MAINE STATE LEGISLATURE

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STATE OF MAINE BICYCLE ACCIDENT HISTORY 1989 - 1993

Prepared by: Maine Department of Transportation Bureau of Planning Safety Section Station#16, Augusta, Maine 207-287-3131

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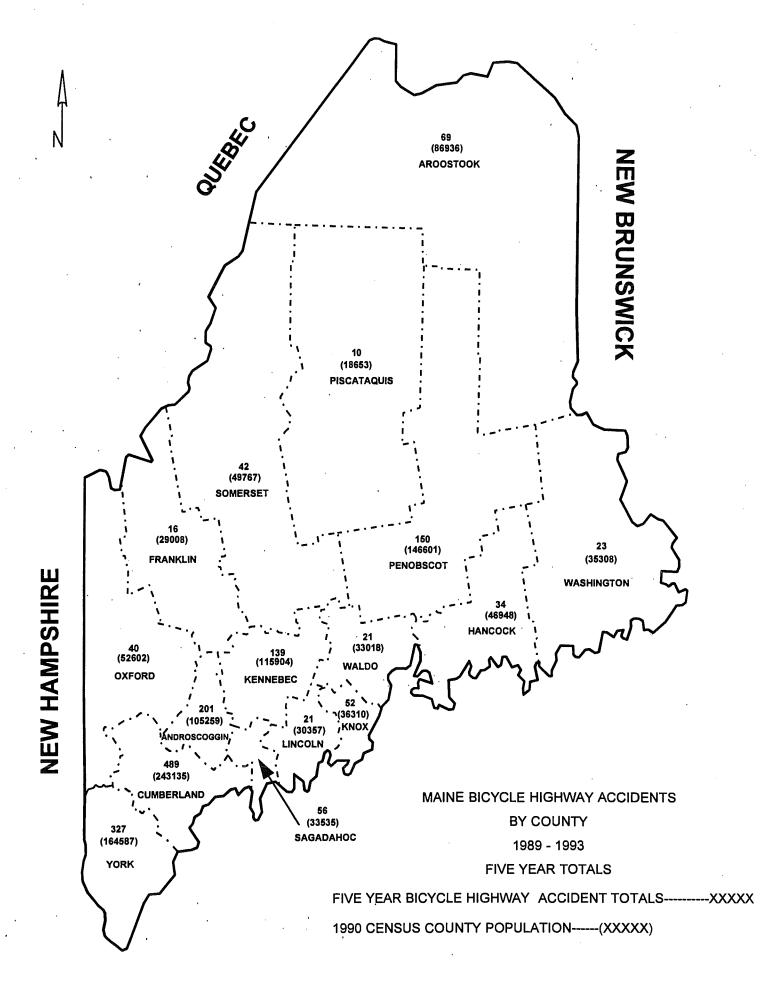
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STATEWIDE BICYCLE ACCIDENTS 1989-1993 INTRODUCTION

This publication is a statistical review of all reported motor vehicle accidents that involve bicycles in Maine, covering the five year period 1989-1993. The figures are compiled from accident reports submitted to the Maine Department of Transportation by the Bureau of Public Safety, Traffic Division, state, county and local police agencies.

The enclosed charts, graphs, listings and accident summaries were produced by using Maine Department of Transportation computerized systems.



MAINE BICYCLE HIGHWAY ACCIDENT SEVERITY

1989 - 1993

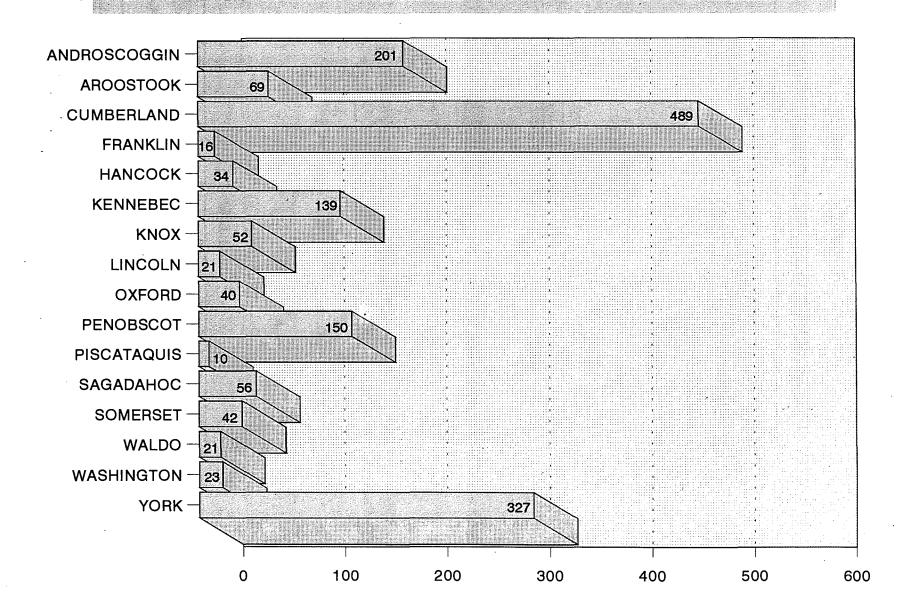
COUNTY	INJURY TYPE	1989	1990	1991	1992	1993	TOTAL ACCIDENTS	PERCENT OF TOTAL
ANDROSCOGGIN	FATAL (K)	0	0	0	0	0	0	0.00%
ANDROSCOGGIN	INCAPACITATING (A)	4	4	7	6	8	29	1.72%
/ '\	NON-INCAPACITATING (B)	25	19	17	19	28	108	6.39%
PERCENT PERSONAL	POSSIBLE INJURY (C)	16	9	11	6	13	55	3.25%
INJURY	PROPERTY DAMAGE ONLY (PDO)	0	1	4	3	1	9	0.53%
95.52%	COUNTY SUBTOTAL	45	33	39	34	50	201	11.89%
AROOSTOOK	FATAL (K)	0	0	0	0	0	0	0.00%
AHOOSTOOK	INCAPACITATING (A)	2	1	3	1	0	7	0.41%
/ PERCENT	NON-INCAPACITATING (B)	3	12	11	8	5	39	2.31%
PERSONAL	POSSIBLE INJURY (C)	4	3	5	5	3	20	1.18%
INJURY	PROPERTY DAMAGE ONLY (PDO)	1	1	0	0	1	3	0.18%
95.65%	COUNTY SUBTOTAL	10	17	19	14	9	69	4.08%
CUMBERLAND	FATAL (K)	0	1	0	0	0	1 .	0.06%
·	INCAPACITATING (A)	6	11	6 .	9	10	42	2,49%
/ PERCENT	NON-INCAPACITATING (B)	46	35	63	52	43	239	14.14%
PERSONAL	POSSIBLE INJURY (C)	45	29	43	29	35	181	10.71%
INJURY	PROPERTY DAMAGE ONLY (PDO)	5	6	5_	4	6	26	1.54%
94.68%	COUNTY SUBTOTAL	102	82	117	94	94	489	28.94%
	FATAL (K)	1	0	0	0	0	1	0.06%
FRANKLIN	INCAPACITATING (A)	0	0	0	0	1	1	0.06%
/	NON-INCAPACITATING (B)	2	1	1	0	2	6	0.36%
PERCENT	POSSIBLE INJURY (C)	1	0	3	1	3	8	0.47%
INJURY	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
100.00%	COUNTY SUBTOTAL	4	1	4	1	6	16	0.95%
	FATAL (K)	0	0	. 0	0	0	. 0	0.00%
HANCOCK	INCAPACITATING (A)	3	0	. 2	0 .	2	7	0.41%
/	NON-INCAPACITATING (B)	0	2	4	1	3	10	0.59%
PERCENT	POSSIBLE INJURY (C)	.2	1	3	4	2	12	0.71%
PERSONAL INJURY	PROPERTY DAMAGE ONLY (PDO)	1	2	0	2	0	5	0.30%
85,29%	COUNTY SUBTOTAL	6	5	9	7	7	34	2,01%
	FATAL (K)	0	0	0	1	0	1	0.06%
KENNEBEC	INCAPACITATING (A)	4	4	4	2	2	16	0.95%
,	NON-INCAPACITATING (B)	12	15	10	9	17	63	3,73%
PERCENT	POSSIBLE INJURY (C)	15	16	8	9	9	57	3,37%
PERSONAL INJURY	PROPERTY DAMAGE ONLY (PDO)	0	1	1	0	0	2	0.12%
98.56%	COUNTY SUBTOTAL	31	36	23	21	28	139	8.23%
	FATAL (K)	0	0	0	1	0	1	0.06%
KNOX	INCAPACITATING (A)	2	4	2	2	1	11	0.65%
/	NON-INCAPACITATING (B)	2	5	7	3	4	21	1.24%
PERCENT PERSONAL	POSSIBLE INJURY (C)	6	5	1	5	2	19	1.13%
INJURY	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
100.00%	COUNTY SUBTOTAL	10	14	10	11	7	52	3.08%
LINOC! N	FATAL (K)	0	0	0	0	0	0	0.00%
LINCOLN	INCAPACITATING (A)	1	1	1	2	2	7	0.41%
/	NON-INCAPACITATING (B)	2	2	1	4	2	11	0.65%
PERCENT PERSONAL	POSSIBLE INJURY (C)	1	0	0	0	2	3	0.18%
INJURY .	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
100.00%	COUNTY SUBTOTAL	4	3	. 2	6	6	21	1.24%

