

# MAINE STATE LEGISLATURE

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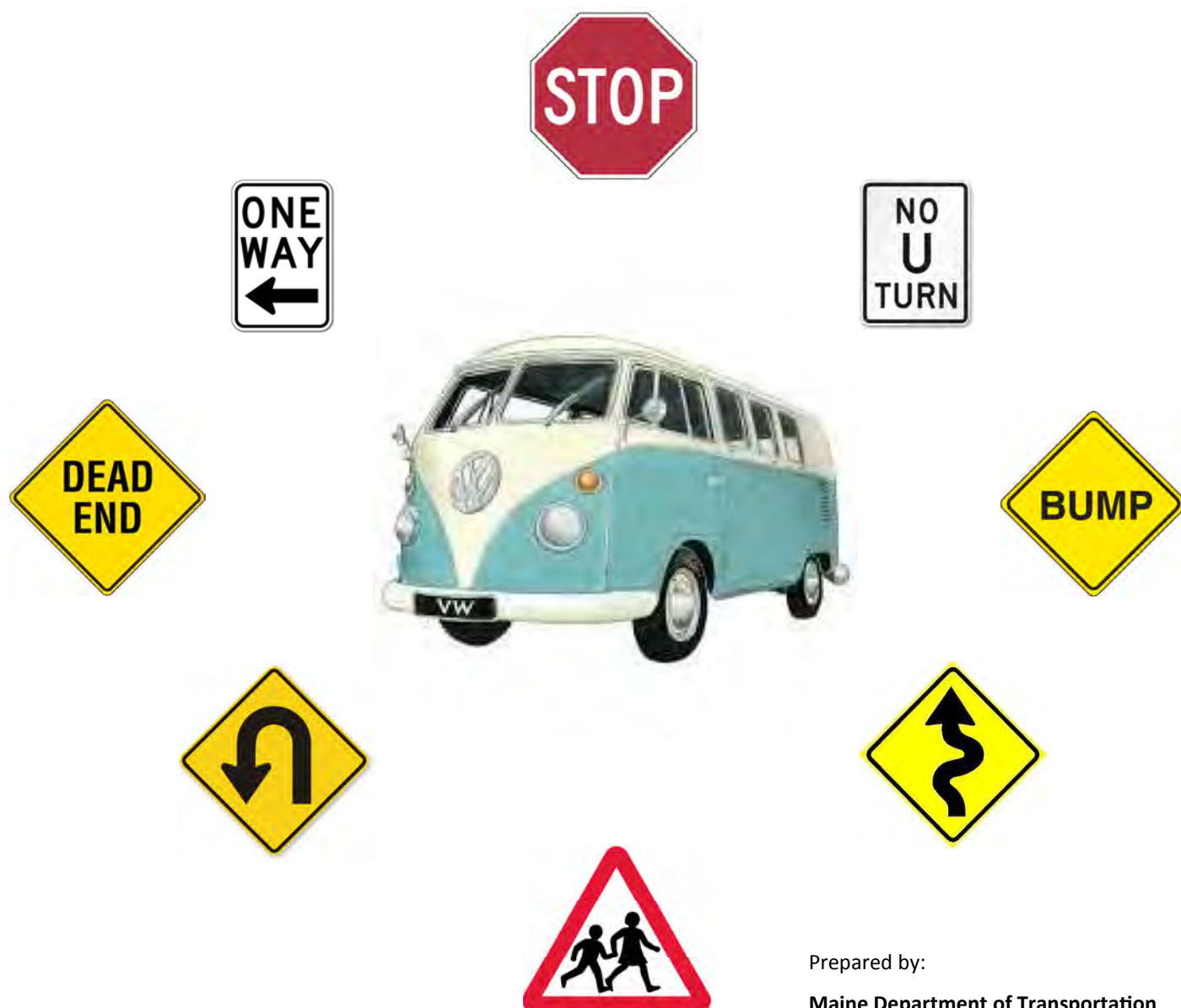


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# STATE OF MAINE

## CRASH & HIGHWAY FACTS

### 2017 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

## 2017 EDITION

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# CRASH & HIGHWAY FACTS

## 2017 EDITION

### Preface

This publication is a statistical review of reported motor vehicle crashes in Maine during the five-year study period 2013 - 2017. 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  
Bureau of Maintenance and Operations  
Traffic Engineering Division  
Crash Records Section  
16 State House Station  
Augusta, ME 04333-0016

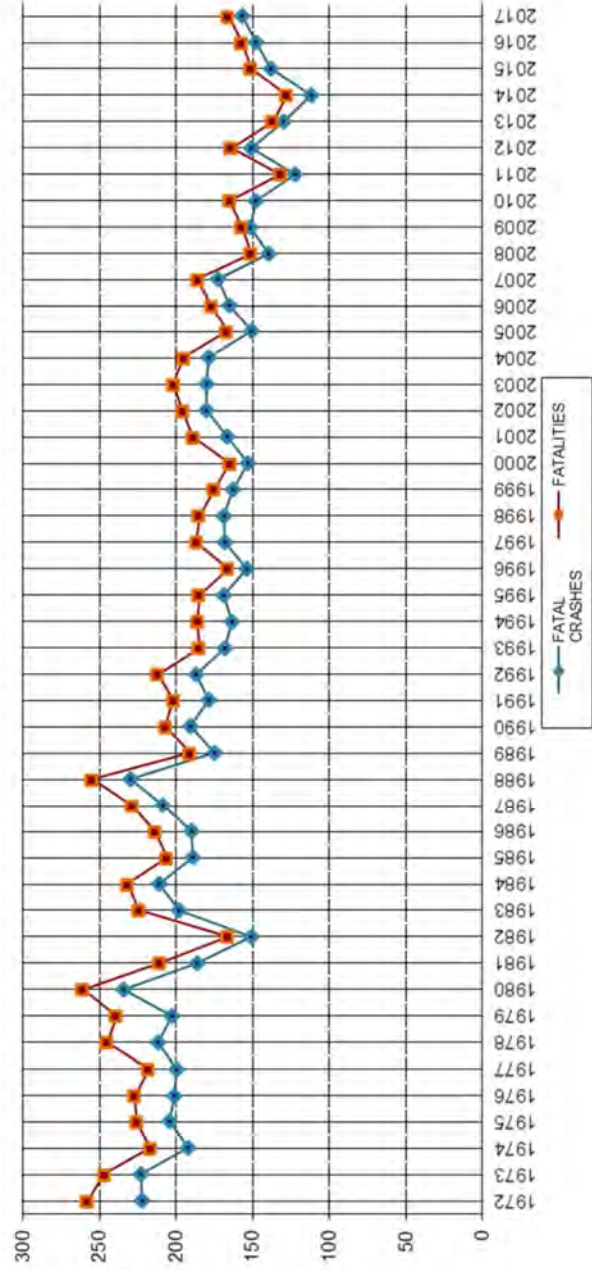
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# MAINE HIGHWAY FATAL CRASHES AND FATALITIES 1972 - 2017



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
2014	112	128
2015	138	151
2016	148	157
2017	157	166



# MAINE HISTORICAL CRASHES, INJURIES, LICENSED DRIVERS AND REGISTERED VEHICLES 1972 - 2017

CALENDAR YEAR	MAINE TOTAL CRASHES	TOTAL FATAL CRASHES	TOTAL INJURY CRASHES	TOTAL PROPERTY DAMAGE	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
2014	31,809	112	7,940	23,756	128	10,473	1,560,054	male 503,693 female 515,225
2015	32,843	138	8,244	24,461	151	10,928	1,543,278	male 504,037 female 515,828
2016	33,289	148	8,620	24,669	157	11,283	1,604,088	male 504,674 female 516,658
2017	34,958	157	8,449	26,479	166	10,960	1,616,583	male 510,483 female 522,220

\*Notes: The Total Injury Crash column includes the fatal crashes and the Total Persons Injured column includes persons fatally injured.

The Total Registered Vehicles column includes trailers.

The data prior to 1997, and 2004 to present is based on the calendar year. From 1997 to 2003, license and registration data is based on the fiscal year.

2003 to 2016 crash and injury data is from TIDE, previous years are from TINIS.





# MAINE STATEWIDE HIGHWAY CRASHES, TRAVEL & CRASH RATES 2015 - 2017

FUNCTIONAL CLASS	STATEWIDE CRASHES		STATEWIDE TRAVEL (HMVM)		STATEWIDE CRASH RATES	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
1) LOCAL	11,762	5,653	45.85	11.08	256.56	510.29
2) PRINCIPAL ARTERIAL INTERSTATE	5,397	3,481	76.23	29.35	70.80	118.59
3) PRINCIPAL ARTERIAL INTERSTATE-Other Freeways and Expressways	212	551	2.17	3.04	97.70	181.10
4) OTHER PRINCIPAL ARTERIAL	7,597	6,734	54.30	22.27	139.92	302.43
5) MINOR ARTERIAL	8,940	10,183	50.31	31.11	177.69	327.29
6) MAJOR COLLECTOR (includes all Urban Collectors)	14,240	8,181	67.89	28.29	209.75	289.20
7) MINOR COLLECTOR (not coded in Urban and FUSR)	5,670	797	23.69	3.30	239.30	241.85
8) SIGNALIZED INTERSECTIONS	11,675		15,851.13		0.74	

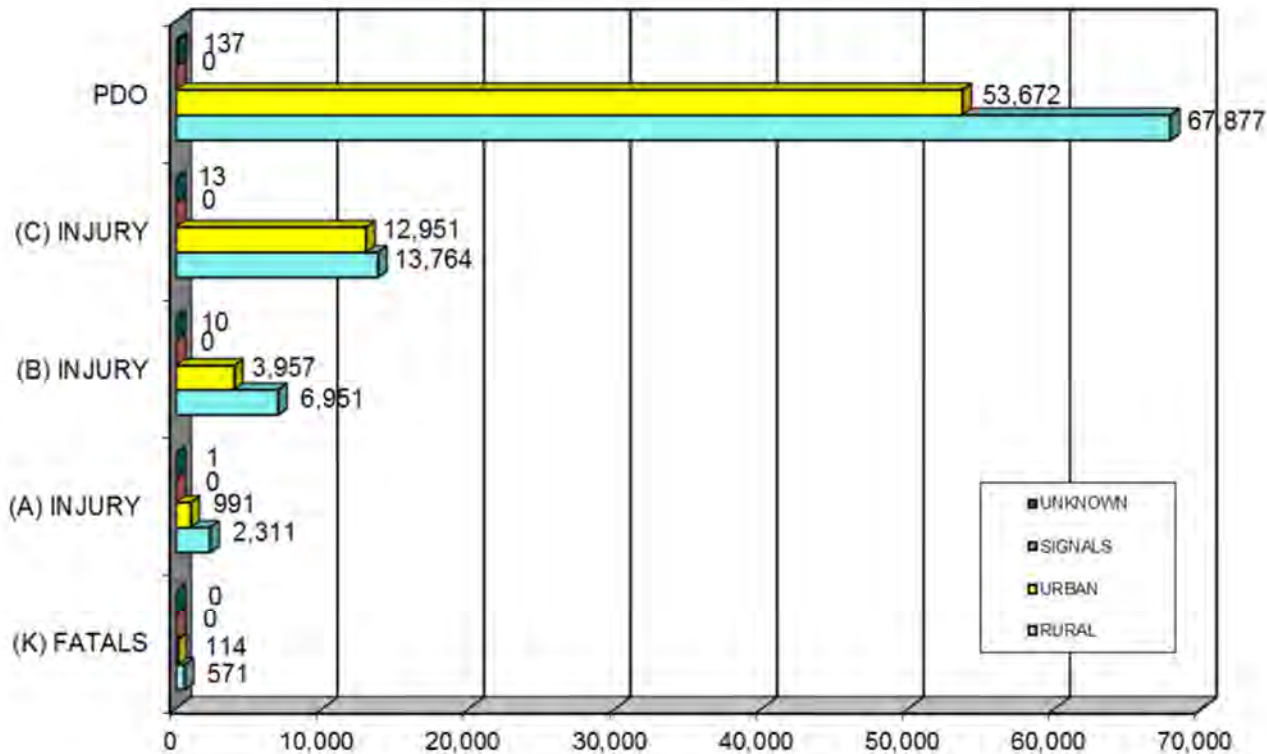
The Statewide Crash Summary is the total for all identified crash locations and does not include non highway crashes or those crashes where the crash location could not be properly identified.

The Statewide Travel Summary shows the number of Vehicle Miles of Travel for the three-year period 2015-2017 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.



