

Bath, Maine

2022 Traffic, Parking, and Crash Analysis



BATH
MAINE *City of Ships*



Sources:

- Maine Dept. of Transportation Crash Query tool
<https://mdotapps.maine.gov/MaineCrashPublic/>
- Bath Police Department police records management system (incident reports) including Maine Crash Reporting System crash reports.

2022 Crash Statistics

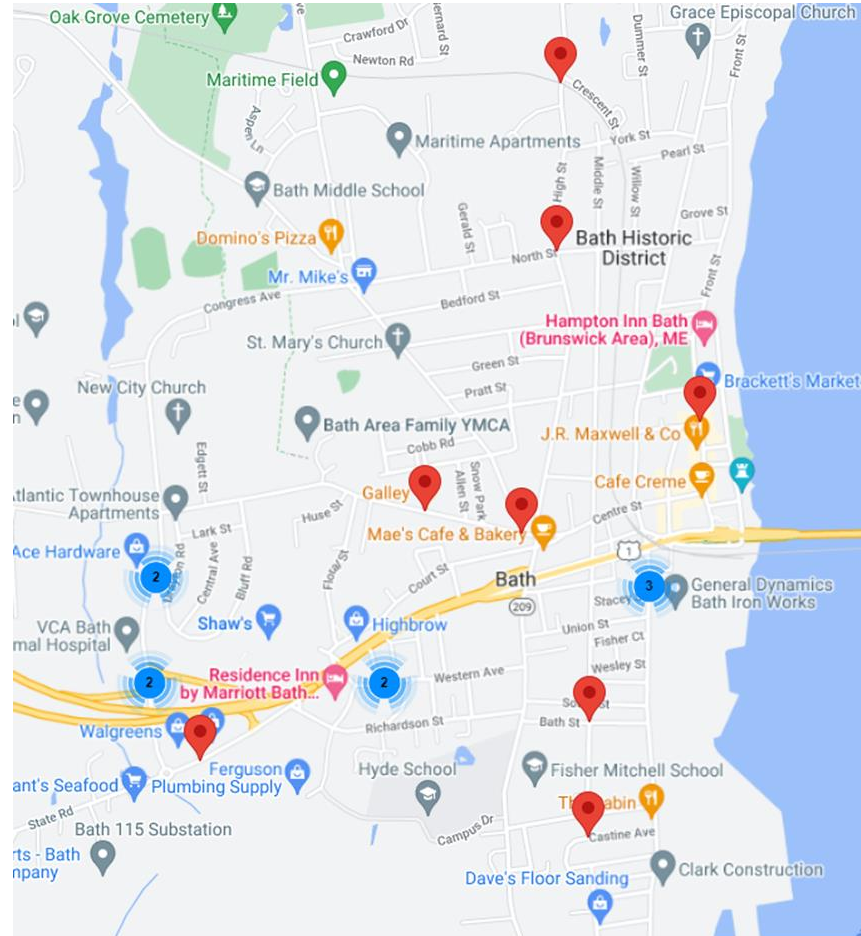
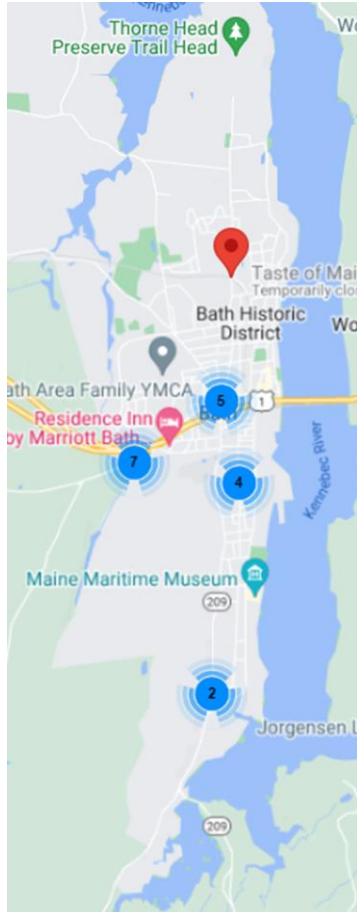
- In 2022, there were 96 “reportable” traffic crashes in Bath (“Reportable” is defined as involving injury or property damage in excess of \$1,000).
- 0 Fatalities (last fatal accident was in 2017)
- 19 Personal Injury Crashes
- 77 Property Damage only crashes
- 217 Non-reportable crashes

Altogether, 313 traffic crashes reported to Bath PD for 2022.

