

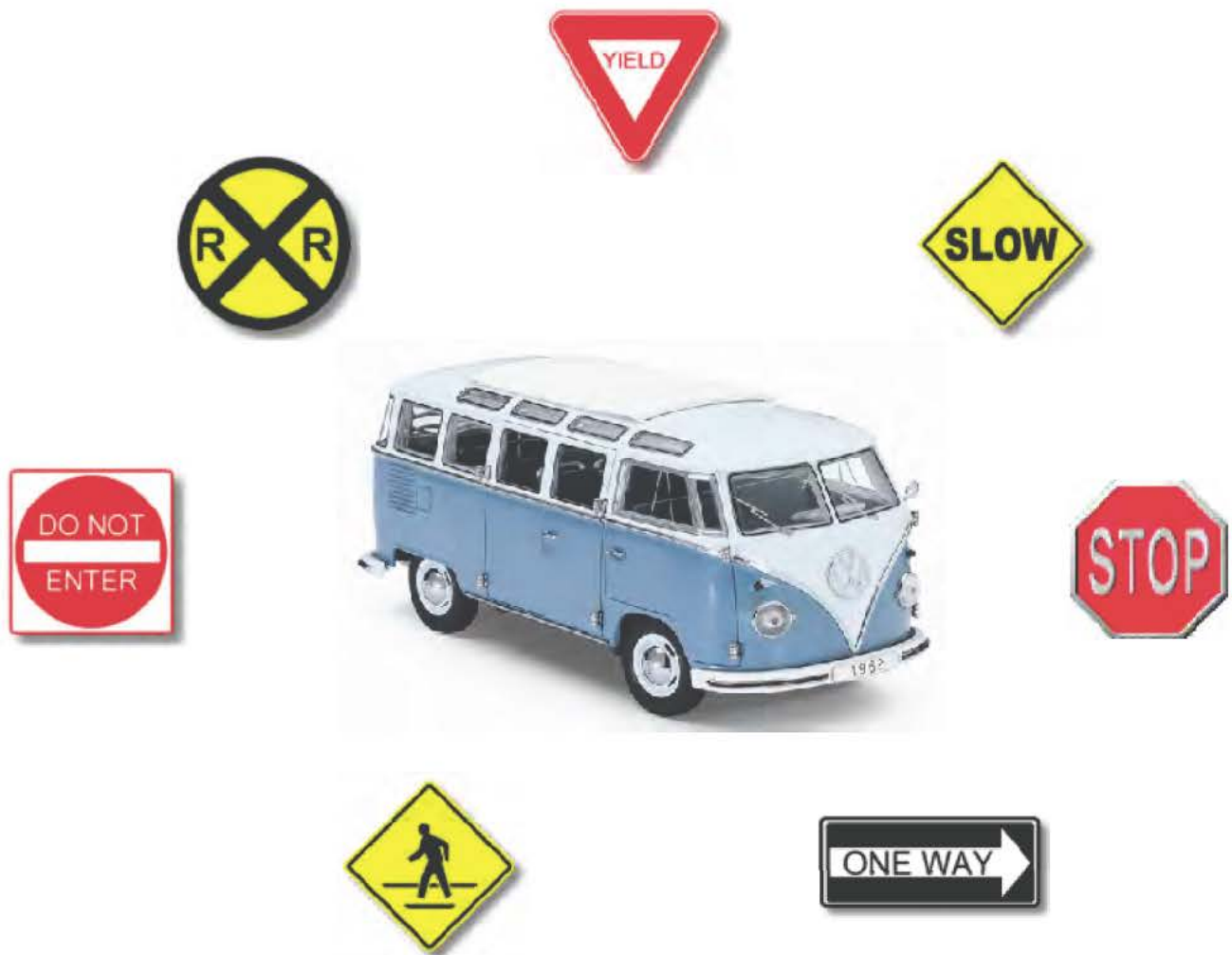
MAINE STATE LEGISLATURE

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STATE OF MAINE CRASH & HIGHWAY FACTS 2013 EDITION



Prepared by:
Maine Department of Transportation
Bureau of Maintenance and Operations
Traffic Engineering Division
Crash Records Section
16 State House Station
Augusta, Maine 04333-0016

STATE OF MAINE

CRASH & HIGHWAY FACTS

2013 EDITION

I. INTRODUCTION

Preface.....	1
Maine Fatal Crashes and Fatalities 1972 - 2013	2
Maine Statewide Historical Data for Crashes, Injuries, Licensed Driver and Registered Vehicles 1972 - 2013	3
Maine Statewide Highway Crashes, Travel and Crash Rates 2011 - 2013	4

II. MAINE HIGHWAY CRASH TABLES AND CHARTS 2009 - 2013

Maine Highway Crash Severity by Rural/Urban Designations	5
Maine Highway Crash Severity Pie	6
National Safety Council Estimated Economic Loss	7
Maine Highway by Crash Severity	8
State of Maine Annual Vehicle Miles of Travel.....	9

Crashes Summarized by:

County	10 -13
Physical Condition	14
Severity by Restraining Device	15
Type Crash	16
Fatal Type Crash	17
Month.....	18
Day of Week.....	19
Time of Day	20
Light Conditions	21
Weather Conditions.....	22
Road Surface Conditions	23
Vehicle Type.....	24
Contributing Factors	25

Age Groups	26
Age Groups by Gender	27
Fatalities by Age Groups by Gender	28

III. Maine Laws..... 29-37

CRASH & HIGHWAY FACTS

2013 EDITION

Preface

This publication is a statistical review of reported motor vehicle crashes in Maine during the five-year study period 2009 - 2013. The statistics are compiled from crash reports submitted to the Department of Transportation by the Traffic Division, Department of Public Safety. The Traffic Division receives all police uniform crash reports Form 13:20 A, from state, county and local police agencies.

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

A comparison of this report with other summaries of crashes and fatalities may also reveal inconsistencies due to changes in crash classification, late submittals, and differing reporting criteria.

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

We welcome your comments and suggestions on this report at:

Maine Department of Transportation
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Traffic Engineering Division
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Augusta, ME 04333-0016

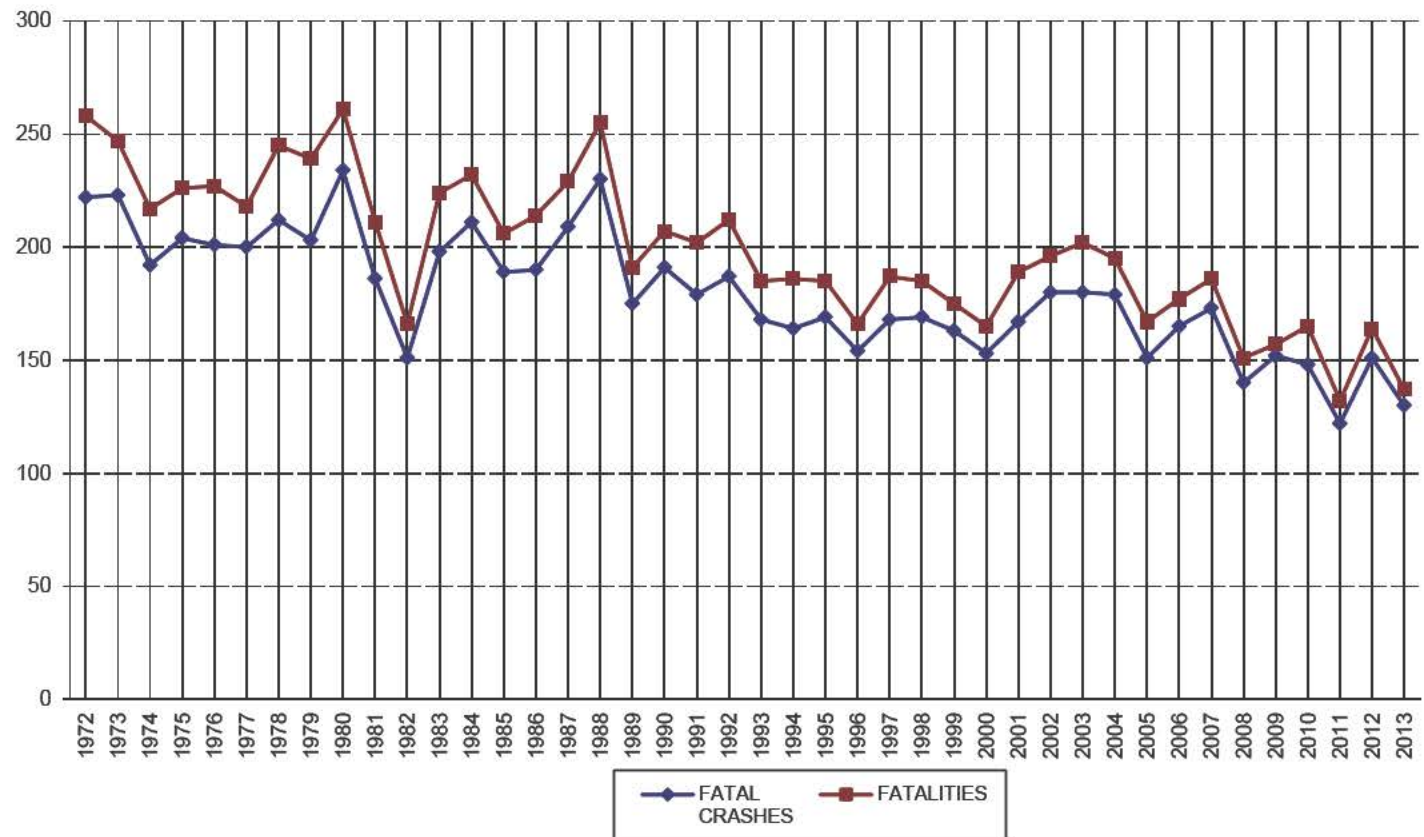
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MAINE HIGHWAY FATAL CRASHES AND FATALITIES 1972 - 2013

YEAR	FATAL CRASHES	FATALITIES
1972	222	258
1973	223	247
1974	192	217
1975	204	226
1976	201	227
1977	200	218
1978	212	245
1979	203	239
1980	234	261
1981	186	211
1982	151	166
1983	198	224
1984	211	232
1985	189	206
1986	190	214
1987	209	229
1988	230	255
1989	175	191
1990	191	207
1991	179	202
1992	187	212
1993	168	185
1994	164	186
1995	169	185
1996	154	166
1997	168	187
1998	169	185
1999	163	175
2000	153	165
2001	167	189
2002	180	196
2003	180	202
2004	179	195
2005	151	167
2006	165	177
2007	173	186
2008	140	151
2009	152	157
2010	148	165
2011	122	132
2012	151	164
2013	130	137



STATEWIDE HISTORICAL DATA FOR CRASHES, INJURIES, LICENSED DRIVERS AND REGISTERED VEHICLES 1972 - 2013

CALENDAR YEAR	MAINE TOTAL CRASHES	TOTAL FATAL CRASHES	TOTAL INJURY CRASHES	TOTAL PROPERTY DAMAGE ONLY	TOTAL PERSONS KILLED	TOTAL PERSONS INJURED	TOTAL REGISTERED VEHICLES	TOTAL LICENSED DRIVERS
1972	24,951	222	7,866	17,085	258	11,453	580,000	551 000
1973	24,950	223	8,016	16,934	247	11 062	616,000	596 000
1974	24,788	192	7,960	16,828	217	11,622	662,000	650 000
1975	26,670	204	8,076	18,594	226	12 591	674,000	628 000
1976	30,147	201	9,011	21,136	227	13,198	726,000	647 000
1977	32,183	200	9,123	23,060	218	13 298	749,000	668 000
1978	32,507	212	9,774	22,733	245	14 267	738,000	683 000
1979	29,578	203	9,319	20,259	239	13 509	747,000	702 000
1980	27,911	234	9,267	18,644	261	13,462	759,000	730 000
1981	26,698	186	8,848	17,850	211	12,688	784,000	753 000
1982	30,467	151	9,982	20,485	166	14 569	774,000	757 000
1983	31,369	198	10,441	20,928	224	14 951	774,000	770 000
1984	34,543	211	11,076	23,467	232	15 979	834,000	791 000
1985	36,798	189	11,620	25,178	206	16 842	834,000	803 000
1986	40,378	190	12,338	28,040	214	17,654	843,000	818 000
1987	42,598	209	13,044	29,554	229	19 058	1,225 910	870,716
1988	40,039	230	12,939	27,100	255	18 872	1,304,121	866,728
1989	42,388	175	13,107	29,281	191	18 936	1,224,759	888 591
1990	36,577	191	11,649	24,928	207	16,739	1,255,783	887 077
1991	34,093	179	10,894	23,199	202	15,720	1,244,473	888 963
1992	34,624	187	11,316	23,308	212	16,384	1,277 580	917 965
1993	36,709	168	11,823	24,886	185	17,077	1,289,495	919 902
1994	36,533	164	11,673	24,860	186	16,768	1,203 069	881 038
1995	38,542	169	12,035	26,507	185	17,418	1,233 591	864,447
1996	39,806	154	11,995	27,811	166	16,978	1,264 977	873,761
*1997	42,522	168	11,995	30,135	187	17,845	1,334 260	897,453
1998	40,874	169	11,758	29,116	185	16,712	1,234,620	911,606
1999	39,037	163	11,478	27,559	175	16,431	1,314 502	911,704
2000	37,251	153	11,538	25,713	165	16,415	1,467 388	920,185
2001	37,499	167	11,418	26,081	189	16,125	1,522 007	932,455
2002	36,762	180	11,435	25,327	196	15,981	1,471 082	948,748
*2003	35,571	180	10,995	24,576	202	15,066	1,486,609	968 358
2004	35,190	179	10,886	24,304	195	14,887	1,486 969	984 829
2005	35,254	151	10,454	24,801	167	14,128	1,491,149	1 003,972
2006	32,104	165	9,771	22,334	177	13,090	1,492 893	1 005,160
2007	33,096	173	9,547	23,549	186	12,668	1,542,691	1 009,780
2008	31,550	142	8,653	22,897	153	11,430	1,548 272	1 009,688
2009	28,715	152	8,121	20,594	157	10,770	1,519 008	male 503,967 female 512,860
2010	27,654	148	7,933	19,721	165	10,736	1 526,496	male 522,646 female 514,149
2011	28,654	122	8,393	20,261	132	10,949	1,550 052	male 502,653 female 511,455
2012	28,481	151	8,538	19,943	164	11,157	1,533 840	male 499,692 female 509,537
2013	30,453	130	8,131	22,322	137	10,659	1,562 378	male 500,034 female 511,351



MAINE STATEWIDE HIGHWAY CRASHES, TRAVEL & CRASH RATES 2011 - 2013

FUNCTIONAL CLASS	STATEWIDE CRASHES		STATEWIDE TRAVEL (HMVM)		STATEWIDE CRASH RATES	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
1) LOCAL	11060	4930	44.863	10.982	246.53	448.91
2) PRINCIPAL ARTERIAL INTERSTATE	4,761	2,780	70.799	24.507	67.25	113.44
3) PRINCIPAL ARTERIAL INTERSTATE-Other Freeways and Expressways	141	379	1.862	2.876	75.73	131.79
4) OTHER PRINCIPAL ARTERIAL	6,435	5873	54.704	21.773	117.63	269.73
5) MINOR ARTERIAL	7,683	8,694	51.268	30.269	149.86	287.22
6) MAJOR COLLECTOR (includes all Urban Collectors)	12,035	7,074	65.615	27.989	183.42	252.74
7) MINOR COLLECTOR (not coded in Urban and FUSR)	4,947	421	22.399	2.21	220.86	190.48
8) SIGNALIZED INTERSECTIONS	10,211		15759.917		0.65	

The Statewide Crash Summary is the total for all identified crash locations and does not include Non Highway Crashes or those crashes where the crash location could not be properly identified.

