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A REPORT TO THE 112TH MAINE LEGISLATURE

ON

THE EFFECTIVENESS OF THE CURRENT

MOTORCYCLE HELMET LAW

CHAPTER 415 - PUBLIC LAWS 1983

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Prepared by the
Bureau of Safety
Maine Department of Public Safety

March 1, 1985

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CHAPTER 415 - PUBLIC LAWS 1983
REQUIRED MOTORCYCLE HELMET USE
STUDY OF EFFECTIVENESS

PREPARED BY THE
MAINE DEPARTMENT OF PUBLIC SAFETY
BUREAU OF SAFETY
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FOR FURTHER INFORMATION

MARCH 1, 1985

Appropriation 3650.3130

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INTRODUCTION

Chapter 415 of the Public Laws of 1983 - L.D. 1072 directed "In furtherance of reasonable protective public policies, the Department of Public Safety, Bureau of Safety shall develop and implement a public information and education program designed to encourage helmet utilization by all motorcycle, motor driven cycle and moped riders.

The Bureau of Safety shall conduct a study to ascertain the nature and extent of any reduction in the number and rate of injury and death of riders relating to head injuries in motorcycle, motor driven cycle and moped accidents.

The Bureau of Safety shall prepare and submit a report to the 112th Legislature, no later than March 1, 1985, containing specific findings and conclusions regarding helmet usage, injuries, death and include any necessary impending legislation."

In response to this Act of the 111th Legislature the Bureau of Safety has carried out a public information and education program of public service announcements and handout of literature promoting helmet usage, has studied the nature and extent of injury and death of motorcycle riders and is suggesting legislation to the 112th Maine Legislature.

The following pages of this report outline the specifics of the problems relating to helmet non-usage.

CHAPTER 415

H.P. 836 - L.D. 1072

AN ACT to Require the Wearing of Protective Headgear by All Motorcycle and Motor Driven Cycle Riders.

Be it enacted by the People of the State of Maine as follows:

29 MRSA §1376, as enacted by PL 1979, c. 593, is amended to read:

§1376. Protective headgear for motorcycle riders and motor driven cycle riders

Every person under the age of 15 years who rides as a passenger on a motorcycle or motor driven cycle or in a sidecar attached to a motorcycle or motor driven cycle or who operates an off-road motorcycle or motor driven cycle shall wear protective headgear conforming with these minimum standards of construction and performance which the Secretary of State may prescribe.

No operator of a motorcycle or motor driven cycle nor parent nor guardian may allow a passenger under the age of 15 years to ride in violation of this section.

No operator of an off-road motorcycle or motor driven cycle under the age of 15 years may ride in violation of this section.

Every person who operates a motorcycle or motor driven cycle under the authority of a motorcycle or motor driven cycle learner's permit shall wear protective headgear.

Every person who operates a motorcycle or motor driven cycle for a period of one year following successful completion of the motorcycle or motor driven cycle driving test shall wear protective headgear.

Every person who rides as a passenger on a motorcycle or motor driven cycle or in a sidecar attached to a motorcycle or motor driven cycle which is operated by a driver within a period of one year following successful completion of the motorcycle or motor driven cycle driving test shall wear protective headgear. All protective headgear prescribed in this section shall conform with minimum standards of construction and performance as prescribed by the American National Standards Institute specification Z 90.1 or by the Federal Motor Vehicle Safety Standard No. 218.

Violation of this section is a civil violation for which a forfeiture of \$25 for the first violation and \$50 for each subsequent violation shall be adjudged.

In furtherance of reasonable protective public policies, the Department of Public Safety, Bureau of Safety shall develop and implement a public information and education program designed to encourage helmet utilization by all motorcycle, motor driven cycle and moped riders.

The Bureau of Safety shall conduct a study to ascertain the nature and extent of any reduction in the number and rate of injury and death of riders relating to head injuries in motorcycle, motor driven cycle and moped accidents.

