

# MAINE STATE LEGISLATURE

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**STATE OF MAINE**  
**PEDESTRIAN CRASH HISTORY**  
**2006 - 2010**



**STATE OF MAINE**  
**BICYCLE CRASH HISTORY**  
**2006 - 2010**

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

## HIGHWAY PEDESTRIAN CRASHES

### 2006 - 2010

|     |  |     |
|-----|--|-----|
| I.  | PREFACE  | 1   |
| II. | PEDESTRIAN CRASH TABLES AND CHARTS 2006-2010   |     |
|     | <b>Crashes Summarized by:</b>  |     |
|     | County   | 2-5 |
|     | Severity   | 6-7 |
|     | Rural/Urban Designations   | 8   |
|     | Month  | 9   |
|     | Day of Week  | 10  |
|     | Time of Day  | 11  |
|     | Age Groups   | 12  |
|     | Age Groups by Gender   | 13  |
|     | Apparent Physical Condition  | 14  |
|     | Contributing Factors   | 15  |
|     | Vehicle Type   | 16  |
|     | Light Conditions   | 17  |
|     | Weather Conditions   | 18  |
|     | Road Surface Conditions  | 19  |
|     | Heavy Truck Codes, Axle Configurations and Descriptions<br>(see page B20 of the Bicycle section of this booklet) |     |

# STATEWIDE PEDESTRIAN CRASHES

## 2006 - 2010

### Preface

This publication is a statistical review of reported motor vehicle crashes that involved pedestrians in Maine during the five-year study period 2006 - 2010. 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.



P1

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  
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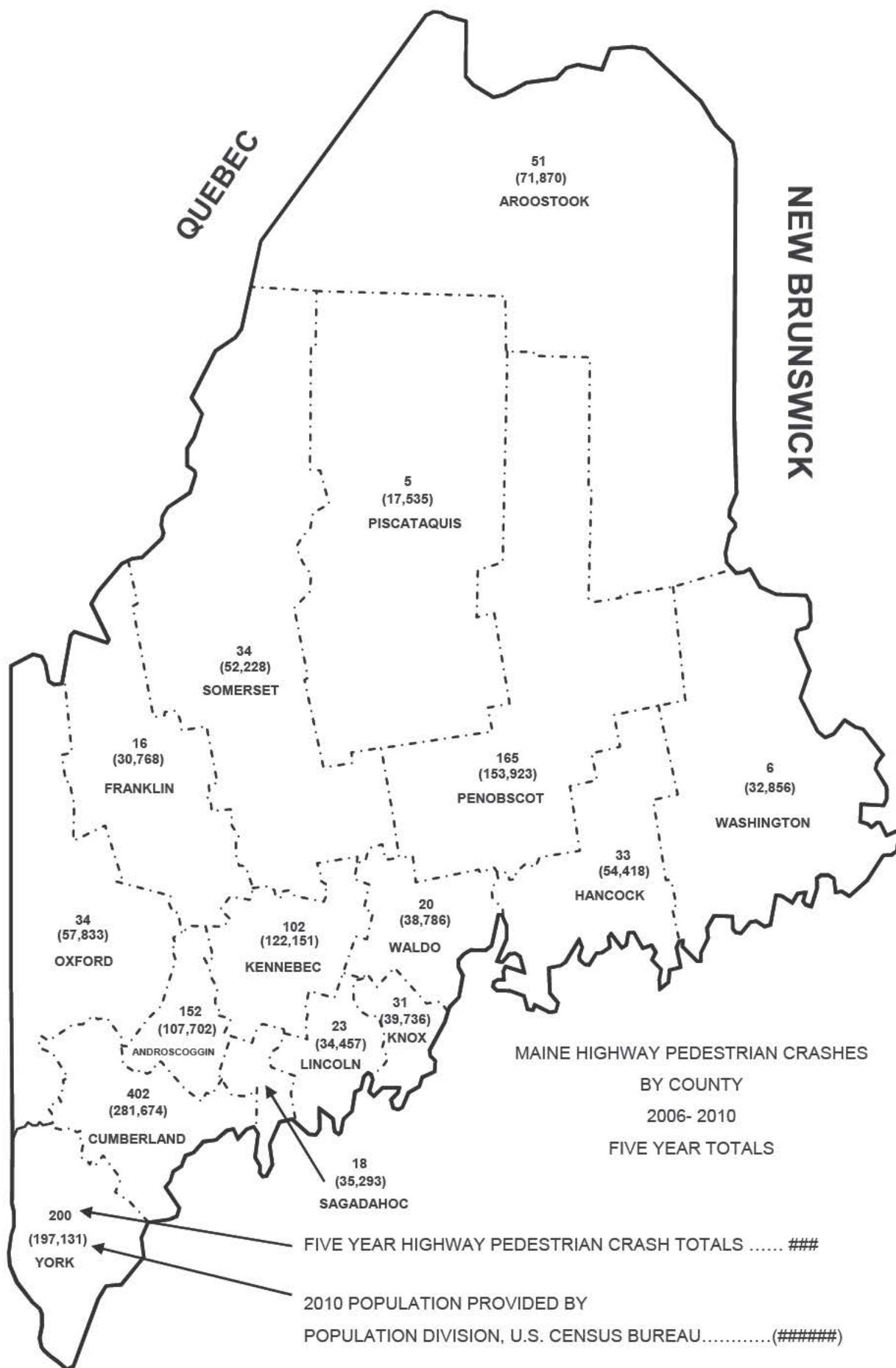
QUEBEC

NEW BRUNSWICK

NEW HAMPSHIRE



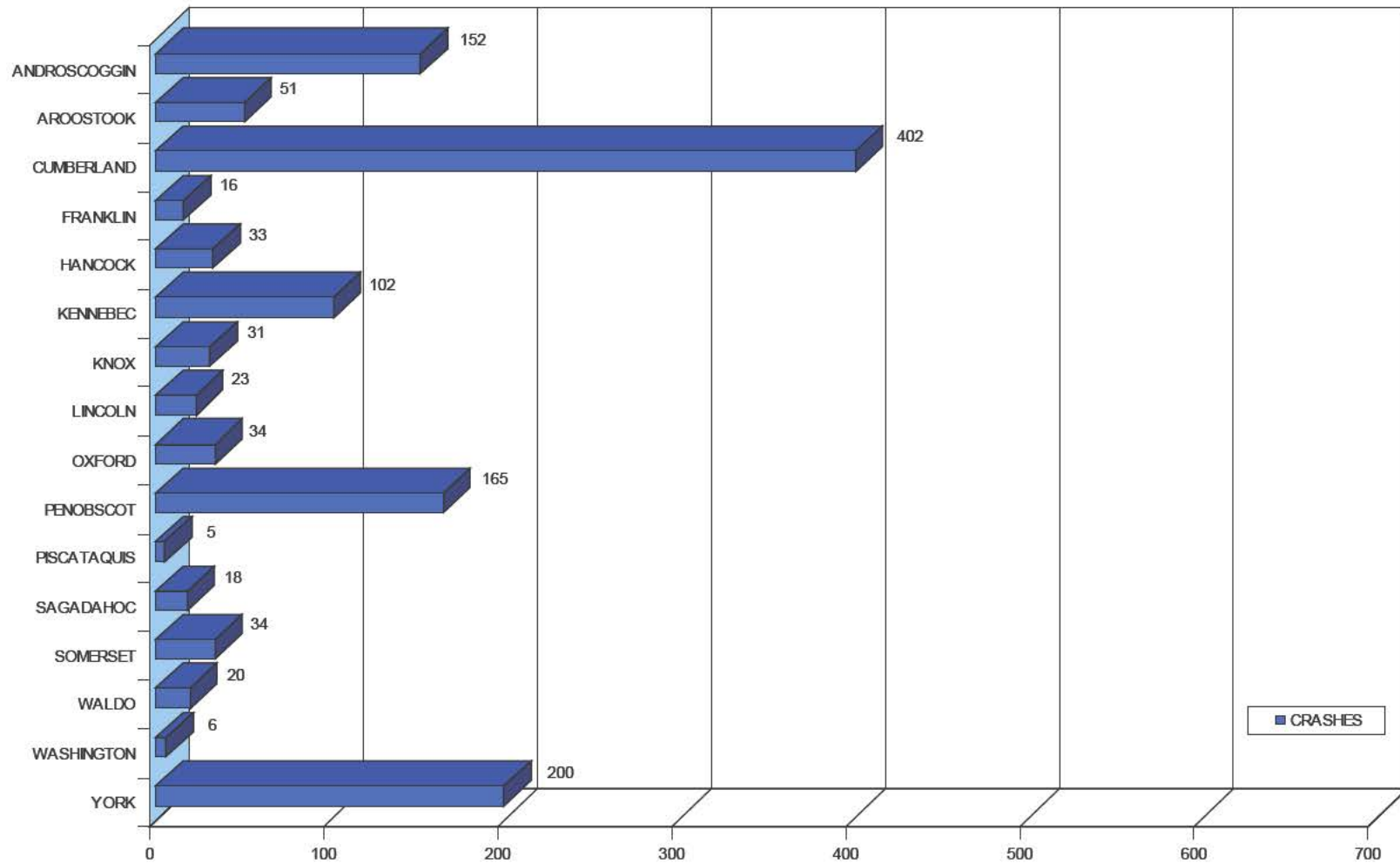
P2



# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY COUNTY

### 2006 - 2010





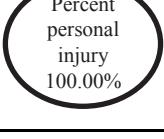

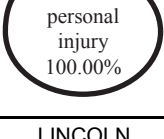





# MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY

## By County

### 2006 - 2010

| COUNTY  | INJURY TYPE                | 2006      | 2007      | 2008      | 2009      | 2010      | TOTAL<br>CRASHES | PERCENT<br>OF TOTAL |
|---|----------------------------|-----------|-----------|-----------|-----------|-----------|------------------|---------------------|
|  ANDROSCOGGIN<br>Percent personal injury 100.00% | FATAL (K)                  | 1         | 1         | 2         | 1         | 0         | 5                | 0.39%               |
|   | INCAPACITATING (A)         | 4         | 7         | 2         | 2         | 2         | 17               | 1.32%               |
|   | NON-INCAPACITATING (B)     | 13        | 14        | 14        | 14        | 22        | 77               | 5.96%               |
|   | POSSIBLE INJURY (C)        | 7         | 8         | 13        | 14        | 11        | 53               | 4.10%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>25</b> | <b>30</b> | <b>31</b> | <b>31</b> | <b>35</b> | <b>152</b>       | <b>11.76%</b>       |
|  AROOSTOOK<br>Percent personal injury 98.04%     | FATAL (K)                  | 0         | 3         | 0         | 2         | 0         | 5                | 0.39%               |
|   | INCAPACITATING (A)         | 1         | 3         | 4         | 2         | 1         | 11               | 0.85%               |
|   | NON-INCAPACITATING (B)     | 1         | 2         | 3         | 3         | 2         | 11               | 0.85%               |
|   | POSSIBLE INJURY (C)        | 3         | 4         | 5         | 5         | 6         | 23               | 1.78%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 1         | 0         | 0         | 0         | 1                | 0.08%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>5</b>  | <b>13</b> | <b>12</b> | <b>12</b> | <b>9</b>  | <b>51</b>        | <b>3.95%</b>        |
|  CUMBERLAND<br>Percent personal injury 99.75%    | FATAL (K)                  | 2         | 1         | 1         | 2         | 2         | 8                | 0.62%               |
|   | INCAPACITATING (A)         | 15        | 23        | 10        | 11        | 18        | 77               | 5.96%               |
|   | NON-INCAPACITATING (B)     | 20        | 26        | 34        | 26        | 29        | 135              | 10.45%              |
|   | POSSIBLE INJURY (C)        | 36        | 40        | 41        | 33        | 31        | 181              | 14.01%              |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 1         | 0         | 0         | 0         | 1                | 0.08%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>73</b> | <b>91</b> | <b>86</b> | <b>72</b> | <b>80</b> | <b>402</b>       | <b>31.11%</b>       |
|  FRANKLIN<br>Percent personal injury 100.00%   | FATAL (K)                  | 0         | 1         | 0         | 0         | 1         | 2                | 0.15%               |
|   | INCAPACITATING (A)         | 0         | 1         | 1         | 0         | 0         | 2                | 0.15%               |
|   | NON-INCAPACITATING (B)     | 2         | 1         | 3         | 0         | 1         | 7                | 0.54%               |
|   | POSSIBLE INJURY (C)        | 1         | 2         | 0         | 2         | 0         | 5                | 0.39%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>3</b>  | <b>5</b>  | <b>4</b>  | <b>2</b>  | <b>2</b>  | <b>16</b>        | <b>1.24%</b>        |
|  HANCOCK<br>Percent personal injury 100.00%    | FATAL (K)                  | 1         | 1         | 1         | 0         | 0         | 3                | 0.23%               |
|   | INCAPACITATING (A)         | 4         | 0         | 0         | 4         | 3         | 11               | 0.85%               |
|   | NON-INCAPACITATING (B)     | 3         | 3         | 3         | 2         | 3         | 14               | 1.08%               |
|   | POSSIBLE INJURY (C)        | 2         | 3         | 0         | 0         | 0         | 5                | 0.39%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>10</b> | <b>7</b>  | <b>4</b>  | <b>6</b>  | <b>6</b>  | <b>33</b>        | <b>2.55%</b>        |
|  KENNEBEC<br>Percent personal injury 99.02%    | FATAL (K)                  | 1         | 0         | 1         | 2         | 2         | 6                | 0.46%               |
|   | INCAPACITATING (A)         | 2         | 2         | 3         | 4         | 1         | 12               | 0.93%               |
|   | NON-INCAPACITATING (B)     | 5         | 4         | 6         | 7         | 10        | 32               | 2.48%               |
|   | POSSIBLE INJURY (C)        | 17        | 9         | 9         | 8         | 8         | 51               | 3.95%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 1         | 0         | 0         | 0         | 0         | 1                | 0.08%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>26</b> | <b>15</b> | <b>19</b> | <b>21</b> | <b>21</b> | <b>102</b>       | <b>7.89%</b>        |
|  KNOX<br>Percent personal injury 100.00%       | FATAL (K)                  | 0         | 0         | 0         | 0         | 1         | 1                | 0.08%               |
|   | INCAPACITATING (A)         | 2         | 2         | 7         | 2         | 0         | 13               | 1.01%               |
|   | NON-INCAPACITATING (B)     | 1         | 1         | 1         | 0         | 4         | 7                | 0.54%               |
|   | POSSIBLE INJURY (C)        | 3         | 0         | 3         | 2         | 2         | 10               | 0.77%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>6</b>  | <b>3</b>  | <b>11</b> | <b>4</b>  | <b>7</b>  | <b>31</b>        | <b>2.40%</b>        |
|  LINCOLN<br>Percent personal injury 100.00%    | FATAL (K)                  | 0         | 0         | 1         | 0         | 0         | 1                | 0.08%               |
|   | INCAPACITATING (A)         | 2         | 1         | 1         | 2         | 0         | 6                | 0.46%               |
|   | NON-INCAPACITATING (B)     | 1         | 1         | 0         | 2         | 1         | 5                | 0.39%               |
|   | POSSIBLE INJURY (C)        | 0         | 2         | 3         | 3         | 3         | 11               | 0.85%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>3</b>  | <b>4</b>  | <b>5</b>  | <b>7</b>  | <b>4</b>  | <b>23</b>        | <b>1.78%</b>        |



# MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY

## BY COUNTY

### 2006 - 2010

| COUNTY  | INJURY TYPE                | 2006       | 2007       | 2008       | 2009       | 2010       | TOTAL<br>CRASHES | PERCENT<br>OF TOTAL |
|---|----------------------------|------------|------------|------------|------------|------------|------------------|---------------------|
| OXFORD<br><div>Percent personal injury 100.00%</div>            | FATAL (K)                  | 0          | 0          | 1          | 1          | 0          | 2                | 0.15%               |
|   | INCAPACITATING (A)         | 2          | 3          | 3          | 1          | 0          | 9                | 0.70%               |
|   | NON-INCAPACITATING (B)     | 3          | 3          | 4          | 0          | 1          | 11               | 0.85%               |
|   | POSSIBLE INJURY (C)        | 1          | 3          | 2          | 2          | 4          | 12               | 0.93%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>6</b>   | <b>9</b>   | <b>10</b>  | <b>4</b>   | <b>5</b>   | <b>34</b>        | <b>2.63%</b>        |
| PENOBSCOT<br><div>Percent personal injury 98.18%</div>          | FATAL (K)                  | 2          | 3          | 3          | 1          | 2          | 11               | 0.85%               |
|   | INCAPACITATING (A)         | 10         | 3          | 11         | 5          | 2          | 31               | 2.40%               |
|   | NON-INCAPACITATING (B)     | 14         | 14         | 14         | 8          | 9          | 59               | 4.57%               |
|   | POSSIBLE INJURY (C)        | 10         | 11         | 12         | 14         | 14         | 61               | 4.72%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 2          | 1          | 3                | 0.23%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>36</b>  | <b>31</b>  | <b>40</b>  | <b>30</b>  | <b>28</b>  | <b>165</b>       | <b>12.77%</b>       |
| PISCATAQUIS<br><div>Percent personal injury 100.00%</div>       | FATAL (K)                  | 0          | 0          | 0          | 0          | 0          | 0                | 0.00%               |
|   | INCAPACITATING (A)         | 0          | 0          | 1          | 1          | 0          | 2                | 0.15%               |
|   | NON-INCAPACITATING (B)     | 0          | 0          | 0          | 1          | 0          | 1                | 0.08%               |
|   | POSSIBLE INJURY (C)        | 2          | 0          | 0          | 0          | 0          | 2                | 0.15%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>2</b>   | <b>0</b>   | <b>1</b>   | <b>2</b>   | <b>0</b>   | <b>5</b>         | <b>0.39%</b>        |
| SAGadahoc<br><div>Percent personal injury 100.00%</div>         | FATAL (K)                  | 0          | 0          | 0          | 1          | 0          | 1                | 0.08%               |
|   | INCAPACITATING (A)         | 1          | 2          | 2          | 1          | 0          | 6                | 0.46%               |
|   | NON-INCAPACITATING (B)     | 1          | 0          | 2          | 1          | 1          | 5                | 0.39%               |
|   | POSSIBLE INJURY (C)        | 0          | 2          | 1          | 3          | 0          | 6                | 0.46%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>2</b>   | <b>4</b>   | <b>5</b>   | <b>6</b>   | <b>1</b>   | <b>18</b>        | <b>1.39%</b>        |
| SOMERSET<br><div>Percent personal injury 97.06%</div>           | FATAL (K)                  | 2          | 0          | 1          | 0          | 0          | 3                | 0.23%               |
|   | INCAPACITATING (A)         | 3          | 0          | 1          | 3          | 0          | 7                | 0.54%               |
|   | NON-INCAPACITATING (B)     | 2          | 4          | 0          | 3          | 1          | 10               | 0.77%               |
|   | POSSIBLE INJURY (C)        | 0          | 3          | 3          | 3          | 4          | 13               | 1.01%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 1          | 0          | 0          | 0          | 0          | 1                | 0.08%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>8</b>   | <b>7</b>   | <b>5</b>   | <b>9</b>   | <b>5</b>   | <b>34</b>        | <b>2.63%</b>        |
| WALDO<br><div>Percent personal injury 95.00%</div>              | FATAL (K)                  | 1          | 0          | 0          | 0          | 1          | 2                | 0.15%               |
|   | INCAPACITATING (A)         | 1          | 1          | 1          | 1          | 1          | 5                | 0.39%               |
|   | NON-INCAPACITATING (B)     | 1          | 2          | 3          | 1          | 0          | 7                | 0.54%               |
|   | POSSIBLE INJURY (C)        | 1          | 0          | 2          | 0          | 2          | 5                | 0.39%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 1          | 1                | 0.08%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>4</b>   | <b>3</b>   | <b>6</b>   | <b>2</b>   | <b>5</b>   | <b>20</b>        | <b>1.55%</b>        |
| WASHINGTON<br><div>Percent personal injury 100.00%</div>        | FATAL (K)                  | 0          | 0          | 0          | 0          | 0          | 0                | 0.00%               |
|   | INCAPACITATING (A)         | 2          | 1          | 1          | 0          | 0          | 4                | 0.31%               |
|   | NON-INCAPACITATING (B)     | 1          | 0          | 0          | 0          | 0          | 1                | 0.08%               |
|   | POSSIBLE INJURY (C)        | 0          | 0          | 0          | 0          | 1          | 1                | 0.08%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0                | 0.00%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>3</b>   | <b>1</b>   | <b>1</b>   | <b>0</b>   | <b>1</b>   | <b>6</b>         | <b>0.46%</b>        |
| YORK<br><div>Percent personal injury 99.00%</div>               | FATAL (K)                  | 1          | 0          | 1          | 1          | 3          | 6                | 0.46%               |
|   | INCAPACITATING (A)         | 7          | 2          | 4          | 11         | 3          | 27               | 2.09%               |
|   | NON-INCAPACITATING (B)     | 19         | 15         | 19         | 18         | 15         | 86               | 6.66%               |
|   | POSSIBLE INJURY (C)        | 21         | 12         | 13         | 13         | 20         | 79               | 6.11%               |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 1          | 0          | 0          | 1          | 2                | 0.15%               |
|   | <b>COUNTY SUBTOTAL</b>     | <b>48</b>  | <b>30</b>  | <b>37</b>  | <b>43</b>  | <b>42</b>  | <b>200</b>       | <b>15.48%</b>       |
| COUNTY GRAND TOTAL<br><div>Percent personal injury 99.23%</div> | FATAL (K)                  | 11         | 10         | 12         | 11         | 12         | 56               | 4.33%               |
|   | INCAPACITATING (A)         | 56         | 51         | 52         | 50         | 31         | 240              | 18.58%              |
|   | NON-INCAPACITATING (B)     | 87         | 90         | 106        | 86         | 99         | 468              | 36.22%              |
|   | POSSIBLE INJURY (C)        | 104        | 99         | 107        | 102        | 106        | 518              | 40.09%              |
|   | PROPERTY DAMAGE ONLY (PDO) | 2          | 3          | 0          | 2          | 3          | 10               | 0.77%               |
|   | <b>GRAND TOTAL</b>         | <b>260</b> | <b>253</b> | <b>277</b> | <b>251</b> | <b>251</b> | <b>1292</b>      | <b>100.00%</b>      |