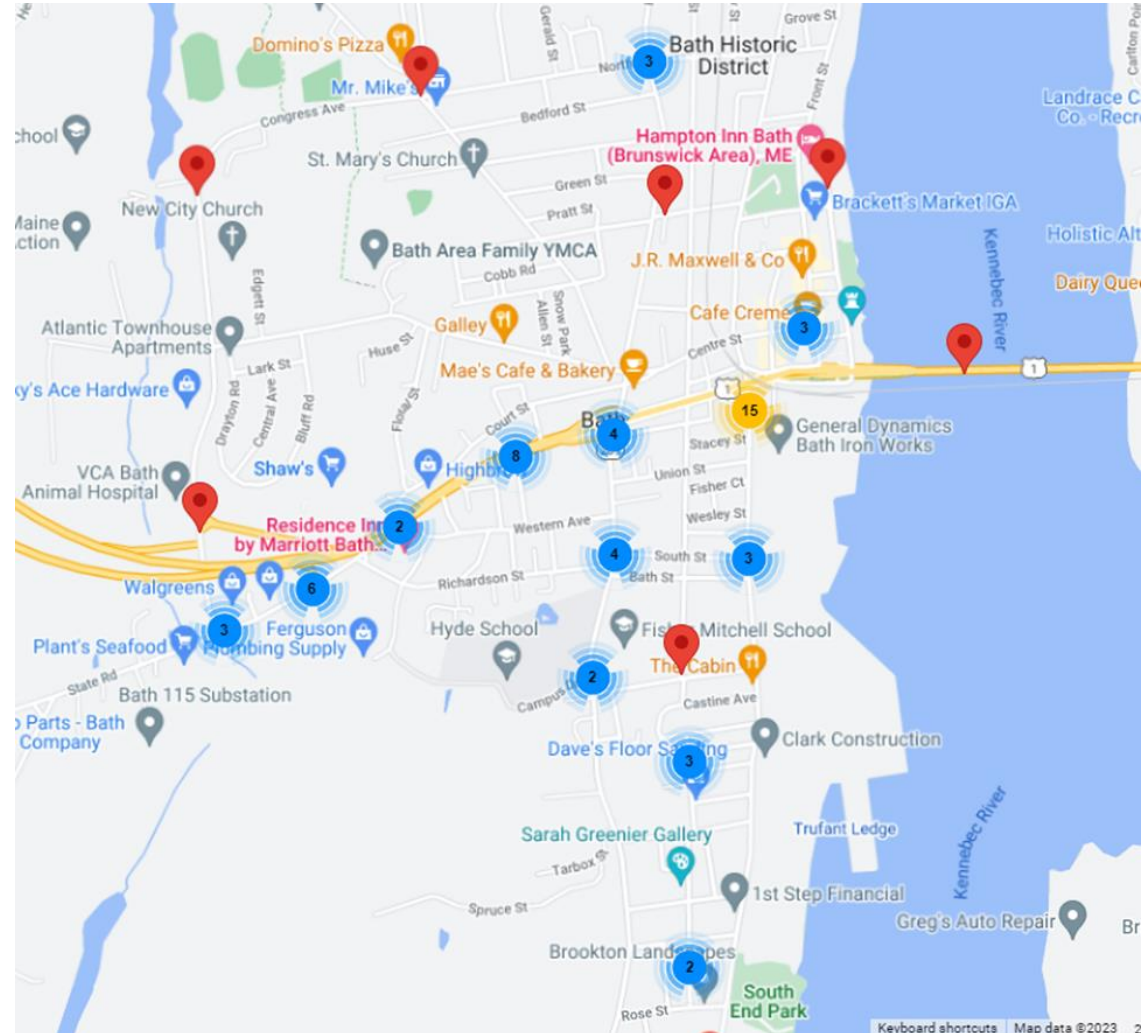
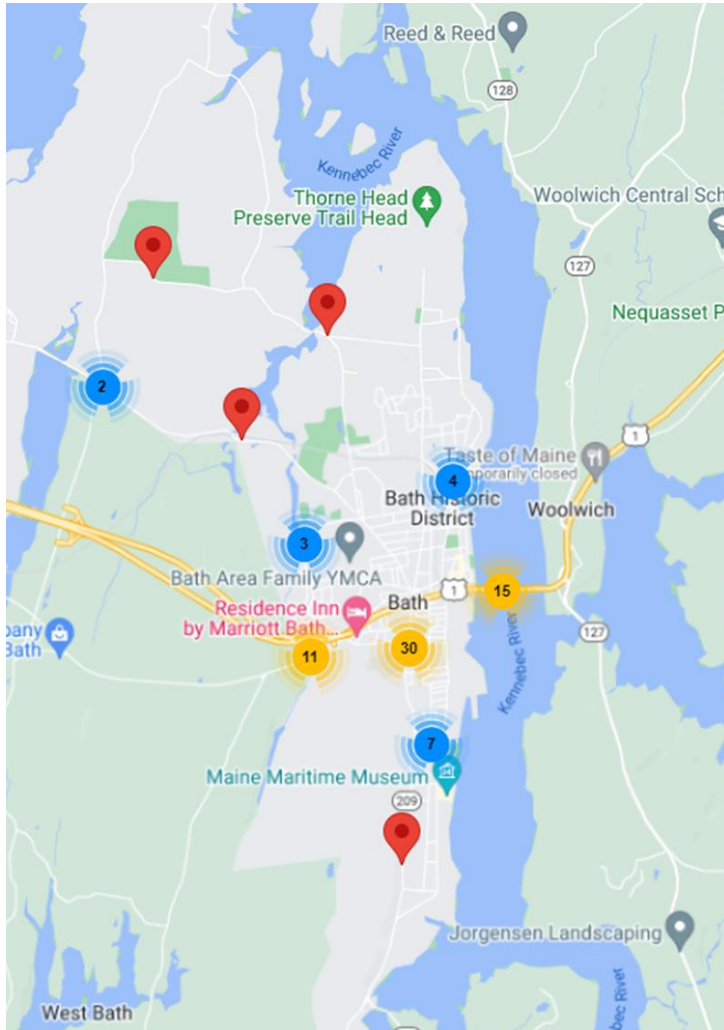
Four-year trend:

	A	B	C	D	E	
		Crash Data				
	Year	2019	2020	2021	2022	
	Fatal	0	0	0	0	
	PI	30	25	24	19	
	PD	93	78	103	77	
	Non-reportable	255	172	212	217	
	TOTAL	378	275	339	313	

