MAINE STATE LEGISLATURE

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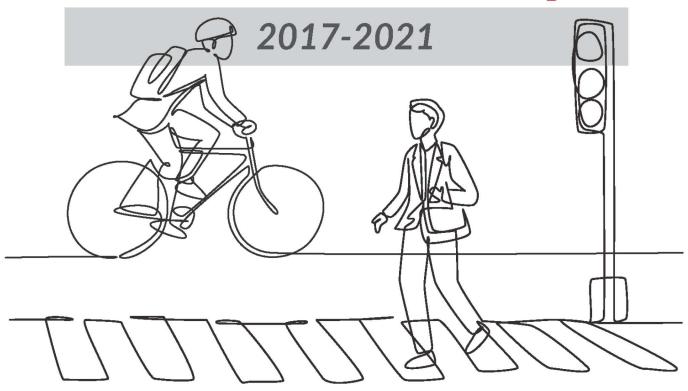
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Pedestrian & Bicycle Crash History





Prepared by:

Maine Department of Transportation
Office of Safety & Mobility Crash Records Section
16 State House Station
Augusta, Maine 04333-0016

State of Maine Highway Pedestrian Crashes 2017 - 2021

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State of Maine Highway Pedestrian Crashes 2017 - 2021

Preface

This publication is a statistical review of reported motor vehicle highway crashes that involved pedestrians in Maine during the five-year study period 2017- 2021. 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. Fatalities data was provided by the Department of Public Safety. 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. Fatalities data is provided by the Department of Public Safety and does not include deaths that were later determined to be of natural causes.

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.

A link to this publication can be found on the maine.gov website at:

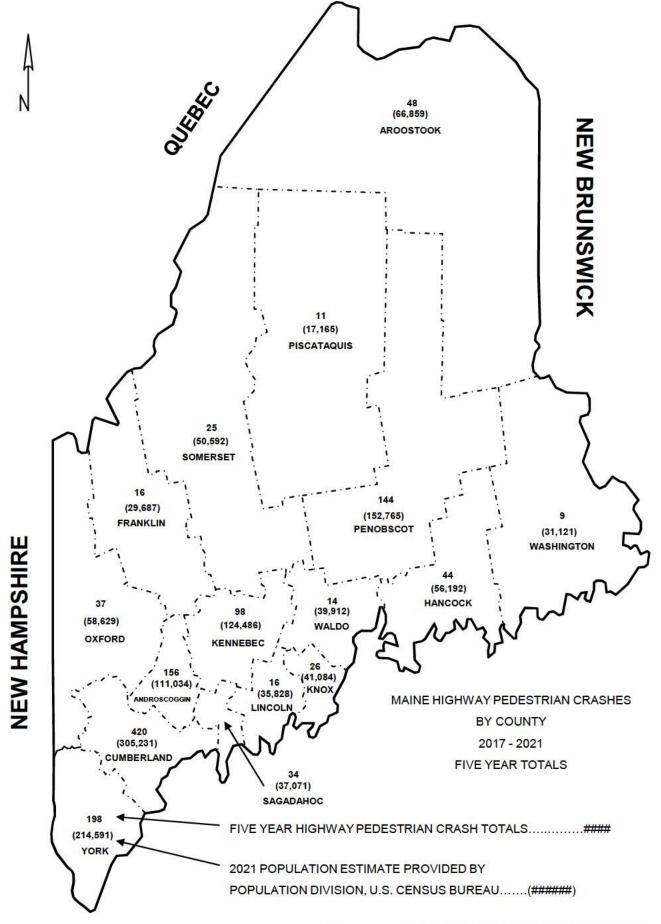
maine.gov/mdot/safety/crash-data/

We welcome your comments and suggestions on this report at:

Maine Department of Transportation
Office of Safety & Mobility
Crash Records Section
16 State House Station
Augusta, ME 04333-0016

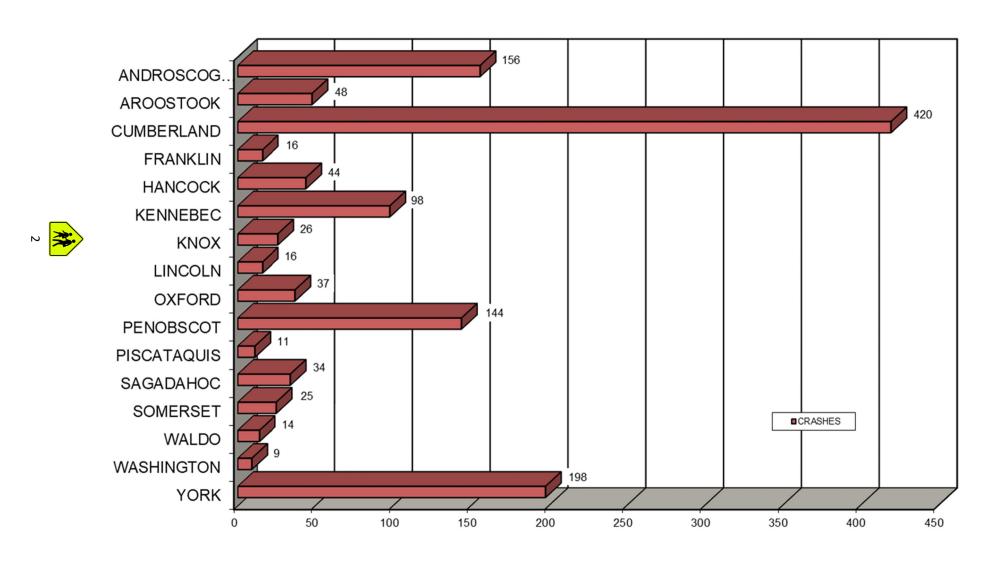
Tel: 207-624-3616







MAINE HIGHWAY PEDESTRIAN CRASHES BY COUNTY 2017 - 2021



Maine Highway Pedestrian Crash Severity By County 2017 - 2021

| COUNTY | INJURY TYPE | 2017 | 2018 | 2019 | 2020 | 2021 | TOTAL CRASHES | PERCENT OF TOTAL |
|-------------------|------------------------------|------|--------|------|------|------|------------------|---------------------|
| ANDROSCOGGIN | FATAL (K) | 3 | 0 | 2 | 0 | 2 | 7 | 0.54% |
| Percent Personal | SUSPECTED SERIOUS INJURY (A) | 6 | 4 | 5 | 3 | 7 | 25 | 1.93% |
| Injury | SUSPECTED MINOR INJURY (B) | 12 | 8 | 3 | 4 | 5 | 32 | 2.47% |
| 94.87% | POSSIBLE INJURY (C) | 19 | 16 | 19 | 19 | 11 | 84 | 6.48% |
| | PROPERTY DAMAGE ONLY (PDO) | 3 | 2 | 1 | 1 | 1 | 8 | 0.62% |
| | COUNTY SUBTOTAL | 43 | 30 | 30 | 27 | 26 | 156 | 12.04% |
| AROOSTOOK | FATAL (K) | 0 | 1 | 0 | 1 | 0 | 2 | 0.15% |
| | SUSPECTED SERIOUS INJURY (A) | 4 | 2 | 5 | 3 | 1 | 15 | 1.16% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 3 | 3 | 4 | 1 | 4 | 15 | 1.16% |
| Injury | POSSIBLE INJURY (C) | 2 | 3 | 3 | 2 | 6 | 16 | 1.23% |
| 100.00% | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 9 | 9 | 12 | 7 | 11 | 48 | 3.70% |
| CUMBERLAND | FATAL (K) | 6 | 1 | 5 | 1 | 3 | 16 | 1.23% |
| | SUSPECTED SERIOUS INJURY (A) | 19 | 18 | 12 | 9 | 15 | 73 | 5.63% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 19 | 27 | 39 | 21 | 35 | 141 | 10.88% |
| Injury 95.95% | POSSIBLE INJURY (C) | 37 | 40 | 38 | 25 | 33 | 173 | 13.35% |
| 33.3370 | PROPERTY DAMAGE ONLY (PDO) | 5 | 3 | 4 | 4 | 1 | 17 | 1.31% |
| | COUNTY SUBTOTAL | 86 | 89 | 98 | 60 | 87 | 420 | 32.41% |
| FRANKLIN | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS INJURY (A) | 0 | 1 | 1 | 0 | 1 | 3 | 0.23% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 2 | 0 | 2 | 0 | 1 | 5 | 0.39% |
| Injury 100.00% | POSSIBLE INJURY (C) | 2 | 1 | 2 | 1 | 2 | 8 | 0.62% |
| 100.00% | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| \bigcup | COUNTY SUBTOTAL | 4 | 2 | 5 | 1 | 4 | 16 | 1.23% |
| HANCOCK | FATAL (K) | 1 | 0 | 2 | 2 | 1 | 6 | 0.46% |
| | SUSPECTED SERIOUS INJURY (A) | 1 | 3 | 1 | 2 | 0 | 7 | 0.54% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 3 | 3 | 6 | 4 | 2 | 18 | 1.39% |
| Injury 97.73% | POSSIBLE INJURY (C) | 1 | 3 | 3 | 5 | 0 | 12 | 0.93% |
| 37.7370 | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 1 | 1 | 0.08% |
| | COUNTY SUBTOTAL | 6 | 9 | 12 | 13 | 4 | 44 | 3.40% |
| KENNEBEC | FATAL (K) | 1 | 1 | 1 | 0 | 3 | 6 | 0.46% |
| | SUSPECTED SERIOUS INJURY (A) | 3 | 2 | 1 | 2 | 1 | 9 | 0.69% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 5 | 8 | 3 | 7 | 5 | 28 | 2.16% |
| Injury 93.88% | POSSIBLE INJURY (C) | 9 | 13 | 9 | 10 | 8 | 49 | 3.78% |
| 33.00% | PROPERTY DAMAGE ONLY (PDO) | 1 | 0 | 1 | 3 | 1 | 6 | 0.46% |
| | COUNTY SUBTOTAL | 19 | 24 | 15 | 22 | 18 | 98 | 7.56% |
| KNOX | FATAL (K) | 1 | 0 | 1 | 0 | 0 | 2 | 0.15% |
| The second second | SUSPECTED SERIOUS INJURY (A) | 2 | 2 | 2 | 1 | 0 | 7 | 0.54% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 1 | 0 | 2 | 3 | 1 | 7 | 0.54% |
| Injury | POSSIBLE INJURY (C) | 0 | 1 | 3 | 1 | 1 | 6 | 0.46% |
| 84.62% | PROPERTY DAMAGE ONLY (PDO) | 3 | 0 | 0 | 0 | 1 | 4 | 0.31% |
| | COUNTY SUBTOTAL | 7 | 3 | 8 | 5 | 3 | 26 | 2.01% |
| LINCOLN | FATAL (K) | 0 | 0 | 1 | 0 | 1 | 2 | 0.15% |
| | SUSPECTED SERIOUS INJURY (A) | 0 | 1 | 1 | 0 | 0 | 2 | 0.15% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 2 | 3 | 1 | 0 | 1 | 7 | 0.54% |
| Injury | POSSIBLE INJURY (C) | 1 | 0 | 2 | 0 | 0 | 3 | 0.23% |
| 87.50% | PROPERTY DAMAGE ONLY (PDO) | 1 | 1 | 0 | 0 | 0 | 2 | 0.15% |
| | The state of the state (100) | | 10,000 | | | | _ | 0.1070 |