The Bureau of Safety shall prepare and submit a report to the 112th Legislature, no later than March 1, 1985, containing specific findings and conclusions regarding helmet usage, injuries, death and include any necessary implementing legislation.

FINDING AND CONCLUSIONS

The findings of this study conclude that only a minimal number of the fatalities occurring in 1984 related to the current Motorcycle Helmet Use Law. There were 5 of the 33 on road fatalities in 1984 that were in violation of the current law.

This fact coupled with the fact that 19 of the total were not licensed to operate a motorcycle, 26 were alcohol involved, 23 involved a motorcycle only, and only 4 wore helmets leads one to believe that an all conclusive helmet law reinstatement might well address the serious problem that we are facing today.

It should be further pointed out that from a law enforcement standpoint the current law is extremely difficult to enforce as is evidenced by the fact that the Maine State Police issued only 12 citations for violation of the law during 1984 and all were found to be guilty during the court proceedings.

The Department of Public Safety is recommending to the 112th Maine Legislature that a law be re-enacted requiring all motorcycle and motor driven cycle operators and passengers to wear approved protective headgear when operating on the highways of this state.

Further data relative to these findings can be found in the following pages of this report.

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(Governor's Bill)

FIRST REGULAR SESSION

ONE HUNDRED AND TWELFTH LEGISLATURE

Legislative Document No. 89

S.P. 63 In Senate, January 17, 1985
Reference to the Committee on Transportation suggested and ordered printed.

JOY J. O'BRIEN, Secretary of the Senate

Presented by Senator Danton of York.
Cosponsored by Representative Nelson of Portland, Senator Bustin of
Kennebec and Representative Carroll of Gray.

STATE OF MAINE

IN THE YEAR OF OUR LORD
NINETEEN HUNDRED AND EIGHTY-FIVE

AN ACT Requiring Protective Headgear for
all Motorcycle, Motor Driven Cycle and Moped
Riders.

Be it enacted by the People of the State of Maine as follows:

29 MRSA §1376, as amended by PL 1983, c. 415, is repealed and the following enacted in its place:

§1376. Protective headgear for motorcycle, motor driven cycle and moped riders

Every person who operates a motorcycle or motor driven cycle or moped, whether on or off the highways, shall wear protective headgear. Every person who rides as a passenger on a motorcycle or motor driven cycle or moped or in a sidecar attached to a motorcycle or motor driven cycle, whether on or off

1 the highways, shall wear protective headgear.

2 No operator of a motorcycle or motor driven cycle
3 or moped may allow a passenger to ride in violation
4 of this section.

5 All protective headgear prescribed in this sec-
6 tion shall conform with minimum standards of con-
7 struction and performance, as prescribed by the Amer-
8 ican National Standards Institute specification Z
9 90.1 or by the Federal Motor Vehicle Safety Standard
10 No. 218.

11 Violation of this section is a civil violation
12 for which a forfeiture of \$25 for the first violation
13 and \$50 for each subsequent violation shall be ad-
14 judged.

15 STATEMENT OF FACT

16 This bill requires mandatory use of helmets by
17 all operators and passengers of motorcycles, motor
18 driven cycles and mopeds.

19 0073120484

ADDITIONAL FACTS

This bill requires every motorcycle or motor driven cycle rider to wear protective headgear.

The previous motorcycle helmet law, which required headgear protection for all motorcycle operators and passengers, was repealed because it was felt that the statute infringed upon the right of a motorcycle operator or passenger to make his own choice as to whether they wanted to be protected or not. During subsequent Sessions of the Legislature, Public Laws were enacted requiring protective headgear for all operators and passengers of motorcycles and motor driven cycles under the age of 15 years, operators on learning permits, and first year licensed operators and their passengers. This action was taken to cut down the large number of grave head injuries suffered by riders when involved in motorcycle and motor driven cycle accidents.