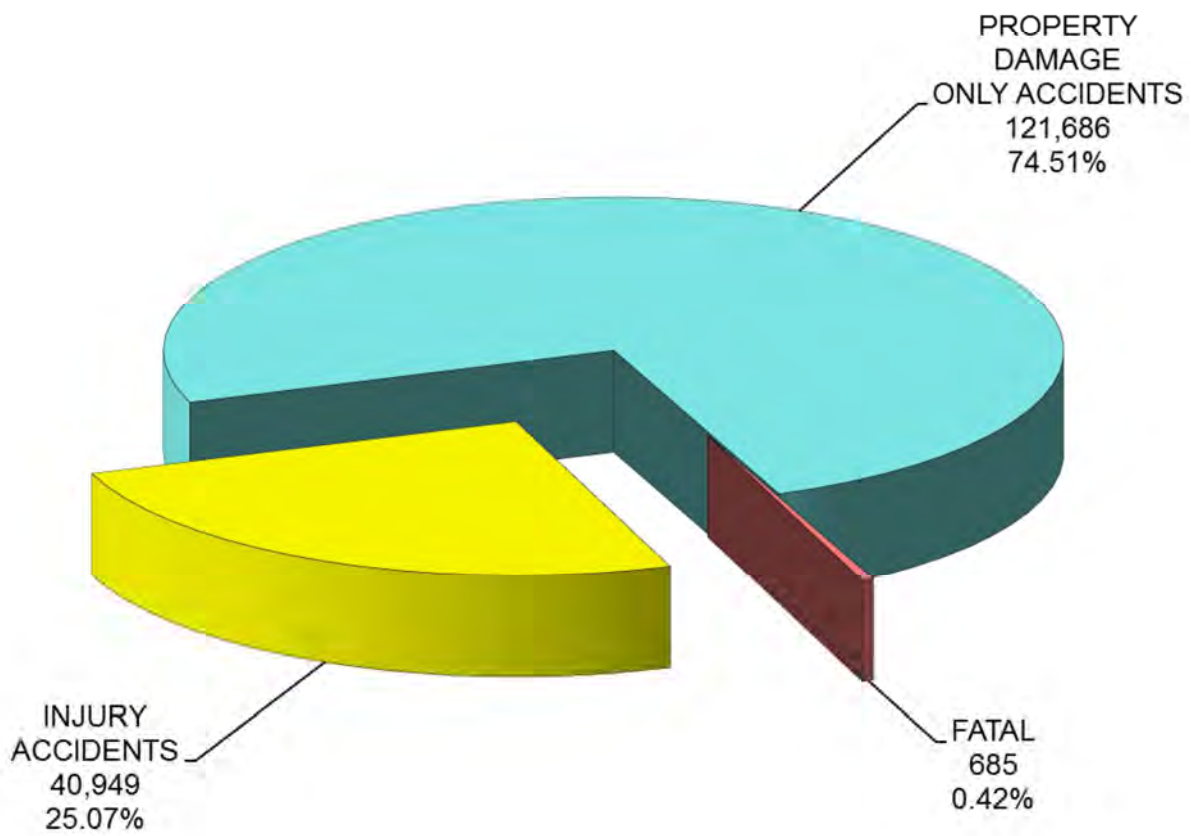
# MAINE HIGHWAY CRASH SEVERITY BY RURAL/URBAN DESIGNATION 2013 - 2017



RURAL URBAN DESIGNATION	FATAL CRASHES (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	FIVE YEAR TOTAL
RURAL	571	2,311	6,951	13,764	67,877	91,474
URBAN	114	991	3,957	12,951	53,672	71,685
UNKNOWN	0	1	10	13	137	161
<b>TOTAL</b>	<b>685</b>	<b>3,303</b>	<b>10,918</b>	<b>26,728</b>	<b>121,686</b>	<b>163,320</b>



MAINE HIGHWAY CRASHES  
2013 - 2017  
163,320 TOTAL CRASHES



# FEDERAL HIGHWAY ADMINISTRATION ESTIMATED ECONOMIC LOSS IN MAINE 2013 - 2017

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
2013	137	\$621,706,000	865	\$198,950,000	2,836	\$166,473,200	6,821	\$190,988,000	48,888	\$122,220,000	<b>\$1,300,337,200</b>
2014	128	\$580,864,000	812	\$186,760,000	6,823	\$400,510,100	6,823	\$191,044,000	50,281	\$125,702,500	<b>\$1,484,880,600</b>
2015	151	\$685,238,000	752	\$172,960,000	2,729	\$160,192,300	7,296	\$204,288,000	53,191	\$132,977,500	<b>\$1,355,655,800</b>
2016	157	\$712,466,000	746	\$171,580,000	2,742	\$160,955,400	7,638	\$213,864,000	52,891	\$132,227,500	<b>\$1,391,092,900</b>
2017	166	\$753,308,000	729	\$167,670,000	2,568	\$150,741,600	7,497	\$209,916,000	55,558	\$138,895,000	<b>\$1,420,530,600</b>
<b>TOTAL</b>	<b>739</b>	<b>\$3,353,582,000</b>	<b>3,904</b>	<b>\$897,920,000</b>	<b>17,698</b>	<b>\$1,038,872,600</b>	<b>36,075</b>	<b>\$1,010,100,000</b>	<b>260,809</b>	<b>\$652,022,500</b>	<b>\$6,952,497,100</b>

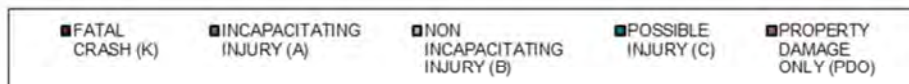
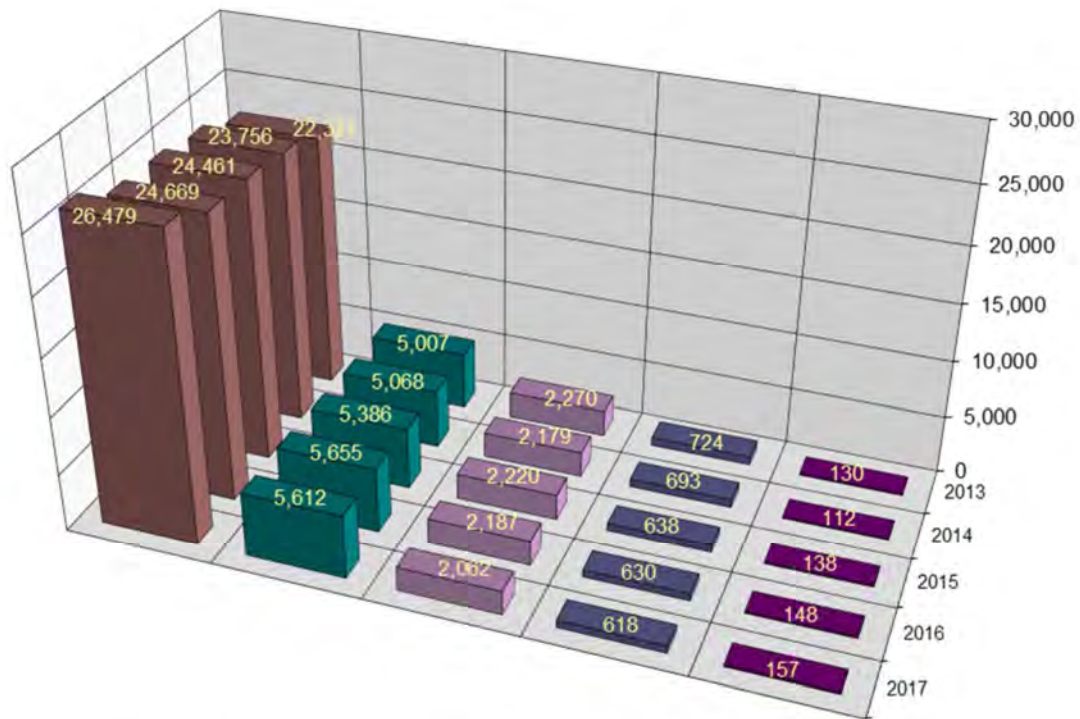


Cost estimates are based on 2012 NSC estimates.

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

# MAINE HIGHWAY CRASH SEVERITY BY YEAR

## 2013 - 2017



YEAR	FATAL CRASH (K)	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE INJURY (C)	PROPERTY DAMAGE ONLY (PDO)	TOTAL CRASHES
2013	130	724	2,270	5,007	22,321	30,452
2014	112	693	2,179	5,068	23,756	31,808
2015	138	638	2,220	5,386	24,461	32,843
2016	148	630	2,187	5,655	24,669	33,289
2017	157	618	2,062	5,612	26,479	34,928
<b>TOTAL</b>	<b>685</b>	<b>3,303</b>	<b>10,918</b>	<b>26,728</b>	<b>121,686</b>	<b>163,320</b>
<b>PERCENT</b>	<b>0.42%</b>	<b>PERCENT INJURY CRASHES =</b>		<b>25.07%</b>	<b>74.51%</b>	<b>100.00%</b>

(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) = Non-incapacitating injury. A Non-incapacitating 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.

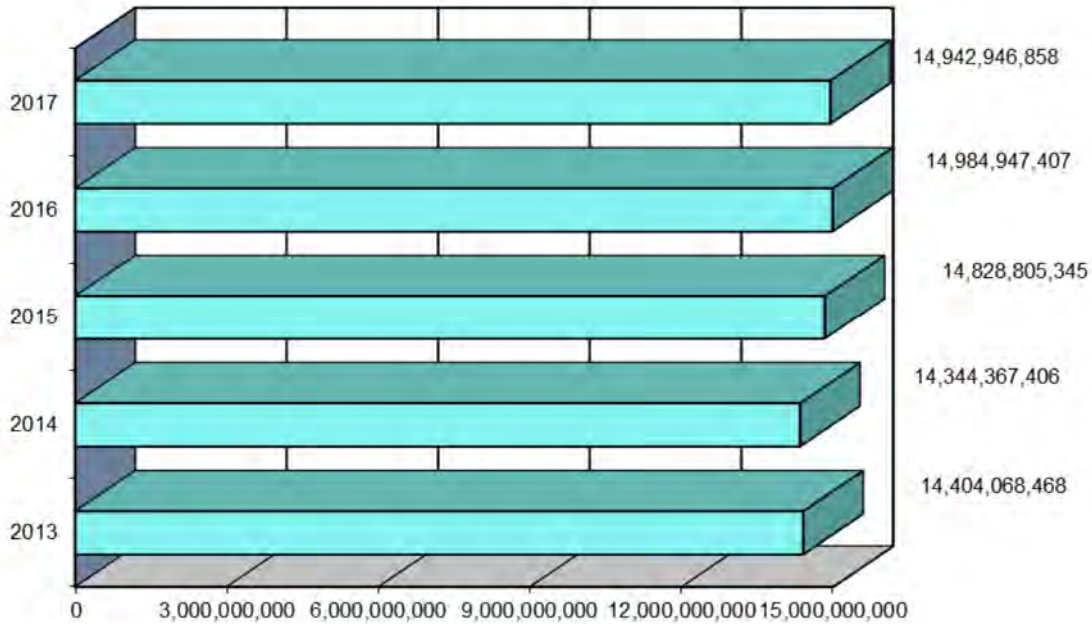
(C) = Possible injury. A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or non-incapacitating injury.

(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 2013 - 2017



COUNTY	2013	2014	2015	2016	2017
ANDROSCOGGIN	915,302,189	907,228,736	945,652,786	974,192,376	949,755,265
AROOSTOOK	1,674,377,633	712,388,097	704,984,123	705,363,643	698,138,292
CUMBERLAND	369,209,454	3,063,967,592	3,277,003,982	3,203,913,516	3,265,275,999
FRANKLIN	2,235,076,350	329,166,530	328,644,796	328,521,471	321,050,062
HANCOCK	372,804,061	694,518,551	705,030,394	741,525,844	730,587,814
KENNEBEC	350,688,054	1,433,443,899	1,468,393,025	1,514,981,066	1,459,015,376
KNOX	3,084,968,316	354,133,965	358,620,884	372,334,888	369,217,776
LINCOLN	1,436,468,392	373,502,055	380,557,377	403,588,328	402,420,103
OXFORD	567,777,199	550,885,017	569,058,568	567,817,309	547,485,535
PENOBSCOT	400,614,630	1,643,479,222	1,684,225,836	1,722,552,129	1,714,524,045
PISCATAQUIS	458,256,011	164,927,590	165,445,474	169,613,102	173,295,069
SAGadahoc	633,502,640	453,057,159	470,717,582	478,882,945	472,295,729
SOMERSET	340,657,818	648,702,889	642,471,226	646,516,495	654,811,584
WALDO	690,024,273	392,026,403	399,826,136	412,519,716	405,122,939
WASHINGTON	710,027,580	366,736,936	367,363,802	385,520,160	391,532,671
YORK	164,313,868	2,256,202,766	2,360,809,357	2,357,104,419	2,388,418,599
<b>STATEWIDE</b>	<b>14,404,068,468</b>	<b>14,344,367,406</b>	<b>14,828,805,345</b>	<b>14,984,947,407</b>	<b>14,942,946,858</b>