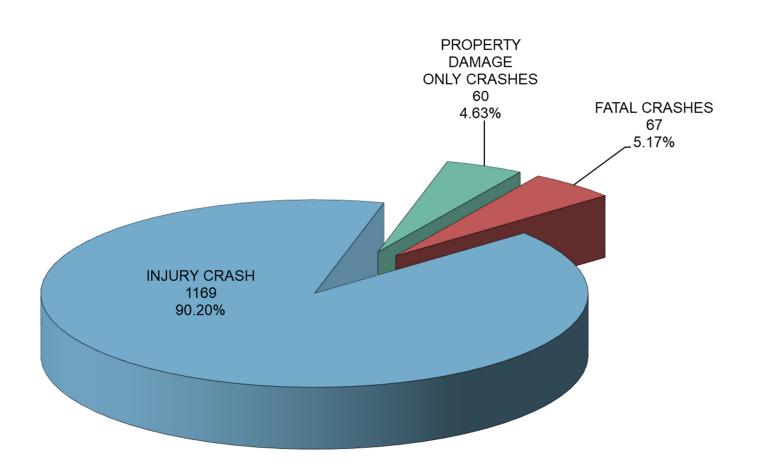


| COUNTY | INJURY TYPE | 2017 | 2018 | 2019 | 2020 | 2021 | TOTAL CRASHES | PERCENT OF TOTAL |
|--|---|------|------|------|------|----------|------------------|---------------------|
| OXFORD | FATAL (K) | 1 | 0 | 0 | 1 | 0 | 2 | 0.15% |
| | SUSPECTED SERIOUS INJURY (A) | 1 | 2 | 2 | 1 | 0 | 6 | 0.46% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 5 | 2 | 3 | 2 | 3 | 15 | 1.16% |
| Injury 94.59% | POSSIBLE INJURY (C) | 2 | 4 | 3 | 2 | 1 | 12 | 0.93% |
| 94.39% | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 1 | 1 | 0 | 2 | 0.15% |
| | COUNTY SUBTOTAL | 9 | 8 | 9 | 7 | 4 | 37 | 2.85% |
| PENOBSCOT | FATAL (K) | 2 | 1 | 2 | 2 | 1 | 8 | 0.62% |
| MACHINE SECTION OF THE SECTION OF TH | SUSPECTED SERIOUS INJURY (A) | 8 | 4 | 10 | 4 | 2 | 28 | 2.16% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 6 | 8 | 22 | 10 | 14 | 60 | 4.63% |
| Injury | POSSIBLE INJURY (C) | 15 | 11 | 8 | 8 | 2 | 44 | 3.40% |
| 97.22% | PROPERTY DAMAGE ONLY (PDO) | 0 | 1 | 0 | 0 | 3 | 4 | 0.31% |
| | COUNTY SUBTOTAL | 31 | 25 | 42 | 24 | 22 | 144 | 11.11% |
| PISCATAQUIS | | 0 | 0 | 0 | 0 | 2 | 1000000 | 0.15% |
| PISCATAQUIS | FATAL (K) | | | | - 3 | 200 | 2 | |
| Percent Personal | SUSPECTED SERIOUS INJURY (A) | 1 | 2 | 1 | 0 | 1 | 5 | 0.39% |
| Injury | SUSPECTED MINOR INJURY (B) | 0 | 0 | 1 | 0 | 1 | 2 | 0.15% |
| 100.00% | POSSIBLE INJURY (C) | 0 | 0 | 1 | 1 | 0 | 2 | 0.15% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| (SA) | COUNTY SUBTOTAL | 1 | 2 | 3 | 1 | 4 | 11 | 0.85% |
| SAGADAHOC | FATAL (K) | 0 | 0 | 0 | 1 | 1 | 2 | 0.15% |
| Percent Personal | SUSPECTED SERIOUS INJURY (A) | 1 | 2 | 2 | 1 | 0 | 6 | 0.46% |
| Contraction of the Contraction o | SUSPECTED MINOR INJURY (B) | 4 | 4 | 3 | 3 | 4 | 18 | 1.39% |
| Injury 97.06% | POSSIBLE INJURY (C) | 2 | 0 | 2 | 2 | 1 | 7 | 0.54% |
| 57.00% | PROPERTY DAMAGE ONLY (PDO) | 1 | 0 | 0 | 0 | 0 | 1 | 0.08% |
| | COUNTY SUBTOTAL | 8 | 6 | 7 | 7 | 6 | 34 | 2.62% |
| SOMERSET | FATAL (K) | 2 | 0 | 0 | 0 | 0 | 2 | 0.15% |
| COME TOE! | SUSPECTED SERIOUS INJURY (A) | 0 | 2 | 1 | 0 | 0 | 3 | 0.23% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 1 | 1 | 0 | 1 | 1 | 4 | 0.23% |
| Injury | POSSIBLE INJURY (C) | 3 | 1 | 3 | 4 | 1 | 12 | 0.93% |
| 84.00% | Extra Service (Marie 2010) Extra Service (Marie 2010) | 2000 | | 1971 | 236 | - 60 - 6 | | CONTRACTO |
| | PROPERTY DAMAGE ONLY (PDO) | 1 | 1 | 0 | 1 | 1 | 4 | 0.31% |
| | COUNTY SUBTOTAL | 7 | 5 | 4 | 6 | 3 | 25 | 1.93% |
| WALDO | FATAL (K) | 0 | 0 | 0 | 1 | 1 | 2 | 0.15% |
| Percent Personal | SUSPECTED SERIOUS INJURY (A) | 1 | 0 | 0 | 0 | 1 | 2 | 0.15% |
| Injury | SUSPECTED MINOR INJURY (B) | 1 | 2 | 1 | 1 | 1 | 6 | 0.46% |
| 100.00% | POSSIBLE INJURY (C) | 0 | 1 | 2 | 0 | 1 | 4 | 0.31% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 2 | 3 | 3 | 2 | 4 | 14 | 1.08% |
| WASHINGTON | FATAL (K) | 1 | 1 | 0 | 0 | 0 | 2 | 0.15% |
| | SUSPECTED SERIOUS INJURY (A) | 0 | 0 | 0 | 0 | 1 | 1 | 0.08% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 1 | 0 | 0 | 1 | 2 | 4 | 0.31% |
| Injury | POSSIBLE INJURY (C) | 0 | 0 | 1 | 0 | 1 | 2 | 0.15% |
| 100.00% | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 2 | 1 | 1 | 1 | 4 | 9 | 0.69% |
| YORK | FATAL (K) | 1 | 1 | 2 | 0 | 2 | 6 | 0.46% |
| 1514 | SUSPECTED SERIOUS INJURY (A) | 6 | 9 | 6 | 9 | 9 | 39 | 3.01% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 12 | 12 | 9 | 9 | 14 | 56 | 4.32% |
| Injury | | 2000 | | 5000 | 555 | 100000 | 1730/AV | |
| 94.44% | POSSIBLE INJURY (C) | 21 | 17 | 24 | 13 | 11 | 86 | 6.64% |
| | PROPERTY DAMAGE ONLY (PDO) | 5 | 1 | 1 | 1 | 3 | 11 | 0.85% |
| OOLINED/ ODANS | COUNTY SUBTOTAL | 45 | 40 | 42 | 32 | 39 | 198 | 15.28% |
| COUNTY GRAND | FATAL (K) | 19 | 6 | 16 | 9 | 17 | 67 | 5.17% |
| TOTAL | SUSPECTED SERIOUS INJURY (A) | 53 | 54 | 50 | 35 | 39 | 231 | 17.82% |
| Percent Personal | SUSPECTED MINOR INJURY (B) | 77 | 81 | 99 | 67 | 94 | 418 | 32.25% |
| Injury | POSSIBLE INJURY (C) | 114 | 111 | 123 | 93 | 79 | 520 | 40.12% |
| 95.37% | PROPERTY DAMAGE ONLY (PDO) | 20 | 9 | 8 | 11 | 12 | 60 | 4.63% |
| | GRAND TOTAL | 283 | 261 | 296 | 215 | 241 | 1,296 | 100.00% |



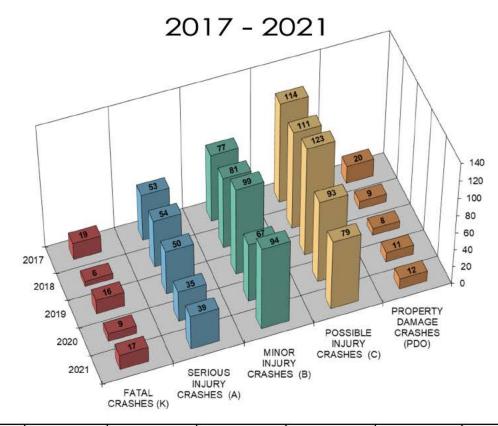
MAINE HIGHWAY PEDESTRIAN CRASHES 2017 - 2021

1,296 Total Pedestrian Crashes



MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY

BY YEAR

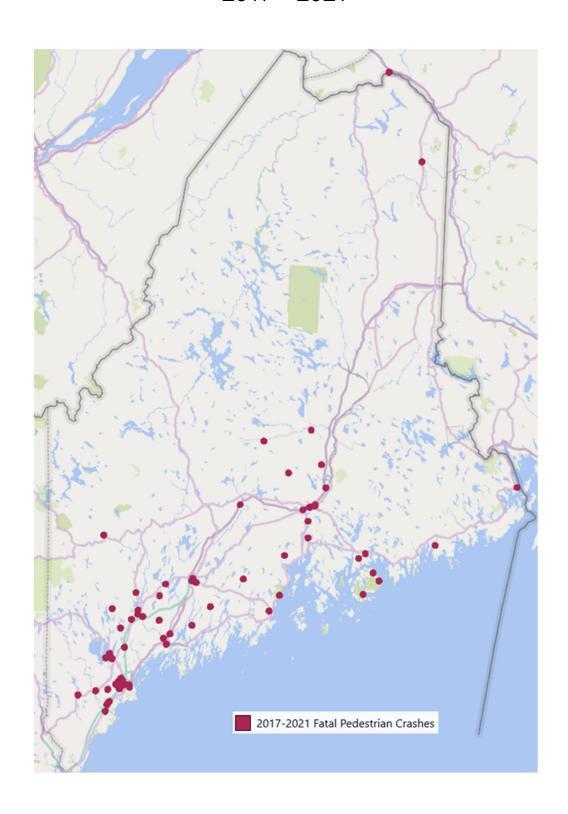


| YEAR | FATAL CRASHES (K) | SERIOUS INJURY CRASHES (A) | MINOR INJURY CRASHES (B) | POSSIBLE INJURY CRASHES (C) | PROPERTY DAMAGE CRASHES (PDO) | TOTAL CRASHES |
|---------|-------------------------|-------------------------------------|-----------------------------------|--------------------------------------|--|------------------|
| 2017 | 19 | 53 | 77 | 114 | 20 | 283 |
| 2018 | 6 | 54 | 81 | 111 | 9 | 261 |
| 2019 | 16 | 50 | 99 | 123 | 8 | 296 |
| 2020 | 9 | 35 | 67 | 93 | 11 | 215 |
| 2021 | 17 | 39 | 94 | 79 | 12 | 241 |
| TOTAL | 67 | 231 | 418 | 520 | 60 | 1,296 |
| PERCENT | 5.17% | PERCENT II | NJURY = | 90.20% | 4.63% | 100.00% |

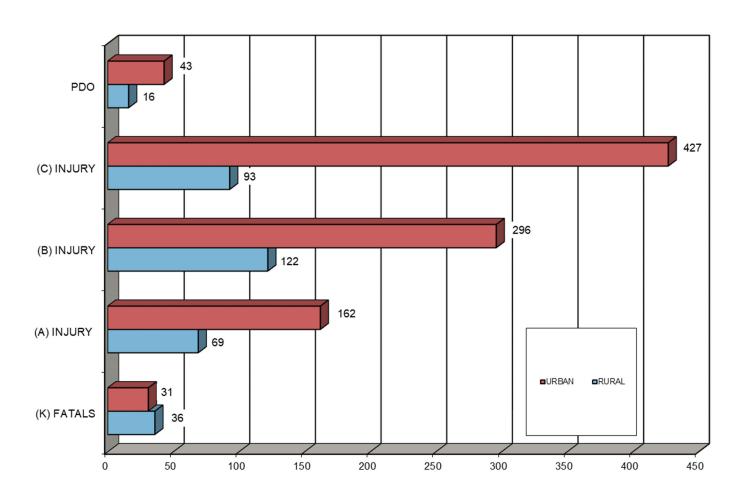
- (K) = Fatal Injury Crash. A crash where the highest level of injury to any person involved in the crash is a fatal injury, which results in death within 30 days of the crash.
- (A) = Serious Injury Crash. A crash where the highest level of injury to any person involved in the crash is a serious injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.
- (B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.
- (C) = Possible Injury Crash. A crash where the highest level of injury to any person involved in the crash is a possible injury, which is any injury reported or claimed which is not a fatal injury, serious injury or minor injury.
- (PDO) = Property Damage Crash. A crash where no injury occurred and only damage occurred to property that reduces the monetary value of that property. No injuries.



Maine Highway Pedestrian Fatal Crash Locations 2017 - 2021

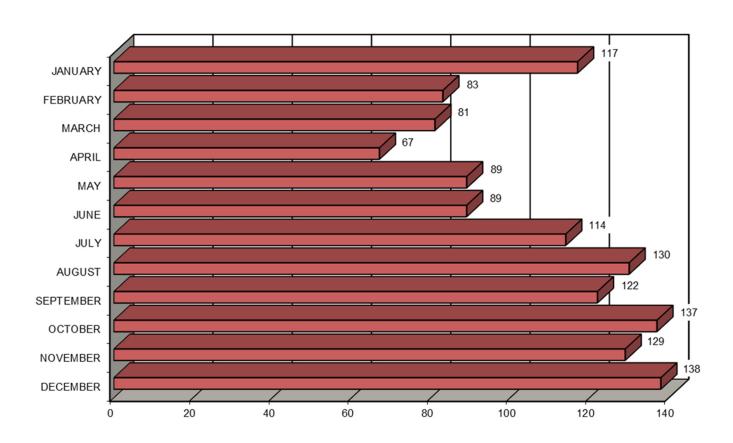


Maine Highway Pedestrian Crash Severity By Rural Urban Designation 2017 - 2021



| RURAL URBAN DESIGNATION | FATAL CRASHES (K) | SERIOUS INJURY CRASHES (A) | MINOR INJURY CRASHES (B) | POSSIBLE INJURY CRASHES (C) | PROPERTY DAMAGE CRASHES (PDO) | FIVE YEAR TOTAL |
|-------------------------------|-------------------------|-------------------------------------|-----------------------------------|--------------------------------------|--|-----------------------|
| RURAL | 36 | 69 | 122 | 93 | 16 | 336 |
| URBAN | 31 | 162 | 296 | 427 | 43 | 959 |
| UNKNOWN | 0 | 0 | 0 | 0 | 1 | 1 |
| TOTAL | 67 | 231 | 418 | 520 | 60 | 1,296 |

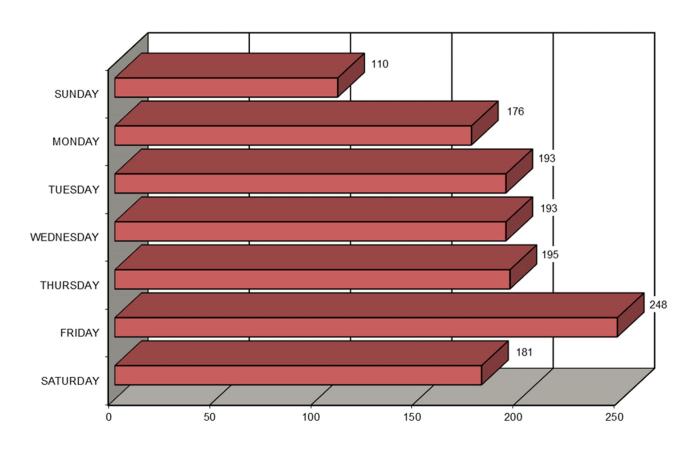
Maine Highway Pedestrian Crashes By Month 2017 - 2021



| MONTH | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------|------|------|------|------|------|-----------------------|------------------------|
| JANUARY | 27 | 20 | 22 | 33 | 15 | 117 | 9.03% |
| FEBRUARY | 21 | 12 | 16 | 20 | 14 | 83 | 6.40% |
| MARCH | 11 | 13 | 17 | 16 | 24 | 81 | 6.25% |
| APRIL | 13 | 15 | 20 | 4 | 15 | 67 | 5.17% |
| MAY | 28 | 13 | 22 | 13 | 13 | 89 | 6.87% |
| JUNE | 12 | 19 | 24 | 17 | 17 | 89 | 6.87% |
| JULY | 34 | 24 | 23 | 17 | 16 | 114 | 8.80% |
| AUGUST | 22 | 34 | 34 | 18 | 22 | 130 | 10.03% |
| SEPTEMBER | 29 | 25 | 28 | 12 | 28 | 122 | 9.41% |
| OCTOBER | 32 | 31 | 27 | 21 | 26 | 137 | 10.57% |
| NOVEMBER | 27 | 27 | 31 | 16 | 28 | 129 | 9.95% |
| DECEMBER | 27 | 28 | 32 | 28 | 23 | 138 | 10.65% |
| TOTAL | 283 | 261 | 296 | 215 | 241 | 1,296 | 100.00% |

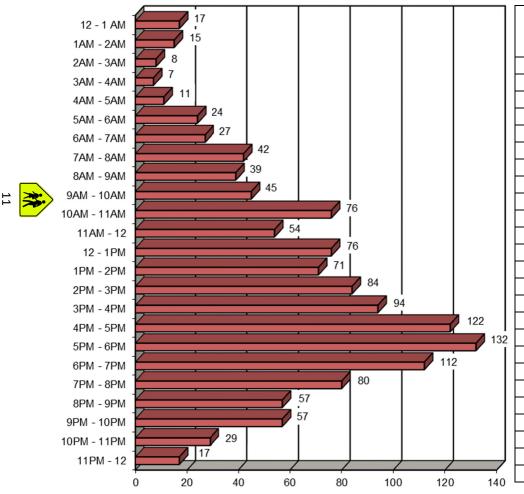


MAINE HIGHWAY PEDESTRIAN CRASHES BY DAY OF THE WEEK 2017 - 2021



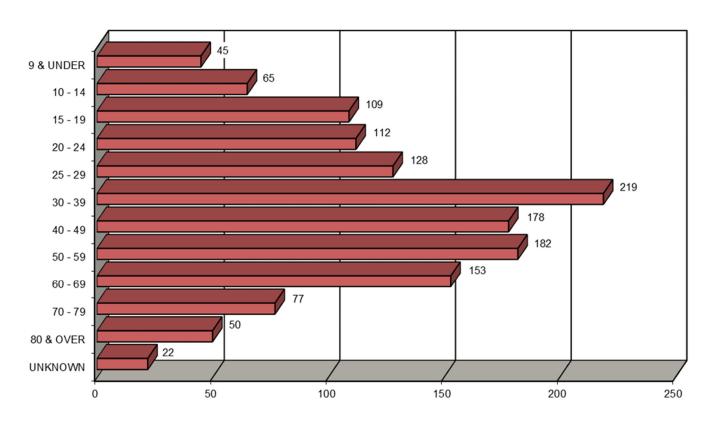
| DAY OF THE WEEK | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------------|------|------|------|------|------|-----------------------|------------------------|
| SUNDAY | 29 | 18 | 27 | 13 | 23 | 110 | 8.49% |
| MONDAY | 31 | 39 | 34 | 34 | 38 | 176 | 13.58% |
| TUESDAY | 49 | 41 | 42 | 33 | 28 | 193 | 14.89% |
| WEDNESDAY | 32 | 45 | 42 | 40 | 34 | 193 | 14.89% |
| THURSDAY | 47 | 31 | 45 | 39 | 33 | 195 | 15.05% |
| FRIDAY | 60 | 47 | 56 | 39 | 46 | 248 | 19.14% |
| SATURDAY | 35 | 40 | 50 | 17 | 39 | 181 | 13.97% |
| TOTAL | 283 | 261 | 296 | 215 | 241 | 1,296 | 100.00% |