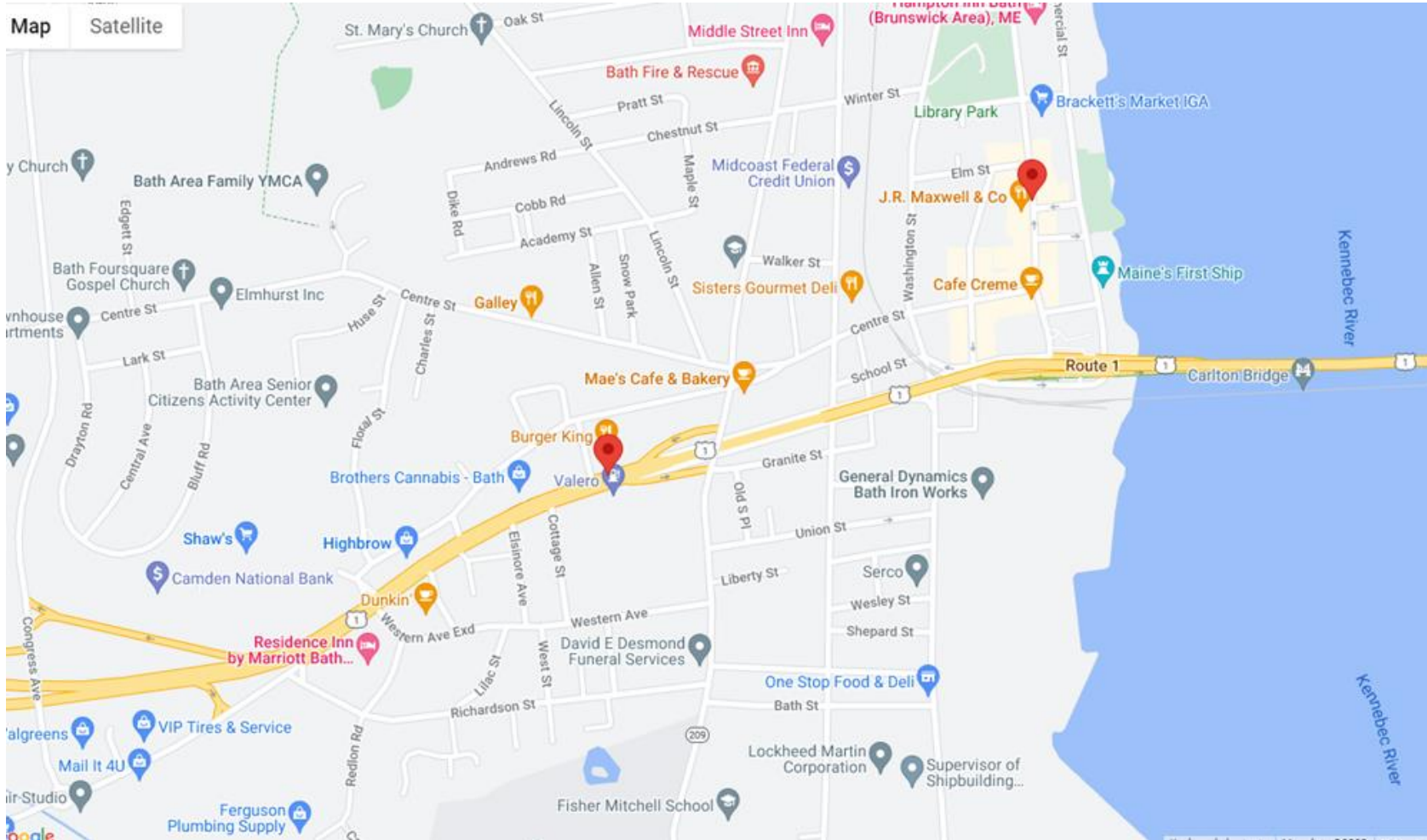
19 Personal Injury crash locations:



77 Property Damage only crash locations



2 speed related crash locations:



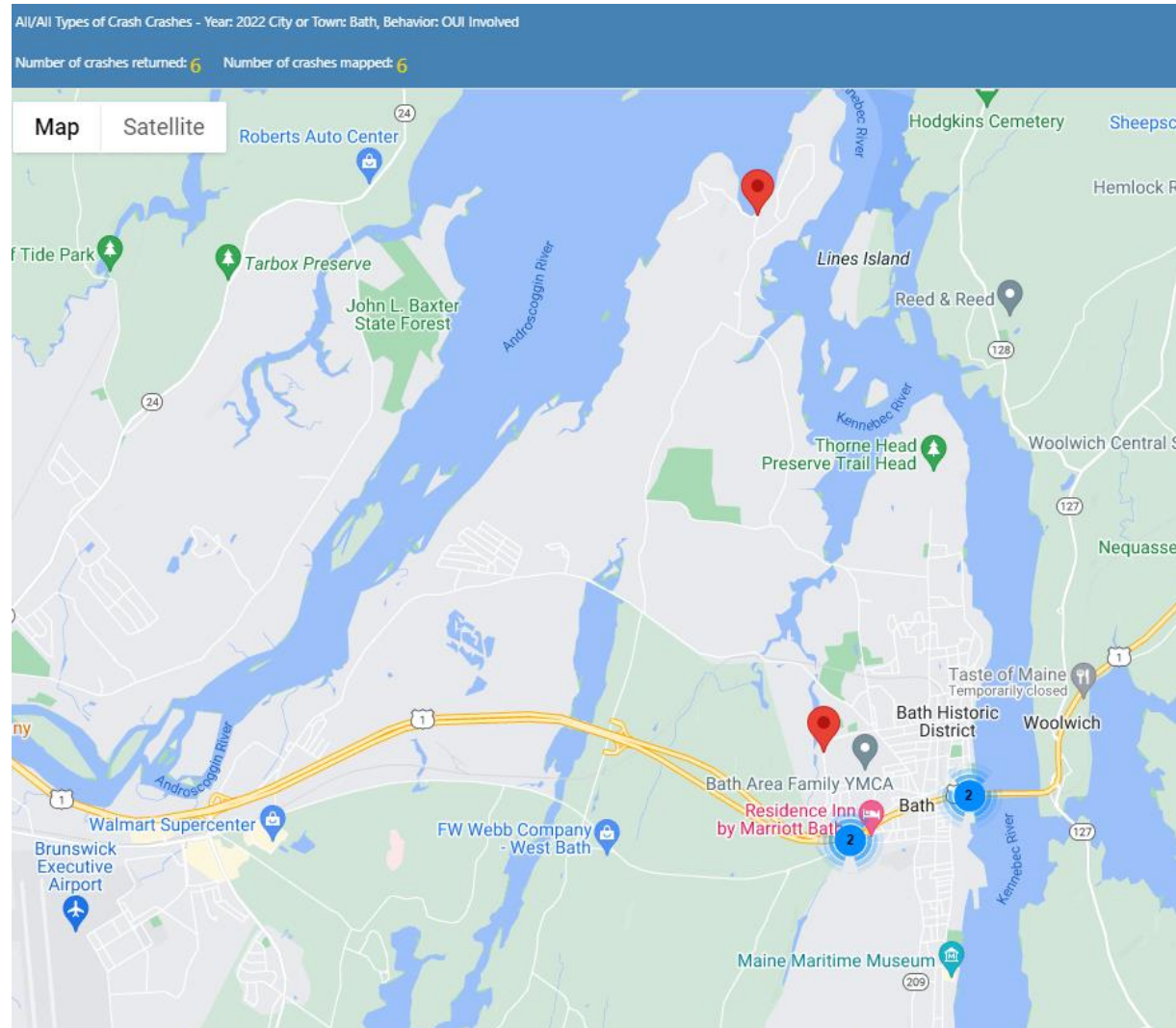
Both Property Damage only.