MAINE BICYCLE HIGHWAY ACCIDENT SEVERITY

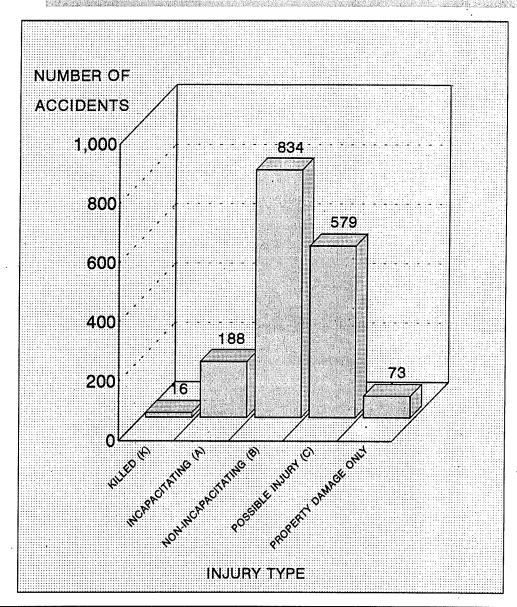
1989 - 1993

COUNTY	INJURY TYPE	1989	1990	1991	1992	1993	TOTAL ACCIDENTS	PERCENT OF TOTAL
ov-on-	FATAL (K)	0	0	0	0	0	0	0.00%
OXFORD	INCAPACITATING (A)	3	3	0	.2	0	8	0.47%
	NON-INCAPACITATING (B)	5	1	6	5	4	21	1,24%
PERCENT	POSSIBLE INJURY (C)	1	3	4	1	1	10	0.59%
PERSONAL INJURY	PROPERTY DAMAGE ONLY (PDO)	0	0	0	1	0	. 1	0.06%
97.50%	COUNTY SUBTOTAL	9	7	10	9	5	40	2.36%
	FATAL (K)	0	0	0	0	2	2	0.12%
PENOBSCOT	INCAPACITATING (A)	2	2	4	3	4	15	0.89%
	NON-INCAPACITATING (B)	9	8	17	14	17	65	3.85%
PERCENT	POSSIBLE INJURY (C)	9	8	9	16	17	59	3.49%
PERSONAL	PROPERTY DAMAGE ONLY (PDO)	1	3	2	1	2	9	0.53%
94.00%	COUNTY SUBTOTAL	21	21	32	34	42	150	8.88%
		0	0	0	0	0	0	0.00%
PISCATAQUIS	FATAL (K)	1	0	0	0	1	2	0.12%
	INCAPACITATING (A)	0	<u> </u>			0		
PERCENT	NON-INCAPACITATING (B)	1	2	0	0	0	<u>5</u> 3	0.30%
PERSONAL INJURY	POSSIBLE INJURY (C)	0	0	0	0	0	0	0.18%
100.00%	PROPERTY DAMAGE ONLY (PDO)	2	4	2	1	1	10	0.00%
	COUNTY SUBTOTAL		0	0	0		0	0.59%
SAGADAHOC	FATAL (K)	0				0		0.00%
	INCAPACITATING (A)	0	0	1	1	0	2	0.12%
PERCENT	NON-INCAPACITATING (B)	. 6	5	12	4	8	35	2.07%
PERSONAL	POSSIBLE INJURY (C)	4	4 ·	3	4	0	15	0.89%
INJURY	PROPERTY DAMAGE ONLY (PDO)	0	2	0	1	1	4	0.24%
92.86%	COUNTY SUBTOTAL	10	11	16	10	9	56	3.31%
SOMERSET	FATAL (K)	1	0	0	1	. 0	2	0.12%
	INCAPACITATING (A)	0	1	3	1	2	7	0.41%
/ PERCENT	NON-INCAPACITATING (B)	4	<u>2 ·</u>	3	5	2	16	0.95%
PERSONAL	POSSIBLE INJURY (C)	7	0	1	1	4	13	0.77%
INJURY	PROPERTY DAMAGE ONLY (PDO)	2	0 .	0	2	0	4	0.24%
90.48%	COUNTY SUBTOTAL	14	3	7 .	10	8	42	2.49%
WALDO	FATAL (K)	0	0	0	0	1	1	0.06%
	INCAPACITATING (A)	1	0	1	0	0	2	0.12%
/ PERCENT	NON-INCAPACITATING (B)	1	3	4	4	0	12	0.71%
PERSONAL	POSSIBLE INJURY (C)	2	2	0	2	0	6	0.36%
INJURY	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
100.00%	COUNTY SUBTOTAL	4	5	5	6	1	21	1.24%
WASHINGTON	FATAL (K)	0	0	0	0	1	<u>1</u> .	0.06%
	INCAPACITATING (A)	1	2	1	0	1	5	0.30%
/ PERCENT	NON-INCAPACITATING (B)	5	2	1	4	2	14	0.82%
PERSONAL	POSSIBLE INJURY (C)	2	0	1	0	0	3	0.18%
INJURY	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
100,00%	COUNTY SUBTOTAL	8	4	3	4	4	23	1.36%
YORK	FATAL (K)	1	2	1	1	1	6	0.36%
TOTAL	INCAPACITATING (A)	2	9	6	4	6	27	1.60%
/ PERCENT	NON-INCAPACITATING (B)	37	31	37	40	24	169	10.00%
PERSONAL	POSSIBLE INJURY (C)	36	16	24	18	21	115	6.80%
INJURY	PROPERTY DAMAGE ONLY (PDO)	- 2	1 50	5	1	1 ====	10	0.59%
96.94%	COUNTY SUBTOTAL	78	59	73	64	53	327	19.35%
' GRAND T	OTAL	358	305	371	326	330	1690	100.00%

MAINE BICYCLE HIGHWAY ACCIDENT SEVERITY BY COUNTY 1989-1993



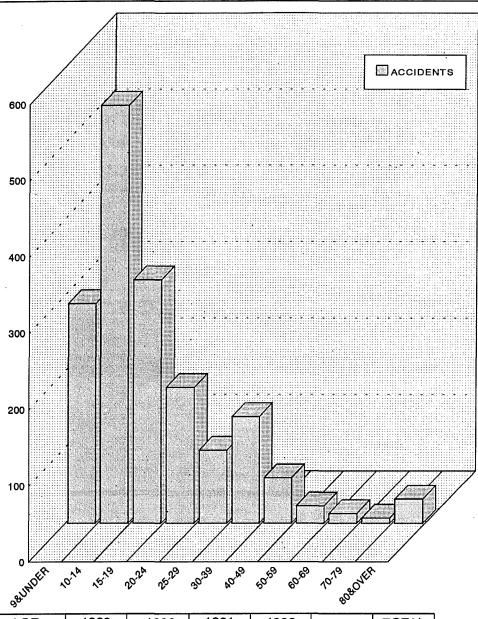
MAINE BICYCLE HIGHWAY INJURY ACCIDENTS 1989 - 1993



INJURY TYPE	1989	1990	1991	1992	1993	FIVE YEAR TOTAL
KILLED .	3	3	1	4	5	16
INCAPACITATING (A)	32	42	41	33	40	188
NON-INCAPACITATING (B)	159	145	196	173	161	834
POSSIBLE INJURY (C)	152	98	116	101	112	579
PROPERTY DAMAGE ONLY	12 ,	17	17	15	12	73
TOTAL	358	305	371	326	330	1690

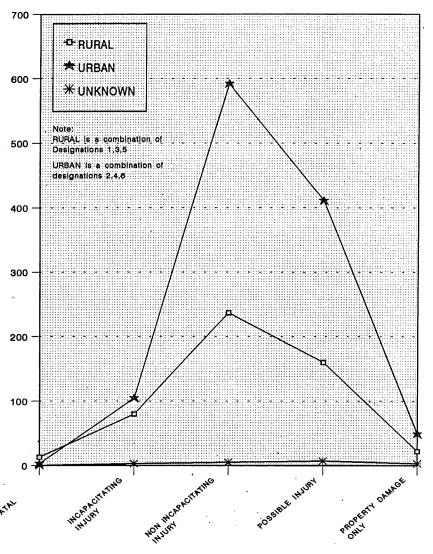
NOTE:Only motor vehicle related bicycle accidents are included.