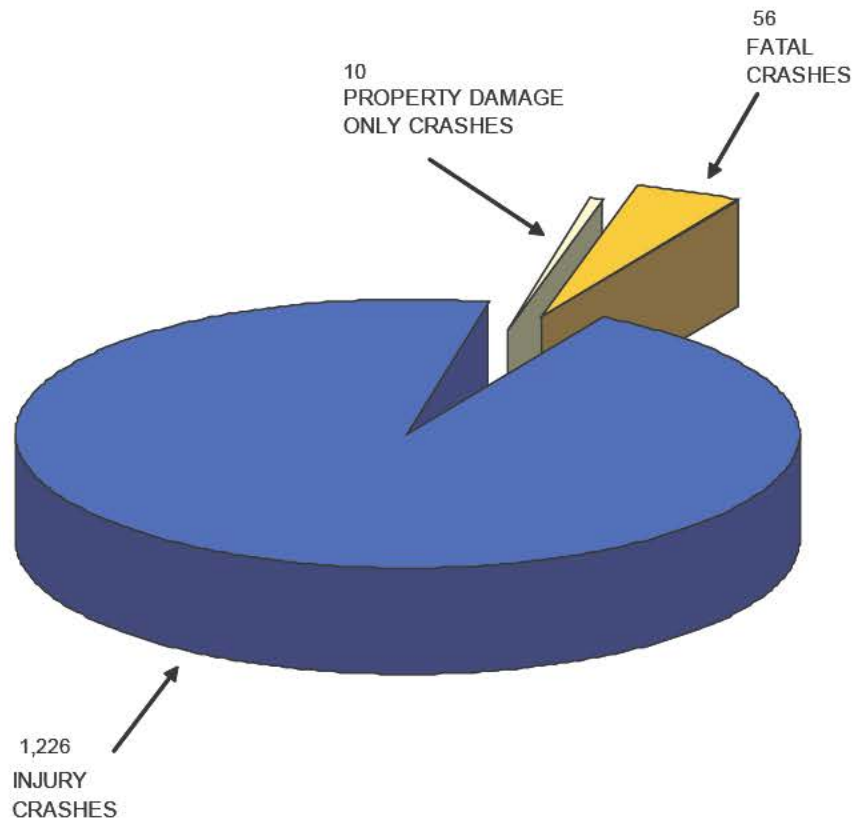
P5



# MAINE HIGHWAY PEDESTRIAN CRASHES

## 2006 - 2010

### 1,292 TOTAL PEDESTRIAN CRASHES

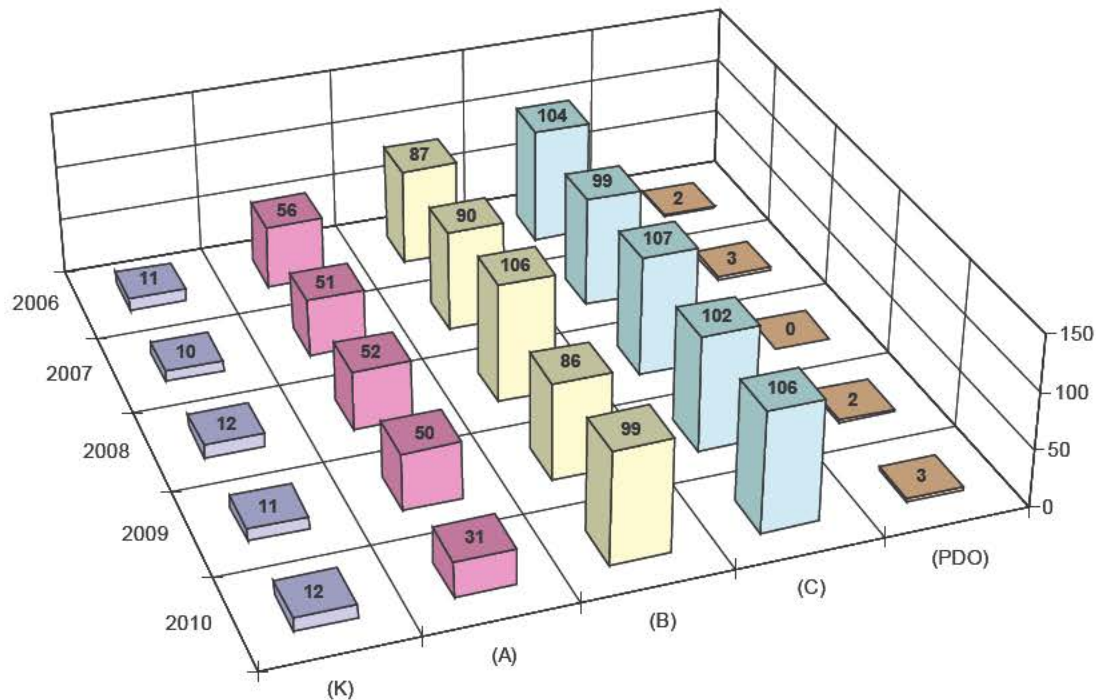


P6

# MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY

## BY YEAR

### 2006 - 2010



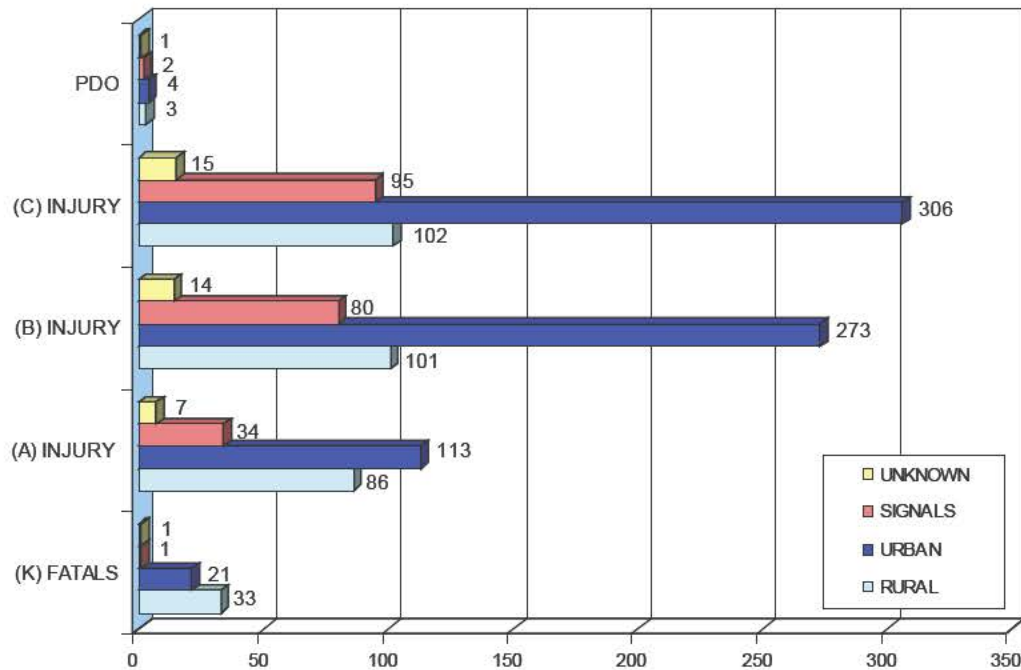
P7

| YEAR           | FATAL CRASH (K) | INCAPACITATING INJURY (A)       | NON INCAPACITATING INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (PDO) | TOTAL CRASHES  |
|----------------|-----------------|---------------------------------|-------------------------------|---------------------|----------------------------|----------------|
| 2006           | 11              | 56                              | 87                            | 104                 | 2                          | 260            |
| 2007           | 10              | 51                              | 90                            | 99                  | 3                          | 253            |
| 2008           | 12              | 52                              | 106                           | 107                 | 0                          | 277            |
| 2009           | 11              | 50                              | 86                            | 102                 | 2                          | 251            |
| 2010           | 12              | 31                              | 99                            | 106                 | 3                          | 251            |
| <b>TOTAL</b>   | <b>56</b>       | <b>240</b>                      | <b>468</b>                    | <b>518</b>          | <b>10</b>                  | <b>1292</b>    |
| <b>PERCENT</b> | <b>4.33%</b>    | <b>PERCENT INJURY CRASHES =</b> |                               |                     | <b>94.89%</b>              | <b>0.77%</b>   |
|                |                 |                                 |                               |                     |                            | <b>100.00%</b> |

# MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY

## BY RURAL URBAN DESIGNATION

### 2006 - 2010



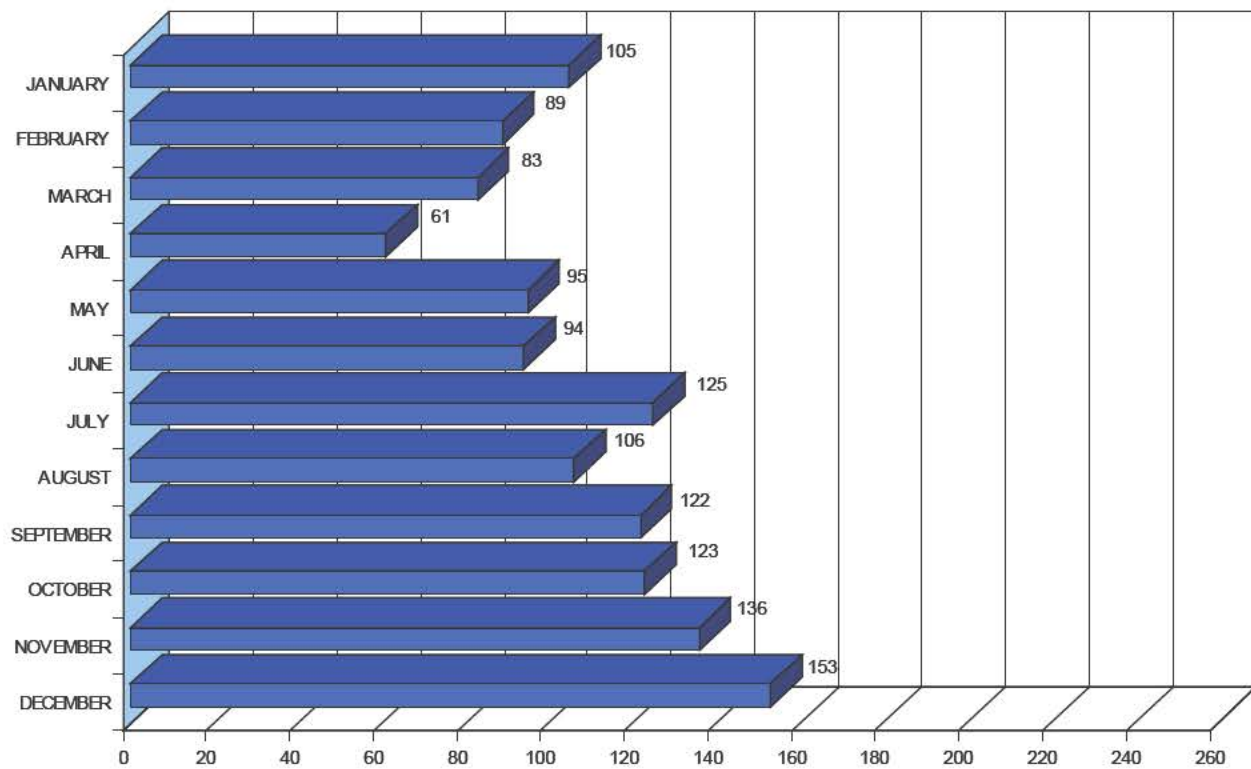
P8

| RURAL<br>URBAN<br>DESIGNATION | FATAL<br>CRASHES<br>(K) | INCAPACITATING<br>INJURY (A) | NON<br>INCAPACITATING<br>INJURY (B) | POSSIBLE<br>INJURY (C) | PROPERTY<br>DAMAGE<br>ONLY (PDO) | FIVE<br>YEAR<br>TOTAL |
|-------------------------------|-------------------------|------------------------------|-------------------------------------|------------------------|----------------------------------|-----------------------|
| RURAL (1)                     | 33                      | 86                           | 101                                 | 102                    | 3                                | 325                   |
| URBAN (2)                     | 21                      | 113                          | 273                                 | 306                    | 4                                | 717                   |
| SIGNALIZED INT.               | 1                       | 34                           | 80                                  | 95                     | 2                                | 212                   |
| UNKNOWN                       | 1                       | 7                            | 14                                  | 15                     | 1                                | 38                    |
| <b>TOTAL</b>                  | <b>56</b>               | <b>240</b>                   | <b>468</b>                          | <b>518</b>             | <b>10</b>                        | <b>1292</b>           |

# MAINE PEDESTRIAN CRASHES

## BY MONTH

### 2006 - 2010



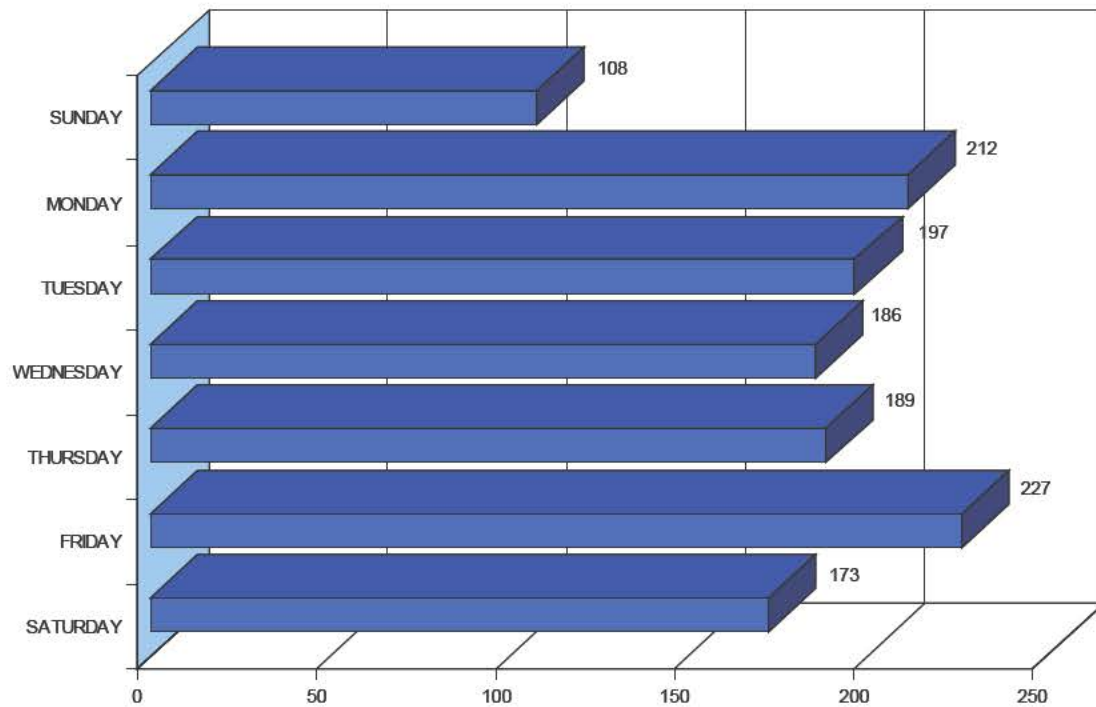
P9

| MONTH        | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|------------------|
| JANUARY      | 29         | 23         | 19         | 18         | 16         | 105             | 8.13%            |
| FEBRUARY     | 8          | 19         | 23         | 18         | 21         | 89              | 6.89%            |
| MARCH        | 18         | 18         | 16         | 16         | 15         | 83              | 6.42%            |
| APRIL        | 12         | 14         | 12         | 15         | 8          | 61              | 4.72%            |
| MAY          | 16         | 17         | 31         | 12         | 19         | 95              | 7.35%            |
| JUNE         | 20         | 22         | 24         | 12         | 16         | 94              | 7.28%            |
| JULY         | 26         | 23         | 28         | 24         | 24         | 125             | 9.67%            |
| AUGUST       | 22         | 16         | 22         | 25         | 21         | 106             | 8.20%            |
| SEPTEMBER    | 21         | 27         | 22         | 28         | 24         | 122             | 9.44%            |
| OCTOBER      | 25         | 23         | 21         | 23         | 31         | 123             | 9.52%            |
| NOVEMBER     | 27         | 26         | 26         | 27         | 30         | 136             | 10.53%           |
| DECEMBER     | 36         | 25         | 33         | 33         | 26         | 153             | 11.84%           |
| <b>TOTAL</b> | <b>260</b> | <b>253</b> | <b>277</b> | <b>251</b> | <b>251</b> | <b>1292</b>     | <b>100.00%</b>   |

# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY DAY OF THE WEEK

### 2006 - 2010



P10

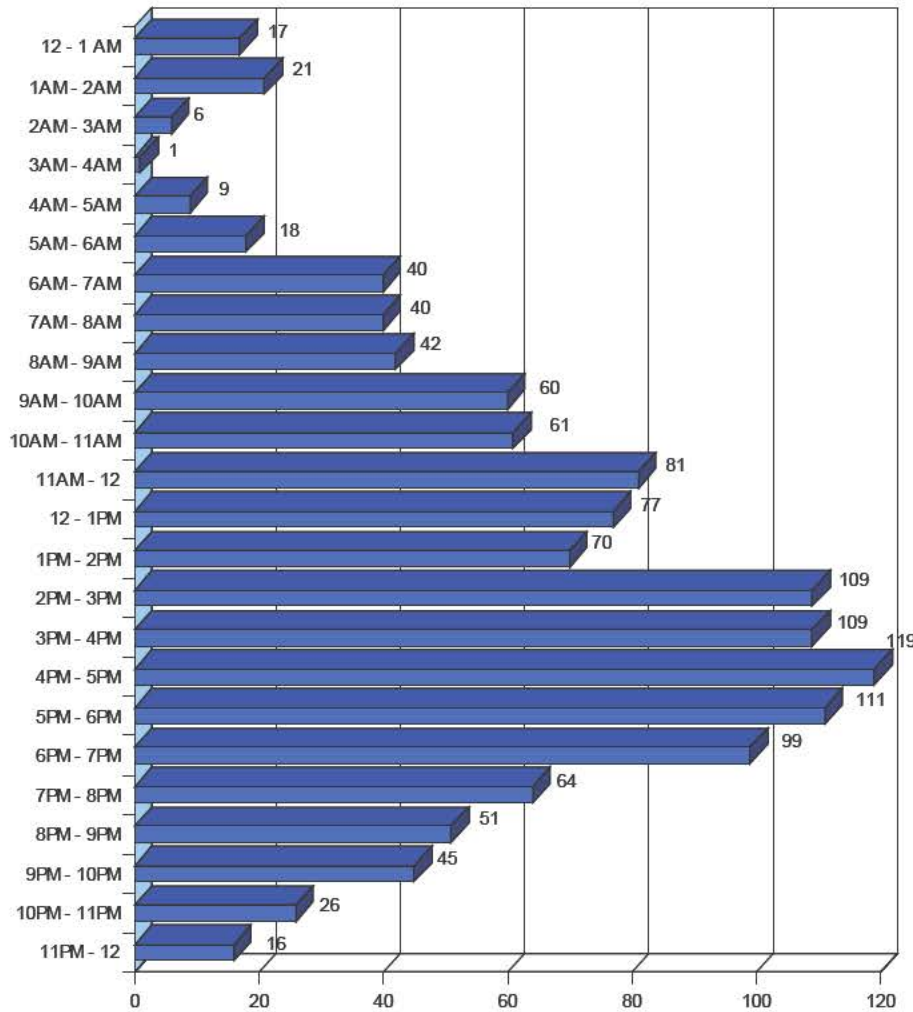
| DAY OF THE WEEK | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|------------|------------|------------|------------|------------|-----------------|------------------|
| SUNDAY          | 19         | 20         | 25         | 24         | 20         | 108             | 8.36%            |
| MONDAY          | 46         | 37         | 41         | 42         | 46         | 212             | 16.41%           |
| TUESDAY         | 43         | 35         | 50         | 29         | 40         | 197             | 15.25%           |
| WEDNESDAY       | 38         | 34         | 38         | 32         | 44         | 186             | 14.40%           |
| THURSDAY        | 31         | 45         | 33         | 42         | 38         | 189             | 14.63%           |
| FRIDAY          | 44         | 53         | 51         | 48         | 31         | 227             | 17.57%           |
| SATURDAY        | 39         | 29         | 39         | 34         | 32         | 173             | 13.39%           |
| <b>TOTAL</b>    | <b>260</b> | <b>253</b> | <b>277</b> | <b>251</b> | <b>251</b> | <b>1292</b>     | <b>100.00%</b>   |



# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY TIME OF DAY

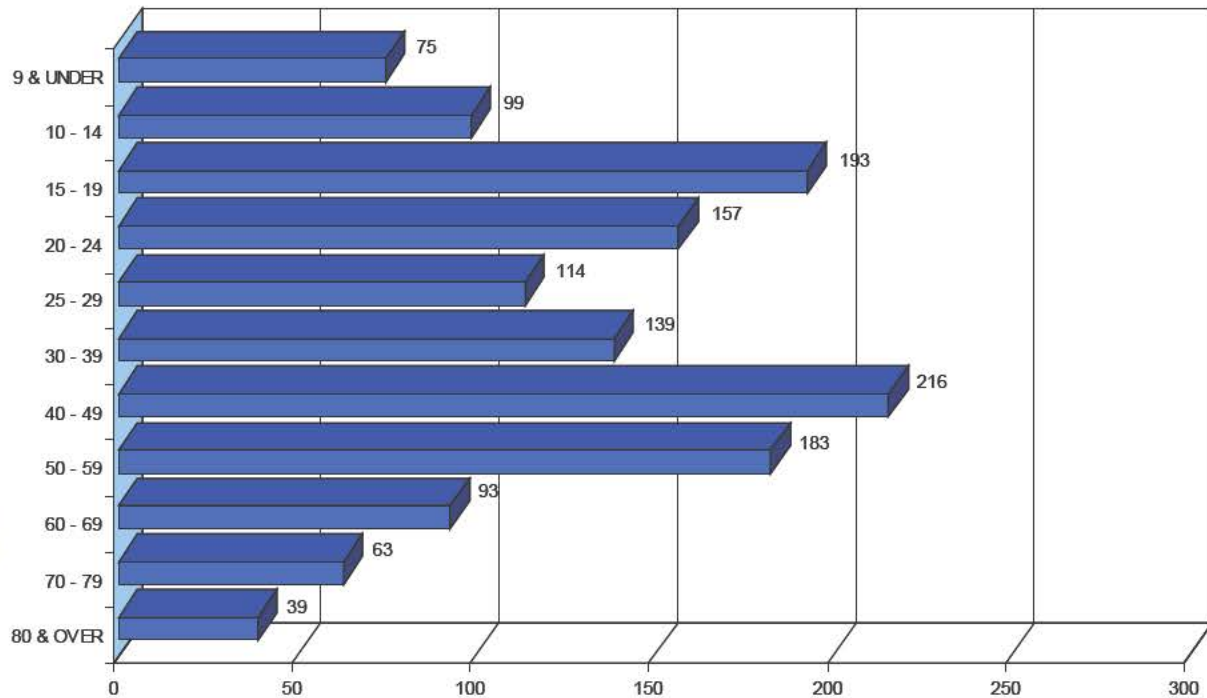
### 2006 - 2010



| TIME OF DAY  | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|
| 12 - 1 AM    | 1          | 3          | 3          | 4          | 6          | 17              |
| 1AM - 2AM    | 6          | 6          | 2          | 6          | 1          | 21              |
| 2AM - 3AM    | 2          | 1          | 1          | 2          | 0          | 6               |
| 3AM - 4AM    | 0          | 0          | 0          | 0          | 1          | 1               |
| 4AM - 5AM    | 1          | 2          | 4          | 0          | 2          | 9               |
| 5AM - 6AM    | 0          | 0          | 9          | 3          | 6          | 18              |
| 6AM - 7AM    | 11         | 3          | 7          | 3          | 16         | 40              |
| 7AM - 8AM    | 6          | 7          | 6          | 9          | 12         | 40              |
| 8AM - 9AM    | 9          | 10         | 9          | 7          | 7          | 42              |
| 9AM - 10AM   | 7          | 14         | 12         | 15         | 12         | 60              |
| 10AM - 11AM  | 12         | 9          | 13         | 10         | 17         | 61              |
| 11AM - 12    | 21         | 15         | 20         | 11         | 14         | 81              |
| 12 - 1PM     | 15         | 16         | 18         | 11         | 17         | 77              |
| 1PM - 2PM    | 14         | 13         | 11         | 12         | 20         | 70              |
| 2PM - 3PM    | 21         | 25         | 23         | 16         | 24         | 109             |
| 3PM - 4PM    | 22         | 20         | 27         | 21         | 19         | 109             |
| 4PM - 5PM    | 31         | 20         | 33         | 17         | 18         | 119             |
| 5PM - 6PM    | 30         | 20         | 18         | 27         | 16         | 111             |
| 6PM - 7PM    | 15         | 20         | 21         | 22         | 21         | 99              |
| 7PM - 8PM    | 8          | 10         | 16         | 20         | 10         | 64              |
| 8PM - 9PM    | 12         | 15         | 11         | 10         | 3          | 51              |
| 9PM - 10PM   | 7          | 12         | 9          | 10         | 7          | 45              |
| 10PM - 11PM  | 7          | 6          | 4          | 7          | 2          | 26              |
| 11PM - 12    | 2          | 6          | 0          | 8          | 0          | 16              |
| <b>TOTAL</b> | <b>260</b> | <b>253</b> | <b>277</b> | <b>251</b> | <b>251</b> | <b>1292</b>     |



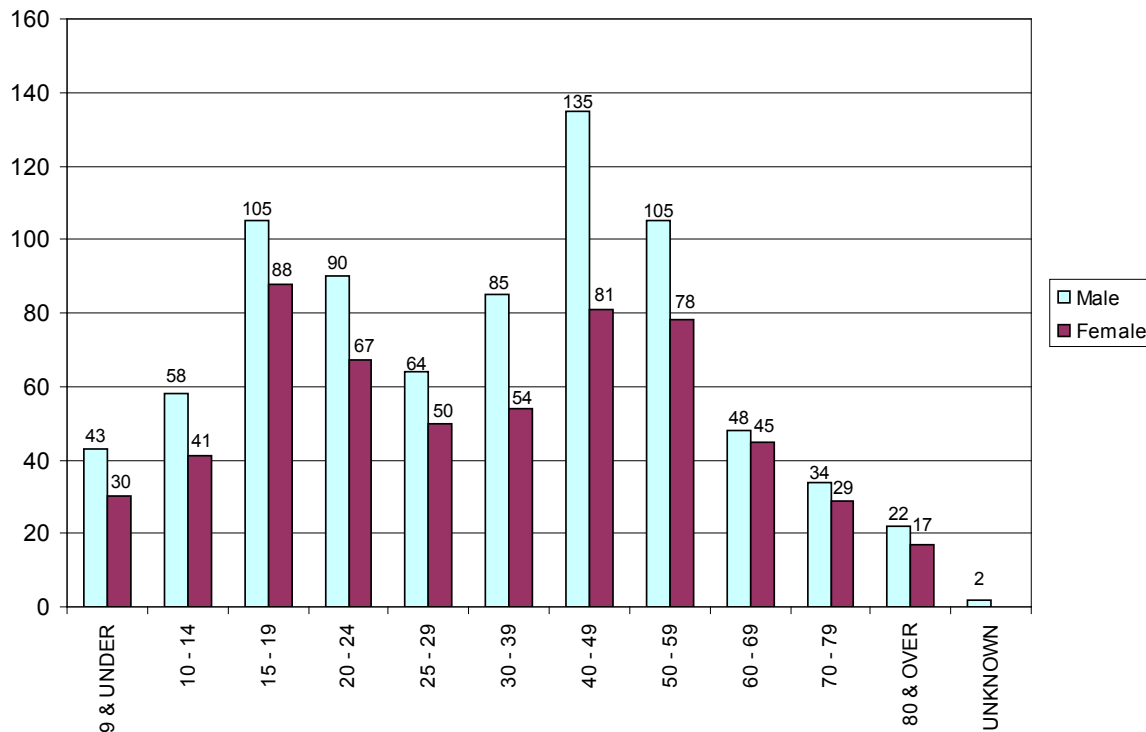
# PEDESTRIANS INVOLVED IN MAINE HIGHWAY CRASHES By AGE GROUP 2006 - 2010



P12

| AGE GROUP OF PEDESTRIAN | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------|------------|------------|------------|------------|------------|-----------------|------------------|
| 9 & UNDER               | 15         | 18         | 11         | 13         | 18         | 75              | 5.47%            |
| 10 - 14                 | 25         | 17         | 18         | 21         | 18         | 99              | 7.22%            |
| 15 - 19                 | 34         | 41         | 49         | 32         | 37         | 193             | 14.08%           |
| 20 - 24                 | 26         | 28         | 35         | 40         | 28         | 157             | 11.45%           |
| 25 - 29                 | 19         | 23         | 26         | 28         | 18         | 114             | 8.32%            |
| 30 - 39                 | 36         | 28         | 33         | 25         | 17         | 139             | 10.14%           |
| 40 - 49                 | 47         | 44         | 34         | 44         | 47         | 216             | 15.75%           |
| 50 - 59                 | 28         | 35         | 48         | 30         | 42         | 183             | 13.35%           |
| 60 - 69                 | 17         | 14         | 21         | 23         | 18         | 93              | 6.78%            |
| 70 - 79                 | 17         | 12         | 10         | 9          | 15         | 63              | 4.60%            |
| 80 & OVER               | 9          | 8          | 7          | 5          | 10         | 39              | 2.84%            |
| <b>TOTAL</b>            | <b>273</b> | <b>268</b> | <b>292</b> | <b>270</b> | <b>268</b> | <b>1371</b>     | <b>100.00%</b>   |

# PEDESTRIANS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2006 - 2010



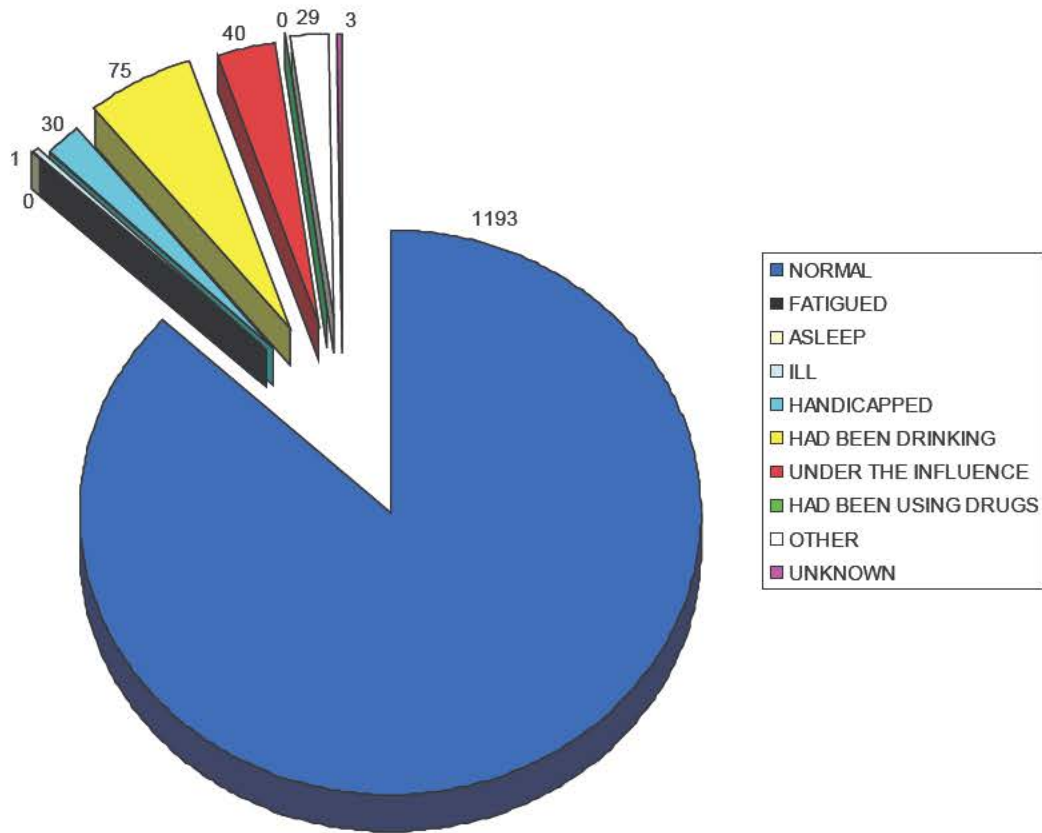
P13

|                                   | 2006 |     | 2007 |     | 2008 |     | 2009 |    | 2010 |     | TOTALS |     |                 |                  |
|-----------------------------------|------|-----|------|-----|------|-----|------|----|------|-----|--------|-----|-----------------|------------------|
| AGE GROUP OF PEDESTRIAN BY GENDER | M    | F   | M    | F   | M    | F   | M    | F  | M    | F   | M      | F   | FIVE YEAR TOTAL | PERCENT OF TOTAL |
| 9 & UNDER                         | 10   | 5   | 10   | 8   | 3    | 6   | 9    | 4  | 11   | 7   | 43     | 30  | 73              | 5.32%            |
| 10 - 14                           | 13   | 12  | 14   | 3   | 8    | 10  | 14   | 7  | 9    | 9   | 58     | 41  | 99              | 7.22%            |
| 15 - 19                           | 21   | 13  | 24   | 17  | 23   | 26  | 21   | 11 | 16   | 21  | 105    | 88  | 193             | 14.08%           |
| 20 - 24                           | 16   | 10  | 13   | 15  | 22   | 13  | 23   | 17 | 16   | 12  | 90     | 67  | 157             | 11.45%           |
| 25 - 29                           | 9    | 10  | 13   | 10  | 16   | 10  | 15   | 13 | 11   | 7   | 64     | 50  | 114             | 8.32%            |
| 30 - 39                           | 21   | 15  | 14   | 14  | 22   | 11  | 19   | 6  | 9    | 8   | 85     | 54  | 139             | 10.14%           |
| 40 - 49                           | 32   | 15  | 31   | 13  | 17   | 17  | 32   | 12 | 23   | 24  | 135    | 81  | 216             | 15.75%           |
| 50 - 59                           | 15   | 13  | 17   | 18  | 30   | 18  | 18   | 12 | 25   | 17  | 105    | 78  | 183             | 13.35%           |
| 60 - 69                           | 5    | 12  | 10   | 4   | 13   | 8   | 12   | 11 | 8    | 10  | 48     | 45  | 93              | 6.78%            |
| 70 - 79                           | 8    | 9   | 6    | 6   | 7    | 3   | 6    | 3  | 7    | 8   | 34     | 29  | 63              | 4.60%            |
| 80 & OVER                         | 6    | 3   | 5    | 3   | 2    | 5   | 3    | 2  | 6    | 4   | 22     | 17  | 39              | 2.84%            |
| UNKNOWN                           | 0    |     | 0    |     | 2    |     | 0    |    | 0    |     | 2      |     | 2               | 0.15%            |
| TOTAL BY GENDER                   | 156  | 117 | 157  | 111 | 163  | 127 | 172  | 98 | 141  | 127 | 789    | 580 |                 |                  |
| TOTAL                             | 273  |     | 268  |     | 292  |     | 270  |    | 268  |     | 1371   |     | 1371            | 100.00%          |

# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY APPARENT PHYSICAL CONDITIONS