Cited cause: Driving too fast for conditions. Note: This does not always mean speeding.

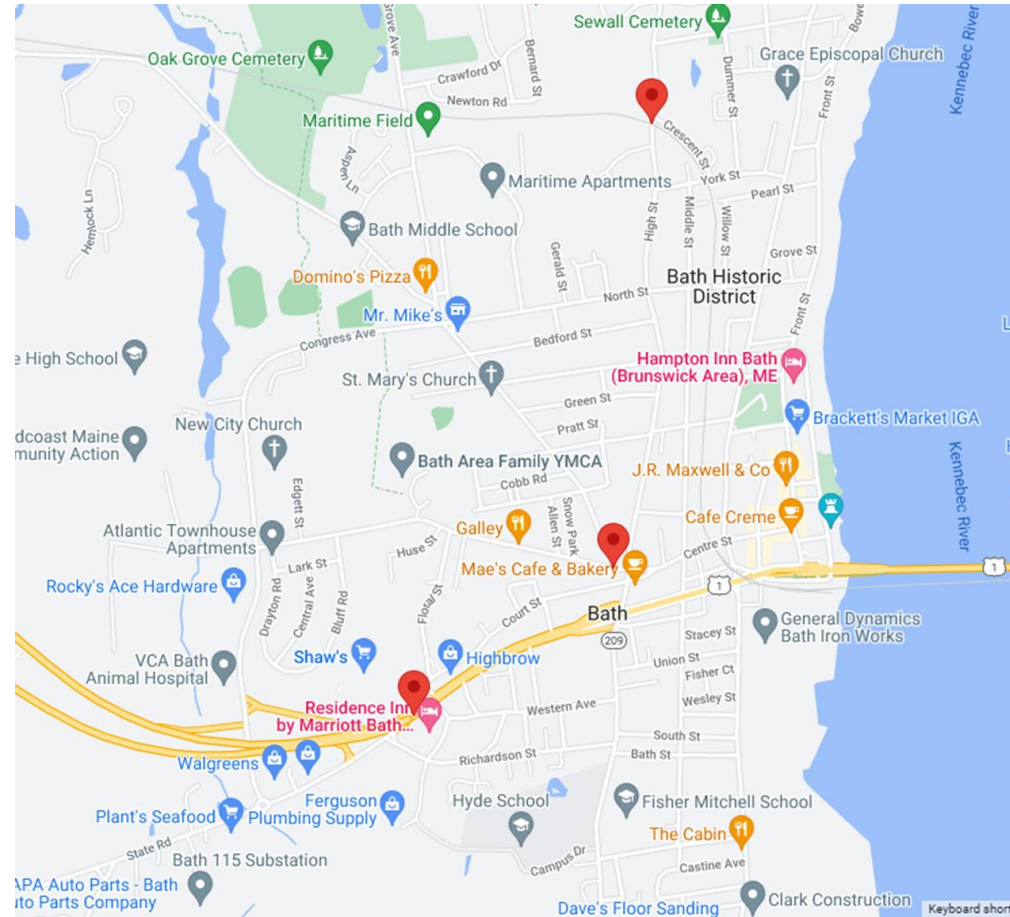
22-016999 Front St, vehicle driving too fast for conditions, ran into car pulling into traffic.

22-015970 V1 attempted to pass V2 on the right shoulder, struck V2.