The Statewide Travel Summary shows the number of Vehicle Miles of Travel for the three-year period 2011-2013, expressed as hundred million vehicle miles of travel (HMVM) except for Signalized intersections which is expressed as million entering vehicles (MEV).

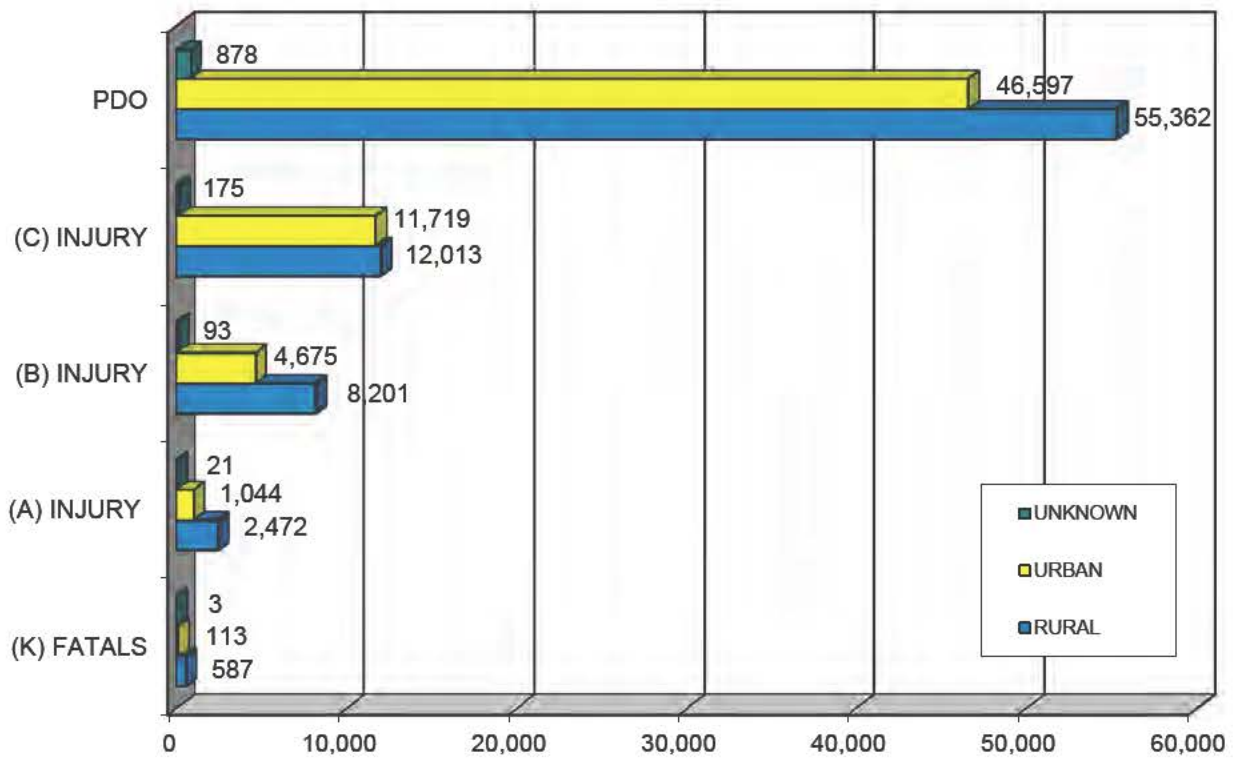
The Statewide Crash Rate Summary shows the average rate of crashes for each Functional Classification by Urban/Rural categories. The Crash Rate is determined by dividing the Crashes by the amount of travel.

The Signalized Intersection total is the number of crashes which occurred at all signalized intersections in the State.

MAINE HIGHWAY CRASH SEVERITY

BY RURAL URBAN DESIGNATION

2009 - 2013

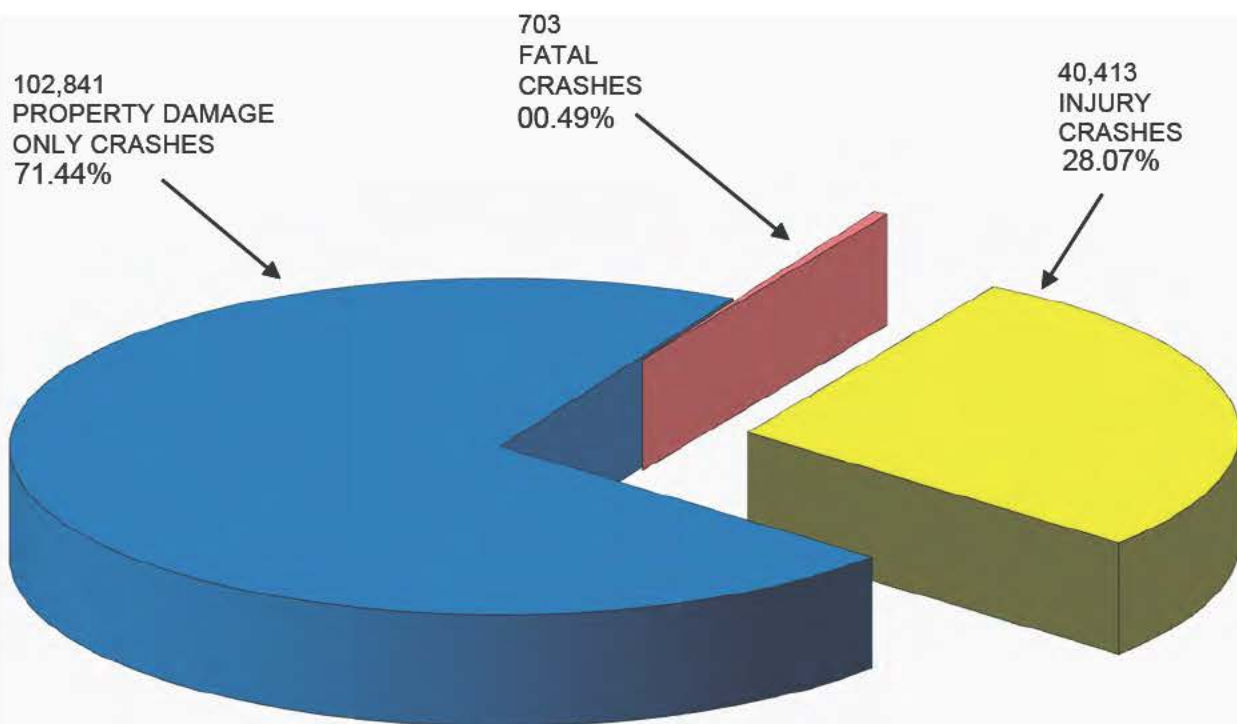


RURAL URBAN DESIGNATION	FATAL CRASHES (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	FIVE YEAR TOTAL
RURAL	587	2,472	8,201	12,013	55,362	78,635
URBAN	113	1,044	4,675	11,719	46,597	64,148
UNKNOWN	3	21	93	175	878	1,170
TOTAL	703	3,537	12,969	23,907	102,837	143,953

MAINE HIGHWAY CRASHES

2009 - 2013

143,953 TOTAL CRASHES



FEDERAL HIGHWAY ADMINISTRATION

ESTIMATED ECONOMIC LOSS IN MAINE

2009 - 2013

YEAR	PERSONS KILLED	DOLLAR \$ AMOUNT OF LOSS	INCAPACITATING INJURY (A)	DOLLAR \$ AMOUNT OF LOSS	NON INCAPACITATING INJURY (B)	DOLLAR \$ AMOUNT OF LOSS	POSSIBLE INJURY (C)	DOLLAR \$ AMOUNT OF LOSS	PROPERTY DAMAGE ONLY	DOLLAR \$ AMOUNT OF LOSS	ESTIMATED TOTAL ANNUAL COST
2009	157	\$712,466,000	731	\$168,130,000	3,537	\$207,621,900	6,345	\$177,660,000	47,954	\$119,885,000	\$1,385,762,900
2010	165	\$748,770,000	775	\$178,250,000	3,596	\$211,085,200	6,200	\$173,600,000	45,585	\$113,962,500	\$1,425,667,700
2011	132	\$599,016,000	894	\$205,620,000	3,421	\$200,812,700	6,502	\$182,056,000	46,808	\$117,020,000	\$1,304,524,700
2012	164	\$744,232,000	983	\$226,090,000	3,163	\$185,668,100	6,847	\$191,716,000	45,456	\$113,640,000	\$1,461,346,100
2013	137	\$621,706,000	865	\$198,950,000	2,836	\$166,473,200	6,821	\$190,988,000	48,888	\$122,220,000	\$1,300,337,200
TOTAL	755	\$3,426,190,000	4,248	\$977,040,000	16,553	\$971,661,100	32,715	\$916,020,000	234,691	\$586,727,500	\$6,877,638,600

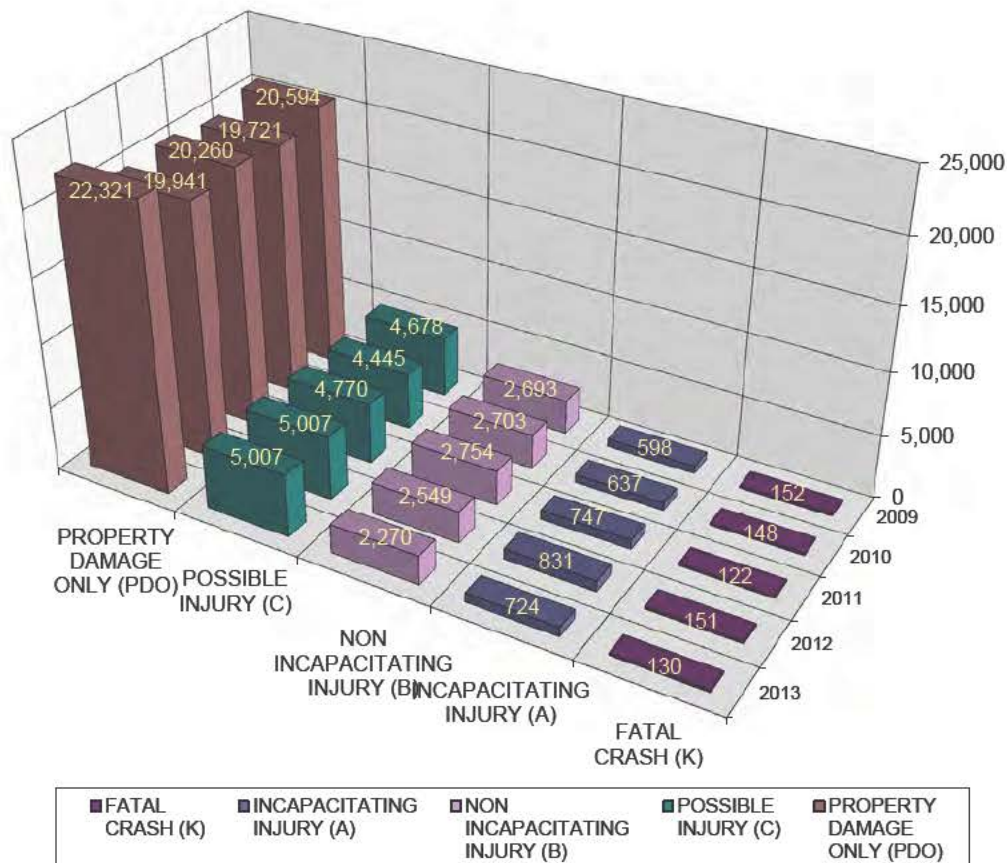
Estimated Dollar amount of loss over 5 year period \$6.8 billion

Cost estimates are based on 2012 NSC estimates.

Death (Per Person)	\$4,538,000
Incapacitating injury (Per Person)	\$230,000
Nonincapacitating (Per Person)	\$58,700
Possible injury (Per Person)	\$28,000
Property damage only (Per Crash)	\$2,500



MAINE HIGHWAY CRASH SEVERITY BY YEAR 2009 - 2013



YEAR	FATAL CRASH (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	TOTAL CRASHES
2009	152	598	2,693	4,678	20,594	28,715
2010	148	637	2,703	4,445	19,721	27,654
2011	122	747	2,754	4,770	20,260	28,653
2012	151	831	2,549	5,007	19,941	28,479
2013	130	724	2,270	5,007	22,321	30,452
TOTAL	703	3,537	12,969	23,907	102,837	143,953
PERCENT	0.49%	PERCENT INJURY CRASHES =			28.07%	71.44%
					100.00%	

(K) = Fatal injury. A fatal injury is any injury that results in death. Within 30 days of the crash.

(A) = Incapacitating injury. An Incapacitating injury is any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

(B) = Nonincapacitating injury. A Nonincapacitating injury is any injury, other than fatal injury or an incapacitating injury, which is evident to observers at the scene of the crash in which the injury occurred.

(C) = Possible injury. A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or nonincapacitating injury.

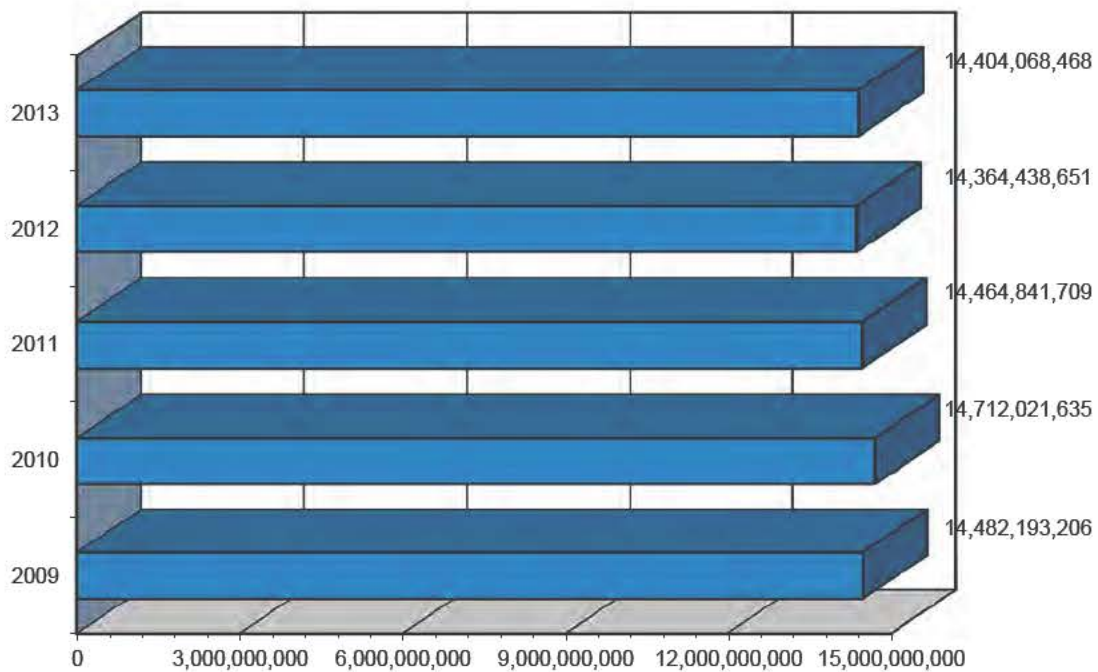
(PDO) = Property Damage only. Damage is harm to property that reduces the monetary value of that property. No injuries.