MAINE HIGHWAY PEDESTRIAN CRASHES BY TIME OF DAY 2017 - 2021



| TIME OF DAY | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|-------------------|------|------|------|------|------|-----------------------|
| 12 - 1 AM | 5 | 3 | 4 | 0 | 5 | 17 |
| 1AM - 2AM | 3 | 3 | 3 | 1 | 5 | 15 |
| 2AM - 3AM | 3 | 1 | 1 | 1 | 2 | 8 |
| 3AM - 4AM | 1 | 2 | 3 | 1 | 0 | 7 |
| 4AM - 5AM | 2 | 4 | 0 | 2 | 3 | 11 |
| 5AM - 6AM | 3 | 4 | 3 | 6 | 8 | 24 |
| 6AM - 7AM | 6 | 3 | 5 | 9 | 4 | 27 |
| 7AM - 8AM | 7 | 10 | 14 | 6 | 5 | 42 |
| 8AM - 9AM | 4 | 7 | 9 | 7 | 12 | 39 |
| 9AM - 10AM | 8 | 11 | 11 | 7 | 8 | 45 |
| 10AM - 11AM | 13 | 18 | 18 | 17 | 10 | 76 |
| 11AM - 12 | 14 | 13 | 13 | 9 | 5 | 54 |
| 12 - 1PM | 15 | 17 | 17 | 13 | 14 | 76 |
| 1PM - 2PM | 13 | 12 | 23 | 10 | 13 | 71 |
| 2PM - 3PM | 26 | 14 | 16 | 17 | 11 | 84 |
| 3PM - 4PM | 14 | 22 | 18 | 15 | 25 | 94 |
| 4PM - 5PM | 30 | 20 | 32 | 19 | 21 | 122 |
| 5PM - 6PM | 30 | 25 | 28 | 25 | 24 | 132 |
| 6PM - 7PM | 30 | 21 | 22 | 14 | 25 | 112 |
| 7PM - 8PM | 10 | 18 | 22 | 14 | 16 | 80 |
| 8PM - 9PM | 18 | 14 | 7 | 9 | 9 | 57 |
| 9PM - 10PM | 19 | 10 | 12 | 9 | 7 | 57 |
| 10PM - 11PM | 7 | 7 | 9 | 3 | 3 | 29 |
| 11PM - 12 | 2 | 2 | 6 | 1 | 6 | 17 |
| TOTAL | 283 | 261 | 296 | 215 | 241 | 1,296 |

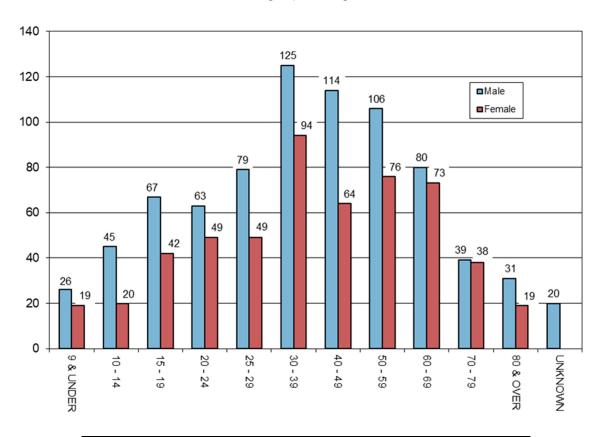
PEDESTRIANS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2017 - 2021



| AGE GROUP OF PEDESTRIAN | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------|------|------|------|------|------|-----------------------|------------------------|
| 9 & UNDER | 6 | 8 | 10 | 9 | 12 | 45 | 3.36% |
| 10 - 14 | 18 | 16 | 17 | 6 | 8 | 65 | 4.85% |
| 15 - 19 | 34 | 21 | 22 | 17 | 15 | 109 | 8.13% |
| 20 - 24 | 32 | 21 | 27 | 18 | 14 | 112 | 8.36% |
| 25 - 29 | 28 | 23 | 28 | 27 | 22 | 128 | 9.55% |
| 30 - 39 | 34 | 44 | 59 | 41 | 41 | 219 | 16.34% |
| 40 - 49 | 37 | 31 | 42 | 26 | 42 | 178 | 13.28% |
| 50 - 59 | 51 | 40 | 34 | 30 | 27 | 182 | 13.58% |
| 60 - 69 | 28 | 36 | 32 | 27 | 30 | 153 | 11.42% |
| 70 - 79 | 14 | 18 | 21 | 9 | 15 | 77 | 5.75% |
| 80 & OVER | 11 | 11 | 11 | 4 | 13 | 50 | 3.73% |
| UNKNOWN | 9 | 5 | 2 | 2 | 4 | 22 | 1.64% |
| TOTAL | 302 | 274 | 305 | 216 | 243 | 1,340 | 100.00% |

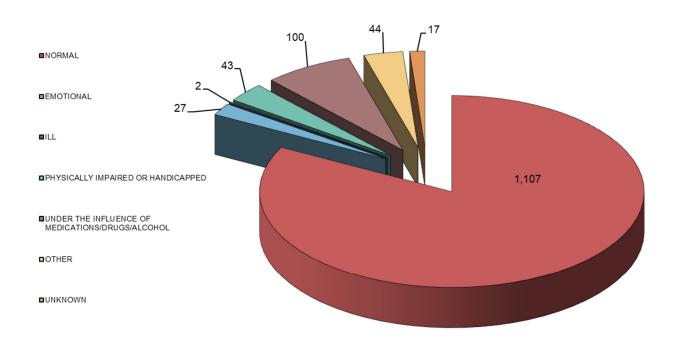


Pedestrians Involved in Maine Highway Crashes By Age Group and Gender 2017 - 2021



| | 201 | 7 | 201 | 8 | 201 | 9 | 202 | 0 | 202 | 1 | TOTA | LS | | |
|---|-----|-----|-----|-----|-----|-----|-----|----|-----|-----|------|-----|-----------------------|------------------------|
| AGE GROUP OF PEDESTRIAN BY GENDER | M | F | M | F | М | F | M | F | М | F | М | F | FIVE YEAR TOTAL | PERCENT OF TOTAL |
| 9 & UNDER | 3 | 3 | 6 | 2 | 8 | 2 | 3 | 6 | 6 | 6 | 26 | 19 | 45 | 3.36% |
| 10 - 14 | 8 | 10 | 12 | 4 | 15 | 2 | 4 | 2 | 6 | 2 | 45 | 20 | 65 | 4.86% |
| 15 - 19 | 24 | 10 | 11 | 10 | 13 | 9 | 10 | 7 | 9 | 6 | 67 | 42 | 109 | 8.15% |
| 20 - 24 | 26 | 6 | 14 | 7 | 8 | 19 | 8 | 10 | 7 | 7 | 63 | 49 | 112 | 8.37% |
| 25 - 29 | 19 | 9 | 14 | 9 | 17 | 11 | 17 | 10 | 12 | 10 | 79 | 49 | 128 | 9.57% |
| 30 - 39 | 20 | 14 | 25 | 19 | 28 | 31 | 26 | 15 | 26 | 15 | 125 | 94 | 219 | 16.37% |
| 40 - 49 | 24 | 13 | 22 | 9 | 21 | 21 | 18 | 8 | 29 | 13 | 114 | 64 | 178 | 13.30% |
| 50 - 59 | 28 | 23 | 21 | 19 | 22 | 12 | 21 | 9 | 14 | 13 | 106 | 76 | 182 | 13.60% |
| 60 - 69 | 14 | 14 | 19 | 17 | 20 | 12 | 13 | 14 | 14 | 16 | 80 | 73 | 153 | 11.43% |
| 70 - 79 | 8 | 6 | 8 | 10 | 7 | 14 | 8 | 1 | 8 | 7 | 39 | 38 | 77 | 5.75% |
| 80 & OVER | 9 | 2 | 5 | 6 | 7 | 4 | 2 | 2 | 8 | 5 | 31 | 19 | 50 | 3.74% |
| UNKNOWN | 9 | | 5 | | 2 | | 2 | | 2 | | 20 | ĺ | 20 | 1.49% |
| TOTAL BY GENDER | 183 | 110 | 157 | 112 | 166 | 137 | 130 | 84 | 139 | 100 | 775 | 543 | | |
| TOTAL | 302 | 2 | 274 | 4 | 30 | 5 | 216 | 3 | 241 | 1 | 1,33 | 38 | 1,338 | 100.00% |

Pedestrians Apparent Physical Conditions Involved in Maine Highway Crashes 2017 - 2021



| PEDESTRIAN PHYSICAL CONDITION | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--|------|------|------|------|------|-----------------------|------------------------|
| APPARENTLY NORMAL | 241 | 217 | 256 | 182 | 211 | 1,107 | 82.61% |
| ASLEEP OR FATIGUED | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| EMOTIONAL (depressed, angry, disturbed, etc.) | 4 | 3 | 10 | 8 | 2 | 27 | 2.01% |
| ILL (sick) | 0 | 0 | 1 | 1 | 0 | 2 | 0.15% |
| PHYSICALLY IMPAIRED OR HANDICAPPED | 11 | 15 | 9 | 3 | 5 | 43 | 3.21% |
| UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL | 28 | 20 | 22 | 14 | 16 | 100 | 7.46% |
| OTHER | 9 | 11 | 7 | 8 | 9 | 44 | 3.28% |
| UNKNOWN | 9 | 8 | 0 | 0 | 0 | 17 | 1.27% |
| TOTAL | 302 | 274 | 305 | 216 | 243 | 1,340 | 100.00% |



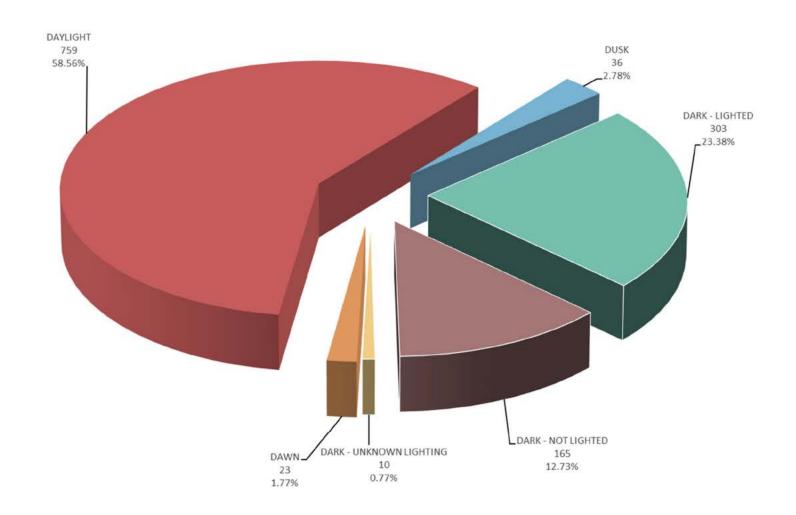
CONTRIBUTING FACTORS TO MAINE HIGHWAY PEDESTRIAN CRASHES, 2017 - 2021

| DRIVER ACTIONS (actions 1 & 2 combined) | 2017 | 2018 | 2019 | 2020 | 2021 | Totals |
|--|------|------|------|------|------|--------|
| NO CONTRIBUTING ACTION | 142 | 121 | 130 | 97 | 20 | 510 |
| RAN OFF ROADWAY | 6 | 5 | 11 | 3 | 9 | 34 |
| FAILED TO YIELD RIGHT-OF-WAY | 65 | 53 | 89 | 59 | 50 | 316 |
| RAN RED LIGHT | 1 | 1 | 0 | 0 | 0 | 2 |
| RAN STOP SIGN | 1 | 2 | 1 | 0 | 0 | 4 |
| DISREGARDED OTHER TRAFFIC SIGN | 2 | 6 | 1 | 2 | 1 | 12 |
| DISREGARDED OTHER ROAD MARKINGS | 4 | 3 | 1 | 1 | 2 | 11 |
| EXCEEDED POSTED SPEED LIMIT | 1 | 1 | 0 | 2 | 8 | 12 |
| DROVE TOO FAST FOR CONDITIONS | 6 | 7 | 3 | 2 | 4 | 22 |
| IMPROPER TURN | 4 | 4 | 9 | 2 | 102 | 121 |
| IMPROPER BACKING | 6 | 11 | 7 | 4 | 4 | 32 |
| IMPROPER PASSING | 1 | 1 | 1 | 1 | 2 | 6 |
| WRONG WAY | 0 | 0 | 0 | 0 | 0 | 0 |
| FOLLOWED TOO CLOSELY | 4 | 10 | 6 | 7 | 8 | 35 |
| FAILED TO KEEP IN PROPER LANE | 7 | 9 | 5 | 5 | 10 | 36 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER | 10 | 14 | 13 | 15 | 35 | 87 |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | 5 | 3 | 3 | 5 | 4 | 20 |
| OVER-CORRECTING/OVER-STEERING | 0 | 0 | 1 | 0 | 0 | 1 |
| OTHER CONTRIBUTING ACTION | 23 | 29 | 24 | 17 | 8 | 101 |
| UNKNOWN | 11 | 13 | 11 | 14 | 15 | 64 |
| TOTAL | 299 | 293 | 316 | 236 | 282 | 1426 |
| PEDESTRIAN ACTIONS | | | | | | |
| CROSSING WITH SIGNAL | 25 | 20 | 35 | 27 | 18 | 125 |
| CROSSING AGAINST SIGNAL | 13 | 11 | 22 | 9 | 13 | 68 |
| CROSSING MARKED CROSSWALK (no signal) | 62 | 60 | 72 | 44 | 43 | 281 |
| CROSSING NO SIGNAL OR CROSSWALK | 70 | 65 | 70 | 48 | 47 | 300 |
| WALKING IN ROAD WITH TRAFFIC | 19 | 22 | 17 | 12 | 14 | 84 |
| WALKING IN ROAD AGAINST TRAFFIC | 11 | 9 | 8 | 9 | 13 | 50 |
| STANDING IN ROAD | 13 | 6 | 6 | 10 | 16 | 51 |
| EMERGING FROM BEHIND PARKED CAR | 5 | 3 | 3 | 3 | 4 | 18 |
| CHILD GETTING ON/OFF SCHOOL BUS | 0 | 1 | 0 | 0 | 0 | 1 |
| GETTING ON/OFF VEHICLE | 5 | 3 | 0 | 2 | 4 | 14 |
| PUSHING OR WORKING ON VEHICLE | 2 | 5 | 1 | 0 | 0 | 8 |
| WORKING IN ROAD | 5 | 7 | 8 | 5 | 8 | 33 |
| PLAYING IN ROAD | 6 | 3 | 2 | 2 | 2 | 15 |
| NOT IN ROAD | 10 | 11 | 8 | 12 | 11 | 52 |
| FOLLOWING TRAIL | 0 | 0 | 0 | 1 | 0 | 1 |
| WALKING ON SIDEWALK | 6 | 8 | 9 | 4 | 5 | 32 |
| WALKING ADJACENT TO ROADWAY | 10 | 5 | 12 | 7 | 11 | 45 |
| WALKING TO/FROM SCHOOL | 1 | 0 | 0 | 1 | 0 | 2 |
| OTHER PEDESTRIAN ACTION | 34 | 35 | 32 | 20 | 33 | 154 |
| TOTAL | 297 | 274 | 305 | 216 | 242 | 1334 |
| | 237 | -17 | 000 | 2.0 | 272 | 1004 |
| VEHICULAR FACTORS | 000 | 070 | 00. | 047 | 001 | 4000 |
| NONE | 289 | 270 | 281 | 217 | 231 | 1288 |
| BRAKES | 2 | 1 | 4 | 2 | 3 | 12 |
| EXHAUST SYSTEM | 0 | 0 | 0 | 0 | 0 | 0 |
| BODY, DOORS | 1 | 0 | 1 | 0 | 0 | 2 |
| STEERING POWER TRAIN | 1 | 4970 | 0 | 0 | 0 | 1 |
| POWER TRAIN | 1 | 1 | 0 | 0 | 0 | 2 |
| SUSPENSION | 0 | 0 | 0 | 0 | 0 | 0 |
| TIRES | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEELS | 0 | 0 | 1 | 0 | 0 | 1 |
| LIGHTS (head, signal, tail, brake) | 1 | 1 | 1 | 1 | 0 | 4 |
| WINDOWS/WINDSHIELD MIDDORS | 1 | 1 | 1 | 0 | 0 | 3 |
| MIRRORS | 0 | 0 | 2 | 0 | 1 | 3 |
| WIPERS TOLICK COLIDI INIC/TDAILED HITCH/SAFETY CHAINS | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | | | 0 | 100 | 0 | |
| OTHER | 2 | 4 | 4 | 0 | 7 | 17 |
| TOTAL | 298 | 278 | 295 | 220 | 242 | 1333 |