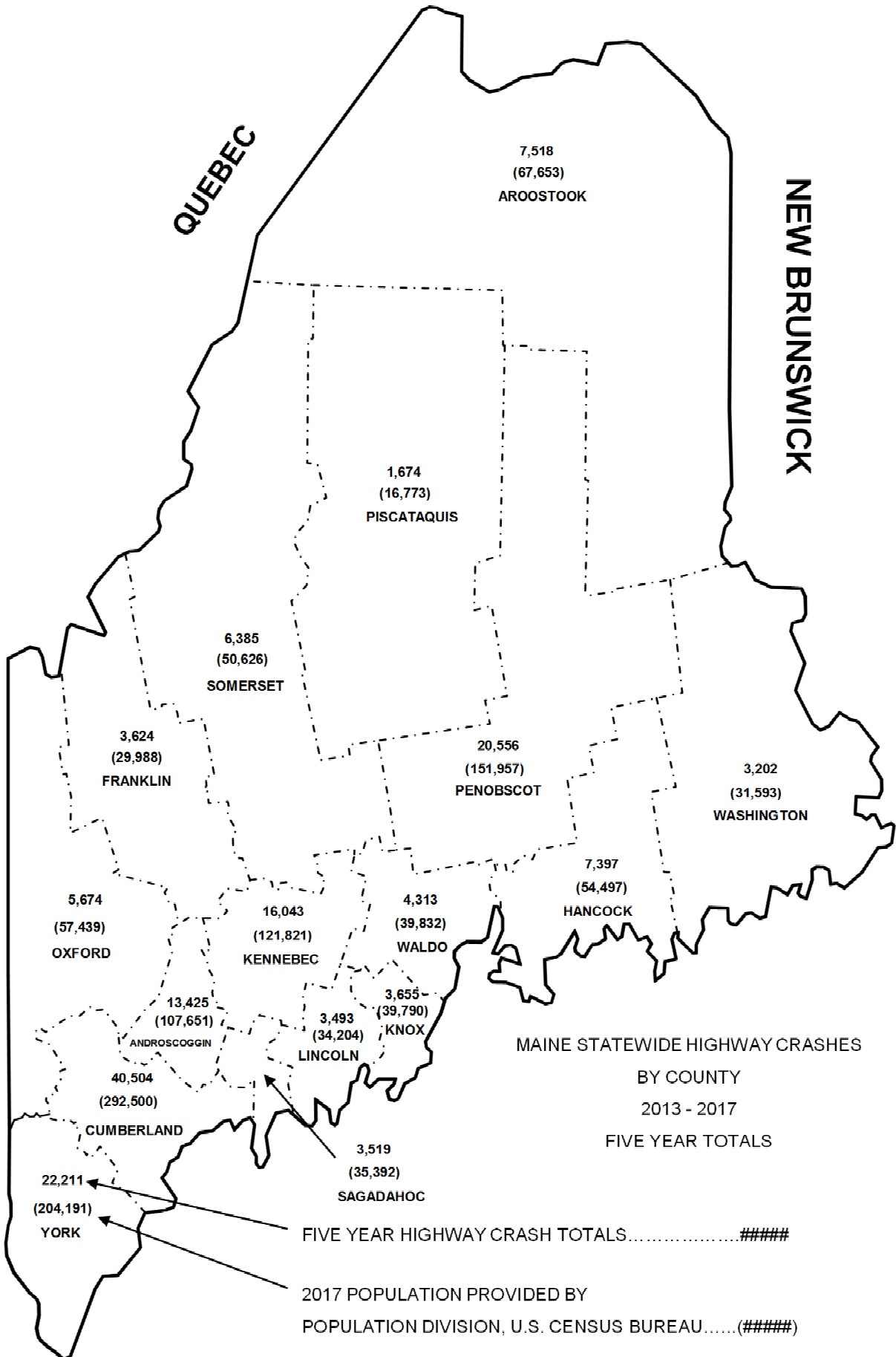


NEW HAMPSHIRE

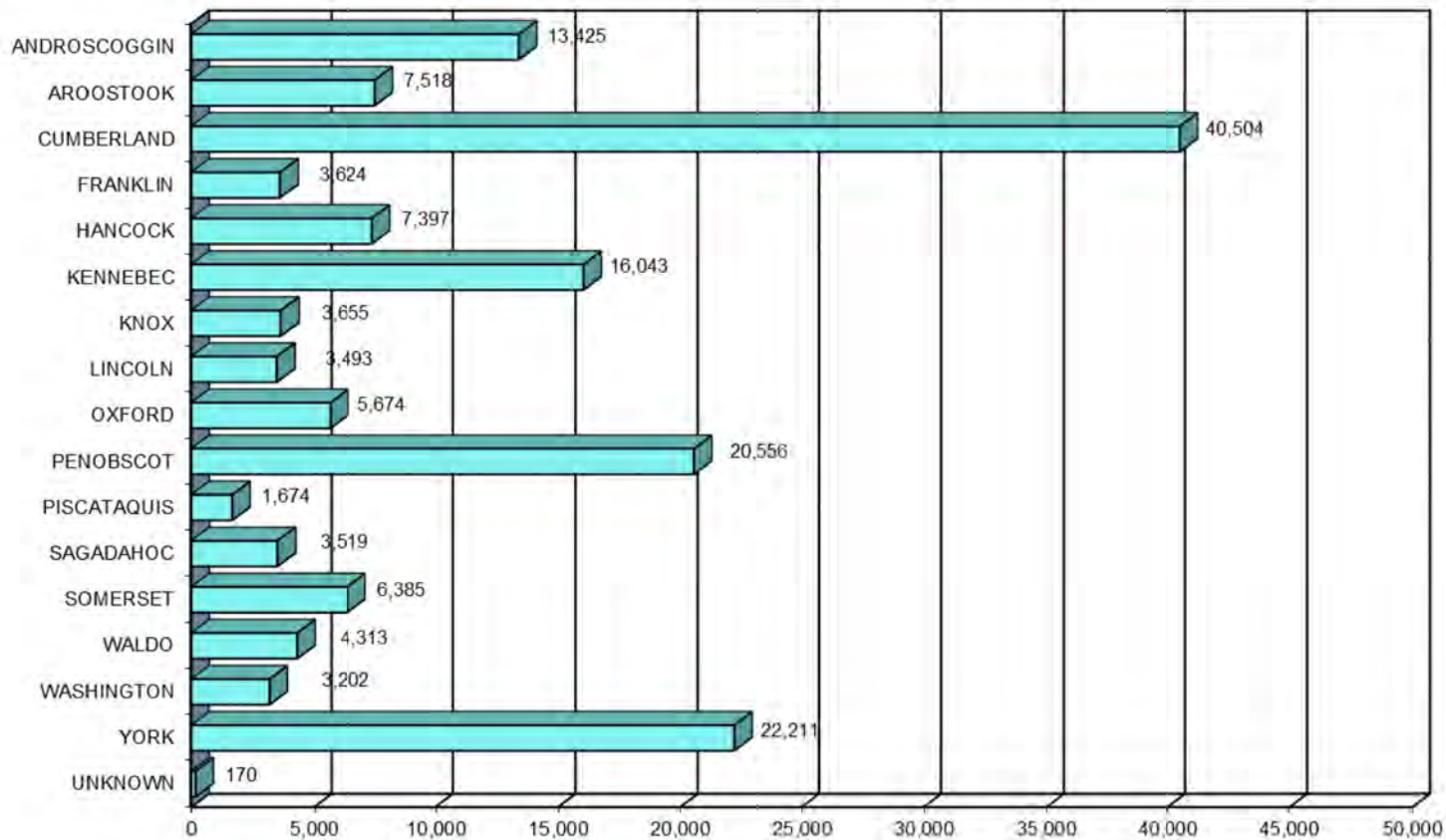


QUEBEC

NEW BRUNSWICK



# MAINE HIGHWAY CRASHES BY COUNTY 2013 - 2017



# MAINE HIGHWAY CRASH SEVERITY BY COUNTY

## 2013 - 2017

COUNTY	INJURY TYPE	2013	2014	2015	2016	2017	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN  Percent Personal Injury 26.87%	FATAL (K)	9	8	10	14	17	58	0.03%
	INCAPACITATING (A)	54	44	62	77	49	286	0.17%
	NON-INCAPACITATING (B)	197	169	209	188	186	949	0.57%
	POSSIBLE INJURY (C)	442	395	437	476	564	2,314	1.38%
	PROPERTY DAMAGE ONLY (PDO)	1,832	1,808	1,994	1,993	2,191	9,818	5.87%
	<b>COUNTY SUBTOTAL</b>	<b>2,534</b>	<b>2,424</b>	<b>2,712</b>	<b>2,748</b>	<b>3,007</b>	<b>13,425</b>	<b>8.03%</b>
AROOSTOOK  Percent Personal Injury 22.98%	FATAL (K)	10	2	13	3	6	34	0.02%
	INCAPACITATING (A)	34	29	35	15	24	137	0.08%
	NON-INCAPACITATING (B)	124	111	104	101	80	520	0.31%
	POSSIBLE INJURY (C)	212	191	188	231	215	1,037	0.62%
	PROPERTY DAMAGE ONLY (PDO)	1,115	1,139	1,109	1,189	1,238	5,790	3.46%
	<b>COUNTY SUBTOTAL</b>	<b>1,495</b>	<b>1,472</b>	<b>1,449</b>	<b>1,539</b>	<b>1,563</b>	<b>7,518</b>	<b>4.50%</b>
CUMBERLAND  Percent Personal Injury 24.95%	FATAL (K)	12	10	14	20	25	81	0.05%
	INCAPACITATING (A)	146	135	116	133	139	669	0.40%
	NON-INCAPACITATING (B)	460	477	501	493	450	2,381	1.42%
	POSSIBLE INJURY (C)	1,279	1,334	1,473	1,474	1,413	6,973	4.17%
	PROPERTY DAMAGE ONLY (PDO)	5,500	5,854	6,268	6,199	6,579	30,400	18.18%
	<b>COUNTY SUBTOTAL</b>	<b>7,397</b>	<b>7,810</b>	<b>8,372</b>	<b>8,319</b>	<b>8,606</b>	<b>40,504</b>	<b>24.22%</b>
FRANKLIN  Percent Personal Injury 23.84%	FATAL (K)	6	4	4	7	5	26	0.02%
	INCAPACITATING (A)	15	18	14	9	13	69	0.04%
	NON-INCAPACITATING (B)	54	57	61	60	52	284	0.17%
	POSSIBLE INJURY (C)	95	96	105	105	84	485	0.29%
	PROPERTY DAMAGE ONLY (PDO)	492	516	547	598	607	2,760	1.65%
	<b>COUNTY SUBTOTAL</b>	<b>662</b>	<b>691</b>	<b>731</b>	<b>779</b>	<b>761</b>	<b>3,624</b>	<b>2.17%</b>
HANCOCK  Percent Personal Injury 24.63%	FATAL (K)	8	6	8	10	7	39	0.02%
	INCAPACITATING (A)	36	44	28	36	37	181	0.11%
	NON-INCAPACITATING (B)	128	128	117	113	89	575	0.34%
	POSSIBLE INJURY (C)	172	179	215	243	218	1,027	0.61%
	PROPERTY DAMAGE ONLY (PDO)	958	1,118	1,075	1,111	1,313	5,575	3.33%
	<b>COUNTY SUBTOTAL</b>	<b>1,302</b>	<b>1,475</b>	<b>1,443</b>	<b>1,513</b>	<b>1,664</b>	<b>7,397</b>	<b>4.42%</b>
KENNEBEC  Percent Personal Injury 24.28%	FATAL (K)	16	11	12	15	16	70	0.04%
	INCAPACITATING (A)	63	74	58	42	47	284	0.17%
	NON-INCAPACITATING (B)	230	179	220	218	194	1,041	0.62%
	POSSIBLE INJURY (C)	466	495	495	525	519	2,500	1.50%
	PROPERTY DAMAGE ONLY (PDO)	2,162	2,473	2,454	2,375	2,684	12,148	7.27%
	<b>COUNTY SUBTOTAL</b>	<b>2,937</b>	<b>3,232</b>	<b>3,239</b>	<b>3,175</b>	<b>3,460</b>	<b>16,043</b>	<b>9.60%</b>
KNOX  Percent Personal Injury 27.36%	FATAL (K)	6	4	3	2	8	23	0.01%
	INCAPACITATING (A)	17	18	16	17	19	87	0.05%
	NON-INCAPACITATING (B)	59	65	57	51	48	280	0.17%
	POSSIBLE INJURY (C)	128	116	114	128	124	610	0.36%
	PROPERTY DAMAGE ONLY (PDO)	480	517	548	517	593	2,655	1.59%
	<b>COUNTY SUBTOTAL</b>	<b>690</b>	<b>720</b>	<b>738</b>	<b>715</b>	<b>792</b>	<b>3,655</b>	<b>2.19%</b>
LINCOLN  Percent Personal Injury 29.43%	FATAL (K)	4	9	2	4	3	22	0.01%
	INCAPACITATING (A)	27	22	16	23	19	107	0.06%
	NON-INCAPACITATING (B)	69	49	53	42	50	263	0.16%
	POSSIBLE INJURY (C)	135	124	125	126	126	636	0.38%
	PROPERTY DAMAGE ONLY (PDO)	452	453	445	523	592	2,465	1.47%
	<b>COUNTY SUBTOTAL</b>	<b>687</b>	<b>657</b>	<b>641</b>	<b>718</b>	<b>790</b>	<b>3,493</b>	<b>2.09%</b>