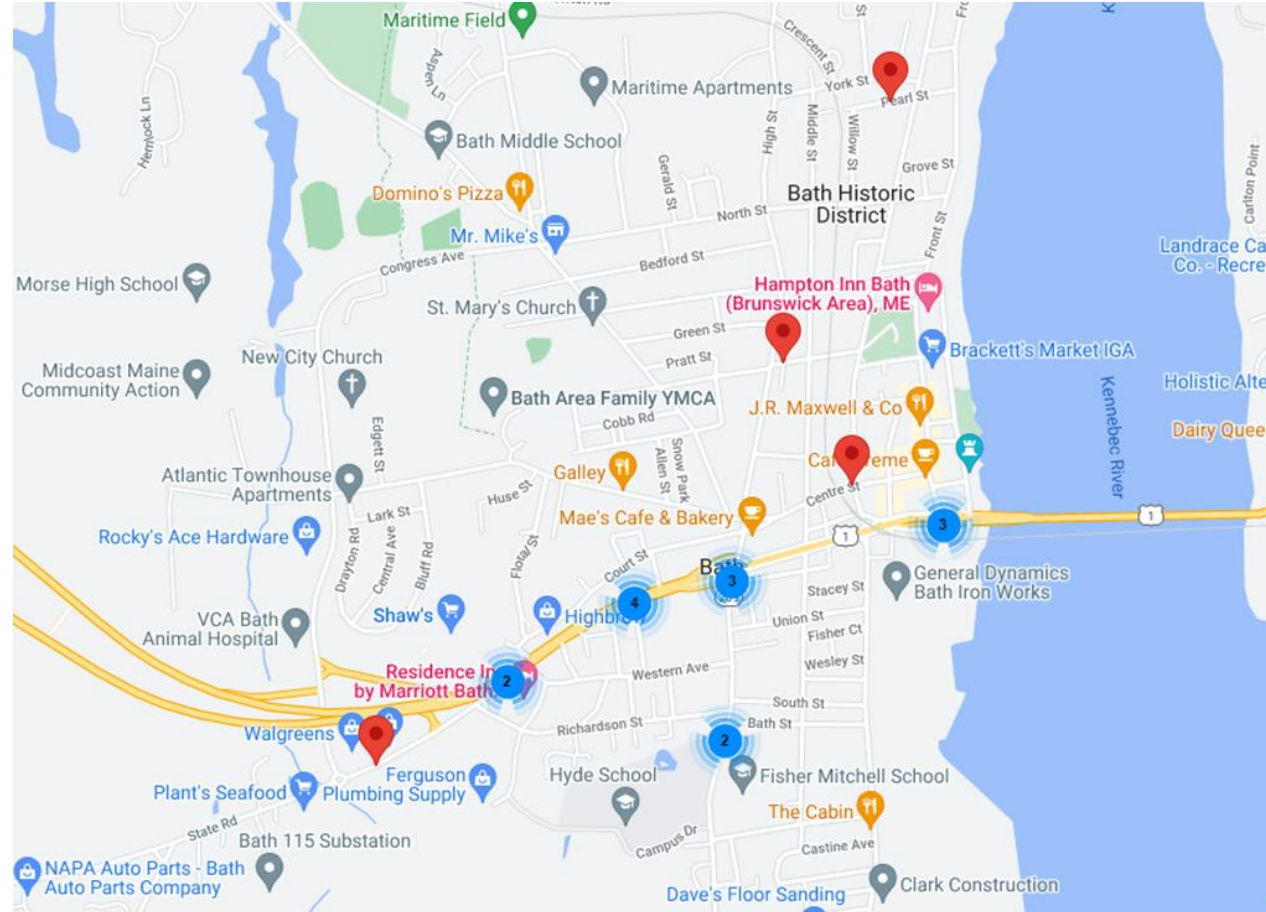
6 crashes involved Operating Under Influence, 2 of which resulted in injury.



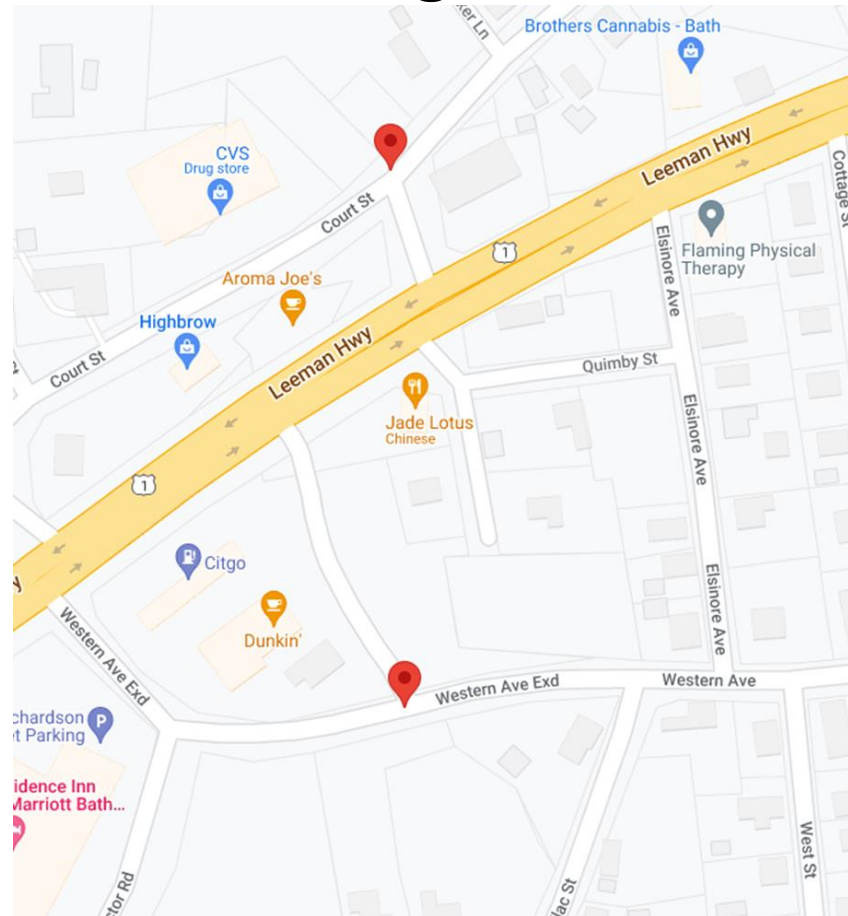
3 crashes total involved unrestrained (no seatbelt) driver or occupants