### 2006 - 2010



P14

| PEDESTRIAN PHYSICAL CONDITION | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------------|------------|------------|------------|------------|------------|-----------------|------------------|
| NORMAL                        | 239        | 235        | 249        | 233        | 237        | 1193            | 87.02%           |
| FATIGUED                      | 0          | 0          | 0          | 0          | 0          | 0               | 0.00%            |
| ASLEEP                        | 0          | 0          | 0          | 0          | 0          | 0               | 0.00%            |
| ILL                           | 0          | 0          | 0          | 1          | 0          | 1               | 0.07%            |
| HANDICAPPED                   | 6          | 4          | 8          | 6          | 6          | 30              | 2.19%            |
| HAD BEEN DRINKING             | 10         | 17         | 14         | 18         | 16         | 75              | 5.47%            |
| UNDER THE INFLUENCE           | 8          | 6          | 13         | 6          | 7          | 40              | 2.92%            |
| HAD BEEN USING DRUGS          | 0          | 0          | 0          | 0          | 0          | 0               | 0.00%            |
| OTHER                         | 8          | 5          | 8          | 6          | 2          | 29              | 2.12%            |
| UNKNOWN                       | 2          | 1          | 0          | 0          | 0          | 3               | 0.22%            |
| <b>TOTAL</b>                  | <b>273</b> | <b>268</b> | <b>292</b> | <b>270</b> | <b>268</b> | <b>1371</b>     | <b>100.00%</b>   |

# CONTRIBUTING FACTORS TO MAINE HIGHWAY PEDESTRIAN CRASHES 2006 - 2010

| HUMAN FACTORS               | DRIVER<br>VEH. 1 | DRIVER<br>VEH. 2 | DRIVER<br>VEH. 3 | DRIVER<br>VEH. 4 | DRIVER<br>VEH. 5 | OTHER    | FIVE<br>YEAR<br>TOTAL |
|-----------------------------|------------------|------------------|------------------|------------------|------------------|----------|-----------------------|
| NO IMPROPER DRIVING         | 387              | 505              | 85               | 22               | 7                | 2        | 1008                  |
| <b>FAIL TO YIELD R-WAY</b>  | 136              | 53               | 4                | 0                | 0                | 0        | 193                   |
| ILLEGAL UNSAFE SPEED        | 25               | 4                | 0                | 0                | 0                | 0        | 29                    |
| FOLLOW TOO CLOSE            | 3                | 0                | 0                | 0                | 0                | 0        | 3                     |
| DISREGARD TRAFFIC CONTROL   | 10               | 10               | 2                | 1                | 0                | 0        | 23                    |
| DRIVING LEFT OF CENTER      | 1                | 0                | 0                | 0                | 0                | 0        | 1                     |
| IMPROPER PASSING            | 6                | 0                | 0                | 0                | 0                | 0        | 6                     |
| IMPROPER LANE CHANGE        | 3                | 0                | 0                | 0                | 0                | 0        | 3                     |
| IMPROPER START/STOP         | 6                | 0                | 0                | 0                | 0                | 0        | 6                     |
| IMPROPER TURN               | 5                | 1                | 0                | 0                | 0                | 0        | 6                     |
| UNSAFE BACKING              | 20               | 4                | 0                | 0                | 0                | 0        | 24                    |
| NO PROPER SIGNAL            | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| IMPEDING TRAFFIC            | 1                | 5                | 0                | 0                | 0                | 0        | 6                     |
| <b>DRIVER INATTENTION</b>   | 293              | 36               | 3                | 0                | 0                | 0        | 332                   |
| DRIVER INEXPERIENCE         | 6                | 0                | 0                | 0                | 0                | 0        | 6                     |
| <b>PEDESTRIAN VIOLATION</b> | 64               | 335              | 24               | 2                | 2                | 1        | 428                   |
| PHYSICAL IMPAIRMENT         | 16               | 11               | 0                | 0                | 0                | 0        | 27                    |
| VISION OBSCURED GLASS       | 8                | 1                | 0                | 0                | 0                | 0        | 9                     |
| VISION OBSCURED LIGHT       | 40               | 2                | 0                | 0                | 0                | 0        | 42                    |
| VISION OBSCURED OTHER       | 42               | 9                | 0                | 0                | 0                | 0        | 51                    |
| OTHER HUMAN FACTOR          | 33               | 39               | 1                | 0                | 0                | 0        | 73                    |
| HIT & RUN                   | 33               | 17               | 2                | 0                | 0                | 0        | 52                    |
| <b>HUMAN FACTOR TOTAL</b>   | <b>1138</b>      | <b>1032</b>      | <b>121</b>       | <b>25</b>        | <b>9</b>         | <b>3</b> | <b>2328</b>           |



P15

| VEHICULAR FACTORS             | DRIVER<br>VEH. 1 | DRIVER<br>VEH. 2 | DRIVER<br>VEH. 3 | DRIVER<br>VEH. 4 | DRIVER<br>VEH. 5 | OTHER    | FIVE<br>YEAR<br>TOTAL |
|-------------------------------|------------------|------------------|------------------|------------------|------------------|----------|-----------------------|
| DEFECTIVE BRAKES              | 2                | 0                | 0                | 0                | 0                | 0        | 2                     |
| DEFECTIVE TIRE                | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| DEFECTIVE LIGHTS              | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| DEFECTIVE SUSPENSION          | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| DEFECTIVE STEERING            | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| OTHER VEHICLE DEFECT          | 4                | 1                | 0                | 0                | 1                | 0        | 6                     |
| UNKNOWN                       | 51               | 168              | 23               | 5                | 3                | 3        | 253                   |
| <b>VEHICULAR FACTOR TOTAL</b> | <b>57</b>        | <b>169</b>       | <b>23</b>        | <b>5</b>         | <b>4</b>         | <b>3</b> | <b>261</b>            |
| <b>GRAND TOTAL</b>            | <b>1195</b>      | <b>1201</b>      | <b>144</b>       | <b>30</b>        | <b>13</b>        | <b>6</b> | <b>2589</b>           |



# VEHICLES INVOLVED IN MAINE HIGHWAY PEDESTRIAN CRASHES 2006 - 2010

| VEHICLE TYPE<br>INVOLVED IN<br>PEDESTRIAN CRASHES | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE<br>YEAR<br>TOTAL |
|---|------------|------------|------------|------------|------------|-----------------------|
| 2-DOOR  | 15         | 12         | 21         | 19         | 15         | 82                    |
| 4-DOOR  | 107        | 109        | 98         | 99         | 105        | 518                   |
| CONVERTIBLE                                       | 0          | 0          | 2          | 1          | 0          | 3                     |
| STATION WAGON                                     | 13         | 15         | 11         | 7          | 9          | 55                    |
| VAN/CAMPER  | 26         | 20         | 23         | 10         | 16         | 95                    |
| PICKUP TRUCK                                      | 54         | 43         | 43         | 53         | 34         | 227                   |
| SCHOOL BUS  | 0          | 0          | 1          | 0          | 1          | 2                     |
| MOTOR HOME  | 0          | 0          | 0          | 0          | 0          | 0                     |
| MOTORCYCLE  | 4          | 0          | 5          | 1          | 3          | 13                    |
| MOPED   | 0          | 0          | 0          | 0          | 1          | 1                     |
| MOTOR BIKE  | 0          | 0          | 0          | 1          | 0          | 1                     |
| BICYCLE   | 0          | 0          | 0          | 0          | 0          | 0                     |
| SNOWMOBILE  | 0          | 0          | 0          | 0          | 0          | 0                     |
| PEDESTRIAN  | 273        | 268        | 292        | 270        | 268        | 1371                  |
| ATV   | 0          | 0          | 1          | 0          | 0          | 1                     |
| SUV   | 24         | 44         | 34         | 25         | 33         | 160                   |
| UNKNOWN   | 7          | 9          | 11         | 3          | 3          | 33                    |
| (10) BOBTAIL                                      | 0          | 0          | 0          | 0          | 0          | 0                     |
| (20) 2ADT   | 1          | 7          | 2          | 0          | 3          | 13                    |
| (30) 3ASU   | 0          | 1          | 1          | 1          | 1          | 4                     |
| (40) 4ASU   | 0          | 0          | 0          | 0          | 0          | 0                     |
| (21) 2ASA   | 0          | 0          | 0          | 0          | 0          | 0                     |
| (22) 2ATA   | 0          | 0          | 0          | 0          | 0          | 0                     |
| (31) 3ASA   | 0          | 0          | 0          | 0          | 0          | 0                     |
| (32) 3ATA   | 0          | 1          | 0          | 0          | 0          | 1                     |
| (33) 3ATR   | 1          | 0          | 0          | 0          | 0          | 1                     |
| (42) 4ATA   | 0          | 0          | 0          | 0          | 0          | 0                     |
| (25) 2AT1A2ATR                                    | 0          | 0          | 0          | 0          | 0          | 0                     |
| (35) 3AT1A2ATR                                    | 0          | 0          | 1          | 0          | 0          | 1                     |
| (36) 3AT2A2ATR                                    | 0          | 0          | 0          | 0          | 0          | 0                     |
| (50) OTHER  | 0          | 0          | 0          | 1          | 1          | 2                     |
| (81) 2AX CM BUS                                   | 1          | 0          | 0          | 2          | 0          | 3                     |
| (82) 3AX CM BUS                                   | 0          | 0          | 1          | 0          | 0          | 1                     |
| (98) FARM/TRAC                                    | 0          | 0          | 1          | 0          | 0          | 1                     |
| <b>TOTAL VEHICLES<br/>INVOLVED</b>                | <b>526</b> | <b>529</b> | <b>548</b> | <b>493</b> | <b>493</b> | <b>2589</b>           |

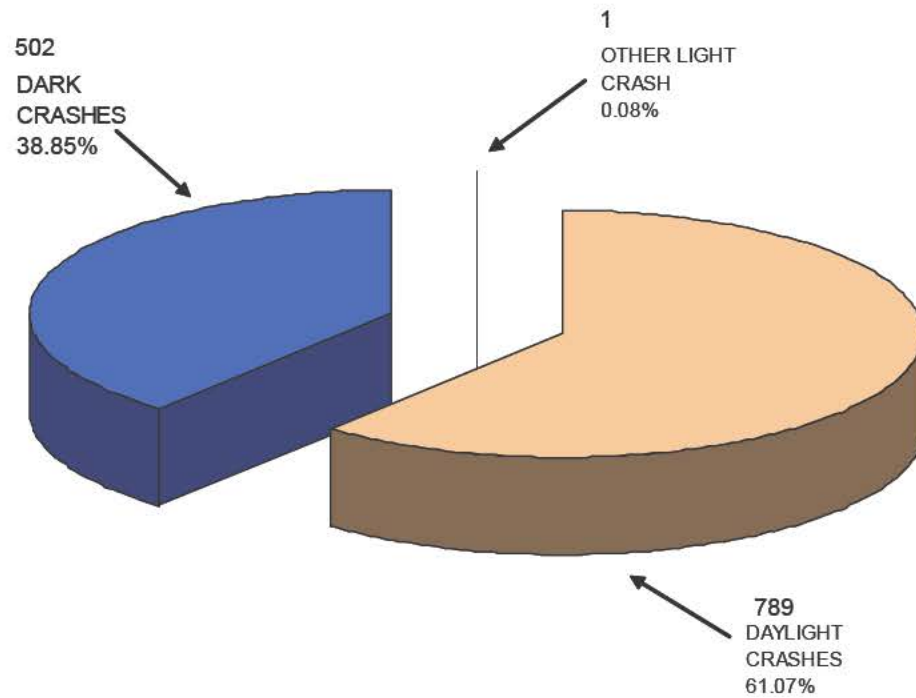


P16

# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY LIGHT CONDITION

### 2006 - 2010



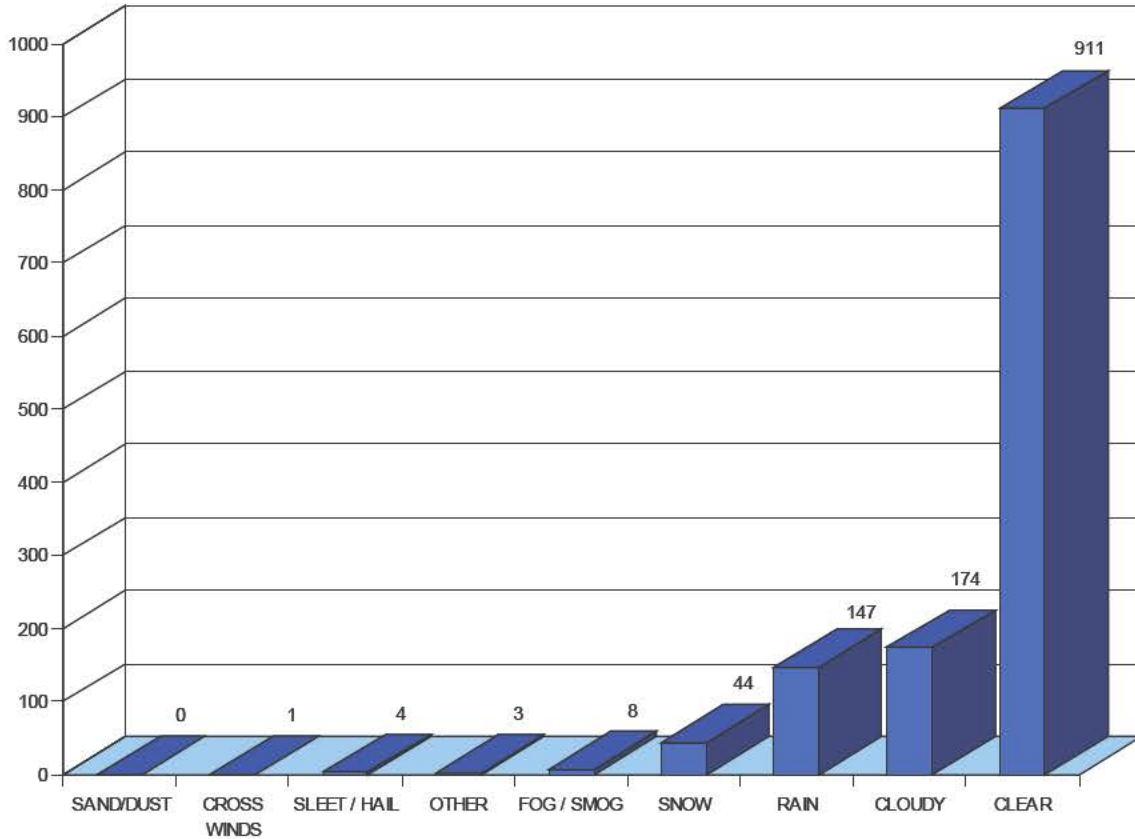
P17

| LIGHT<br>CONDITION | 2006 | 2007 | 2008 | 2009 | 2010 | FIVE<br>YEAR<br>TOTAL | PERCENT<br>OF<br>TOTAL |
|--------------------|------|------|------|------|------|-----------------------|------------------------|
| DAYLIGHT           | 165  | 159  | 165  | 138  | 162  | 789                   | 61.07%                 |
| DARK               | 95   | 94   | 112  | 113  | 88   | 502                   | 38.85%                 |
| OTHER              | 0    | 0    | 0    | 0    | 1    | 1                     | 0.08%                  |
| TOTAL              | 260  | 253  | 277  | 251  | 251  | 1292                  | 100.00%                |

# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY WEATHER CONDITIONS

### 2006 - 2010



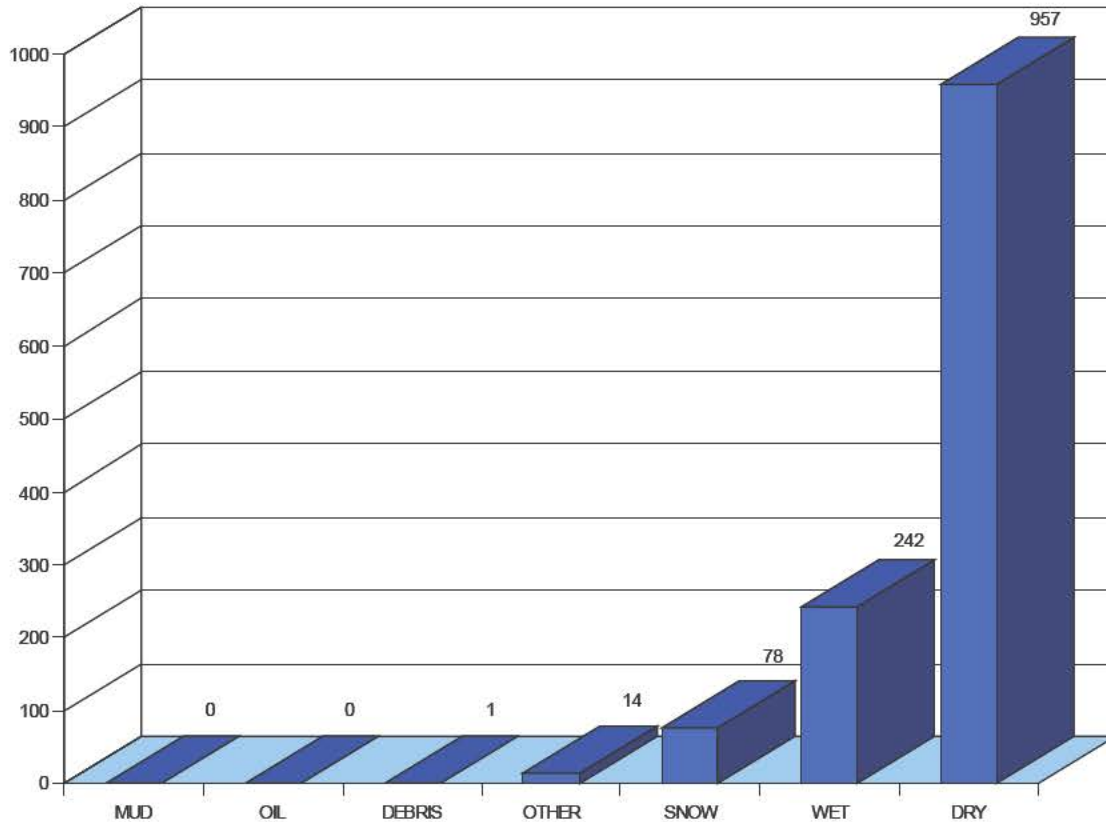
P18

| WEATHER CONDITIONS | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL |
|--------------------|------------|------------|------------|------------|------------|-----------------|
| SAND/DUST          | 0          | 0          | 0          | 0          | 0          | 0               |
| CROSS WINDS        | 1          | 0          | 0          | 0          | 0          | 1               |
| SLEET/HAIL         | 1          | 0          | 3          | 0          | 0          | 4               |
| OTHER              | 2          | 0          | 1          | 0          | 0          | 3               |
| FOG/SMOG           | 3          | 1          | 1          | 1          | 2          | 8               |
| SNOW               | 5          | 13         | 11         | 9          | 6          | 44              |
| RAIN               | 28         | 19         | 39         | 31         | 30         | 147             |
| CLOUDY             | 40         | 36         | 33         | 35         | 30         | 174             |
| CLEAR              | 180        | 184        | 189        | 175        | 183        | 911             |
| <b>TOTAL</b>       | <b>260</b> | <b>253</b> | <b>277</b> | <b>251</b> | <b>251</b> | <b>1292</b>     |

# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY ROAD SURFACE CONDITIONS

### 2006 - 2010



P19

| ROAD SURFACE CONDITIONS | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL |
|-------------------------|------------|------------|------------|------------|------------|-----------------|
| MUD                     | 0          | 0          | 0          | 0          | 0          | 0               |
| OIL                     | 0          | 0          | 0          | 0          | 0          | 0               |
| DEBRIS                  | 1          | 0          | 0          | 0          | 0          | 1               |
| OTHER                   | 2          | 4          | 2          | 4          | 2          | 14              |
| WINTRY                  | 8          | 22         | 23         | 17         | 8          | 78              |
| WET                     | 46         | 34         | 64         | 50         | 48         | 242             |
| DRY                     | 203        | 193        | 188        | 180        | 193        | 957             |
| <b>TOTAL</b>            | <b>260</b> | <b>253</b> | <b>277</b> | <b>251</b> | <b>251</b> | <b>1292</b>     |

# STATE OF MAINE

## HIGHWAY BICYCLE CRASHES

### 2006 - 2010

|     |   |     |
|-----|---|-----|
| I.  | PREFACE   | 1   |
| II. | BICYCLE CRASH TABLES AND CHARTS 2006-2010               |     |
|     | <b>Crashes Summarized by:</b>                           |     |
|     | County  | 2-5 |
|     | Severity  | 6-7 |
|     | Rural/Urban Designations                                | 8   |
|     | Month   | 9   |
|     | Day of Week   | 10  |
|     | Time of Day   | 11  |
|     | Age Groups  | 12  |
|     | Age Groups by Gender                                    | 13  |
|     | Apparent Physical Condition                             | 14  |
|     | Contributing Factors                                    | 15  |
|     | Vehicle Type  | 16  |
|     | Light Conditions  | 17  |
|     | Weather Conditions                                      | 18  |
|     | Road Surface Conditions                                 | 19  |
|     | Heavy Truck Codes, Axle Configurations and Descriptions | 20  |



# STATEWIDE BICYCLE CRASHES

## 2006 - 2010

### Preface

This publication is a statistical review of reported motor vehicle crashes that involved bicycles in Maine during the five-year study period 2006 - 2010. 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.