MAINE BICYCLE HIGHWAY ACCIDENTS BY AGE OF BICYCLIST 1989 - 1993



ACE	1989	1990	1991	1992	1000	TOTAL
AGE	1909	1990	1991	1992	1993	TOTAL
9&UNDER	65	45	. 57	68	53	288
10 - 14	115	98	129	106	100	548
15 - 19	74	64	63	52	66	319
20 - 24	43	29	35	36	35	178
25 - 29	21	17	21	16	21	96
30 - 39	20	23	34	30	33	140
40 - 49	11	16	15	6	12	60
50 - 59	2 ,	2	8	4	. 7	23
60 - 69	1	5	2	3	. 2	13
70 - 79	0	2	3	1	1	7
80&OVER	8	8	7	6	3	32
UNKNOWN	0	0	1	0	0 ·	1
TOTAL	360	309	375	328	333	1705

MAINE BICYCLE HIGHWAY ACCIDENT SEVERITY BY RURAL URBAN DESIGNATION 1989-1993



RURAL URBAN DESIGNATION	FATAL ACCIDENTS	INCAPACITATING INJURY (A)	NON INCAPACITATING INJURY (B)	POSSIBLE	PROPERTY DAMAGE ONLY	FIVE YEAR TOTAL
RURAL (1)	11	66	159	103	15	354
URBAN (2)	3	98	581	393	47	1122
RUR-URB (3)	0	10	34	36	5	85
FU-SR (4)	0	4	6	15	1	26
FR-SU (5)	2	4	44	21	2	73
FU-SRU (6)	. О	3	5	3	1	12
UNKNOWN	. 0	3	5	7	3	18
TOTAL	16	188	834.	578	74	1690

RUR-URB = RURAL-URBAN

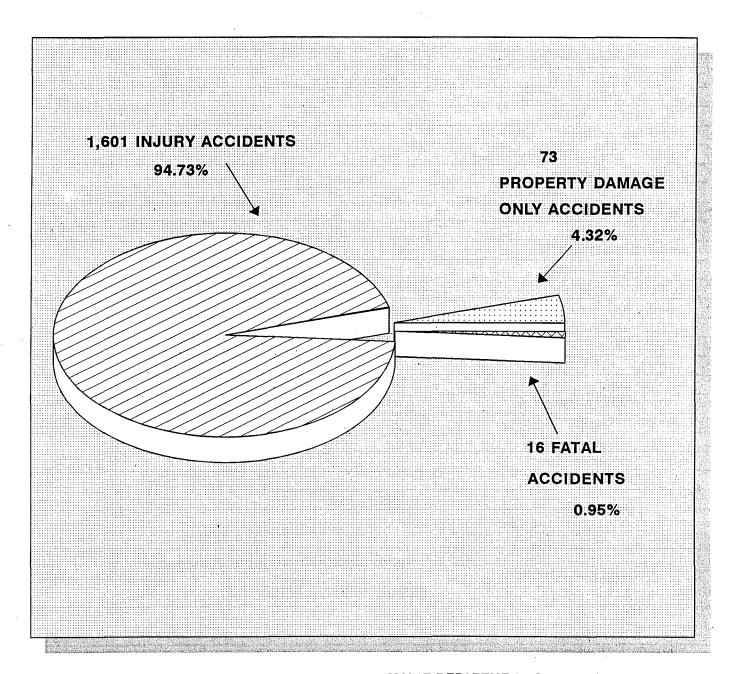
FU-SR = FEDERAL URBAN-STATE RURAL

= FEDERAL RURAL-STATE URBAN

FU-SRU = FEDERAL URBAN-STATE RURAL-URBAN

MAINE BICYCLE HIGHWAY ACCIDENTS

1989 - 1993 1,690 TOTAL BICYCLE ACCIDENTS



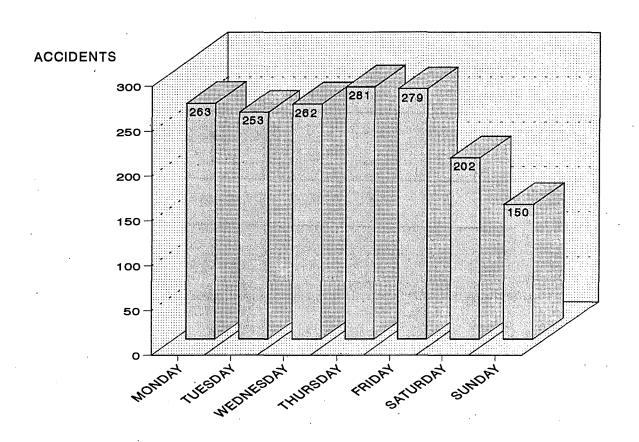
MAINE DEPARTMENT OF TRANSPORTATION 1989-1993 TRAFFIC ACCIDENT SUMMARY

CONTRIBUTING FACTORS TO MAINE BICYCLE HIGHWAY ACCIDENTS 1989-1993

HUMAN FACTORS	DRIVER	DRIVER	DRIVER	DRIVER	DRIVER	OTHER	TOTAL
	VEH. 1	VEH. 2	VEH. 3	VEH.4	VEH. 5		
NO IMPROPER DRIVING	1008	365	16	3	0	0	1392
FAIL TO YIELD R-WAY	134	275	2	0	0	0	411
ILLEGAL UNSAFE SPEED	23	33	2	0	0	0	58
FOLLOW TOO CLOSE	4	1	1	0	0	0	6
DISREGARD TRAFFIC CONTROL	5	60	0	0	0	0	65
DRIVING LEFT OF CENTER	9	47	0	0	, 0	0	56
IMPROPER PASSING	7	15	0	0	0	0	22
IMPROPER LANE CHANGE	5	22	0	0	0	0	27
IMPROPER START/STOP	1	6	0 .	0	0	0	7
IMPROPER TURN	19	31	0	0	0	0	50
UNSAFE BACKING	9	0	0	0	0	0	9
NO PROPER SIGNAL	1	4	0	0	0	0	5
IMPEDING TRAFFIC	2	10	0	0	0	0	12
DRIVER INATTENTION	266	·325	0	0	0	0	591
DRIVER INEXPERIENCE	9	55	0	0	0	0	64
PEDESTRIAN VIOLATION	1	111	1	0	0	0	113
PHYSICAL IMPAIRMENT	5	4	Ō	0	0	0	9
VISION OBSCURED GLASS	0	0	0	0	0	. 0	0
VISION OBSCURED LIGHT	15	3	0	0	0	0	18
VISION OBSCURED OTHER	75	. 32	·. 0	0	0	0	107
OTHER HUMAN FACTOR	21	191	5	.0	0	0	217
DEFECTIVE BRAKES	46	10	1	0	0	0	57
HIT & RUN	0	23	0	0	0	0	23
TOTAL	1665	1623	28	3	0	0	3319

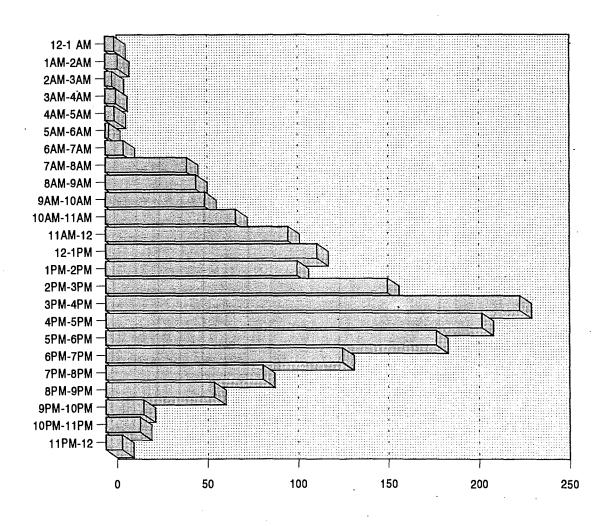
VEHICULAR FACTORS	DRIVER	DRIVER	DRIVER	DRIVER	DRIVER	OTHER	TOTAL	
VEHICULAR FACTORS	VEH. 1	VEH. 2	VEH. 3	VEH.4	VEH. 5	OTHER		
DEFECTIVE TIRE	0	1	0	0	0	0	1.	
DEFECTIVE LIGHTS	0	11	0	0	0	0	11	
INADEQUATE WINDSHIELD	0	0	0	0	0	0	0	
OVERSIZE/OVERWEIGHT	0	Ō	0	0	0	0	0	
OTHER VEHICLE DEFECT	0	3	0	0	0	0	3	
UNKNOWN	25	49	6	1	0	0	81	
TOTAL	25	64	6	1	0	0	96	

MAINE BICYCLE HIGHWAY ACCIDENTS BY DAY OF THE WEEK 1989-1993



DAY OF WEEK	1989	1990	1991	1992	1993	FIVE YEAR TOTAL	PERCENT OF TOTAL
MONDAY	57	51	49	53	53	263	15.56%
TUESDAY	51	47	62	44	49	253	14.97%
WEDNESDAY	48	50	54	54	56	262	15.50%
THURSDAY	65	41	66	58	51	281	16.63%
FRIDAY	63	46	66	54	50	279	16.51%
SATURDAY	42	39	45	33	43	202	11.95%
SUNDAY	32	31	29	30	28	150	8.88%
TOTAL	358	305	371	326	330	1690	100.00%

MAINE BICYCLE HIGHWAY ACCIDENTS BY TIME OF DAY 1989-1993



TIME OF DAY	1989	1990	1991	1992	1993	FIVE YEAR TOTAL
12-1AM	1	2	0	1	1	5
1AM-2AM	2	0	1	3	1	. 7
2AM-3AM	2	0	0	1	1	4
3AM-4AM	0	3	0	1	2	6
4AM-5AM	1	0	2	2	0	5
5AM-6AM	0.	0	0	2	0	2
6AM-7AM	3	0	6	1	. 0	10
7AM-8AM	5	6	12	9	13	45
8AM-9AM	12	4	7	14	13	50
9AM-10AM	14	9	9	8	15	55
10AM-11AM	18	20	14	7	13	72
11AM-12	26	16	14	24	21	101
12-1PM	28	20	26	21 .	22	117
1PM-2PM	24	23	19·	20	20	106
2PM-3PM	32	. 29	33	32	30	156
3PM-4PM	50	48	55	47	29	229
4PM-5PM	40	31	59	41	37	208
5PM-6PM	30	34	39	34	46	183
6PM-7PM	. 22	23	33	26	27	131
7PM-8PM	19	19	21	16	12	87
8PM-9PM	15	10	7 .	1,1	17	60
9PM-10PM	6	5	5	2	3	21
10PM-11PM	5	2	7	2	3	19
11PM-12	2	1	1	1	4	9
UNKNOWN	1	0	1	0	0	2
TOTAL	358	305	371	326	330	1690

