseline value of 62 to a target value of 66, an increase by 4.

2026 Target: Maine will increase eCitation completeness by increasing the agency count from a 2023 baseline value of 62 to a target value of 68, an increase by 6.

5.1.5 Performance Measure - eCitation Completeness – Officer User Count

The target values for eCitation Completeness in terms of officer user count are set based on the observable trend of increasing officer user count over the years. Starting from only 11 officer users in 2017, the number has grown significantly to 1,088 in 2023. This increase demonstrates the successful adoption of the eCitation system among officers and the effectiveness of the training programs implemented. The increment targets for 2024, 2025, and 2026 have been set conservatively to represent realistic growth.

To achieve these targets, Maine is proactively reaching out to State law enforcement agencies in an effort to increase adoption of Maine eCitation and is continuously improving the Maine eCitation system based on user feedback and system performance metrics.

Maine is making data program improvements related to quantifiable, measurable progress in the completeness of data in its citation database.

These improvements to the Maine eCitation project are funded for FFY2024.

2024 Target: Maine will increase completeness from a 2023 baseline value of 1,088 to a target value of 1,100, an increase of 12.

2025 Target: Maine will increase completeness from a 2023 baseline value of 1,088 to a target value of 1,110, an increase of 22.

2026 Target: Maine will increase completeness from a 2023 baseline value of 1,088 to a target value of 1,120, an increase of 32.

5.1.6 Performance Measure - eCitation Timeliness

The timeliness target for the eCitation system has been increased to 4 hours for the period April 1, 2023, to March 31, 2024. The previous period recorded an average of 135 minutes, significantly higher than the 40-minute target. This increase is understandable as Maine has rolled out the eCitation system to more agencies, some of which have less robust IT infrastructure and lower mobile connectivity. Given this context, the new target of 4 hours represents a realistic benchmark that considers the current challenges while encouraging improvement in the system's efficiency. The targets for 2024, 2025, and 2026 have been set as 4 hours, 3.9 hours, and 3.8 hours, respectively, anticipating gradual improvements in connectivity and system efficiency.

To meet these targets, the plan involves collaborating with agencies to incorporate practices both at the user level and IT level to facilitate timely transmission of electronic citations to that State repository. This will include continuing to provide training to officers and agency staff to ensure they are fully capable of using the eCitation system effectively and quickly. Additionally, Maine will regularly evaluate the eCitation system to find potential areas of improvement.

Maine is making data program improvements related to quantifiable, measurable progress in the timeliness of data in its citation database.

These improvements to the Maine eCitation project are funded for FFY2024.

2024 Target: Maine will decrease timeliness from a 2023 baseline value of 135 minutes to a target value of 240 minutes, a 105-minute decrease in timeliness.

2025 Target: Maine will decrease timeliness from a 2023 baseline value of 135 minutes to a target value of 234 minutes, a 99-minute decrease in timeliness.

2026 Target: Maine will decrease timeliness from a 2023 baseline value of 135 minutes to a target value of 228 minutes, a 93-minute decrease in timeliness.

5.1.7 Performance Measure - Crash Completeness

The target for improving the completeness of crash reports by including latitude and longitude values was not met, and the current performance appears to have plateaued at around 65%. This improvement is critical for a more precise analysis and strategic planning for traffic safety. However, despite the lack of improvement, it's important to set realistic yet challenging targets for the coming years. Therefore, the targets are set as 66% for 2024, 66.5% for 2025, and 67% for 2026. These targets aim to motivate a continuous effort towards data enhancement while recognizing the difficulties in achieving substantial improvements in a short time.

The Maine Crash Reporting System client includes GIS mapping functionality to allow users to geolocate crashes and is used to enter latitude and longitude values. Maine will enhance the map functionality to take full advantage of Windows Location Services. Additionally, Maine plans to educate and train users to configure Windows Location Services. Enabling Windows Location Services will allow the Maine Crash Reporting System mapping functionality to automatically center the map on the officer's location. The officer is then able to assign a crash geo-location more easily thereby increasing the number of crashes with latitude and longitude values.

Maine expects crash latitude and longitude completeness to slowly increase as user training efforts and system configuration improvements are further implemented.

Maine is making data program improvements related to quantifiable, measurable progress in the completeness of data in its crash database.

These improvements to the Maine Crash Reporting System project are funded for FFY2024.

2024 Target: Maine will increase completeness from a 2023 baseline value of 64.90% to a target value of 66%, a 1.1% increase.

2025 Target: Maine will increase completeness from a 2023 baseline value of 64.90% to a target value of 66.5%, a 1.6% increase.

2026 Target: Maine will increase completeness from a 2023 baseline value of 64.90% to a target value of 67%, a 2.1% increase.

5.1.8 Performance Measure - Crash Timeliness – Received within 5 days

Despite the slight decrease in timeliness, the performance is overall excellent, with over 88% of crash reports entered into the database within 5 days of the crash. Since the goal is for continuous improvement, the targets have been established at 88.5% for 2024, 88.6% for 2025, and 88.7% for 2026. These modest increases consider the already high level of timeliness and the challenge of maintaining and improving such performance.

The plan to improve timeliness is to encourage law enforcement agencies to increase the timeliness of the supervisory review cycle. This will allow crash reports to be submitted to the State repository in a timelier manner.

Maine is making data program improvements related to quantifiable, measurable progress in the timeliness of data in its crash database.

These improvements to the Maine Crash Reporting System project are funded for FFY2024.

2024 Target: Maine will increase timeliness from a 2023 baseline value of 88.13% to a target value of 88.5, a .37% increase.

2025 Target: Maine will increase timeliness from a 2023 baseline value of 88.13% to a target value of 88.6, a .47% increase.

2026 Target: Maine will increase timeliness from a 2023 baseline value of 88.13% to a target value of 88.7, a .57% increase.

5.1.9 Performance Measure - Crash Timeliness – Average

The current average time from the crash date to the date the crash report is entered into the crash database is 5.67 days. This is a slight increase from the previous year, and the target of 5.4 days was not met. However, considering the historical data, this timeliness is excellent.

Since the goal is to continually improve the timeliness, the targets for the next three years are 5.4 days for 2024, 5.3 days for 2025, and 5.2 days for 2026. These targets represent reductions of 0.27 days, 0.37 days, and 0.47 days respectively. These are modest but meaningful improvements, considering the already high level of performance.

The plan to improve timeliness is to encourage law enforcement agencies to increase the timeliness of the supervisory review cycle. This will allow crash reports to be submitted to the State repository in a timelier manner.

Maine is making data program improvements related to quantifiable, measurable progress in the timeliness of data in its crash database.

These improvements to the Maine Crash Reporting System project are funded for FFY2024.

2024 Target: Maine will increase timeliness from a 2023 baseline value of 5.67 to a target value of 5.4, a .27 decrease.

2025 Target: Maine will increase timeliness from a 2023 baseline value of 5.67 to a target value of 5.3, a .37 decrease.

2026 Target: Maine will increase timeliness from a 2023 baseline value of 5.67 to a target value of 5.2, a .47 decrease.

5.1.10 Performance Measure - Crash Uniformity

The Maine Crash Reporting System's current average compliance rate across all categories is 42.79%. The uniformity of data is crucial to ensuring that the data collected is meaningful and comparable across different states and regions.

To this end, the goals for the next three years have been set based on the historical frequency of changes to the State's crash form and anticipated changes with new releases of the MMUCC data standard. For 2024, the goal is to achieve a compliance rate of 44%, which would represent an improvement of 1.21% compared to 2023. For 2025, the target increases to 44.1%, a 1.31% increase from the 2023 baseline. Finally, for 2026, the target is set at 44.2%, a 1.41% increase from the 2023 baseline.

To improve MMUCC compliance and thus the uniformity of the crash data, Maine reviews the State Crash Form annually and looks for opportunities to improve crash data collection especially as it relates to new MMUCC data elements.

Maine is making data program improvements related to quantifiable, measurable progress in the uniformity of data in its crash database.

These improvements to the Maine Crash Reporting System project are funded for FFY2024.

2024 Target: Maine will increase completeness from a 2023 baseline value of 42.79% to a target value of 44, a 1.21% increase.

2025 Target: Maine will increase completeness from a 2023 baseline value of 42.79% to a target value of 44.1, a 1.31% increase.

2026 Target: Maine will increase completeness from a 2023 baseline value of 42.79% to a target value of 44.2, a 1.41% increase.

5.1.11 Performance Measure - EMS Uniformity

The Emergency Medical Services (EMS) data in Maine is almost fully compliant with the National Emergency Medical Service Information System 3.4 (NEMSIS) standards, with a compliance rate of 99.87% for the year ending March 2023. Achieving full NEMSIS 3.4 compliance is important as it will ensure that EMS data is collected uniformly across the state, facilitating better analysis and evaluation of EMS services, and allowing for better benchmarking and comparison with national data. Despite the high compliance rate, the goal for the next three years (2024, 2025, and 2026) is to achieve 100% compliance. Each year represents a .13% increase from the 2023 baseline value.

To achieve this target, Maine will continue to provide training and education to EMS personnel to ensure they understand the importance of full NEMSIS compliance and how to correctly input data into the system. Maine EMS will conduct regular audits of the EMS data to identify areas of non-compliance. Feedback and additional training will be provided to those individuals or departments that are not fully compliant.

Maine is making data program improvements related to quantifiable, measurable progress in the uniformity of data in its EMS database.

These improvements to the EMS project are funded for FFY2024.

2024 Target: Maine will increase completeness from a 2023 baseline value of 99.87% to a target value of 100, a .13% increase.

2025 Target: Maine will increase completeness from a 2023 baseline value of 99.87% to a target value of 100, a .13% increase.

2026 Target: Maine will increase completeness from a 2023 baseline value of 99.87% to a target value of 100, a .13% increase.

5.1.12 Performance Measure - EMS Completeness

For the EMS Completeness performance measure, we were unable to set target values for the years 2024, 2025, and 2026. This was due to a lack of available data for the year ending March 2023, which would have served as the baseline for setting the targets for these subsequent years. The data used for this performance measure was part of a data quality review effort that has completed.

5.1.13 Performance Measure - EMS Timeliness – Received within 24 Hours

For the EMS Timeliness performance measure, we were unable to set target values for the years 2024, 2025, and 2026. This was due to a lack of available data for the year ending March 2023, which would have served as the baseline for setting the targets for these subsequent years.

5.1.14 Performance Measure - Roadway Uniformity – MIRE – Roadway Segment

For the Roadway Uniformity – MIRE – Roadway Segment performance measure, there was no improvement in the current performance period ending March 2023, with the completeness remaining at 86.01% as it was in the previous period. This is attributable to challenges in adding MIRE-compliant Roadway fundamental data elements (FDEs).

Maine is committed to improving the uniformity of roadway elements in the state and has set the targets for the upcoming three years. For 2024, the target is to attain a completeness level of 88.1%, marking a progress of 2.09% compared to the baseline in 2023. In 2025, the goal is set to rise further to 88.2%, reflecting a 2.19% increase from the 2023 baseline. Lastly, the objective for 2026 is set at 88.3%, reflecting a 2.29% increase from the baseline year of 2023.

Maine plans to achieve these targets by enhancing data collection and management processes and coordinating with other stakeholders involved in roadway safety and data management.

Maine is making data program improvements related to quantifiable, measurable progress in the uniformity of data in its Roadway database.

2024 Target: Maine will increase completeness from a 2023 baseline value of 86.01 % to a target value of 88.1%, a 2.09% increase.

2025 Target: Maine will increase completeness from a 2023 baseline value of 86.01 % to a target value of 88.2%, a 2.19% increase.

2026 Target: Maine will increase completeness from a 2023 baseline value of 86.01 % to a target value of 88.3%, a 2.29% increase.

5.1.15 Performance Measure - Roadway Uniformity – MIRE – At Grade Intersections/Junctions Elements

For the Roadway Uniformity – MIRE – At Grade Intersections/Junctions Elements performance measure, there was no improvement in the current performance period ending March 2023, with the completeness remaining at 75.95% as it was in the previous period. This is attributable to challenges in adding MIRE-compliant At Grade Intersections/Junctions fundamental data elements (FDEs).

Maine is committed to improving the uniformity of roadway elements in the state and has set the targets for the upcoming three years. For 2024, the target is to attain a completeness level of 77.1%, marking a progress of 1.15% compared to the baseline in 2023. In 2025, the goal is set to rise further to 77.2%, reflecting a 1.25% increase from the 2023 baseline. Lastly, the objective for 2026 is set at 77.3%, reflecting a 1.35% increase from the baseline year of 2023.

Maine plans to achieve these targets by enhancing data collection and management processes and coordinating with other stakeholders involved in roadway safety and data management.

Maine is making data program improvements related to quantifiable, measurable progress in the uniformity of data in its Roadway database.

2024 Target: Maine will increase completeness from a 2023 baseline value of 75.95% to a target value of 77.1%, a 1.15% increase.

2025 Target: Maine will increase completeness from a 2023 baseline value of 75.95% to a target value of 77.2%, a 1.25% increase.

2026 Target: Maine will increase completeness from a 2023 baseline value of 75.95% to a target value of 77.3%, a 1.35% increase.

5.1.16 Performance Measure - Roadway Uniformity – MIRE – Interchange/Ramp Elements

For the Roadway Uniformity – MIRE – Interchange/Ramp Elements performance measure, there was no improvement in the current performance period ending March 2023, with the completeness remaining at 57.58%, as it was in the previous period. This is attributable to challenges in adding MIRE-compliant Interchange/Ramp fundamental data elements (FDEs).

Maine is committed to improving the uniformity of roadway elements in the state and has set the targets for the upcoming three years. For 2024, the target is to attain a completeness level of 59.1%, marking a progress of 1.52% compared to the baseline in 2023. In 2025, the goal is set to rise further to 59.2%, reflecting a 1.62% increase from the 2023 baseline. Lastly, the objective for 2026 is set at 59.3%, reflecting a 1.72% increase from the baseline year of 2023.

Maine plans to achieve these targets by enhancing data collection and management processes and coordinating with other stakeholders involved in roadway safety and data management.

Maine is making data program improvements related to quantifiable, measurable progress in the uniformity of data in its Roadway database.

2024 Target: Maine will increase completeness from a 2023 baseline value of 57.58% to a target value of 59.1%, a 1.52% increase.

2025 Target: Maine will increase completeness from a 2023 baseline value of 57.58% to a target value of 59.2%, a 1.62% increase.

2026 Target: Maine will increase completeness from a 2023 baseline value of 57.58% to a target value of 59.3%, a 1.72% increase.

Countermeasure Strategies for Programming Funds §1300.11(b)(4)

Communication and Media – Public Education Strategies

A robust public education campaign combined with high-visibility and sustained enforcement is proven to impact driver behavior (NHTSA). The MeBHS' public relations and marketing program focuses on all the behavioral program areas in support of enforcement activities, including adult and child occupant protection, motorcycle safety, speed and aggressive driving, distracted driving, and alcohol and drug impaired driving. The NHTSA Communications Calendars are used to guide the state's schedule for media buys and campaigns.