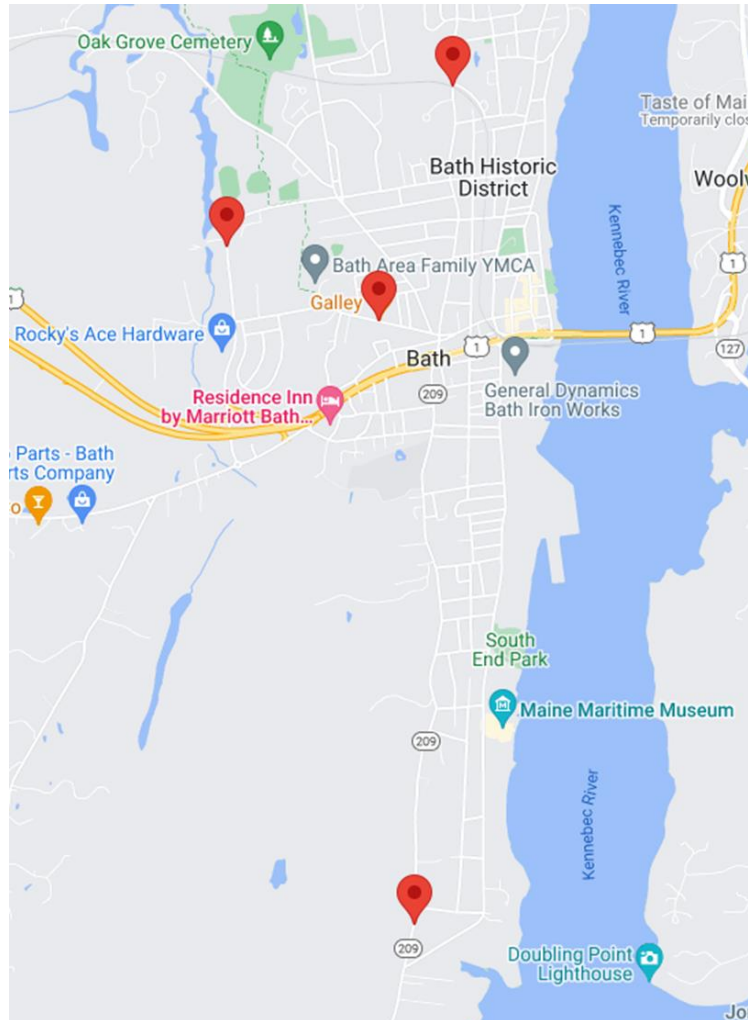
18 crashes involved distracted driving, 3 of which resulted in injury.



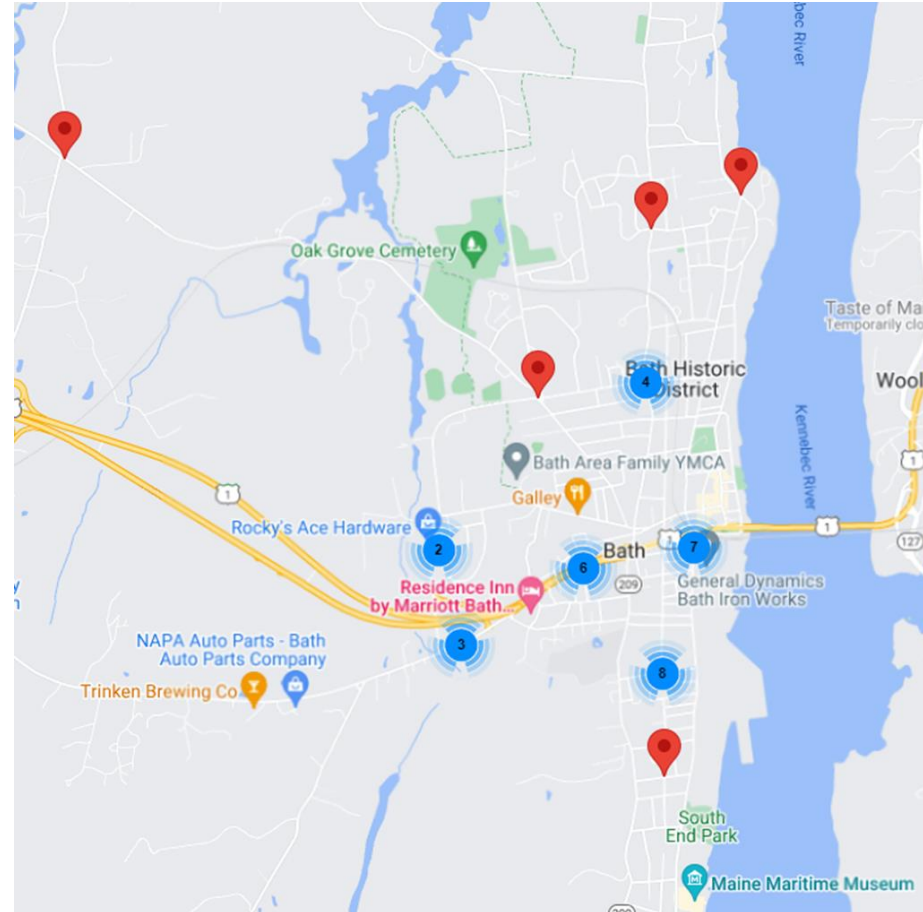
2 crashes involved bicycles, both resulted in minor injury, one with a car (at fault) not seeing a bicyclist while making a right turn into traffic, and the other involved the bicyclist (at fault) hitting a car.



4 head-on sideswipes, 3 of which involved minor injuries



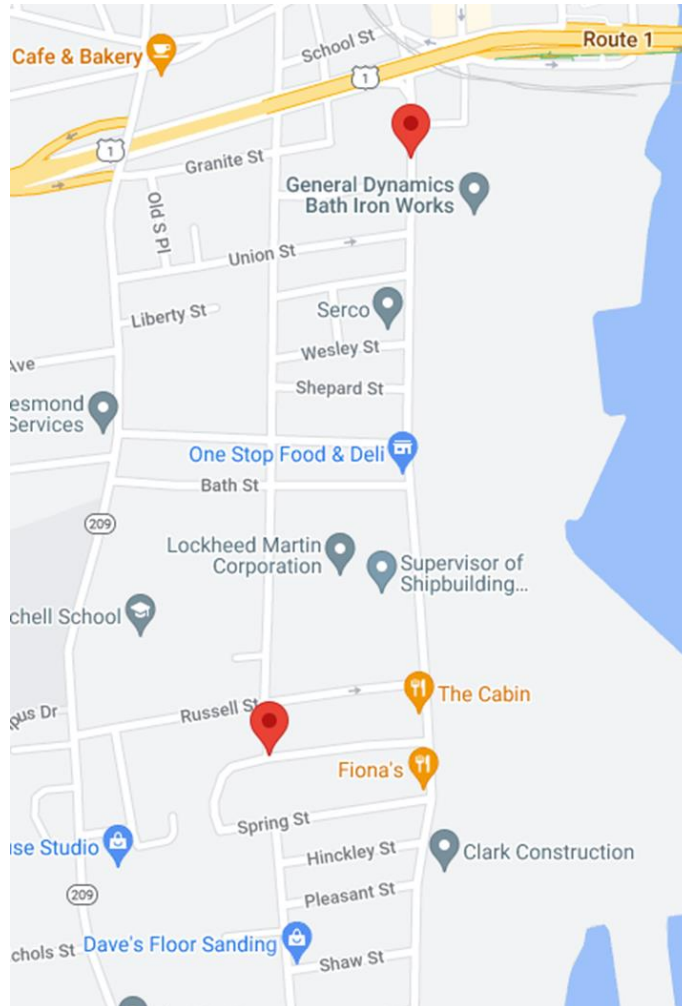
35 crashes involved intersection movement, only 7 resulting in injuries



Most of these were caused by driver error, such as failure to yield right of way or disregard traffic control device.