During the period of time since October 24, 1977, when the original helmet law was repealed, it has been determined that one out of 3 motorcycle or motor driven cycle riders do not wear helmets and 3 out of 4 of those killed in motorcycle, motor driven cycle or moped accidents were riding without helmets. Since October 24, 1977, over 150 persons over the age of 15 years have died of head injuries suffered in motorcycle, motor driven cycle or moped accidents. Also approximately 1800 persons over the age of 15 years have suffered from grave head injuries.

In view of these statistics and the fact that over 1000 motorcycle, motor driven cycle and moped accidents have occurred every year since the helmet law was repealed, and the number of accidents have continued to escalate each year for the past 18 years, this bill provides a solution to this serious problem.

SUMMARY OF 1984 MOTORCYCLE FATALITIES

The number of motorcycle related deaths has remained relatively constant during the past five years. However, the number of motorcycle accidents have increased approximately 10% during the period while motorcycle registrations have increased only 5%. The number of motorcycle endorsements has increased by nearly 20% during the last five years. These facts appear unimportant when viewed in relationship to the statistics of the number of deaths related to head injuries in 1984.

The cause of death in 23, on road, motorcycle accidents in 1984 was head injuries. There was a 5.6% increase in injuries recorded in 1984 when compared to the 1983 riding season. It should be pointed out that there was a 2.7% increase in recorded injuries among those wearing helmets and a 6.4% increase among those not wearing helmets. While it cannot be definitely determined how many of the total injuries relate to helmet usage/non-usage it can be reasonably assumed that the same approximate relationship exists as can be proven in the fatal accident category. It certainly can be concluded that if a mandatory law was in place the 6.4% increase in injuries to non-helmeted riders would have been reduced substantially.

The cause of death in motorcycle crashes was first recorded in 1984 and is unavailable for prior years. The 1984 data was obtained from reports in the files of the Chief Medical Examiner.

The following summary of 1984 motorcycle fatalities covers the first full riding season following enactment of the Maine motorcycle helmet law currently in effect.

In an attempt to better understand the causative factors surrounding the deaths of 33 people on Maine's highways involving motorcycles the following report was prepared by the Maine Department of Public Safety, Bureau of Safety.

There were no M/C fatalities in January, February, March, or December of 1984.

In April there were three. The first was a 19 year old male operator with no license for M/C operation and the M/C still had a temporary registration plate. The accident occurred in 35 MPH zone. Although helmet was worn, there was head and neck trauma. The second was a 17 year old male passenger. The 19 year old male M/C operator did not have a license for operation and was restricted to glasses. Both operator and passenger were wearing helmets. The accident occurred in a 25 MPH zone, at a high rate of speed, alcohol involved, and the operator lost control rounding a curve, struck a curbing, crossed the street and struck a sign post and fence throwing both persons from the M/C. Cause of death was closed head injury. The third was a 28 year old male whose operator's license was suspended and the M/C was uninspected and unregistered. The accident killed the operator and injured the passenger. Alcohol was involved and neither was wearing a helmet. Massive head trauma was the cause of death.

Two people died in May. A 34 year old male operator who had no license, a blood alcohol level of .17 and no helmet, was traveling too fast for road conditions in a 45 MPH zone. The exact cause of death is not indicated, however, the area of most severe injury was the face, according to medical personnel at the scene. The second was an 18 year old female passenger who was not wearing a helmet. The driver was an 18 year old male who had no M/C license, his BAL was .11 and he failed to negotiate a curve. The girl died from brain stem injury as a result of a fractured cervical spine.