MeBHS uses the Request for Proposal (RFP) and resultant vendor/contractor(s) to assist us with PSA production and media buys. The contract currently includes a survey to Maine residents, every six months, regarding the reach and recognition (recall) of media campaigns. Maine residents were asked, "In the past year, have you seen or heard any ads in the newspaper, on television, on the radio, etc. here in Maine that relate to a safe driving campaign?" The Spring 2023 critical insight report shows an increase in recall rate from 36% to 43% in Spring of 2023. Some of the highlights are Click it or Ticket increased from 78% to 84%, Buckle Up/ No Excuses increased from 63% to 74%, Share the Road increased from 65% to 71%, Survive your Drive increased 32% to 47%, and One Text or Call could Wreck it all increased from 46% to 66%. We are slowly but surely getting back to pre-pandemic numbers. During our 2022 plan, we increased our social and digital media campaigns, and started primarily running all the PSA's that were created in 2021. We also branched out to new areas like movie theaters and racetracks to run our messaging. In our current FFY2023 plan year, we are working on creating a new a video for motorcycle driving courses, a new drivers ed video that focuses on driving around tractor trailer trucks, and new printed handouts to distribute to businesses and organizations. Finally, we have begun reaching out directly to our news outlets to offer tips, suggestions, and press releases for various traffic safety concerns.

Communications and Outreach

Problem from (b)(1) being addressed	Fatalities and Serious Injuries from motor vehicle crashes continue to plague Maine’s roadways. 73% of the people that die are drivers in fatal crashes and 72% of drivers experience injuries as a result of the crash.
Strategy	Increase media recall rate for public education supporting law enforcement activities, which will show that the public is more aware of the behavioral highway safety messages.
Description of the Link between problem and strategy	Public education through PSA’s supporting law enforcement activities is a proven countermeasure and will assist in reducing fatalities and serious injuries on Maine roadways.
Uniform Guideline and description:	No Uniform Guideline for paid and earned media, but it is a strategy in many of the Uniform Guidelines used in this plan and based on problem ID.
List of Countermeasures to be implemented and Justification	<p>Seat Belt -2.1 - 2.3 HVE (CTW 5,4,3 ★)</p> <p>DD Enforcement 1.3 (CTW 1★) but will be used together with April HVE like is currently successfully used for both NHTSA CIOT HVE and the August and December HVE for impaired driving.</p> <p>Impaired Driving - 5.2 Mass Media Campaigns (CTW 3 ★)</p> <p>Speeding and Speed Management: 4.1 Communications and Outreach supporting enforcement (CTW 3 ★)</p> <p>Older Driver Safety Uniform Guideline #13 Communications and Outreach.</p> <p>Pedestrian and Bicycle Safety Uniform Guideline #14 Communication Program</p> <p>Motorcycle Safety: 4.2 Motorist Awareness of MC (CTW 1★)</p> <p>Motorcycle Safety: 2.2 Alcohol-impaired motorcyclists Comm & Outreach (CTW 1★)</p> <p>Unattended Passengers Awareness Program – Final Rule Special Funding for s.402.</p> <p>For any ★ below 3, it has already been well established that HVE and education go together in effecting a change in driver behavior. NHTSA’s Tenth Edition, CTW states that education coupled with enforcement has proven effective for impaired driving and lack of belt use and those outreach countermeasures stand at 3★ and 5★ respectively. While not a 3★ or above countermeasure in the CTW, it is still a useful countermeasure, given the lack of others and these countermeasures will be modeling after the successful CIOT and impaired HVE campaigns. Media awareness (Motorcycle Safety) will follow the Share the Road and Watch for Motorcycles. According to the NHTSA website, NHTSA has a vested interest in addressing the types of motorist behaviors that pose a risk to motorcyclists. In years past, and enshrined in statutory language, these efforts have been bundled under the moniker of Share the Road.</p>
Performance Target	Increase Media Recall Rate from 43% in Spring of 2023 to 44% in Spring of 2026.
Link between Strategy and Target	A robust communications program supporting law enforcement activities will increase the public awareness of laws and safer behaviors.

<p>Considerations to determine projects:</p>	<p>The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.</p>
<p>Considered Activities to Achieve Goal</p>	<p>Statewide paid and earned media program supporting law enforcement efforts</p> <p>Unattended passenger program</p>
<p>Estimated 3-year Funding</p>	<p>\$3,500,000.00 FAST ACT & BIL s 402, 405f and/or 405e Flexed to 402</p>

Distracted Driving Program Countermeasure Strategies

Distracted driving is believed to be one of the leading causes of crashes and is believed to be grossly under reported. It continues to be the most difficult crash type for which to obtain precise data, despite electronic crash and citation elements being widely available in reporting. Distraction encompasses many behaviors from internal passenger distractions, outside distractions, grooming and eating, however electronic device use is the most common.

Law Enforcement

Problem from (b)(1) being addressed	Distracted Driving Fatalities and Serious Injuries continue to increase - 48% of motor vehicle fatalities are reported as distraction. Distraction does occur at all times of the day however data shows that majority of these crashes involving some forms of distraction are occurring 80% of the time during daylight hours while only 20% are occurring at night. The average age of the fatalities with distraction indicated is 51 years old and 72% were male leaving the female fatalities at an average of 28%.
Strategy	Decrease distracted driving motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Description of the Link between problem and strategy	MeBHS will fund activities for dedicated overtime distracted driving enforcement and education to reduce fatalities and serious injuries on Maine roadways.
Uniform Guideline and description:	No NHTSA Uniform Guideline exists for Distracted Driving Programs however the activities and countermeasures implemented will be modeled after the NHTSA HVE for CIOT and impaired driving.
List of Countermeasures to be implemented and Justification	1.3 High-Visibility Cell Phone and Text Messaging Enforcement (CTW 4 ★)
Performance Target	Reduce Distracted Driving Motor Vehicle Fatalities from 8 to 6 by 2026
Link between Strategy and Target	Enforcement and education are proven and necessary to achieve significant and lasting decreases in distracted driving crashes and fatalities. Numerous studies demonstrate that HVE can be effective in curbing alcohol-impaired driving and increasing seat belt use among drivers. NHTSA has previously examined whether the HVE model would be effective in reducing handheld cell phone use and texting among drivers.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	HVE Enforcement in support of the National Mobilization Sustained Enforcement and Education (State, County and Municipal)
Estimated 3-year Funding	\$900,000.00 FAST ACT & BIL 402 and/or 405e.

Communications and Outreach

Problem from (b)(1) being addressed	Distracted Driving Fatalities and Serious Injuries continue to increase - 48% of motor vehicle fatalities are reported as distraction. Distraction does occur at all times of the day however data shows that majority of these crashes involving some forms of distraction are occurring 80% of the time during daylight hours while only 20% are occurring at night. The average age of the fatalities with distraction indicated is 51 years old and 72% were male leaving the female fatalities at an average of 28%.
Strategy	Decrease distracted driving motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Description of the Link between problem and strategy	MeBHS will fund educational and outreach activities to reduce fatalities and serious injuries on Maine roadways.
Uniform Guideline and description:	No NHTSA Uniform Guideline exists for Distracted Driving Programs.
List of Countermeasures to be implemented and Justification	2.1 Communications and Outreach on Distracted Driving (CTW 1 ☆) It has already been well established that HVE and Education go hand-in-hand in effecting a change in driver behavior. Distracted driving has the same deadly consequences as drinking and driving or non-use of restraints. NHTSA's Tenth Edition, CTW states that education coupled with enforcement has proven effective for impaired driving and lack of belt use and those outreach countermeasures stand at 3★ and 5★ respectively. While not a 3★ or above countermeasure in the CTW, it is still a useful and proven tool and an allowable use of 405e funding.
Performance Target	Reduce Distracted Driving Motor Vehicle Fatalities from 8 to 6 by 2026.
Link between Strategy and Target	Enforcement and education are proven and necessary to achieve significant and lasting decreases in distracted driving crashes and fatalities. Numerous studies demonstrate that HVE can be effective in curbing alcohol-impaired driving and increasing seat belt use among drivers. NHTSA has previously examined whether the HVE model would be effective in reducing handheld cell phone use and texting among drivers. The most effective strategy for achieving and maintaining behavior changes is well-publicized enforcement, education, and strong laws. Maine has strong distraction laws that warrant both enforcement and education.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	High-Visibility Enforcement in support of the April National Campaign
Estimated 3-year Funding	Sustained enforcement in towns, cities, and counties where data-driven \$ included in the Communications and Outreach Program Area for paid and earned media.

Distracted Driving Survey

Problem from (b)(1) being addressed	Distracted Driving Fatalities and Serious Injuries continue to increase - 48% of motor vehicle fatalities are reported as distraction. Distraction does occur at all times of the day however data shows that majority of these crashes involving some forms of distraction are occurring 80% of the time during daylight hours while only 20% are occurring at night. The average age of the fatalities with distraction indicated is 51 years old and 72% were male leaving the female fatalities at an average of 28%.
Strategy	Decrease distracted driving motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Description of the Link between problem and strategy	MeBHS will fund activities to contract with a vendor to conduct an optional annual distracted driving observational survey.
Uniform Guideline and description:	No NHTSA Uniform Guideline exists for Distracted Driving Programs.
List of Countermeasures to be implemented and Justification	Innovative Countermeasure supporting Data Analysis and Evaluation strategies similar that those used with seat belt observational surveys. These surveys help to inform where enforcement and educational opportunities exist due to observed usage or manipulation of hand-held devices. Placing emphasis on enforcement and education in high-manipulation locations will aid in decreasing distracted driving fatalities and serious injuries, at least from manipulating hand-held devices.
Performance Target	Reduce Distracted Driving Motor Vehicle Fatalities by 8 to 6 by 2026
Link between Strategy and Target	Using available data such as crash and citation, together with the distracted observational survey to inform enforcement locations and public outreach will direct the resources to the areas where the behavior has been observed to be occurring.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. During PP&E sessions in May of 2023, the MeBHS heard from many concerned citizens despite laws against hand-held devices, that distraction due to cell phone use was readily observed daily and considered dangerous.
Considered Activities to Achieve Goal	Annual Distracted Driving Survey
Estimated 3-year Funding	\$550,000.00 405e flexed to 402.

Emergency Medical Services (EMS) Program Countermeasure Strategies

Forty-one percent of the ground ambulance crashes happen while responding to an emergency; 17% during routine driving; and about 12% each for transporting a patient in an emergency setting or non-emergency setting. 58% happen during clear and dry weather conditions. Fatigue is a big concern due to EMS and fire departments till working 24-hour shifts.

Public Information and Education/Transportation

Problem from (b)(1) being addressed	Maine on average has 44 ambulance crashes per year; with 23 of these on average in service resulting in crash injuries for first responders and the patients they are transporting.
Strategy	Deploy digital alert technology to provide electronic notification to drivers about first responder vehicles roadside ahead and public education regarding safety of vehicles and individuals stopped roadside.
Description of the Link between problem and strategy	405(h) 1300.27 in the IIJA-BIL Final Rule provides for grant funds to states that adopt and implement effective programs to prevent death and injury from crashes involving motor vehicles striking other vehicles and individuals stopped at the roadside.
Uniform Guideline and description:	Based on Uniform Guideline No. 11 each State should require safe, reliable ambulance transportation, which is critical to an effective EMS system. States should, at a minimum coordinate all emergency transports within the EMS system, including public, private, or specialty (air and ground) transport; An effective communications system is essential to EMS operations and provides how emergency resources can be accessed, mobilized, managed, and coordinated. Public awareness and education about the EMS system are essential to a high-quality system. Each State should implement a public information and education (PI&E) plan to address the public's role in the system and what to do in an emergency.
List of Countermeasures to be implemented and Justification	Maine intends to deploy a digital alert technology project under s. 405(h) Preventing Roadside Deaths together with a robust public education and awareness campaign to increase public awareness of how to respond to roadside emergencies. Maine will also implement the strategies outlined in the States Strategic Highway Safety Plan. Maine believes these two activities combined with enforcement of the State's Slow Down or Move Over law will help to achieve the target of zero fatalities for 2024, 2025, and 2026.
Performance Target	Reduce first responder roadside deaths from 1 in 2021 to 0 in 2026.
Link between Strategy and Target	An effective digital alert system coupled with public education will decrease the incidence of vehicles striking first responder vehicles roadside.
Considerations to determine projects:	MeBHS will use EMS regarding roadside crashes, fatalities, and serious injuries involving first responders to inform the steps for implementing projects for reducing roadside deaths.

Considered Activities to Achieve Goal	Digital alert technology deployment to Maine ambulances; Public education regarding safety of vehicles and individuals stopped roadside; Enforcement of State move over law(s).
Estimated 3-year Funding	\$1,500,000.00 FAST ACT & BIL s 405h and/or 405e Flex.

Impaired Driving (Alcohol & Drug) Program Countermeasure Strategies

Maine’s alcohol-related fatalities were 60% of the total fatalities during the mid-1970’s to 1980. The improved to a level of around 20% in 2002-2003. Since this, then percent of alcohol-related fatalities has risen and remained relatively constant at about 28% to 29%. Four basic strategies are used to reduce impaired-driving crashes and driving under the influence:

- **Deterrence:** enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so people choose not to drive impaired;
- **Prevention:** reduce drinking and drug use and keep impaired drivers from driving;
- **Communications and outreach:** inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable; and
- **Alcohol and drug treatment:** reduce alcohol and drug dependency or addiction among drivers.

Program Management

Problem from (b)(1) being addressed	2017-2021, there were 175 alcohol impaired fatalities. Of the 175 impaired fatalities, 144 of them were males and 31 were female. Average age of the deceased is 41 years old. A total of 49 of the impaired fatalities occurred during the daytime hours while 126 of them occurred during the nighttime hours and majority of these crashes occurred in rural areas of Maine.
Strategy	Decrease impaired driving motor vehicle fatalities through implementation of a successful impaired driving program using Uniform Guideline #8 and Countermeasures that Work.
Description of the Link between problem and strategy	MeBHS will fund activities related to program management, planning, implementation, operations, development, coordination, monitoring, evaluation, and public education for impaired driving to achieve a reduction in fatalities involving impaired driving.
Uniform Guideline and description:	No. 8 Program Management– Based on Uniform Guideline #8 we are implementing activities for enforcement, communications supporting HVE, and prosecution. Together with other agencies and stakeholders, we address prevention, criminal justice, laws, adjudication, and data and program evaluation. (See the Impaired Driving Task Force Strategic Plan) We are using applicable countermeasures that work strategies to make the largest impact on Impaired Driving through sound program management.
List of Countermeasures to be implemented and Justification	Program Management includes allowable expenditures for program manager activities, travel, and training, as well as allowable program specific operational costs including general expenditures for state indirect cost rate, and repairs, maintenance, and gasoline for vehicles and equipment.
Performance Target	C-5 Reduce Alcohol Impaired Driving Fatalities from 48 to 45 by 2026.
Link between Strategy and Target	An effective impaired driving program should be based on strong leadership, sound policy and program management, strategic planning, and an effective communication program. Efforts should be

	data-driven and guided by problem identification. Program management activities are essential to implement countermeasures that work in order to reduce impaired driving.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Program Management activities will include program manager activities and travel, training, monitoring, operational costs including sta-cap, equipment maintenance costs and other costs necessary to successfully manage the Impaired Driving Deterrence Program.
Estimated 3-year Funding	\$900,000.00 FAST ACT & BIL 402.