Injuries were either minor or just complaint of pain.

2 crashes involved pedestrians. All BIW related, vehicles at fault.



22-021133, 6am 12/23/22, V1 traveling 10mph down Washington St at shift change struck BIW pedestrian in crosswalk. Complaint of leg pain. Visibility was extremely poor due to weather (wind and rain).

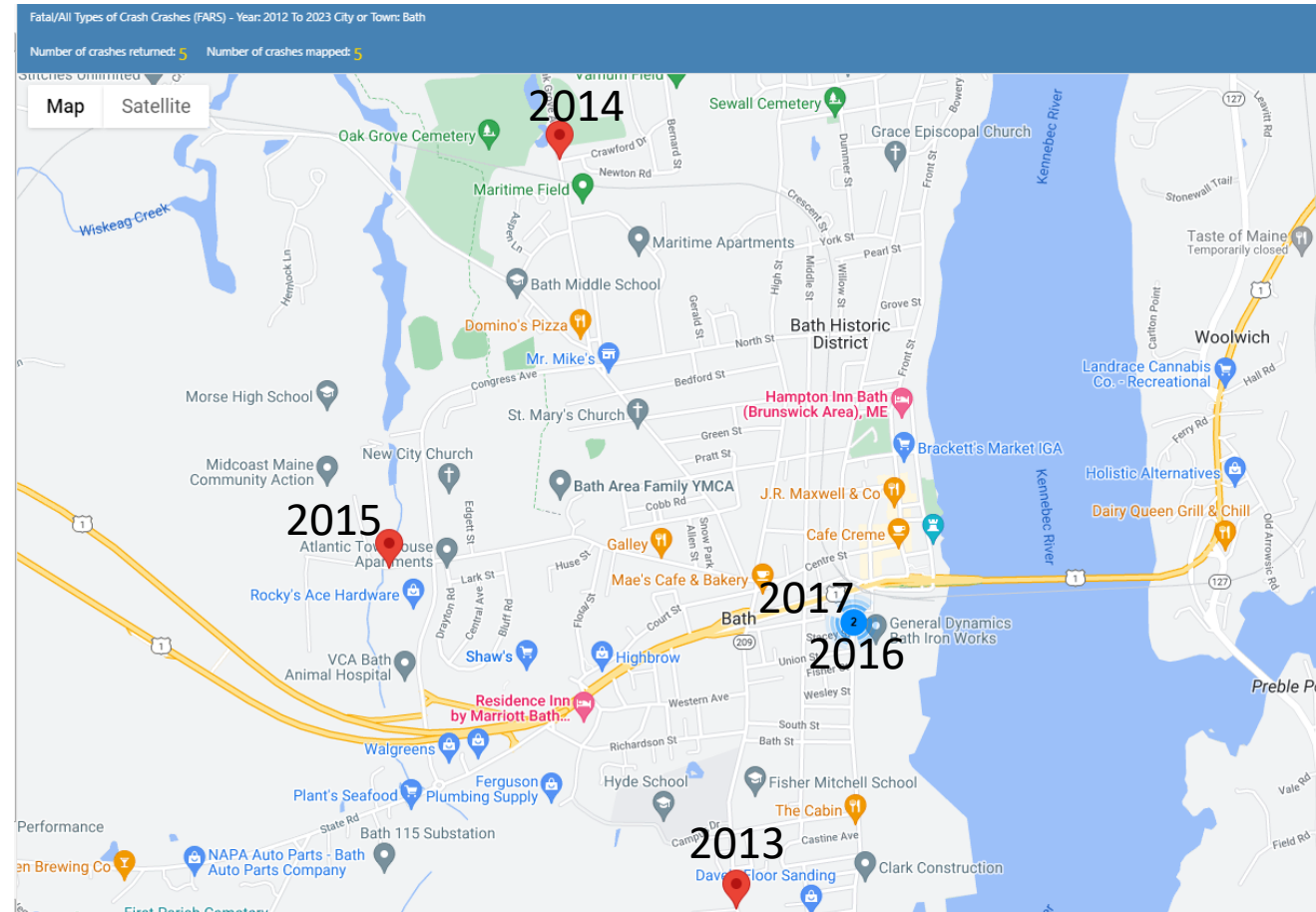
22-017410, 3:30pm 10/21/22 V1 ran over pedestrian's foot in roadway while V1 making a turn, pedestrian not in crosswalk

Ten-year trend of reportable crashes

- 2022 =96
- 2021 =127
- 2020 =103
- 2019 =123
- 2018 =124
- 2017 =144
- 2016 =135
- 2015 =107
- 2014 =136
- 2013 =119
- 2012 =111

2012-2022 fatal crash locations (5)

2013: Single vehicle ran off road, driver suffered medical event prior to crash.
2014: Inexperienced motorcyclist speeding, struck car at intersection. Motorcyclist deceased.
2015: Motorcycle struck guardrail on curve on slope, driver ejected.
2016: BIW motorist struck BIW pedestrian in crosswalk, visibility/glare cited as cause.
2017: Non-resident motorist ignored stop sign and turned into oncoming traffic under viaduct. Un-restrained passenger deceased.