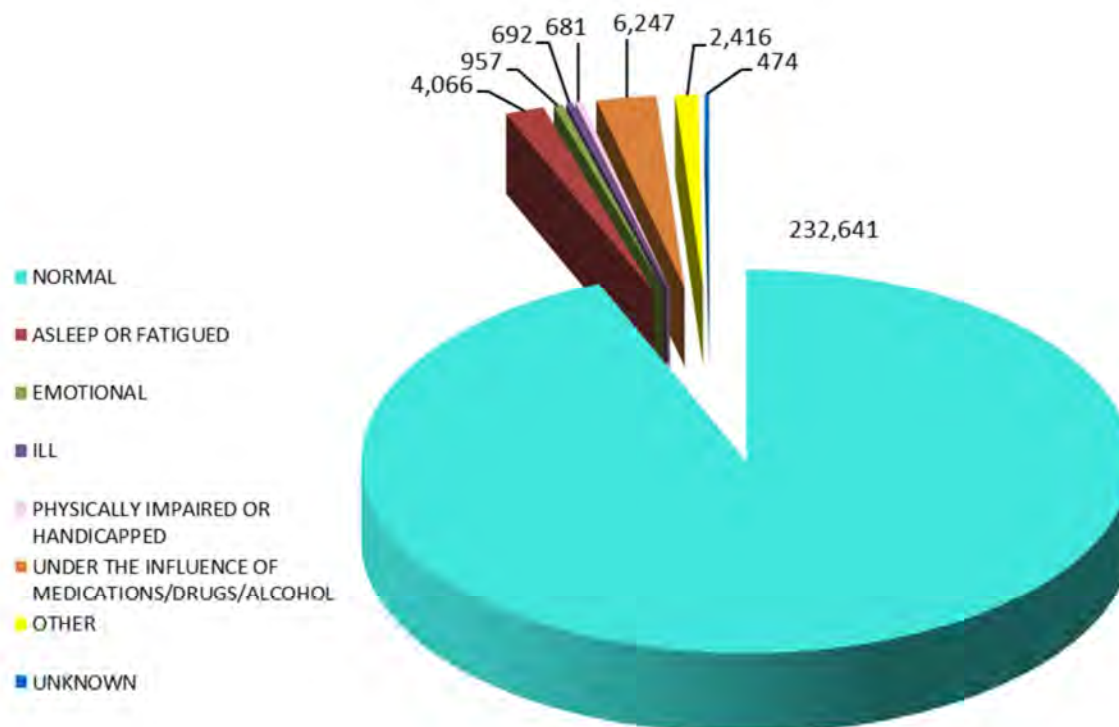




COUNTY	INJURY TYPE	2013	2014	2015	2016	2017	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD  Percent Personal Injury 28.59%	FATAL (K)	5	8	10	9	4	36	0.02%
	INCAPACITATING (A)	39	35	25	23	20	142	0.09%
	NON-INCAPACITATING (B)	115	86	67	99	100	467	0.29%
	POSSIBLE INJURY (C)	198	190	157	205	227	977	0.60%
	PROPERTY DAMAGE ONLY (PDO)	747	810	813	816	866	4,052	2.48%
	COUNTY SUBTOTAL	1,104	1,129	1,072	1,152	1,217	5,674	3.47%
PENOBSCOT  Percent Personal Injury 24.92%	FATAL (K)	14	19	15	17	16	81	0.05%
	INCAPACITATING (A)	100	74	74	71	72	391	0.24%
	NON-INCAPACITATING (B)	251	255	214	230	240	1,190	0.73%
	POSSIBLE INJURY (C)	636	635	710	779	701	3,461	2.12%
	PROPERTY DAMAGE ONLY (PDO)	2,900	3,118	3,119	3,035	3,261	15,433	9.45%
	COUNTY SUBTOTAL	3,901	4,101	4,132	4,132	4,290	20,556	12.58%
RISCATAGUIS  Percent Personal Injury 20.19%	FATAL (K)	0	1	1	3	2	7	0.00%
	INCAPACITATING (A)	13	18	10	11	5	57	0.03%
	NON-INCAPACITATING (B)	20	20	17	17	9	83	0.05%
	POSSIBLE INJURY (C)	39	51	36	38	27	191	0.12%
	PROPERTY DAMAGE ONLY (PDO)	246	260	283	276	271	1,336	0.82%
	COUNTY SUBTOTAL	318	350	347	345	314	1,674	1.02%
SAGadahoc  Percent Personal Injury 25.69%	FATAL (K)	6	2	4	5	5	22	0.01%
	INCAPACITATING (A)	19	16	13	20	15	83	0.05%
	NON-INCAPACITATING (B)	55	50	61	49	54	269	0.16%
	POSSIBLE INJURY (C)	91	103	106	110	120	530	0.32%
	PROPERTY DAMAGE ONLY (PDO)	512	504	514	547	538	2,615	1.60%
	COUNTY SUBTOTAL	683	675	698	731	732	3,519	2.15%
SOMERSET  Percent Personal Injury 23.41%	FATAL (K)	6	7	15	6	8	42	0.03%
	INCAPACITATING (A)	31	23	27	28	20	129	0.08%
	NON-INCAPACITATING (B)	80	80	59	61	62	342	0.21%
	POSSIBLE INJURY (C)	184	218	207	173	200	982	0.60%
	PROPERTY DAMAGE ONLY (PDO)	882	976	969	998	1,065	4,890	2.99%
	COUNTY SUBTOTAL	1,183	1,304	1,277	1,266	1,355	6,385	3.91%
WALDO  Percent Personal Injury 25.57%	FATAL (K)	5	4	3	9	12	33	0.02%
	INCAPACITATING (A)	32	26	20	18	34	130	0.08%
	NON-INCAPACITATING (B)	50	52	48	61	48	259	0.16%
	POSSIBLE INJURY (C)	142	130	133	131	145	681	0.42%
	PROPERTY DAMAGE ONLY (PDO)	563	716	606	603	722	3,210	1.96%
	COUNTY SUBTOTAL	792	928	810	822	961	4,313	2.64%
WASHINGTON  Percent Personal Injury 25.86%	FATAL (K)	6	6	6	5	5	28	0.02%
	INCAPACITATING (A)	14	19	17	14	13	77	0.05%
	NON-INCAPACITATING (B)	59	53	54	43	47	256	0.16%
	POSSIBLE INJURY (C)	88	87	100	104	88	467	0.29%
	PROPERTY DAMAGE ONLY (PDO)	396	459	460	503	556	2,374	1.45%
	COUNTY SUBTOTAL	563	624	637	669	709	3,202	1.96%
YORK  Percent Personal Injury 27.72%	FATAL (K)	17	11	18	19	18	83	0.05%
	INCAPACITATING (A)	84	97	107	93	93	474	0.29%
	NON-INCAPACITATING (B)	315	346	377	360	353	1,751	1.07%
	POSSIBLE INJURY (C)	695	723	784	805	841	3,848	2.36%
	PROPERTY DAMAGE ONLY (PDO)	3,044	3,006	3,239	3,360	3,406	16,055	9.83%
	COUNTY SUBTOTAL	4,155	4,183	4,525	4,637	4,711	22,211	13.60%
UNKNOWN  Percent Personal Injury 12.94%	FATAL (K)	0	0	0	0	0	0	0.0000%
	INCAPACITATING (A)	0	1	0	0	1	2	0.0012%
	NON-INCAPACITATING (B)	4	2	1	1	0	8	0.0049%
	POSSIBLE INJURY (C)	5	1	1	2	3	12	0.0073%
	PROPERTY DAMAGE ONLY (PDO)	40	29	18	26	35	148	0.0906%
	UNKNOWN TOTAL	49	33	20	29	39	170	0.10%
COUNTY GRAND TOTAL  Percent Personal Injury 25.49%	FATAL (K)	130	112	138	148	157	685	0.42%
	INCAPACITATING (A)	724	693	638	630	620	3,305	2.02%
	NON-INCAPACITATING (B)	2,270	2,179	2,220	2,187	2,062	10,918	6.68%
	POSSIBLE INJURY (C)	5,007	5,068	5,386	5,655	5,615	26,731	16.36%
	PROPERTY DAMAGE ONLY (PDO)	22,321	23,756	24,461	24,669	26,517	121,724	74.51%
	GRAND TOTAL	30,452	31,808	32,843	33,289	34,971	163,363	100.00%



# MAINE HIGHWAY CRASHES BY APPARENT PHYSICAL CONDITION 2013 - 2017



PHYSICAL CONDITION	2013	2014	2015	2016	2017	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	43,348	45,012	47,622	47,148	49,511	232,641	93.74%
ASLEEP OR FATIGUED	688	763	863	852	900	4,066	1.64%
EMOTIONAL (depressed, angry, disturbed, etc.)	130	177	206	206	238	957	0.39%
ILL (sick)	149	126	144	134	139	692	0.28%
PHYSICALLY IMPAIRED OR HANDICAPPED	139	117	155	135	135	681	0.27%
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	1,168	1,212	1,187	1,363	1,317	6,247	2.52%
OTHER	429	485	477	481	544	2,416	0.97%
UNKNOWN	92	104	100	83	95	474	0.19%
<b>TOTAL</b>	<b>46,143</b>	<b>47,996</b>	<b>50,754</b>	<b>50,402</b>	<b>52,879</b>	<b>248,174</b>	<b>100.00%</b>



# MAINE HIGHWAY CRASHES—SEVERITY BY RESTRAINING DEVICE 2013 - 2017

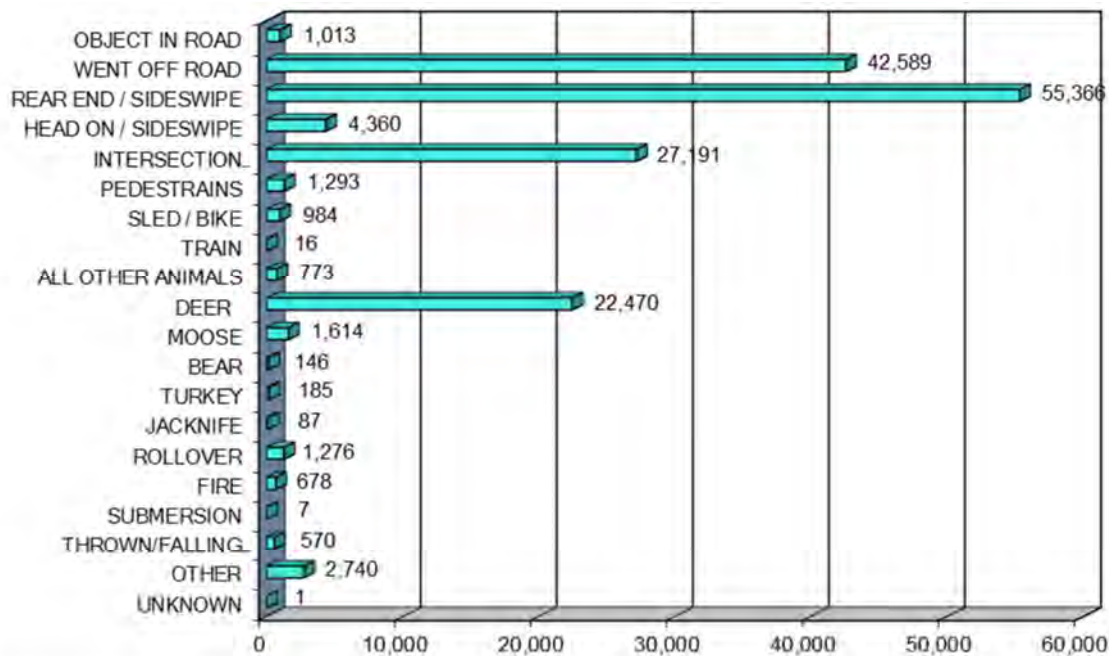
		FATAL (K)					INCAPACITATING (A)					NON-INCAPACITATING (B)					POSSIBLE INJURY (C)					NO INJURY (PDO)									
SAFETY EQUIPMENT USED	Air Bags	2013	2014	2015	2016	2017	5 YEAR	2013	2014	2015	2016	2017	5 YEAR	2013	2014	2015	2016	2017	5 YEAR	2013	2014	2015	2016	2017	5 YEAR	2013	2014	2015	2016	2017	5 YEAR
Booster Seat	deployed	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	0	1	3	1	3	1	3	7	16	4	7	8	9	8	36
	not deployed	0	0	0	0	0	0	0	0	0	0	0	3	4	3	4	9	5	25	13	9	21	16	18	77	56	203	171	209	236	975
	n/a, unknown	0	0	1	0	0	1	0	0	0	0	0	0	2	4	8	6	5	25	10	8	12	7	4	41	108	104	100	81	74	467
TOTAL		0	0	1	0	0	1	1	0	0	0	0	1	7	7	13	15	11	53	24	20	34	26	29	133	268	314	279	299	318	1478
Child Restraint other	deployed	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	0	2	0	0	1	1	0	2	1	0	0	4	0	5
	not deployed	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	2	2	1	7	3	10	17	18	17	65
	n/a, unknown	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	1	4	1	0	0	0	0	1	9	11	5	11	10	46
TOTAL		0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	4	1	6	3	0	3	3	1	10	13	21	22	33	27	116
Child Restraint forward facing	deployed	0	0	0	1	1	2	0	0	0	1	0	1	4	2	6	6	4	22	11	11	16	19	17	74	40	43	23	52	42	200
	not deployed	0	0	0	0	0	0	1	1	1	0	0	3	12	8	8	8	8	44	40	46	32	47	38	203	692	759	814	858	907	4,030
	n/a, unknown	0	0	0	0	0	0	0	1	0	0	1	2	6	8	10	9	6	39	34	41	22	23	26	146	511	525	476	397	403	2,312
TOTAL		0	0	0	1	1	2	1	2	1	1	0	5	22	18	24	23	18	105	85	98	70	89	81	423	1243	1327	1313	1307	1352	6,542
Child Restraint rear facing	deployed	0	0	0	1	0	1	0	0	0	0	0	3	0	1	0	1	3	5	0	4	5	3	6	18	15	13	9	16	10	63
	not deployed	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	5	9	10	17	13	16	65	200	189	268	309	353	1,319
	n/a, unknown	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	0	2	10	9	8	3	7	37	134	161	148	121	123	687
TOTAL		0	0	0	1	0	1	0	0	0	0	0	3	0	5	1	3	3	12	19	23	30	19	29	120	349	363	425	446	486	2,069
Child Restraint used incorrectly	deployed	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	0	1	2
	not deployed	0	0	0	0	1	1	0	0	0	0	0	3	0	0	0	0	1	1	0	2	0	1	3	6	8	0	0	2	4	14
	n/a, unknown	1	0	1		0	2	0	0	0	0	1	1	0	0	0	0	0	0	0	1	1	1	0	3	2	4	2	2	1	11
TOTAL		1	0	1	0	1	3	0	0	0	0	0	3	0	0	0	0	1	1	0	4	1	2	3	10	11	4	2	4	6	27
Lap Belt Only used	deployed	0	0	0	0	0	0	0	0	0	0	0	3	2	2	1	1	2	8	1	1	1	2	9	14	9	2	2	2	1	16
	not deployed	0	0	0	0	0	0	0	2	1	0	0	3	8	5	3	6	3	25	14	6	12	10	9	51	86	99	86	95	82	448
	n/a, unknown	0	0	0	0	1	1	1	0	2	1	0	4	5	3	3	2	5	18	13	5	9	9	6	42	82	112	103	119	89	505
TOTAL		0	0	0	0	1	1	1	2	3	1	0	7	15	10	7	9	10	51	28	12	22	21	24	107	177	213	191	216	172	969
None Used	deployed	26	29	35	38	37	165	77	67	65	86	74	369	88	88	98	90	114	478	100	112	118	111	134	575	84	52	67	74	76	353
	not deployed	17	9	9	13	12	60	60	55	50	45	31	241	108	103	82	105	98	496	193	151	162	182	164	842	312	267	367	326	337	1,609
	n/a, unknown	7	3	7	4	4	25	28	21	17	18	27	111	36	35	27	28	27	153	38	46	40	50	30	204	94	82	92	109	69	446
TOTAL		50	41	51	55	53	250	165	143	132	149	132	721	232	226	207	223	239	1,127	331	309	320	343	318	1,621	490	401	526	509	482	2,408
Restraint Used other	deployed	0	0	0	1	0	1	1	1	1	0	0	3	6	0	0	0	1	7	5	4	0	3	1	13	5	7	4	3	2	21
	not deployed	0	0	0	0	0	0	0	0	0	1	0	1	2	0	3	1	0	6	13	9	3	2	4	31	93	78	22	16	21	230
	n/a, unknown	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	1	2	1	1	2	1	7	35	19	11	8	19	92
TOTAL		0	0	0	1	0	1	1	1	1	1	0	5	8	0	3	2	1	14	20	14	4	7	6	51	133	104	37	27	42	343
Shoulder and Lap Belt - used	deployed	34	40	25	34	39	172	265	257	253	238	239	1252	826	809	862	908	920	4,325	1577	1571	1822	1947	2,068	8,985	2,529	2,632	2,914	3,152	3,457	14,684
	not deployed	15	14	16	16	18	79	183	139	131	107	103	673	1,089	1,042	1,015	984	854	4,985	3,579	3,637	3,944	4,163	3,970	19,293	39,666	41,986	44,707	43,865	47,004	216,718
	n/a, unknown	5	7	3	1	4	20	37	38	23	23	24	145	174	157	141	152	127	751	534	470	415	373	355	2,147	5,475	5,228	4,776	4,088	4,356	23,923
TOTAL		54	61	44	51	61	271	485	434	407	368	376	2,070	2,089	2,008	2,019	2,044	1,901	10,061	5,690	5,678	6,181	6,483	6,393	30,425	47,160	49,846	52,397	51,105	54,817	255,325
Shoulder Belt Only Used	deployed	0	1	1		0	2	3	2	3	3	3	11	9	7	6	8	5	35	18	24	12	13	21	88	26	23	41	31	24	145
	not deployed	0	0	0	1	0	1	1	2	0	1	1	5	10	6	7	7	11	41	40	45	37	25	27	174	392	378	375	372	323	1,840
	n/a, unknown	0	0	0	0	0	0	2	0	1	1	1	5	1	2	2	1	2	8	6	10	5	5	4	30	79	65	76	43	32	295
TOTAL		0	1	1	1	0	3	6	4	4	5	5	21	20	15	15	16	18	84	64	79	54	43	52	292	497	466	492	446	379	2,280