MAINE BICYCLE HIGHWAY ACCIDENTS BY LIGHT CONDITIONS 1989-1993

LIGHT CONDITION	1989	1990	1991	1992	1993	FIVE YEAR TOTAL
DAYLIGHT	303	251	313	283	276	1426
DARK	54	54	57	43	50	258
UNKNOWN	· 1 ·	0	1 '	0	4	6
TOTAL	358	305	371	326	330	1690

MAINE BICYCLE HIGHWAY ACCIDENTS BY YEAR AND MONTH 1989-1993

MONTH	1989	1990	1991	1992	1993	FIVE YEAR TOTAL
JANUARY	6	3	· 2	2	3	16
FEBRUARY	3	3	3	3	3	15
MARCH	7	9	12	11	5	44
APRIL	20	21	26	17	29	113
MAY	35	32	56	33	35	191
JUNE	59	45	63	54	47	268
JULY	61	72	52	74	75	334
AUGUST	87	53	83	53	62	338
SEPTEMBER	46	29	36	37	30	178
OCTOBER	23	28	25	21	25	122
NOVEMBER	10 .	4	12	14	12	52
DECEMBER	1	6	1	7	4	19
TOTAL	358	305	371	326	330	1690

MAINE BICYCLE ACCIDENTS BY COUNTY 1993

<u>COUNTY</u>	ACCIDENTS
ANDROSCOGGIN	50
AROOSTOOK	9
CUMBERLAND	94
FRANKLIN	6
HANCOCK	7
KENNEBEC	28
KNOX	7
LINCOLN	6
OXFORD	5
PENOBSCOT	42
PISCATAQUIS	. 1
SAGADAHOC	9
SOMERSET	8
WALDO	1
WASHINGTON	4
YORK	53
TOTAL	330

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING IN THE PARTY OF THE PACCIDENT PROMINERY ELTER AND THE PARTY OF THE PA

ACCIDENTS INVOCATED BICACLES

*	A	M H O U R O	ON DIATE	
DAY OF WEEK *	12 1 2 3 4 5	6 7 8 9 10 11 12 1	7 2 7 3 1 4 5 5 6 6 7 7 8 8 9 2 10 1 1 UNKNOWN	TOTAL
MONDAY TUESDAY	1 0 0 1 0 0	0 3 3 4 3 3 4 3 4 3 6 3 6 4	977 9 1 9 1 10 16 6 18 2 2 2 1 2 1 2 5 0 7 0 7 7 7 7 7	53 M 49 T
WEDNESDAY THURSDAY			<u>းရုံးႏိုင္း ရွိေရေး ျပည္သ</u> ိုင္သည္။	56 W
FRIDAY SATURDAY		0 4 2 2 2 2 3 4 1 0 0 3 4 2 5 4 3		
SUNDAY UNKNOWN				and the second second second
TOTAL	1 1 1 2 0 0	0 13 13 15 13 21 22 20	30 29 37 46 27 12 17 3 3 4 0	330 T
1	YEAR		and the state of the second of	
₩ * TO			TYPE OF UNIT	

ੇ				眼移形 (2)		risass	BALL TOWN TOWN AS edden of the first town		# Tandaw	SHA DUA		
* TC	OTAL 1	993							TYPE	OF UNIT		
*												
JANUARY	3	3						2-D00R	67	7 2AD	Ī	2
FEBRUARY	3	3						4-DOOR	14	IZAE		0
MARCH	5	5						CONVERTIBL	Ė (4450	J	0
APRIL	29	29						STATION WG	20	2A\$/		0
MAY	35	35		•				VAN	33	3 2AT	4	0
JUNE	47	47						PICKUP TR	47	7 3AS		0
JULY	75	75						TRUCK	(TAE	1	0
AUGUST	62	62						TR TRAILER	1871	TAE C	₹	0
SEPTEMBER	30	30	•					SEMI TRAIL	(4AT	1	0
OCTOBER	25	25						SEMI TANK		2AT	IÁZATR	0
NOVEMBER	12	12						BUS	3	TAE E	1A2ATR	0
DECEMBER	4	4						SCHOOL BUS		TAE 💛 🦠 C	2A2ATR	0
UNKNOWN	0	0						MOTOR HOME		TAE C	2A3R	0
								MOTORCYCLE		TAE ::	2A3F	0
TOTAL	330	330			 			MOPED) 3ÁT:	2A4ATR	0
								MOTOR BIKE	· · · · · · · · · · · · · · · · · · ·	INAE)4A	0
TOTAL %	100	100			 			BICYCLE	333	3 SAXI	.E	0
								SNOWMOBILE) 60R	7AX	0
					 			ATV)		
								UNKNOWN	\$\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2}\frac{1}{2	3		

TOTAL 662

TOTAL

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1993

ACCIDENTS INVOLVING BICYCLES

TYPE OF LOCATION INJURY DATA	
	. :
* ST CURV **AT INTERSECTION** DRIVE BRIDGE INTER UN TOTAL SEV INJURY NUMBER OF ACCIDENT TYPE * ROAD ROAD 3-LEG 4-LEG 5-LEG WAYS CHANGE KNOWN CODE ACCIDENTS INJURIES	٨
OBJECT IN ROAD 0 0 0 0 0 0 0 K 5 5 F 7 1 3 0 0 0 0 0 11 A 40 42	
HEAD-ON/SIDESWIPE 5 2 0 2 0 2 0 0 0 11 B 161 169 INTERSECTION MOVEMENT 0 0 17 7 1 9 0 0 0 34 C 112 114	
PEDESTRIANS 1 0 0 0 0 0 0 1	:
TRAIN 0 0 0 0 0 1 0 0 1 PD 12 RAN DEF ROAD 2 0 0 0 0 0 0 0 2 ANIMAL 0 0 0 0 0 0 0 0 TOTAL 330 330	ŧ.
SLED/BIKE 79 9 78 54 2 46 0 0 0 268 FIXED OBJECT 1 1 0 0 0 0 0 0 2	
NON COLLISION O O O O O O O O O O O O O O O O O O	
TOTAL 95 13 98 63 3 58 0 0 0 330	

FIXED OBJECT STRUCK

CONSTRUCTION BARRICADES

CONSTRUCTION BARRICADES O		
TRAFFIC SIGNAL O	TRAFFIC CONTROL DEVICES	
R/R CROSSING O	ROAD CHARACTER	
LIGHT POLE O	TRAFFIC SIG STOP/GD 39	
UTILITY POLE 1	TRAFFIC SIG FLASHING 4 LEVEL STRAIGHT 218	
SIGN POST O	OVERHEAD FLASHERS 1 LEVEL CURVED 8	
MAIL BOXES O	ALL WAY STOP 9 ON GRADE STRAIGHT 68	
	STOP SIGN/OTHER 88 ON GRADE CURVED 11	
FIRE PLUG/PARK METER O	YIELD SIGN 4 TOP OF HILL STRAIGHT 6	
	CURVE SIGN 3 TOP OF HILL CURVED O	
CRASH CUSHION 1	OFFICER /SCHOOL PAT O BOTTOM OF HILL STRAIGHT 14	
MEDIAN SAFETY BARRIER O	SCHOOL BUS STOP ARM O BOTTOM OF HILL CURVED 4	
BRIDGE PIERS O	SCHOOL ZONE SIGN 1 UNKNOWN 1	
OTHER GUARDRAILS 1	R/R CROSSING DEVICE	
FENCING NOT BARRIER O	NO PASSING ZONE 2 TOTAL 330	
	NONE 169	
EMBANKMENT/DITCH 1	OTHER 6	
BUILDING WALL O	- UNKNOWN 3	
ROCK OUTCROPPING/LEDGE O		
OTHER 3	TOTAL	
UNKNOWN O		
 ************************************	P. S. C. J. S.	