In June, 6 persons died. The first was a 19 year old male licensed operator whose blood alcohol level was .15. He was not wearing a helmet and died as a result of multiple head and chest trauma when he lost control of the M/C and struck a utility pole. The second was a 19 year old male whose license was from out-of-state. It could not be determined if he was licensed for M/C operation. He was wearing a helmet and alcohol was not involved. The front M/C brake was inoperative before the crash. Excessive speed was the primary cause of the crash which resulted in cervical neck and depressed skull fractures when the M/C went off the road and struck a tree. The third was a 58 year old male operator who was not licensed and not wearing a helmet. He died as the result of a massive skull fracture when striking a vehicle coming out of a parking lot. Alcohol was not involved. The fourth was a 19 year old male who was not licensed to operate a motorcycle, was not wearing a helmet, had been drinking intoxicating liquor, was traveling in excess of the posted speed limit and ran off the road into a tree. The cause of death was head trauma. The fifth was an 18 year old male who was not licensed for M/C operation, not wearing a helmet, had a blood alcohol level of .12 and was trying to elude a police officer. He failed to negotiate a curve, left the road and struck a granite slab. The cause of death was a parietal skull fracture. The final death in June was a 35 year old male who was operating an all-terrain vehicle illegally on a public way. He was not wearing a helmet and died as the result of head injury when he lost control of the vehicle and left the roadway and was thrown from the ATV and hit a stonewall.

July was the worst month when twelve people died in M/C crashes. The first was a 33 year old male who was not licensed to operate a M/C, was wearing a helmet, had not been drinking but was driving left of center on a curve. The M/C struck another vehicle nearly head-on. The cause of death was multiple facial and head injuries. The second was an 18 year old male who did not have a license to operate a M/C, had a BAL of .14, was operating an unregistered M/C and did not have lights working. The crash occurred just after midnight and he was not wearing a helmet. The M/C struck a set of ballfield bleachers which were in the middle of the road. The cause of death was a fractured trachea. The third was a 27 year old male licensed operator who was not wearing a helmet. The M/C was struck head-on by the intoxicated driver of another vehicle. The cause of death was transection of the cervical spinal cord. The fourth was a 28 year old male unlicensed for M/C operation and believed not to be wearing a helmet. He lost control of the M/C and skidded across the centerline and went underneath the left wheels of an oncoming vehicle. The cause of death was closed head injury-skull fracture. Alcohol was not involved in the accident. The fifth was a 21 year old male who had no driver's license but did have a learner's permit for M/C operation. He was not wearing a helmet and had been drinking. He was traveling at an unsafe speed, lost control, spilled and slid approximately 164 feet into the ditch. The cause of death was closed head trauma. The sixth was a 38 year old male licensed operator who was not wearing a helmet and had been drinking. He attempted to pass another vehicle at an intersection as that vehicle was turning. The M/C went off the road and struck a large rock. The cause of death was listed as multiple head and body injuries. The seventh was a 30 year old male who was not licensed for M/C operation, and not wearing a helmet. The M/C was traveling at a high rate of speed and drifted into the wrong lane on a curve where it struck an oncoming dump-truck head-on. Cause of death was fractured pelvis, compound fractured legs and internal chest injuries. Alcohol was involved. The eighth was a 19 year old male who was not licensed for M/C operation, had a blood alcohol level of .10 and was not wearing a helmet. The cause of death was massive head injury. He lost control of the M/C, went off the right side of the road and slid into a utility pole. The ninth was a 31 year old male who was not licensed to operate a M/C, and was riding an unregistered motorcycle. His blood alcohol level was .29. He was not wearing a helmet. The M/C went off the left side of the road, vaulted off a flat rock slamming the vehicle and operator into trees. Cause of death was multiple head and body injuries. The tenth was a 32 year old female licensed M/C operator who was not wearing a helmet. She was killed when she failed to negotiate an urban corner traveled off the roadway and struck a utility pole. Her blood alcohol level was .03. The eleventh was a 23 year old male unlicensed operator who was not wearing a helmet and had a .05 BAL. He struck another vehicle while making an improper pass approaching a bridge. His death resulted from multiple internal injuries. The final fatality in July was a 35 year old male who was not licensed for M/C operation, had a blood alcohol level in excess of .20. He was traveling at an excessive rate of speed, failed to negotiate a curve and struck a utility pole. The cause of death was multiple internal (Intracranial) injuries. He was not wearing a helmet.