# MAINE HIGHWAY CRASHES BY TYPE

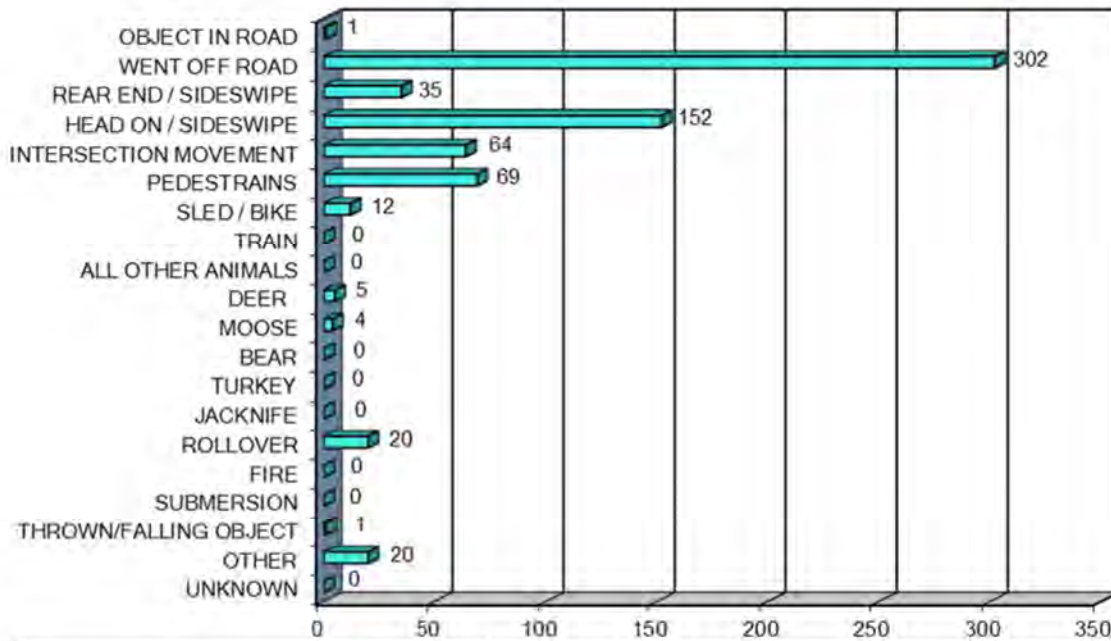
## 2013 - 2017



CRASH TYPE	2013	2014	2015	2016	2017	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	203	179	171	186	274	1,013	0.62%
WENT OFF ROAD	8,497	8,589	7,887	8,947	8,669	42,589	26.07%
REAR END / SIDESWIPE	10,225	10,464	11,507	11,450	11,720	55,366	33.89%
HEAD ON / SIDESWIPE	797	876	945	821	921	4,360	2.67%
INTERSECTION MOVEMENT	4,983	5,207	5,871	5,276	5,854	27,191	16.64%
PEDESTRAINS	245	270	273	247	258	1,293	0.79%
SLED / BIKE	208	206	185	207	178	984	0.60%
TRAIN	4	5	5	0	2	16	0.01%
ALL OTHER ANIMALS	126	162	157	158	170	773	0.47%
DEER	3,779	4,441	4,393	4,530	5,327	22,470	13.75%
MOOSE	386	329	317	295	287	1,614	0.99%
BEAR	33	18	33	33	29	146	0.09%
TURKEY	31	33	30	43	48	185	0.11%
JACKNIFE	13	22	15	17	20	87	0.05%
ROLLOVER	157	228	265	267	359	1,276	0.78%
FIRE	126	138	135	134	145	678	0.42%
SUBMERSION	0	2	1	1	3	7	0.00%
THROWN/FALLING OBJECT	118	89	100	115	148	570	0.35%
OTHER	521	550	552	562	555	2,740	1.68%
UNKNOWN	0	0	1	0	0	1	0.00%
<b>TOTALS</b>	<b>30,452</b>	<b>31,808</b>	<b>32,843</b>	<b>33,289</b>	<b>34,967</b>	<b>163,359</b>	<b>100.00%</b>



# MAINE FATAL HIGHWAY CRASHES BY TYPE 2013 - 2017



CRASH TYPE	2013	2014	2015	2016	2017	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	0	1	0	0	0	1	0.15%
WENT OFF ROAD	63	45	68	72	54	302	44.09%
REAR END / SIDESWIPE	6	4	9	3	13	35	5.11%
HEAD ON / SIDESWIPE	30	36	25	27	34	152	22.19%
INTERSECTION MOVEMENT	8	8	9	16	23	64	9.34%
PEDESTRIANS	10	8	18	16	17	69	10.07%
SLED / BIKE	4	2	0	4	2	12	1.75%
TRAIN	0	0	0	0	0	0	0.00%
ALL OTHER ANIMALS	0	0	0	0	0	0	0.00%
DEER	0	2	2	1	0	5	0.73%
MOOSE	0	1	1	1	1	4	0.58%
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	5	0	3	5	7	20	2.92%
FIRE	0	0	0	0	0	0	0.00%
SUBMERSION	0	0	0	0	0	0	0.00%
THROWN/FALLING OBJECT	0	0	1	0	0	1	0.15%
OTHER	4	5	2	3	6	20	2.92%
UNKNOWN	0	0	0	0	0	0	0.00%
TOTALS	130	112	138	148	157	685	100.00%

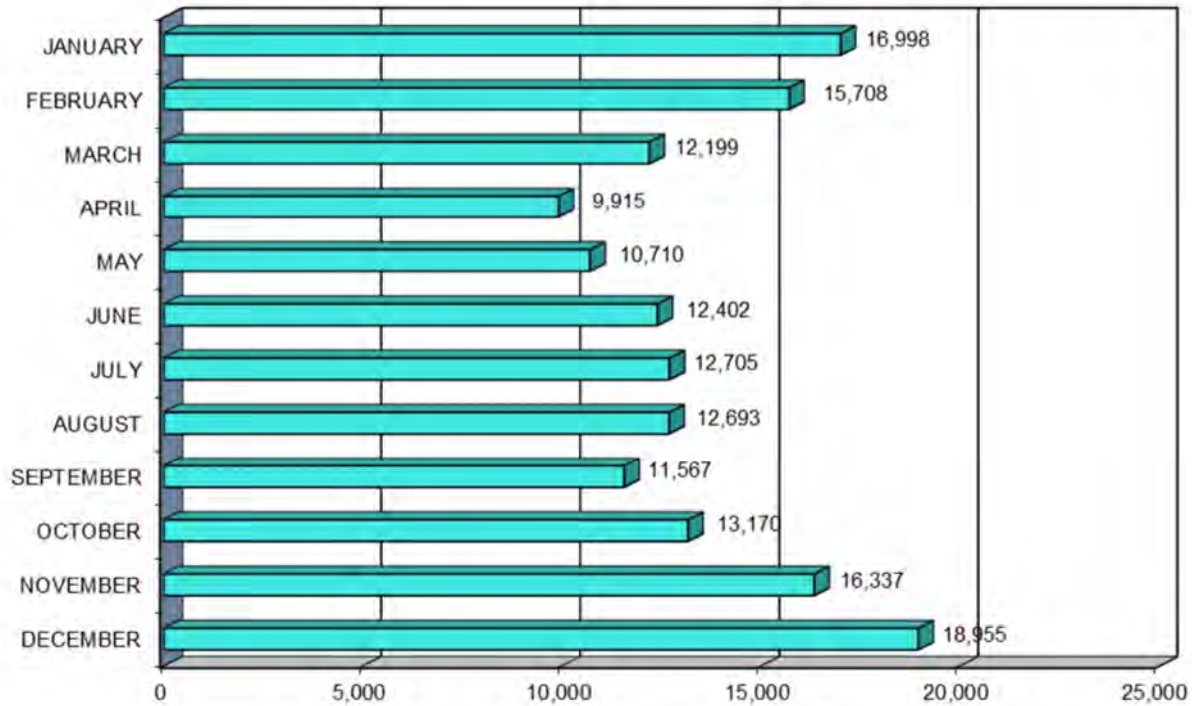




# MAINE HIGHWAY CRASHES

## BY MONTH

### 2013 - 2017



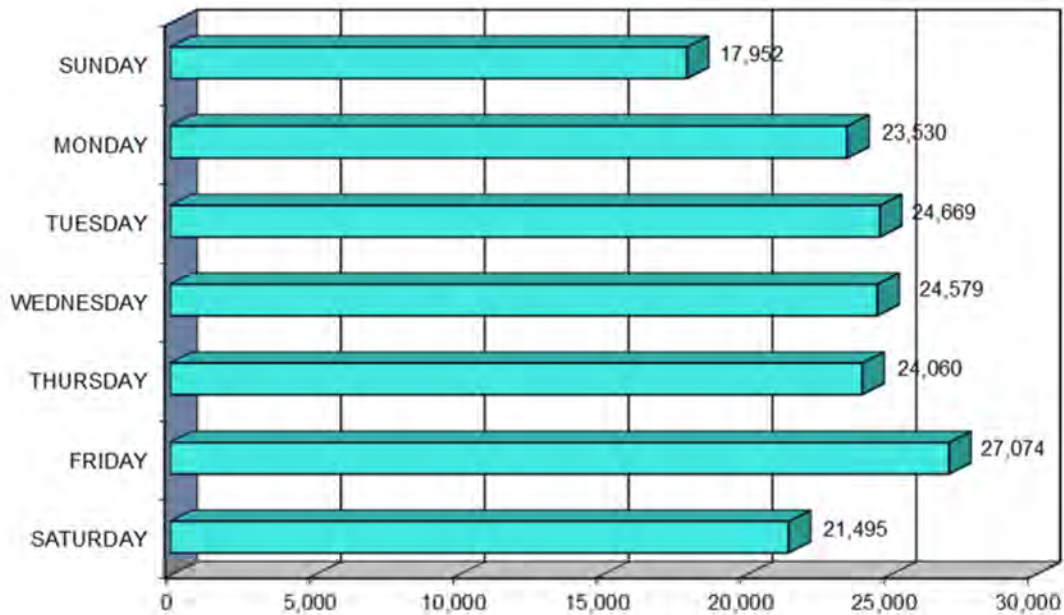
MONTH	2013	2014	2015	2016	2017	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	2,826	3,815	3,871	3,239	3,247	16,998	10.41%
FEBRUARY	2,882	2,729	3,677	3,015	3,405	15,708	9.62%
MARCH	2,167	2,450	2,311	2,487	2,784	12,199	7.47%
APRIL	1,714	1,914	2,093	1,961	2,233	9,915	6.07%
MAY	2,068	1,961	2,133	2,194	2,354	10,710	6.56%
JUNE	2,272	2,306	2,449	2,680	2,695	12,402	7.59%
JULY	2,396	2,434	2,532	2,681	2,662	12,705	7.78%
AUGUST	2,438	2,416	2,474	2,696	2,669	12,693	7.77%
SEPTEMBER	2,132	2,317	2,333	2,425	2,360	11,567	7.08%
OCTOBER	2,286	2,665	2,745	2,544	2,930	13,170	8.06%
NOVEMBER	3,277	3,747	2,902	3,169	3,242	16,337	10.00%
DECEMBER	3,994	3,054	3,323	4,198	4,386	18,955	11.60%
<b>TOTAL</b>	<b>30,452</b>	<b>31,808</b>	<b>32,843</b>	<b>33,289</b>	<b>34,967</b>	<b>163,359</b>	<b>100.00%</b>