B1

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

Tel: 207-624-3618  
Fax: 207-624-3101



QUEBEC

NEW BRUNSWICK

17  
(71,870)  
AROOSTOOK

2  
(17,535)  
PISCATAQUIS

13  
(52,228)  
SOMERSET

10  
(30,768)  
FRANKLIN

104  
(153,923)  
PENOBSCOT

4  
(32,856)  
WASHINGTON

15  
(54,418)  
HANCOCK

21  
(57,833)  
OXFORD

55  
(122,151)  
KENNEBEC

6  
(38,786)  
WALDO

97  
(107,702)  
ANDROSCOGGIN

26  
(39,736)  
KNOX

5  
(34,457)  
LINCOLN

353  
(281,674)  
CUMBERLAND

13  
(35,293)  
SAGadahoc

211  
(197,131)  
YORK

MAINE HIGHWAY BICYCLE CRASHES  
BY COUNTY  
2006- 2010  
FIVE YEAR TOTALS

FIVE YEAR HIGHWAY BICYCLE CRASH TOTALS.....####

2010 POPULATION PROVIDED BY  
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)



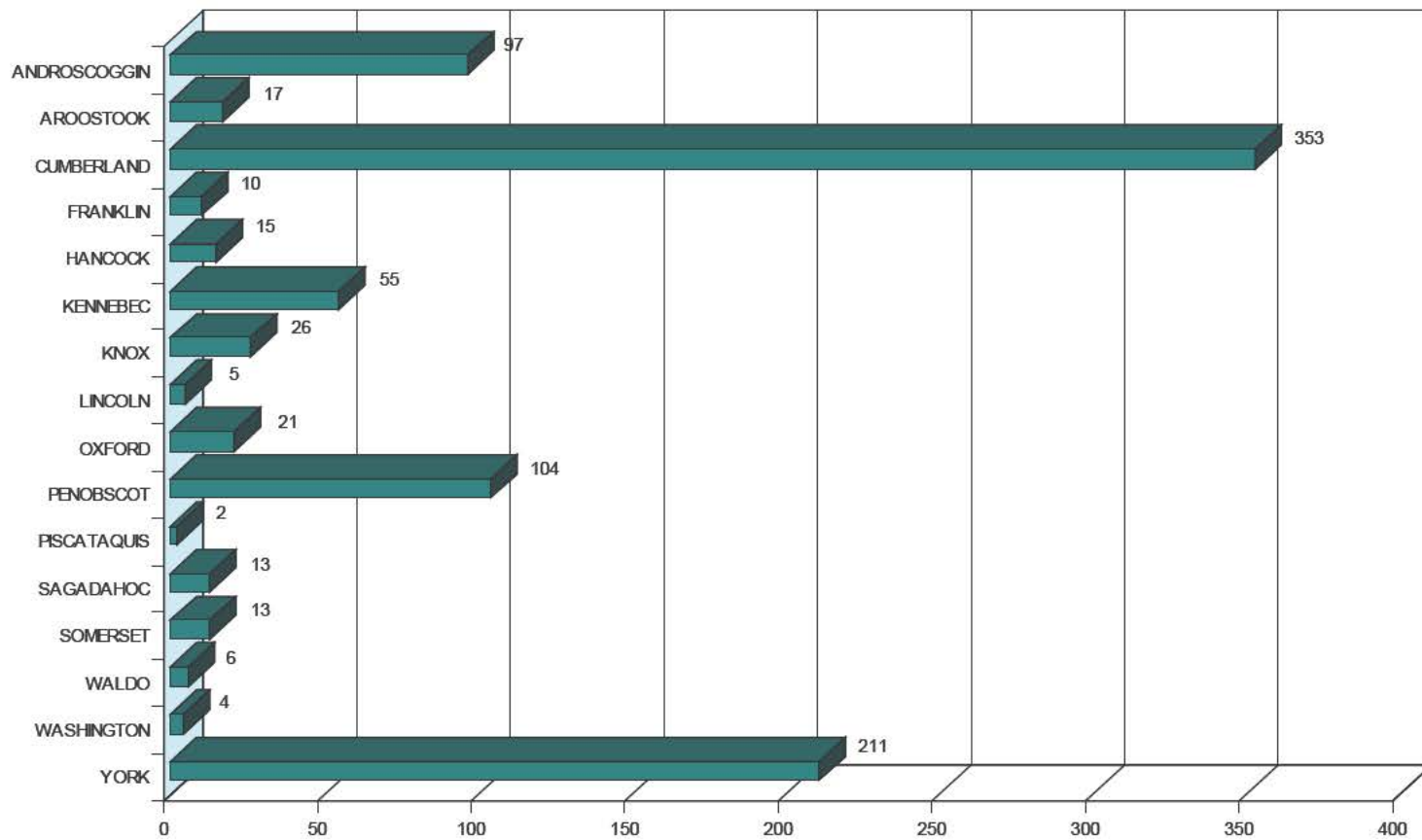
B2

NEW HAMPSHIRE

# MAINE HIGHWAY BICYCLE CRASHES

## BY COUNTY

### 2006 - 2010



# MAINE HIGHWAY BICYCLE CRASH SEVERITY

## BY COUNTY

### 2006 - 2010

| COUNTY  | INJURY TYPE                | 2006      | 2007      | 2008      | 2009      | 2010      | TOTAL CRASHES | PERCENT OF TOTAL |
|---|----------------------------|-----------|-----------|-----------|-----------|-----------|---------------|------------------|
| ANDROSCOGGIN<br>Percent personal injury<br>93.81% | FATAL (K)                  | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 2         | 1         | 0         | 0         | 2         | 5             | 0.53%            |
|   | NON-INCAPACITATING (B)     | 9         | 14        | 11        | 8         | 7         | 49            | 5.15%            |
|   | POSSIBLE INJURY (C)        | 5         | 5         | 8         | 8         | 11        | 37            | 3.89%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 2         | 2         | 1         | 1         | 0         | 6             | 0.63%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>18</b> | <b>22</b> | <b>20</b> | <b>17</b> | <b>20</b> | <b>97</b>     | <b>10.19%</b>    |
| AROOSTOOK<br>Percent personal injury<br>100.00%   | FATAL (K)                  | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 1         | 0         | 0         | 0         | 1         | 2             | 0.21%            |
|   | NON-INCAPACITATING (B)     | 3         | 3         | 1         | 1         | 2         | 10            | 1.05%            |
|   | POSSIBLE INJURY (C)        | 2         | 0         | 0         | 1         | 2         | 5             | 0.53%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>6</b>  | <b>3</b>  | <b>1</b>  | <b>2</b>  | <b>5</b>  | <b>17</b>     | <b>1.79%</b>     |
| CUMBERLAND<br>Percent personal injury<br>99.15%   | FATAL (K)                  | 1         | 1         | 1         | 0         | 0         | 3             | 0.32%            |
|   | INCAPACITATING (A)         | 5         | 7         | 8         | 8         | 5         | 33            | 3.47%            |
|   | NON-INCAPACITATING (B)     | 26        | 33        | 34        | 32        | 27        | 152           | 15.97%           |
|   | POSSIBLE INJURY (C)        | 34        | 35        | 26        | 34        | 33        | 162           | 17.02%           |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 1         | 2         | 3             | 0.32%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>66</b> | <b>76</b> | <b>69</b> | <b>75</b> | <b>67</b> | <b>353</b>    | <b>37.08%</b>    |
| FRANKLIN<br>Percent personal injury<br>100.00%    | FATAL (K)                  | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | NON-INCAPACITATING (B)     | 1         | 1         | 1         | 0         | 2         | 5             | 0.53%            |
|   | POSSIBLE INJURY (C)        | 1         | 1         | 1         | 0         | 2         | 5             | 0.53%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>2</b>  | <b>2</b>  | <b>2</b>  | <b>0</b>  | <b>4</b>  | <b>10</b>     | <b>1.05%</b>     |
| HANCOCK<br>Percent personal injury<br>100.00%     | FATAL (K)                  | 1         | 0         | 0         | 0         | 1         | 2             | 0.21%            |
|   | INCAPACITATING (A)         | 1         | 1         | 0         | 0         | 0         | 2             | 0.21%            |
|   | NON-INCAPACITATING (B)     | 1         | 3         | 1         | 1         | 4         | 10            | 1.05%            |
|   | POSSIBLE INJURY (C)        | 0         | 0         | 0         | 0         | 1         | 1             | 0.11%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>3</b>  | <b>4</b>  | <b>1</b>  | <b>1</b>  | <b>6</b>  | <b>15</b>     | <b>1.58%</b>     |
| KENNEBEC<br>Percent personal injury<br>94.55%     | FATAL (K)                  | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 1         | 0         | 0         | 0         | 1         | 2             | 0.21%            |
|   | NON-INCAPACITATING (B)     | 6         | 3         | 9         | 3         | 1         | 22            | 2.31%            |
|   | POSSIBLE INJURY (C)        | 13        | 2         | 7         | 3         | 3         | 28            | 2.94%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 1         | 1         | 1         | 0         | 0         | 3             | 0.32%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>21</b> | <b>6</b>  | <b>17</b> | <b>6</b>  | <b>5</b>  | <b>55</b>     | <b>5.78%</b>     |
| KNOX<br>Percent personal injury<br>96.15%         | FATAL (K)                  | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 2         | 2         | 0         | 0         | 1         | 5             | 0.53%            |
|   | NON-INCAPACITATING (B)     | 3         | 3         | 3         | 1         | 2         | 12            | 1.26%            |
|   | POSSIBLE INJURY (C)        | 2         | 2         | 0         | 1         | 3         | 8             | 0.84%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 1         | 0         | 0         | 0         | 0         | 1             | 0.11%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>8</b>  | <b>7</b>  | <b>3</b>  | <b>2</b>  | <b>6</b>  | <b>26</b>     | <b>2.73%</b>     |
| LINCOLN<br>Percent personal injury<br>100.00%     | FATAL (K)                  | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | NON-INCAPACITATING (B)     | 0         | 1         | 1         | 1         | 0         | 3             | 0.32%            |
|   | POSSIBLE INJURY (C)        | 1         | 0         | 0         | 1         | 0         | 2             | 0.21%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0         | 0         | 0         | 0         | 0         | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>1</b>  | <b>1</b>  | <b>1</b>  | <b>2</b>  | <b>0</b>  | <b>5</b>      | <b>0.53%</b>     |

# MAINE HIGHWAY BICYCLE CRASH SEVERITY

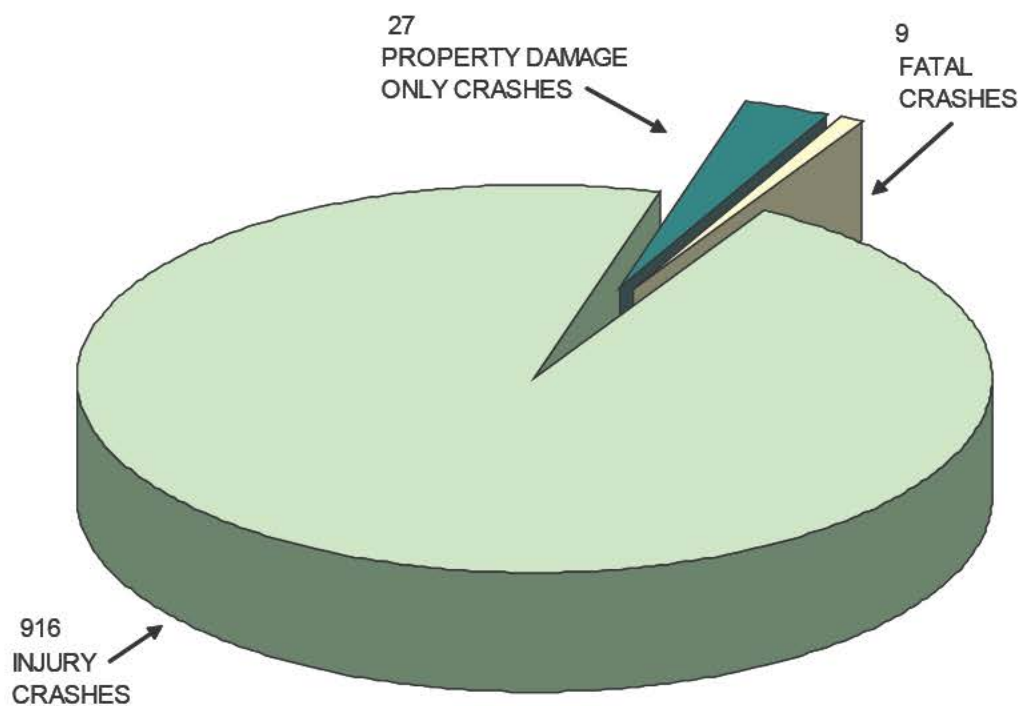
## BY COUNTY

### 2006 - 2010

| COUNTY  | INJURY TYPE                | 2006       | 2007       | 2008       | 2009       | 2010       | TOTAL CRASHES | PERCENT OF TOTAL |
|---|----------------------------|------------|------------|------------|------------|------------|---------------|------------------|
| OXFORD<br>Percent personal injury<br>100.00%            | FATAL (K)                  | 0          | 0          | 1          | 0          | 0          | 1             | 0.11%            |
|   | INCAPACITATING (A)         | 0          | 1          | 0          | 0          | 1          | 2             | 0.21%            |
|   | NON-INCAPACITATING (B)     | 4          | 0          | 4          | 1          | 1          | 10            | 1.05%            |
|   | POSS BLE INJURY (C)        | 2          | 4          | 0          | 0          | 2          | 8             | 0.84%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>6</b>   | <b>5</b>   | <b>5</b>   | <b>1</b>   | <b>4</b>   | <b>21</b>     | <b>2.21%</b>     |
| PENOBSCOT<br>Percent personal injury<br>99.04%          | FATAL (K)                  | 0          | 0          | 1          | 0          | 0          | 1             | 0.11%            |
|   | INCAPACITATING (A)         | 1          | 0          | 5          | 0          | 2          | 8             | 0.84%            |
|   | NON-INCAPACITATING (B)     | 13         | 15         | 4          | 12         | 9          | 53            | 5.57%            |
|   | POSS BLE INJURY (C)        | 9          | 7          | 8          | 6          | 11         | 41            | 4.31%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 1          | 0          | 0          | 0          | 1             | 0.11%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>23</b>  | <b>23</b>  | <b>18</b>  | <b>18</b>  | <b>22</b>  | <b>104</b>    | <b>10.92%</b>    |
| PISCATAQUIS<br>Percent personal injury<br>100.00%       | FATAL (K)                  | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 0          | 1          | 0          | 1          | 0          | 2             | 0.21%            |
|   | NON-INCAPACITATING (B)     | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | POSS BLE INJURY (C)        | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>0</b>   | <b>1</b>   | <b>0</b>   | <b>1</b>   | <b>0</b>   | <b>2</b>      | <b>0.21%</b>     |
| SAGadahoc<br>Percent personal injury<br>100.00%         | FATAL (K)                  | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 1          | 0          | 0          | 0          | 0          | 1             | 0.11%            |
|   | NON-INCAPACITATING (B)     | 1          | 3          | 2          | 2          | 3          | 11            | 1.16%            |
|   | POSS BLE INJURY (C)        | 0          | 0          | 0          | 0          | 1          | 1             | 0.11%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>2</b>   | <b>3</b>   | <b>2</b>   | <b>2</b>   | <b>4</b>   | <b>13</b>     | <b>1.37%</b>     |
| SOMERSET<br>Percent personal injury<br>92.31%           | FATAL (K)                  | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 0          | 0          | 0          | 2          | 0          | 2             | 0.21%            |
|   | NON-INCAPACITATING (B)     | 3          | 0          | 0          | 0          | 0          | 3             | 0.32%            |
|   | POSS BLE INJURY (C)        | 1          | 1          | 1          | 0          | 4          | 7             | 0.74%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 1          | 0          | 0          | 0          | 0          | 1             | 0.11%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>5</b>   | <b>1</b>   | <b>1</b>   | <b>2</b>   | <b>4</b>   | <b>13</b>     | <b>1.37%</b>     |
| WALDO<br>Percent personal injury<br>100.00%             | FATAL (K)                  | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 1          | 1          | 0          | 0          | 0          | 2             | 0.21%            |
|   | NON-INCAPACITATING (B)     | 0          | 1          | 0          | 0          | 2          | 3             | 0.32%            |
|   | POSS BLE INJURY (C)        | 0          | 0          | 0          | 1          | 0          | 1             | 0.11%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>1</b>   | <b>2</b>   | <b>0</b>   | <b>1</b>   | <b>2</b>   | <b>6</b>      | <b>0.63%</b>     |
| WASHINGTON<br>Percent personal injury<br>100.00%        | FATAL (K)                  | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | INCAPACITATING (A)         | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | NON-INCAPACITATING (B)     | 1          | 0          | 0          | 0          | 1          | 2             | 0.21%            |
|   | POSS BLE INJURY (C)        | 0          | 1          | 0          | 1          | 0          | 2             | 0.21%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 0          | 0          | 0          | 0          | 0          | 0             | 0.00%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>1</b>   | <b>1</b>   | <b>0</b>   | <b>1</b>   | <b>1</b>   | <b>4</b>      | <b>0.42%</b>     |
| YORK<br>Percent personal injury<br>94.31%               | FATAL (K)                  | 1          | 0          | 1          | 0          | 0          | 2             | 0.21%            |
|   | INCAPACITATING (A)         | 1          | 5          | 1          | 1          | 5          | 13            | 1.37%            |
|   | NON-INCAPACITATING (B)     | 20         | 22         | 25         | 14         | 15         | 96            | 10.08%           |
|   | POSS BLE INJURY (C)        | 8          | 21         | 15         | 20         | 24         | 88            | 9.24%            |
|   | PROPERTY DAMAGE ONLY (PDO) | 2          | 2          | 3          | 4          | 1          | 12            | 1.26%            |
|   | <b>COUNTY SUBTOTAL</b>     | <b>32</b>  | <b>50</b>  | <b>45</b>  | <b>39</b>  | <b>45</b>  | <b>211</b>    | <b>22.16%</b>    |
| COUNTY GRAND TOTAL<br>Percent personal injury<br>97.16% | FATAL (K)                  | 3          | 1          | 4          | 0          | 1          | 9             | 0.95%            |
|   | INCAPACITATING (A)         | 16         | 19         | 14         | 12         | 18         | 79            | 8.30%            |
|   | NON-INCAPACITATING (B)     | 91         | 102        | 96         | 76         | 76         | 441           | 46.32%           |
|   | POSS BLE INJURY (C)        | 78         | 79         | 66         | 76         | 97         | 396           | 41.60%           |
|   | PROPERTY DAMAGE ONLY (PDO) | 7          | 6          | 5          | 6          | 3          | 27            | 2.84%            |
|   | <b>GRAND TOTAL</b>         | <b>195</b> | <b>207</b> | <b>185</b> | <b>170</b> | <b>195</b> | <b>952</b>    | <b>100.00%</b>   |