Criminal Justice Enforcement (B)

Problem from (b)(1) being addressed	2017-2021, there were 175 alcohol impaired fatalities. Of the 175 impaired fatalities, 144 of them were males and 31 were female. Average age of the deceased is 41 years old. A total of 49 of the impaired fatalities occurred during the daytime hours while 126 of them occurred during the nighttime hours and majority of these crashes occurred in rural areas of Maine.
Strategy	Decrease impaired driving motor vehicle fatalities by using a combination of high-visibility and sustained enforcement, sobriety checkpoints coupled with communication and education strategies.
Description of the Link between problem and strategy	MeBHS will fund activities for dedicated overtime enforcement of impaired driving laws, using HVE, sustained Enforcement and highly publicized sobriety checkpoints coupled with education to reduce impaired driving fatalities on Maine roadways. We will support law enforcement activities through specialized training such as SFST, DRE and Forensic Phlebotomy programs and by ensuring adequate support for forensic testing of driver samples to determine impairment. We will also support law enforcement impaired driving efforts by ensuring that we have breath-testing instruments functioning in the areas of the state most likely to incur impaired driving crashes and fatalities.
Uniform Guideline and description:	No. 8 Criminal Justice System (B) Enforcement. Each state should conduct frequent, highly visible, well publicized, and fully coordinated impaired driving (including zero tolerance) law enforcement efforts statewide, especially in areas where alcohol-related fatalities most often occur.
List of Countermeasures to be implemented and Justification	2.1 Publicized Sobriety Checkpoints (CTW 5 ★) 2.2 HVE Saturation Patrols (CTW 4★) 2.3 Breath Testing Devices (CTW 4★) 2.5 Integrated Enforcement (CTW 3 ★) 5.2 Mass Media Campaign (CTW 3★) 6.2 Zero Tolerance Law Enforcement (CTW 3★) 7.1 Enforcement of Drug Impaired Driving (CTW 3 ★)
Performance Target	C-5 Reduce Impaired Driving Motor Vehicle Fatalities from 48 to 45 by 2026.
Link between Strategy and Target	HVE and sustained enforcement together with education are proven and necessary to achieve significant and lasting decreases in impaired driving crashes and fatalities. Numerous studies demonstrate that HVE can be effective in curbing alcohol-impaired driving.

Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	HVE Enforcement in support of the National Mobilization Sustained Enforcement and Education (State, County and Municipal) Publicized Sobriety Checkpoints Specialized Law Enforcement Training (SFST/DRE/FP) Civilian Phlebotomist Program supporting enforcement HETL Chemists-Forensic Testing Program HETL Forensic Data Analyst supporting impaired driving data analysis. MSP Statewide Impaired Coordinator supporting enforcement efforts and training.
Estimated 3-year Funding	Intoxilyzer Purchases to support HVE efforts \$3,750,000.00 FAST ACT & BIL s 402/405d/405e Flex

Criminal Justice – Prosecution (D)

Problem from (b)(1) being addressed	2017-2021, there were 175 alcohol impaired fatalities. Of the 175 impaired fatalities, 144 of them were males and 31 were female. Average age of the deceased is 41 years old. A total of 49 of the impaired fatalities occurred during the daytime hours while 126 of them occurred during the nighttime hours and majority of these crashes occurred in rural areas of Maine.
Strategy	Decrease impaired driving motor vehicle fatalities by ensuring that prosecutors have the training, education, and guidance needed to ensure that highly-complex impaired driving cases are successfully prosecuted.
Description of the Link between problem and strategy	MeBHS will fund specialized activities for Traffic Safety Resource Prosecutors.
Uniform Guideline and description:	No. 8 Criminal Justice System (D) Prosecution. States should implement a comprehensive program to visibly and effectively prosecute impaired driving related efforts including the use of experienced prosecutors to help coordinate and provide training and technical assistance to prosecutors throughout the state.
List of Countermeasures to be implemented and Justification	3.1 Deterrence: Prosecution and Adjudication DWI Courts (CTW 4 ★)
Performance Target	C-5 Reduce Impaired Driving Motor Vehicle Fatalities from 48 to 45 by 2026.
Link between Strategy and Target	Ensuring that impaired driving cases are prosecuted vs. pled down to DTE or other lesser offences will ensure that more impaired drivers are taken off roadways, thereby reducing the opportunity for crashes and fatalities resulting from impaired driving.

Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Traffic Safety Resource Prosecutor Services
Estimated 3-year Funding	\$1,800,000.00 FAST ACT & BIL 405d or 405e Flex

Communication Program

Problem from (b)(1) being addressed	2017-2021, there were 175 alcohol impaired fatalities. Of the 175 impaired fatalities, 144 of them were males and 31 were female. Average age of the deceased is 41 years old. A total of 49 of the impaired fatalities occurred during the daytime hours while 126 of them occurred during the nighttime hours and majority of these crashes occurred in rural areas of Maine.
Strategy	Decrease impaired driving motor vehicle fatalities by ensuring that the state carries out a well developed and comprehensive communications program that supports the impaired driving prevention activities, including paid and earned media and public affairs with strategies focused on increasing knowledge and awareness.
Description of the Link between problem and strategy	MeBHS will fund impaired driving communication activities including paid and earned media, digital and social media, and an impaired driving specific summit that brings together enforcement, prosecution, treatment, and data evaluation.
Uniform Guideline and description:	No. 8 Communications Program. Stats should develop and implement a comprehensive communication program that supports priority polices and program efforts.
List of Countermeasures to be implemented and Justification	5.2 Mass Media Campaigns (CTW 3 ★) Innovative Countermeasure – Impaired Driving leadership summits generate new and renewed prioritization on impaired driving. A successful summit will produce a range of outcomes, including: creating a shared vision and recommendations about a future direction, and they can serve as a powerful catalyst to align leaders, develop solutions to problems, introduce new strategies, and fuel collaboration across the organization (Harvard Business Review-Leadership Summits That Work).
Performance Target	C-5 Reduce Impaired Driving Motor Vehicle Fatalities from 48 to 45 by 2026.
Link between Strategy and Target	Impaired Driving programs are complex and multi-faceted. A sound program is supported by a communication plan that includes educational opportunities for leaders and well as ensuring that public outreach includes strategies to incentivize the public and support enforcement efforts.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Impaired driving paid and earned media to support enforcement MeBHS Impaired Driving Summit (with AAANNE).
Estimated 3-year Funding	\$included in Communications and Outreach Paid and Earned Media Program

Motorcycle Safety Program Countermeasure Strategies

Motorcyclists are more vulnerable to serious injury during crashes. Speed, alcohol and drugs, and non-use of helmets and other proper riding gear continue to be the top contributors to serious injuries and fatalities for motorcycle riders. A significant percentage of motorcycle fatalities also involve crashes with other vehicles. Increased attempts to educate and train the driving public on road-sharing considerations are needed.

Communication Program

Problem from (b)(1) being addressed	From 2017-2021, there were 154 fatal MC crashes resulting in 159 fatalities. Of the 159 fatalities, 72% (114) were male and 28% (45) were female. Average age: 47 years old. 53% (85) of the 159 fatalities were unhelmeted. 64 of the fatalities involved just a single MC while the other 95 fatalities involved the MC plus 1 or more other vehicles and mostly occurring in rural areas. 2021 ends with, 19 of the 21 fatalities occurred in rural areas.
Strategy	Decrease motorcyclist fatalities and unhelmeted motorcyclist fatalities by utilizing share the road safety messaging together with dedicated public outreach and community engagement specific to proper riding gear and sober riding.
Description of the Link between problem and strategy	MeBHS will fund activities for a dedicated seasonal/part-time motorcycle community engagement specialist for activities related to proper riding gear and sober motorcycling.
Uniform Guideline and description:	Based on Uniform Guideline No. 3- we will use V. Motorcycle operation under the influence of alcohol or other drugs; IX. Motorcycle rider conspicuity and motorist awareness programs; X. Communication Program, together with countermeasures 4.1 Conspicuity and protective clothing (CTW 1☆) and 4.2 Motorist Awareness of Motorcyclists (CTW 1☆). These are justified through a 2023 assessment of Maine’s motorcycle safety program under priority recommendations to: consider formal communications programs to address a greater variety of topics such as rider behavior, riding skills, rider training, impairment, speed, reckless riding, and inexperience; and increase educational efforts encouraging the use of personal protective equipment in a multi-faceted approach; and enact a law that requires motorcycle operators and passengers to wear eye protection that is compliant with standards and specifications established by American National Standard Institute Z87.1.
List of Countermeasures to be implemented and Justification	<p>4.1 Conspicuity and protective clothing (CTW 1☆)</p> <p>4.2 Motorist Awareness of Motorcyclists (CTW 1☆).</p> <p>These are justified through a 2023 assessment of Maine’s motorcycle safety program under priority recommendations to: consider formal communications programs to address a greater variety of topics such as rider behavior, riding skills, rider training, impairment, speed, reckless riding, and inexperience; and increase educational efforts encouraging the use of personal protective equipment in a multi-faceted approach; and enact a law that requires motorcycle operators and passengers to wear eye protection that is compliant with standards and specifications established by American National Standard Institute Z87.1.</p>
Performance Target	<p>C-7 Reduce Motorcyclist Fatalities from 25 to 22 by 2026.</p> <p>C-8 Reduce Unhelmeted Motorcyclist Fatalities from 18 to 15 by 2026</p>

<p>Link between Strategy and Target</p>	<p>Public outreach to focus groups and including focus groups (e.g. motorcyclists) is important for behavioral change. Directly involving the community in the educational and outreach activities is proven to be most effective to ensure that the safety messaging resonates with the focus demographic.</p>
<p>Considerations to determine projects:</p>	<p>The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.</p>
<p>Considered Activities to Achieve Goal</p> <p>Estimated 3-year Funding</p>	<p>Dedicated activities of a seasonal part-time community outreach coordinator</p> <p>Paid and earned media in support of motorcyclist safety as outlined in the recent Maine assessment.</p> <p>\$120,000.00 FAST ACT & BIL 402, 405f, 405e flexed to 402</p>

Occupant Protection and Child Passenger Safety Program Countermeasure Strategies

The most effective strategy for achieving and maintaining restraint use at acceptable levels is well-publicized enforcement, education, and strong occupant restraint use laws. The effectiveness of HVE has been documented repeatedly in the United States and abroad. The strategy's three components – **laws, enforcement, and publicity** – cannot be separated: effectiveness decreases if any one of the components is weak or missing (Nichols & Ledingham, 2008; Tison & Williams, 2010). Maine has strong occupant protection laws for adults and children under MRSA 29-A §2081.

Program Management

Problem from (b)(1) being addressed	2017-2021 average unrestrained passenger vehicle occupant fatalities claimed the life of 46% of all fatal crash victims in all Seating Positions on Maine's roadways.
Strategy	Decrease unrestrained motor vehicle fatalities and increase occupant protection use rates, through implementation of a successful occupant protection and child passenger safety program using Uniform Guideline #20 and Countermeasures that Work.
Description of the Link between problem and strategy	MeBHS will fund centralized activities related to program management, planning, implementation, operations, development, coordination, monitoring, evaluation, and public education for adult and child occupant protection to achieve high rates of seat belt and child safety seat use.
Uniform Guideline and description:	No. 20 Program Management– Based on Uniform Guideline #20 we are implementing activities for enforcement, communications, occupant protection for children, outreach, and data and program evaluation together with applicable countermeasures that work strategies to make the largest impact on Occupant Protection through sound program management.
List of Countermeasures to be implemented and Justification	Program Management includes allowable expenditures for program manager activities, travel, and training, as well as allowable program specific operational costs including general expenditures for state indirect cost rate, and repairs, maintenance, and gasoline for vehicles and equipment.
Performance Target	C-4 Reduce Unrestrained Motor Vehicle Fatalities from 54 to 51 by 2026.
Link between Strategy and Target	States, in cooperation with its political subdivisions, tribal governments, and other parties as appropriate, should develop and implement a comprehensive highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities, and injuries on public roads. The highway safety program should include a comprehensive occupant protection program that educates and motivates the public to properly use available motor vehicle occupant protection systems to achieve significant, lasting increases in seat belt and child safety seat usage.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Program Management activities will include program manager activities and travel, training, monitoring, operational costs including sta-cap, equipment maintenance costs and other costs necessary to successfully manage the Occupant Protection and Child Passenger Safety program.
Estimated 3-year Funding	\$500,000.00 FAST ACT & BIL s 402

Enforcement and Education & Communication and Outreach

Problem from (b)(1) being addressed	2017-2021 average unrestrained passenger vehicle occupant fatalities claimed the life of 46% of all fatal crash victims in all Seating Positions on Maine's roadways.
Strategy	Decrease unrestrained motor vehicle fatalities by using high-visibility and sustained enforcement activities coupled with communication and education strategies.
Description of the Link between problem and strategy	MeBHS will fund activities for dedicated overtime occupant protection enforcement and education to reduce unbelted fatalities on Maine roadways.
Uniform Guideline and description:	No. 20 Enforcement and Communication Programs – Based on Uniform Guideline #20 we are implementing a combination of countermeasures that work to make the largest impact on Occupant Protection through vigorous enforcement activities combined with education.
List of Countermeasures to be implemented and Justification	2.1 Short-Term High-Visibility Seat Belt Law Enforcement (CTW 4 ★) 2.2 Integrated Night-time Seat Belt Enforcement (CTW 4 ★) 2.3 Sustained Enforcement (CTW 3 ★) 3.1 Supporting Enforcement (CTW 5 ★)
Performance Target	C-4 Reduce Unrestrained Motor Vehicle Fatalities from 54 to 51 by 2026.
Link between Strategy and Target	Enforcement and education are necessary to achieve significant and lasting increases in seat belt usage and decreases in unrestrained passenger fatalities.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Required NHTSA HVE CIOT (State, County and Municipal law enforcement) Sustained Enforcement and Education (State, County and Municipal) Paid and earned media in support of HVE and enforcement efforts.
Estimated 3-year Funding	\$850,000.00 FAST ACT & BIL s 402, 405b and/or 405e flexed to 402.