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1993

ACCIDENTS INVOLVING BICYCLES

. APPARENT *	DR	DR	DR	DR	DR	ROTHER	TOTAL	
CONTRIBUTING FACTOR *	1	2	3	4		5		* DR DR DR DR DR OTHER TOTAL
HUMAN FACTORS			********	80° 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		\$: ::::::::::::::::::::::::::::::::::	0074890034:	* 1 2 3 4 5
NO INPROPER DRIVING	188	82	2	0	C		272	PHYSICAL CONDITION *
FAIL TO YIELD R-WAY	30		1	0	00 to 10 to 1)	96	
ILLEGAL UNSAFÉ SPEED FOLLOW TOO CLOSE	6 0	6 	1 Ö	0 0	C 		13 0:	NORMAL 321 314 5 0 0 640
DISREGARD TRAF CONTROL	0	9	O		O	T 1000000000000000000000000000000000000	9	UNDER THE INFLUENCE 0 2 0 0 0 2 DRINKING 4 4 0 0 0 8
DRIVING LEFT OF CENTER	ă		‱ŏ∵		-			
IMPROPER PASSING	1	4	0	0	C	-	5	ASLEEP 0 0 0 0 0 0
IMPROPER LANE CHANGE IMPROPER START/STOP	, j	j.	ŏ	O	C		2	### FATIGUED####################################
IMPROPER TURN	O 3	2 5	O	0 0	· · · · ·			ILL 0 1 0 0 0 1 MANDICAPPED 0 5 0 0 0 5
UNSAFE BACKING	4	0	0	0	C	2 30700000 0.2. 400	4	OTHER/UNKNOWN 4 4 1 0 0 9
NO PROPER SIGNAL	O	*******	o	0	C	±kon udoda raciza iren	1	
IMPEDING TRAFFIC DRIVER INATTENTION	0 56	2 	0 o	0			2 3110	TOTAL 330 6 0 0 666
DRIVER INEXPERIENCE	2	9	O	0	C	T. COMMONSTANCE	11	
PEDESTRIAN VIOLATION	Ō		o	· Ō	Č		15	
PHYSICAL İMPAIRMENT	1	1	<u>`</u> 0	0	0		2	- Participal and an angle of the Control of the Con
VISION OBSCURED GLASS VISION OBSCURED LIGHT	0 4	О О	о О	. O.	O C	2,000,000,000 to 1,000,000 to 1	O	
VISION OBSCURED OTHER			ŏ.	ಁಁಁ	· · · · · ·	•	:::18	
OTHER HUMAN FACTOR	7	35	1	0	C		43	
DEFECTIVE BRAKES HIT & RUN	a.	4444444444444	1	∴ ŏ∴	Ç	40,000000000000000000000000000000000000	12	* TYPE OF UNIT
VEHICULAR FACTORS	0	7	0	0	C *** ***	0	, 886886	* DRIVER BIKE SNOW PED ATV TOTAL
DEFECTIVE TIRE	0	0	0	0	C) 0	0	AGE * SLED
DEFECTIVE LIGHTS	O		· O	···O	₩ C	* ************************************	5	
INADEQUATE WINDSHIELD OVERSIZE/OVERWEIGHT	0	o	0	0 0	C		O :0	9-UNDER 0 53 0 0 0 53 10-14
OTHER VEHICLE DEFECT	0	**************************************	· · · · · · · · · · · · · · · · · · ·	0	o c	a make a water	30 Sept.	10-14 100 100 100 100 101 101 101 101 101 1
UNKNOWN	····3	7	···ŏ·	· · ŏ ·	₩ Č	•	* : 1 o	
·····		******	****					25-29 36 21 0 0 0 57
TOTAL	330	330	- 6	0	C	0	666	
				6 #### \$9		÷********	9 3 328 934	40-49 44 12 0 1 0 57 50-59 39 7 0 1 0 47
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								18 1 0 0 0 0 0 19
	******	800000000000000000000000000000000000000		9 3:50 09	FR 128 1198	0119999999819999 (S	8 88818811	80-0VER 29 3 0 0 0 32
		**********	89678-977-4-979	grand en Ri	(enjoy)	· 1996/09/39/19/39	a aspisani	UNKNOWN O O
								TOTAL 329 333 0 4 0 666

発表がある。 第15章 (1987年) - 1987年 -

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II 计信息系统计算数计据点语言数字器系统图像图像分析的文字符件的文字符号记录文字符号

ACCIDENTS INVOLVING BICYCLES

R Ö A D ES U R FA C E

WEATHER LIGHT *	#	
CONDITION *	Y WET SNOW ICE MUD DEBRIS	OIL SNOW IGE OTHER TOTAL
. * CLEAR DAWN	SAND SAND	0 0 0 0 4
DAYLIGHT 21	5 0 0 0 0	0 0 0 0 222
(265) DUSK 1 DARK-LIGHTS 2		0 0 0 0 14 0 0 0 0 20
DARK NO LIGHTS	o o o o	0 0 0 0 2
DARK LIGHTS OFF OTHER		0 0 0 0 1 0 0 0 0
UNKNOWN	0 0 0 0 0	0 0 0 0 2
RAIN DAWN		0 0 0 0
DAYLIGHT		0 0 0 0 11
(- 18) DUSK DARK-LIGHTS	2 0 0 0 0 2 0 0 0 0	$egin{pmatrix} 0 & 0 & 0 & 0 & 2 \\ 0 & 0 & 0 & 0 & 2 & 2 & & & & & & & & &$
. DARK NO LIGHTS	0 0 0 0 0	0 0 0 0 0 **O 0 0 0 1
DARK LIGHTS OFF OTHER	0 0 0 0	0 0 0 0
ÜNKNOWN	O O O	0 1 0 0 2
SNOW DAWN	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0
DAYLIGHT (O) DUSK		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DARK-LIGHTS	0 0 0 0 0	0 0 0 0
DARK NO LIGHTS DARK LIGHTS OFF	0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DTHER	0 0 0 0 0	0 0 0 0 0
UNKNOWN	0 0 0 0	0 0 0 0
SLEET/HAIL DAWN	0 0 0 0 . 0 .	0 0 0 0
DAYLIGHT (1) DUSK	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	
DARK÷LIGHTS	0 0 0	a o o o o 1
DARK NO LIGHTS DARK LIGHTS OFF	0 0 0 0 0	
OTHER UNKNOWN	0 0 0 0 0	
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FOG/SMOG DAWN DAYLIGHT	0 0 0 0 0	0 0 0 0 0 0 0 0 1
(1) DUSK	0 0 0 0 0	0 0 0 0 0
DARK-LIGHTS DARK NO LIGHTS	0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0
DARK LIGHTS OFF	0 0 0 0	0 0 0 0
OTHER Unknown	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1993

ACCIDENTS INVOLVING BICYCLES

		\$68 B \$68 B \$78 B \$7 C A D \$11 S U R & FLACC & 15 S S S S S S S S S S S S S S S S S S
WEATHER	LIGHT * CONDITION *	DRY WET SNDW ICE MUD DEBRIS OIL SNOW ICE OTHER TOTAL
	*	SAND SAND
CROSS WINDS	DAWN	0 0 0 0 0 0 0 0 0
	DAYLIGHT DUSK	
(1)	DARK-LIGHTS	
	DARK NO LIGHTS DARK LIGHTS OFF	
•	OTHER ·	
	UNKNOWN	Ø 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SAND/DUST	DAWN Daylight	
(0)	DUSK	
	DARK-LIGHTS DARK NO LIGHTS	
	DARK LIGHTS OFF	\circ
	OTHER UNKNOWN	
CLOUDY	DAWN	
	DAYLIGHT	32 5 O O O O O O O O O 37
(44)	DUSK DARK-LIGHTS	0 1 0 0 0 0 0 0 0 1 1 0 0 5 0 0 0 0 0 1
	DARK NO LIGHTS	\circ
	DARK LIGHTS OFF OTHER	
	NNKNOMN	O O O O O O O O O O O O O O O O O O O
OTHER	DAWN	ā o o o o o o o o o o o o o o o o o o o
(0)	DAYLIGHT DUSK	
	DARK-LIGHTS DARK NO LIGHTS	
	DARK LIGHTS OFF	0 0 0 0 0 0 0 0 0
	OTHER UNKNOWN	
DOAD	SURFACE TOTALS	299
KUAD		#####################################
	DAWN	LIGHT CONDITION 4 DARK NO LIGHTS 2
	DAYLIGHT DUSK	272 DARK LIGHTS OFF 2
	DARK-LIGHTS	### OTHER SALE SAME OF THE PROPERTY OF THE SAME OF THE
		※※※※※※※※ 「「「「「「「「」」」」 「「」」 「「」」 「」」

MAINE BICYCLE ACCIDENTS BY COUNTY 1992

COUNTY	<u>ACCIDENTS</u>
ANDROSCOGGIN	34
AROOSTOOK	14
CUMBERLAND	94
FRANKLIN	<u> </u>
HANCOCK	7
KENNEBEC	21
KNOX	11
LINCOLN	6
OXFORD	9
PENOBSCOT	34
PISCATAQUIS	1
SAGADAHOC	10
SOMERSET	10
WALDO	6
WASHINGTON	4
YORK	64
TOTAL	326

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING

ACCIDENT SUMMMARY 11

1992

ACCIDENTS INVOLVING BICYCLES

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DAY OF WEEK *	12	1 2	3 4	· 5	6 7	8	9 10	11	12	1 🤃 :	. 3	4	5	6	7	8 , 5	10	. 1 1 L	NKNOWN	TOTAL		
MONDÁY.	1	1 0	0 C) O	0 2	2	0 0	2	6	7 :	(\$\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	4	4	. 5 % ∰	2	2) . (1	್ರಂ::	0	53	QM SIJ	
TUESDAY	0	0 1	0 1	0	0 1	1 .	1 1	3	3	1 3	3 6	5	9	4	2	2 (0	0	0	44	T	
WEDNESDAY	0	O O	. O C) 2	О 3	∷ 3 ∷	2 2	6	2	1	2 8	9	4	6	3 ∵∵	1 (0 (ಂ	0	54	W	
THURSDAY	0	0 0	0 0	0 -	1 1	6	2 0) 1	1	3 8	3 12	9	7	2	4	0 0	0	1	0	58	Т	
FRIDAY	0	1 0	1 C) O (0 2	2	2 3	l‱5∂	1	ં3 ∵ ૯	::(a:	8 %	6	7	100	1	FFE €	0	. O	54	. F ** **	
SATURDAY	0	0 0	0 1	0	0 0	O	1 0	1	4	4 5	5 2	4	3	2	3	3 (0	0	0	33	S	
SUNDAY:	0	1 O	-0 C)	0 0	O	0 1	- 6	4	1 6	4.	ं 2	** 1	0)** **	2 💮	ಂ	0	0	30	S	Minary Common Common br>Common Common Co
UNKNOWN	0	0 0	0 0) 0	0 0	0	0 0	0	0	0 (0	0	0	0	0	0 (0	0	0	0	U	
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TOTAL	1	3 1	1 2	2	1 9	14	8 7	24	21 2	20 32	2 47	41.	34	26 1	6 1	1 2	2 2	1	0	326	T	