MAINE HIGHWAY BICYCLE CRASHES  
2006 - 2010  
952 TOTAL BICYCLE CRASHES

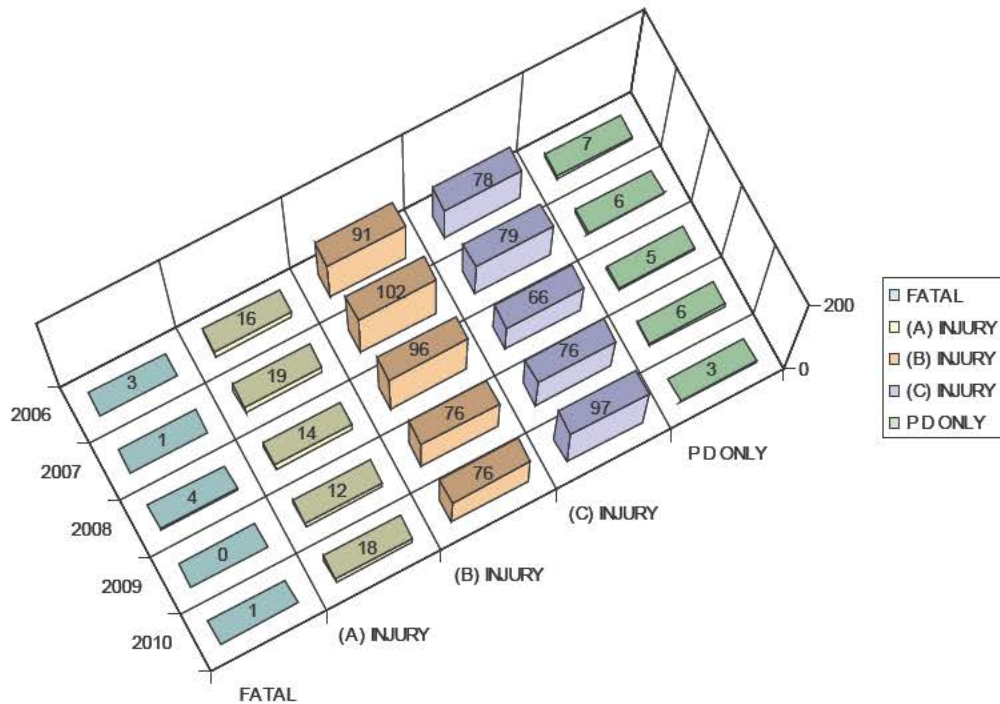




# MAINE HIGHWAY BICYCLE CRASH SEVERITY

## BY YEAR

### 2006 - 2010



B7

| YEAR           | FATAL<br>CRASH (K) | INCAPACITATING<br>INJURY (A)    | NON<br>INCAPACITATING<br>INJURY (B) | POSSIBLE<br>INJURY (C) | PROPERTY<br>DAMAGE<br>ONLY (PDO) | TOTAL<br>CRASHES |
|----------------|--------------------|---------------------------------|-------------------------------------|------------------------|----------------------------------|------------------|
| 2006           | 3                  | 16                              | 91                                  | 78                     | 7                                | 195              |
| 2007           | 1                  | 19                              | 102                                 | 79                     | 6                                | 207              |
| 2008           | 4                  | 14                              | 96                                  | 66                     | 5                                | 185              |
| 2009           | 0                  | 12                              | 76                                  | 76                     | 6                                | 170              |
| 2010           | 1                  | 18                              | 76                                  | 97                     | 3                                | 195              |
| <b>TOTAL</b>   | <b>9</b>           | <b>79</b>                       | <b>441</b>                          | <b>396</b>             | <b>27</b>                        | <b>952</b>       |
| <b>PERCENT</b> | <b>0.95%</b>       | <b>PERCENT INJURY CRASHES =</b> |                                     | <b>96.22%</b>          | <b>2.84%</b>                     | <b>100.00%</b>   |

**(K) = Fatal injury.** A fatal injury is any injury that results in death.

**(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 accident in which the injury occurred.

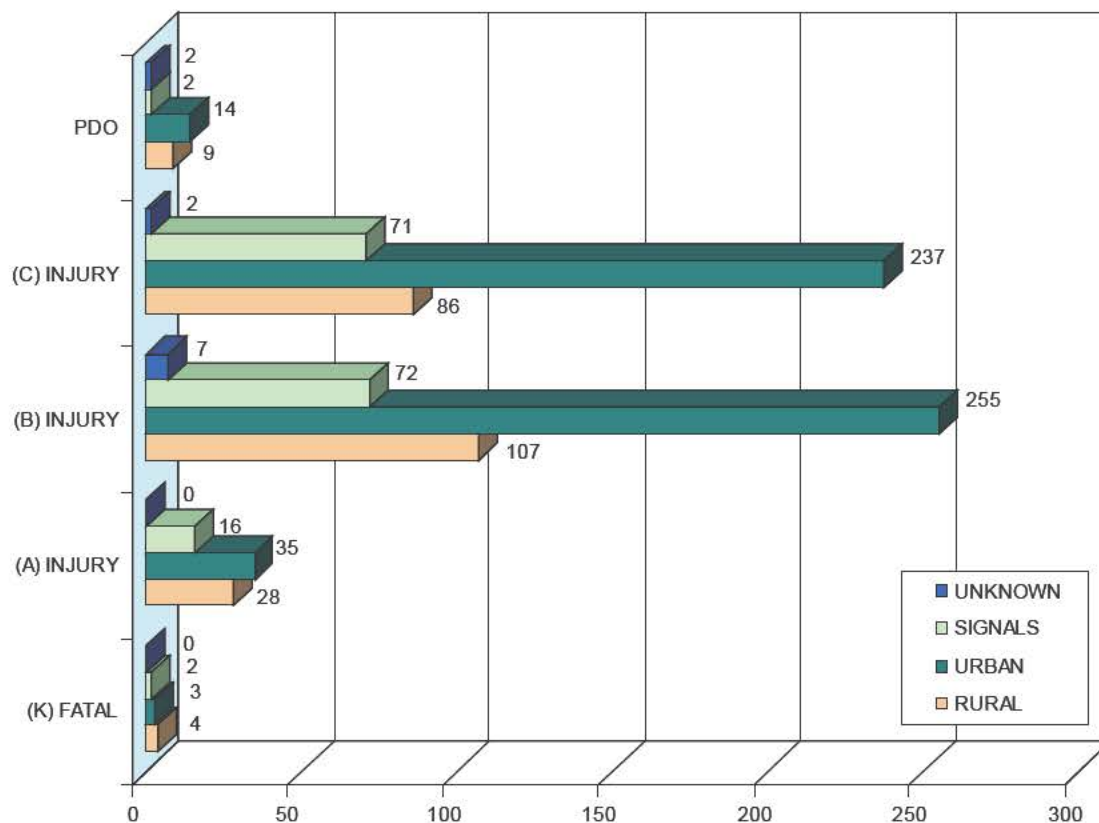
**(C) = Possible injury.** A possible injury is any injury reported or claimed which is not a fatal injury, incapacitating injury or nonincapacitating injury.

**(PDO) = Property Damage only.** Damage is harm to property that reduces the monetary value of that property.

# MAINE HIGHWAY BICYCLE CRASH SEVERITY

## BY RURAL URBAN DESIGNATION

### 2006 - 2010

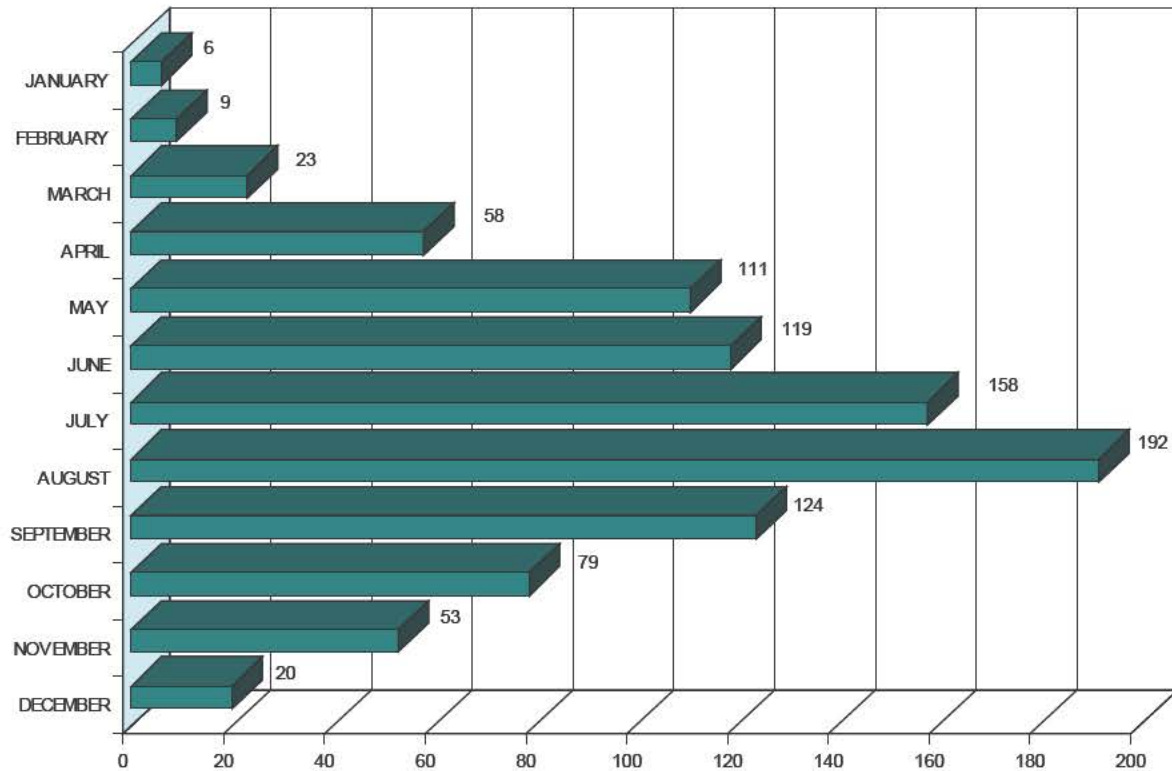


| RURAL<br>URBAN<br>DESIGNATION |     | FATAL<br>CRASH (K) | INCAPACITATING<br>INJURY (A) | NON<br>INCAPACITATING<br>INJURY (B) | POSSIBLE<br>INJURY (C) | PROPERTY<br>DAMAGE<br>ONLY (PDO) | FIVE<br>YEAR<br>TOTAL |
|-------------------------------|-----|--------------------|------------------------------|-------------------------------------|------------------------|----------------------------------|-----------------------|
| RURAL                         | (1) | 4                  | 28                           | 107                                 | 86                     | 9                                | 234                   |
| URBAN                         | (2) | 3                  | 35                           | 255                                 | 237                    | 14                               | 544                   |
| SIGNALIZED INT.               |     | 2                  | 16                           | 72                                  | 71                     | 2                                | 163                   |
| UNKNOWN                       |     | 0                  | 0                            | 7                                   | 2                      | 2                                | 11                    |
| <b>TOTAL</b>                  |     | <b>9</b>           | <b>79</b>                    | <b>441</b>                          | <b>396</b>             | <b>27</b>                        | <b>952</b>            |

# MAINE HIGHWAY BICYCLE CRASHES

## BY MONTH

### 2006 - 2010

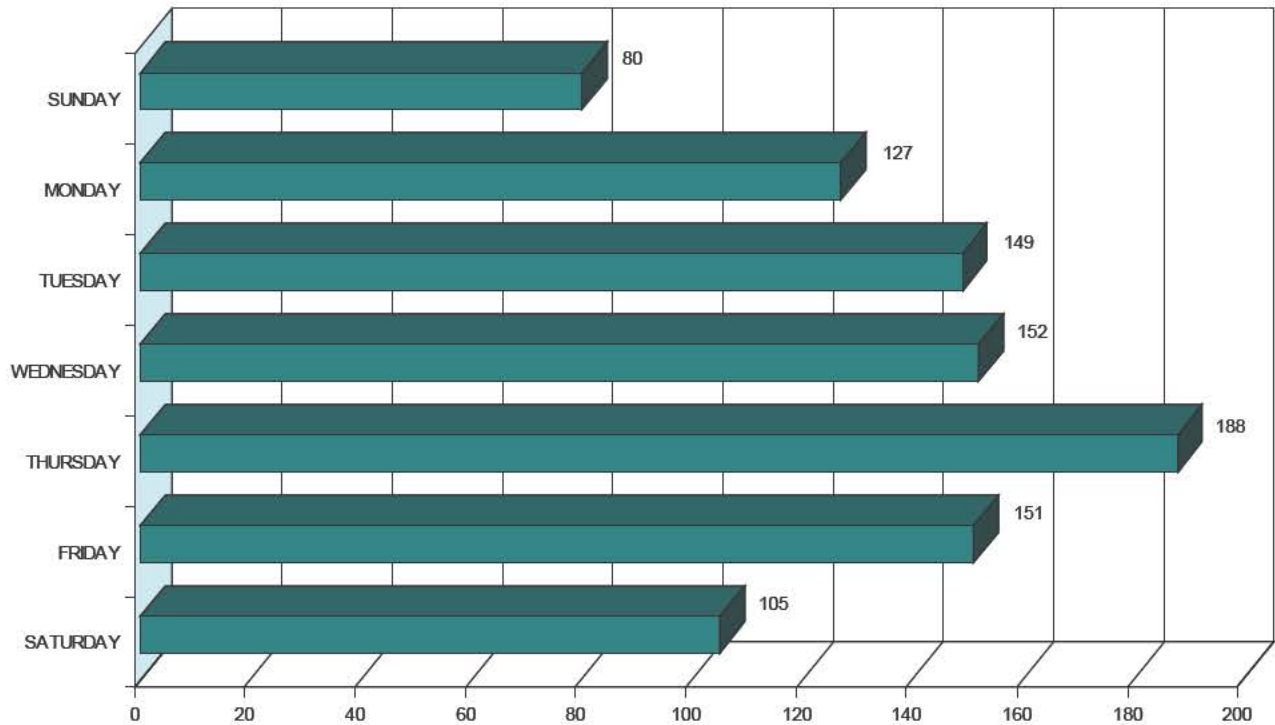


| MONTH        | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|------------------|
| JANUARY      | 1          | 1          | 1          | 0          | 3          | 6               | 0.63%            |
| FEBRUARY     | 3          | 1          | 1          | 3          | 1          | 9               | 0.95%            |
| MARCH        | 5          | 3          | 3          | 5          | 7          | 23              | 2.42%            |
| APRIL        | 8          | 5          | 16         | 11         | 18         | 58              | 6.09%            |
| MAY          | 22         | 28         | 13         | 20         | 28         | 111             | 11.66%           |
| JUNE         | 25         | 31         | 25         | 23         | 15         | 119             | 12.50%           |
| JULY         | 35         | 33         | 36         | 23         | 31         | 158             | 16.60%           |
| AUGUST       | 34         | 52         | 35         | 29         | 42         | 192             | 20.17%           |
| SEPTEMBER    | 26         | 33         | 23         | 26         | 16         | 124             | 13.03%           |
| OCTOBER      | 12         | 13         | 17         | 19         | 18         | 79              | 8.30%            |
| NOVEMBER     | 18         | 4          | 12         | 9          | 10         | 53              | 5.57%            |
| DECEMBER     | 6          | 3          | 3          | 2          | 6          | 20              | 2.10%            |
| <b>TOTAL</b> | <b>195</b> | <b>207</b> | <b>185</b> | <b>170</b> | <b>195</b> | <b>952</b>      | <b>100.00%</b>   |

# MAINE HIGHWAY BICYCLE CRASHES

## BY DAY OF THE WEEK

### 2006 - 2010

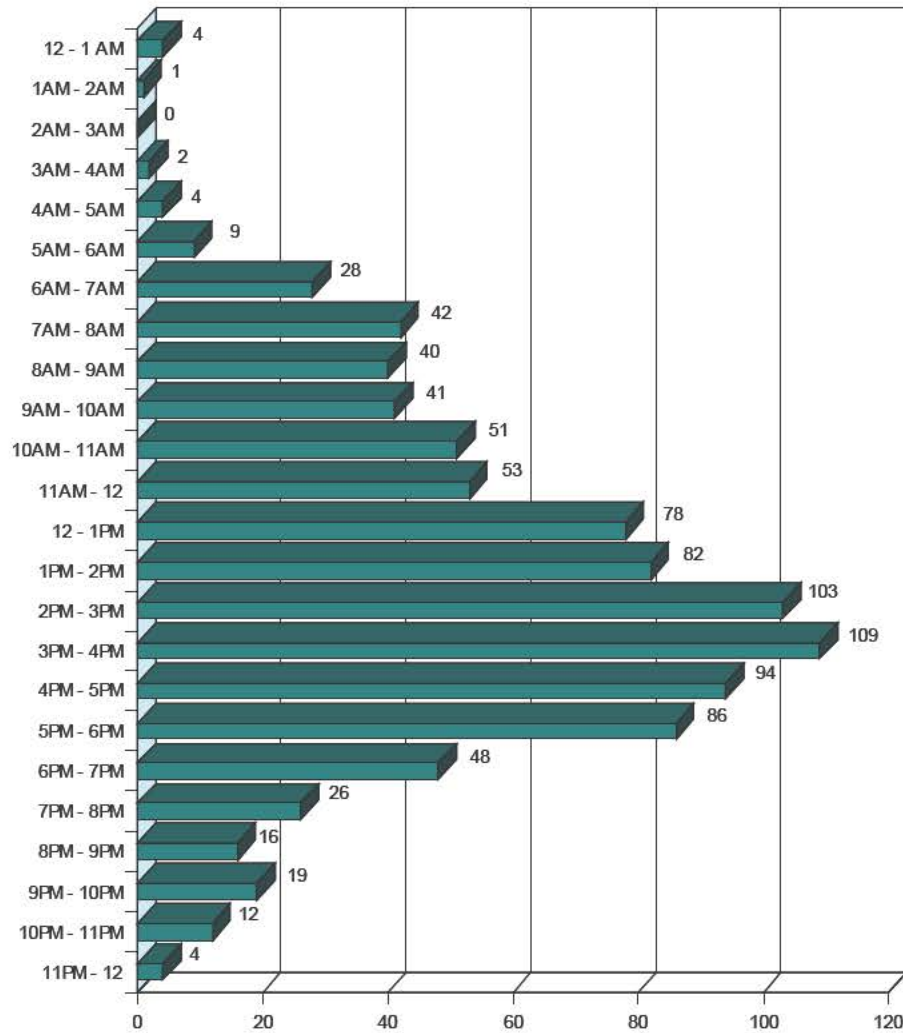


| DAY OF THE WEEK | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|------------|------------|------------|------------|------------|-----------------|------------------|
| SUNDAY          | 16         | 19         | 16         | 11         | 18         | 80              | 8.40%            |
| MONDAY          | 23         | 29         | 28         | 24         | 23         | 127             | 13.34%           |
| TUESDAY         | 33         | 27         | 33         | 25         | 31         | 149             | 15.65%           |
| WEDNESDAY       | 37         | 29         | 26         | 26         | 34         | 152             | 15.97%           |
| THURSDAY        | 32         | 40         | 40         | 37         | 39         | 188             | 19.75%           |
| FRIDAY          | 29         | 41         | 25         | 32         | 24         | 151             | 15.86%           |
| SATURDAY        | 25         | 22         | 17         | 15         | 26         | 105             | 11.03%           |
| <b>TOTAL</b>    | <b>195</b> | <b>207</b> | <b>185</b> | <b>170</b> | <b>195</b> | <b>952</b>      | <b>100.00%</b>   |