Outreach Program

Problem from (b)(1) being addressed	2017-2021 average unrestrained passenger vehicle occupant fatalities claimed the life of 46% of all fatal crash victims in all Seating Positions on Maine's roadways.
Strategy	Decrease unrestrained motor vehicle fatalities by using extensive statewide and community involvement in occupant protection education by involving individuals and organizations outside the traditional highway safety community.
Description of the Link between problem and strategy	MeBHS will fund activities for dedicated traffic safety education to increase education, awareness and outreach for all drivers, but will also have an emphasis on young drivers and passengers, and will include programs for diverse and underrepresented communities, schools, and employers. Active community engagement and involvement in traffic safety, including child passenger safety education

	for underrepresented communities should broaden public support for the State's programs and increase a State's ability to deliver highway safety education programs. MeBHS receives numerous inquiries for active educational opportunities (convincer, rollover, distracted driving education, child passenger safety education). These requests have informed our project selections to include education and safety seats to diverse communities as well as to conduct an RFP for Community Traffic Safety Educator(s).
Uniform Guideline and description:	No. 20 Outreach Program – Based on Uniform Guideline #20 we are implementing a variety of community outreach programs to achieve statewide and community involvement in occupant protection education. Programs include diverse and underrepresented communities, school-age children and young drivers, and employer-based programs.
List of Countermeasures to be implemented and Justification	3.2 Strategies for Low-Belt-Use Groups (CTW 4★) 6.1 Strategies for Older Children(CTW 3★) 6.2 Strategies for Child Restraint and Booster Seat Use(CTW 3★) 7.1 School-Based Programs(CTW 3★)
Performance Target	C-4 Reduce Unrestrained Motor Vehicle Fatalities from 54 to 51 by 2026.
Link between Strategy and Target	A variety of community outreach programs to achieve statewide and community involvement in occupant protection education will help to achieve significant and lasting increases in seat belt usage and decreases in unrestrained passenger fatalities.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Statewide Traffic Safety Educator activities to conduct community engagement activities using presentations, simulators (convincer and rollover), school and employer-based programs.
Estimated 3-year Funding	\$600,000.00 FAST ACT & BIL s 402 or 405e Flex

Occupant Protection for Children Program

Problem from (b)(1) being addressed	2017-2021 average unrestrained passenger vehicle occupant fatalities claimed the life of 46% of all fatal crash victims in all Seating Positions on Maine's roadways.
Strategy	Decrease unrestrained motor vehicle fatalities by ensuring parents and caregivers are trained in properly transporting children, including education of laws, proper fitting of child safety seats, and access to seats for income eligible children.
Description of the Link between problem and strategy	MeBHS will fund activities to recruit and train child passenger safety technicians and instructors, increase inspection stations and distribution sites, and procure appropriate child restraints for income eligible children, especially those in at-risk populations and communities.
Uniform Guideline and description:	No. 20 Occupant Protection for Children Program – Based on Uniform Guideline #20 we are implementing programs and activities to assure that adequate and accurate training is provided to the professionals who deliver and enforce the occupant protection programs for parents and caregivers;

	assure that the capability exists to train and retain nationally certified child passenger safety technicians to address attrition of trainers or changing public demographics; promote the use of child restraints and assure that a plan has been developed to provide an adequate number of inspection stations and clinics, which meet minimum quality criteria; and continue programs and activities to increase the use of booster seats by children who outgrow infant or convertible child safety seats but are still too small to safely use seat belts.
List of Countermeasures to be implemented and Justification	7.2 Inspection Stations (CTW 3★)
Performance Target	C-4 Reduce Unrestrained Motor Vehicle Fatalities from 54 to 51 by 2026.
Link between Strategy and Target	The misuse of child restraints has been a concern for many years. Some programs have been implemented to provide parents and other caregivers with “hands-on” assistance and education about the proper installation and use of child restraints to combat widespread misuse. CPS inspection stations, sometimes called “fitting stations,” are places or events where parents and caregivers can receive this assistance from certified CPS technicians. Child restraint inspection stations and distribution sites for low-income families have become common components of the Maine child passenger safety program.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Child Passenger Safety Technician and Instructor Stipends, Trainings and Travel Support for Inspection Stations Procurement of child safety seats for income eligible children
Estimated 3-year Funding	\$500,000.00 FAST ACT & BIL s 402, 405e flex, 405b (10%)

Data Evaluation Program

Problem from (b)(1) being addressed	2017-2021 average unrestrained passenger vehicle occupant fatalities claimed the life of 46% of all fatal crash victims in all Seating Positions on Maine’s roadways.
Strategy	Decrease unrestrained motor vehicle fatalities and increase seat belt usage rate by conducting and publicizing an annual statewide observational survey for adult seat belt usage and child passenger safety use.
Description of the Link between problem and strategy	MeBHS will fund activities to contract with a vendor to conduct the required annual seat belt observational survey (daytime and nighttime) using current, applicable federal guidelines. Additionally, Maine will conduct an annual attitudinal survey, and a voluntary child passenger safety observational survey.
Uniform Guideline and description:	No. 20 Data Evaluation Program – Based on Uniform Guideline #20 we will conduct and publicize at least one statewide observational survey of seat belt and child safety seat use annually, ensuring that it meets current, applicable Federal guidelines; maintain trend data on child safety seat use, seat belt use and air bag deployment in fatal crashes; identify high-risk populations through observational

	usage surveys and crash statistics; conduct and publicize statewide surveys of public knowledge and attitudes about occupant protection laws and systems.
List of Countermeasures to be implemented and Justification	NHTSA Appendix A Certifications and Assurances - required annual Statewide Observational Seat Belt use survey -23 CFR Part 1340. Attitudinal surveys and child passenger surveys are not required, however are a useful tool in collection of restraint and misuse data.
Performance Target	C-4 Reduce Unrestrained Motor Vehicle Fatalities from 54 to 51 by 2026.
Link between Strategy and Target	Observational surveys help to inform where enforcement and educational opportunities exist due to lower observed usage. Placing emphasis on enforcement and education in low belt use counties will aid in decreasing unrestrained fatalities and serious injuries in those counties and increase belt usage.
Considerations to determine projects:	Understanding the data derived from observational and attitudinal surveys of occupant protection use or misuse helps to ensure that activities are being conducted in the lowest belt use counties and communities.
Considered Activities to Achieve Goal Estimated 3-year Funding	Annual statewide observational belt use survey Child Passenger Safety observational use survey Attitudinal survey of occupant protection use. \$500,000.00 FAST ACT & BIL s 402, 405e flex, 405b

Pedestrian and Bicyclist Safety Program Countermeasure Strategies

Youth, the elderly, people with disabilities, individuals with a driver license suspension, and those with financial limitations may be forced to travel by walking, mobility device, or bicycling. Others may choose to walk or bike for health and fitness. Providing safe transportation for all roadway users is essential for providing an equitable transportation system. It is critical and essential that drivers, pedestrians, and bicyclists are educated regarding safe behaviors including obeying traffic laws, wearing bright clothing, and avoiding distractions.

Law Enforcement

Problem from (b)(1) being addressed	Pedestrian fatalities continue to show an average increase from the previous three baseline years and is currently 5.4% of Maine's overall fatalities.
Strategy	Decrease pedestrian and bicyclist fatalities
Description of the Link between problem and strategy	MeBHS will fund activities in support of enforcement of pedestrian safety together and communications regarding conspicuity enhancement and sharing the road.
Uniform Guideline and description:	No. 14 -Based on Uniform Guideline #14 we will utilize countermeasures under Law Enforcement and Communications and outreach to reduce pedestrian and bicyclist fatalities.
List of Countermeasures to be implemented and Justification	4.3 Conspicuity Enhancement (CTW 3★) 4.4 Enforcement strategies for Pedestrians (CTW 3★) 4.2 Share the Road Awareness Programs for bicyclists (CTW 2☆). Bicycle safety education regarding sharing the road with all users will follow the NHTSA Share the Road for Motorcycles outreach and education model, which speaks to being inclusive of all vulnerable road users and respecting their need for safe mobility.
Performance Target	C-10 Reduce Pedestrian Fatalities by 14 to 11 by 2026.
Link between Strategy and Target	Used in conjunction with enforcement activities, paid and earned media is proven effective in other programs such as occupant protection and we expect that we will have similar successful results using media with pedestrian enforcement efforts.
Considerations to determine projects:	During PP&E listening sessions, the MeBHS heard from several concerned citizens regarding walkability in newly constructed housing sites or roadway infrastructure changes. While MeBHS is unable to change infrastructure, we can make informed decisions, based on this feedback, regarding opportunities for law enforcement to both educate and enforce pedestrian and bicycle laws.
Considered Activities to Achieve Goal	Enforcement of Pedestrian Safety in high-crash locations.
Estimated 3-year Funding	\$200,000.00 FAST ACT & BIL s 402

Communications Program

Problem from (b)(1) being addressed	Pedestrian fatalities continue to increase, and bicyclist fatalities remain constant. Over the last 5 years Maine has seen an average of 14 pedestrians killed and 2 bicyclist each year. While the number of pedestrians killed fluctuates each year the bicyclist have remained the same each year despite the increase in bicycle sales during the pandemic.
Strategy	Decrease pedestrian and bicyclist fatalities
Description of the Link between problem and strategy	MeBHS will fund activities in support of enforcement of pedestrian safety together and communications regarding conspicuity enhancement and sharing the road.
Uniform Guideline and description:	No. 14 -Based on Uniform Guideline #14 we will utilize countermeasures under Law Enforcement and Communications and outreach to reduce pedestrian and bicyclist fatalities.
List of Countermeasures to be implemented and Justification	4.3 Conspicuity Enhancement (CTW 3★) 4.2 Share the Road Awareness Programs for bicyclists (CTW 2☆). Bicycle safety education regarding sharing the road with all users will follow the NHTSA Share the Road for Motorcycles outreach and education model, which speaks to being inclusive of all vulnerable road users and respecting their need for safe mobility.
Performance Target	C-10 Reduce Pedestrian Fatalities by 14 to 11 by 2026. C-11 Reduce Bicyclist Fatalities by 2 to 1 by 2026.
Link between Strategy and Target	Used in conjunction with enforcement activities, paid and earned media is proven effective in other programs such as occupant protection. The State will enlist the support of a variety of media, including mass media, to improve public awareness of pedestrian and bicyclist crash problems and programs directed at preventing them. Communication programs and materials will be culturally relevant and multilingual as appropriate.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. We received feedback from community members that they did not feel safe walking or biking in their communities.
Considered Activities to Achieve Goal	Paid and Earned Media in support of law enforcement efforts and to improve public awareness of pedestrian and bicyclist crash problems.
Estimated 3-year Funding	\$included in Communications and Outreach Program Area for Paid and Earned Media

Planning and Administration (P&A) Program Strategies

The sole mission of the MeBHS is to reduce and eliminate motor vehicle crashes and resulting death, serious injury, and property damage. We do this through administration of the Triennial Highway Safety Plan, the Annual Report, continuous and ongoing data analysis, facilitation of special task forces for high-crash/high-fatality program areas, continuous public participation and engagement, and grant administration to subrecipients for each federal fiscal year.

Planning and Administration

Problem from (b)(1) being addressed	The MeBHS mission is to reduce and eliminate motor vehicle crashes resulting in death and serious injury. This is done through a data-driven approach to program and project administration using proven countermeasures.
Strategy	Implement a successful Triennial Highway Safety Plan to reduce motor vehicle fatalities and serious injuries.
Description of the Link between problem and strategy	MeBHS will fund activities related to program management, planning, implementation, operations, development, coordination, monitoring, evaluation, public education, and public participation and engagement for to achieve a reduction in fatalities and serious injuries.
Uniform Guideline and description:	There is no Uniform Guideline for Planning and Administration, however it is established as an allowable percentage of S. 402 for managing Highway Safety Programs.
List of Countermeasures to be implemented and Justification	Administration – Planning and Administration is an allowable cost under 1300.13 and necessary for the administration for the State Highway Safety Office and its programs and meeting stated performance targets.
Performance Target	Triennial Highway Safety Plans, updates to plans, Annual Grant Applications and Annual Reports will be completed and filed on or before their respective due dates.
Link between Strategy and Target	An effective highway safety program should be based on strong leadership, sound policy and program management, strategic planning, and an effective communication program. Efforts should be data-driven and guided by problem identification. Planning and Administration management activities are essential to implement countermeasures that work in order to meet the Plan targets.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	Data Analysis, prioritization of problems, financial management, grant administration, monitoring and evaluating, Plans and Reports, public awareness, outreach, PP&E, management reviews, program assessments, traffic safety committees, task forces, and meetings.
Estimated 3-year Funding	\$1,5000,000.00 FAST ACT & BIL s 402 (15 & 18%)

Traffic Records Program Strategies

Each State, in cooperation with its political subdivisions and tribal governments, should implement a traffic records system (TRS) to support highway and traffic safety decision-making and long-range transportation planning. A complete TRS is necessary for identifying the locations and causes of crashes, for planning and implementing countermeasures, for operational management and control, and for evaluating highway safety programs and improvements. MeBHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of the TRCC is to continue to develop a comprehensive traffic records system so Maine can address the highest priority highway safety issues.