In August there were five on-road M/C fatalities and one off-road, which is not reported here. The first of the five was a 20 year old male passenger who was not wearing a helmet. The operator of the M/C was wearing a helmet and survived the crash. He was restricted to M/C operation on his license, had a BAL of .06 and was 17 years of age. The cause of the passengers death was multiple internal and external injuries. The second was an 18 year old male licensed

operator who had been drinking. He was overtaking a car which was making a left turn at an intersection. He attempted an improper pass and struck the car throwing him from the M/C. The cause of death was closed head trauma. He was not wearing a helmet. The third was a 25 year old male licensed operator whose blood alcohol level was .11. He was wearing a helmet and was traveling northbound in the southbound lane of I-95. An ambulance southbound was unable to avoid being struck by the M/C. The cause of death was multiple internal trauma with bilateral hemothorax. The fourth was a 29 year old male, unlicensed operator whose BAL was .17. The M/C was traveling at a high rate of speed and on the wrong side of the road when it struck another vehicle head-on. Massive head trauma was the cause of death. He was not wearing a helmet. The fifth was a 25 year old male who had no license for M/C operation, had been drinking and was traveling too fast to negotiate a curve, went off the road and struck a utility pole. He was not wearing a helmet and death was caused by head injuries and multiple system trauma.

In September two deaths occurred. One was a 36 year old male licensed operator who went off the right side of the road striking a tree. The accident was discovered approximately six hours later. No blood test was taken to determine alcohol involvement. Death was caused by basilar skull fracture. He was not wearing a helmet. The second was a 32 year old male licensed operator whose BAL was .17 when he failed to negotiate a right curve, left the roadway and struck a tree. He was not wearing a helmet and the cause of death was an open skull fracture.

Two deaths occurred in October. The first was a 29 year old male licensed operator who had been drinking. The M/C skidded out of control when the brakes were applied, striking a utility pole. He was not wearing a helmet. Death was caused by massive head injury. The second was a 51 year old male licensed operator who was not wearing a helmet. A car operator failed to yield the right of way to the motorcyclist at an intersection. No blood test was available and the cause of death was not available because the victim was taken to a New Brunswick, Canada hospital.

The final M/C death of 1984 was in November. A 47 year old male licensed M/C operator traveling at an unsafe speed who at dawn failed to see a fallen tree across the road in time to avoid it. Alcohol was not involved. The cause of death was left cerebral hemisphere contusion with mass effect.

In conclusion, of the 33 people killed in motorcycle crashes on Maine's highways during 1984, only 5 of the total were in violation of the Maine motorcycle helmet law currently in effect. This fact coupled with the fact that 19 of the total were not licensed to operate a motorcycle leads one to believe that an all conclusive helmet law again might well take care of the serious problem that we are facing today.

LAWS RELATING TO MOTORCYCLES

TYPE	PUBLIC LAW #	LEGISLATURE	EFFECTIVE DATE
Helmet	267	103	10/ 7/67
Repeal of Helmets	22	108	10/24/77
Headlights	650	106	6/28/74
Helmets for Persons Under 15	593	109	7/ 3/80
Helmets for All Persons Under 15 and for All Operators Under Learning Permit or 1st Year of Licensure and Passengers of 1st Year Operators.	415	111	9/23/83

<u>YEAR</u>	<u>MOTORCYCLE LICENSE ENDORSEMENTS</u>	<u>MOTORCYCLE REGISTRATIONS</u>	<u>MOTORCYCLE ACCIDENTS</u>	<u>MOTORCYCLE FATALITIES</u>
1963	N/A	2,093	48	6
1964	N/A	2,615	96	3
1965	N/A	5,034	264	4
1966	N/A	6,355	412	9
1967	N/A	6,338	250	5
1968	7,313	6,374	238	4
1969	7,859	7,770	248	3
1970	9,232	9,973	326	11
1971	11,603	12,683	434	5
1972	13,426	16,146	474	12
1973	20,090	20,713	699	12
1974	34,170	25,829	771	13
1975	38,548	27,074	777	17
1976	42,833	27,568	840	19
1977	47,374	31,590	975	25
HELMET REPEAL				
1978	50,861	31,163	1,049	26
1979	56,535	35,478	1,010	28
1980	63,969	38,133	1,093	33*
1981	68,832	39,857	1,113	34*
1982	72,277	38,872	1,160	30
1983	75,379	38,872	1,272	30*
1984	79,114	40,361	1,216	33

* Includes Mopeds.