Vehicles Involved in Maine Highway Pedestrian Crashes 2017 - 2021

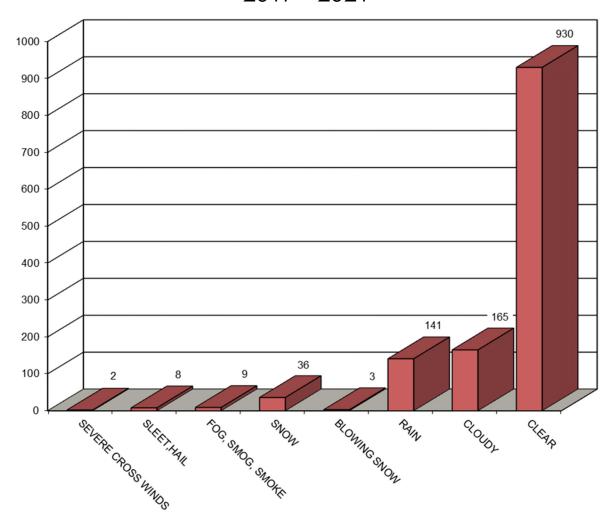
| VEHICLE TYPE INVOLVED IN PEDESTRIAN CRASHES | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|---|------|------|------|------|------|-----------------------|
| PASSENGER CAR | 168 | 148 | 167 | 104 | 128 | 715 |
| (SPORT) UTILITY VEHICLE | 61 | 65 | 55 | 54 | 57 | 292 |
| PASSENGER VAN | 16 | 4 | 6 | 5 | 12 | 43 |
| CARGO VAN (10k lbs or less) | 1 | 2 | 5 | 1 | 1 | 10 |
| PICKUP TRUCK | 51 | 55 | 57 | 49 | 46 | 258 |
| MOTOR HOME | 0 | 0 | 0 | 0 | 0 | 0 |
| SCHOOL BUS | 0 | 0 | 2 | 0 | 1 | 3 |
| TRANSIT BUS | 2 | 0 | 2 | 2 | 0 | 6 |
| MOTOR COACH | 0 | 0 | 0 | 1 | 0 | 1 |
| OTHER BUS | 1 | 1 | 0 | 0 | 0 | 2 |
| MOTORCYCLE | 3 | 2 | 2 | 2 | 1 | 10 |
| MOPED | 0 | 1 | 1 | 0 | 0 | 2 |
| LOW SPEED VEHICLE | 0 | 0 | 0 | 0 | 0 | 0 |
| AUTOCYCLE | 0 | 0 | 0 | 0 | 0 | 0 |
| EXPERIMENTAL | 0 | 0 | 0 | 0 | 5 | 5 |
| OTHER LIGHT TRUCK (10,000 lbs or less) | 0 | 2 | 0 | 0 | 1 | 3 |
| MEDIUM /HEAVY TRUCKS (more than 10,000 lbs) | 7 | 17 | 5 | 5 | 0 | 34 |
| ATV (2,3,4-WHEEL) | 2 | 0 | 1 | 0 | 0 | 3 |
| SNOWMOBILE | 0 | 0 | 0 | 0 | 0 | 0 |
| PEDESTRIAN | 302 | 274 | 305 | 214 | 236 | 1,331 |
| BICYCLE | 0 | 0 | 1 | 0 | 0 | 1 |
| OTHER | 17 | 9 | 12 | 10 | 11 | 59 |
| TOTAL VEHICLES INVOLVED | 631 | 580 | 621 | 447 | 499 | 2,778 |

Maine Highway Pedestrian Crashes By Light Condition 2017 - 2021



| LIGHT CONDITION | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------|------|------|------|------|------|-----------------------|------------------------|
| Dark - Lighted | 72 | 56 | 72 | 50 | 53 | 303 | 23.38% |
| Dark - Not Lighted | 36 | 39 | 35 | 21 | 34 | 165 | 12.73% |
| Dark - Unknown Lighting | 4 | 1 | 1 | 3 | 1 | 10 | 0.77% |
| Dawn | 4 | 2 | 3 | 7 | 7 | 23 | 1.77% |
| Daylight | 157 | 156 | 178 | 127 | 141 | 759 | 58.56% |
| Dusk | 10 | 7 | 7 | 7 | 5 | 36 | 2.78% |
| Total | 283 | 261 | 296 | 215 | 241 | 1296 | 100.00% |

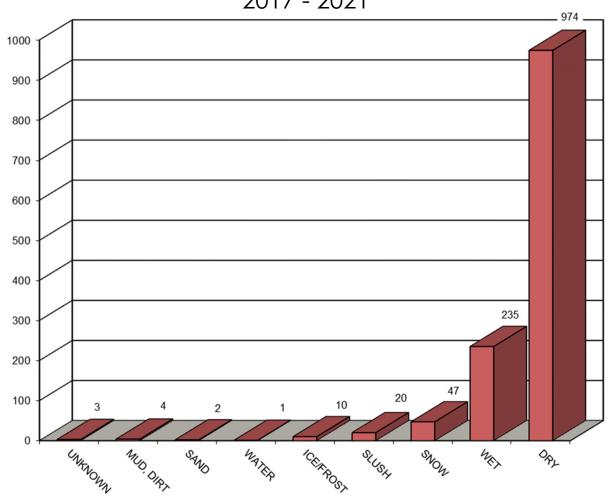
Maine Highway Pedestrian Crashes By Weather Conditions 2017 - 2021



| WEATHER CONDITIONS | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|--|------|------|------|------|------|--------------------|
| BLOWING SAND, SOIL, DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SEVERE CROSS WINDS | 1 | 0 | 1 | 0 | 0 | 2 |
| SLEET, HAIL (freezing rain or drizzle) | 2 | 2 | 4 | 0 | 0 | 8 |
| OTHER | 0 | 0 | 0 | 2 | 0 | 2 |
| FOG, SMOG, SMOKE | 2 | 2 | 2 | 2 | 1 | 9 |
| SNOW | 7 | 7 | 7 | 11 | 4 | 36 |
| BLOWING SNOW | 2 | 0 | 0 | 1 | 0 | 3 |
| RAIN | 35 | 36 | 40 | 14 | 16 | 141 |
| CLOUDY | 25 | 43 | 40 | 31 | 26 | 165 |
| CLEAR | 209 | 171 | 202 | 154 | 194 | 930 |
| TOTAL | 283 | 261 | 296 | 215 | 241 | 1,296 |



Maine Highway Pedestrian Crashes By Road Surface Conditions 2017 - 2021



| ROAD SURFACE CONDITIONS | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|--------------------------|------|------|------|------|------|--------------------|
| UNKNOWN | 1 | 1 | 0 | 1 | 0 | 3 |
| OTHER | 0 | 0 | 0 | 0 | 0 | 0 |
| OIL | 0 | 0 | 0 | 0 | 0 | 0 |
| MUD, DIRT | 0 | 1 | 1 | 2 | 0 | 4 |
| SAND | 2 | 0 | 0 | 0 | 0 | 2 |
| WATER (standing, moving) | 0 | 0 | 0 | 0 | 1 | 1 |
| ICE/FROST | 4 | 1 | 4 | 1 | 0 | 10 |
| SLUSH | 5 | 6 | 4 | 1 | 4 | 20 |
| SNOW | 13 | 11 | 7 | 13 | 3 | 47 |
| WET | 49 | 60 | 69 | 33 | 24 | 235 |
| DRY | 209 | 181 | 211 | 164 | 209 | 974 |
| TOTAL | 283 | 261 | 296 | 215 | 241 | 1,296 |



State of Maine Highway Bicycle Crashes 2017 - 2021

| l. | PREFACE |
|-----|--|
| II. | BICYCLE CRASH TABLES AND CHARTS 2017-2021 |
| | Crashes Summarized by: |
| | County |
| | Severity 5-6 |
| | Fatal & Suspected Serious Injury Crash Map |
| | Rural/Urban Designation |
| | Month9 |
| | Day of Week |
| | Time of Day1 |
| | Age Groups |
| | Age Groups by Gender13 |
| | Apparent Physical Condition14 |
| | Contributing Factors |
| | Vehicle Type |
| | Light Conditions |
| | Weather Conditions |
| | |

STATE OF MAINE HIGHWAY BICYCLE CRASHES 2017 - 2021

Preface

This publication is a statistical review of reported motor vehicle highway crashes that involved bicycles in Maine during the five-year study period 2017- 2021. 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. Fatalities data was provided by the Department of Public Safety. 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. Fatalities data is provided by the Department of Public Safety and does not include deaths that were later determined to be of natural causes.

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.

A link to this publication can be found on the maine.gov website at:

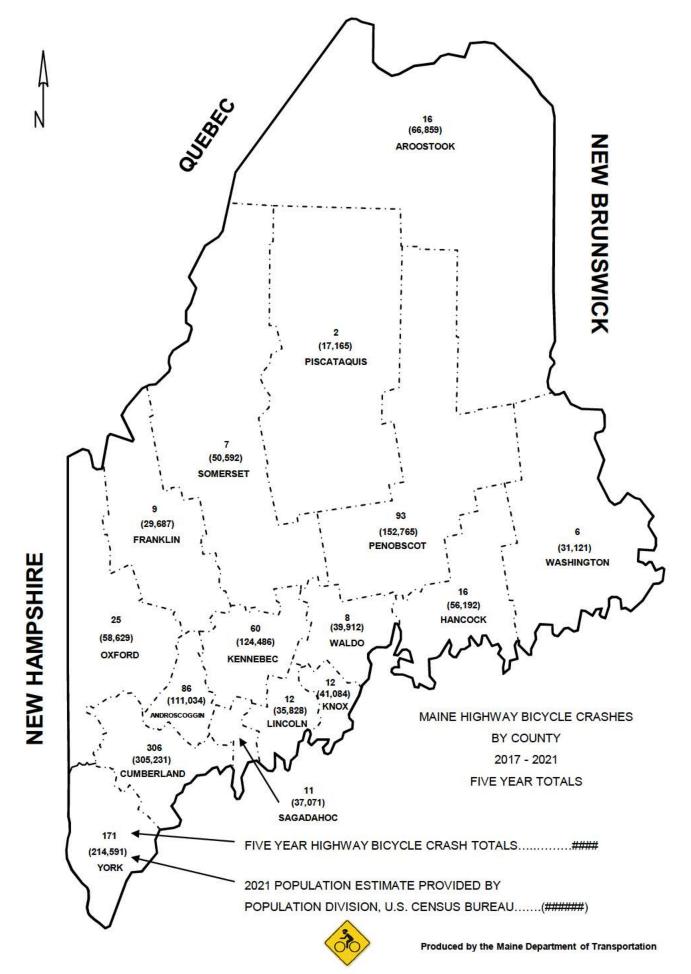
maine.gov/mdot/safety/crash-data/

We welcome your comments and suggestions on this report at:

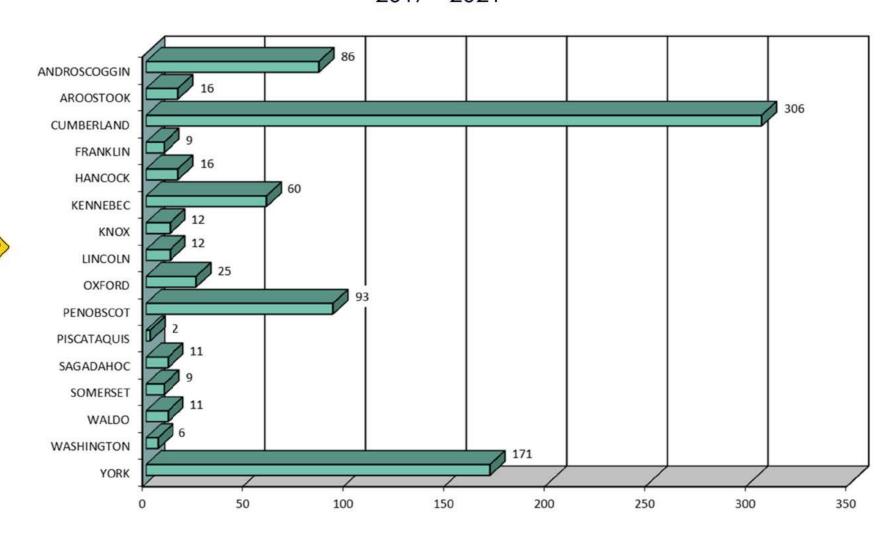
Maine Department of Transportation
Office of Safety & Mobility
Crash Records Section
16 State House Station
Augusta, ME 04333-0016