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* TOTAL	1992	e magazin manna in in ning in ning in ning in ning a sa	Constitution of the second		ΤY	PE OF U	NIT	
√J * JANUARY 2	2			2-1	DOOR	83	2ADT	2
FEBRUARY 3	3			4-1	DOOR	24	3ASU (Caracteristics)	ō
MARCH 11	11	·	Laboration and the proceedings and the process of the control of t	and a contract of	NVERTIBLE	0	4ASU	0
APRIL 17	17			capa in the second of the second	ATION WG	32 💮	2ASA	- 1 C
EE YAM				VAI		25	2ATA	
JUNE 54					CKUP TR	49	3454	
JULY 74 AUGUST 53			s taketet (Nej stocke), et blocht heim land eine heim		TRAILER	1 0 10 10 10 10 10 10 10 10 10 10 10 10 10	3ATA BATR	
SEPTEMBER 37				Transfer to the territory of the territo	MI TRAIL		4ATA	
OCTOBER 21	3 <i>i</i>				MI TANK	ുറ് ം ം	2AT1A2ATR	900 C
NOVEMBER 14	14	kandana dan kalada dalah 19. An Awater Unisa di Andria (1996). Salah satur	, be to administration of the office	BU	the state of the s	1	3AT1A2ATR	Č
DECEMBER 7	7				HOOL BUS	0	3AT2A2ATR	(
UNKNOWN O	0	uku kalunda da tababatan karangkan mentengan mentengan melungi mentengan kalung mentengan da sebagai mentengan	MODITY CONTROL THE THE BOOK AND DESCRIPTION OF THE SECOND	refer to the first of the first of the	TOR HOME	0	3AT2A3R	. (
Š77 (88. 1948). 2004. iš 1944.				OM S	TORCYCLE	2	3AT2A3F	
TOTAL 326	326			MOI	PED	O .	3AT2A4ATR	
				MO.	TOR BIKE	0	3AND4A	
TOTAL % 100	100				CYCLE	28	5AXLE	C
				4 7 7 4 7	OWMOBILE	0	6DR7AX	C
				ΑΤ'		0		
				UNI	KNOWN	8	항상은 목명하는 시민소	

CANAL STATE OF THE PROPERTY OF

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING 1992

_	TYPE OF LOCATION	INJURY DATA
* ' :=:::	*AT INTERSECTION** DRIVE BRIDGE INTER UN TOTAL	SEV INJURY NUMBER OF
ACCIDENT TYPE * ROAD ROAD 3-	-LEG 4-LEG 5-LEG WAYS CHANGE KNOWN	CODE ACCIDENTS INJURIES
*	The second of th	
OBJECT IN ROAD	0 0 0 0 0 0 0 0 0)
REAR END/SIDESWIPE O O) A 33 34
INTERSECTION MOVEMENT O O) 177
		C 101 103
TRAIN O O)) PD 15
	o o o o o o o o o o o o o o o o o o o) IS
ANIMAL 1 O		TOTAL 326 318
	78 71 5 45 0 0 0 314	
FIXED OBJECT O O	0 0 0 0 0 0 0	-
NON COLLISION O O)
UNKNOWN O O)
TOTAL 106 12	81 72 5 50 0 0 0 326	

FIXED OBJECT STRUCK

 And the control of the	과격 마다에서 다음에 그리고 되는 점점이다고 하는데	 (1) 1. (2) (2) (3) (3) (3) (3) (3) (3) (3) (3) (3) (3	Titudi ladu kiriliyi ti Takkostoo Latii Pila taka tilada waxagaaraan kaadaati dukka wadaa kataa kataa ka		STREAM AND THE LAND AND
CONSTRUCTION BARRICADES (0			•	
TRAFFIC SIGNAL		TRAFFIC CONTROL DEVICES			
R/R CROSSING	0		ROAD	CHARACTER	
LIGHT POLE	O BUTTON OF THE STATE OF THE ST	TRAFFIC SIG STOP/GO	53		
UTILITY POLE		TRAFFIC SIG FLASHING	4 LEVEL STRAI		
SIGN POST	o salata da kalendari	DVERHEAD FLASHERS	2 LEVEL CURVE	D 14	- British Anna Britania British
MAIL BOXES	0	ALL. WAY STOP	3 ON GRADE ST	RAIGHT 64	
OTHER POLES/POSTS	1	STOP SIGN/OTHER	63 ON GRADE CL	JRVED 13	
FIRE PLUG/PARK METER	0	YIELD SIGN	TOP OF HILL	STRAIGHT 4	
TREE/SHRUBBERY	2 () () () () () () () () ()	CURVE SIGN	4 TOP OF HILI	CURVED 1	
CRASH CUSHION	0	OFFICER /SCHOOL PAT	1 BOTTOM OF H	HILL STRAIGHT 12	
MEDIAN SAFETY BARRIER	0	SCHOOL BUS STOP ARM	O BOTTOM OF A	ILL CURVED 1	
BRIDGE PIERS	0	SCHOOL ZONE SIGN	2 UNKNOWN	3	
OTHER GUARDRAILS	0 (R/R CROSSING DEVICE	0		
FENCING NOT BARRIER	0	NO PASSING ZONE	3 TOTAL	326	
CULVERT HEADWALL		NONE 1	82		
EMBANKMENT/DITCH	0	OTHER	6		
BUILDING WALL		UNKNOWN	.0		
ROCK OUTCROPPING/LEDGE	Q			•	
OTHER.	3 T	DTAL	126		
UNKNOWN	0	,			
		266 . AT FORESCIA 60 800 800 800 800 800 800 800 800 800		200400 2000 0200 000 000 200 200 200 200	MENNAU PERSON

MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING

ACCIDENT SUMMMARY 11

1992

ACCIDENTS INVOLVING BICYCLES

	OR DR DR DR OTHER TOTAL
CONTRIBUTING FACTOR *	* 1 2 3 4 5
HUMAN FACTORS	APPARENT *
NO INPROPER DRIVING 21	
FAIL TO YIELD R-WAY ILLEGAL UNSAFE SPEED	
FOLLOW TOO CLOSE	3 5 0 0 0 8 NORMAL 313 306 4 0 0 623 0 0 0 0 0 0 UNDER THE INFLUENCE 3 3 0 0 0 0 6
DISREGARD TRAF CONTROL	1 14 0 0 0 0 15 DRINKING 3 6 0 0 0 9
DRIVING LEFT OF CENTER	7 USING DRUGS 0 0 0 0 0 0 0
IMPROPER PASSING	3 1 0 0 0 0 4 ASLEEP 0 0 0 0 0 0
IMPROPER LANE CHANGE	Ö. 8. Ö. Ö. Ö. Ö. Ö. B. FATIGUED.
IMPROPER START/STOP	0 1 0 0 0 0 1 ILL
IMPROPER TURN	4 4 0 0 0 0 0 B HANDICAPPED O 1
UNSAFE BACKING	1 0 0 0 0 0 1 0THER/UNKNOWN 7 10 0 0 0 17
NO PROPER SIGNAL	
IMPEDING TRAFFIC	O 2 O O O 2 TOTAL 326 326 4 O O 656
DRIVER INATTENTION 4	45 66 0 0 0 0 0 111
DRIVER INEXPERIENCE	1 9 0 0 0 10
PEDESTRIAN VIOLATION	1 33 0 0 0 0 34
PHYSICAL IMPAIRMENT	
VISION OBSCURED GLASS VISION OBSCURED LIGHT	0 0 0 0 0 0 1 1 0 0 0 0 2
VISION OBSCURED CIGHT	12 5 0 0 0 0 17
OTHER HUMAN FACTOR	3 39 1 0 0 43
	3 39 1 0 0 43 10 1 0 0 0 0 11 * TYPE OF UNIT
HIT & RUN	0 5 0 0 0 0 5 *
VEHICULAR FACTORS	* DRIVER BIKE SNOW PED ATV TOTAL
DEFECTIVE TIRE	O O O O O O AGE * SLED
DEFECTIVE LIGHTS	
INADEQUATE WINDSHIELD	O O O O O O 9-UNDER O 68 O O O 68
OVERSIZE/OVERWEIGHT	0 0 0 0 0 0 10-14 0 106 0 0 106
OTHER VEHICLE DEFECT	0 1 0 0 0 0 1 15-19 21 52 0 0 0 73
UNKNOWN .	4 6 2 0 0 0 12 20-24 44 36 0 0 0 80
	25-29 31 16 O O O 47
TOTAL 32	26 326 4 0 0 0 656 30-39 77 O 0 0 0 107
	40-49 63 6 0 1 0 70
	50-59 24 4 0 0 0 28
-	60-69 29 3 0 0 0 32 70-79 1 18 1 2 0 0 0 0 19 19
	80-0VER 20 6 0 0 26
	UNKNOWN 0 0 0 0 0
	TÖTAL 327 328 Ö 1 1 0 656

· 質解:10 1. 14 1. 11 1. 图如整数数字模型和重数数 1. 1. 1. 1.

MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

. 1992 ACCIDENTS INVOLVING BICYCLES

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DARK-LIGHTS

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1992

ACCIDENTS INVOLVING BICYCLES

WEATHER	LIGHT *			R O A D	S U R	F A C E							
	CONDITION *	DRY 1	WET SNOW Sand	ICE SAND	MUD DEBR	IS OIL	SNOV	√ ICE	OTHE	TOTAL			f Sirikan
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		LIGHT CON	DITION				H HELL	n eskiksi	4.89.50 				

DARK NO LIGHTS 4

OTHER

DARK LIGHTS OFF

UNKNOWN TOTAL 326

MAINE BICYCLE ACCIDENTS BY COUNTY 1991

COUNTY	ACCIDENTS
ANDROSCOGGIN	39
AROOSTOOK	19
CUMBERLAND	117
FRANKLIN	4
HANCOCK	9
KENNEBEC	23
KNOX	10
LINCOLN	2
OXFORD	10
PENOBSCOT	32
PISCATAQUIS	2
SAGADAHOC	16
SOMERSET	7
WALDO	5
WASHINGTON	3
YORK	73
TOTAL	371

MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1991 ACCIDENTS INVOLVING BICYCLES

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APRIL 26 26	STATION WG	25 25	2ATA	0
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UNIE E E E E E E E E E E E E E E E E E E	TRUCK	44	3ATA	0
JULY 52 52		. 0	3ATR	0
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DCTOBER 25 25	SEMI:TANK	0	2AT 1A2ATR	0
NOVEMBER 12 12	BUS	0	3AT 1A2ATR	. 0
DECEMBER 1 1	SCHOOL BUS	0	3AT2A2ATR	Ŏ
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	MOTORCYCLE	5	3AT2A3F	- :0
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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

ACCIDENTS INVOLVING BICYCLES

•	TYPE OF LOCATION	INJURY DATA
* ST CURV	**AT INTERSECTION** DRIVE BRIDGE INTER UN TOTAL	SEV INJURY NUMBER OF
ACCIDENT TYPE * ROAD ROAD	3-LEG 4-LEG 5-LEG WAYS CHANGE KNOWN	CODE: ACCIDENTS INJURIES
OBJECT IN ROAD O O REAR END/SIDESWIPE 2 O		5-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1
HEAD-ON/SIDESWIPE O O		6 (1 3 6 8 7 1 9 6 8 7 1 2 0 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
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R/R CROSSING O ROAD CHARACTER
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UTILITY POLE O TRAFFIC SIG FLASHING 3 LEVEL STRAIGHT 247
SIGN POST LEVEL CURVED 13
MATERINES 1 ALL WAY SIDP 5 UN GRADE STRAIGHT / T
OTHER POLES/POSTS ON GRADE CURVED 17
FIRE PLUG/PARK METER 1 YIELD SIGN 3 TOP OF HILL STRAIGHT 4
TREE/SHRUBBERY CURVE SIGN
CDASH CUSHION O OFFICER /SCHOOL PAI 1 BUILOM OF HILL STRAIGHT 1/
MEDIAN SAFETY BARRIER O SCHOOL BUS STOP ARM O BOTTOM OF HILL CURVED
BRIDGE PIERS O SCHOOL ZONE SIGN 1 UNKNOWN 2
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FENCING NOT BARRIER O NO PASSING ZONE 7 TOTAL 3/1
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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II 1991

ACCIDENTS INVOLVING BICYCLES

APPARENT * CONTRIBUTING FACTOR * *	DR 1	DR 2	DR 3	DR 4	DR 5	OTHE	R TOTA	۱ ۱ ۱	Maring (A) Burton graph	Tennis (e s E •a	DR	DR 2	DR		R OTHER	TOTA
HUMAN FACTORS							15/80/201	n Nasa	APPA	RENT	*	ing page 1.	; • ;	3	4 5	*	
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NO PROPER SIGNAL	0	•	ಂ	0	0	0					1		g e jak		, y		
IMPEDING TRAFFIC	1	2	0	0	0	0			TOTAL			371	370	8	0 (0	7
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DRIVER INEXPERIENCE	4	12	0	0	0	0	16	;								•	
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VEHICULAR FACTORS	0	1 35:38:38	0	0	0	0		,	*				_				
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	878.333.433		965 h + 115	111.1	ş 4.				TOTAL	374		375	0	0	0	749	

그리고 그리는 이 그 그래요? 최근美麗宮門太潔寺 이 제가 되어 있다고

이번 나를 걸려면 하는데 그는 사람이

MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING 中,不是一年了中,这种爱好的一种是整体的自然是否,也是一个一个一,ACCIDENT SUMMMARY II,我们还是一个一种的人的是是是一个是一个一个一个一人, 1991

sales and selection of the process of the contents, involving bicycles, included the process of
WEATHER	LIGHT *				V-C 11 7. A		erie Village i 19	u kan na bar	1 4 7 7				
	CONDITION : * * COR	Y WET	SNOW SAND	ICE SAND	MUD DEBR	IS	DIL SNO	OŴ:ŐE.I(CE OTH	ER TOT	AL : 🎎 🎋		
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(295)	DAYLIGHT 239 DUSK 22	9	0	1 : 0	0 0))		1 0	244 22			
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(19)	DUSK O DARK-LIGHTS O	4 838501158	0	0 0 (5)	0 0 0 0	C	0	0	0 0	4	174 - 7920 (880 884 1971 E.C.		• •
1 December 1: Management Commission	DARK NO LIGHTS O	0	1 1	0	0 0	C	0	0	0	. 1	#1.5%\$0.6000 14.	File 1884 SERVICE MESA	Marine Marine
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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1991

ACCIDENTS INVOLVING BICYCLES

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MAINE BICYCLE ACCIDENTS BY COUNTY 1990

<u>COUNTY</u>	<u>ACCIDENTS</u>
ANDROSCOGGIN	33
AROOSTOOK	17
CUMBERLAND	82
FRANKLIN	1
HANCOCK	5
KENNEBEC	36
KNOX	14
LINCOLN	3
OXFORD	7
PENOBSCOT	21
PISCATAQUIS	4
SAGADAHOC	11
SOMERSET	3
WALDO	5
WASHINGTON	4
YORK	59
TOTAL	305

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1990

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II 1990 ACCIDENTS INVOLVING BICYCLES

TYPE OF LOCATION

INJURY DATA

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FIXED OBJECT STRUCK

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R/R CROSSING O .		ROAD CHARACTER
LIGHT POLE	TRAFFIC SIG STOP/GO 33	
UTILITY POLE 1	TRAFFIC SIG FLASHING 1	LEVEL STRAIGHT - 196
SIGN POST	OVERHEAD FLASHERS 2	LEVEL CURVED
MAIL BOXES O	ALL WAY STOP 2	ON GRADE STRAIGHT 64
OTHER POLES/POSTS 0	STOP SIGN/OTHER 68	ON GRADE CURVED 12
FIRE PLUG/PARK METER O	YIELD SIGN 1	TOP OF HILL STRAIGHT 6
TREE/SHRUBBERY	CURVE SIGN	TOP OF HILL CURVED
CRASH CUSHION O	OFFICER /SCHOOL PAT C	BOTTOM OF HILL STRAIGHT 7
MEDIAN SAFETY BARRIER	SCHOOL BUS STOP ARM	BOTTOM OF HILL CURVED 2
BRIDGE PIERS O	SCHOOL ZONE SIGN C	UNKNOWN 3
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CULVERT HEADWALL O	the state of the s	
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BUILDING WALL	UNKNOWN 4	
RUCK OUTCROPPING/LEDGE O		••
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TINACSM2

MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

1990

.APPARENT *	DR	DR	DR	DR	DR		R TO		8850e0	KRITELI.			es 11348).1		, t si	i se é	April (1871)		
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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

ACCIDENTS INVOLVING BICYCLES TO A WALL SHALL HAR WALLER FOR THE REPORT OF THE PROPERTY OF THE

"自身的技术以外,但是国家**被逐渐逐渐逐渐逐渐发现的**,我把我们的第三人称,"他们"的一个一个,这种是一个<mark>的一个,这种是是一个,我们就是是是是一个的,我们</mark>是一个,这个

아이지 아내는 수를 보고 있는데, 맛있다면 얼굴끝에 살고 있는데 되었다. 그는 어떤 얼굴 된다는데

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY 11

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DUSK	22	OTHER	. 0
DARK-LIGHTS	26	UNKNOWN	0
	TOTAL	305	

MAINE BICYCLE ACCIDENTS BY COUNTY 1989

COUNTY	ACCIDENTS
ANDROSCOGGIN	45
AROOSTOOK	10
CUMBERLAND	102
FRANKLIN	4
HANCOCK	6
KENNEBEC	31
KNOX	10
LINCOLN	4
OXFORD	9
PENOBSCOT	21
PISCATAQUIS	. 2
SAGADAHOC	10
SOMERSET	14
WALDO	4
WASHINGTON	8
YORK	78
TOTAL	358