1979 MOTORCYCLE FATAL ACCIDENTS

Location	Date	Time	Age	Permission	Vehicles Involved	Cause	BAC	Helmet	Killed	Oper/Pass.	Cause of Death
Buxton	2-20-79	12:50p	35		2	Yield	No Al.	No	1		
Waldoboro	4-13-79	2:15 p	18	I	4	Yield/wrong side of road	No Al.	Yes	1		
Kennebunk	4-13-79	2:55 p	21	K	2	Drinking	Unkn.	Yes	1		
Madison	4-20-79	3:00 p	23	I	1	Improper Passing	No Al.	Yes	1		
Dexter	4-21-79	6:35 p	28	No	1	Speed/Inexperience	Unk.	Yes	1		
No. Berwick	4-24-79	7:20 p	21	I	2	Speed/Inattention	No Al.	No	2		
Bangor	5-10-79	11:25 p	24	I	2	Yield/Drinking	Unk.	Yes	1		
Litchfield	5-12-79	6:45 p	20	M/C Permit	1	U.I.O.L. Speed	0.17	No	1		
Bath	5-16-79	6:33 p	23	I	1	Speed	No Test	No	1		
Howland	6-3-79	7:15 p	19	I	1	Speed/Drinking	0.07	No	1		
Lee	6-9-79	7:50 p	27	I	1	Speed/Inattention	0.13	Yes	1		
Searsmont	6-14-79	6:25 a	17	I	1	Speed/Blinded by Sun	0.10	Yes	1		
Kennebunk	6-14-79	6:43 p	19	No	1	Speed/Inattention	0.01	Yes	1		
Poland	6-15-79	12:30 a	20	M/C Permit	1	Drinking/Speed/ (Marij. Drug	0.11	No	1		
Kennebunk	6-19-79	11:20 p	18	No	1	U.I.O.L. Speed	0.11	No	1		
Benton	6-17-79	12:15 a	14	No	2	Inattention	No Test	No	1		
Cherryfield	7-7-79	2:40 p	61	I	1	Def. Kickstand/Inatt.	No Test	No	1		
Richmond	7-21-79	12:34 a	21	No	1	U.I.O.L.	0.13	No	1		
Biddeford	7-27-79	1:22 a	24	I	2	U.I.O.L.	0.11	Yes	1		
Naples	8-4-79	11:35 p	42		2	Drinking/Yield	0.19	Yes	1		
Lewiston	8-11-79	4:53 p	27	I	2	Speed/Drinking	0.16	No	5		
Camden	8-24-79	11:30 p	20	I	1	Speed/Drinking	0.24	Yes	1		
Batchelders Grant	9-1-79	5:43 p	16	I	2	Speed	No Al.		1		
Atkinson	9-3-79	7:50 p	22	I	2	Drinking/Speed	0.17	No	2		
Bucksport	8-30-79	4:35 p	23	I	2	Speed	No Al.		1		
Lewiston	9-19-79	5:08 p	18	No	2	Improper Turn	No Al.	No	1		
Lewiston	10-4-79	7:28 a	20	K	2	Yield	No Test	No	1		