STATE OF MAINE

ANNUAL VEHICLE MILES OF TRAVEL

BY COUNTY

2009 - 2013



COUNTY	2009	2010	2011	2012	2013
ANDROSCOGGIN	938,430,755	935,305,996	928,271,592	717,610,878	915,302,189
AROOSTOOK	720,635,740	743,465,821	725,283,167	375,669,954	1,674,377,633
CUMBERLAND	3,026,673,041	3,078,464,257	3,048,732,241	400,514,405	369,209,454
FRANKLIN	336,547,605	342,237,085	346,130,924	632,413,381	2,235,076,350
HANCOCK	699,916,641	710,747,593	696,219,381	452,787,657	372,804,061
KENNEBEC	1,452,945,821	1,495,278,476	1,430,297,384	920,508,399	350,688,054
KNOX	352,713,511	359,189,054	355,332,227	688,942,172	3,084,968,316
LINCOLN	382,150,309	381,619,822	371,105,822	165,634,372	1,436,468,392
OXFORD	556,961,999	553,258,306	554,752,232	3,042,966,350	567,777,199
PENOBSCOT	1,732,282,606	1,750,081,677	1,709,791,148	370,970,845	400,614,630
PISCATAQUIS	178,253,464	177,825,266	175,859,635	2,247,274,866	458,256,011
SAGadahoc	447,667,459	462,832,983	458,359,609	561,531,801	633,502,640
SOMERSET	676,397,090	675,293,158	654,597,698	334,967,249	340,657,818
WALDO	401,607,937	394,949,414	403,700,764	1,414,074,452	690,024,273
WASHINGTON	386,086,734	392,901,538	378,717,529	355,809,293	710,027,580
YORK	2,192,922,494	2,258,571,189	2,227,690,356	1,682,762,577	164,313,868
STATEWIDE	14,482,193,206	14,712,021,635	14,464,841,709	14,364,438,651	14,404,068,468

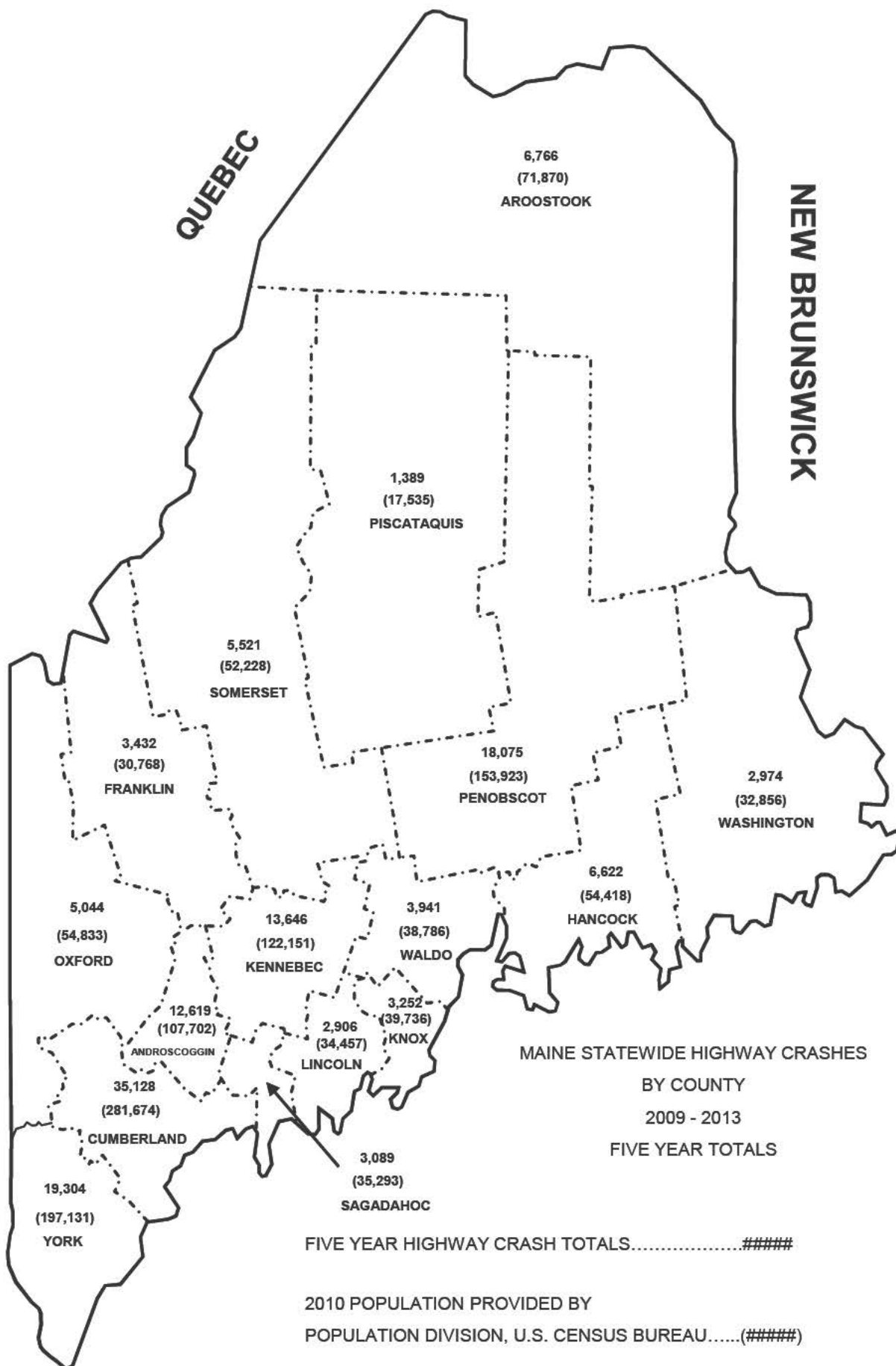


QUEBEC

NEW BRUNSWICK

NEW HAMPSHIRE

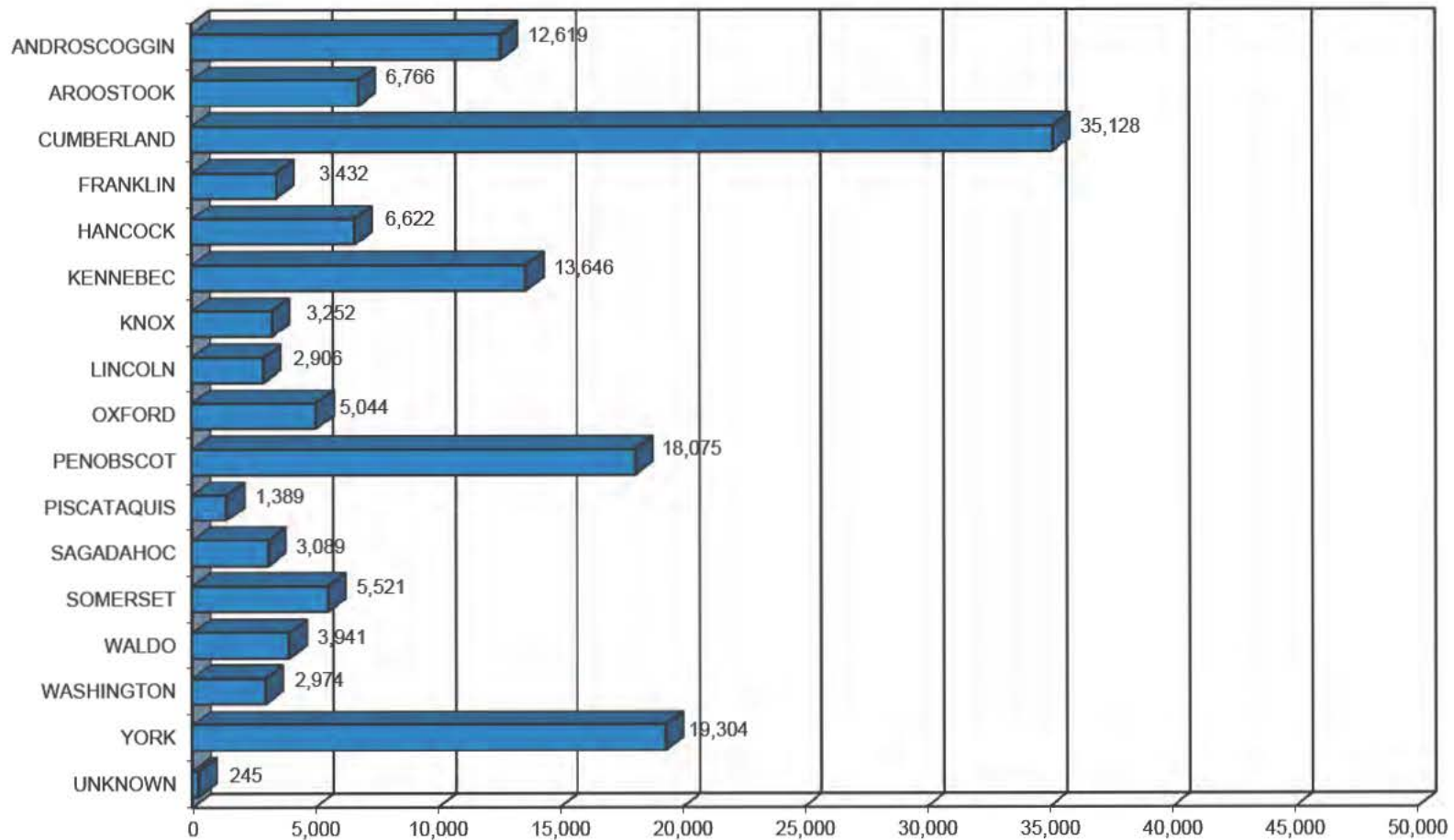
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MAINE HIGHWAY CRASHES

BY COUNTY

2009 - 2013



MAINE HIGHWAY CRASH SEVERITY BY COUNTY

2009 - 2013

COUNTY	INJURY TYPE	2009	2010	2011	2012	2013	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN Percent personal injury 28.31%	FATAL (K)	9	11	10	7	9	46	0.03%
	INCAPACITATING (A)	46	58	77	70	54	305	0.18%
	NON-INCAPACITATING (B)	210	228	214	234	197	1,083	0.65%
	POSSIBLE INJURY (C)	448	388	419	442	442	2,139	1.28%
	PROPERTY DAMAGE ONLY (PDO)	1,842	1,657	1,794	1,921	1,832	9,046	5.41%
	COUNTY SUBTOTAL	2,555	2,342	2,514	2,674	2,534	12,619	7.55%
AROOSTOOK Percent personal injury 27.06%	FATAL (K)	10	10	12	9	10	51	0.03%
	INCAPACITATING (A)	31	21	28	41	34	155	0.09%
	NON-INCAPACITATING (B)	142	135	120	135	124	656	0.39%
	POSSIBLE INJURY (C)	176	171	206	204	212	969	0.58%
	PROPERTY DAMAGE ONLY (PDO)	991	884	987	958	1,115	4,935	2.95%
	COUNTY SUBTOTAL	1,350	1,221	1,353	1,347	1,495	6,766	4.05%
CUMBERLAND Percent personal injury 27.31%	FATAL (K)	19	26	13	18	12	88	0.05%
	INCAPACITATING (A)	111	125	141	164	146	687	0.41%
	NON-INCAPACITATING (B)	584	558	618	556	460	2,776	1.66%
	POSSIBLE INJURY (C)	1,227	1,083	1,195	1,260	1,279	6,044	3.61%
	PROPERTY DAMAGE ONLY (PDO)	4,992	5,020	5,173	4,848	5,500	25,533	15.27%
	COUNTY SUBTOTAL	6,933	6,812	7,140	6,846	7,397	35,128	21.01%
FRANKLIN Percent personal injury 28.82%	FATAL (K)	6	8	5	5	6	30	0.02%
	INCAPACITATING (A)	16	17	14	26	15	88	0.05%
	NON-INCAPACITATING (B)	70	78	73	74	54	349	0.21%
	POSSIBLE INJURY (C)	92	106	113	116	95	522	0.31%
	PROPERTY DAMAGE ONLY (PDO)	479	489	508	475	492	2,443	1.46%
	COUNTY SUBTOTAL	663	698	713	696	662	3,432	2.05%
HANCOCK Percent personal injury 28.93%	FATAL (K)	8	7	9	11	8	43	0.03%
	INCAPACITATING (A)	41	49	56	41	36	223	0.13%
	NON-INCAPACITATING (B)	178	183	151	159	128	799	0.48%
	POSSIBLE INJURY (C)	159	174	190	156	172	851	0.51%
	PROPERTY DAMAGE ONLY (PDO)	984	885	1,002	877	958	4,706	2.81%
	COUNTY SUBTOTAL	1,370	1,298	1,408	1,244	1,302	6,622	3.96%
KENNEBEC Percent personal injury 28.68%	FATAL (K)	16	6	12	14	16	64	0.04%
	INCAPACITATING (A)	58	67	85	84	63	357	0.21%
	NON-INCAPACITATING (B)	215	255	234	217	230	1,151	0.69%
	POSSIBLE INJURY (C)	457	440	469	509	466	2,341	1.40%
	PROPERTY DAMAGE ONLY (PDO)	1,938	1,976	1,800	1,857	2,162	9,733	5.82%
	COUNTY SUBTOTAL	2,684	2,744	2,600	2,681	2,937	13,646	8.16%
KNOX Percent personal injury 30.66%	FATAL (K)	6	5	3	1	6	21	0.01%
	INCAPACITATING (A)	16	12	18	32	17	95	0.06%
	NON-INCAPACITATING (B)	68	71	59	50	59	307	0.18%
	POSSIBLE INJURY (C)	118	90	112	126	128	574	0.34%
	PROPERTY DAMAGE ONLY (PDO)	491	385	453	446	480	2,255	1.35%
	COUNTY SUBTOTAL	699	563	645	655	690	3,252	1.94%
LINCOLN Percent personal injury 35.82%	FATAL (K)	7	4	5	8	4	28	0.02%
	INCAPACITATING (A)	14	20	26	21	27	108	0.06%
	NON-INCAPACITATING (B)	60	55	50	51	69	285	0.17%
	POSSIBLE INJURY (C)	126	106	118	135	135	620	0.37%
	PROPERTY DAMAGE ONLY (PDO)	413	380	313	307	452	1,865	1.12%
	COUNTY SUBTOTAL	620	565	512	522	687	2,906	1.74%