Tel: 207-624-3616





MAINE HIGHWAY BICYCLE CRASHES BY COUNTY 2017 - 2021





MAINE HIGHWAY BICYCLE CRASH SEVERITY BY COUNTY 2017- 2021

| Percent Personal Injury 96.51% SUSPECTED SERIOUS (A) 2 5 0 0 2 9 1.079 | COUNTY | CRASH INJURY TYPE | 2017 | 2018 | 2019 | 2020 | 2021 | TOTAL CRASHES | PERCENT OF TOTAL |
|---|--|--|---------|---------|--------|---------|------------|------------------|--|
| Percent Personal Injury 96.51% SUSPECTED MINOR (B) 7 2 12 6 7 34 4 4 4 73 96.51% PoSSBLE NULRY (C) 11 4 9 9 7 7 40 4 73 73 4 4 73 73 75 75 75 75 75 75 | ANDROSCOGGIN | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| Possible Nurry (C) | | SUSPECTED SERIOUS (A) | 2 | 5 | 0 | 0 | 2 | 9 | 1.07% |
| PGS-51% | The state of the s | SUSPECTED MINOR (B) | 7 | 2 | 12 | 6 | 7 | 34 | 4.02% |
| PROPERTY DAMAGE ONLY (O) | Control (1984) | POSSIBLE INJURY (C) | 11 | 4 | 55. | 9 | | 750,074 | 4.73% |
| AROOSTOOK Percent Personal Injury 93.75% FATAL (K) | (30.32% | PROPERTY DAMAGE ONLY (O) | 1000 | | 7.5 | | 177/ | - 3 | 0.36% |
| Percent Personal Injury 93.75% SUSPECTED MINOR (B) | - 10 | | 20 | 12 | 23 | 15 | 16 | 86 | 10.18% |
| Percent Personal Injury 93.75% | AROOSTOOK | | 0 | 0 | 0 | 0 | 0 | 8 | 0.00% |
| Injury 93.75% POSSIBLE INJURY (C) | Damana Damanal | | 11.00 | 115 | | | 100.0 | | 0.24% |
| POSSIBLE INJURY (C) | Caracian Service Contract Cont | | - 6 | 495 | - 2 | . 70 | 25 | 59 | 0.59% |
| PROPERTY DAMAGE ONLY (O) | | | 1 | | | 1 | 74/ | - 25 | 0.95% |
| CUMBERLAND FATAL (K) | | | 37 37 3 | 7 0 | | 5 7 | | 9 | 0.12% |
| Percent Personal Injury 92.48% SUSPECTED SERIOUS (A) 7 6 5 3 12 33 3.919 | | | - 5 | | 4 | 10 20 | | 1 | 1.89% |
| Percent Personal Injury 92.48% SUSPECTED MINOR (B) 18 19 27 22 28 114 13.49 POSSIBLE INJURY (C) 35 24 35 21 19 134 15.86 ROPERTY DAMAGE ONLY (O) 4 8 4 4 3 3 23 2.725 25 25 25 25 25 25 25 | CUMBERLAND | | | | - 10 | | | | 0.24% |
| Injury 92.48% POSSIBLE INJURY (C) 35 24 35 21 19 134 15.88 27 22 28 114 15.48 27 22 28 114 15.48 28 28 28 28 28 28 28 | Percent Percenal | | - illus | 200 | - E | | 80.55 | 1,000,000 | 3.91% |
| POSSIBLE INJURY (C) 35 24 35 21 19 134 13.86 | CHARLES AND ACTION OF THE PROPERTY OF THE PARTY OF THE PA | | 177776 | 2000 | 127.50 | 7.7 | 97.77 | 0.205 | 13.49% |
| FRANKLIN | | | 2.5 | 75/50 0 | - 500 | S 25 2 | | 4 X X | 15.86% |
| Percent Personal Injury 100.00% FATAL (K) SUSPECTED SERIOUS (A) 1 0 0 0 0 0 1 1 0.129 | | | | _ | | | | 7 | 2.72% |
| Percent Personal Injury 100.00% SUSPECTED MINOR (B) | | | | | | V | ii | | 36.21% |
| Percent Personal Injury 100.00% SUSPECTED MINOR (B) 0 | FRANKLIN | A Committee of the Comm | | 117 | | | | | 0.12% |
| Injury 100.00% SUSPECTED MINOR (B) 0 | Percent Personal | | | 1.33 | 7. | - 15 | 15.00 | . 90 | 0.12% |
| PROPERTY DAMAGE ONLY (O) | | A CONTRACTOR OF THE CONTRACTOR | | 1000 | - 3 2 | S | | | 0.47% |
| COUNTY SUBTOTAL 2 | 100.00% | 1 | | | _ | G - 33 | | | 0.36% |
| HANCOCK | | | | | _ | | - | _ | 0.00% |
| Percent Personal Injury 100.00% SUSPECTED SERIOUS (A) 1 | | | | - | | J. Tall | 0. | | The same of the same |
| SUSPECTED MINOR (B) 2 4 2 1 2 11 1.309 | HANCOCK | | 0.50 | 7355 | | 77.0 | 5750 | | and the second second |
| Injury 100.00% SUSPECTED MINOR (B) 2 4 2 1 2 11 1.30° | Percent Personal | | 123 | 7 | | - 6 | 12/0 | | 100 to 10 |
| RENNEBEC FATAL (K) SUSPECTED SERIOUS (A) PROPERTY DAMAGE ONLY (O) O O O O O O O O O | | | | | | G 33 | | | |
| RENNEBEC FATAL (K) SUSPECTED SERIOUS (A) SUSPECTED MINOR (B) FATAL (K) SUSPECTED SERIOUS (A) SUSPECTED SERIOUS (A) SUSPECTED MINOR (B) To a serious and | 100.00% | | | | , | 0X - X0 | N. Comment | K | |
| RENNEBEC FATAL (K) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | The state of the s | 1000 | 117 | | | an West | | |
| Percent Personal Injury 88.33% SUSPECTED SERIOUS (A) 0 2 1 0 1 4 0.479 | L/CAILIEDEO | | | - 7 | - 2 | 7.0 | | 47.70 | 5. A. S. (A. S.) |
| SUSPECTED MINOR (B) 7 3 2 3 4 19 2.259 | KENNEBEC | The second secon | 100 | 7/ | | | 17% | - 5 | The state of the s |
| POSSIBLE INJURY (C) 9 7 2 3 9 30 3.559 | Percent Personal | | | 100 | | 5 5 2 | (C) | ý | 10 N 2 1 |
| PROPERTY DAMAGE ONLY (O) | Injury | | | | | 4 | | 9 | |
| COUNTY SUBTOTAL 16 15 5 8 16 60 7.100 | 88.33% | | | | _ | | | | The second second |
| Percent Personal Injury 100.00% FATAL (K) | | | 6,850 | 5.000 1 | | 38.5 | | | 17 ADM 50 BASS |
| Percent Personal Injury 100.00% SUSPECTED SERIOUS (A) 2 0 1 1 0 4 0.479 | KNOV | The state of the s | | 7.74 | - 2 | | - 27 | 1777 | |
| SUSPECTED MINOR (B) 0 0 2 0 0 0 2 0.249 | KNOX | 100000 V 10000 V 1000 | | | | 5 7 | | Ü. | |
| SUSPECTED MINOR (B) | Percent Personal | | | | | 51 (2) | | | |
| PROPERTY DAMAGE ONLY (O) | The second of th | | | 11-1 | | 100 | | | |
| COUNTY SUBTOTAL 2 2 5 3 0 12 1.426 | 100.00% | | 100 | | - // | | 17,574 | | 300000000000000000000000000000000000000 |
| LINCOLN | | | 0.2 | 100 | - 7 | 35 | 1000 | 10% | 111 600 700 700 700 |
| Percent Personal SUSPECTED SERIOUS (A) 1 1 0 0 0 0 2 0.249 | LINICOLNI | | | | 2 1 | | 12. | 2 AMARIAN A | The state of the s |
| SUSPECTED MINOR (B) 1 1 2 1 1 6 0.749 | LINCOLIN | | _ | | | G 23 | | | |
| Injury 100,00% POSSIBLE INJURY (C) 0 2 1 0 0 3 0.369 | Percent Personal | | | | | | | 4.4 | |
| 100.00% | and the second s | | -32 | 12. | | | | 8 | A STATE OF THE STA |
| | 2.200 (a) (70) (a) (1) | | | 600 | - 89 | - 5 | 300 | | MICK SPECIAL IN |
| COUNTY SUBTOTAL 2 5 3 1 1 12 1.429 | | | 10.00 | 1/2 | - 3 | | 82.00 | 5 | 1.42% |

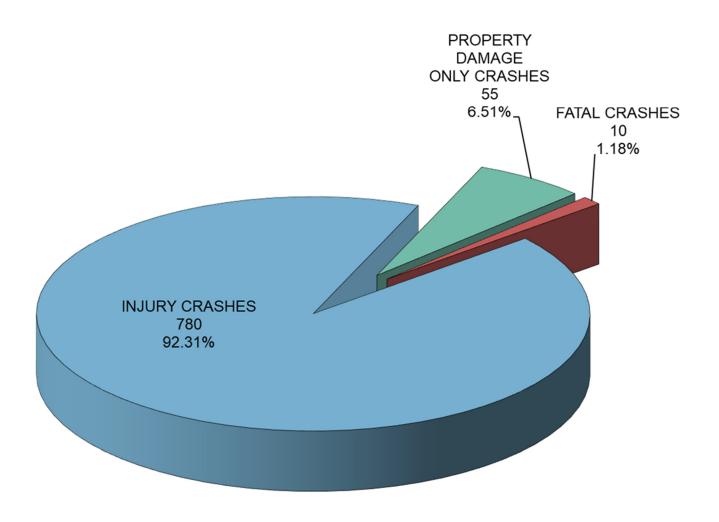


| COUNTY | CRASH INJURY TYPE | 2017 | 2018 | 2019 | 2020 | 2021 | TOTAL CRASHES | PERCENT OF TOTAL |
|---|--|-------|--------|--------|---------|-------|------------------|--------------------------|
| OXFORD | FATAL (K) | 0 | 0 | 1 | 1 | 0 | 2 | 0.24% |
| Danis | SUSPECTED SERIOUS (A) | 1 | 0 | 0 | 0 | 0 | 1 | 0.12% |
| Percent Personal Injury | SUSPECTED MINOR (B) | 2 | 1 | 3 | 3 | 4 | 13 | 1.54% |
| 96.00% | POSSIBLE INJURY (C) | 1 | 3 | 0 | 1 | 3 | 8 | 0.95% |
|) | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 1 | 0 | 1 | 0.12% |
| | COUNTY SUBTOTAL | 4 | 4 | 4 | 6 | 7 | 25 | 2.96% |
| PENOBSCOT | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 4 | 0 | 1 | 2 | 2 | 9 | 1.07% |
| Percent Personal | SUSPECTED MINOR (B) | 12 | 8 | 8 | 4 | 9 | 41 | 4.85% |
| Injury 92.47% | POSSIBLE INJURY (C) | 12 | 4 | 9 | 9 | 2 | 36 | 4.26% |
| 32.4770 | PROPERTY DAMAGE ONLY (O) | 1 | 2 | 1 | 0 | 3 | 7 | 0.83% |
| | COUNTY SUBTOTAL | 29 | 14 | 19 | 15 | 16 | 93 | 11.01% |
| PISCATAQUIS | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 1 | 0 | 0 | 0 | 1 | 0.12% |
| Percent Personal | SUSPECTED MINOR (B) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| Injury | POSSIBLE INJURY (C) | 0 | 0 | 0 | 0 | 1 | 1 | 0.12% |
| 100.00% | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| SAGADAHOC Percent Personal Injury 100.00% SOMERSET | COUNTY SUBTOTAL | 0 | 1 | 0 | 0 | 1 | 2 | 0.24% |
| SAGADAHOC | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| 57.57.67.1700 | SUSPECTED SERIOUS (A) | 1 | 0 | 1 | 1 | 0 | 3 | 0.36% |
| Percent Personal | SUSPECTED MINOR (B) | 1 | 1 | 0 | 2 | 1 | 5 | 0.59% |
| 2 A S 2 S 2 S 1 S 2 | POSSIBLE INJURY (C) | 1 | 1 | 1 | 0 | 0 | 3 | 0.36% |
| 100.00% | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 3 | 2 | 2 | 3 | 1 | 11 | 1.30% |
| COMEDCET | | 0 | 0 | 0 | 0 | 0 | | 10.000.00 |
| SUMERSEI | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 0 | 0.00% |
| Percent Personal | SUSPECTED SERIOUS (A) | (AB) | 1.5 | 88 | | | | HE STATE OF THE STATE OF |
| Injury | SUSPECTED MINOR (B) | 1 | 0 | 0 | 0 | 1 | 2 | 0.24% |
| 77.78% | POSSIBLE INJURY (C) | 2 | 1 | 1 | 0 | 0 | 4 | 0.47% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 1 | 0 | 0 | 1 | 2 | 0.24% |
| | COUNTY SUBTOTAL | 3 | 2 | 2 | 0 | 2 | 9 | 1.07% |
| WALDO | FATAL (K) | 0 | 1 | 0 | 0 | 0 | 1 | 0.12% |
| Percent Personal | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 2 | 1 | 3 | 0.36% |
| Injury | SUSPECTED MINOR (B) | 0 | 0 | 0 | 0 | 2 | 2 | 0.24% |
| 90.91% | POSSIBLE INJURY (C) | 1 | 1 | 1 | 1 | 0 | 4 | 0.47% |
| | PROPERTY DAMAGE ONLY (0) | 0 | 1 | 0 | 0 | 0 | 1 | 0.12% |
| | COUNTY SUBTOTAL | 1 | 3 | 1 | 3 | 3 | 11 | 1.30% |
| WASHINGTON | FATAL (K) | 0 | 0 | 0 | 1 | 0 | 1 | 0.12% |
| Dovesomt Comment | SUSPECTED SERIOUS (A) | 0 | 1 | 1 | 0 | 0 | 2 | 0.24% |
| Percent Personal | SUSPECTED MINOR (B) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| Injury 83.33% | POSSIBLE INJURY (C) | 1 | 0 | 1 | 0 | 0 | 2 | 0.24% |
| 03.3370 | PROPERTY DAMAGE ONLY (O) | 1 | 0 | 0 | 0 | 0 | 1 | 0.12% |
| | COUNTY SUBTOTAL | 2 | 1 | 2 | 1 | 0 | 6 | 0.71% |
| YORK | FATAL (K) | 2 | 0 | 0 | 0 | 0 | 2 | 0.24% |
| | SUSPECTED SERIOUS (A) | 1 | 3 | 0 | 2 | 7 | 13 | 1.54% |
| Percent Personal | SUSPECTED MINOR (B) | 12 | 15 | 15 | 13 | 20 | 75 | 8.88% |
| Injury 94.74% | POSSIBLE INJURY (C) | 16 | 18 | 16 | 11 | 11 | 72 | 8.52% |
| 94.74% | PROPERTY DAMAGE ONLY (O) | 2 | 3 | 1 | 0 | 3 | 9 | 1.07% |
| | COUNTY SUBTOTAL | 33 | 39 | 32 | 26 | 41 | 171 | 20.24% |
| COUNTY GRAND | FATAL (K) | 2 | 2 | 2 | 2 | 2 | 10 | 1.18% |
| TOTAL | SUSPECTED SERIOUS (A) | 21 | 19 | 12 | 13 | 25 | 90 | 10.65% |
| | SUSPECTED MINOR (B) | 64 | 55 | 77 | 56 | 81 | 333 | 39.41% |
| Percent Personal | POSSIBLE INJURY (C) | 91 | 73 | 78 | 61 | 54 | 357 | - Contracting the second |
| Injury | the contract of the contract o | 35751 | 100000 | 775537 | 2500000 | 0.000 | V. USHQO. 5 | 42.25% |
| 93.49% | PROPERTY DAMAGE ONLY (O) | 9 | 19 | 8 | 7 | 12 | 55 | 6.51% |
| | GRAND TOTAL | 187 | 168 | 177 | 139 | 174 | 845 | 100.00% |