1980 MOTORCYCLE FATAL ACCIDENTS

Location	Date	Time	Age	Permission	Vehicles Involved	Cause	BAC	Helmet	Killed	Oper/Pass.	Cause of Death
Marshfield	4-10-80	1742	13		3	Inattention	No Al.	No	1	P	
Gorham	4-17-80	1654	24	None	1	Speed & Al.		No	1	O	
Auburn	4-17-80	0940	74		1	Inexperience	No Al.	No	1	O	
Standish	4-18-80	2210	41		1	Inattention & Al.			1	O	
Shapleigh	4-27-80	1323	21	A	1	Inattention	No Al.		1	O	
Portland	5-4-80	0007	34	None	1	Speed & Al.		No	1	O	
Saco	5-14-80	0129	37	Permit	2	Inexperience	No Al.	Yes	1	O	
Warren	5-19-80	2153	30	I	2	Speed & Inattention	No Al.	No	2	O&P	
Caribou	5-29-80	1600	15		2	Failed to Stop	No Al.		1	O	
Berwick	6-1-80	1043	20	M/C	1	Improper Pass	No Al.		1	O	
E. Millinocket	6-1-80	1335	21	A	2	Speed & Al.			2	O&P	
Detroit	6-6-80	2300	17	I	1	Speed		Yes	1	O	
Woolwich	6-12-80	2358	16	Permit	2	Speed & Al.			1	O	
Eddington	6-9-80	1358	23	I	2	Speed & Inattention	No Al.	No	1	O	
Cape Elizabeth	6-15-80	1817	45	None	1	Inexperience	No Al.		1	O	
Gorham	6-27-80	0050	25	None Susp.	1	Speed & Al.			1	O	
Brunswick	6-27-80	2039	19	None	2	Speed & Al.			1	O	
E. Wilton	7-16-80	2136	23	I	1	Faulty Ped. Act	No Al.	N/A	1	Ped	
Emden	7-19-80	0040	23	A	1	Al. & Stop Sign		No	1	P	
York	8-2-80	2107	19	None	1	Speed & Al.			1	P	
Biddeford	7-27-80	2342	31	I	1	Speed & Inattention	No Al.	No	1	O	
W. Gardiner	8-5-80	1515	57	A	1	Inexperience	No Al.		1	O	
Buxton	8-15-80	1535	20		1	Alcohol		No	1	O	
Wilton	8-24-80	0217	20		2	Alcohol & Speed			1	O	
N. Berwick	8-30-80	1910	24		1	Alcohol & Speed		No	1	O	
Clifton	8-30-80	1730	22	None Susp.	2	Alcohol		No	1	O	
Acton	9-7-80	2118	19	None	1	Al. & Inexperience			1	O	
Standish	9-6-80	1343	30	I	1	Alcohol			1	O	
Danforth	9-20-80	1536	31	None Susp.	1	Speed/Al/Inexp.			1	O	
Livemore Falls	9-23-80	1728	19	IA	2	Speed/Fail. to Yield	No Al.	Yes	1	O	
Orono	10-17-80	2241	20	A	2	Alcohol & Speed			2	O&P	