MAINE HIGHWAY CRASH SEVERITY BY COUNTY

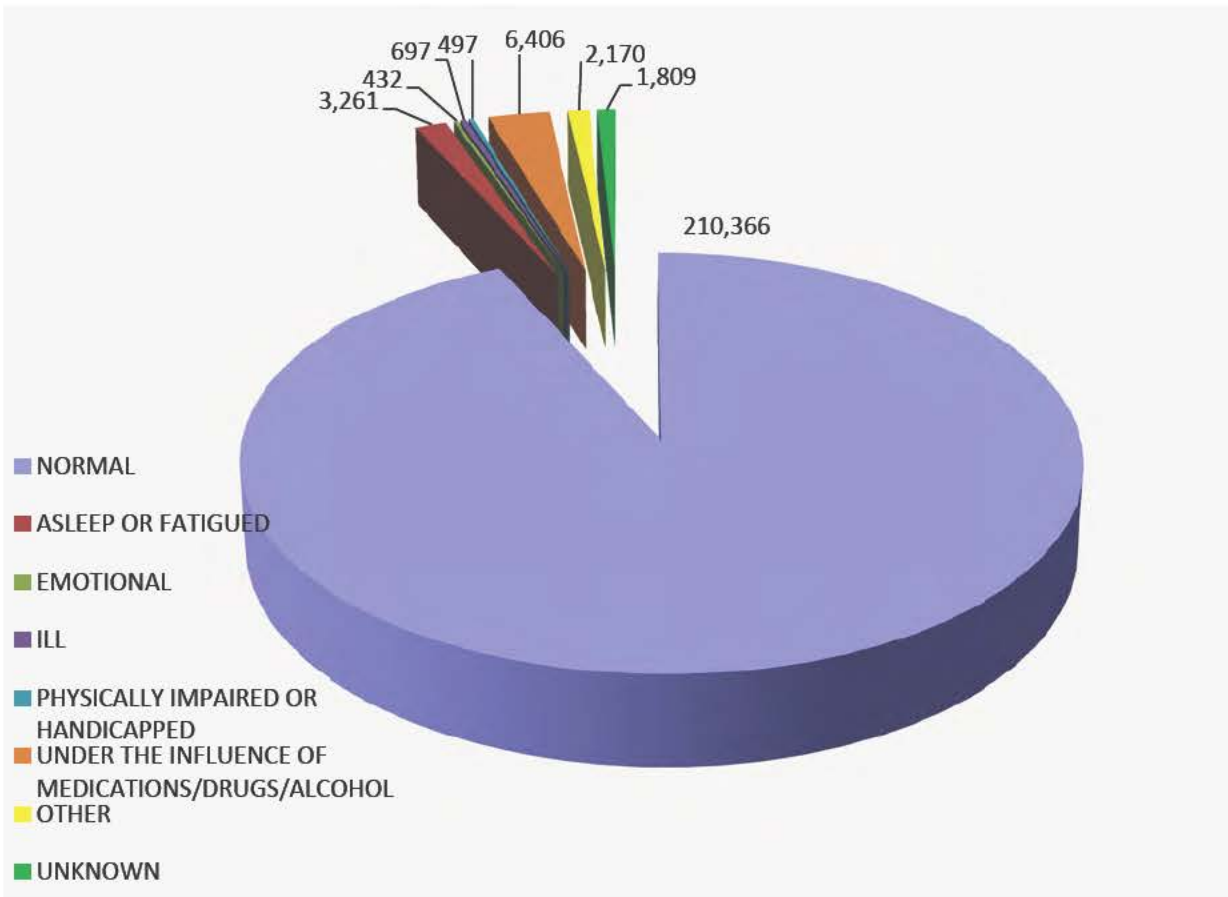
2009 - 2013

COUNTY	INJURY TYPE	2009	2010	2011	2012	2013	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD Percent personal injury 31.46%	FATAL (K)	8	6	4	9	5	32	0.02%
	NCAPACITATING (A)	31	44	35	43	39	192	0.13%
	NON-INCAPACITATING (B)	91	107	130	105	115	548	0.38%
	POSSIBLE INJURY (C)	142	154	162	159	198	815	0.57%
	PROPERTY DAMAGE ONLY (PDO)	653	698	649	710	747	3,457	2.40%
	COUNTY SUBTOTAL	925	1,009	980	1,026	1,104	5,044	3.50%
PENOBSCOT Percent personal injury 28.50%	FATAL (K)	11	11	15	19	14	70	0.05%
	NCAPACITATING (A)	58	46	63	105	100	372	0.26%
	NON-INCAPACITATING (B)	350	329	349	292	251	1,571	1.09%
	POSSIBLE INJURY (C)	653	588	604	658	636	3,139	2.18%
	PROPERTY DAMAGE ONLY (PDO)	2,585	2,361	2,618	2,459	2,900	12,923	8.98%
	COUNTY SUBTOTAL	3,657	3,335	3,649	3,533	3,901	18,075	12.56%
PISCATAQUIS Percent personal injury 25.27%	FATAL (K)	6	3	3	1	0	13	0.01%
	NCAPACITATING (A)	7	3	8	7	13	38	0.03%
	NON-INCAPACITATING (B)	25	8	31	16	20	100	0.07%
	POSSIBLE INJURY (C)	39	43	30	49	39	200	0.14%
	PROPERTY DAMAGE ONLY (PDO)	212	186	190	204	246	1,038	0.72%
	COUNTY SUBTOTAL	289	243	262	277	318	1,389	0.96%
SAGadahoc Percent personal injury 27.68%	FATAL (K)	7	3	5	1	6	22	0.02%
	NCAPACITATING (A)	15	13	18	20	19	85	0.06%
	NON-INCAPACITATING (B)	65	53	66	42	55	281	0.20%
	POSSIBLE INJURY (C)	85	82	104	105	91	467	0.32%
	PROPERTY DAMAGE ONLY (PDO)	413	391	460	458	512	2,234	1.55%
	COUNTY SUBTOTAL	585	542	653	626	683	3,089	2.15%
SOMERSET Percent personal injury 27.68%	FATAL (K)	9	7	10	9	6	41	0.03%
	NCAPACITATING (A)	31	43	34	41	31	180	0.13%
	NON-INCAPACITATING (B)	98	103	93	108	80	482	0.33%
	POSSIBLE INJURY (C)	155	145	166	175	184	825	0.57%
	PROPERTY DAMAGE ONLY (PDO)	781	799	745	786	882	3,993	2.77%
	COUNTY SUBTOTAL	1,074	1,097	1,048	1,119	1,183	5,521	3.84%
WALDO Percent personal injury 28.83%	FATAL (K)	4	9	6	6	5	30	0.02%
	NCAPACITATING (A)	18	21	22	17	32	110	0.08%
	NON-INCAPACITATING (B)	79	79	71	69	50	348	0.24%
	POSSIBLE INJURY (C)	135	120	131	120	142	648	0.45%
	PROPERTY DAMAGE ONLY (PDO)	567	510	573	592	563	2,805	1.95%
	COUNTY SUBTOTAL	803	739	803	804	792	3,941	2.74%
WASHINGTON Percent personal injury 29.12%	FATAL (K)	3	6	1	6	6	22	0.02%
	NCAPACITATING (A)	15	9	18	25	14	81	0.06%
	NON-INCAPACITATING (B)	38	54	57	55	59	263	0.18%
	POSSIBLE INJURY (C)	97	118	86	111	88	500	0.35%
	PROPERTY DAMAGE ONLY (PDO)	424	399	452	437	396	2,108	1.46%
	COUNTY SUBTOTAL	577	586	614	634	563	2,974	2.07%
YORK Percent personal injury 29.73%	FATAL (K)	23	26	9	27	17	102	0.07%
	NCAPACITATING (A)	90	89	104	92	84	459	0.32%
	NON-INCAPACITATING (B)	419	406	435	382	315	1,957	1.36%
	POSSIBLE INJURY (C)	569	637	655	665	695	3,221	2.24%
	PROPERTY DAMAGE ONLY (PDO)	2,823	2,697	2,457	2,544	3,044	13,565	9.42%
	COUNTY SUBTOTAL	3,924	3,855	3,660	3,710	4,155	19,304	13.41%
UNKNOWN Percent personal injury 18.88%	FATAL (K)	0	0	0	0	0	0	0.0000%
	NCAPACITATING (A)	0	0	0	2	0	2	0.0014%
	NON-INCAPACITATING (B)	1	1	3	4	4	13	0.0090%
	POSSIBLE INJURY (C)	0	0	10	17	5	32	0.0222%
	PROPERTY DAMAGE ONLY (PDO)	6	4	86	62	40	198	0.1375%
	UNKNOWN TOTAL	7	5	99	85	49	245	0.17%
COUNTY GRAND TOTAL Percent personal injury 28.56%	FATAL (K)	152	148	122	151	130	703	0.49%
	NCAPACITATING (A)	598	637	747	831	724	3,537	2.46%
	NON-INCAPACITATING (B)	2,693	2,703	2,754	2,549	2,270	12,969	9.01%
	POSSIBLE INJURY (C)	4,678	4,445	4,770	5,007	5,007	23,907	16.61%
	PROPERTY DAMAGE ONLY (PDO)	20,594	19,721	20,260	19,941	22,321	102,837	71.44%
	GRAND TOTAL	28,715	27,654	28,653	28,479	30,452	143,953	100.00%

MAINE HIGHWAY CRASHES

BY APPARENT PHYSICAL CONDITION

2009 - 2013



PHYSICAL CONDITION	2009	2010	2011	2012	2013	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	43,771	41,582	41,628	40,037	43,348	210,366	93.23%
ASLEEP OR FATIGUED	552	584	671	766	688	3,261	1.45%
EMOTIONAL (depressed, angry, disturbed, etc.)	0	0	116	186	130	432	0.19%
ILL (sick)	123	127	144	154	149	697	0.31%
PHYSICALLY IMPAIRED OR HANDICAPPED	53	54	120	131	139	497	0.22%
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	1,466	1,361	1,191	1,220	1,168	6,406	2.84%
OTHER	350	337	535	519	429	2,170	0.96%
UNKNOWN	790	736	125	66	92	1,809	0.80%
TOTAL	47,105	44,781	44,530	43,079	46,143	225,638	100.00%

MAINE HIGHWAY CRASHES

SEVERITY BY RESTRAINING DEVICE

2011 - 2013

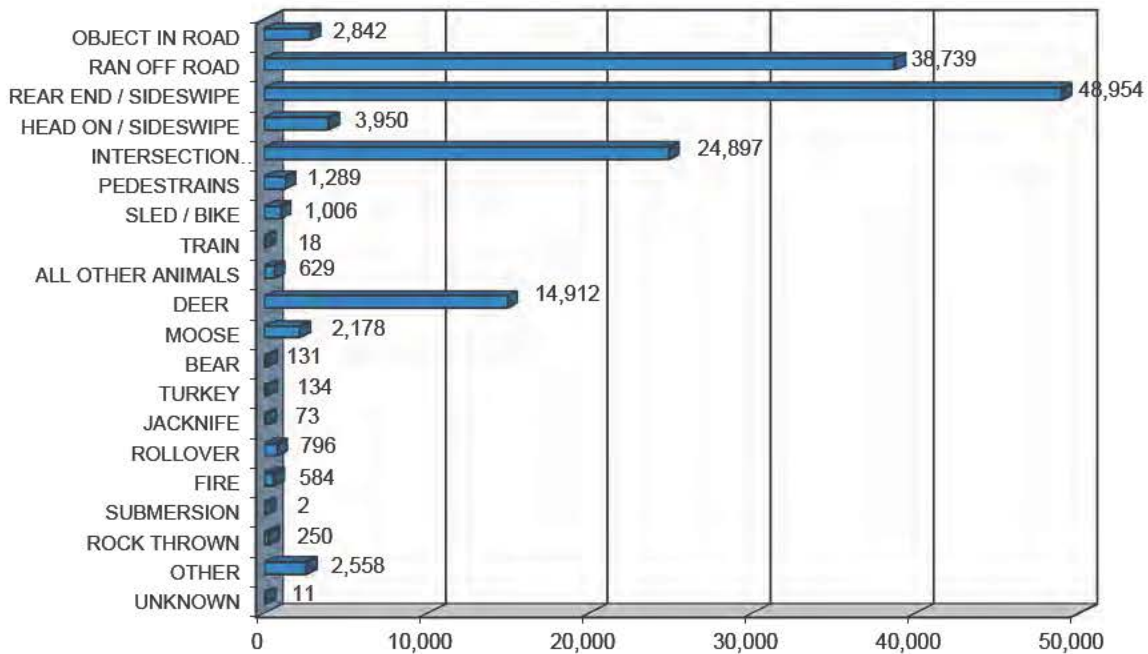
		INJURY TYPE																													
		FATAL (K)						INCAPACITATING (A)						NON-INCAPACITATING (B)						POSSIBLE INJURY (C)						NO INJURY (PDO)					
SAFETY EQUIPMENT USED	Air Bags	2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR	2011	2012	2013	2014	2015	5 YEAR
Booster Seat	deployed						0		3	1			4	1	1	1			3			1			1	6	7	4			17
	not deployed		1				1						0	4	3	4			11	5	6	13			24	81	95	156			332
TOTAL		0	1	0	0	0	1	0	3	1	0	0	4	5	4	5	0	0	14	5	6	14	0	0	25	87	102	160	0	0	349
Child Restraint other	deployed						0						0		1	1			2						0	1		1			2
	not deployed						0						0						0	1	1	2			4	6	15	3			24
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	1	1	2	0	0	4	7	15	4	0	0	26
Child Restraint forward facing	deployed						0	1	1				2		1	4			5	7	10	11			28	19	27	40			86
	not deployed						0	1	1				2	7	11	12			30	30	44	40			114	545	700	692			1,937
TOTAL		0	0	0	0	0	0	2	2	0	0	0	4	7	12	16	0	0	35	37	54	51	0	0	142	564	727	732	0	0	2,023
Child Restraint rear facing	deployed						0						0						0	2	1				3	2	10	15			27
	not deployed						0						0		1				1	5	11	9			25	119	198	200			517
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	7	12	9	0	0	28	121	208	215	0	0	544
Child Restraint used incorrec ly	deployed						0						0	1					1						0			1			1
	not deployed						0						0						0	1	1				2	6	3	8			17
TOTAL		0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	0	0	2	6	3	9	0	0	18
Lap Belt Only used	deployed		1				1	2	1				3	4	1	2			7	1	7	1			9	2	3	9			14
	not deployed						0		2				2	8	5	8			21	11	12	14			37	81	82	86			249
TOTAL		0	1	0	0	0	1	2	3	0	0	0	5	12	6	10	0	0	28	12	19	15	0	0	46	83	85	95	0	0	263
None Used	deployed	24	45	26			95	63	91	77			231	83	122	88			293	67	116	100			283	25	73	84			182
	not deployed	12	20	17			49	42	57	60			159	85	130	108			323	133	199	193			525	230	304	312			846
TOTAL		36	65	43	0	0	144	105	148	137	0	0	390	168	252	196	0	0	616	200	315	293	0	0	808	255	377	396	0	0	1,028
Restraint Used other	deployed		2				2	2	1	1			4	5	6	6			17	19	12	5			36	23	11	5			39
	not deployed						0						0	5	6	2			13	22	14	13			49	160	124	93			377
TOTAL		0	2	0	0	0	2	2	1	1	0	0	4	10	12	8	0	0	30	41	26	18	0	0	85	183	135	98	0	0	416
Shoulder and Lap Belt - used	deployed	26	21	34			81	234	275	265			774	718	853	826			2,397	1,129	1,505	1,577			4,211	1,823	2,383	2,529			6,735
	not deployed	6	13	15			34	138	189	183			510	951	1,167	1,089			3,207	2,332	3,547	3,579			9,458	24,165	35,183	39,156			98,504
TOTAL		32	34	49	0	0	115	372	464	448	0	0	1,284	1,669	2,020	1,915	0	0	5,604	3,461	5,052	5,156	0	0	13,669	25,988	37,566	41,685	0	0	105,239
Shoulder Belt Only Used	deployed						0	4	4	3			11	9	7	9			25	13	24	18			55	25	24	26			75
	not deployed						0	4	2	1			7	9	12	10			31	22	26	40			88	160	297	392			849
TOTAL		0	0	0	0	0	0	8	6	4	0	0	18	18	19	19	0	0	56	35	50	58	0	0	143	185	321	418	0	0	924

*Due to the difference in categories on the new police report, only data from 2011, 2012 & 2013 available.