Select Personal Injury (PI) and Property Damage (PD) crash locations data:

- North St=6 (4 PD, 2 PI)
- Lincoln St=2 (both PD)
- Congress Ave=9 (2 PI, 7PD)
- Washington St=36 (35PD and 1 PI of which, 32 were south of RT 1)
- Leeman Hwy=37 (35 PD, 2PI)
- High St=43 (37PD, 24 of which south of RT 1, and 6 PI, 4 of which south of RT 1)
- Centre St=21 (19 PD, 2 PI)
- Middle St=19 (13PD, 7 of which south of RT 1, and 6 PD, 5 were south)
- State Rd=9 (8 PD, 1 PI)
- Old Brunswick Rd=7 (6 PD, 1 PI)

Note: data still shows a correlation between crash events and BIW traffic on Washington St, Middle St, and Leeman Hwy

Traffic enforcement is up:

Traffic tickets (VSACS) issued:

2019=183

2020=167

2021=305

2022=665 !

Traffic warnings issued:

2019=1441

2020=1335

2021=1795

2022=1780

OUI arrests

2019=73

2020=36

2021=37

2022=32

- Goals for previous years, and 2023, include increasing traffic enforcement. 2020 COVID pandemic mitigation strategies resulted in less traffic enforcement State-wide, added to increased agitation and anxiety, which led to more instances of aggressive or irresponsible driving (anecdotally) and more vehicle issues (expired registrations and inspection). We focused more efforts in 2021 and 2022 on catching up with traffic enforcement.
- In 2022 we received grant funding for E-citation, which is a computer program and printer in each patrol car that allows an officer to issue an electronically generated ticket during the traffic stop. This method is quicker and easier than hand-writing tickets.

Parking:

Parking tickets issued:

2019=1823

2020=1222

2021=2484

2022=884

- Parking enforcement has been stable since July of 2021 after having hired our current PEO June Berry. Previous to that we had four months of partial coverage (ACO McKnight and officers wrote tickets when we had no PEO) and previous to that, COVID-19 pandemic issues created either fewer cars on the streets or parking agreements to provide closer parking for BIW (Guilford lot use, south end access road) when CDC placed limits on public transportation.
- Comparing 2021 to 2022, revenue from parking tickets are down (about \$20k) but revenue from permits are up (about \$50k).
- Total combined ticket and permit revenue 2021 was \$134k, in 2022 it was \$159k.
- With the South End mostly under control, parking enforcement has been able to shift and pay more attention to areas in town such as the central business district/downtown.

South End Parking Permit Program

- 2022 was the first full year of the South End Parking Permit Program implementation. A year-end analysis of this program saw success in addressing the number of parking violations, parking complaints, traffic complaints, and congestion in the south end during BIW shift changes. Since the implementation, we have received no official complaints from residents about the program. Our observations show very few cars violating the parking restrictions. PEO Berry has generally seen compliance by BIW workers regarding street parking.
- BIW is utilizing satellite lots and busing workers to and from the yard. Adding the Washington St carpool permit parking area has helped (added approx. 60 permit spaces). Price per permit went up from \$45 to \$60 (still lower than private lot averages). Castine Lot and Washington St lot permits are in high demand and there remains a lengthy waiting list.
- Traffic congestion at 3:30pm typically only lasts 15-20 minutes. No significant issues at other shift change times.

Speed studies

- Bath PD has one overt speed trailer and two covert speed radars that are used to collect data regarding traffic volume and speed. The data set can distinguish times of day and days of the week, actual speed, average speed, and 85 percentile speeds. This data can often be displayed as graphs within the respective speed radar software.
- From the data and officer observations, we are not seeing many extreme speeding issues in town. Most of the speeding is 5-10 mph over the limit. Areas of concern are southern Washington St, southern High St, Congress Ave (25mph zone), and RT 1. Excessive speeds are more often observed on the RT 1 bridge when traffic is light.
- In 2021 and 2022 our traffic enforcement efforts have increased, with more tickets being issued, but it is difficult to correlate increased enforcement with lower amount of speeding violations. The crash data does support a move in the right direction. We will continue to conduct speed studies, this time involving focused enforcement at certain areas for a duration, to see if this changes driver behavior.
- Traffic calming measures to decrease speed may be employed based upon some of this data (in progress). Bath PD works with traffic engineers and ME DOT regarding speed limits.

Speed data log

Type radar	Location	Timeframe	Average Speed	Speed limit	over/under	85 percentile
Overt	High near Corliss	8/26/2018	27	25	2	31
Overt	High near Corliss	6/23/2021	27	25	2	32
Overt	Washington at North	11/12/2021	23	25	-2	29
Overt	Lincoln St NB	4/29/2022	21	25	-4	28
Overt	Washington and York SB	5/11/2022	22	25	-3	30
Covert	Washington and York NB	5/27/2022	27	25	2	32
Covert	Washington at South boat launch	6/1/2022	34	25	9	36
Covert	High near Webber NB	6/2/2022	39	30	9	42
Overt	North St	6/18/2022	23	25	-2	28
Overt	Richardson st	6/29/2022	20	20	0	24
Covert	Congress near Centre NB	6/30/2022	33	25	8	36
Covert	Washington at York	7/5/2022	28	25	3	32
Overt	High near Hyde School	7/12/2022	28	25	3	31
Overt	Congress near Rocky's NB	7/26/2022	26	25	1	32
Covert	North St	8/2/2022	27	25	2	31
Overt	Webber Ave NB	8/9/2022	27	25	2	32
Overt	High at Whiskeag	8/22/2022	23	25	-2	28
Overt	Ridge Rd near Old Brunswick	9/6/2022	32	30	2	36
Covert	Richardson St near Lilac WB	9/9/2022	26	20	6	31
Covert	Lincoln St near Chestnut SB	9/9/2022	28	25	3	33
Overt	Crawford Drive	9/21/2022	20	25	-5	25
Overt	Centre St near Galley	10/11/2022	22	25	-3	28
Overt	High near Marshall	10/27/2022	26	25	1	31