Traffic Records System Program Management

Problem from (b)(1) being addressed	Ensuring a traffic records system that allows for strategic planning and data integration to reduce fatalities and injuries from motor vehicle crashes.																																																																																																																																																																														
Strategy	Continue a TRCC that has the authority to approve the State’s Strategic Plan for Traffic Records Improvements and conduct activities related to data analysis.																																																																																																																																																																														
Description of the Link between problem and strategy	MeBHS will fund activities related to traffic records program management, planning, implementation, operations, development, coordination, monitoring, and evaluation.																																																																																																																																																																														
Uniform Guideline and description:	No. 10 Traffic Records System Management– Based on Uniform Guideline #10, we are implementing activities for TRCC, Strategic Planning and Data Integration and increasing MMUCC and NEMSIS compliance.																																																																																																																																																																														
List of Countermeasures to be implemented and Justification	Administration of Core Highway Safety Databases – administration is required to coordinate the Traffic Records Program Area, including implementing assessment recommendations.																																																																																																																																																																														
Performance Target	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr style="background-color: #4b0082; color: white;"> <th rowspan="3"></th> <th rowspan="3">TRAFFIC RECORDS MEASURES</th> <th rowspan="3">Timeframe</th> <th rowspan="3">2019</th> <th rowspan="3">2020</th> <th rowspan="3">2021</th> <th rowspan="3">2022</th> <th rowspan="3">2023</th> <th colspan="3">HSP Target</th> </tr> <tr style="background-color: #4b0082; color: white;"> <th>2024</th> <th>2025</th> <th>2026</th> </tr> </thead> <tbody> <tr> <td>5.1.1 eCitation Completeness-Lat/Long</td> <td>4/1-3/31</td> <td>5.16</td> <td>6.72</td> <td>12.66</td> <td>17.54</td> <td>22.86</td> <td>24</td> <td>25</td> <td>26</td> </tr> <tr> <td>5.1.2 eCitation Timeliness-Maine Violations Bureau</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td>5.0</td> <td>3.8</td> <td>3.7</td> <td>3.6</td> <td>3.5</td> </tr> <tr> <td>5.1.3 eCitation Uniformity-Maine Violations Bureau</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td></td> <td>46</td> <td>52</td> <td>53</td> <td>54</td> </tr> <tr> <td>5.1.4 eCitation Completeness-Agency Count</td> <td>4/1-3/31</td> <td></td> <td></td> <td>19</td> <td>23</td> <td>48</td> <td>64</td> <td>66</td> <td>68</td> </tr> <tr> <td>5.1.5 eCitation Completeness-Officer User Count</td> <td>4/1-3/31</td> <td></td> <td></td> <td>380</td> <td>450</td> <td>850</td> <td>1100</td> <td>1110</td> <td>1120</td> </tr> <tr> <td>5.1.6 eCitation Timeliness</td> <td>4/1-3/31</td> <td></td> <td></td> <td>6</td> <td>22</td> <td>40</td> <td>4</td> <td>3.9</td> <td>3.8</td> </tr> <tr> <td>5.1.7 Crash Completeness</td> <td>4/1-3/31</td> <td></td> <td>66</td> <td>66</td> <td>66</td> <td>66</td> <td>66</td> <td>66.5</td> <td>67</td> </tr> <tr> <td>5.1.8 Crash Timeliness-Received within 5 days</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td>88</td> <td>88.5</td> <td>88.5</td> <td>88.6</td> <td>88.7</td> </tr> <tr> <td>5.1.9 Crash Timeliness-Average</td> <td>4/1-3/31</td> <td></td> <td></td> <td>5.5</td> <td>5.5</td> <td>5.4</td> <td>5.4</td> <td>5.3</td> <td>5.2</td> </tr> <tr> <td>5.1.10 Crash Uniformity</td> <td>4/1-3/31</td> <td></td> <td>44</td> <td>44</td> <td>44</td> <td>44</td> <td>44</td> <td>44.1</td> <td>44.2</td> </tr> <tr> <td>5.1.11 EMS Uniformity</td> <td>4/1-3/31</td> <td></td> <td>99.99</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> <td>100</td> </tr> <tr> <td>5.1.12 EMS Completeness</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td>65</td> <td>92</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5.1.13 EMS Timeliness-Received within 24 Hours</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td>86</td> <td>86</td> <td></td> <td></td> <td></td> </tr> <tr> <td>5.1.14 Roadway Uniformity-MIRE – Road Segment</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td></td> <td>88</td> <td>8.1</td> <td>88.2</td> <td>88.3</td> </tr> <tr> <td>5.1.15 Roadway Uniformity-MIRE -At Grade Intersections/Junctions Elements</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td></td> <td>77</td> <td>77.1</td> <td>77.2</td> <td>77.3</td> </tr> <tr> <td>5.1.16 Roadway Uniformity – MIRE – Interchange/Ramp Elements</td> <td>4/1-3/31</td> <td></td> <td></td> <td></td> <td></td> <td>59</td> <td>59.1</td> <td>59.2</td> <td>59.3</td> </tr> </tbody> </table>		TRAFFIC RECORDS MEASURES	Timeframe	2019	2020	2021	2022	2023	HSP Target			2024	2025	2026	5.1.1 eCitation Completeness-Lat/Long	4/1-3/31	5.16	6.72	12.66	17.54	22.86	24	25	26	5.1.2 eCitation Timeliness-Maine Violations Bureau	4/1-3/31				5.0	3.8	3.7	3.6	3.5	5.1.3 eCitation Uniformity-Maine Violations Bureau	4/1-3/31					46	52	53	54	5.1.4 eCitation Completeness-Agency Count	4/1-3/31			19	23	48	64	66	68	5.1.5 eCitation Completeness-Officer User Count	4/1-3/31			380	450	850	1100	1110	1120	5.1.6 eCitation Timeliness	4/1-3/31			6	22	40	4	3.9	3.8	5.1.7 Crash Completeness	4/1-3/31		66	66	66	66	66	66.5	67	5.1.8 Crash Timeliness-Received within 5 days	4/1-3/31				88	88.5	88.5	88.6	88.7	5.1.9 Crash Timeliness-Average	4/1-3/31			5.5	5.5	5.4	5.4	5.3	5.2	5.1.10 Crash Uniformity	4/1-3/31		44	44	44	44	44	44.1	44.2	5.1.11 EMS Uniformity	4/1-3/31		99.99	100	100	100	100	100	100	5.1.12 EMS Completeness	4/1-3/31				65	92				5.1.13 EMS Timeliness-Received within 24 Hours	4/1-3/31				86	86				5.1.14 Roadway Uniformity-MIRE – Road Segment	4/1-3/31					88	8.1	88.2	88.3	5.1.15 Roadway Uniformity-MIRE -At Grade Intersections/Junctions Elements	4/1-3/31					77	77.1	77.2	77.3	5.1.16 Roadway Uniformity – MIRE – Interchange/Ramp Elements	4/1-3/31					59	59.1	59.2	59.3
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<p>Link between Strategy and Target</p>	<p>MeBHS and its partners collect and use traffic records data to identify highway safety problems, select the most appropriate countermeasures and evaluate their effectiveness. The goal of the TRCC is to continue to develop a comprehensive traffic records system so Maine can address the highest priority highway safety issues.</p>
<p>Considerations to determine projects:</p>	<p>Maine uses its Traffic Records Strategic Plan and the most recent Traffic Records Assessment to determine system priorities. The TRCC votes on projects to be implemented and funded.</p>
<p>Considered Activities to Achieve Goal</p>	<p>Program Management activities will include program manager activities and travel, training, monitoring, operational costs including sta-cap, equipment maintenance costs and other costs necessary to successfully manage the Traffic Records Program, including facilitation of the Traffic Records Coordinating Committee, and the data analysis of fatal and serious injury crashes.</p> <p>Other activities or projects could include funding FARS activities</p>
<p>Estimated 3-year Funding</p>	<p>\$500,000.00 FAST ACT & BIL 402</p>

TRAFFIC RECORDS SYSTEM INFORMATION COMPONENTS -Statewide Injury Surveillance System Data Component (EMS) – Improves Accuracy, Completeness, and Integration of a Core Highway Safety Database – EMS Data Management

Problem from (b)(1) being addressed	Crashes involving emergency vehicles and first responders continue to occur on Maine’s highways and roadways.
Strategy	Matching deidentified patient care reports to crash reports involving ambulances.
Description of the Link between problem and strategy	Contemporary research suggests that the use of emergency notification elements in emergency vehicles is associated with a higher risk of involvement in a crash.
Uniform Guideline and description:	<p>Based on Uniform Guideline #10, it's imperative to establish and maintain an efficient and effective traffic records system that captures a comprehensive and representative picture of traffic safety problems and countermeasure activities. This guideline emphasizes data accuracy, completeness, integration, accessibility, timeliness, and uniformity. It is also critical to coordinate traffic records activities through an appropriate governing body, such as the Traffic Records Coordinating Committee (TRCC), that ensures all the key stakeholders are involved in improving the state's traffic records system.</p> <p>The matching of deidentified patient care reports to crash reports involving ambulances serves as a crucial strategy in solving the identified problem. This approach not only aids in enhancing the completeness and uniformity of the core highway safety database but also facilitates the integration of relevant data for analysis and interpretation.</p>
List of Countermeasures to be implemented and Justification	There is not a countermeasure that works for this. However, Guideline #11 supports data analysis and integration and there is some research that supports the study of emergency vehicles with lights activated and crashes. This strategy will make data program improvements relating to quantifiable, measurable progress in the uniformity and completeness of data in a core highway safety database. This data system will also assist in studying correlations between the activation of emergency vehicle lights and crash occurrences.
Performance Target	<p>5.1.11 EMS Uniformity</p> <p>5.1.12 EMS Completeness</p>
Link between Strategy and Target	Linking ambulance crash reports into the crash database will allow for both the study of first responder actions and crashes and add to the completeness of the crash database.
Considerations to determine projects:	The TRCC evaluates all available crash, citation, EMS run-reports and other data, together with assessment recommendations to determine projects to increase completeness and uniformity of data.
Considered Activities to Achieve Goal	USM EMS Data Mgmt. Project
Estimated 3-year Funding	\$250,000.00 FAST ACTD & BIL 402 and/or 405e Flexed to 402

TRAFFIC RECORDS SYSTEM INFORMATION COMPONENTS -Crash Data Component - Improves Accuracy, Completeness, Integration, Timeliness, Uniformity, and Accessibility of a Core Highway Safety Database - Maine Crash Reporting System

Problem from (b)(1) being addressed	Access to crash and fatality data is often limited to the agency managing the data. Traffic records projects should increase the accuracy, completeness, and accessibility of the data.
Strategy	The Maine Crash Reporting System (MCRS) Upgrade project goals are to: update the technical foundation of the system, increase MMUCC compliance of the data collected; and incorporate a common data schema for ease of data transfer between the variety of software programs and agencies that use crash data. The goals of this project are to improve the overall data handling processes, reduce redundancy, reduce data manipulation, minimize human intervention, and improve efficiency throughout the system. This will also create opportunities for increased interoperability with other data systems.
Description of the Link between problem and strategy	NHTSA's Traffic Records Program Assessment Advisory discusses the core components and measures of successful traffic records projects. We expect that the planned traffic records projects selected for FFY2024-2026 will help us to achieve timeliness, accuracy, accessibility, completeness, uniformity and integration of core data systems.
Uniform Guideline and description:	Based on Guideline #10, a State's traffic records information should be maintained in a form that is of high quality and readily accessible to users throughout the State. Performance-based measures should be quantifiable and should be established for each attribute of each component (e.g., the amount of elapsed time from initial data collection until entry in the traffic records system, the level of accuracy and completeness the data must meet in order to pass edit and validation checks during data entry, the level of adoption of various standards and guidelines, etc).
List of Countermeasures to be implemented and Justification	This countermeasure will make data program improvements relating to quantifiable, measurable progress in the completeness, timeliness, and uniformity of data in a core highway safety database.
Performance Target	5.1.7 Crash Completeness 5.1.8 Crash Timeliness – Received within 5 days 5.1.9 Crash Timeliness – Average 5.1.10 Crash Uniformity
Link between Strategy and Target	The Crash Data Component documents the time, location, environment, and characteristics (e.g., sequence of events, rollover, etc.) of a crash. It contains basic information about every reportable (as defined by State statute) motor vehicle crash on any public roadway in the State. Through links to other TRS components, the Crash Data Component identifies the roadways, vehicles, and people (e.g., drivers, occupants, pedestrians) involved in the crash. These data help to document the consequences of the crash (e.g., fatalities, injuries, property damage, and violations charged), support the analysis of crashes in general, and support the analysis of crashes within specific categories
Considerations to determine projects:	The TRCC evaluates all available crash, citation, EMS run-reports and other data, together with assessment recommendations to determine projects to increase completeness and uniformity of data.
Considered Activities to Achieve Goal	Maintenance and upgrades to Maine Crash Reporting System.
Estimated 3-year Funding	\$1,500,000.00 FAST ACT & BIL 405c and 405e flexed

USES OF A TRAFFIC RECORDS SYSTEM –

Problem from (b)(1) being addressed	Collection of and public access to traffic records system data.
Strategy	Increase accessibility of traffic records data through data collection in databases and public access.
Description of the Link between problem and strategy	The purpose of a State's traffic records system is to establish a base of useful information and data. This includes operational personnel, program managers, program analysts, researchers, policy makers, and the public. To be of optimal value, the system should provide for the efficient flow of data to support a broad range of traffic safety and other activities.
Uniform Guideline and description:	Based on Uniform Guideline #10, we are implementing activities for continued and new collection of traffic records data to help analyze highway safety problems to reduce and eliminate crashes, fatalities, and serious injuries.
List of Countermeasures to be implemented and Justification	This countermeasure will make data program improvements relating to quantifiable, measurable progress in the accessibility and completeness of data in a core highway safety database.
Performance Target	5.15 increase officer user count to 1120 by 2026.
Link between Strategy and Target	Enhancing the eCitation system to include the required Racial Profiling data will encourage more law enforcement agencies and officers to use the eCitation system, especially given that the collection of racial profiling elements are required by law to be reported by officers roadside.
Considerations to determine projects:	The TRCC evaluates all available crash, citation, EMS run-reports and other data, together with assessment recommendations to determine projects to increase completeness, accessibility, and uniformity of data.
Considered Activities to Achieve Goal	Crash Public Query Tool
Estimated 3-year Funding	-Racial Profiling data collection (1906) -MeBHS Data Warehouse (crash/citation/EMS) \$900,000.00 FAST ACT & BIL s 405c, 405e Flex, 1906 Racial Profiling

TRAFFIC RECORDS SYSTEM INFORMATION COMPONENTS -The Citation/Adjudication Data Component- Improves Accuracy, Completeness, Timeliness, Uniformity, and Accessibility of a Core Highway Safety Database – (Maine eCitation)

Problem from (b)(1) being addressed	Utilization of an electronic citation system by all law enforcement agencies will increase uniformity, accuracy, completeness, and timeliness of citation records and allow for more timely data analysis for supporting reductions in crashes, fatalities, and serious injuries.
Strategy	The eCitation system maintenance and upgrades will ensure uniformity, completeness, accuracy, and accessibility of a core traffic records system.
Description of the Link between problem and strategy	Highway Safety activities are, in part, dependent on traffic safety enforcement. Electronic tools such as electronic crash reporting and electronic citation issuance is important to facilitate a timely, and thereby, more safe roadside interaction for both officer and offender. Ensuring that officers have access to the most up to date electronic systems facilitates increased enforcement activities.
Uniform Guideline and description:	Based on Uniform Guideline #10, we are implementing activities for continued and new collection of traffic records data to help analyze highway safety problems to reduce and eliminate crashes, fatalities, and serious injuries.
List of Countermeasures to be implemented and Justification	This countermeasure will make data program improvements relating to completeness, timeliness, and uniformity of data in a core highway safety database.
Performance Target	5.1.1 eCitation Completeness-Lat/Long 5.1.2 eCitation Timeliness-Maine Violations Bureau 5.1.3 eCitation Uniformity-Maine Violations Bureau 5.1.4 eCitation Completeness-Agency Count 5.1.5 eCitation Completeness-Officer User Count 5.1.6 eCitation Timeliness
Link between Strategy and Target	Maintaining and enhancing the eCitation system ensures the system remains up to date and usable by law enforcement officers, violations and adjudication, public safety, and others.
Considerations to determine projects:	The TRCC evaluates all available crash, citation, EMS run-reports and other data, together with assessment recommendations to determine projects to increase completeness, accessibility, and uniformity of data.
Considered Activities to Achieve Goal	eCitation Upgrades and enhancements
Estimated 3-year Funding	\$750,000.00 FAST ACT & BIL s 405c and/or 405e Flexed

Speeding and Speed Management and Police Traffic Enforcement Services) Countermeasure Strategies

Speeding and aggressive driving, such as red-light and stop sign running, involve traffic law violations. Deterrence through law enforcement is the basic behavioral strategy that has been used. This strategy involves the same concepts use for HVE of seat belts and impaired driving, including HVE and sustained enforcement coupled with a sound communications plan supporting the efforts.