MAINE HIGHWAY CRASHES

BY TYPE

2009 - 2013



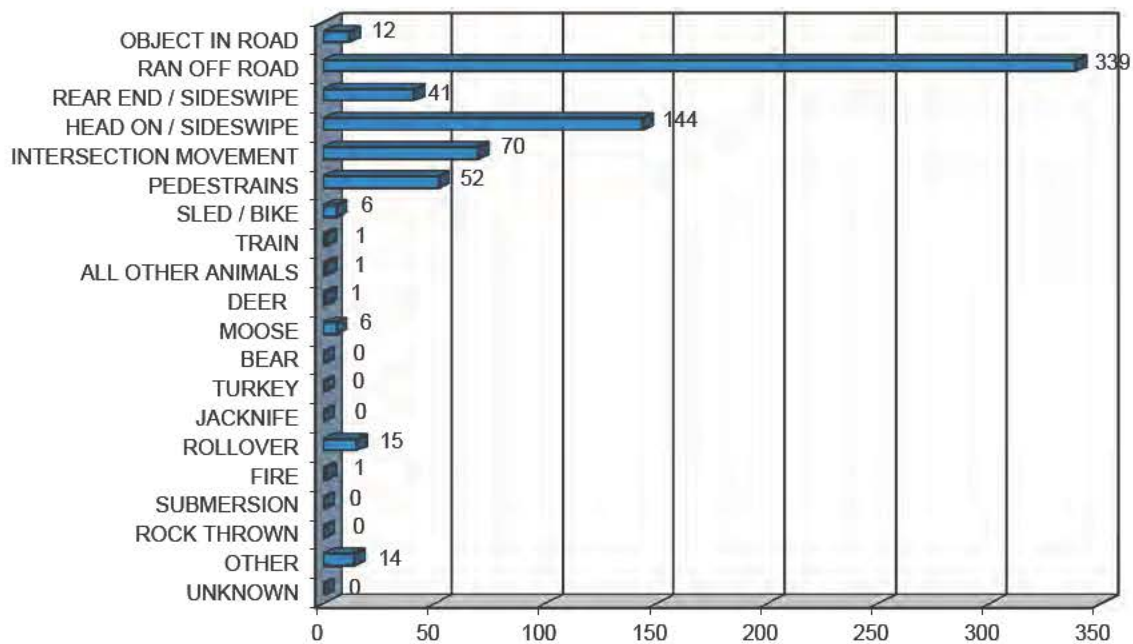
CRASH TYPE	2009	2010	2011	2012	2013	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	1,181	1,077	180	201	203	2,842	1.97%
WENT OFF ROAD	6,577	6,906	8,017	8,742	8,497	38,739	26.91%
REAR END / SIDESWIPE	10,038	9,607	9,719	9,365	10,225	48,954	34.01%
HEAD ON / SIDESWIPE	832	840	852	629	797	3,950	2.74%
INTERSECTION MOVEMENT	5,463	4,727	5,111	4,613	4,983	24,897	17.30%
PEDESTRIANS	235	239	275	295	245	1,289	0.90%
SLED / BIKE	169	193	226	210	208	1,006	0.70%
TRAIN	2	6	3	3	4	18	0.01%
ALL OTHER ANIMALS	125	119	134	125	126	629	0.44%
DEER	2,910	2,581	2,754	2,888	3,779	14,912	10.36%
MOOSE	489	517	357	429	386	2,178	1.51%
BEAR	17	18	32	31	33	131	0.09%
TURKEY	22	29	23	29	31	134	0.09%
JACKKNIFE	11	11	19	19	13	73	0.05%
ROLLOVER	68	149	229	193	157	796	0.55%
FIRE	116	122	107	113	126	584	0.41%
SUBMERSION	1	0	0	1	0	2	0.00%
THROWN/FALLING OBJECT	5	6	48	73	118	250	0.17%
OTHER	450	500	567	520	521	2,558	1.78%
UNKNOWN	4	7	0	0	0	11	0.01%
TOTALS	28,715	27,654	28,653	28,479	30,452	143,953	100.00%

2009-2010 Object in Road included guardrail hits.

MAINE FATAL HIGHWAY CRASHES

BY TYPE

2009 - 2013



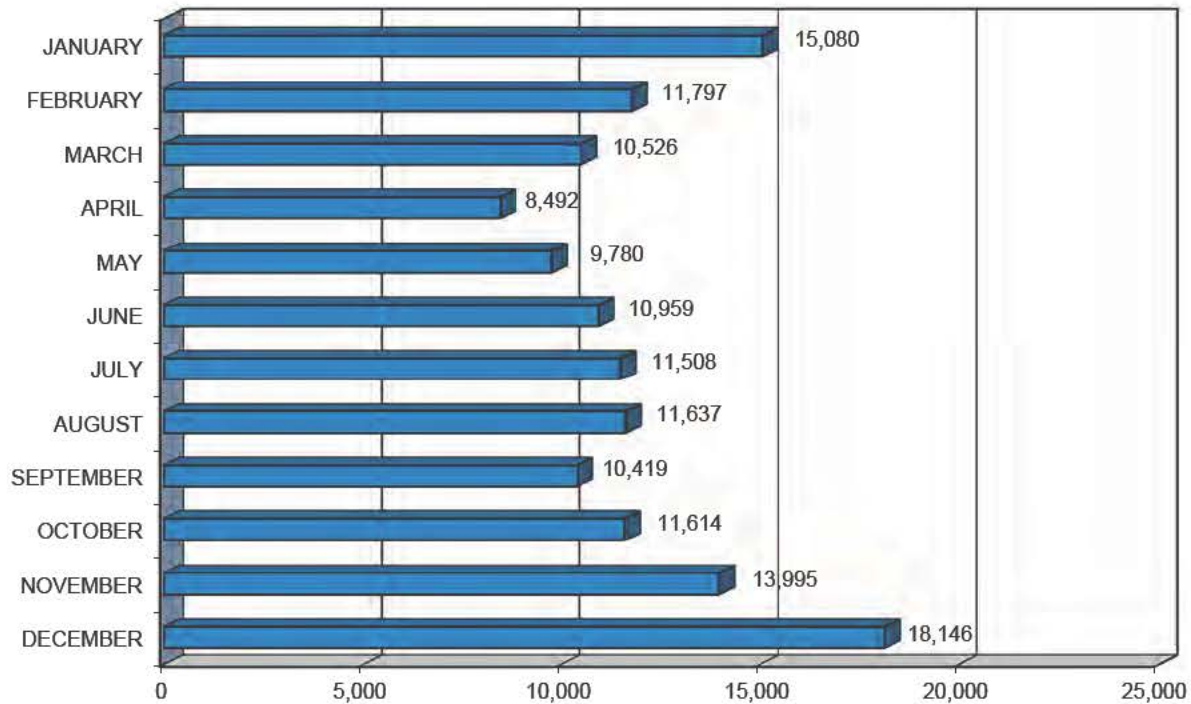
CRASH TYPE	2009	2010	2011	2012	2013	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	4	8	0	0	0	12	1.71%
WENT OFF ROAD	66	67	66	77	63	339	48.22%
REAR END / SIDESWIPE	8	11	4	12	6	41	5.83%
HEAD ON / SIDESWIPE	37	23	27	27	30	144	20.48%
INTERSECTION MOVEMENT	20	17	10	15	8	70	9.96%
PEDESTRAINS	11	11	11	9	10	52	7.40%
SLED / BIKE	0	1	0	1	4	6	0.85%
TRAIN	0	0	1	0	0	1	0.14%
ALL OTHER ANIMALS	0	1	0	0	0	1	0.14%
DEER	0	0	1	0	0	1	0.14%
MOOSE	1	3	0	2	0	6	0.85%
BEAR	0	0	0	0	0	0	0.00%
TURKEY	0	0	0	0	0	0	0.00%
JACKKNIFE	0	0	0	0	0	0	0.00%
ROLLOVER	2	3	2	3	5	15	2.13%
FIRE	0	0	0	1	0	1	0.14%
SUBMERSION	0	0	0	0	0	0	0.00%
ROCK THROWN	0	0	0	0	0	0	0.00%
OTHER	3	3	0	4	4	14	1.99%
UNKNOWN	0	0	0	0	0	0	0.00%
TOTALS	152	148	122	151	130	703	100.00%

2009-2010 Object in Road included guardrail hits.

MAINE HIGHWAY CRASHES

BY MONTH

2009 - 2013

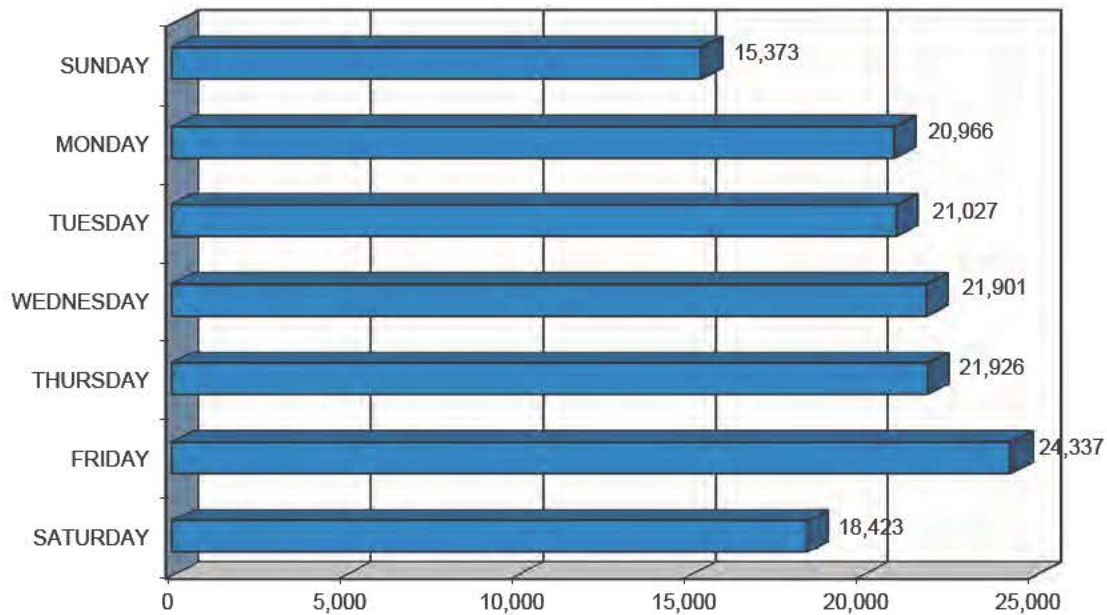


MONTH	2009	2010	2011	2012	2013	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	3,424	3,029	2,776	3,025	2,826	15,080	10.48%
FEBRUARY	2,257	1,999	2,623	2,036	2,882	11,797	8.20%
MARCH	2,270	1,701	2,188	2,200	2,167	10,526	7.31%
APRIL	1,641	1,665	1,931	1,541	1,714	8,492	5.90%
MAY	1,986	2,069	1,696	1,961	2,068	9,780	6.79%
JUNE	2,143	2,062	2,204	2,278	2,272	10,959	7.61%
JULY	2,299	2,238	2,248	2,327	2,396	11,508	7.99%
AUGUST	2,277	2,200	2,322	2,400	2,438	11,637	8.08%
SEPTEMBER	2,102	2,054	1,996	2,135	2,132	10,419	7.24%
OCTOBER	2,273	2,329	2,370	2,356	2,286	11,614	8.07%
NOVEMBER	2,441	2,736	2,819	2,722	3,277	13,995	9.72%
DECEMBER	3,602	3,572	3,480	3,498	3,994	18,146	12.61%
TOTAL	28,715	27,654	28,653	28,479	30,452	143,953	100.00%

MAINE HIGHWAY CRASHES

BY DAY OF THE WEEK

2009 - 2013



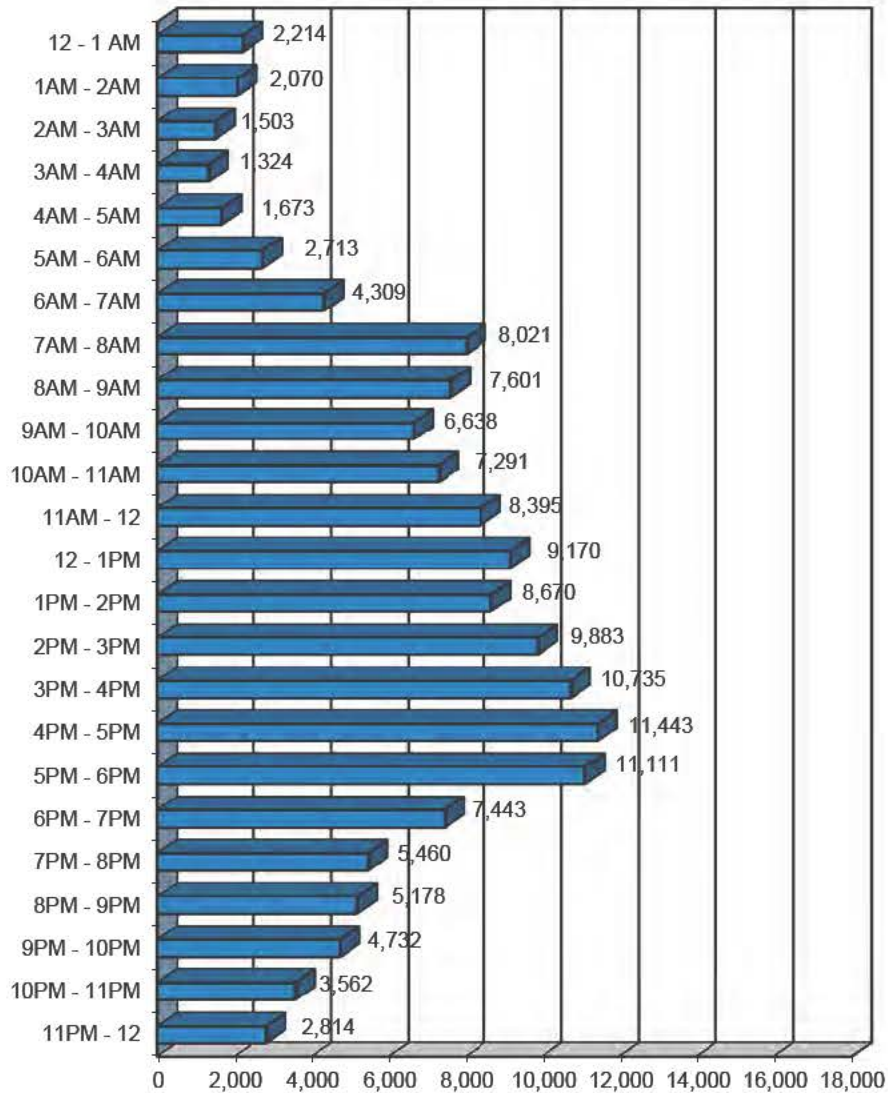
DAY OF THE WEEK	2009	2010	2011	2012	2013	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	3,236	2,753	2,888	2,999	3,497	15,373	10.68%
MONDAY	4,296	4,199	3,952	4,070	4,449	20,966	14.56%
TUESDAY	4,234	3,979	4,222	3,956	4,636	21,027	14.61%
WEDNESDAY	4,331	4,208	4,667	3,963	4,732	21,901	15.21%
THURSDAY	4,594	4,260	4,274	4,488	4,310	21,926	15.23%
FRIDAY	4,498	4,719	5,073	5,170	4,877	24,337	16.91%
SATURDAY	3,526	3,536	3,577	3,833	3,951	18,423	12.80%
TOTAL	28,715	27,654	28,653	28,479	30,452	143,953	100.00%