# MAINE HIGHWAY CRASHES

## BY DAY OF THE WEEK

### 2013 - 2017

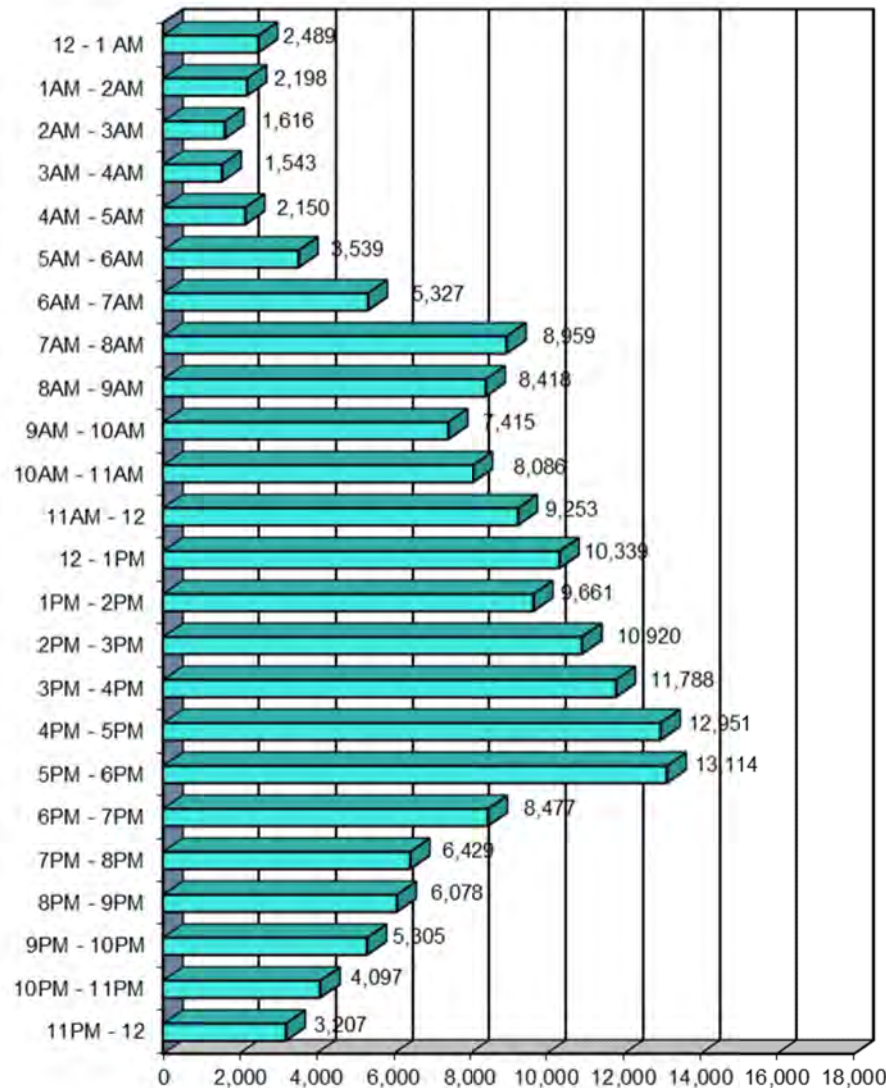


DAY OF THE WEEK	2013	2014	2015	2016	2017	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	3,497	3,702	3,753	3,292	3,708	17,952	10.99%
MONDAY	4,449	4,350	4,888	5,237	4,606	23,530	14.40%
TUESDAY	4,636	4,403	5,061	5,095	5,474	24,669	15.10%
WEDNESDAY	4,732	4,852	4,814	4,785	5,396	24,579	15.05%
THURSDAY	4,310	4,769	5,005	4,789	5,187	24,060	14.73%
FRIDAY	4,877	5,224	5,264	5,798	5,911	27,074	16.57%
SATURDAY	3,951	4,508	4,058	4,293	4,685	21,495	13.16%
<b>TOTAL</b>	<b>30,452</b>	<b>31,808</b>	<b>32,843</b>	<b>33,289</b>	<b>34,967</b>	<b>163,359</b>	<b>100.00%</b>



# MAINE HIGHWAY CRASHES BY TIME OF DAY

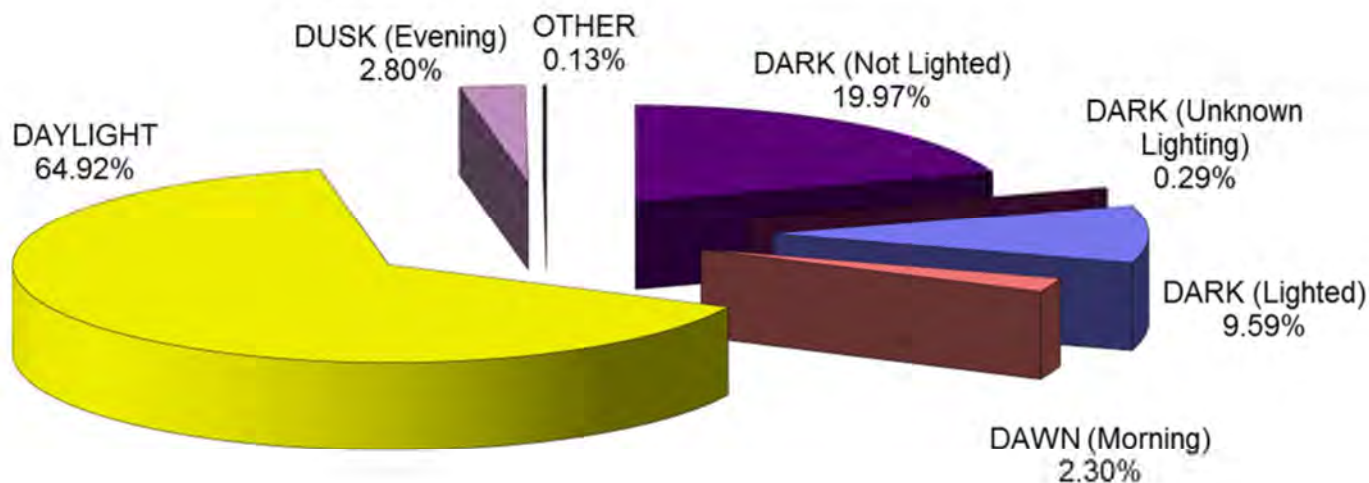
## 2013 - 2017



TIME OF DAY	2013	2014	2015	2016	2017	FIVE YEAR TOTAL
12 - 1 AM	491	513	481	501	503	2,489
1AM - 2AM	439	404	429	438	488	2,198
2AM - 3AM	337	297	318	352	312	1,616
3AM - 4AM	309	292	279	306	357	1,543
4AM - 5AM	361	424	408	463	494	2,150
5AM - 6AM	602	721	674	737	805	3,539
6AM - 7AM	1,012	1,005	1,043	1,048	1,219	5,327
7AM - 8AM	1,685	1,723	1,761	1,808	1,982	8,959
8AM - 9AM	1,659	1,636	1,700	1,662	1,761	8,418
9AM - 10AM	1,454	1,504	1,501	1,472	1,484	7,415
10AM - 11AM	1,507	1,536	1,627	1,675	1,741	8,086
11AM - 12	1,724	1,790	1,896	1,893	1,950	9,253
12 - 1PM	1,876	1,982	2,127	2,232	2,122	10,339
1PM - 2PM	1,874	1,888	2,031	1,971	1,897	9,661
2PM - 3PM	2,025	2,165	2,179	2,255	2,296	10,920
3PM - 4PM	2,152	2,258	2,459	2,407	2,512	11,788
4PM - 5PM	2,370	2,535	2,586	2,679	2,781	12,951
5PM - 6PM	2,401	2,512	2,716	2,686	2,799	13,114
6PM - 7PM	1,557	1,670	1,701	1,714	1,835	8,477
7PM - 8PM	1,177	1,255	1,245	1,308	1,444	6,429
8PM - 9PM	1,113	1,187	1,232	1,169	1,377	6,078
9PM - 10PM	991	1,016	1,036	1,075	1,187	5,305
10PM - 11PM	790	825	793	794	895	4,097
11PM - 12	546	670	621	644	726	3,207
<b>TOTAL</b>	<b>30,452</b>	<b>31,808</b>	<b>32,843</b>	<b>33,289</b>	<b>34,967</b>	<b>163,359</b>



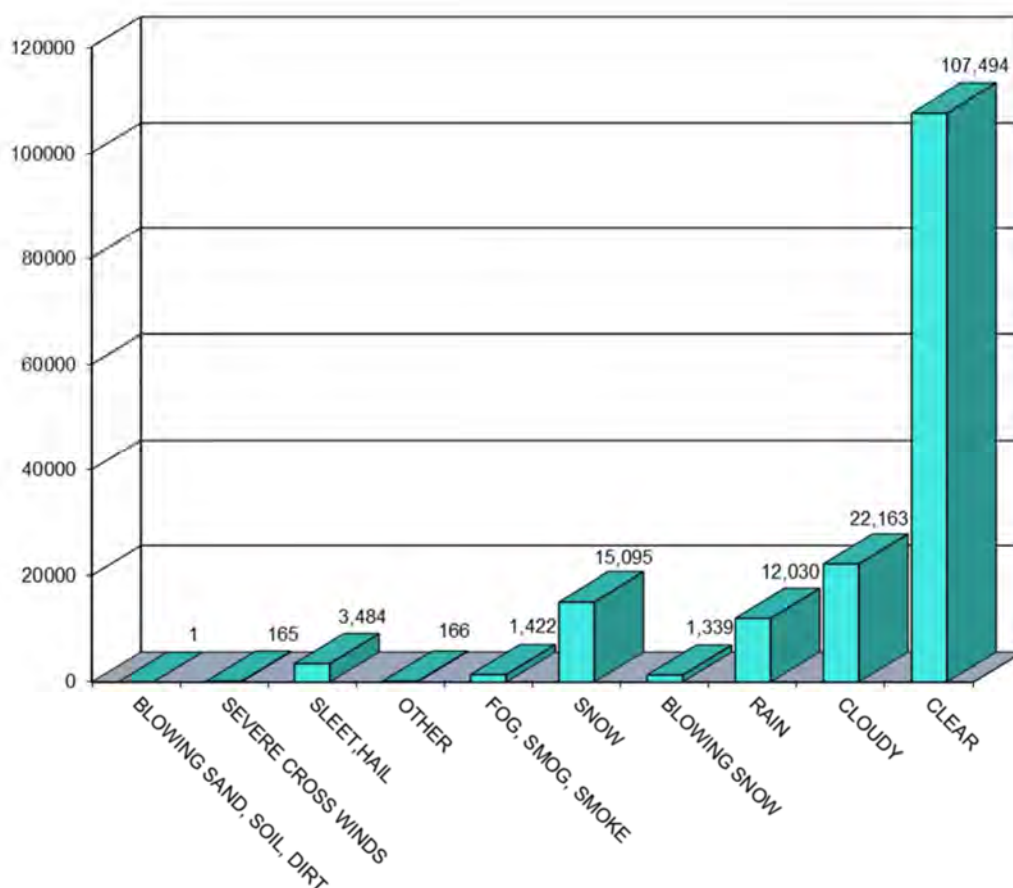
# MAINE HIGHWAY CRASHES BY LIGHT CONDITIONS 2013 - 2017



LIGHT CONDITION	2013	2014	2015	2016	2017	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (Not Lighted)	5,931	6,409	6,298	6,624	7,357	32,619	19.97%
DARK (Unknown Lighting)	89	91	77	86	129	472	0.29%
DARK (Lighted)	2,874	3,125	3,177	3,091	3,400	15,667	9.59%
DAWN (Morning)	693	737	700	740	882	3,752	2.30%
DAYLIGHT	19,942	20,474	21,623	21,818	22,202	106,059	64.92%
DUSK (Evening)	889	925	926	880	952	4,572	2.80%
OTHER	34	47	42	50	45	218	0.13%
<b>TOTAL</b>	<b>30,452</b>	<b>31,808</b>	<b>32,843</b>	<b>33,289</b>	<b>34,967</b>	<b>163,359</b>	<b>100.00%</b>



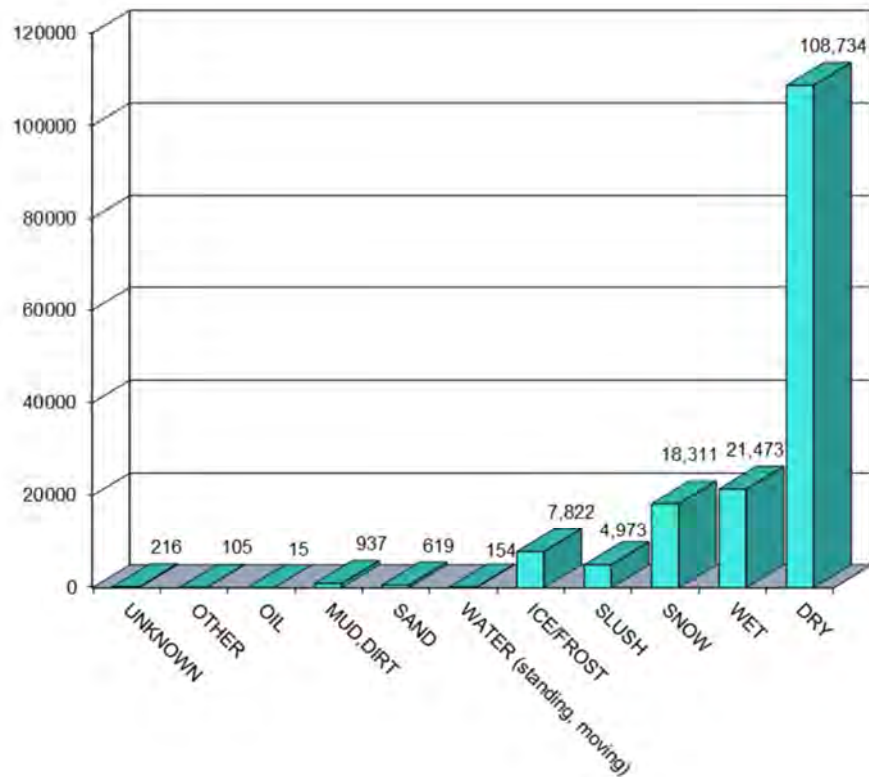
# MAINE HIGHWAY CRASHES BY WEATHER CONDITIONS 2013 - 2017



WEATHER CONDITIONS	2013	2014	2015	2016	2017	FIVE YEAR TOTAL
BLOWING SAND, SOIL, DIRT	0	0	0	0	1	1
SEVERE CROSS WINDS	45	14	39	16	51	165
SLEET, HAIL (freezing rain or drizzle)	678	946	562	713	585	3,484
OTHER	34	40	29	32	31	166
FOG, SMOG, SMOKE	289	267	330	206	330	1,422
SNOW	3,465	2,815	2,554	3,182	3,079	15,095
BLOWING SNOW	276	228	413	166	256	1,339
RAIN	2,267	2,667	2,311	2,217	2,568	12,030
CLOUDY	4,348	4,359	4,372	4,247	4,837	22,163
CLEAR	19,050	20,472	22,233	22,510	23,229	107,494
<b>TOTAL</b>	<b>30,452</b>	<b>31,808</b>	<b>32,843</b>	<b>33,289</b>	<b>34,967</b>	<b>163,359</b>