9 10 11 UNKNOWN TOTAL

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING

ACCIDENT SUMMMARY II

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6 Jan 19 Profession See Anna and Secretaria	promotivos no viene de production de la compa	James, poprije naudropoda (b. J. Pia IV. 1994)	Modele ta Weber (1997) seek 1997				ATV	0		
· 人们的人名英格兰斯特里斯特特斯特克斯斯斯					Talify Helder	\$10 ×	UNKNOWN	10		
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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II 1989

ACCIDENTS INVOLVING BICYCLES

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ACCIDENT TYPE												ACCIDENTS		
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		净银气压热 (4)			通知的 擦洗的		milk higherth	各面特別。數		8866-149. G.H.	\$ 10 a. 25 1		[설명 : # 14.5	

图[44] 经贷款收款基本。 1.5

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CONSTRUCTION BARRICADES	0				
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UTILITY POLE	0	TRAFFIC SIG FLASHING	3	LEVEL STRAIGHT	251
SIGN POST		OVERHEAD FLASHERS		LEVEL CURVED	## 1 7
MAIL BOXES	1	ALL WAY STOP	4	ON GRADE STRAIGHT	66
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FIRE PLUG/PARK METER		YIELD SIGN	5	TOP OF HILL STRAIGHT	5
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CRASH CUSHION	0	OFFICER /SCHOOL PAT	0	BOTTOM OF HILL STRAIGHT	10
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		가 그렇게 스타운하게 발표를 받고 얼룩해			
TOTAL	Q				

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II 1989

ACCIDENTS INVOLVING BICYCLES THE CONTROL OF THE CON

APPARENT * CONTRIBUTING FACTOR *	DR	DR 2	DR	DR 4			R TOTA	**************************************		DI, HEDET Reserve	inia. Natawa	orania kili Suomana	sea ir DRomaio D		DR	DR	D.D.	OTHER	TOTA	A 1 .
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ILLEGAL UNSAFE SPEED	7	7	1	0	0	0	A 100 100 100 100 100 100 100 100 100 10		NORMAL	***		34	13 34	5	8	2	0	C	69	98
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DRIVING LEFT OF CENTER		8	. O.	o	· O	0		9	USING DRU	GS	or or t	# 0EW	0.7857	0	0	Ö	0	C)	.0
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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II 1989

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MAINE DEPARTMENT OF TRANSPORTATION -- BUREAU OF PLANNING ACCIDENT SUMMMARY II

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CHAPTER 11 OPERATION OF VEHICLES SUBCHAPTER I GENERAL PROVISIONS

§891. Reports: accidents

The Chief of the State Police shall prepare and shall supply to police and sheriffs' offices and other suitable agencies forms of accident reports calling for sufficiently detailed information to disclose, with reference to an accident on a public way or any place where public traffic may reasonably be anticipated the cause, conditions then existing and the persons and vehicles involved.

The Chief of the State Police shall receive accident reports required by law and shall tabulate and analyze such reports and may publish annually, or at more frequent intervals, statistical information based thereon as to the number, cause and location of an accident on a public way or any place where public traffic may reasonably be anticipated.

The driver of any vehicle involved in an accident resulting in injuries to or death of any person or property damage to the apparent amount of \$500 or more, or some person acting for him, or the owner of the vehicle having knowledge of the accident should the operator of same be unknown, shall, immediately by the quickest means of communication, give notice of the accident either to a state police officer, or to the nearest state police field office, or to the sheriff's office, or to a deputy sheriff, within the county wherein the accident occurred, or to the office of the police department, or to an officer, of the municipality wherein the accident occurred. The absence of notice having been given to the nearest state police field office or to the sheriff's office within the county wherein the accident occurred or the office of the police department of the municipality wherein the accident occurred shall be deemed prima facie evidence of a violation of this section. Any person failing to comply with the requirements of this paragraph shall be guilty of a misdemeanor. Every such notice received by any such official or department shall be promptly investigated. If the accident results in serious bodily injury or death of any person, the investigation shall be conducted by an officer who has met the training standards of a full-time police officer.

A driver of a vehicle involved in a reportable accident, who fails or refuses to give his correct name and address when requested by an officer at the scene, is guilty of a Class E crime.

Every law enforcement officer who investigates a motor vehicle accident for which a report is required shall, either at the time and scene of the accident or elsewhere, interview participants and witnesses and shall, within 5 days from the time of notification of the accident, transmit the original written report to the Chief of the State Police and that report must contain all available information.

All accident reports made by investigating officers shall be for the purpose of a statistical analysis and for accident prevention purposes and shall not be admissible in evidence in any trial, civil or criminal, arising out of such accident, but the Chief of the State Police may disclose, upon request of any person, the date, time, location of the accident and the names and addresses of drivers, owners, injured persons, witnesses and the investigating officer. The chief may upon written request furnish a photocopy of any report at the expense of the person making the request.

The driver of any vehicle involved in an accident resulting in injury to or death of any person or property damage to the apparent amount of \$500 or more, or some person acting for him, shall, within 48 hours after the accident, make a written report of it to the Secretary of State, on forms provided by the Secretary of State. The Secretary of State may require drivers of vehicles involved in any such accident to file supplemental reports whenever the original report is insufficient in the opinion of the Secretary of State.

Such report shall be without prejudice and the fact that it was made shall be admissible in evidence solely to prove a compliance with this section. No report, or any part thereof, or statement contained therein, or statement made, or testimony taken at any hearing before the Secretary of State or any of his deputies held under section 53, or decision made as a result thereof, shall be admissible in evidence for any purpose in any trial, civil or criminal, arising out of such accident.

Pursuant to chapter 17, the Secretary of State may suspend or revoke the motor vehicle operator's license, certificate of registration and the privilege to operate a motor vehicle of any person who is required to make a report and fails to do so or who willfully fails to give correct information required of him by the Secretary of State pertinent to any required report.

TITLE 29

MOTOR VEHICLES

CHAPTER 1

GENERAL PROVISIONS

§1. Definitions

As used in this Title, unless the context otherwise indicates, the following words shall have the following meanings.

- **1-D. Bicycle.** "Bicycle" shall mean every device propelled by human power upon which any person may ride, having 2 tandem wheels either of which is more than 20 inches in diameter.
- **20. Vehicle.** "Vehicle" shall include all kinds of conveyances on ways for persons and for property, including special equipment, except those propelled or drawn by human power or used exclusively on tracks or snowmobiles as defined in Title 12, section 1971.

. SUBCHAPTER XI BICYCLES

1962. Equipment

Every bicycle, motorized bicycle or tricycle when in use in the nighttime or at other times when motor vehicles are required to display headlamps by section 1366 shall be equipped with and have lighted a lamp on the front which shall emit a white light visible from a distance of at least 200 feet to the front and a red reflector to the rear which shall be visible at least 200 feet to the rear. Bicycle, motorized bicycle or tricycle pedals shall bear reflector strips and bicycle, motorized bicycle or tricycle handlebars shall bear reflector tapes when in use in the nighttime or at other times when motor vehicles are required to display headlamps by section 1366. Every bicycle, motorized bicycle or tricycle shall be equipped with a brake which shall enable the operator to stop the bicycle, motorized bicycle or tricycle within a reasonable distance.

DEFINITIONS PERTAINING

TO

BICYCLE ACCIDENTS

2.2 LAND WAYS, LAND VEHICLES and USERS

2.2.25 Pedalcycle. A pedalcycle is a nonmotorized other road vehicle propelled by pedalling.

Inclusions:

Bicycle, tricycle, unicycle, pedalcar And others

- 2.2.34 Pedalcyclist. A pedalcyclist is any occupant of a pedalcycle in transport.
- **2.2.38 Bikeway.** A bike way is that part of a trafficway specifically designated as being open for pedalcycle travel or, where various classes of pedalcycle are segregated, that part of a trafficway open for particular class.
- **2.2.39 Bicycle trail.** A bicycle trail is a bikeway reserved exclusively for pedalcycles and separated from roadways by open space or barriers.
- **2.2.40 Bicycle lane.** A bicycle lane is a bikeway which (1) is contiguous with a parallel roadway and (2) has been designated for preferential or exclusive use by pedalcycles.
- **2.2.41 Shared road.** A shared road is any bikeway which is part of a roadway, but not a bicycle lane.

2.4 ACCIDENTS

2.4.14 Pedalcycle accident. A pedalcycle accident is an other-road-vehicle accident that (1) involves a pedalcycle in transport and (2) is not a street car accident.

2.6 ROAD VEHICLE ACCIDENT TYPES

2.6.10 Collision involving pedalcycle. A collision involving pedalcycle is an accident that is both a motor vehicle accident and a collision accident in which the first harmful event is the collision of a pedalcycle in transport and a motor vehicle in transport.

3.8 ACCIDENT CLASSIFICATION by LOCATION

2.8.7 BIKEWAY-RELATED LOCATION

- **2.8.7.1 Introduction.** The purpose of this classification is to describe a road vehicle traffic accident involving one or more pedalcycles in terms of its location with respect to bikeways.
- **2.8.7.2 Categories.** There are four mutually exclusive categories for classification of road vehicle traffic accidents in terms of location with respect to bikeways. These are:

Bicycle trail accidents Bicycle lane accidents Shared road accidents Non-bikeway accidents

2.8.7.3 Inadequate information. If there is insufficient information to determine clearly in which category a road vehicle traffic accident belongs, classify the accident as a non-bikeway accident.