MAINE HIGHWAY CRASHES

BY TIME OF DAY

2009 - 2013

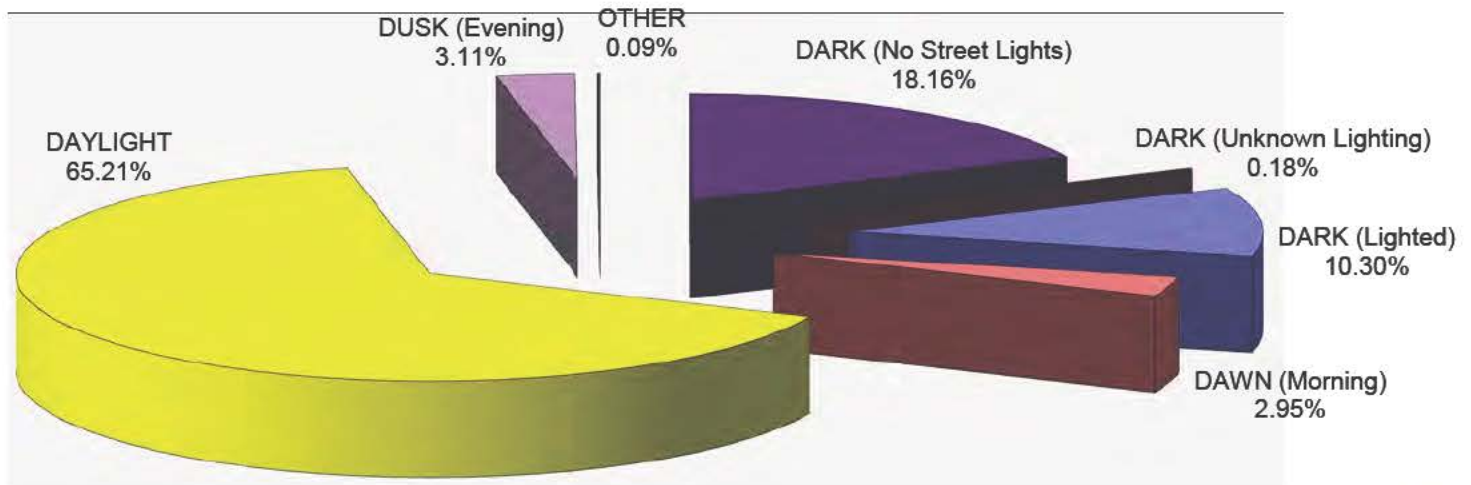


TIME OF DAY	2009	2010	2011	2012	2013	FIVE YEAR TOTAL
12 - 1 AM	441	379	433	470	491	2,214
1AM - 2AM	425	407	383	416	439	2,070
2AM - 3AM	272	250	287	357	337	1,503
3AM - 4AM	223	246	245	301	309	1,324
4AM - 5AM	308	285	367	352	361	1,673
5AM - 6AM	479	509	523	600	602	2,713
6AM - 7AM	764	769	860	904	1,012	4,309
7AM - 8AM	1,622	1,492	1,675	1,547	1,685	8,021
8AM - 9AM	1,486	1,416	1,592	1,448	1,659	7,601
9AM - 10AM	1,289	1,254	1,385	1,256	1,454	6,638
10AM - 11AM	1,439	1,407	1,444	1,494	1,507	7,291
11AM - 12	1,654	1,567	1,734	1,716	1,724	8,395
12 - 1PM	1,835	1,784	1,852	1,823	1,876	9,170
1PM - 2PM	1,702	1,720	1,736	1,638	1,874	8,670
2PM - 3PM	2,059	1,924	1,986	1,889	2,025	9,883
3PM - 4PM	2,237	2,141	2,153	2,052	2,152	10,735
4PM - 5PM	2,282	2,302	2,275	2,214	2,370	11,443
5PM - 6PM	2,217	2,192	2,174	2,127	2,401	11,111
6PM - 7PM	1,443	1,518	1,472	1,453	1,557	7,443
7PM - 8PM	1,095	993	1,075	1,120	1,177	5,460
8PM - 9PM	1,081	1,016	946	1,022	1,113	5,178
9PM - 10PM	1,034	889	858	960	991	4,732
10PM - 11PM	749	661	634	728	790	3,562
11PM - 12	579	533	564	592	546	2,814
TOTAL	28,715	27,654	28,653	28,479	30,452	143,953

MAINE HIGHWAY CRASHES

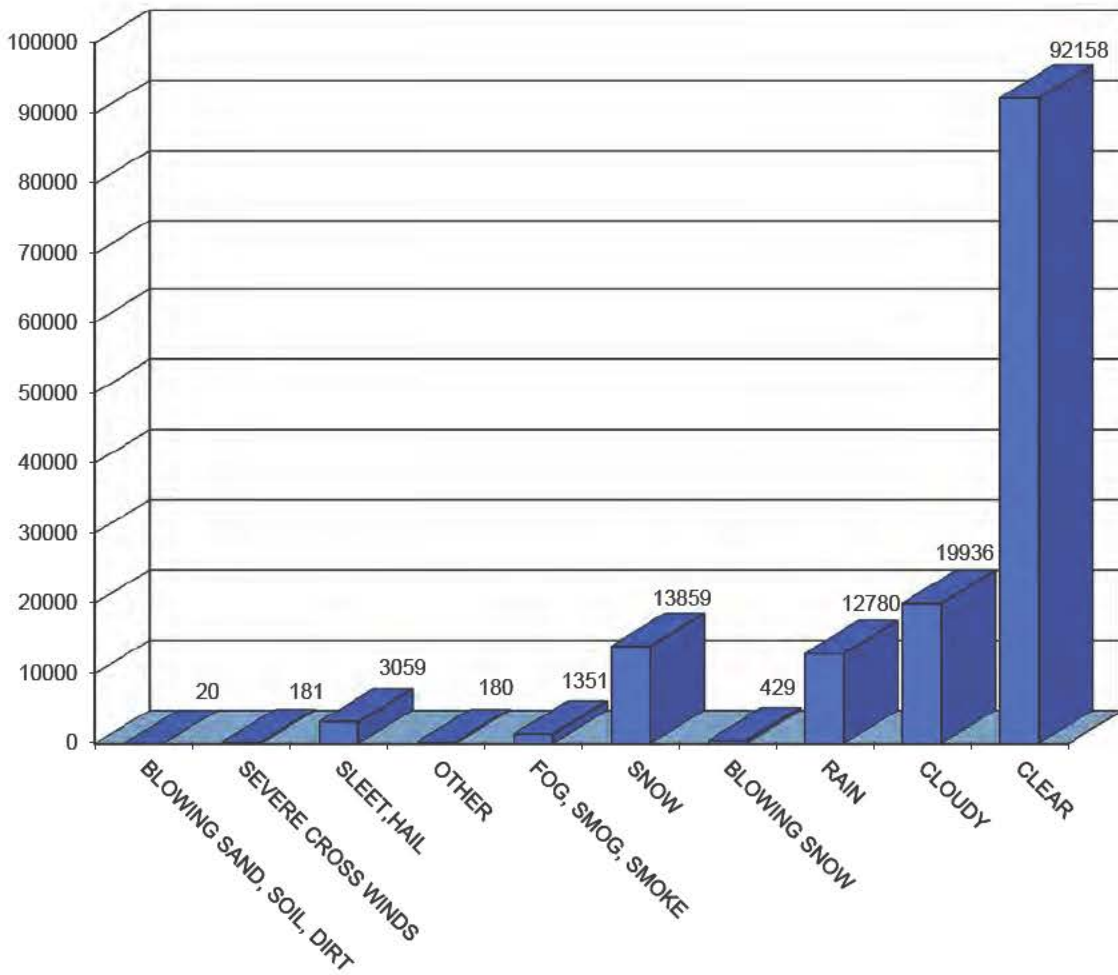
BY LIGHT CONDITIONS

2009 - 2013



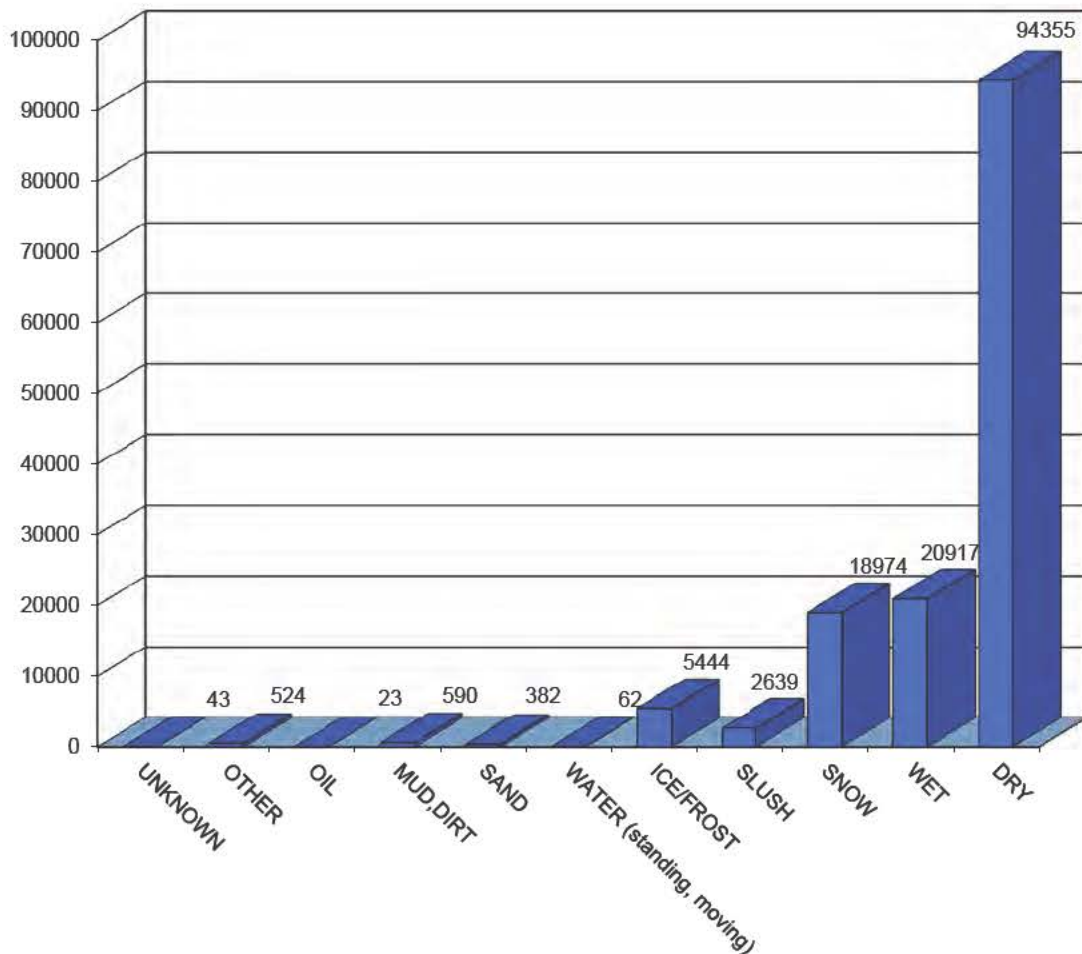
LIGHT CONDITION	2009	2010	2011	2012	2013	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (Not Lighted)	4,958	4,812	4,912	5,532	5,931	26,145	18.16%
DARK (Unknown	0	0	99	64	89	252	0.18%
DARK (Lighted)	3,257	3,079	2,863	2,756	2,874	14,829	10.30%
DAWN (Morning)	977	985	836	753	693	4,244	2.95%
DAYLIGHT	18,505	17,820	19,024	18,581	19,942	93,872	65.21%
DUSK (Evening)	993	943	885	765	889	4,475	3.11%
OTHER	25	15	34	28	34	136	0.09%
TOTAL	28,715	27,654	28,653	28,479	30,452	143,953	100.00%

MAINE HIGHWAY CRASHES BY WEATHER CONDITIONS 2009 - 2013



WEATHER CONDITIONS	2009	2010	2011	2012	2013	FIVE YEAR TOTAL
BLOWING SAND, SOIL, DIRT	7	6	6	1	0	20
SEVERE CROSS WINDS	51	40	23	22	45	181
SLEET,HAIL (freezing rain or drizzle)	303	401	851	826	678	3,059
OTHER	47	42	34	23	34	180
FOG,SMOG,SMOKE	256	180	264	362	289	1,351
SNOW	2,311	2,797	3,042	2,244	3,465	13,859
BLOWING SNOW	0	0	62	91	276	429
RAIN	2,687	2,697	2,554	2,575	2,267	12,780
CLOUDY	4,116	3,665	3,854	3,953	4,348	19,936
CLEAR	18,937	17,826	17,963	18,382	19,050	92,158
TOTAL	28,715	27,654	28,653	28,479	30,452	143,953

MAINE HIGHWAY CRASHES BY ROAD SURFACE CONDITIONS 2009 - 2013



ROAD SURFACE CONDITIONS	2009	2010	2011	2012	2013	FIVE YEAR TOTAL
UNKNOWN	0	0	0	0	43	43
OTHER	188	161	105	49	21	524
OIL	6	8	6	2	1	23
MUD,DIRT	37	15	150	202	186	590
SAND	0	0	68	181	133	382
WATER (standing, moving)	0	0	14	25	23	62
ICE/FROST	0	0	2,656	1,460	1,328	5,444
SLUSH	0	0	495	1,091	1,053	2,639
SNOW	5,300	4,464	2,982	2,348	3,880	18,974
WET	4,520	4,013	4,278	3,925	4,181	20,917
DRY	18,664	18,993	17,899	19,196	19,603	94,355
TOTAL	28,715	27,654	28,653	28,479	30,452	143,953

*09-10, figures that were previously WINTRY (old categories) were moved to SNOW (new categories)

VEHICLES INVOLVED IN MAINE HIGHWAY CRASHES 2009 - 2013

VEHICLE TYPE INVOLVED	2009	2010	2011	2012	2013	FIVE YEAR TOTAL
PASSENGER CAR	25,400	24,374	26,916	25,212	26,482	128,384
(SPORT) UTILITY VEHICLE	6,837	6,849	7,775	7,712	8,657	37,830
PASSENGER VAN	765	696	517	1,319	1,897	5,194
CARGO VAN (10k or less)	2,294	2,089	345	405	409	5,542
PICKUP TRUCK	8,646	7,796	7,868	7,478	7,952	39,740
MOTOR HOME	36	33	29	38	35	171
SCHOOL BUS	100	105	102	87	98	492
TRANSIT BUS	38	29	43	29	41	180
MOTOR COACH	9	11	5	7	9	41
OTHER BUS	0	0	21	18	17	56
MOTORCYCLE	598	588	599	627	571	2,983
MOPED	29	28	29	45	42	173
LOW SPEED VEHICLE	0	0	0	8	7	15
AUTOCYCLE	0	0	1	3	3	7
EXPERIMENTAL	0	0	1	0	3	4
OTHER LIGHT TRUCK (10,000 lbs or less)	0	0	82	118	140	340
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	1,580	1,395	1,525	1,366	1,476	7,342
ATV (2,3,4-WHEEL)	24	21	15	19	12	91
SNOWMOBILE	17	11	6	2	3	39
PEDESTRIAN	270	268	290	314	275	1,417
BICYCLE	170	198	231	216	213	1,028
OTHER	292	290	420	378	497	1,877
TOTAL VEHICLES INVOLVED	47,105	44,781	46,820	45,401	48,839	232,946