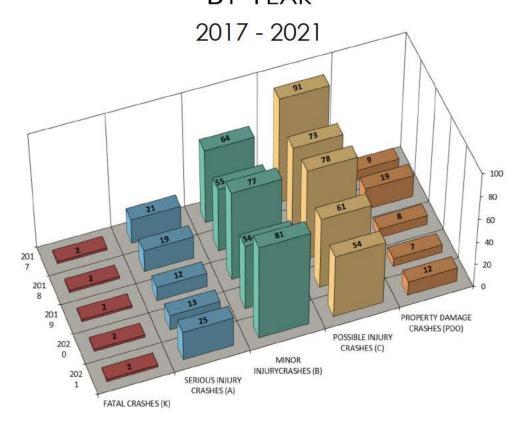


MAINE HIGHWAY BICYCLE CRASHES 2017 - 2021

845 Total Bicycle Crashes



MAINE HIGHWAY BICYCLE CRASH SEVERITY BY YEAR



| YEAR | FATAL CRASHES (K) | SERIOUS INJURY CRASHES (A) | MINOR INJURY CRASHES (B) | POSSIBLE INJURY CRASHES (C) | PROPERTY DAMAGE CRASHES (PDO) | TOTAL CRASHES |
|---------|-------------------------|-------------------------------------|-----------------------------------|--------------------------------------|--|------------------|
| 2017 | 2 | 21 | 64 | 91 | 9 | 187 |
| 2018 | 2 | 19 | 55 | 73 | 19 | 168 |
| 2019 | 2 | 12 | 77 | 78 | 8 | 177 |
| 2020 | 2 | 13 | 56 | 61 | 7 | 139 |
| 2021 | 2 | 25 | 81 | 54 | 12 | 174 |
| TOTAL | 10 | 90 | 333 | 357 | 55 | 845 |
| PERCENT | 1.18% | PERCEN | IT INJURY = | 92.31% | 6.51% | 100.00% |

⁽K) = Fatal Injury Crash. A crash where the highest level of injury to any person involved in the crash is a fatal injury, which results in death within 30 days of the crash.

(PDO) = Property Damage Crash. A crash where no injury occurred and only damage occurred to property that reduces the monetary value of that property. No injuries.

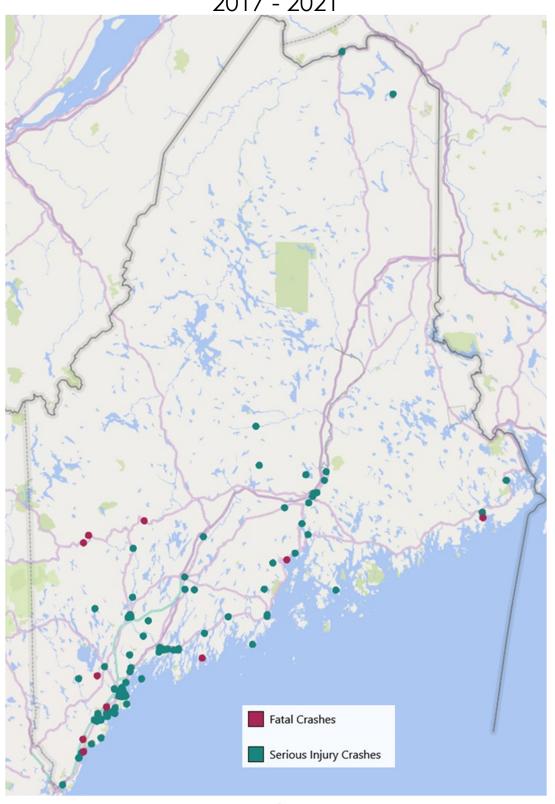
⁽A) = Serious Injury Crash. A crash where the highest level of injury to any person involved in the crash is a serious injury, which prevents the injured person from walking, driving or normally continuing the activities the person was capable of performing before the injury occurred.

⁽B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.

⁽C) = Possible Injury Crash. A crash where the highest level of injury to any person involved in the crash is a possible injury, which is any injury reported or claimed which is not a fatal injury, serious injury or minor injury.

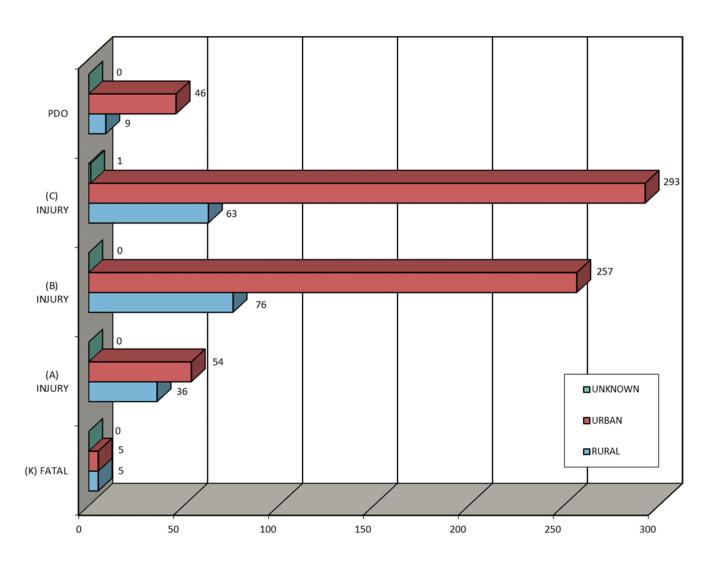
MAINE HIGHWAY BICYCLE FATAL & SUSPECTED SERIOUS INJURY CRASH MAP

2017 - 2021



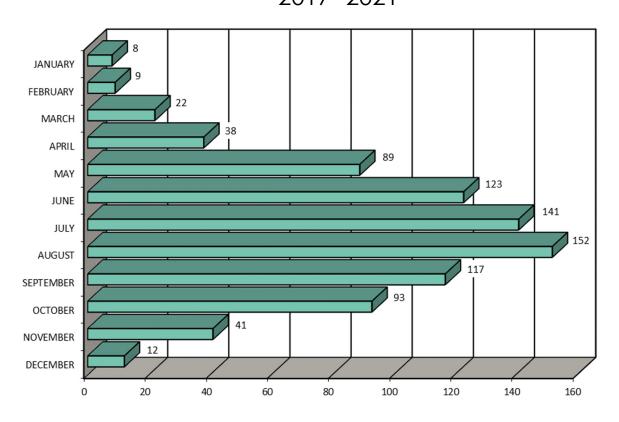


MAINE HIGHWAY BICYCLE CRASH SEVERITY BY RURAL URBAN DESIGNATION 2017 - 2021



| RURAL URBAN DESIGNATION | FATAL CRASHES (K) | SERIOUS INJURY CRASHES (A) | MINOR INJURY CRASHES (B) | POSSIBLE INJURY CRASHES (C) | PROPERTY DAMAGE CRASHES (PDO) | FIVE YEAR TOTAL |
|-------------------------------|-------------------------|-------------------------------------|-----------------------------------|--------------------------------------|--|-----------------------|
| RURAL | 5 | 36 | 76 | 63 | 9 | 189 |
| URBAN | 5 | 54 | 257 | 293 | 46 | 655 |
| UNKNOWN | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL | 10 | 90 | 333 | 357 | 55 | 845 |

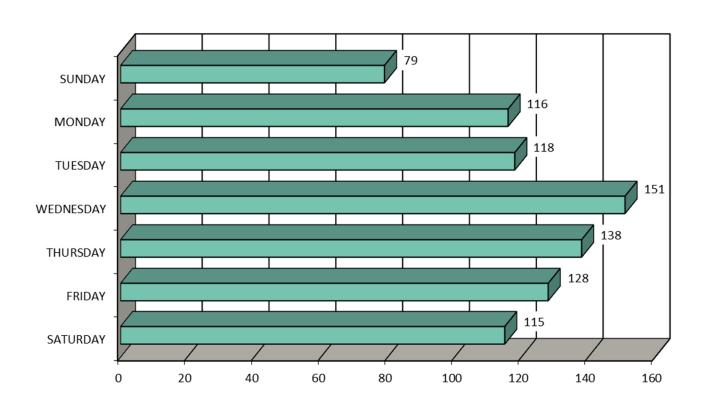
MAINE HIGHWAY BICYCLE CRASHES BY MONTH 2017- 2021



| MONTH | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------|------|------|------|------|------|-----------------------|---------------------|
| JANUARY | 2 | 1 | 0 | 3 | 2 | 8 | 0.95% |
| FEBRUARY | 4 | 0 | 2 | 3 | 0 | 9 | 1.07% |
| MARCH | 2 | 4 | 4 | 5 | 7 | 22 | 2.60% |
| APRIL | 9 | 8 | 8 | 6 | 7 | 38 | 4.50% |
| MAY | 22 | 20 | 15 | 17 | 15 | 89 | 10.53% |
| JUNE | 26 | 27 | 33 | 15 | 22 | 123 | 14.56% |
| JULY | 33 | 22 | 35 | 23 | 28 | 141 | 16.69% |
| AUGUST | 31 | 37 | 28 | 22 | 34 | 152 | 17.99% |
| SEPTEMBER | 25 | 21 | 21 | 24 | 26 | 117 | 13.85% |
| OCTOBER | 25 | 19 | 15 | 12 | 22 | 93 | 11.01% |
| NOVEMBER | 6 | 6 | 13 | 7 | 9 | 41 | 4.85% |
| DECEMBER | 2 | 3 | 3 | 2 | 2 | 12 | 1.42% |
| TOTAL | 187 | 168 | 177 | 139 | 174 | 845 | 100.00% |

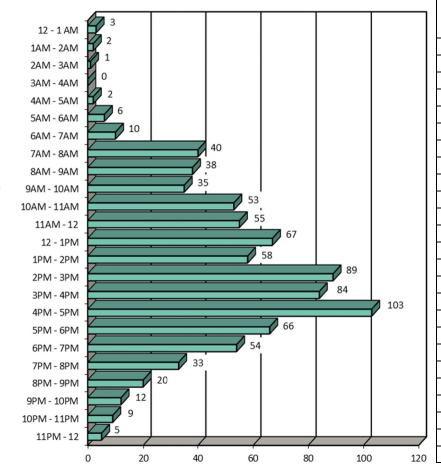


MAINE HIGHWAY BICYCLE CRASHES BY DAY OF THE WEEK 2017 - 2021



| DAY OF THE WEEK | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------------|------|------|------|------|------|-----------------------|------------------------|
| SUNDAY | 20 | 24 | 7 | 15 | 13 | 79 | 9.35% |
| MONDAY | 20 | 23 | 24 | 16 | 33 | 116 | 13.73% |
| TUESDAY | 36 | 15 | 24 | 23 | 20 | 118 | 13.96% |
| WEDNESDAY | 29 | 30 | 32 | 29 | 31 | 151 | 17.87% |
| THURSDAY | 35 | 25 | 30 | 22 | 26 | 138 | 16.33% |
| FRIDAY | 21 | 31 | 29 | 18 | 29 | 128 | 15.15% |
| SATURDAY | 26 | 20 | 31 | 16 | 22 | 115 | 13.61% |
| TOTAL | 187 | 168 | 177 | 139 | 174 | 845 | 100.00% |

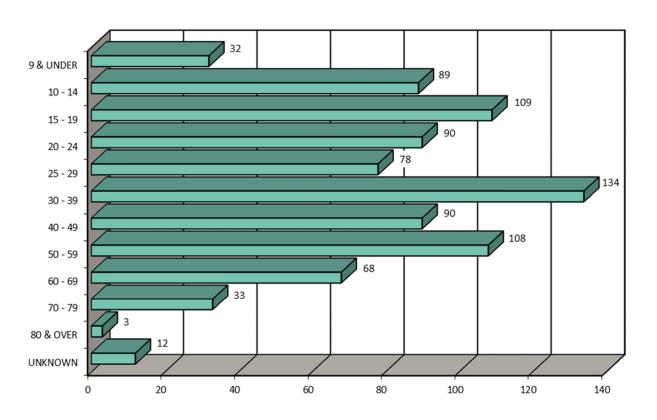
MAINE HIGHWAY BICYCLE CRASHES BY TIME OF DAY 2017 - 2021



| TIME OF DAY | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|-------------------|------|------|------|------|------|-----------------------|
| 12 - 1 AM | 1 | 1 | 1 | 0 | 0 | 3 |
| 1AM - 2AM | 0 | 1 | 0 | 0 | 1 | 2 |
| 2AM - 3AM | 0 | 1 | 0 | 0 | 0 | 1 |
| 3AM - 4AM | 0 | 0 | 0 | 0 | 0 | 0 |
| 4AM - 5AM | 0 | 0 | 1 | 1 | 0 | 2 |
| 5AM - 6AM | 1 | 0 | 1 | 2 | 2 | 6 |
| 6AM - 7AM | 3 | 2 | 2 | 1 | 2 | 10 |
| 7AM - 8AM | 10 | 13 | 8 | 3 | 6 | 40 |
| 8AM - 9AM | 13 | 9 | 7 | 3 | 6 | 38 |
| 9AM - 10AM | 8 | 2 | 11 | 4 | 10 | 35 |
| 10AM - 11AM | 9 | 16 | 9 | 8 | 11 | 53 |
| 11AM - 12 | 8 | 12 | 17 | 8 | 10 | 55 |
| 12 - 1PM | 14 | 9 | 12 | 15 | 17 | 67 |
| 1PM - 2PM | 9 | 14 | 9 | 10 | 16 | 58 |
| 2PM - 3PM | 22 | 18 | 18 | 15 | 16 | 89 |
| 3PM - 4PM | 18 | 15 | 17 | 16 | 18 | 84 |
| 4PM - 5PM | 21 | 23 | 29 | 15 | 15 | 103 |
| 5PM - 6PM | 17 | 9 | 13 | 17 | 10 | 66 |
| 6PM - 7PM | 14 | 8 | 9 | 8 | 15 | 54 |
| 7PM - 8PM | 7 | 7 | 0 | 5 | 14 | 33 |
| 8PM - 9PM | 4 | 5 | 6 | 3 | 2 | 20 |
| 9PM - 10PM | 3 | 2 | 4 | 1 | 2 | 12 |
| 10PM - 11PM | 3 | 0 | 2 | 3 | 1 | 9 |
| 11PM - 12 | 2 | 1 | 1 | 1 | 0 | 5 |
| TOTAL | 187 | 168 | 177 | 139 | 174 | 845 |



BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2017 - 2021

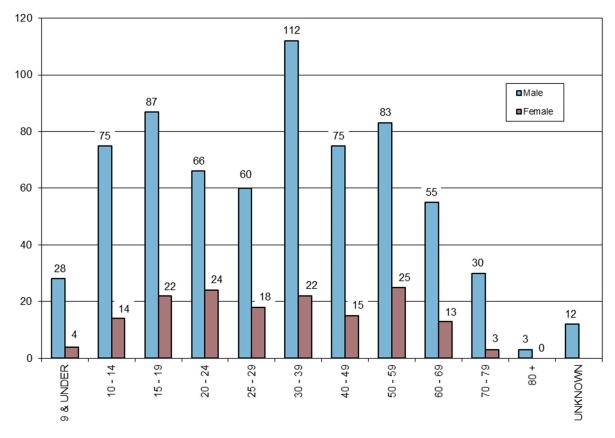


| AGE OF BICYCLIST | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|------------------------|------|------|------|------|------|-----------------------|------------------------|
| 9 & UNDER | 7 | 8 | 7 | 5 | 5 | 32 | 3.78% |
| 10 - 14 | 30 | 15 | 17 | 10 | 17 | 89 | 10.52% |
| 15 - 19 | 21 | 25 | 26 | 13 | 24 | 109 | 12.88% |
| 20 - 24 | 25 | 21 | 15 | 14 | 15 | 90 | 10.64% |
| 25 - 29 | 20 | 18 | 18 | 9 | 13 | 78 | 9.22% |
| 30 - 39 | 18 | 34 | 30 | 26 | 26 | 134 | 15.84% |
| 40 - 49 | 20 | 15 | 19 | 15 | 21 | 90 | 10.64% |
| 50 - 59 | 27 | 20 | 20 | 13 | 28 | 108 | 12.77% |
| 60 - 69 | 16 | 8 | 14 | 13 | 17 | 68 | 8.04% |
| 70 - 79 | 3 | 5 | 7 | 12 | 6 | 33 | 3.90% |
| 80 & OVER | 1 | 0 | 1 | 0 | 1 | 3 | 0.35% |
| UNKNOWN | 2 | 1 | 2 | 6 | 1 | 12 | 1.42% |
| TOTAL | 190 | 170 | 176 | 136 | 174 | 846 | 100.00% |



BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER

2017 - 2021



| | 201 | 7 | 201 | 8 | 201 | 9 | 202 | 20 | 202 | <u>:</u> 1 | TOTA | ALS | | |
|---|-----|----|-----|----|-----|----|-----|----|-----|------------|------|-----|-----------------------|------------------------|
| AGE GROUP OF BICYCLIST BY GENDER | М | F | М | F | M | F | М | F | М | F | М | F | FIVE YEAR TOTAL | PERCENT OF TOTAL |
| 9 & UNDER | 6 | 1 | 6 | 2 | 7 | 0 | 4 | 1 | 5 | 0 | 28 | 4 | 32 | 3.78% |
| 10 - 14 | 26 | 4 | 14 | 1 | 15 | 2 | 8 | 2 | 12 | 5 | 75 | 14 | 89 | 10.52% |
| 15 - 19 | 18 | 3 | 18 | 7 | 21 | 5 | 10 | 3 | 20 | 4 | 87 | 22 | 109 | 12.88% |
| 20 - 24 | 16 | 9 | 17 | 4 | 10 | 5 | 12 | 2 | 11 | 4 | 66 | 24 | 90 | 10.64% |
| 25 - 29 | 14 | 6 | 14 | 4 | 14 | 4 | 6 | 3 | 12 | 1 | 60 | 18 | 78 | 9.22% |
| 30 - 39 | 15 | 3 | 25 | 9 | 27 | 3 | 22 | 4 | 23 | 3 | 112 | 22 | 134 | 15.84% |
| 40 - 49 | 17 | 3 | 12 | 3 | 15 | 4 | 13 | 2 | 18 | 3 | 75 | 15 | 90 | 10.64% |
| 50 - 59 | 22 | 5 | 17 | 3 | 18 | 2 | 7 | 6 | 19 | 9 | 83 | 25 | 108 | 12.77% |
| 60 - 69 | 12 | 4 | 7 | 1 | 12 | 2 | 11 | 2 | 13 | 4 | 55 | 13 | 68 | 8.04% |
| 70 - 79 | 3 | 0 | 5 | 0 | 7 | 0 | 11 | 1 | 4 | 2 | 30 | 3 | 33 | 3.90% |
| 80 & OVER | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0.35% |
| UNKNOWN | 2 | · | 1 | | 2 | | 6 | | 1 | • | 12 |) | 12 | 1.42% |
| TOTAL BY GENDER | 150 | 38 | 135 | 34 | 147 | 27 | 104 | 26 | 138 | 35 | 674 | 160 | | |
| TOTAL | 190 | 0 | 170 | 0 | 170 | 6 | 13 | 6 | 174 | 4 | 84 | 6 | 846 | 100.00% |



BICYCLIST APPARENT PHYSICAL CONDITIONS INVOLVED IN MAINE HIGHWAY CRASHES

2017 - 2021



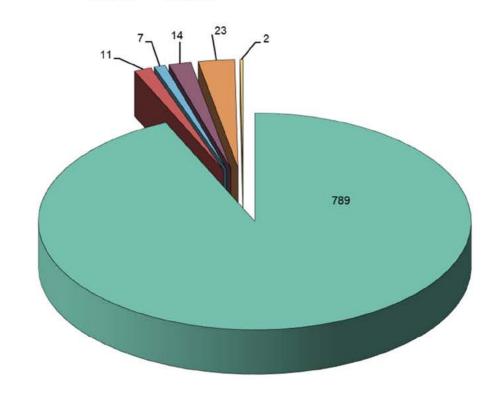
■EMOTIONAL

■PHYSICALLY IMPAIRED OR HANDICAPPED

■UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL

■OTHER

■UNKNOWN



| BICYCLIST PHYSICAL CONDITION | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--|------|------|------|------|------|-----------------------|---------------------|
| APPARENTLY NORMAL | 179 | 157 | 168 | 122 | 163 | 789 | 93.26% |
| ASLEEP OR FATIGUED | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| EMOTIONAL (depressed, angry, disturbed, etc.) | 1 | 4 | 2 | 3 | 1 | 11 | 1.30% |
| ILL (sick) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| PHYSICALLY IMPAIRED OR HANDICAPPED | 0 | 2 | 0 | 4 | 1 | 7 | 0.83% |
| UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL | 4 | 0 | 3 | 3 | 4 | 14 | 1.65% |
| OTHER | 6 | 5 | 3 | 4 | 5 | 23 | 2.72% |
| UNKNOWN | 0 | 2 | 0 | 0 | 0 | 2 | 0.24% |
| TOTAL | 190 | 170 | 176 | 136 | 174 | 846 | 100.00% |



CONTRIBUTING FACTORS TO MAINE HIGHWAY BICYCLE CRASHES 2017 - 2021

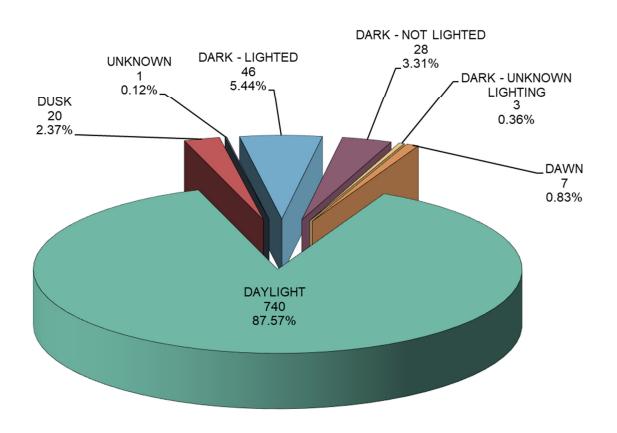
| RAN OFF ROADWAY 2 | DRIVER ACTIONS (actions 1 & 2 combined) | 2017 | 2018 | 2019 | 2020 | 2021 | Totals |
|--|---|----------|------|------|------|------|--------|
| FAILED TO YIELD RIGHT-OF-WAY FAILED TO YIELD RIGHT 1 | NO CONTRIBUTING ACTION | 86 | 85 | 80 | 71 | 103 | 425 |
| RAN RED LIGHT RAN STOP SIGN 0 0 0 1 1 0 2 RAN STOP SIGN 0 0 0 0 1 1 1 2 DISREGARDED OTHER TRAFFIC SIGN 0 0 0 0 0 2 0 2 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 1 1 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 0 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | RAN OFF ROADWAY | 2 | 1 | 0 | 1 | 0 | 4 |
| RAN RED LIGHT RAN STOP SIGN 0 0 0 1 1 0 2 RAN STOP SIGN 0 0 0 0 1 1 1 2 DISREGARDED OTHER TRAFFIC SIGN 0 0 0 0 0 2 0 2 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 1 1 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 0 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | FAILED TO YIELD RIGHT-OF-WAY | 54 | 44 | 63 | 40 | 38 | 239 |
| RAN STOP SIGN DISREGARDED OTHER TRAFFIC SIGN 0 0 0 0 0 2 0 2 0 2 DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 EXCEEDED POSTED SPEED LIMIT 0 0 0 0 0 0 1 1 1 DROVE TOO FAST FOR CONDITIONS 1 0 1 0 1 0 0 0 0 1 IMPROPER TRAFFIC SIGN 7 7 8 3 3 1 26 IMPROPER TRAFFIC SIGN 7 7 7 8 3 3 1 26 IMPROPER TRAFFIC SIGN 2 1 0 1 0 0 0 0 2 IMPROPER TURN 7 7 7 8 3 3 1 26 IMPROPER BACKING 2 1 0 1 0 0 0 0 1 IMPROPER BACKING 2 1 0 1 0 0 0 0 1 IMPROPER PASSING 2 0 4 3 1 1 10 WRONG WAY 0 1 0 0 0 0 1 FOLLOWED TOO CLOSELY 1 2 1 2 3 9 FAILED TO KEEP IN PROPER LANE OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER SWERVED OR AVOIDED DUE TO WIND, SUPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY OVER-CORRECTING/OVER-STEERING 0 0 0 0 0 0 0 0 OVER-CORRECTING/OVER-STEERING 0 0 0 0 0 0 0 0 OVER-CORRECTING/OVER-STEERING 0 0 0 0 0 0 0 0 0 OVER-CORRECTING/OVER-STEERING 181 179 178 151 174 863 BICYCLIST ACTIONS RIDING MAGNINST TRAFFIC 67 72 79 69 66 353 RIDING AGAINST TRAFFIC 38 29 28 20 33 148 BICYCLIST ACTIONS RIDING AGAINST TRAFFIC 38 29 28 20 33 148 BICYCLIST ACTIONS RIDING AGAINST TRAFFIC 38 6 6 5 10 37 MAKING LEFT TURN 4 1 1 2 2 1 10 MAKING LEFT TURN 4 1 1 2 2 2 10 MAKING LEFT TURN 50 1 0 0 0 0 0 0 0 0 0 0 THOMACOUST SYSTEM 190 170 177 133 167 837 VEHICLUAR FACTORS NONE 190 170 177 133 167 837 VEHICLUAR FACTORS NONE 190 170 177 133 167 837 VEHICLUAR FACTORS NONE 110 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | 1 | 0 | 0 | 1 | 0 | 2 |
| DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | RAN STOP SIGN | 0 | 0 | 0 | 1 | 1 | 2 |
| DISREGARDED OTHER ROAD MARKINGS 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | 0 | 0 | 0 | 2 | 0 | 2 |
| EXCEDED POSTED SPEED LIMIT DROVE TOO FAST FOR CONDITIONS 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| IMPROPER TURN | EXCEEDED POSTED SPEED LIMIT | 0 | 0 | 0 | 0 | 1 | 1 |
| IMPROPER TURN | DROVE TOO FAST FOR CONDITIONS | 1 | 0 | 1 | 0 | 0 | 2 |
| IMPROPER BACKING | | 7 | 7 | 8 | 3 | 1 | 26 |
| IMPROPER PASSING | | 2 | 1 | 0 | 1 | 1 | 4 |
| WRONG WAY | | | | 4 | 3 | | 10 |
| FOLLOWED TOO CLOSELY FAILED TO KEEP IN PROPER LANE OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY OVER-CORRECTING/OVER-STEERING OVER-CORRECT | | - | _ | 0 | | 0 | 1 |
| FAILED TO KEEP IN PROPER LANE OPERATED MOTOR VEHICLE IN ERRATIIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY OVER-CORRECTING/OVER-STEERING OTHER CONTRIBUTING ACTION UNKNOWN 18 19 3 8 5 43 BICYCLIST ACTIONS RIDING WITH TRAFFIC 67 72 79 69 66 353 BICYCLIST ACTIONS RIDING WITH TRAFFIC 67 72 79 69 66 353 BICYCLIST ACTIONS RIDING WITH TRAFFIC 88 8 6 5 100 37 MAKING EFT TURN 8 8 8 6 5 100 37 MAKING LEET TURN 8 8 8 6 5 100 37 MAKING ACROSS ROAD 50 32 42 22 37 183 SLOWING, STOPPING, STARTING IN ROAD 6 4 0 0 0 0 1 UNKNOWN 1 10 10 0 0 1 RIDING ACROSS ROAD 50 32 42 22 37 183 SLOWING, STOPPING, STARTING IN ROAD 6 4 0 0 2 15 OTHER BYCLIST ACTION NONE 170 170 170 170 130 167 837 VEHICULAR FACTORS NONE NONE 170 158 165 132 166 791 BRAKES 0 1 1 1 0 0 0 0 2 STEERING 0 0 0 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 0 0 SUSPENSION 1 1 1 0 0 0 0 0 | | 1 | | 1 | 2 | 3 | 9 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER 5 5 4 6 3 23 SWERVED DO R AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY 0 1 1 1 2 5 OVER-CORRECTING/OVER-STEERING 0 1 1 1 2 | | | | - | | | |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, | | | | | | |
| OVER-CORRECTING/OVER-STEERING 0 | SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR | 0 | 1 | 1 | 1 | 2 | 5 |
| OTHER CONTRIBUTING ACTION 9 11 11 6 13 50 UNKNOWN 8 19 3 8 5 43 TOTALS 181 179 178 151 174 863 BICYCLIST ACTIONS RIDING WITH TRAFFIC 67 72 79 69 66 353 RIDING AGAINST TRAFFIC 38 29 28 20 33 148 MAKING RIGHT TURN 4 1 1 2 2 10 MAKING U TURN 0 1 0 0 0 1 MAKING STOPPING, STARTING IN ROAD 50 32 42 22 37 183 SLOWING, STOPPING, STARTING IN ROAD 6 4 0 3 2 15 OTHER BYCLIST ACTION 15 16 14 9 16 70 UNKNOWN 2 7 7 3 1 20 TOTALS 190 | | 0 | 0 | 0 | 0 | 0 | 0 |
| UNKNOWN | | | _ | | | | |
| TOTALS | | | | | | | |
| BICYCLIST ACTIONS RIDING WITH TRAFFIC 67 72 79 69 66 353 8 8 29 28 20 33 148 8 8 6 5 10 37 8 10 10 10 10 10 10 10 | | | | | | | |
| RIDING WITH TRAFFIC RIDING AGAINST TRAFFIC RIDING R | | 101 | 173 | 170 | 101 | 17-7 | 000 |
| RIDING AGAINST TRAFFIC 38 29 28 20 33 148 MAKING RIGHT TURN 4 1 1 2 2 10 MAKING RIGHT TURN 8 8 6 5 10 37 MAKING U TURN 0 1 0 0 0 1 RIDING ACROSS ROAD 50 32 42 22 37 183 SLOWING, STOPPING, STARTING IN ROAD 6 4 0 3 2 15 OTHER BYCLIST ACTION 15 16 14 9 16 70 UNKNOWN 2 7 7 3 1 20 TOTALS 190 170 177 133 167 837 VEHICULAR FACTORS NONE 170 158 165 132 166 791 BRAKES 0 1 1 1 1 0 3 EXHAUST SYSTEM 0 0 0 0 0 0 0 BODY, DOORS 1 1 0 0 0 STEERING 0 0 1 1 1 0 0 STEERING 0 0 1 1 1 0 0 CTEERING 0 0 0 0 0 0 CTEERING 0 0 0 0 0 0 0 CTEERING 0 0 0 0 0 0 CTIRES 0 0 0 0 0 0 0 CTIRES 0 0 0 0 0 0 0 CUIGHTS (head, signal, tail, brake) 0 0 0 0 0 0 0 MIRRORS 0 0 0 0 0 0 MIRRORS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | | 67 | 72 | 79 | 69 | 66 | 353 |
| MAKING RIGHT TURN 4 1 1 2 2 10 MAKING LEFT TURN 8 8 6 5 10 37 MAKING U TURN 0 1 0 0 0 1 RIDING ACROSS ROAD 50 32 42 22 37 183 SLOWING, STOPPING, STARTING IN ROAD 6 4 0 3 2 15 OTHER BYCLIST ACTION 15 16 14 9 16 70 UNKNOWN 2 7 7 3 1 20 TOTALS 190 170 177 133 167 837 VEHICULAR FACTORS NONE 170 158 165 132 166 791 BRAKES 0 1 1 1 0 3 EXHAUST SYSTEM 0 0 0 0 0 0 0 0 BODY, DOORS 1 1 1 0 0 0 0 0 0 0 0 <td< td=""><td></td><td>38</td><td></td><td></td><td></td><td></td><td></td></td<> | | 38 | | | | | |
| MAKING U TURN | MAKING RIGHT TURN | 4 | | 1 | 2 | | |
| MAKING U TURN 0 1 0 0 0 1 RIDING ACROSS ROAD 50 32 42 22 37 183 SLOWING, STOPPING, STARTING IN ROAD 6 4 0 3 2 15 OTHER BYCLIST ACTION 15 16 14 9 16 70 UNKNOWN 2 7 7 3 1 20 TOTALS 190 170 177 133 167 837 VEHICULAR FACTORS 190 170 177 133 167 837 VEHICULAR FACTORS 170 158 165 132 166 791 BRAKES 0 1 1 1 0 3 2 166 791 BRAKES 0 1 1 1 0 3 2 166 791 BRAKES 0 1 1 1 0 3 2 166 791 BRAKES 0 0 0 0 0 0 0 0 | MAKING LEFT TURN | 8 | 8 | 6 | 5 | 10 | 37 |
| RIDING ACROSS ROAD SLOWING, STOPPING, STARTING IN ROAD OTHER BYCLIST ACTION IS 16 14 9 16 70 UNKNOWN 2 7 7 3 1 20 TOTALS NONE BRAKES EXHAUST SYSTEM BODY, DOORS STEERING OBODY, DOORS TIES OO 0 1 1 0 0 0 0 0 0 BOUSPENSION OO 0 0 0 0 0 0 SUSPENSION TIRES OO 0 0 0 0 0 0 SUSPENSION TIRES OO 0 0 0 0 0 0 UNKNOWN OO 0 0 0 0 UNCOMPRISED OO 0 0 0 0 0 UNCOMPRISED OO 0 0 0 0 0 UNCOMPRISED OO 0 0 0 0 0 0 UNINDOWS/WINDSHIELD OO 0 0 0 0 0 0 UNIPERS OO 0 0 0 0 0 0 0 UNIPERS OO 0 0 0 0 0 0 UNIPERS | | 0 | 1 | 0 | 0 | 0 | 1 |
| SLOWING, STOPPING, STARTING IN ROAD 6 | | 50 | 32 | 42 | 22 | 37 | 183 |
| OTHER BYCLIST ACTION 15 16 14 9 16 70 UNKNOWN 2 7 7 3 1 20 TOTALS 190 170 177 133 167 837 VEHICULAR FACTORS NONE 170 158 165 132 166 791 BRAKES 0 1 1 1 0 3 EXHAUST SYSTEM 0< | | 6 | 4 | 0 | 3 | 2 | |
| TOTALS 190 170 177 133 167 837 VEHICULAR FACTORS NONE 170 158 165 132 166 791 BRAKES 0 1 1 1 0 3 EXHAUST SYSTEM 0< | OTHER BYCLIST ACTION | 15 | 16 | 14 | 9 | 16 | 70 |
| VEHICULAR FACTORS NONE 170 158 165 132 166 791 BRAKES 0 1 1 1 0 3 EXHAUST SYSTEM 0 <td>UNKNOWN</td> <td>2</td> <td>7</td> <td>7</td> <td>3</td> <td>1</td> <td>20</td> | UNKNOWN | 2 | 7 | 7 | 3 | 1 | 20 |
| NONE 170 158 165 132 166 791 BRAKES 0 1 1 1 0 3 EXHAUST SYSTEM 0 | TOTALS | 190 | 170 | 177 | 133 | 167 | 837 |
| BRAKES 0 | VEHICULAR FACTORS | | | | | | |
| EXHAUST SYSTEM 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 | NONE | 170 | 158 | 165 | 132 | 166 | 791 |
| BODY, DOORS | BRAKES | 0 | 1 | 1 | 1 | 0 | 3 |
| STEERING 0 0 1 1 0 2 POWER TRAIN 0 | EXHAUST SYSTEM | 0 | 0 | 0 | 0 | 0 | 0 |
| POWER TRAIN 0 <th< td=""><td>BODY, DOORS</td><td>1</td><td>1</td><td>0</td><td>0</td><td>0</td><td>2</td></th<> | BODY, DOORS | 1 | 1 | 0 | 0 | 0 | 2 |
| SUSPENSION 0 0 0 0 0 0 TIRES 0 0 0 0 0 0 0 WHEELS 0 <td>STEERING</td> <td>0</td> <td>0</td> <td>1</td> <td>1</td> <td>0</td> <td>2</td> | STEERING | 0 | 0 | 1 | 1 | 0 | 2 |
| TIRES 0 0 0 0 0 0 WHEELS 0 0 0 0 0 0 0 LIGHTS (head, signal, tail, brake) 0 < | POWER TRAIN | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEELS 0 <td>SUSPENSION</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> | SUSPENSION | 0 | 0 | 0 | 0 | 0 | 0 |
| LIGHTS (head, signal, tail, brake) 0 0 0 0 0 WINDOWS/WINDSHIELD 0 0 0 0 0 0 MIRRORS 0 0 0 0 0 0 0 WIPERS 0 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 OTHER 0 0 2 1 0 3 | TIRES | 0 | 0 | 0 | 0 | 0 | 0 |
| WINDOWS/WINDSHIELD 0 | WHEELS | 0 | 0 | 0 | 0 | 0 | 0 |
| MIRRORS 0 0 0 0 0 0 WIPERS 0 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 OTHER 0 0 2 1 0 3 | LIGHTS (head, signal, tail, brake) | 0 | 0 | 0 | 0 | 0 | 0 |
| WIPERS 0 0 0 0 0 0 TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 0 0 OTHER 0 0 2 1 0 3 | WINDOWS/WINDSHIELD | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS 0 0 0 0 0 OTHER 0 0 2 1 0 3 | MIRRORS | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER 0 0 2 1 0 3 | WIPERS | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER 0 0 2 1 0 3 | TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | 0 | 0 | 0 | 0 | 0 | 0 |
| | OTHER | 0 | 0 | 2 | 1 | 0 | 3 |
| 111 100 103 100 100 001 | TOTALS | 171 | 160 | 169 | 135 | 166 | 801 |