Program Management

Problem from (b)(1) being addressed	2017-2021 ended with a total of 164 speeding related fatalities on Maine's roadways, this averages out to 39% of Maine's motor vehicle fatalities each year with speed being a factor. Often times this behavior is in combination with other risky behaviors as well. 57 of these fatalities also included unrestrained individuals as well as speed, 29 of them included unrestrained, Impairment and speed and 15 of them involved speed and impairment.
Strategy	Decrease speed-related motor vehicle fatalities through implementation of a successful speed management program using Uniform Guideline #19 and Countermeasures that Work.
Description of the Link between problem and strategy	MeBHS will fund activities related to program management, planning, implementation, operations, development, coordination, monitoring, evaluation, and public education for reducing speed and aggressive driving to achieve a reduction in fatalities involving speeding.
Uniform Guideline and description:	No. 19 Program Management– Based on Uniform Guideline #19 we are implementing activities for enforcement and communications supporting HVE. Together with other agencies and stakeholders, we will continue to apply road design and engineering measures to obtain appropriate speeds; setting speed limits that are safe and reasonable. We are using applicable countermeasures that work strategies to make the largest impact on speed and aggressive driving through sound program management.
List of Countermeasures to be implemented and Justification	<p>2.2 High Visibility Enforcement (CTW 2 ☆)</p> <p>High-visibility enforcement campaigns have been used to deter speeding through deterrence measures. Law enforcement targets certain high-crash or high-violation geographic areas using HVE saturation patrols with the objective of convincing the public that speeding is not tolerated. While not a 3★ CTW, we will be utilizing the same model of HVE supported by communications and outreach that is successfully utilized by CIOT and other HVE campaigns. In a state with significant miles of rural roads, it is imperative that law enforcement has an HVE tool for deterrence of speeding and aggressive driving through those rural communities.</p> <p>4.1 Communications and Outreach Supporting Enforcement (CTW 3 ★)</p>
Performance Target	C-6 Reduce Speeding related Fatalities from 43 to 40 by 2026.
Link between Strategy and Target	Speeding is a national problem yet effective solutions must be applied locally. The success of a speed management program is enhanced by coordination and cooperation among the engineering, enforcement, and educational disciplines with a focus on the Safe System Approach. Ensuring that speeding is being addressed through sound program management will aid in reducing speeding-related crashes and fatalities.

Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. PP&E sessions held in May of 2023 informed the MeBHS that communities do not feel safe using their roads for walking, biking or other activities not related to driving a motor vehicle and that speeding is a rampant and aggressive behavior that must be addressed in both rural communities and more densely populated cities and towns.
Considered Activities to Achieve Goal	Program Management activities will include program manager activities and travel, training, monitoring, operational costs including sta-cap, equipment maintenance costs and other costs necessary to successfully manage the Police Traffic Services Speed and Aggressive Driving Program.
Estimated 3-year Funding	\$500,000.00 FAST ACT & BIL 402

Enforcement Countermeasures

Problem from (b)(1) being addressed	2017-2021 ended with a total of 164 speeding related fatalities on Maine's roadways, this averages out to 39% of Maine's motor vehicle fatalities each year with speed being a factor. Often times this behavior is in combination with other risky behaviors as well. 57 of these fatalities also included unrestrained individuals as well as speed, 29 of them included unrestrained, Impairment and speed and 15 of them involved speed and impairment.
Strategy	Decrease speed-related motor vehicle fatalities using enforcement and communication strategies from Uniform Guideline #19 and CTW.
Description of the Link between problem and strategy	MeBHS will fund activities related to speed enforcement coupled with education to support the enforcement efforts.
Uniform Guideline and description:	No. 19 Enforcement Strategies- Based on Uniform Guideline #19 we are implementing activities for enforcement and communications supporting HVE.
List of Countermeasures to be implemented and Justification	2.2 High Visibility Enforcement (CTW 2 ☆) High-visibility enforcement campaigns have been used to deter speeding through deterrence measures. Law enforcement targets certain high-crash or high-violation geographic areas using HVE saturation patrols with the objective of convincing the public that speeding is not tolerated. While not a 3★ CTW, we will be utilizing the same model of HVE supported by communications and outreach that is successfully utilized by CIOT and other HVE campaigns. In a state with significant miles of rural roads, it is imperative that law enforcement has an HVE tool for deterrence of speeding and aggressive driving through those rural communities.
Performance Target	C-6 Reduce Speeding related Fatalities from 43 to 40 by 2026.
Link between Strategy and Target	Ensuring that speeding is being addressed through enforcement efforts will aid in reducing speeding-related crashes and fatalities. Enforcement campaigns have been used to deter speeding using the usual HVE model. NHTSA has recently released a national speeding awareness campaign, supplying marketing and other materials for states, and encouraged states to work together to implement meaningful education and communications strategies on a regional level.

Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. PP&E sessions held in May of 2023 informed the MeBHS that communities do not feel safe using their roads for walking, biking or other activities not related to driving a motor vehicle and that speeding is a rampant and aggressive behavior that must be addressed in both rural communities and more densely populated cities and towns.
Considered Activities to Achieve Goal	State, Municipal, and County Law Enforcement high-crash speed enforcement.
Estimated 3-year Funding	\$1,200,000.00 FAST ACT & BIL s 402

Communication Program

Problem from (b)(1) being addressed	2017-2021 ended with a total of 164 speeding related fatalities on Maine's roadways, this averages out to 39% of Maine's motor vehicle fatalities each year with speed being a factor. Often times this behavior is in combination with other risky behaviors as well. 57 of these fatalities also included unrestrained individuals as well as speed, 29 of them included unrestrained, Impairment and speed and 15 of them involved speed and impairment.
Strategy	Decrease speed-related motor vehicle fatalities through a combination of enforcement and education supporting enforcement activities.
Description of the Link between problem and strategy	MeBHS will fund activities related to public education for reducing speed and aggressive driving to achieve a reduction in fatalities involving speeding.
Uniform Guideline and description:	No. 19 Communications Program – Communication strategies, accompanied by enforcement, can modify driver behavior. Our Communication program will be developed to ensure motorist acceptance and to enhance compliance with the introduction of revised speed limits and strict enforcement operations.
List of Countermeasures to be implemented and Justification	4.1 Communications and Outreach Supporting Enforcement (CTW 3 ★)
Performance Target	C-6 Reduce Speeding related Fatalities from 43 to 40 by 2026.
Link between Strategy and Target	Effective HVE communications and outreach are essential parts of successful speed enforcement programs with an objective to persuade motorists that detection and penalties for violations are likely and that obeying the speed limit leads to expected safety benefits.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. PP&E sessions held in May of 2023 informed the MeBHS that communities do not feel safe using their roads for walking, biking or other activities not related to driving a motor vehicle and that speeding is a rampant and aggressive behavior that must be addressed in both rural communities and more densely populated cities and towns.
Considered Activities to Achieve Goal	Communications (paid and earned media) to support enforcement efforts.
Estimated 3-year Funding	\$ Included in Communications and Outreach Program Area for Paid and Earned Media

RESOURCE MANAGEMENT

Problem from (b)(1) being addressed	2017-2021 ended with a total of 164 speeding related fatalities on Maine's roadways, this averages out to 39% of Maine's motor vehicle fatalities each year with speed being a factor. Often times this behavior is in combination with other risky behaviors as well. 57 of these fatalities also included unrestrained individuals as well as speed, 29 of them included unrestrained, Impairment and speed and 15 of them involved speed and impairment.
Strategy	Decrease speed-related motor vehicle fatalities through implementation and support of successful enforcement program using Uniform Guideline #15.
Description of the Link between problem and strategy	Law enforcement agencies should maintain a comprehensive plan that identifies and deploys resources necessary to effectively support traffic enforcement services. This plan should integrate traffic enforcement services and safety initiatives into a comprehensive agency enforcement program. MeBHS will fund activities related to agencies enforcement program support by way of Law Enforcement Liaison Services. LELs are primarily former law enforcement officers who work with SHSOs and other traffic safety organizations to engage LEAs in their States to participate in NHTSA traffic safety programs. They provide information to LEAs on the importance of traffic safety, and they support LEAs' efforts to improve traffic safety in their communities.
Uniform Guideline and description:	No. 15 -Resource Management– Based on Uniform Guideline #15 we are implementing activities to support law enforcement liaison services that will support agencies in their overall enforcement planning and program efforts, including those that will reduce speeding aggressive driving.
List of Countermeasures to be implemented and Justification	4.1 Communications and Outreach Supporting Enforcement (CTW 3 ★) including a GHSA recommendation to raise the priority of speed enforcement as a traffic safety priority among law enforcement agencies.
Performance Target	C-6 Reduce Speeding related Fatalities from 43 to 40 by 2026.
Link between Strategy and Target	Speeding is a national problem yet effective solutions must be applied locally. The success of a speed management program is enhanced by coordination and cooperation among the engineering, enforcement, and educational disciplines with a focus on the Safe System Approach. Ensuring that speeding is being addressed through sound program management will aid in reducing speeding-related crashes and fatalities.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. PP&E sessions held in May of 2023 informed the MeBHS that communities do not feel safe using their roads for walking, biking or other activities not related to driving a motor vehicle and that speeding is a rampant and aggressive behavior that must be addressed in both rural communities and more densely populated cities and towns.
Considered Activities to Achieve Goal	Law Enforcement Liaison Service Activities.
Estimated 3-year Funding	\$600,000.00 FAST ACTD & BIL s 405e flexed

Young Driver Safety Program Strategies

Young drivers are generally defined as those between the ages of 16-24 and between 2017-2021 made up Six percent (6%) of the drivers involved in fatal crashes. A total of 74 fatalities were associated with young drivers (ages 16 to 20) between 2017 and 2021. These fatalities accounted for 9% of all highway fatalities. Many of the fatalities associated with young drivers (49%) involved loss of life for the young driver. An additional 28% of fatalities were the young drivers' passengers. This suggests that 77% of the risk associated with young drivers is borne by young drivers and their passengers. An additional 23% of fatalities were occupants of other vehicles, pedestrians, and bicyclists. It is imperative that we continue to offer quality driver education and increase our focus on programs that educate young drivers about the risks surround bad driving behaviors.

Driver Education and Training Program

Problem from (b)(1) being addressed	A total of 74 fatalities were associated with young drivers (ages 16 to 20) between 2017 and 2021. These fatalities accounted for 9% of all highway fatalities.
Strategy	Apply for s. 405i funds to educate drivers regarding driver and officer safety roadside and during traffic stops.
Description of the Link between problem and strategy	The BIL created a new driver and officer safety education grant program, authorizing incentive grants to States that enact and enforce laws or adopt and implement programs that include certain information on law enforcement practices during traffic stops in driver education and driving safety courses or peace officer training programs, or that have taken meaningful steps to do so. 23 U.S.C. 405(i).
Uniform Guideline and description:	Uniform Guideline #4 – based on this Guideline, each State, in cooperation with its political subdivisions and tribal governments, should develop and implement a comprehensive, culturally competent highway safety program, reflective of State demographics, to achieve a significant reduction in traffic crashes, fatalities and injuries on public roads. All programs should be data driven, and the highway safety program should include a driver education and training program designed to educate new drivers. This program is part of the new driver curriculum.
List of Countermeasures to be implemented and Justification	77% of the risk associated with young drivers is borne by young drivers and their passengers. It is imperative that Maine continues to offer quality driver education and increase our focus on programs that educate young drivers about the risks surround bad driving behaviors and their interactions with peace officers during traffic stops.
Performance Target	C-9 Drivers aged 20 or younger involved in Fatal Crashes (FARS) – reduce from 15 to 11 by 2026
Link between Strategy and Target	Using funding from the new 405(i) grant, Maine will implement a driver education program that raises awareness regarding traffic stops for driver educators.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. We also use recommendations from program assessments to inform project implementation and strategies.
Considered Activities to Achieve Goal	Driver and Officer Safety Outreach program
Estimated 3-year Funding	\$150,000.00 BIL s 405i.

Driver Education and Training Program

Problem from (b)(1) being addressed	A total of 74 fatalities were associated with young drivers (ages 16 to 20) between 2017 and 2021. These fatalities accounted for 9% of all highway fatalities.
Strategy	Implement programs targeted at young drivers to supplement driver education materials and offer additional information and resources regarding risky driving behaviors such as impaired driving, distracted driving, drowsy driving, speeding, and non-use of seat belts.
Description of the Link between problem and strategy	Young drivers are less experienced and take more risks than older and more experienced drivers, especially when accompanied by young risk-taking passengers. Programs directed toward young drivers help to elevate the importance of making good decisions and understanding your responsibilities as a driver.
Uniform Guideline and description:	NHTSA Uniform Guideline #4 – we will utilize Guideline #4 IV – Driver Education and Training Program to inform our program.
List of Countermeasures to be implemented and Justification	While no 3 star or above countermeasures that work exist, public outreach through school and community education is crucial. Uniform Guideline #4 suggests state programs include education for teaching about Safe Driving Practices, including making good driver decisions; use of occupant restraints; not driving under the influence; and dealing with fatigue, distractions, and aggressive drivers; and o Sharing the roadway with other users, especially pedestrians, bicycles, scooters, and motorcycles, who are more physically vulnerable to injury or death in the event of a crash. This should include techniques to increase awareness of motorcycles and other road users.
Performance Target	C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes Decrease from 15-11 in 2026.
Link between Strategy and Target	Providing community engagement and outreach around driver behaviors will lead to increased knowledge about risks associated with driver behaviors and engaging young drivers at schools and other events attended by that age group should lead to fewer young driver fatalities.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection. Additionally, MeBHS is often contacted by schools and community leaders to engage in traffic safety fairs and events.
Considered Activities to Achieve Goal	Alliance Highway Safety – Choices Matter/Coaches Playbook/Rule the Road Traffic Safety Educator Services
Estimated 3-year Funding	SADD State Coordinator \$1,900,000.00 FAST ACT & BIL s 402 or 405e flexed

Program Management

Problem from (b)(1) being addressed	A total of 74 fatalities were associated with young drivers (ages 16 to 20) between 2017 and 2021. These fatalities accounted for 9% of all highway fatalities.
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Strategy	Ensure that driver education instructors receive enhanced training to stay up to date on most recent state laws and driver practices and research.
Description of the Link between problem and strategy	Implementing an annual Driver Education Summit will Provide leadership, training, and technical assistance to public and private providers of driver education to ensure consistency and quality
Uniform Guideline and description:	Uniform Guideline #4 Provide leadership, training, and technical assistance to public and private providers of driver education to ensure consistency and quality
List of Countermeasures to be implemented and Justification	No countermeasure that works exists for this, however Uniform Guideline #4 calls for states to provide leadership, training, and assistance to public and private providers of driver education.
Performance Target	C-9) Drivers Aged 20 or Younger Involved in Fatal Crashes Decrease from 14-11 in 2026.
Link between Strategy and Target	This annual summit provides for an opportunity to interact with driver educators statewide and provide training and technical assistance.
Considerations to determine projects:	The MeBHS uses meaningful feedback from PP& E engagement, fatal and serious injury data, citation data, observational survey data, geographic locations, and socioeconomic data to inform strategies and project selection.
Considered Activities to Achieve Goal	MeBHS/SOS/AAA DE Education Summit. BMV Driver Education Instructor Training
Estimated 3-year Funding	\$300,000.00 FAST ACT & BIL s 402 or 405e Flexed.