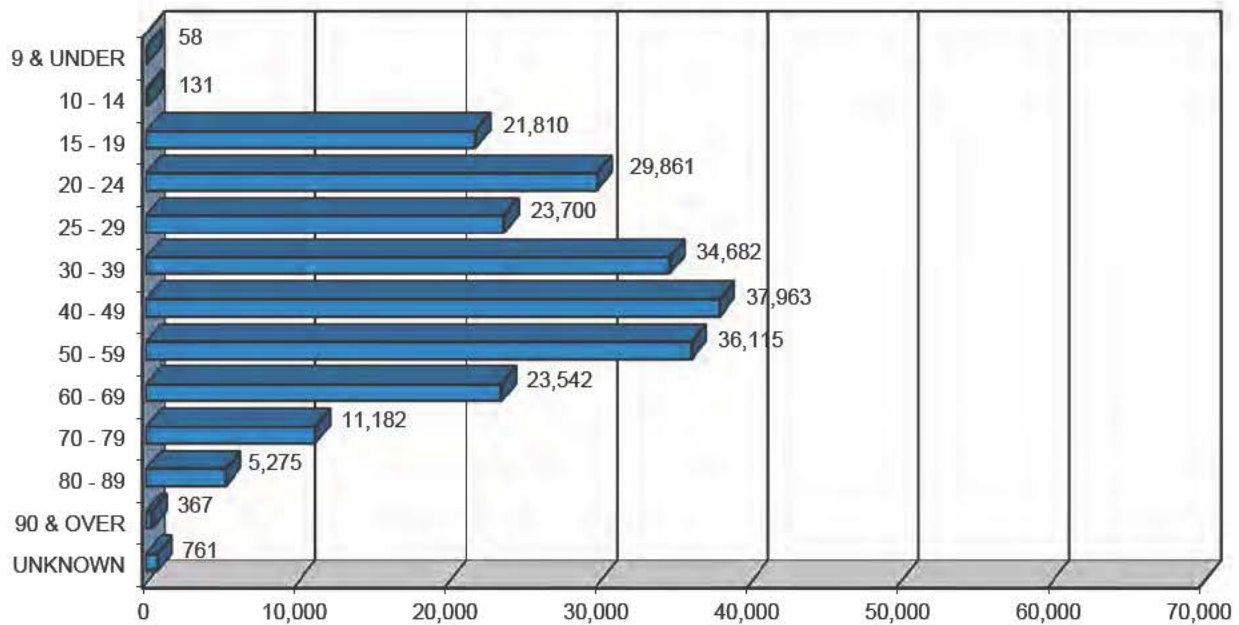
CONTRIBUTING FACTORS TO MAINE HIGHWAY CRASHES 2011 - 2013

DRIVER ACTIONS (actions 1 & 2 combined)	2011	2012	2013	2014	2015
NO CONTRIBUTING ACTION	16309	22001	24190		
RAN OFF ROADWAY	2676	3711	3440		
FAILED TO YIELD RIGHT-OF-WAY	4743	4628	4650		
RAN RED LIGHT	292	406	440		
RAN STOP SIGN	264	333	347		
DISREGARDED OTHER TRAFFIC SIGN	117	124	96		
DISREGARDED OTHER ROAD MARKINGS	76	93	72		
EXCEEDED POSTED SPEED LIMIT	2593	717	617		
DROVE TOO FAST FOR CONDITIONS	2202	3652	4062		
IMPROPER TURN	759	869	900		
IMPROPER BACKING	908	878	1008		
IMPROPER PASSING	534	523	514		
WRONG WAY	44	48	51		
FOLLOWED TOO CLOSELY	3948	4023	4494		
FAILED TO KEEP IN PROPER LANE	1088	1339	1537		
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	858	1290	1272		
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	569	789	802		
OVER-CORRECTING/OVER-STEERING	466	631	672		
OTHER CONTRIBUTING ACTION	1481	2072	2158		
UNKNOWN	1020	1444	1425		
VEHICULAR FACTORS	40947	49571	52747		
NONE	44574	42429	45985		
BRAKES	279	348	311		
EXHAUST SYSTEM	7	13	7		
BODY, DOORS	574	409	261		
STEERING	100	97	84		
POWER TRAIN	55	58	62		
SUSPENSION	24	19	20		
TIRES	276	358	359		
WHEELS	57	73	65		
LIGHTS (head, signal, tail, brake)	59	39	29		
WINDOWS/WINDSHIELD	32	24	26		
MIRRORS	14	10	10		
WIPERS	3	3	3		
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	18	34	30		
OTHER	797	551	607		
	46869	44465	47859		

Note: There is the potential for two contributing factors per vehicle and multiple vehicles per crash.

*Due to changes in the new crash report, making contributing factors drastically different, used only new categories above.

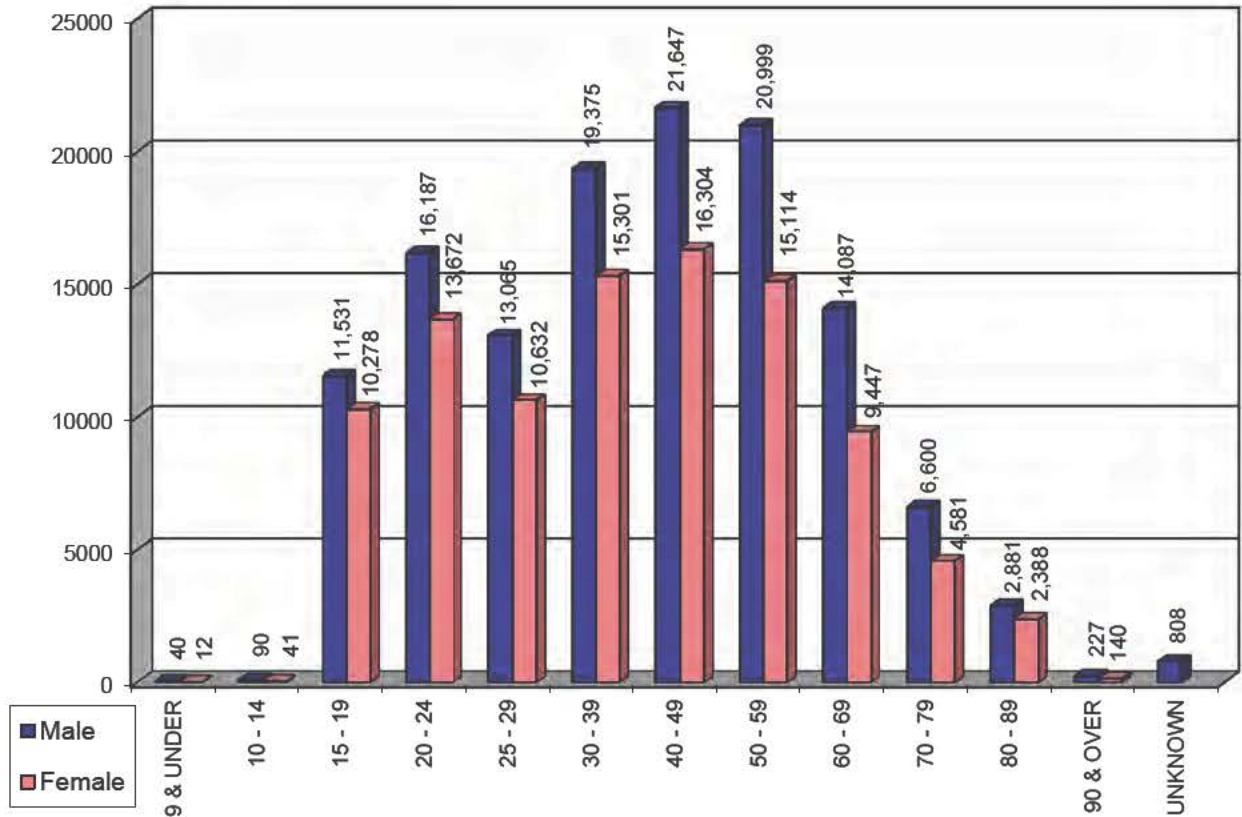
DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2009 - 2013



AGE GROUP	2009	2010	2011	2012	2013	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	24	30	1	1	2	58	0.03%
10 - 14	57	56	6	9	3	131	0.06%
15 - 19	5,450	5,035	3,821	3,806	3,698	21,810	9.67%
20 - 24	6,109	5,795	5,955	5,878	6,124	29,861	13.25%
25 - 29	4,532	4,483	5,316	4,464	4,905	23,700	10.51%
30 - 39	7,487	7,034	6,100	6,733	7,328	34,682	15.38%
40 - 49	8,300	7,545	7,654	7,011	7,453	37,963	16.84%
50 - 59	7,333	6,979	7,252	6,935	7,616	36,115	16.02%
60 - 69	4,412	4,421	4,805	4,662	5,242	23,542	10.44%
70 - 79	2,094	2,139	2,228	2,293	2,428	11,182	4.96%
80 - 89	1,085	1,073	1,014	1,014	1,089	5,275	2.34%
**90 & OVER			99	127	141	367	0.16%
UNKNOWN	222	191	154	80	114	761	0.34%
TOTAL	47,105	44,781	44,405	43,013	46,143	225,447	100.00%

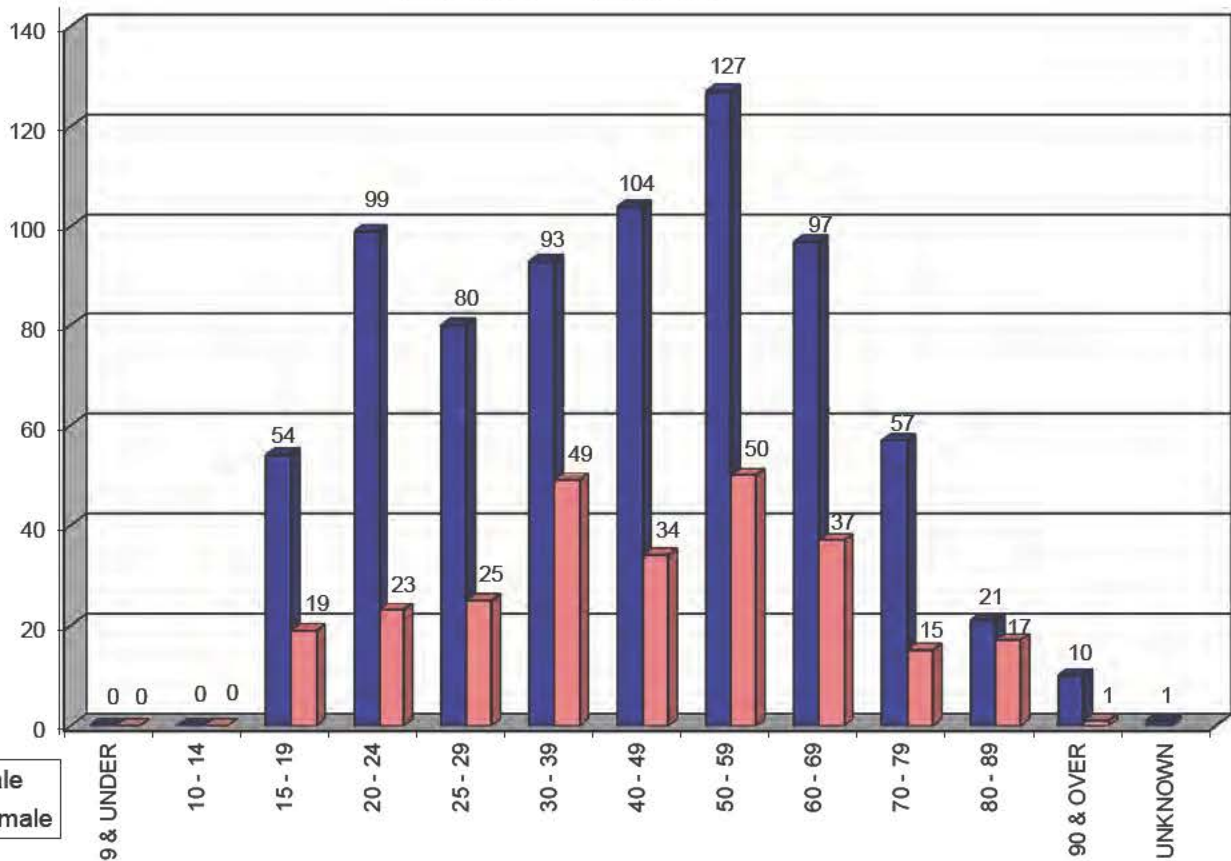
Note: Drivers include pedestrians, bicyclists, snowmobile and ATV operators.
**90+ added in 2011

DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP/GENDER 2009 - 2013



	2009		2010		2011		2012		2013		TOTALS			
AGE GROUP BY GENDER	M	F	M	F	M	F	M	F	M	F	M	F	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	20	4	16	8	1	0	1	0	2	0	40	12	52	0.02%
10 - 14	41	16	37	19	4	2	5	4	3	0	90	41	131	0.06%
15 - 19	2,921	2,529	2,659	2,375	2,043	1,778	1,996	1,810	1,912	1,786	11,531	10,278	21,809	9.67%
20 - 24	3,362	2,747	3,202	2,592	3,125	2,829	3,196	2,682	3,302	2,822	16,187	13,672	29,859	13.24%
25 - 29	2,456	2,076	2,450	2,031	2,965	2,351	2,468	1,995	2,726	2,179	13,065	10,632	23,697	10.51%
30 - 39	4,138	3,349	3,885	3,143	3,398	2,702	3,849	2,884	4,105	3,223	19,375	15,301	34,676	15.38%
40 - 49	4,836	3,464	4,243	3,298	4,322	3,326	4,045	2,964	4,201	3,252	21,647	16,304	37,951	16.83%
50 - 59	4,252	3,081	3,980	2,998	4,216	3,036	4,017	2,917	4,534	3,082	20,999	15,114	36,113	16.02%
60 - 69	2,606	1,806	2,681	1,737	2,866	1,937	2,784	1,875	3,150	2,092	14,087	9,447	23,534	10.44%
70 - 79	1,257	837	1,260	878	1,345	883	1,346	947	1,392	1,036	6,600	4,581	11,181	4.96%
80 - 89	583	502	593	475	539	475	562	451	604	485	2,881	2,388	5,269	2.34%
*90 & OVER					68	31	78	49	81	60	227	140	367	0.16%
UNKNOWN	222		221		163		88		114		808		808	0.36%
TOTAL BY GENDER	26,472	20,411	25,006	19,554	24,892	19,350	24,347	18,578	26,012	20,017	126,502	97,910		
TOTAL	47,105		44,781		44,405		43,013		46,143		225,220		225,447	100.00%

DRIVERS INVOLVED IN FATAL MAINE HIGHWAY CRASHES BY AGE GROUP/GENDER 2009 - 2013



AGE GROUP BY GENDER	2009		2010		2011		2012		2013		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
10 - 14	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
15 - 19	13	5	10	7	13	1	12	2	6	4	54	19	73	7.21%
20 - 24	20	4	24	4	14	8	24	5	17	2	99	23	122	12.04%
25 - 29	14	9	17	4	6	4	24	5	19	3	80	25	105	10.37%
30 - 39	23	19	18	8	19	6	19	6	14	10	93	49	142	14.02%
40 - 49	31	4	16	10	14	8	25	9	18	3	104	34	138	13.62%
50 - 59	34	15	26	11	22	10	21	7	24	7	127	50	177	17.47%
60 - 69	16	1	22	6	17	11	20	7	22	12	97	37	134	13.23%
70 - 79	17	1	11	4	4	1	14	6	11	3	57	15	72	7.11%
80 - 89	5	3	6	3	3	4	3	3	4	4	21	17	38	3.75%
90 & OVER	3	0	1	0	1	0	3	1	2	0	10	1	11	1.09%
UNKNOWN	1	0	0	0	0	0	0	0	0	0	1	0	1	0.10%
TOTAL BY GENDER	176	61	151	57	113	53	165	51	137	48	732	270		
TOTAL	238		208		166		216		185		1,003		1,013	100.00%

Pedestrian Laws

Legislation	Effective Date
When use of a sidewalk next to a public way is practicable, a pedestrian may not walk on that public way.	1993
Where sidewalks are not provided, a pedestrian shall walk facing approaching traffic on the left side of the public way or the way's shoulder when practicable.	1993
When traffic-control devices are not in operation, an operator must yield the right-of-way to a pedestrian crossing in a marked crosswalk.	1999
A pedestrian must yield the right-of-way to a vehicle when crossing a way: <ul style="list-style-type: none">a. Other than within a marked crosswalk; orb. With an available pedestrian tunnel or overhead pedestrian crossing.	1993

Bicycle Laws

Legislation	Effective Date
A person under 16 years old, operator or passenger, on a bicycle on a public roadway or public bikeway shall wear a helmet.	1999
A bicycle passenger must be seated properly in a bicycle passenger seat.	1999
A person operating a bicycle or scooter shall ride it as far as practicable to the right side of the way, except when making a left turn, unless other provisions have been made by a municipality for the location of bicycle or scooter traffic.	
A person operating a bicycle may travel on paved shoulders.	
A person operating a vehicle that passes a person operating a bicycle and proceeding in the same direction may not make a right turn at any intersection or into any road or way unless the turn can be made with reasonable safety.	
A motor vehicle must allow at least 3 feet of space when passing a bicyclist.	2007
A motor vehicle may cross the center line in a no passing zone to pass bicyclists if it is safe to do so.	2007

Motorcycle Laws

Legislation

Effective Date

Helmets required for all motorcyclists

October 7, 1967

Repeal of 1967 requirement for wearing helmets

October 24, 1977

Helmets required for all persons under 15

July 3, 1980

Helmets required for all persons under 15, for all operators under a learner's permit, or any first year operators and the passengers of all operators required to wear a helmet

September 23, 1983

The following persons must wear protective headgear:

- A.** If under 18 years of age, a passenger on a motorcycle or in an attached side car;
- B.** If under 18 years of age, an operator of a motorcycle;
- C.** An operator of a motorcycle, operating under a learner's permit or within one year of successfully completing a driving test; and
- D.** A passenger of an operator required to wear headgear.

