CRASH DATA ANALYSIS FOR VERMONT AND MAINE

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INTRODUCTION:

Maine and Vermont initiated a pilot study in 2010 that allowed commercial motor vehicles access to the interstate at heavier weights than allowed on interstate (80,000 pounds). In Maine, trucks can haul at 100,000 pounds on six axels, and Vermont trucks can haul at 99,000 pounds on six axels. The data showed a downward trend in fatal accidents on non-interstate roads and interstates post-pilot implementation.

AGENCY:

National Highway Traffic Safety Administration

DATABASE:

Fatality Analysis Reporting System (FARS)

LINK:

https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars

COMMENTS:

Data from the FARS system for these states did not include vehicle load type. Therefore, all data included in this analysis includes all heavy trucks, including short and long-haul tractors.

RESULTS:

Road Type	Fatal Crashes
Interstate, principal arterial	53
Freeway and expressway, principal arterial	6
Principal arterial, other	166
Minor arterial	130
Collector	95
Local	34
Unknown	6
Grand Total	**490**

Figure 1: Total fatal crashes involving a heavy truck in Maine and Vermont, 2000-2019.

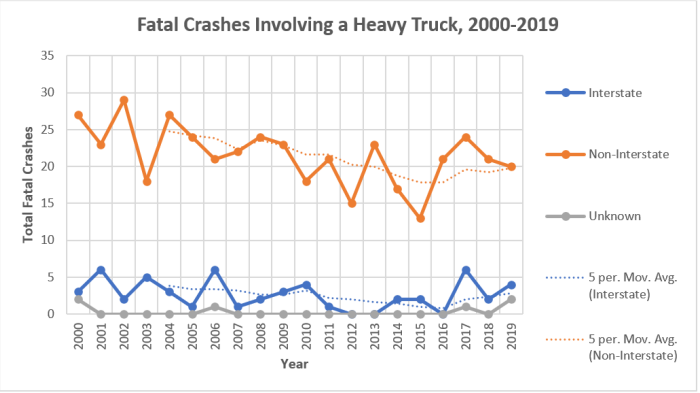


Figure 2: Fatal crashes involving a heavy truck in Maine and Vermont, 2000-2019. Moving averages (dotted lines) display five-year trends.

CONCLUSION:

The FARS database provides insight into a generally decreasing trend of fatal accidents involving large trucks in Maine and Vermont. Vehicle configuration of these large trucks sheds some insights into the type of vehicles that are included in a crash; however, the trailer load is not explicitly included, and therefore, any assignment of trucks to specific hauling purposes is an estimate. The trends show that the average fatal crashes on interstates, despite an increased weight restriction, has generally remained steady or decreased since the weight increase was implemented. Additionally, fatal crashes occurring on local roads or state highways show a marked decrease since the pilot study was implemented (see Figure 2). Further analysis of these crashes and other variables that have occurred since may provide more insight into these trends.