Performance Report §1300.11 (b)(5)

A report on the State's progress towards meeting State performance targets from the most recently submitted triennial HSP, based on the most currently available data, including—

(i) Target Progress

Progress on Core Performance Measures Summary Table

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-1) Number of traffic fatalities (FARS)	Numeric	160	5-year	2019	Y
C-2a) Number of serious traffic injuries (State crash data files)	Numeric	710	5-year	2019	Y
C-2b) Serious injury rate (State crash file)	Rate	4.80	5-year	2019	Y
C-3a) Fatalities/VMT (FARS, FHWA)	Rate	1.12	5-year	2019	Y
C-3b) Rural mileage death rate (FARS)	Rate	1.23	Annual	2023	--
C-3c) Urban mileage death rate (FARS)	Rate	0.71	Annual	2023	--
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Numeric	54	Annual	2023	Y
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above (FARS)	Numeric	53	Annual	2023	Y
C-6) Number of speeding-related fatalities (FARS)	Numeric	41	Annual	2023	Y
C-7) Number of motorcycle fatalities (FARS)	Numeric	25	Annual	2023	Y
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Numeric	18	Annual	2023	Y
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Numeric	11	Annual	2023	Y
C-10) Number of pedestrian fatalities (FARS)	Numeric	8	Annual	2023	Y
C-11) Number of bicyclist fatalities (FARS)	Numeric	1	Annual	2023	Y

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants	Percentage	92.0%	Annual	2023	--
Number of senior driver fatalities	Numeric	28	Annual	2023	Y
Number of distracted driver fatalities	Numeric	7	Annual	2023	Y
Media recall	Percentage	37%	Annual	(spring) 2023	Y

Progress on 2023 Targets Narrative

Performance Measure: C-1) Traffic Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-1) Number of traffic fatalities (FARS)	Numeric	160	5-year	2019	Y

Despite the lower VMT observed in 2020 due to the pandemic, the number of fatalities in 2020 was the 2nd highest in ten years. In 2021, the number decreased down to 153, but the current year’s fatalities to-date suggest that 2022 may see yet another increase. There were 66 fatalities as of June 12, 2022, and historically (2016-2020) 34.7% of fatalities occur by this month and day, which suggests a total of 191 for 2022. Maine will attempt to hold the 2019-2023 fatality average to 160, a 5% decrease from the 2020 count of 164.

Performance Review: As of June 12, 2023, the fatality count was 42. Historically (2017-2021), approximately 36.0% of Maine’s highway fatalities occurred on or before June 12, which suggests a total of 117 for 2023 and a 5-year average of 155. If this holds true, Maine will meet its 2019-2023 5-year target of 160.

Performance Measure: C-2a) Number of Serious Traffic Injuries (State crash data files)

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-2a) Number of serious traffic injuries (State crash data files)	Numeric	710	5-year	2019	Y

Maine has seen improvement in the number of serious injuries over the last years. Unlike fatalities, Maine experienced a reduction in the number of serious injuries and only a small increase in the serious injury rate during 2020 caused by the lower VMT. The count will likely increase as tourism and in-state traffic resume to higher pre-pandemic levels, thus Maine set a target of 715 for 2022. In fact, Maine did see an increase in serious injuries in 2021. For 2019-2023, Maine proposes a 5-year average count of 710, a 1% decrease from the previous target.

Performance Review: As of June 12, 2023, the serious injury count was 237. Maine estimates, based on 2021 data, that approximately 34.0% of Maine's serious injuries will have occurred by June 12, which suggests a total of 697 serious injuries for 2023 and a 5-year average of 697. If this holds true, Maine will meet its 2019-2023 5-year target of 710.

Performance Measure: C-2b) Serious Injury Rate

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-2b) Serious injury rate (State crash file)	Rate	4.80	5-year	2019	Y

Maine has seen improvement in the number of serious injuries over the last years. Unlike fatalities, Maine experienced a reduction in the number of serious injuries and only a small increase in the serious injury rate during 2020 caused by the lower VMT. The rate increased in 2021, however, to a level last seen in 2017. Maine proposes a 5-year average rate of 4.80 for 2019-2023, a .2% decrease from the 2021 rate of 4.81.

Performance Review: The 2019-2022 average is 4.69, putting Maine on track to meet its 2019-2023 5-year target of 4.80 if it holds the 2023 rate to 5.25.

Performance Measure: C-3a) Fatalities/VMT

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
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C-3a) Fatalities/VMT (FARS, FHWA)	Rate	1.12	5-year	2019	Y
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A significantly lower VMT observed in 2020 due to the pandemic combined with a high fatality count led to the highest fatality rate in Maine in the last decade. While VMT is increasing, the presence of this datapoint in the 2018 to 2022 average will have a detrimental effect on the fatality rate. Maine proposes to hold the 2019-2023 fatality rate to 1.12, a 10% decrease from the 2020 rate of 1.25.

Performance Review: The 2019-2022 average is 1.15, putting BHS on track to meet its 2019-2023 5-year target of 1.12 if it holds the 2023 rate to 1.01.

Performance Measure: C-3b) Rural Mileage Death Rate

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-3b) Rural mileage death rate (FARS)	Rate	1.23	Annual	2023	?

While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities, resulting in a record high rate of 1.47. Maine proposes to decrease this rate to 1.23 in 2023, a decrease of 16% from the 2020 rate of 1.47.

Performance Review: The 2022 rural mileage rate was 0.96. Target is an annual target and will be calculated when 2023 VMT is available.

Performance Measure: C-3c) Urban Mileage Death Rate

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-3c) Urban mileage death rate (FARS)	Rate	0.71	Annual	2023	?

While the COVID-19 pandemic resulted in a decrease in VMT, it was not accompanied by a decrease in fatalities, resulting in a high rate of 0.76. Maine proposes to decrease this rate to 0.71 in 2023, a decrease of 6% from the 2020 rate of 0.76.

Performance Review: The 2022 urban mileage rate was 0.26. Target is an annual target and will be calculated when 2022 VMT is available.

Performance Measure: C-4) Unrestrained Passenger Vehicle Occupant Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	Numeric	54	Annual	2023	Y

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 1.4% decrease. Maine will decrease its unrestrained fatalities from a baseline (2016-2020) value of 55 to a target value of 54 for the year 2023.

Performance Review: As of June 12, 2023, the unrestrained occupant fatality count was 14. Historically (2017-2021), approximately 34.7% of Maine’s unrestrained occupant highway fatalities occurred on or before June 12, which suggests a total of 40 for 2023. If this holds true, Maine will meet its 2023 target of 54.

Performance Measure: C-5) Alcohol-Impaired Driving Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with BAC of .08 and above (FARS)	Numeric	53	Annual	2023	Y

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 10.9%, Maine will attempt to reverse this trend, reducing the number of alcohol-impaired fatalities from the 2020 baseline value of 64 to 53, a 17% decrease.

Performance Review: As of June 12, 2023, the alcohol impaired fatality count was 3, although this number could increase as reports are received and fatality records are updated. Historically (2017-2021), approximately 34.5% of Maine's alcohol-impaired fatalities occurred on or before June 12, which suggests a total of 9 for 2023. If this holds true, Maine will meet its 2023 target of 53.

Performance Measure: C-6) Speeding-Related Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-6) Number of speeding-related fatalities (FARS)	Numeric	41	Annual	2023	Y

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 16.8% decrease. Maine will decrease its speeding-related fatalities from a baseline (2015-2019) value of 49 to a target value of 41 for the year 2023.

Performance Review: As of June 12, 2023, the speed-related fatality count was 14. Historically (2017-2021), approximately 34.9% of Maine's speed-related fatalities occurred on or before June 12, which suggests a total of 40 for 2023. If this holds true, Maine will meet its 2023 target of 41.

Performance Measure: C-7) Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-7) Number of motorcycle fatalities (FARS)	Numeric	25	Annual	2023	Y

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 33.2%, Maine will attempt to reverse this trend, reducing the number of motorcycle fatalities from the 2020 baseline value of 29 to 25, a 15% decrease.

Performance Review: As of June 12, 2023, the motorcyclist fatality count was 2. Historically (2017-2021), approximately 30.0% of Maine's motorcyclist fatalities occurred on or before June 12, which suggests a total of 7 for 2023. If this holds true, Maine will meet and surpass its 2023 target of 25.

Performance Measure: C-8) Unhelmeted Motorcyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	Numeric	18	Annual	2023	Y

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 45.2%, Maine will attempt to reverse this trend, reducing the number of unhelmeted motorcycle fatalities from the 2020 baseline value of 21 to 18, a 19% decrease.

Performance Review: As of June 12, 2023, the unhelmeted motorcycle fatality count was 1. Historically (2017-2021), approximately 26.2% of Maine's unhelmeted motorcyclist fatalities occurred on or before June 12, which suggests a total of 7 for 2023. If this holds true, Maine will meet and surpass its 2023 target of 25.

Performance Measure: C-9) Drivers Age 20 or Younger Involved in Fatal Crashes

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	Numeric	11	Annual	2023	Y

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 27.0% decrease. Maine will decrease the number of drivers aged 20 or younger involved in fatal crashes from a baseline (2016-2020) value of 15 to a target value of 11 for the year 2023.

Performance Review: As of June 12, 2023, the number of young drivers involved in fatal crashes was 2. Historically (2017-2021), approximately 27.7% of Maine's young drivers involved in fatal crashes were involved in those crashes on or before June 12, which suggests a total of 7 for 2023. If this holds true, Maine will meet its 2023 target of 11.

Performance Measure: C-10) Pedestrian Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
C-10) Number of pedestrian fatalities (FARS)	Numeric	8	Annual	2023	Y

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison years of 23.6%, Maine will attempt to reverse this trend, reducing the number of pedestrian fatalities from the 2020 baseline value of 9 to 8, an 11% decrease.

Performance Review: As of June 12, 2023, the number of pedestrian fatalities was 3. Historically (2017-2021), approximately 36.1% of Maine's pedestrian fatalities occurred on or before June 12, which suggests a total of 8 for 2023. If this holds true, Maine will meet its 2023 target of 8.

Performance Measure: C-11) Bicyclist Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
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C-11) Number of bicyclist fatalities (FARS)	Numeric	1	Annual	2023	Y
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Maine has very few bicyclist fatalities. From 2012 to 2020, the average has been two per year. Maine will attempt to reduce that number to 1 in 2023, a reduction of 50%.

Performance Review: As of June 12, 2023, the number of bicyclist fatalities was 0. Historically (2017-2021), the majority (88.9%) of Maine's bicyclist fatalities occur before June 12, which suggests Maine will meet its 2023 target of 1.

Performance Measure: B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants	Percentage	92.0%	Annual	2023	?

Maine's rate of seat belt use for 2021 was 91.8%, higher than the national average and 3.3% higher than the 2019 rate. (Like many states, Maine was unable to conduct seat belt observations in 2020 due to the COVID pandemic.) This increase is the highest observed over the last decade. Data from 2022 will help clarify whether this was a true increase in seat belt related behavior or an idiosyncrasy of the 2021 observations.

Maine will attempt to increase the rate of seat belt use to 92.0% for 2023. This is a modest .2% increase over the 2021 rate, but consistent with past years' patterns of change.

Performance Review: Seat belt observations are currently underway; a rate is not available at this time.

Performance Measure: Senior Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
Number of senior driver fatalities	Numeric	28	Annual	2023	Y

While the five-year alternative baseline method shows an average increase from the previous three baseline periods to the corresponding comparison year of 41.0%, Maine will attempt to reverse this trend, reducing the number of senior driver fatalities from the 2020 baseline value of 29 to 28, a decrease of 5%.

Performance Review: As of June 12, 2023, the number of senior driver fatalities was 5. Historically (2017-2021), approximately 39.2% of Maine's senior driver fatalities occurred on or before June 12, which suggests a total of 13 senior driver fatalities for 2023, putting Maine on track to meet its 2023 target of 28.

Performance Measure: Distracted Driver Fatalities

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
Number of distracted driver fatalities	Numeric	7	Annual	2023	Y

This target was set using the three-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 13.4% decrease. Maine will decrease the number of distracted driving fatalities from a baseline (2018-2020) value of 8. to a target value of 7 for the year 2023.

Performance Review: As of June 12, 2023, the number of distracted driver fatalities was 2. Historically (2017-2021), approximately 40.9% of Maine distracted driving fatalities occurred on or before June 12, which suggests a total of 5 distracted driving fatalities for 2023, putting Maine on track to meet its 2023 annual target of 7.

Performance Measure: Media Recall Target

Performance Target	Target Metric Type	Target Value	Target Period	Target Start Year	On Track?
Media recall	Percentage	37%	Annual	(spring) 2023	Y

This target was set using the five-year alternative baseline method. This method was chosen because it reflects the changes between historic data and recent data and allows Maine to set a target in keeping with those trends. The average percent change from the previous three baseline periods to their corresponding comparison years was a 18.3% decrease. While a decrease is not desirable for this target, the projected rate is nevertheless an *3% increase* over the most recent year's metric. Maine will attempt to achieve a media recall rate of 37% for the spring of 2023.

Performance Review: The media recall rate for spring of 2023 was 43%. This target was met.

Progress on Performance Measures: Traffic Records

5.1.1 eCitation Completeness – Latitude/Longitude

Maine will improve the completeness of the eCitation system as measured in terms of: The percentage of electronic citations with Latitude and Longitude values entered by the Officer.

Progress: Demonstrated Improvement. The result is an increase in completeness of 5.32%. The target for the next period is 24%.

Measurements

Start Date	End Date	Lat/Long Entered	Total Citations	Completeness (%)	Target (%)
April 1, 2018	March 31, 2019	150	2,905	5.16%	
April 1, 2019	March 31, 2020	618	9,199	6.72%	Not set
April 1, 2020	March 31, 2021	1,593	12,577	12.66%	7%
April 1, 2021	March 31, 2022	3,433	19,572	17.54%	14%

April 1, 2022	March 31, 2023	5,295	22,184	22.86%	19%
April 1, 2023	March 31, 2024				24%
April 1, 2024	March 31, 2025				25%
April 1, 2025	March 31, 2026				26%

5.1.2 eCitation Timeliness – Maine Violations Bureau

Maine will improve the Timeliness of the eCitation system as measured in terms of: The average number of days from when the citation is issued to the time the citation is entered into the Maine Violations Bureau data system within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from when the citation is issued to the time the citation is entered into the court citation database using a baseline period and a current period.

Progress: Demonstrated Improvement. The result is an increase in timeliness of 0.1 days. The target for the next period is 3.7 days.

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Avg Number of Days	Target (Days)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	6.3	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831	5.2	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	4.0	5
April 1, 2022	March 31, 2023	20,789	22,297	43,284	3.9	3.8
April 1, 2023	March 31, 2024					3.7
April 1, 2024	March 31, 2025					3.6
April 1, 2025	March 31, 2026					3.5

5.1.3 eCitation Uniformity – Maine Violations Bureau

Maine will improve the Uniformity of the eCitation system as measured in terms of: The percentage of citation records entered into the Maine Violations Bureau data system submitted with a NIEM-compliant uniform statewide schema.