September 15, 2009

Motorcycle operator education required for persons under 21, prior to permit or permission

March 1, 1987

Motorcycle operator education required for all persons applying for a motorcycle learner's permit

April 3, 1992

Headlight on while operating

June 28, 1974

More than 2 motorcycles may not be operated abreast within the same lane.

2003

A motor vehicle may not be driven in such a manner as to deprive a motorcycle of the full use of a lane

2003

Autocycles, three-wheeled vehicles with an enclosed cab (including battery electric vehicles) will be allowed on Maine roads that have a speed limit of 45 mph or less.

September 15, 2009

ATV Laws

1. Minimum age. Except as provided in subsection 5, a person under 10 years of age may not operate an ATV.

2. Permitting child under 10 years to operate ATV. Except as provided in subsection 6, a person may not permit a child under 10 years of age to operate an ATV.

3. Unlawfully operating ATV by person 10 to under 16 years of age. Except as provided in subsection 6, a person 10 years of age or older but under 16 years of age may not operate an ATV unless that person has successfully completed a training course approved by the department pursuant to section 13152 and is

accompanied by an adult. Proof of having completed a training course must be presented for inspection upon request of a law enforcement officer.

Operating ATV without protective headgear.

Notwithstanding Title 29-A, section 2083, a person under 18 years of age may not operate an ATV without protective headgear.

Carrying passenger on ATV without headgear. Notwithstanding Title 29-A, section 2083, a person may not carry a passenger under 18 years of age on an ATV unless the passenger is wearing protective headgear.

Snowmobile Laws

Failing to stop snowmobile before entering public way. A person shall bring a snowmobile to a complete stop before entering a public way or a private way maintained for travel.

Failing to yield right-of-way while operating snowmobile. A person shall yield the right-of-way to all vehicular traffic while operating a snowmobile on a public way or a private way maintained for travel.

Operating a snowmobile while underage. A person under 14 years of age may not operate a snowmobile across any public way maintained for travel.

Permitting an unaccompanied child to operate a snowmobile. A person may not permit a child under 10 years of age to operate a snowmobile unless the child is accompanied by an adult. This subsection does not apply on land that is owned by the parent or guardian or on land where permission for use has been granted to the parent or guardian.

Headgear required. This subsection applies to snowmobile trails funded by the Snowmobile Trail Fund of the Department of Agriculture, Conservation and Forestry, Bureau of Parks & Lands.

A. A person operating a snowmobile on a snowmobile trail identified by the Department of Agriculture, Conservation and Forestry, Bureau of Parks and Lands as having been funded by the Snowmobile Trail Fund pursuant to section 1893, subsection 3:

(1) If the person is under 18 years of age, shall wear protective headgear that conforms to the standards established under Title 29-A, section 2083, subsection 3; and

(2) May not carry a passenger under 18 years of age on the snowmobile unless the passenger is wearing protective headgear that conforms to the standards established under Title 29-A, section 2083, subsection 3.

For full ATV/Snowmobile laws see:

http://www.maine.gov/ifw/atv_snowmobile_watercraft/laws.htm

Truck Laws

General Law Gross Weight Limits <http://www.maine.gov/sos/bmv/commercial/swlimit.htm>

Maine's General Law gross weight limit applies to the following highways:

- Interstate 95 from New Hampshire to Exit 113 (Augusta, Cushnoc Bridge) which includes the Maine Turnpike;
- All non-Interstate highways.

Maine's General Law provides that the total weight of a vehicle or combination of vehicles, plus their load, is limited by the number of axles to:

2 axles.....	34,000 pounds
3 axles.....	54,000 pounds
4 axles.....	69,000 pounds*
5 axles.....	80,000 pounds
6 axles.....	100,000 pounds**

*Also applies to all single unit vehicles over 4 axles.

**Applies only to a combination vehicle consisting of a 3 axle truck tractor towing a triaxle semitrailer unit that is operating on the General Law highways listed above. (1) The 80,000 pound limit applies to all other combination vehicles over 4 axles, except for certain vehicles carrying special commodities which are allowed additional weight tolerances. (2) Any interstate highway in Maine for as long as Federal law exempting Maine from the 80,000 pound interstate limit is in effect.

Interstate Highway System weight limits

For operation on the Interstate Highway System, excluding those segments of the Interstate Highway System listed above, the weight of the vehicle or combinations of vehicles, plus their load, is limited by Bridge Formula B, modified. In addition, the Bridge Formula also limits the total weight of any group of consecutive axles of a vehicle or combination of vehicles according to the distance between the centers of the extreme axles in a group. The greatest load allowed is 80,000 pounds.

Projecting Loads

Every vehicle carrying objects that project more than 4 feet from the rear must, during the period of ½ hour after sunset and ½ hour before sunrise, carry a red light at or near the rear end of the project objects. At all other times, the vehicle must carry a 12x12 inch clean red cloth attached at or near the end of the projecting object. Loads must be covered or otherwise secured or confined to prevent any portion of the load from falling from or spilling out of the vehicle.

Trailers, semi-trailers, or vehicles being towed must, in addition to the tow bar or coupling device, have a safety chain or steel cable made of not less than ¼ inch wire so attached as to prevent breakaway from the towing vehicle. (This requirement does not apply to truck tractor and semi-trailer units equipped with a fifth wheel mechanism.)

Trailers that are wider than the towing vehicle must be equipped with reflective material or a lamp on each front corner that is visible to oncoming traffic.

Miscellaneous Motor Vehicle Laws

Legislation

Effective Date

Act to Protect Young Drivers and Passengers

September 3, 2003

Established 3 step graduated licensing system consisting of supervised instruction permit, intermediate license and unrestricted license.

Key points:

A person under 21 years of age may not apply for an intermediate license until:

- 6 months after being issued a supervised instruction permit
- Completion of a minimum of 35 hours of driving, including 5 hours of night driving, while accompanied by a parent, guardian or licensed driver at least 20 years of age.
- A driver operating with a supervised instruction permit may not drive while using a mobile telephone.

A driver under 18 years of age with an intermediate license may not:

- Carry passengers other than immediate family members unless accompanied by a licensed operator who is at least 20 years of age and has held a valid license for the past 2 years and is occupying the seat beside the driver for six months after licensure.
- Operate a motor vehicle between the hours of 12 a.m. and 5 a.m.
- Operate a motor vehicle while using a mobile telephone.

Period of restrictions:

- The license restrictions are for 180 days from license issuance.
- A driver violating these requirements must have the license restrictions extended for an additional 180 days.
- The additional period of license restrictions may extend beyond the person's 18th birthday.
- Any violation of the license restrictions during the period of this extension must result in a further extension of the license restrictions.

Anyone under 18 years of age is prohibited from driving while using a mobile phone or handheld electronic device. 2007

Update:

A wide-ranging law extends restrictions under the intermediate license from six to nine months. Those restrictions include:

- no passengers except family members and no driving between midnight and 5 a.m.
- during the first two years a young driver has a license, any violation will result in a 30-day license suspension for the first offense and longer suspensions for subsequent offenses.
- major violations, such as driving under the influence, will bring suspensions, a driver improvement course, community service and \$200 reinstatement fees.

Distracted Driver Law: A person may be issued a citation or summons for “failure to maintain control of a motor vehicle” if they were “operating a motor vehicle while distracted” and committed a traffic infraction or crime, or are involved in a reportable accident. Distracting activities are defined as, anything that is not necessary to the operation of the vehicle and that actually impairs, or would reasonably be expected to impair, the ability of the person to safely operate the vehicle. September 12, 2009

Texting while Operating a Motor Vehicle: A person may not operate a motor vehicle while engaging in text messaging. A person who violates this section commits a traffic infraction for which a fine of not less than \$100 may be adjudged. September 2011

Update: The minimum fine for texting and driving increases from \$100 to \$250 2012

Headlights must be illuminated:

- a. During the period ½ hour after sunset to ½ hour before sunrise;
- b. At any time when, due to insufficient light or unfavorable atmospheric conditions, including, but not limited to, rain, freezing rain, fog or snow, persons or vehicles on the way are not discernible for a distance of 1,000 feet ahead; and
- c. At any time when windshield wipers are in constant use.

1997

Occupant Protection Laws

Legislation

Effective Date

Operators of vehicles equipped with seat belts must be secured in the operator’s seat belt.

1997

Persons 18 years or older who are passengers in a vehicle equipped with seat belts, must be properly secured in a seat belt.

1997

An officer may cite a driver or passenger 18 or older **solely** for failing to wear a seat belt. If a child is unbuckled, the driver can also be cited. The driver no longer needs to have been stopped for another violation.

2007

Children aged 0 to 4 years must be secured in a child safety seat.

September 23, 1983

Children aged 4 to 13 years must be secured in a child safety seat or safety belt

September 29, 1987

Law expanded to include children 4 to 16 years
Law expanded to include children 4 to 19 years

September 30, 1989
October 9, 1991

Children who weigh less than 40 pounds being transported in a

the operator must have the child properly secured in a child safety seat. 2001

Children who weigh at least 40 pounds but less than 80 pounds and who are less than 8 years old must be properly secured in a federally approved child restraint system. 2003

Children who are at least 8 years old but less than 18 years old or are less than 18 years old and more than 4 feet, 7 inches tall must be secured in a seat belt. 2003

Update - Children who are at least 8 years old but less than 18 years old or are less than 18 years old and more than **4** feet, **9** inches tall must be secured in a seat belt. 2007

Children who are less than 12 years old and who weigh less than 100 pounds must be properly secured in the rear seat of a vehicle, if possible. 2003

Smoking is prohibited in a motor vehicle when a passenger 16 years or younger is present, regardless of if the windows are open. September 2008

Operating Under the Influence of Alcohol (OUI) Laws

Legislation	Effective Date
OUI per se	September 18, 1981
Bac limit set at .02% for drivers under age 21	June 23, 1983
Bac limit set at .00% for drivers under age 21	September 1995
Administrative per se suspension	January 1, 1984
Alcohol Awareness Week established	September 19, 1985
Drivers prohibited from drinking while driving	September 28, 1987
-Operating under the influence of drugs	July 14, 1990
Minors prohibited from liquor possession in a motor vehicle	October 13, 1993
The Secretary of State is allowed to reinstate the license of a person convicted of more than one violation of the operating under the influence laws if the person installs an approved ignition interlock device; provides for a specified number of years operation as a condition of license reinstatement; provides for reinstatement fees.	September 2008
Technical Corrections made to the above law (see Ch. 54 LD 180)	September 2009

Blood Alcohol Content (BAC) Limits

Impairment set at .10% to .15%
Intoxication set at > .15%
Reduced from .15% to .10%
Under age 20 set at .02%
Under age 21 set at .02%
Reduced from .10% to .08%
Under age 21 set at .00%

Effective Date

October 1, 1969
October 1, 1969
September 23, 1971
June 23, 1983
July 1, 1985
August 4, 1988
September 1995

Legal Drinking Age

Reduced from 21 to 20
Reduced from 20 to 18
Raised from 18 to 20
Raised from 20 to 21

Effective Date

October 1, 1969
June 9, 1972
October 24, 1977
July 1, 1985

Interstate System Speed Limit

Legislation

Reduced on I-95 and I-495 from 70 to 55 MPH statewide

Effective Date

November 1973

Raised on I-95 from 55 to 65 MPH in rural areas

June 1987

Raised on I-495 from 55 to 65 MPH in rural areas

October 1987

Raised on I-95 between Old Town to Houlton only, from 65 to 75 MPH

September 2011

Speed limit changes on Maine Turnpike – Kittery to Augusta

Kittery, mm 2.1 to Scarborough, mm 44.1 from 65 to 70 MPH

Scarborough, mm 44.1 to Falmouth, mm 52.3 from 55 to 60 MPH

Falmouth, mm 52.3 to Augusta, mm 109 from 65 to 70 MPH

Falmouth Spur (east side of barrier), mm 2.8 to mm 3.8 from 50 to 60 MPH

Falmouth Spur (west side of barrier), mm 0.5 to mm 2.8 from 50 to 60 MPH

August 11, 2014

Other speed limit changes

I-295 just north of Tukey's Bridge in Portland to mm 51 in West Gardiner, from 65 to 70 MPH

Maine Turnpike connector, from 50 to 55 MPH

Scarborough Connector, from 55 to 60 MPH

I-195 in Saco, from 55 to 60 MPH

Rt. 1, from Rt. 196 to Bath, from 55 to 60 MPH

I-95, from mm 114 to mm 126, from 65 to 70 MPH
 from mm 134 to mm 181 in Bangor, from 65 to 70 MPH
 from mm 181 to mm 188 in Bangor, from 55 to 60 MPH
 from mm188 to Old Town, from 65 to 70 MPH

I-395, to Exit 4, from 55 to 60 MPH
 from Exit 4 to Rt. 1A ramp, from 55&60 to 65 MPH

****speed limit descriptions are Northbound**

Accident Reportability Threshold

Property damage threshold for reportable accidents
 is raised from \$500.00 to \$1000.00.

September 30, 1999

State of Maine Motor Fuel Tax Rate Table

Year	Per gallon tax
1923	1 cent per gallon
1925	3 cents per gallon
1927	4 cents per gallon
1947 (June 1)	6 cents per gallon
1955 (July 1)	7 cents per gallon
1969 (July 1)	8 cents per gallon
1971 (July 1)	9 cents per gallon
1983 (April 1)	14 cents per gallon
1988 (July 1)	16 cents per gallon (19 cents)
1989 (April 1)	17 cents per gallon (20 cents)
1991 (July 17)	19 cents per gallon (20 cents)
1999 (August 1)	22 cents per gallon (23 cents)
2003 (July 1)	24.6 cents per gallon (25.7 cents)
2004 (July 1)	25.2 cents per gallon (26.3 cents)
2005 (July 1)	25.9 cents per gallon (27 cents)
2006 (July 1)	26.8 cents per gallon (27.9 cents)
2007 (July 1)	27.6 cents per gallon (28.8 cents)
2008 (July 1)	28.4 cents per gallon (29.6 cents)
2009 (July 1)	29.5 cents per gallon (30.7 cents)
2010 (July 1) no increase	29.5 cents per gallon (30.7 cents)
2011 (July 1)	30.0 cents per gallon (31.2 cents)
2012 (July 1) no increase	30.0 cents per gallon (31.2 cents)
2013 (July 1) no increase	30.0 cents per gallon (31.2 cents)

Diesel fuel first taxed in 1949 at the same rate as gasoline. Through 1987, subsequent increases in the gas tax have applied to diesel fuels. The diesel fuel tax rates, when different from gasoline rates, are shown in parenthesis.