VEHICLES INVOLVED IN MAINE HIGHWAY BICYCLE CRASHES 2017 - 2021

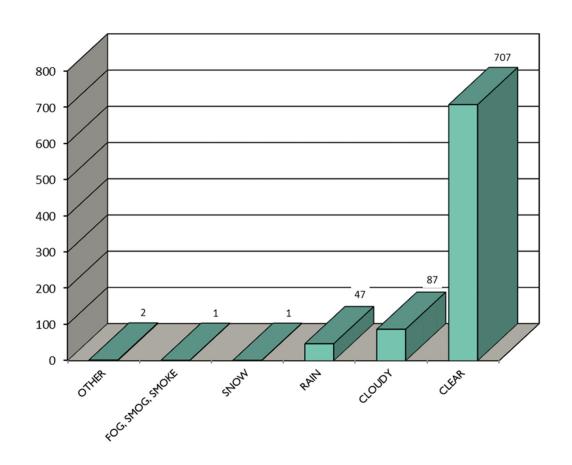
| VEHICLE TYPE INVOLVED IN BICYCLE CRASHES | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|--|------|------|------|------|------|-----------------------|
| PASSENGER CAR | 117 | 100 | 92 | 68 | 92 | 469 |
| (SPORT) UTILITY VEHICLE | 31 | 27 | 40 | 31 | 46 | 175 |
| PASSENGER VAN | 4 | 3 | 1 | 5 | 0 | 13 |
| CARGO VAN (10k or less) | 3 | 2 | 4 | 0 | 3 | 12 |
| PICKUP TRUCK | 20 | 26 | 33 | 23 | 24 | 126 |
| MOTOR HOME | 0 | 0 | 0 | 0 | 0 | 0 |
| SCHOOL BUS | 0 | 0 | 1 | 0 | 1 | 2 |
| TRANSIT BUS | 0 | 0 | 1 | 0 | 0 | 1 |
| MOTOR COACH | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER BUS | 0 | 0 | 1 | 0 | 0 | 1 |
| MOTORCYCLE | 1 | 2 | 1 | 0 | 4 | 8 |
| MOPED | 0 | 0 | 0 | 1 | 1 | 2 |
| LOW SPEED VEHICLE | 0 | 0 | 0 | 0 | 0 | 0 |
| AUTOCYCLE | 0 | 0 | 0 | 0 | 0 | 0 |
| EXPERIMENTAL | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER LIGHT TRUCK (10,000 lbs or less) | 0 | 2 | 0 | 1 | 0 | 3 |
| MEDIUM /HEAVY TRUCKS (more than 10,000 lbs) | 4 | 1 | 1 | 1 | 0 | 7 |
| ATV (2,3,4-WHEEL) | 0 | 0 | 0 | 0 | 0 | 0 |
| SNOWMOBILE | 0 | 0 | 0 | 0 | 0 | 0 |
| PEDESTRIAN | 1 | 0 | 1 | 4 | 0 | 6 |
| BICYCLE | 190 | 170 | 177 | 132 | 170 | 839 |
| OTHER | 1 | 2 | 4 | 6 | 1 | 14 |
| TOTAL VEHICLES INVOLVED | 372 | 335 | 357 | 272 | 342 | 1,678 |

MAINE HIGHWAY BICYCLE CRASHES BY LIGHT CONDITION 2017 - 2021



| LIGHT CONDITION | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------|------|------|------|------|------|-----------------------|---------------------|
| Dark - Lighted | 5 | 6 | 17 | 8 | 10 | 46 | 5.44% |
| Dark - Not Lighted | 11 | 5 | 2 | 4 | 6 | 28 | 3.31% |
| Dark - Unknown Lighting | 1 | 0 | 0 | 0 | 2 | 3 | 0.36% |
| Dawn | 1 | 0 | 3 | 1 | 2 | 7 | 0.83% |
| Daylight | 164 | 153 | 149 | 125 | 149 | 740 | 87.57% |
| Dusk | 5 | 3 | 6 | 1 | 5 | 20 | 2.37% |
| Unknown | 0 | 1 | 0 | 0 | 0 | 1 | 0.12% |
| Grand Total | 187 | 168 | 177 | 139 | 174 | 845 | 100.00% |

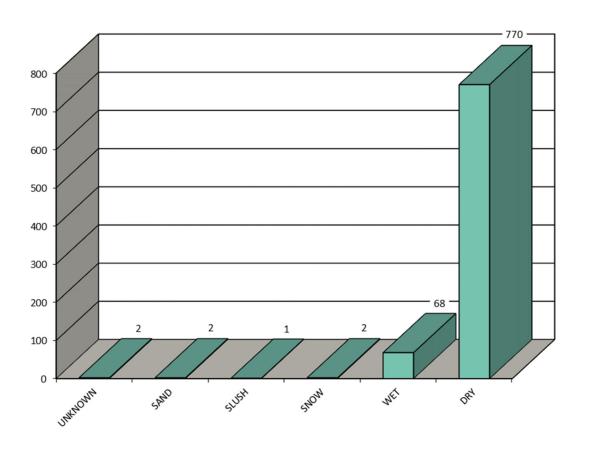
MAINE HIGHWAY BICYCLE CRASHES BY WEATHER CONDITIONS 2017 - 2021



| WEATHER CONDITIONS | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|---------------------------------------|------|------|------|------|------|--------------------|
| BLOWING SAND, SOIL, DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SEVERE CROSS WINDS | 0 | 0 | 0 | 0 | 0 | 0 |
| SLEET,HAIL (freezing rain or drizzle) | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | 0 | 1 | 1 | 0 | 0 | 2 |
| FOG,SMOG,SMOKE | 0 | 0 | 0 | 1 | 0 | 1 |
| SNOW | 1 | 0 | 0 | 0 | 0 | 1 |
| BLOWING SNOW | 0 | 0 | 0 | 0 | 0 | 0 |
| RAIN | 11 | 11 | 14 | 5 | 6 | 47 |
| CLOUDY | 27 | 14 | 17 | 14 | 15 | 87 |
| CLEAR | 148 | 142 | 145 | 119 | 153 | 707 |
| TOTAL | 187 | 168 | 177 | 139 | 174 | 845 |



Maine Highway Bicycle Crashes By Road Surface Conditions 2017 - 2021



| ROAD SURFACE CONDITIONS | 2017 | 2018 | 2019 | 2020 | 2021 | FIVE YEAR TOTAL |
|--------------------------|------|------|------|------|------|--------------------|
| UNKNOWN | 0 | 1 | 1 | 0 | 0 | 2 |
| OTHER | 0 | 0 | 0 | 0 | 0 | 0 |
| OIL | 0 | 0 | 0 | 0 | 0 | 0 |
| MUD,DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SAND | 1 | 0 | 1 | 0 | 0 | 2 |
| WATER (standing, moving) | 0 | 0 | 0 | 0 | 0 | 0 |
| ICE/FROST | 0 | 0 | 0 | 0 | 0 | 0 |
| SLUSH | 1 | 0 | 0 | 0 | 0 | 1 |
| SNOW | 1 | 1 | 0 | 0 | 0 | 2 |
| WET | 15 | 16 | 20 | 8 | 9 | 68 |
| DRY | 169 | 150 | 155 | 131 | 165 | 770 |
| TOTAL | 187 | 168 | 177 | 139 | 174 | 845 |