# MAINE HIGHWAY BICYCLE CRASHES

## BY TIME OF DAY

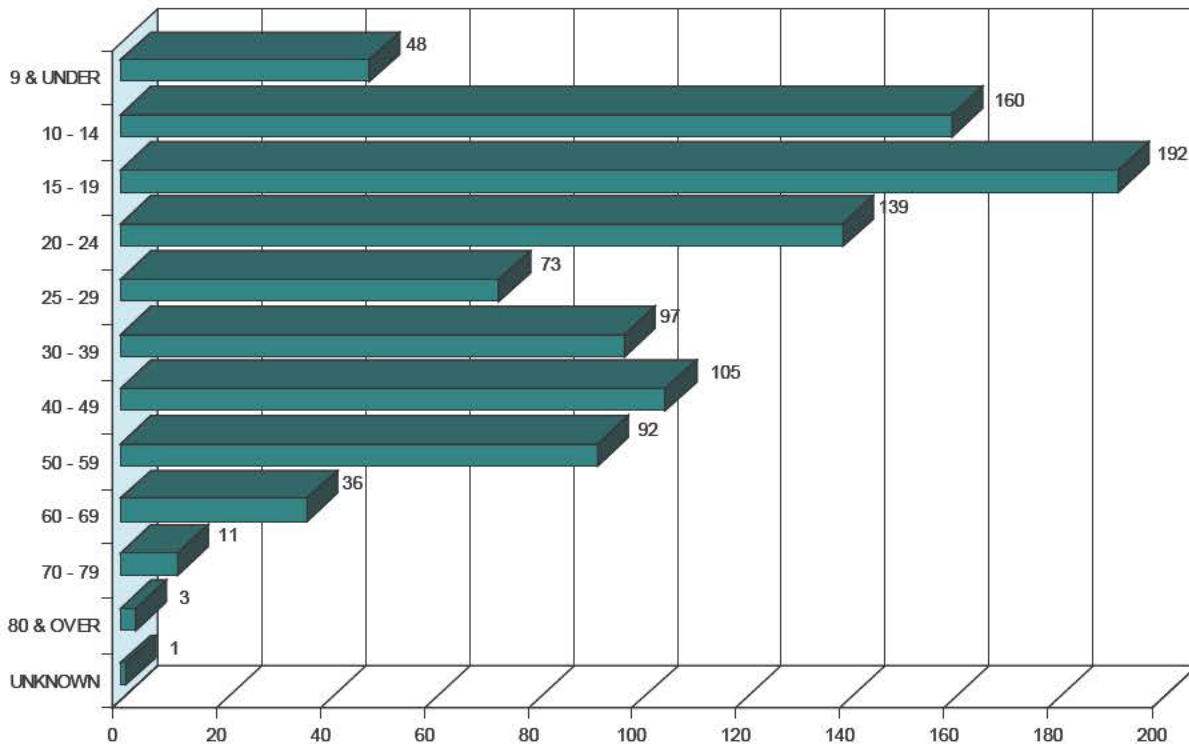
### 2006 - 2010



| TIME OF DAY  | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|
| 12 - 1 AM    | 1          | 0          | 2          | 0          | 1          | 4               |
| 1AM - 2AM    | 1          | 0          | 0          | 0          | 0          | 1               |
| 2AM - 3AM    | 0          | 0          | 0          | 0          | 0          | 0               |
| 3AM - 4AM    | 1          | 1          | 0          | 0          | 0          | 2               |
| 4AM - 5AM    | 1          | 0          | 1          | 1          | 1          | 4               |
| 5AM - 6AM    | 3          | 3          | 2          | 0          | 1          | 9               |
| 6AM - 7AM    | 6          | 10         | 8          | 1          | 3          | 28              |
| 7AM - 8AM    | 7          | 8          | 9          | 8          | 10         | 42              |
| 8AM - 9AM    | 7          | 6          | 9          | 12         | 6          | 40              |
| 9AM - 10AM   | 7          | 9          | 12         | 7          | 6          | 41              |
| 10AM - 11AM  | 14         | 9          | 10         | 7          | 11         | 51              |
| 11AM - 12    | 9          | 17         | 9          | 6          | 12         | 53              |
| 12 - 1PM     | 20         | 16         | 14         | 12         | 16         | 78              |
| 1PM - 2PM    | 16         | 21         | 15         | 13         | 17         | 82              |
| 2PM - 3PM    | 24         | 20         | 30         | 13         | 16         | 103             |
| 3PM - 4PM    | 27         | 21         | 18         | 21         | 22         | 109             |
| 4PM - 5PM    | 13         | 22         | 17         | 16         | 26         | 94              |
| 5PM - 6PM    | 22         | 20         | 9          | 21         | 14         | 86              |
| 6PM - 7PM    | 8          | 3          | 8          | 13         | 16         | 48              |
| 7PM - 8PM    | 2          | 7          | 5          | 6          | 6          | 26              |
| 8PM - 9PM    | 3          | 4          | 3          | 3          | 3          | 16              |
| 9PM - 10PM   | 1          | 6          | 4          | 4          | 4          | 19              |
| 10PM - 11PM  | 2          | 4          | 0          | 5          | 1          | 12              |
| 11PM - 12    | 0          | 0          | 0          | 1          | 3          | 4               |
| <b>TOTAL</b> | <b>195</b> | <b>207</b> | <b>185</b> | <b>170</b> | <b>195</b> | <b>952</b>      |



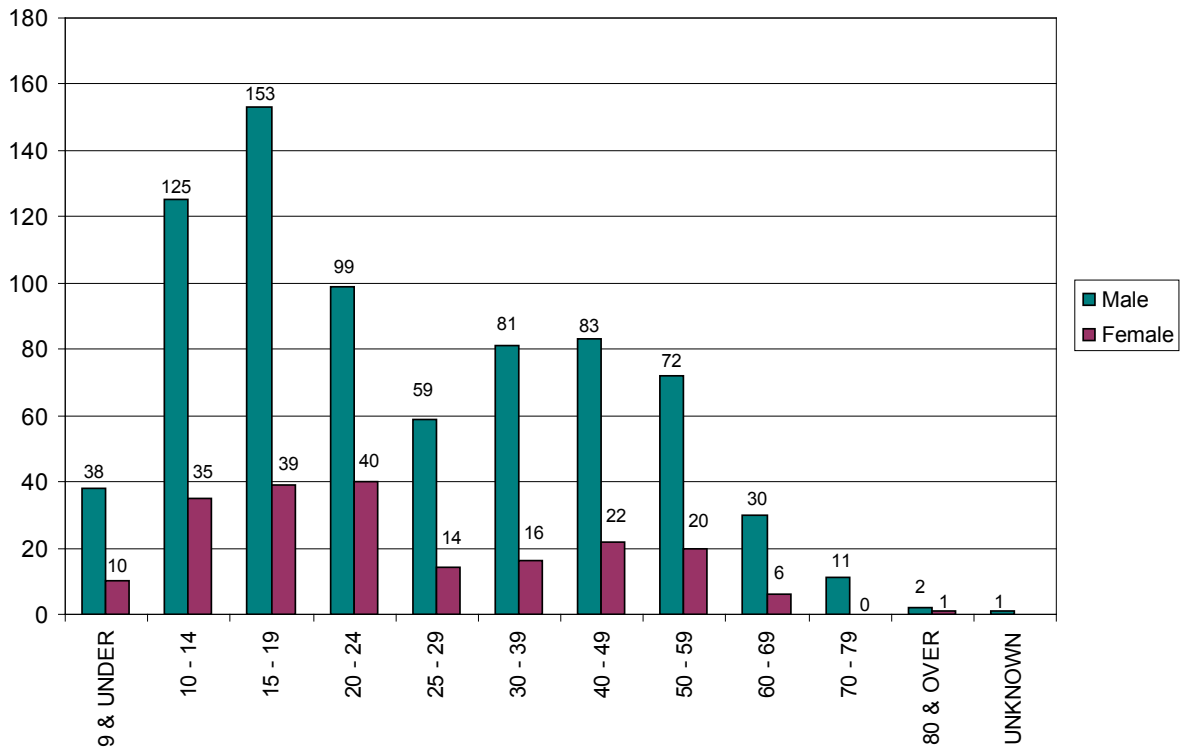
# BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES By AGE GROUP 2006 - 2010



| AGE OF BICYCLIST | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|------------------|------------|------------|------------|------------|------------|-----------------|------------------|
| 9 & UNDER        | 16         | 13         | 8          | 5          | 6          | 48              | 5.02%            |
| 10 - 14          | 42         | 36         | 33         | 21         | 28         | 160             | 16.72%           |
| 15 - 19          | 38         | 39         | 37         | 35         | 43         | 192             | 20.06%           |
| 20 - 24          | 24         | 24         | 28         | 31         | 32         | 139             | 14.52%           |
| 25 - 29          | 12         | 16         | 14         | 14         | 17         | 73              | 7.63%            |
| 30 - 39          | 17         | 23         | 20         | 19         | 18         | 97              | 10.14%           |
| 40 - 49          | 21         | 27         | 22         | 19         | 16         | 105             | 10.97%           |
| 50 - 59          | 16         | 23         | 15         | 20         | 18         | 92              | 9.61%            |
| 60 - 69          | 3          | 9          | 5          | 6          | 13         | 36              | 3.76%            |
| 70 - 79          | 5          | 1          | 1          | 0          | 4          | 11              | 1.15%            |
| 80 & OVER        | 0          | 0          | 1          | 0          | 2          | 3               | 0.31%            |
| UNKNOWN          | 0          | 0          | 0          | 0          | 1          | 1               | 0.10%            |
| <b>TOTAL</b>     | <b>194</b> | <b>211</b> | <b>184</b> | <b>170</b> | <b>198</b> | <b>957</b>      | <b>100.00%</b>   |

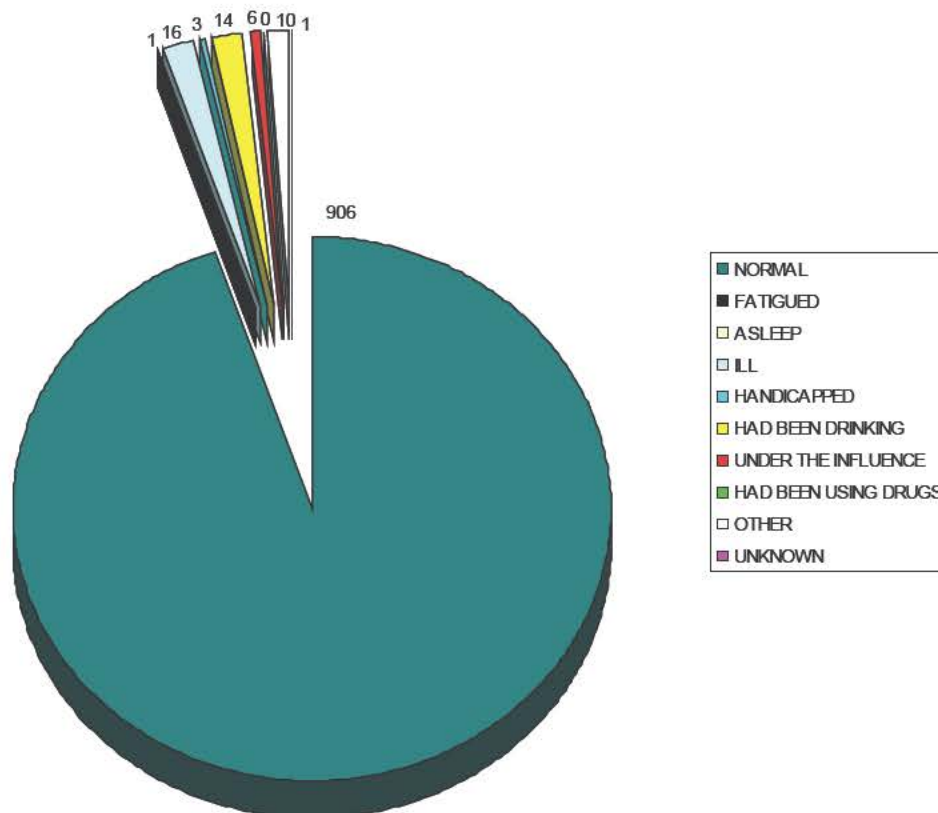


# BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2006 - 2010



| AGE GROUP OF BICYCLIST BY GENDER | 2006 |    | 2007 |    | 2008 |    | 2009 |    | 2010 |    | TOTALS |     | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|----------------------------------|------|----|------|----|------|----|------|----|------|----|--------|-----|-----------------|------------------|
|                                  | M    | F  | M    | F  | M    | F  | M    | F  | M    | F  | M      | F   |                 |                  |
| 9 & UNDER                        | 12   | 4  | 10   | 3  | 6    | 2  | 5    | 0  | 5    | 1  | 38     | 10  | 48              | 5.02%            |
| 10 - 14                          | 32   | 10 | 25   | 11 | 29   | 4  | 18   | 3  | 21   | 7  | 125    | 35  | 160             | 16.72%           |
| 15 - 19                          | 30   | 8  | 32   | 7  | 26   | 11 | 30   | 5  | 35   | 8  | 153    | 39  | 192             | 20.06%           |
| 20 - 24                          | 20   | 4  | 11   | 13 | 23   | 5  | 21   | 10 | 24   | 8  | 99     | 40  | 139             | 14.52%           |
| 25 - 29                          | 10   | 2  | 13   | 3  | 12   | 2  | 11   | 3  | 13   | 4  | 59     | 14  | 73              | 7.63%            |
| 30 - 39                          | 14   | 3  | 21   | 2  | 17   | 3  | 13   | 6  | 16   | 2  | 81     | 16  | 97              | 10.14%           |
| 40 - 49                          | 16   | 5  | 23   | 4  | 18   | 4  | 13   | 6  | 13   | 3  | 83     | 22  | 105             | 10.97%           |
| 50 - 59                          | 13   | 3  | 18   | 5  | 14   | 1  | 16   | 4  | 11   | 7  | 72     | 20  | 92              | 9.61%            |
| 60 - 69                          | 2    | 1  | 7    | 2  | 5    | 0  | 6    | 0  | 10   | 3  | 30     | 6   | 36              | 3.76%            |
| 70 - 79                          | 5    | 0  | 1    | 0  | 1    | 0  | 0    | 0  | 4    | 0  | 11     | 0   | 11              | 1.15%            |
| 80 & OVER                        | 0    | 0  | 0    | 0  | 1    | 0  | 0    | 0  | 1    | 1  | 2      | 1   | 3               | 0.31%            |
| UNKNOWN                          | 0    | 0  | 0    | 0  | 0    | 0  | 0    | 0  | 1    | 0  | 1      | 0   | 1               | 0.10%            |
| TOTAL BY GENDER                  | 154  | 40 | 161  | 50 | 152  | 32 | 133  | 37 | 153  | 44 | 753    | 203 |                 |                  |
| TOTAL                            | 194  |    | 211  |    | 184  |    | 170  |    | 198  |    | 957    |     | 957             | 100.00%          |

# MAINE HIGHWAY BICYCLE CRASHES BY APPARENT PHYSICAL CONDITIONS 2006 - 2010



B14

| BICYCLIST<br>PHYSICAL<br>CONDITION | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE<br>YEAR<br>TOTAL | PERCENT<br>OF TOTAL |
|------------------------------------|------------|------------|------------|------------|------------|-----------------------|---------------------|
| NORMAL                             | 184        | 199        | 170        | 163        | 190        | 906                   | 94.67%              |
| FATIGUED                           | 0          | 0          | 1          | 0          | 0          | 1                     | 0.10%               |
| ASLEEP                             | 0          | 0          | 0          | 0          | 0          | 0                     | 0.00%               |
| ILL                                | 1          | 3          | 6          | 2          | 4          | 16                    | 1.67%               |
| HANDICAPPED                        | 0          | 0          | 2          | 1          | 0          | 3                     | 0.31%               |
| HAD BEEN<br>DRINKING               | 4          | 4          | 2          | 1          | 3          | 14                    | 1.46%               |
| UNDER THE<br>INFLUENCE             | 2          | 2          | 1          | 1          | 0          | 6                     | 0.63%               |
| HAD BEEN USING<br>DRUGS            | 0          | 0          | 0          | 0          | 0          | 0                     | 0.00%               |
| OTHER                              | 3          | 3          | 2          | 1          | 1          | 10                    | 1.04%               |
| UNKNOWN                            | 0          | 0          | 0          | 1          | 0          | 1                     | 0.10%               |
| <b>TOTAL</b>                       | <b>194</b> | <b>211</b> | <b>184</b> | <b>170</b> | <b>198</b> | <b>957</b>            | <b>100.00%</b>      |