# MAINE HIGHWAY CRASHES BY ROAD SURFACE CONDITIONS 2013 - 2017



ROAD SURFACE CONDITIONS	2013	2014	2015	2016	2017	FIVE YEAR TOTAL
UNKNOWN	43	59	41	34	39	216
OTHER	21	22	20	18	24	105
OIL	1	1	5	5	3	15
MUD,DIRT	186	185	179	206	181	937
SAND	133	159	92	126	109	619
WATER (standing, moving)	23	30	37	31	33	154
ICE/FROST	1,328	2,113	1,440	1,343	1,598	7,822
SLUSH	1,053	1,042	965	968	945	4,973
SNOW	3,880	3,271	3,974	3,350	3,836	18,311
WET	4,181	4,330	4,299	3,936	4,727	21,473
DRY	19,603	20,596	21,791	23,272	23,472	108,734
<b>TOTAL</b>	<b>30,452</b>	<b>31,808</b>	<b>32,843</b>	<b>33,289</b>	<b>34,967</b>	<b>163,359</b>



# VEHICLES INVOLVED IN MAINE HIGHWAY CRASHES 2013 - 2017

VEHICLE TYPE INVOLVED	2013	2014	2015	2016	2017	FIVE YEAR TOTAL
PASSENGER CAR	26,482	27,129	28,398	27,972	28,491	138,472
(SPORT) UTILITY VEHICLE	8,657	9,408	10,148	10,450	11,575	50,238
PASSENGER VAN	1,897	1,938	1,897	1,867	1,767	9,366
CARGO VAN (10k or less)	409	456	473	519	554	2,411
PICKUP TRUCK	7,952	8,169	8,939	8,803	9,446	43,309
MOTOR HOME	35	39	43	41	48	206
SCHOOL BUS	98	110	102	114	125	549
TRANSIT BUS	41	38	57	50	54	240
MOTOR COACH	9	11	5	21	22	68
OTHER BUS	17	14	20	15	24	90
MOTORCYCLE	571	589	631	571	549	2,911
MOPED	42	35	34	49	39	199
LOW SPEED VEHICLE	7	10	9	6	12	44
AUTOCYCLE	3	4	1	2	2	12
EXPERIMENTAL	3	1	1	0	2	7
OTHER LIGHT TRUCK (10,000 lbs or less)	140	163	163	137	171	774
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	1,476	1,641	1,682	1,713	1,835	8,347
ATV (2,3,4-WHEEL)	12	18	19	19	23	91
SNOWMOBILE	3	13	11	5	7	39
PEDESTRIAN	275	298	305	283	302	1,463
BICYCLE	213	210	191	212	190	1,016
OTHER	497	498	558	537	812	2,902
<b>TOTAL VEHICLES INVOLVED</b>	<b>48,839</b>	<b>50,792</b>	<b>53,687</b>	<b>53,386</b>	<b>56,050</b>	<b>262,754</b>





# CONTRIBUTING FACTORS TO MAINE HIGHWAY CRASHES 2013 - 2017

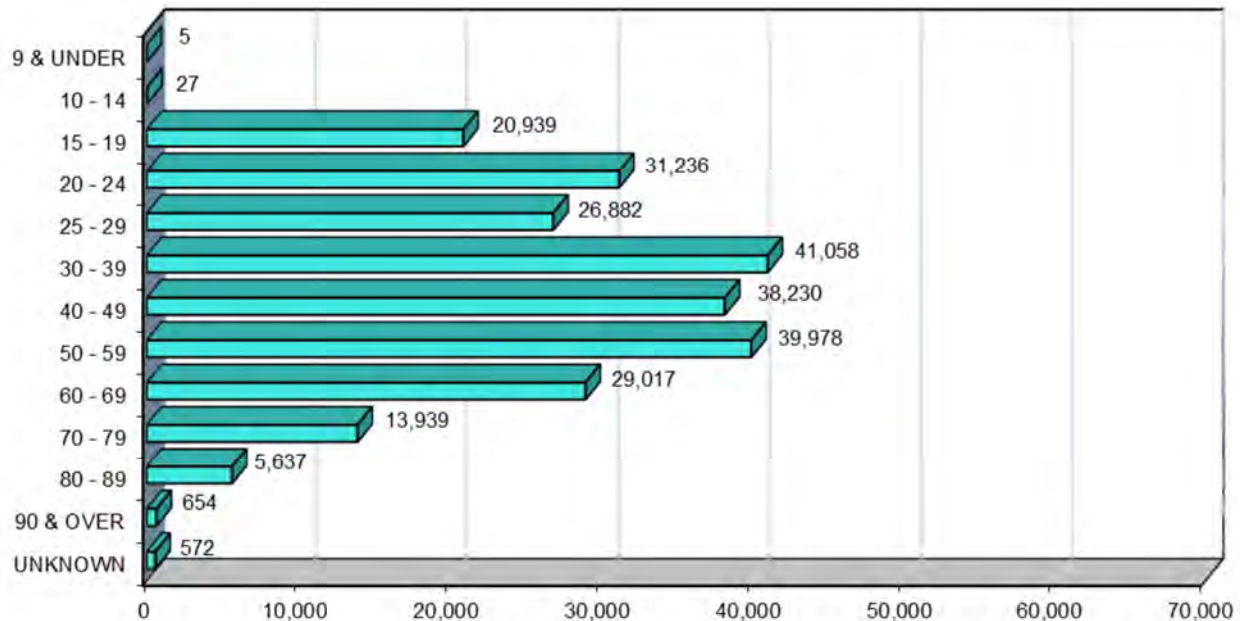
<b>DRIVER ACTIONS (actions 1 &amp; 2 combined)</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>
NO CONTRIBUTING ACTION	24,190	25,065	26,521	26,359	27,822
RAN OFF ROADWAY	3,440	3,414	3,393	3,765	3,690
FAILED TO YIELD RIGHT-OF-WAY	4,650	4,837	5,507	5,117	5,582
RAN RED LIGHT	440	425	481	410	436
RAN STOP SIGN	347	330	412	389	390
DISREGARDED OTHER TRAFFIC SIGN	96	111	141	126	121
DISREGARDED OTHER ROAD MARKINGS	72	65	80	73	79
EXCEEDED POSTED SPEED LIMIT	617	535	580	603	556
DROVE TOO FAST FOR CONDITIONS	4,062	4,259	3,837	3,898	3,874
IMPROPER TURN	900	919	1,051	992	1,015
IMPROPER BACKING	1,008	1,113	1,225	1,089	1,167
IMPROPER PASSING	514	536	554	493	549
WRONG WAY	51	44	63	40	67
FOLLOWED TOO CLOSELY	4,494	4,609	5,126	5,354	5,343
FAILED TO KEEP IN PROPER LANE	1,537	1,619	2,013	1,838	2,032
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	1,272	1,212	1,245	1,360	1,470
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	802	722	765	718	724
OVER-CORRECTING/OVER-STEERING	672	605	569	574	616
OTHER CONTRIBUTING ACTION	2,158	2,281	2,384	2,338	2,323
UNKNOWN	1,425	1,385	1,233	1,212	1,131
<b>TOTALS</b>	<b>52,747</b>	<b>54,086</b>	<b>57,180</b>	<b>56,748</b>	<b>58,987</b>
<b>VEHICULAR FACTORS</b>					
NONE	45,985	48,020	50,877	50,512	53,077
BRAKES	311	314	341	310	309
EXHAUST SYSTEM	7	9	10	6	12
BODY, DOORS	261	122	150	188	211
STEERING	84	75	79	100	91
POWER TRAIN	62	60	70	88	94
SUSPENSION	20	24	31	20	19
TIRES	359	330	321	408	369
WHEELS	65	88	67	67	71
LIGHTS (head, signal, tail, brake)	29	45	52	38	20
WINDOWS/WINDSHIELD	26	26	28	13	27
MIRRORS	10	12	12	8	14
WIPERS	3	3	2	2	2
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	30	37	31	25	31
OTHER	607	595	529	487	492
<b>TOTALS</b>	<b>47,859</b>	<b>49,760</b>	<b>52,600</b>	<b>52,272</b>	<b>54,839</b>

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





# DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2013 - 2017



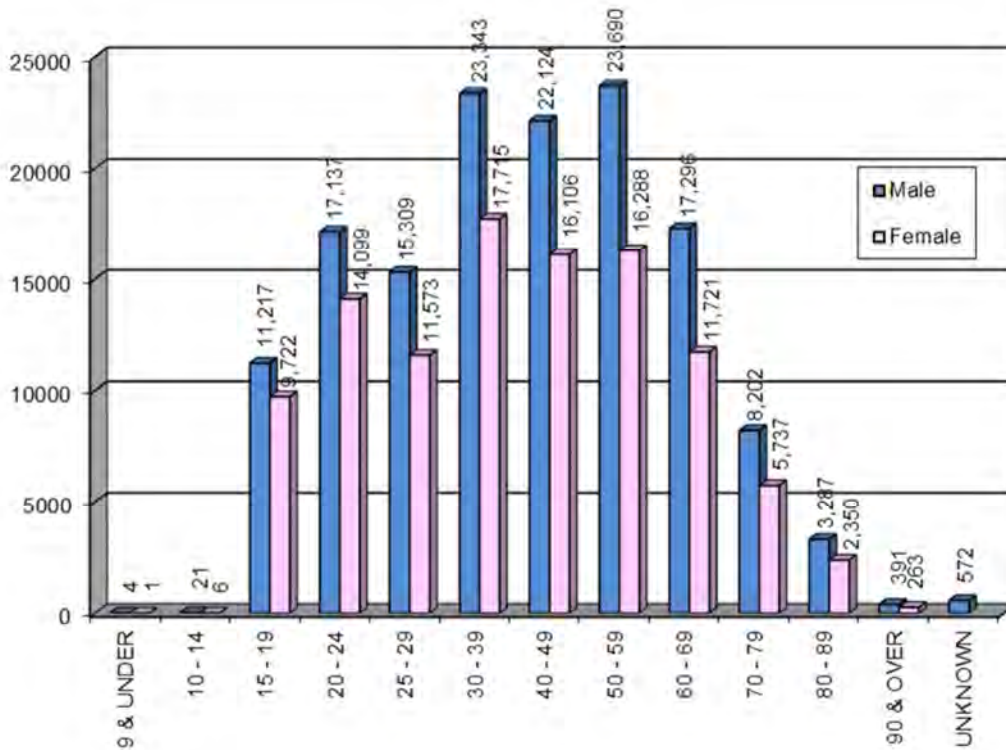
AGE GROUP	2013	2014	2015	2016	2017	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	2	1	0	1	1	5	0.00%
10 - 14	3	5	6	7	6	27	0.01%
15 - 19	3,698	3,598	4,463	4,570	4,610	20,939	8.44%
20 - 24	6,124	6,037	6,432	6,332	6,311	31,236	12.59%
25 - 29	4,905	5,157	5,336	5,610	5,874	26,882	10.83%
30 - 39	7,328	8,045	8,196	8,324	9,165	41,058	16.54%
40 - 49	7,453	7,530	8,027	7,502	7,718	38,230	15.40%
50 - 59	7,616	7,939	8,210	8,027	8,186	39,978	16.11%
60 - 69	5,242	5,656	5,988	5,856	6,275	29,017	11.69%
70 - 79	2,428	2,649	2,737	2,861	3,264	13,939	5.62%
80 - 89	1,089	1,139	1,140	1,065	1,204	5,637	2.27%
**90 & OVER	141	107	109	147	150	654	0.26%
UNKNOWN	114	133	110	100	115	572	0.23%
TOTAL	46,143	47,996	50,754	50,402	52,879	248,174	100.00%



# DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES

## BY AGE GROUP/GENDER

### 2013 - 2017



AGE GROUP BY GENDER	2013		2014		2015		2016		2017		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	2	0	0	1	0	0	1	0	1	0	4	1	5	0.00%
10 - 14	3	0	5	0	2	4	5	2	6	0	21	6	27	0.01%
15 - 19	1,912	1,786	1,924	1,674	2,407	2,056	2,517	2,053	2,457	2,153	11,217	9,722	20,939	8.44%
20 - 24	3,302	2,822	3,354	2,683	3,545	2,887	3,476	2,856	3,460	2,851	17,137	14,099	31,236	12.59%
25 - 29	2,726	2,179	2,947	2,210	3,080	2,256	3,203	2,407	3,353	2,521	15,309	11,573	26,882	10.83%
30 - 39	4,105	3,223	4,572	3,473	4,712	3,484	4,682	3,642	5,272	3,893	23,343	17,715	41,058	16.54%
40 - 49	4,201	3,252	4,352	3,178	4,639	3,388	4,356	3,146	4,576	3,142	22,124	16,106	38,230	15.40%
50 - 59	4,534	3,082	4,758	3,181	4,857	3,353	4,704	3,323	4,837	3,349	23,690	16,288	39,978	16.11%
60 - 69	3,150	2,092	3,377	2,279	3,539	2,449	3,410	2,446	3,820	2,455	17,296	11,721	29,017	11.69%
70 - 79	1,392	1,036	1,563	1,086	1,610	1,127	1,692	1,169	1,945	1,319	8,202	5,737	13,939	5.62%
80 - 89	604	485	669	470	672	468	625	440	717	487	3,287	2,350	5,637	2.27%
*90 & OVER	81	60	67	40	71	38	78	69	94	56	391	263	654	0.26%
UNKNOWN	114		133		110		100		115		572		572	0.23%
TOTAL BY GENDER	26,012	20,017	27,588	20,275	29,134	21,510	28,749	21,553	30,538	22,226	142,021	105,581		
TOTAL	46,143		47,996		50,754		50,402		52,879		248,174		248,174	100.00%