The state will show measurable progress using the following method: The percentage of citation records entered into the Maine Violations Bureau database with NIEM-compliant uniform statewide schema using a baseline period and a current period.

Progress: Demonstrated Improvement. The result is an increase in uniformity of 7.35 percent. The target for the next period is 52 percent.

Measurements

Start Date	End Date	Paper Citations	Electronic Citations	Total Citations	Percent NIEM-compliant	Target (%)
April 1, 2019	March 31, 2020	51,548	9,199	60,747	15.14%	Not set
April 1, 2020	March 31, 2021	25,222	12,609	37,831	33.33%	Not set
April 1, 2021	March 31, 2022	24,790	19,605	44,395	44.16%	Not set
April 1, 2022	March 31, 2023	20,789	22,297	43,284	51.51%	46%
April 1, 2023	March 31, 2024					52%
April 1, 2024	March 31, 2025					53%
April 1, 2025	March 31, 2026					54%

5.1.4 eCitation Completeness – Agency Count

Maine will improve the completeness of the eCitation system as measured in terms of: The total number of agencies issuing citations electronically within a period determined by the State.

The state will show measurable progress using the following method: The number of agencies issuing electronic citations using a baseline period and a current period.

For agency counts, each Maine State Police Troop is considered an agency.

Progress: Demonstrated Improvement. The result is an increase in completeness of 19 agencies. The target for the next period is 64 agencies.

Measurements

Start Date	End Date	Number of Agencies Issuing Citations	Number of Total Agencies	Target (Agencies)
April 1, 2018	March 31, 2019	5	162	
April 1, 2019	March 31, 2020	14	162	Not set
April 1, 2020	March 31, 2021	20	162	19
April 1, 2021	March 31, 2022	43	162	23

April 1, 2022	March 31, 2023	62	163	48
April 1, 2023	March 31, 2024			64
April 1, 2024	March 31, 2025			66
April 1, 2025	March 31, 2026			68

5.1.5 eCitation Completeness – Officer User Count

Maine will improve the completeness of the eCitation system as measured in terms of: The total number of officer accounts in Maine eCitation.

The state will show measurable progress using the following method: The number of officer accounts in Maine eCitation for the baseline period compared to the current period.

Progress: Demonstrated Improvement. The result is an increase in completeness of 265 officer users. The target for the next period is 1,100 officer users.

Measurements

Start Date	End Date	Officer User Count	Target
April 1, 2017	March 31, 2018	11	
April 1, 2018	March 31, 2019	77	
April 1, 2019	March 31, 2020	320	Not set
April 1, 2020	March 31, 2021	412	380
April 1, 2021	March 31, 2022	823	450
April 1, 2022	March 31, 2023	1,088	850
April 1, 2023	March 31, 2024		1,100
April 1, 2024	March 31, 2025		1,110
April 1, 2025	March 31, 2026		1,120

5.1.6 eCitation Timeliness

Maine will improve the Timeliness of the eCitation system as measured in terms of: The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database within a period determined by the State.

The state will show measurable progress using the following method: The average number of minutes from when the citation is issued to the time the citation is uploaded into the statewide citation database using a baseline period of April 1, 2021 to March 31, 2022 and a current period of April 1, 2022 to March 31, 2023. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30, 2022 (baseline) and April 30, 2023 (current).

Progress: No Improvement. The result is a decrease in timeliness of 92 minutes. The decrease is not unexpected due to the rollout of eCitation to agencies that have less IT infrastructure and poorer mobile connectivity.

The target for the next period is 4 hours.

Measurements

Start Date	End Date	Total Citations	Average Number of Minutes	Target Minutes/Hrs
April 1, 2018	March 31, 2019	2,905	141 min	
April 1, 2019	March 31, 2020	9,199	7 min	Not set
April 1, 2020	March 31, 2021	12,577	23 min	6 min
April 1, 2021	March 31, 2022	19,572	43 min	22 min
April 1, 2022	March 31, 2023	22,184	135 min	40 min
April 1, 2023	March 31, 2024			4 hrs
April 1, 2024	March 31, 2025			3.9 hrs
April 1, 2025	March 31, 2026			3.8 hrs

5.1.7 Crash Completeness

This performance measure is based on the C-C-02 model performance measure.

Maine will improve the Completeness of the Crash system as measured in terms of:

The percentage of crash records with latitude and longitude values entered by the officer.

The state will show measurable progress using the following method:

Count the number of crash reports with latitude and longitude values (count only non-null and non-zero values) for all reporting agencies in the State during the baseline period and the current performance period. Then, count the total number of reports for all reporting agencies in the State for the same periods. Divide the total number of reports by the count of reports with latitude and longitude and multiply by 100 to get the percentage of reports with latitude and longitude for each period.

The numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

Progress: The result is no improvement in completeness. The target for the next period is 66%.

Measurements

Start Date	End Date	Lat/Long Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2013	March 31, 2014	23,256	37,530	61.97%	
April 1, 2014	March 31, 2015	24,364	38,827	62.75%	
April 1, 2015	March 31, 2016	23,837	37,929	62.85%	
April 1, 2016	March 31, 2017	26,189	40,833	64.14%	
April 1, 2017	March 31, 2018	26,946	41,375	65.13%	
April 1, 2018	March 31, 2019	27,613	42,250	65.36%	
April 1, 2019	March 31, 2020	26,563	40,741	65.20%	66%

April 1, 2020	March 31, 2021	21,218	32,584	65.11%	66%
April 1, 2021	March 31, 2022	26,295	40,387	65.11%	66%
April 1, 2022	March 31, 2023	26,029	40,104	64.90%	66%
April 1, 2023	March 31, 2024				66%
April 1, 2024	March 31, 2025				66.5%
April 1, 2025	March 31, 2026				67%

The target was not met; recording of latitude and longitude values have apparently plateaued. Efforts are being made to use Windows Location Services along with the built-in mapping functionality of the crash reporting client to increase completeness.

5.1.8 Crash Timeliness – Received within 5 days

Maine will improve the Timeliness of the Crash system as measured in terms of: The percentage of crash reports entered into the database within 5 days after the crash.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

Progress: No Improvement. The result is a decrease in timeliness of 0.21%. The target for the next period is 88.5%.

Measurements

Start Date	End Date	Total Reports	Received within 5 days	Target (%)
April 1, 2019	March 31, 2020	40,730	87.80%	
April 1, 2020	March 31, 2021	32,578	87.69%	Not set
April 1, 2021	March 31, 2022	40,387	88.34%	88%
April 1, 2022	March 31, 2023	40,104	88.13%	88.5%
April 1, 2023	March 31, 2024			88.5%
April 1, 2024	March 31, 2025			88.6%

April 1, 2025 March 31, 2026

88.7%

The target was not met; crash timeliness of reports received within 5 days have apparently plateaued. The current timeliness is excellent overall.

5.1.9 Crash Timeliness – Average

Maine will improve the Timeliness of the Crash system as measured in terms of: The average number of days from the crash date to the date the crash report is entered into the crash database within a period determined by the State.

The state will show measurable progress using the following method: The average number of days from the crash date to the date the crash report is entered into the crash database using a baseline period and a current period. **Note:** Both the baseline and current periods are limited to reports entered into the database by April 30 of the baseline and current periods.

Numbers in this performance measure represent all crashes entered into the state crash database from all state reporting agencies.

Progress: No Improvement. The result is a decrease in timeliness of 0.17 days. The target for the next period is 5.4 days.

The target was not met; average crash timeliness of reports has apparently plateaued. The current timeliness is excellent overall.

Measurements

Start Date	End Date	Total Reports	Average Number of Days	Target (Days)
April 1, 2012	March 31, 2013	34,271	12.1	
April 1, 2013	March 31, 2014	37,588	8.5	
April 1, 2014	March 31, 2015	38,811	7.5	
April 1, 2015	March 31, 2016	37,935	6.69	
April 1, 2016	March 31, 2017	40,833	6.48	
April 1, 2017	March 31, 2018	41,375	6.14	
April 1, 2018	March 31, 2019	42,257	11.66	
April 1, 2019	March 31, 2020	40,741	5.6	Not set
April 1, 2020	March 31, 2021	32,584	5.71	5.5
April 1, 2021	March 31, 2022	40,387	5.5	5.5
April 1, 2022	March 31, 2023	40,104	5.67	5.4

April 1, 2023	March 31, 2024	5.4
April 1, 2024	March 31, 2025	5.3
April 1, 2025	March 31, 2026	5.2

5.1.10 Crash Uniformity

The number of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.

This Performance Measure evaluates the uniformity of the Maine Crash Reporting System by using the NHTSA MMUCC Mapping results to count the percentage of MMUCC V5 compliant crash data elements captured in the State of Maine Crash Form during the baseline period. It then compares that number to the number of MMUCC V5 compliant data elements captured in the form during the performance period.

Since NHTSA does not compile results to one percentage, but rather breaks them out by area, we are just averaging the reported percentages to simplify the comparison.

Measurements

Start Date	End Date	Percent Compliance	Target (%)
April 1, 2017	March 31, 2018	36.59%	
April 1, 2018	March 31, 2019	42.79%	
April 1, 2019	March 31, 2020	42.79%	44%
April 1, 2020	March 31, 2021	42.79%	44%
April 1, 2021	March 31, 2022	42.79%	44%
April 1, 2022	March 31, 2023	42.79%	44%
April 1, 2023	March 31, 2024		44%
April 1, 2024	March 31, 2025		44.1%
April 1, 2025	March 31, 2026		44.2%

Progress: Maine has not demonstrated improvement. Maine has determined that form revisions will drive target values for this measure.

5.1.11 EMS Uniformity

Maine will improve the Uniformity of the EMS system as measured in terms of: The percentage of records on the State EMS data file that are National Emergency Medical Service Information System 3.4 (NEMSIS)-compliant.

The state will show measurable progress using the following method:

Compare the percentage of NEMSIS 3.4 EMS reports entered during the baseline period compared to the percentage of NEMSIS 3.4 EMS reports entered during the current period.

Progress: Demonstrated Improvement. The result is an increase in uniformity of 1.07%. The target for the next period is 100%.

Measurements

Start Date	End Date	NEMSIS 3.4 Reports	Total Reports	NEMSIS 3.4 Compliant (%)	Target
April 1, 2016	March 31, 2017	2,575	292,911	0.87%	
April 1, 2017	March 31, 2018	201,692	287,858	70.06%	
April 1, 2018	March 31, 2019	263,403	277,661	94.86%	
April 1, 2019	March 31, 2020	273,600	273,621	99.99%	99.99%
April 1, 2020	March 31, 2021	228,313	233,867	97.6%	100%
April 1, 2021	March 31, 2022	255,565	258,667	98.8%	100%
April 1, 2022	March 31, 2023	336,170	336,595	99.87%	100%
April 1, 2023	March 31, 2024				100%
April 1, 2024	March 31, 2025				100%
April 1, 2025	March 31, 2026				100%

5.1.12 EMS Completeness

This performance measure is based on the I-C-3 model performance measure.

Maine will improve the Completeness of the EMS system as measured in terms of:

The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.

The state will show measurable progress using the following method:

Count the number of EMS reports with no unknowns or blanks in critical data elements during the baseline period and the current performance period. Then, count the total number of EMS reports in the statewide EMS data system for the same periods. Divide the total number of reports by the count of reports with no unknowns or blanks in critical data elements and multiply by 100 to get the percentage of complete reports for each period.

Progress: No Data Available. Data was not available for this plan year.

Measurements

Start Date	End Date	Complete Reports	Total Reports	Completeness (%)	Target (%)
April 1, 2019	March 31, 2020	244,031	274,568	89%	Not set
April 1, 2020	March 31, 2021	170,761	275,141	63%	Not set
April 1, 2021	March 31, 2022	275,751	303,008	91%	65%
April 1, 2022	March 31, 2023				92%
April 1, 2023	March 31, 2024				
April 1, 2024	March 31, 2025				
April 1, 2025	March 31, 2026				

5.1.13 EMS Timeliness – Received within 24 Hours

Maine will improve the Timeliness of the EMS system as measured in terms of: The percentage of EMS reports entered into the database within 24 hours after the incident.

Numbers in this performance measure represent all EMS reports entered into the state EMS database from all reporting services.

Progress: Data was not available for this plan year.

Measurements

Start Date	End Date	Total Reports	Received within 24 Hours	Target (%)
April 1, 2019	March 31, 2020	274,568	85%	
April 1, 2020	March 31, 2021	275,141	62%	Not set
April 1, 2021	March 31, 2022			86%
April 1, 2022	March 31, 2023			86%
April 1, 2023	March 31, 2024			
April 1, 2024	March 31, 2025			
April 1, 2025	March 31, 2026			

5.1.14 Roadway Uniformity – MIRE – Roadway Segment

Status of Improvement: No Improvement

Maine will improve the Uniformity of roadway elements as measured in terms of:

The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

Progress: The result showed no improvement in uniformity. The target for the next period is 88.1 percent.

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 31, 2021	80.47%	Not set
April 1, 2021	March 31, 2022	86.01%	Not set
April 1, 2022	March 31, 2023	86.01%	88%
April 1, 2023	March 31, 2024		88.1%
April 1, 2024	March 31, 2025		88.2%
April 1, 2025	March 31, 2026		88.3%

5.1.15 Roadway Uniformity – MIRE – At Grade Intersections/Junctions Elements

Maine will improve the Uniformity of roadway elements as measured in terms of: The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

Progress: No Improvement. The result showed no improvement in uniformity. The target for the next period is 77.1 percent.

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 31, 2021	79.76%	Not set
April 1, 2021	March 31, 2022	75.95%	Not set
April 1, 2022	March 31, 2023	75.95%	77%
April 1, 2023	March 31, 2024		77.1%
April 1, 2024	March 31, 2025		77.2%
April 1, 2025	March 31, 2026		77.3%

5.1.16 Roadway Uniformity – MIRE – Interchange/Ramp Elements

Maine will improve the Uniformity of roadway elements as measured in terms of: The percentage of MIRE-compliant Roadway fundamental data elements entered in the roadway database or obtained through linkage to other databases.

Progress: No Improvement. The result showed no improvement in uniformity. The target for the next period is 59.1 percent.

Start Date	End Date	Percent Complete	Target (Percent)
April 1, 2020	March 31, 2021	60.88%	Not set
April 1, 2021	March 31, 2022	57.58%	Not set
April 1, 2022	March 31, 2023	57.58%	59%
April 1, 2023	March 31, 2024		59.1%
April 1, 2024	March 31, 2025		59.2%
April 1, 2025	March 31, 2026		59.3%

(ii) Strategy Effectiveness

A description of how the countermeasure strategies implemented during the triennial period contributed to meeting the State's highway safety performance targets.

At this time, we have not implemented the countermeasure strategies in the triennial period to articulate effectiveness.