# CONTRIBUTING FACTORS TO MAINE HIGHWAY BICYCLE CRASHES 2006 - 2010

| HUMAN FACTORS             | DRIVER<br>VEH. 1 | DRIVER<br>VEH. 2 | DRIVER<br>VEH. 3 | DRIVER<br>VEH. 4 | DRIVER<br>VEH. 5 | OTHER    | FIVE<br>YEAR<br>TOTAL |
|---------------------------|------------------|------------------|------------------|------------------|------------------|----------|-----------------------|
| NO IMPROPER DRIVING       | 347              | 422              | 15               | 3                | 1                | 0        | 788                   |
| FAIL TO YIELD R-WAY       | 200              | 145              | 5                | 0                | 1                | 0        | 351                   |
| ILLEGAL UNSAFE SPEED      | 12               | 7                | 0                | 0                | 0                | 0        | 19                    |
| FOLLOW TOO CLOSE          | 4                | 4                | 1                | 0                | 0                | 0        | 9                     |
| DISREGARD TRAFFIC CONTROL | 18               | 34               | 0                | 0                | 0                | 0        | 52                    |
| DRIVING LEFT OF CENTER    | 2                | 8                | 0                | 0                | 0                | 0        | 10                    |
| IMPROPER PASSING          | 4                | 9                | 2                | 0                | 0                | 0        | 15                    |
| IMPROPER LANE CHANGE      | 3                | 16               | 0                | 0                | 0                | 0        | 19                    |
| IMPROPER START/STOP       | 2                | 2                | 0                | 0                | 0                | 0        | 4                     |
| IMPROPER TURN             | 20               | 8                | 0                | 0                | 0                | 0        | 28                    |
| UNSAFE BACKING            | 5                | 0                | 0                | 0                | 0                | 0        | 5                     |
| NO PROPER SIGNAL          | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| IMPEDING TRAFFIC          | 4                | 5                | 0                | 0                | 0                | 0        | 9                     |
| DRIVER INATTENTION        | 162              | 107              | 0                | 0                | 0                | 0        | 269                   |
| DRIVER INEXPERIENCE       | 7                | 12               | 0                | 0                | 0                | 0        | 19                    |
| PEDESTRIAN VIOLATION      | 9                | 25               | 0                | 0                | 0                | 0        | 34                    |
| PHYSICAL IMPAIRMENT       | 4                | 1                | 0                | 0                | 0                | 0        | 5                     |
| VISION OBSCURED GLASS     | 2                | 0                | 0                | 0                | 0                | 0        | 2                     |
| VISION OBSCURED LIGHT     | 16               | 0                | 0                | 0                | 0                | 0        | 16                    |
| VISION OBSCURED OTHER     | 30               | 13               | 0                | 0                | 0                | 0        | 43                    |
| OTHER HUMAN FACTOR        | 29               | 62               | 1                | 0                | 0                | 0        | 92                    |
| HIT & RUN                 | 13               | 4                | 0                | 0                | 0                | 0        | 17                    |
| <b>HUMAN FACTOR TOTAL</b> | <b>893</b>       | <b>884</b>       | <b>24</b>        | <b>3</b>         | <b>2</b>         | <b>0</b> | <b>1806</b>           |



B15

| VEHICULAR FACTORS             | DRIVER<br>VEH. 1 | DRIVER<br>VEH. 2 | DRIVER<br>VEH. 3 | DRIVER<br>VEH. 4 | DRIVER<br>VEH. 5 | OTHER    | FIVE<br>YEAR<br>TOTAL |
|-------------------------------|------------------|------------------|------------------|------------------|------------------|----------|-----------------------|
| DEFECTIVE BRAKES              | 10               | 6                | 0                | 0                | 0                | 0        | 16                    |
| DEFECTIVE TIRE                | 2                | 0                | 0                | 0                | 0                | 0        | 1                     |
| DEFECTIVE LIGHTS              | 4                | 11               | 0                | 0                | 0                | 0        | 6                     |
| DEFECTIVE SUSPENSION          | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| DEFECTIVE STEERING            | 0                | 0                | 0                | 0                | 0                | 0        | 0                     |
| OTHER VEHICLE DEFECT          | 4                | 5                | 0                | 0                | 0                | 0        | 5                     |
| UNKNOWN                       | 17               | 17               | 0                | 0                | 0                | 0        | 24                    |
| <b>VEHICULAR FACTOR TOTAL</b> | <b>37</b>        | <b>39</b>        | <b>0</b>         | <b>0</b>         | <b>0</b>         | <b>0</b> | <b>76</b>             |
| <b>GRAND TOTAL</b>            | <b>930</b>       | <b>923</b>       | <b>24</b>        | <b>3</b>         | <b>2</b>         | <b>0</b> | <b>1882</b>           |

# VEHICLES INVOLVED IN MAINE HIGHWAY BICYCLE CRASHES 2006 - 2010

| VEHICLE TYPE<br>INVOLVED IN<br>BICYCLE CRASHES | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE<br>YEAR<br>TOTAL |
|--|------------|------------|------------|------------|------------|-----------------------|
| 2-DOOR   | 8          | 26         | 11         | 8          | 5          | 58                    |
| 4-DOOR   | 88         | 77         | 80         | 85         | 97         | 427                   |
| CONVERTIBLE                                    | 1          | 0          | 2          | 0          | 2          | 5                     |
| STATION WAGON                                  | 9          | 11         | 15         | 4          | 10         | 49                    |
| VAN/CAMPER                                     | 15         | 14         | 11         | 13         | 16         | 69                    |
| PICKUP TRUCK                                   | 28         | 39         | 28         | 22         | 30         | 147                   |
| SCHOOL BUS                                     | 1          | 0          | 0          | 1          | 1          | 3                     |
| MOTOR HOME                                     | 1          | 0          | 0          | 0          | 0          | 1                     |
| MOTORCYCLE                                     | 2          | 2          | 0          | 0          | 2          | 6                     |
| MOPED  | 0          | 0          | 0          | 0          | 0          | 0                     |
| MOTOR BIKE                                     | 0          | 0          | 0          | 0          | 0          | 0                     |
| BICYCLE  | 195        | 211        | 184        | 170        | 198        | 958                   |
| SNOWMOBILE                                     | 0          | 0          | 0          | 0          | 0          | 0                     |
| PEDESTRIAN                                     | 0          | 0          | 0          | 0          | 0          | 0                     |
| ATV  | 0          | 0          | 0          | 0          | 0          | 0                     |
| SUV  | 32         | 24         | 17         | 26         | 22         | 121                   |
| UNKNOWN  | 3          | 5          | 2          | 3          | 0          | 13                    |
| (10) BOBTAIL                                   | 0          | 0          | 0          | 0          | 0          | 0                     |
| (20) 2ADT                                      | 3          | 0          | 0          | 2          | 1          | 6                     |
| (30) 3ASU                                      | 1          | 1          | 0          | 0          | 0          | 2                     |
| (40) 4ASU                                      | 0          | 0          | 0          | 0          | 0          | 0                     |
| (21) 2ASA                                      | 0          | 0          | 0          | 0          | 0          | 0                     |
| (22) 2ATA                                      | 0          | 0          | 0          | 0          | 0          | 0                     |
| (31) 3ASA                                      | 0          | 0          | 1          | 0          | 0          | 1                     |
| (32) 3ATA                                      | 1          | 0          | 0          | 0          | 0          | 1                     |
| (33) 3ATR                                      | 0          | 0          | 1          | 0          | 0          | 1                     |
| (42) 4ATA                                      | 0          | 0          | 0          | 0          | 0          | 0                     |
| (25) 2AT1A2ATR                                 | 0          | 0          | 0          | 1          | 0          | 1                     |
| (35) 3AT1A2ATR                                 | 0          | 0          | 0          | 0          | 0          | 0                     |
| (36) 3AT2A2ATR                                 | 0          | 0          | 1          | 0          | 0          | 1                     |
| (50) OTHER                                     | 0          | 3          | 5          | 1          | 1          | 10                    |
| (81) 2AX CM BUS                                | 0          | 1          | 0          | 0          | 1          | 2                     |
| (82) 3AX CM BUS                                | 0          | 0          | 0          | 0          | 0          | 0                     |
| (98) FARM/TRAC                                 | 0          | 0          | 0          | 0          | 0          | 0                     |
| <b>TOTAL VEHICLES<br/>INVOLVED</b>             | <b>388</b> | <b>414</b> | <b>358</b> | <b>336</b> | <b>386</b> | <b>1882</b>           |



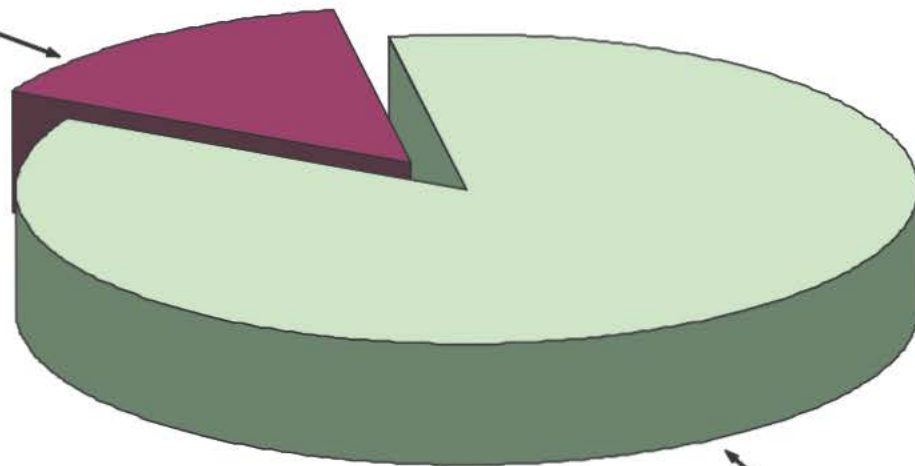
B16

# MAINE HIGHWAY BICYCLE CRASHES

## BY LIGHT CONDITION

### 2006 - 2010

138  
DARK  
CRASHES  
14.50%



814  
DAYLIGHT  
CRASHES  
85.50%

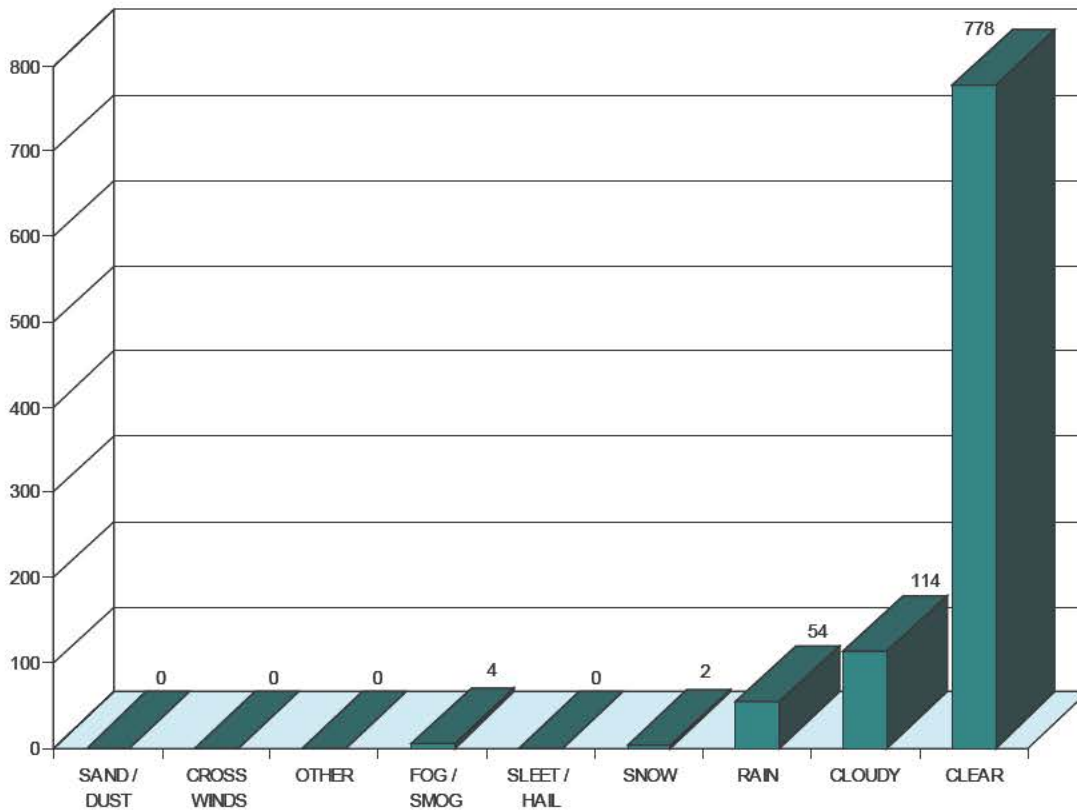


| LIGHT<br>CONDITION | 2006 | 2007 | 2008 | 2009 | 2010 | FIVE<br>YEAR<br>TOTAL | PERCENT<br>OF TOTAL |
|--------------------|------|------|------|------|------|-----------------------|---------------------|
| DAYLIGHT           | 163  | 181  | 161  | 144  | 165  | 814                   | 85.50%              |
| DARK               | 32   | 26   | 24   | 26   | 30   | 138                   | 14.50%              |
| TOTAL              | 195  | 207  | 185  | 170  | 195  | 952                   | 100.00%             |

# MAINE HIGHWAY BICYCLE CRASHES

## BY WEATHER CONDITIONS

### 2006 - 2010



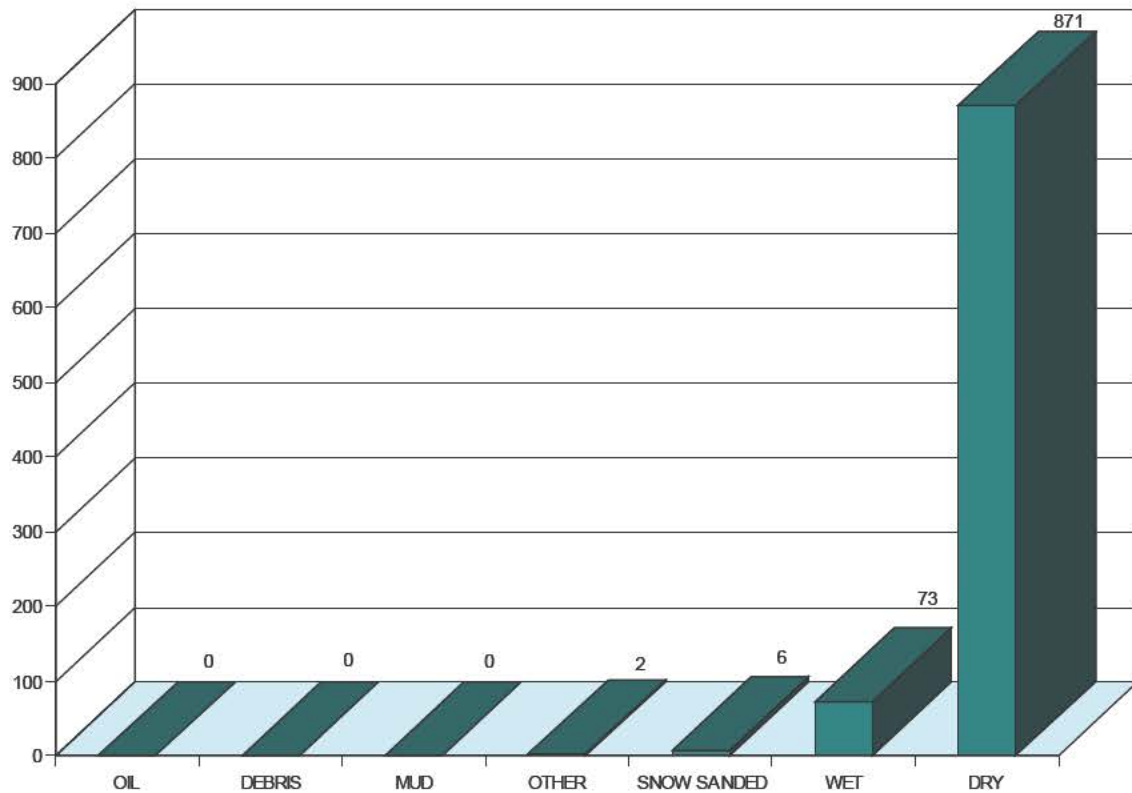
| WEATHER CONDITIONS | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL |
|--------------------|------------|------------|------------|------------|------------|-----------------|
| SAND/DUST          | 0          | 0          | 0          | 0          | 0          | 0               |
| CROSS WINDS        | 0          | 0          | 0          | 0          | 0          | 0               |
| OTHER              | 0          | 0          | 0          | 0          | 0          | 0               |
| FOG/SMOG           | 0          | 0          | 0          | 1          | 3          | 4               |
| SLEET/HAIL         | 0          | 0          | 0          | 0          | 0          | 0               |
| SNOW               | 0          | 0          | 0          | 1          | 1          | 2               |
| RAIN               | 6          | 14         | 10         | 16         | 8          | 54              |
| CLOUDY             | 26         | 20         | 23         | 21         | 24         | 114             |
| CLEAR              | 163        | 173        | 152        | 131        | 159        | 778             |
| <b>TOTAL</b>       | <b>195</b> | <b>207</b> | <b>185</b> | <b>170</b> | <b>195</b> | <b>952</b>      |



# MAINE HIGHWAY BICYCLE CRASHES










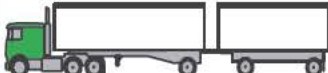








## BY ROAD SURFACE CONDITIONS

### 2006 - 2010



| ROAD SURFACE CONDITIONS | 2006       | 2007       | 2008       | 2009       | 2010       | FIVE YEAR TOTAL |
|-------------------------|------------|------------|------------|------------|------------|-----------------|
| OIL                     | 0          | 0          | 0          | 0          | 0          | 0               |
| DEBRIS                  | 0          | 0          | 0          | 0          | 0          | 0               |
| MUD                     | 0          | 0          | 0          | 0          | 0          | 0               |
| OTHER                   | 1          | 0          | 1          | 0          | 0          | 2               |
| WINTRY                  | 2          | 2          | 0          | 0          | 2          | 6               |
| WET                     | 9          | 16         | 14         | 20         | 14         | 73              |
| DRY                     | 183        | 189        | 170        | 150        | 179        | 871             |
| <b>TOTAL</b>            | <b>195</b> | <b>207</b> | <b>185</b> | <b>170</b> | <b>195</b> | <b>952</b>      |

## APPENDIX

| VEHICLE CODE | AXLE CONFIGURATION  | DESCRIPTION   |
|--------------|---|---|
| 10           |    | TRUCK TRACKTOR ONLY (BOB TAIL)                          |
| 20           |    | 2 AXLE SINGLE UNIT WITH DUAL TIRES                      |
| 21           |    | 2 AXLE TRACTOR WITH SINGLE AXLE SEMI                    |
| 22           |    | 2 AXLE TRACTOR WITH TANDEM AXLE SEMI                    |
| 25           |    | 2 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER |
| 30           |    | 3 AXLE SINGLE UNIT                                      |
| 31           |    | 3 AXLE TRACTOR WITH SINGLE AXLE SEMI                    |
| 32           |    | 3 AXLE TRACTOR WITH TANDEM AXLE SEMI                    |
| 33           |   | 3 AXLE TRACTOR WITH TRIDEM AXLE SEMI                    |
| 35           |  | 3 AXLE TRACTOR WITH SINGLE AXLE SEMI AND 2 AXLE TRAILER |
| 36           |  | 3 AXLE TRACTOR WITH TANDEM AXLE SEMI AND 2 AXLE TRAILER |
| 37           |  | 5 AXLE SEMI; SPLIT TRAILER TANDEM                       |
| 38           |  | 6 AXLE SEMI; SPLIT TRAILER TANDEM WITH CENTER AXLE      |
| 39           |  | 6 AXLE; STANDARD TRAILER TANDEM WITH CENTER AXLE        |
| 40           |  | 4 AXLE SINGLE UNIT                                      |
| 42           |  | 4 AXLE TRACTOR WITH TANDEM AXLE SEMI                    |
| 50           | ANY OTHER AXLE CONFIGURATION  | ANY TRUCK NOT DESCRIBED ABOVE                           |
| 81           |  | 2 AXLE BUS  |
| 82           |  | 3 AXLE BUS  |