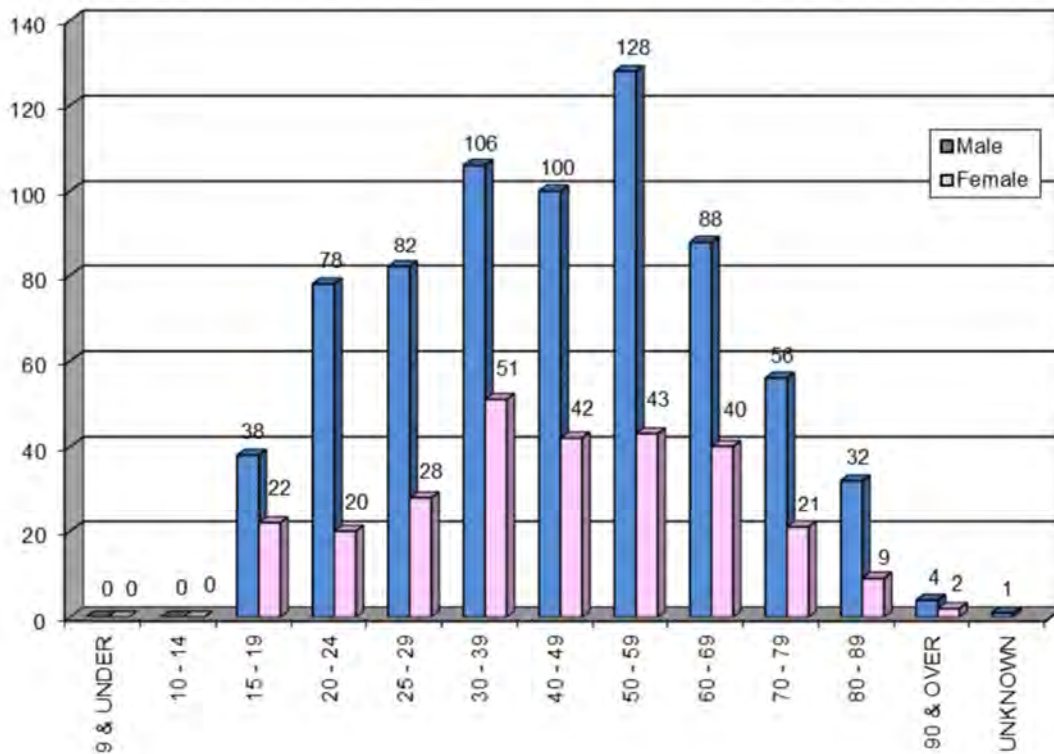




# DRIVERS INVOLVED IN **FATAL** MAINE HIGHWAY CRASHES

## BY AGE GROUP/GENDER

### 2013 - 2017



	2013		2014		2015		2016		2017		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	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	6	4	6	3	6	3	11	6	9	6	38	22	60	6.05%
20 - 24	17	2	15	5	16	4	15	3	15	6	78	20	98	9.89%
25 - 29	19	3	16	6	17	8	16	3	14	8	82	28	110	11.10%
30 - 39	14	10	10	9	27	7	25	13	30	12	106	51	157	15.84%
40 - 49	18	3	16	9	24	10	20	11	22	9	100	42	142	14.33%
50 - 59	24	7	22	10	20	8	27	6	35	12	128	43	171	17.26%
60 - 69	22	12	15	7	12	3	18	8	21	10	88	40	128	12.92%
70 - 79	11	3	7	5	8	5	12	1	18	7	56	21	77	7.77%
80 - 89	4	4	7	1	9	0	5	2	7	2	32	9	41	4.14%
90 & OVER	2	0	2	0	0	1	0	1	0	0	4	2	6	0.61%
UNKNOWN	0		0		0		0		1		1		1	0.10%
TOTAL BY GENDER	137	48	116	55	139	49	149	54	171	72	708	278		
TOTAL	185		171		188		203		244		987		991	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
<b>Update:</b> The bill amends the law to specify that operators must yield the right-of-way to pedestrians who have shown visible intent to enter the marked crosswalk.	2015
A pedestrian must yield the right-of-way to a vehicle when crossing a way: <ul style="list-style-type: none"> <li>a. Other than within a marked crosswalk; or</li> <li>b. With an available pedestrian tunnel or overhead pedestrian crossing.</li> </ul>	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 <b>helmet</b> .	1999
A bicycle passenger must be <b>seated properly</b> in a bicycle passenger seat.	1999
A person operating a bicycle or scooter shall ride it as far as <b>practicable to the right side of the way</b> , 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 <b>paved shoulders</b> .	
A person operating a vehicle that passes a person operating a bicycle and proceeding in the same direction may not make a <b>right turn</b> 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 <b>3 feet of space</b> when passing a bicyclist.	2007
Bicyclists are now part of the definition of "traffic" and a collision between a motor vehicle and a bicyclist or roller skier is prima facie evidence that the motorist violated <b>the three foot law</b> .	October 2013
A motor vehicle may cross the center line in a <b>no passing zone</b> to pass bicyclists if it is safe to do so.	2007
A person commits a <i>Class E crime</i> if the person operates a vehicle past a yield sign and <b>collides</b> with a vehicle, a person riding a bicycle or a pedestrian proceeding on the intersecting way. A person commits a <i>traffic infraction</i> if the person operates a vehicle or a bicycle past a yield sign and <b>fails to yield the right-of-way to a vehicle</b> , a person riding a bicycle or pedestrian proceeding on the intersecting way.	2015
A bicycle, roller skier or other non-motorized traffic must yield the <b>right-of-way to a pedestrian</b> crossing the way in a marked crosswalk.	2015
A person operating a bicycle or roller skis shall obey a <b>traffic control device</b> , unless otherwise directed by a law enforcement officer.	2015





**Update:** Bill creates a "vulnerable user law" to protect people on public ways who are not in motor vehicles. A "vulnerable user" is defined as a pedestrian, a person performing emergency work or a person riding or using a non-motorized device or certain motorized devices such as a scooter, Segway or electric personal assistive mobility device. **Removed:** A motorist who assaults, attempts to assault, taunts or distracts a vulnerable user, because that person is a vulnerable user, commits a traffic infraction and is subject to the same penalties as a person who texts while operating a motor vehicle.

2015

## Motorcycle Laws

Legislation	Effective Date
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Helmets required for all motorcyclists	October 7, 1967
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Repeal of 1967 requirement for wearing helmets	October 24, 1977
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Helmets required for all persons under 15	July 3, 1980
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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
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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 |

**Update:** The following persons must wear protective headgear:

- |   |              |
|---|--------------|
| A. If under 18 years of age, a passenger on a motorcycle <b>or moped</b> or in an attached side car;  |              |
| B. If under 18 years of age, an operator of a motorcycle <b>or moped</b> ;  |              |
| C. An operator of a motorcycle <b>or moped</b> , operating under a learner's permit or within one year of successfully completing a driving test.                         |              |
| <b>Compliance.</b> An operator of a motorcycle or moped or a parent or guardian may not allow a passenger under the age of 18 years to ride in violation of this section. | May 10, 2017 |

Motorcycle operator education required for persons under 21, prior to permit or permission	March 1, 1987
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Motorcycle operator education required for all persons applying for a motorcycle learner's permit	April 3, 1992
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Applicants for a motorcycle license/permit are required to complete a motorcycle driver education program that consists of both classroom and hands on rider training. Further, a person who currently has a permit or who does not successfully complete the hands on training and is only issued a motorcycle permit must complete the road test portion within the 2 year term of the permit or they will be required to take another rider education course.	April 15, 2016
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Headlight on while operating	June 28, 1974
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More than 2 motorcycles may not be operated abreast within the same lane.	2003
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A motor vehicle may not be driven in such a manner as to deprive a motorcycle of the full use of a lane	2003
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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. <b>(Repealed 09/28/2011)</b>	September 15, 2009
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## 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 regulations see: [http://www.maine.gov/ifw/atv\\_snowmobile\\_watercraft/laws.htm](http://www.maine.gov/ifw/atv_snowmobile_watercraft/laws.htm)





# Truck Laws

## General Law Gross Weight Limits

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.

**Update:** A transportation bill will allow trucks weighing up to **100,000** pounds on all interstate highways in Maine for the next 20 years.

**November 2011**

For full regulations go to: <http://www.maine.gov/sos/bmv/commercial/swlimit.htm>

## 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 license restrictions extended for an additional 180 days.
- The additional period of license restrictions may extend beyond the person's 18<sup>th</sup> 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:

October 9, 2013

#### Learner's Permit - Under 21 years old:

If a permit is issued to a person under 21 years of age that person must hold the permit for 6 months before applying for a road test and are prohibited from using **any handheld electronic device** or cellular phone while operating with a permit.

If a permit is issued to a person under 21 years of age, they must log **70** hours of driving and **10** of the hours must be done after dark.

If a permit expires, the person must take an exam for a new permit but will not be required to wait before applying for a road test. The restriction from using a cellular phone still applies.

#### Learner's Permit - Age 21 and Over:

If a permit is issued to a person 21 years of age and over, that person does not have to wait 6 months before applying for a road test, however, they are prohibited from using a cellular phone while operating with a permit.

#### License - Under 18 years of age:

If a license is issued to a person under the age of 18, that person will receive an "Intermediate License" which prohibits the licensee from the following:

A. Carrying passengers other than immediate family members (grandparent; stepgrandparent; parent; stepparent; spouse; child; stepchildren; brother; sister; stepbrother; stepsister) unless accompanied by a licensed operator who meets the requirements of section 1304, subsection 1, paragraph E.

B. Operating a motor vehicle between the hours of 12 a.m. and 5 a.m.; or

C. Operating a motor vehicle while using **any handheld electronic device** or mobile telephone.





#### Period of Restriction

August 30, 2012

- The license restrictions are in effect for a period of 270 days from license issuance.
- The period of license restrictions may extend beyond the person's 18th birthday.
- A driver violating these restrictions must have the license restrictions extended for an additional 270 days.

#### Also:

-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.

August 2012

For full information go to: <http://www.maine.gov/sos/bmv/licenses/graduateddriverlicense.htm>

**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

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

2012

**Update:** A driver who is cited for texting while driving will receive a \$250 minimum fine for a first time violation and a \$500 fine on a second or subsequent offense within 3 yrs.

In addition, texting violations will now include a 30 day license suspension on a second offense; a 60 day suspension on a third offense; a 90 day suspension on a fourth offense and subsequent violation. These suspension periods are mandatory, without a right to a hearing.

October 2013

#### Headlights must be illuminated:

- During the period ½ hour after sunset to ½ hour before sunrise;
- 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
- At any time when windshield wipers are in constant use.

1997

**Update:** The time of day during which vehicles must use headlights is expanded to the period from sunset to sunrise.

2015

**Safety of Public Service Vehicles: Stationary Vehicles-** The operator of a vehicle passing a stationary authorized emergency vehicle using an emergency light or a stationary public service vehicle using its authorized lights, with due regard to the safety and traffic conditions, shall pass in a lane not adjacent to that of the authorized emergency vehicle or public service vehicle, if possible, or if passing in a nonadjacent lane is impossible or unsafe, pass the emergency vehicle or public service vehicle at a careful and prudent speed reasonable for passing the authorized emergency vehicle or public service vehicle safely. A violation of this subsection is a traffic infraction for which a minimum fine of \$250 must be adjudged.

2015

**Proof of Insurance:** Police officers as well as the BMV may now accept proof of current insurance in electronic form.

October 2013

#### Accident Reportability Threshold

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

September 30, 1999



### Obeying School Crossing Guards

An operator of a motor vehicle shall obey a hand signal or handheld traffic control device of a school crossing guard qualified under subsection 1. A violation of this subsection is a traffic infraction.

June 6, 2017

### Emergency Lights

Except as provided in Sec. 1. 29-A MRSA §2054, sub-§2, ¶D, a vehicle may not be equipped with or display a blue light.

Only vehicles listed in Sec. 2. 29-A MRSA §2054, sub-§2, ¶F, rural mail vehicles as provided in paragraph C, subparagraph (5) and school buses may be equipped with, display or use a red auxiliary or emergency light.

April 19, 2007

## 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

September 30, 1989

Law expanded to include children 4 to 19 years

October 9, 1991

Children who weigh less than 40 pounds being transported in a motor vehicle that is required to be equipped with seat belts, 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

**Update:** Smoking (a lighted cigarette, cigar, pipe, weed, plant, regulated narcotic or other combustible substance) is prohibited in a motor vehicle by the operator or a passenger when a person who has not attained 16 years of age is present in that motor vehicle, regardless of whether the motor vehicle's windows are open. June 8, 2017





## 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
The Secretary of State has administrative authority to suspend a person for operating under the influence of drugs with a proper report from a drug recognition expert	September 28, 2011
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
<b>Update:</b> The suspension period for an OUI offender with three or more previous offenses within 10 years has been increased from 6 years to 8 years.	October 2013
<b>Update:</b> The license of a person with 4 or more OUI offenses may be eligible for early reinstatement after serving 4 years of a suspension period, if an approved ignition interlock device is installed for a period of 4 years.	October 2013
<b>Update:</b> The Secretary of State may reinstate the license of a first-time offender convicted of operating under the influence if a person installs an approved ignition interlock device after serving the required suspension term, meeting the terms of restoration and maintain the device for the required amount of time.	October 9, 2013

## Blood Alcohol Content (BAC) Limits

	Effective Date
Impairment set at .10% to .15%	October 1, 1969
Intoxication set at > .15%	October 1, 1969
Reduced from .15% to .10%	September 23, 1971
Under age 20 set at .02%	June 23, 1983
Under age 21 set at .02%	July 1, 1985
Reduced from .10% to .08%	August 4, 1988
Under age 21 set at .00%	September 1995

## Legal Drinking Age

	Effective Date
Reduced from 21 to 20	October 1, 1969
Reduced from 20 to 18	June 9, 1972
Raised from 18 to 20	October 24, 1977
Raised from 20 to 21	July 1, 1985





# Interstate System Speed Limit

## Legislation

## Effective Date

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

**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

**Update:** I-295, exit 9 to just beyond Lewiston Rd. on ramp in Topsham, reduced from 70 to 65 MPH

**March 21, 2017**

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 mm 188 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

**\*\*interstate speed limit descriptions are Northbound**



## 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)
2014 (July 1) no increase	30.0 cents per gallon (31.2 cents)
2015 (July 1) no increase	30.0 cents per gallon (31.2 cents)
2016 (July 1) no increase	30.0 cents per gallon (31.2 cents)
2017 (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**.