1981 Motorcycle Fatal Accidents

-15-

Location	Date	Time	Age	Permission	Vehicles Involved	Cause	BAC	Helmet	Killed	Oper/Pass.	Cause of Death
Vassalboro	4-12	17:44	18		1	Speed		yes	2	O&P	
Pittsfield	5-3	00:47	21		1	Speed A			1	O	
Crystal	5-8	20:46	28	I	2	Speed A		no	1	O	
Auburn	5-10	16:37	16		1	Speed and inatten.			1	P	
Windsor	5-15	02:14	28	I	1	Speed & A		no	1	O	
Old Town	5-15	20:25	26	I	2	A		yes	1	O	
Belgrade	5-17	17:25	44		1	Speed & A		N	1	O	
Dixfield	5-28	13:00	18	None	2	Wrong side of road		N	2	O&P	
Eddington	5-30	17:55	23		2	Alcohol & S		N	1	O	
Augusta	5-31	14:30	28	None	1	Inexperience		N:	1	O	
Ogunquit	5-27	00:50	17		1	Speed			1	O	
Anson	6-10	16:55	18	I	2	Stop Sign		yes	1	O	
Jay	6-10	22:00	20	Permit	1	Speed & A			1	P	
Brunswick	6-5	10:15	79	Florida	2	Inattention			1	O	
Portland	7-9	01:15	27		1	Alcohol			1	O	
Old Orchard	7-9	21:05	17	None	1	Drugs			2	O&P	
Holden	7-22	22:35	42	I	2	Improper pass		N	1	O	
Ogunquit	7-30	17:55	20	A	2	Speed			1	O	
Freeport	8-7	19:18	20	None	1	speed		N	1	O	
Biddeford	8-12	23:40	18	None	1	Speed & A		N	1	O	
Augusta	8-18	15:57	35		1	Speed		n	1	O	
Newburg	8-26	12:30	20	I	2	Blinded by sun			1	O	
Lewiston	8-30	01:07	18		1	Speed & A		N	1	O	
Bingham	9-13	04:15	25		1	Speed & A			2	O&P	
West Bath	10-18	13:20	19	I	1	Speed		yes	1	O	
Lewiston	10-18	16:32	20	I	1	Speed & Weather		yes	1	O	
Auburn	10-24	21:01	21	Conn	1	Speed & Al		yes	1	O	
Lewiston	10-31	23:38	20	D	2	Speed & A		N	1	O	
Portland	11-4	01:51	23	Mass	1	Speed		yes	1	O	

1982 Fatal Motorcycle Accidents

Location	Date	Time	Age	Permission	Vehicles Involved	Cause	BAC	Helmet	Killed	Oper/Pass.	Cause of Death
Livermore	4-10	18:55	33	No	2	S&I		yes	1	0	
Hollis	4-29	21:20	25	I	1	A	.21	yes	1	0	
Turner	5-6	19:10	17	D	1	S&I	no	no	1	0	
Portland	5-8	23:00	19	no	1	S& A	.19	no	1	0	
Detroit	5-14	22:20	43	I	1	I	No	yes	1	0	
Camden	5-31	18:10	27	I	1	-	no	no	1	0	
Monson	6-26	16:12	24	No	1	A	.10	No	1	0	
Westbrook	6-30	20:20	23	--	1	A	?	No	1	0	
Kittery	7-8	21:10	29	Mich.	1	S&A	.04	no	1	0	
Alexander	7-14	16:41	38	Conn.	1	A	.11	yes	1	0	
Trenton	7-27	20:50	26	no	2	A	.11	no	1	0	
Searsport	8-1	14:10	26	No	1	A& S	.27	no	1	0	
W. forks	8-6	17:50	25	Conn.	1	A&S	.12	no	1	0	
O.O. Beach	8-8	19:00	25	yes	2	A&S	.21	no	1	0	
Lubec	8-15	16:21	16	--	2	I	?	no	1	0	
Scarboro	8-16	00:05	25	A	1	A&S	.17	no	1	0	
Cumberland	8-21	23:11	23	I	2	No fault	no	no	1	0	
Windham	8-26	21:52	41	A & 36	1	A	.08	yes	2	0&P	
Hermon	9-1	10:06	35	I	1	I	no	yes	1	0	
Augusta	9-2	22:16	15	None	2	I	no	no	1	0	
TA-R7	9-6	13:52	43	I	2	S	no	yes	1	0	
Westbrook	9-12	23:12	19	no	1	S	?	yes	1	0	
Saco	9-14	18:50	57	A	2	Innattentiveness	no	no	1	0	
Bangor	9-18	02:37	20	I	1	A&S	.18	yes	1	0	
Hiram	9-25	19:06	36	No	1	A	.20	no	1	0	
Wallagrass	10-3	14:30	22	I	3	S& Ins.	no	no	1	0	
Washburn	10-4	17:13	18	--	1	S&A	.03	yes	1	0	
Biddeford	10-4	17:45	29	A-I	2	Equip	no	no	1	0	
Windham	10-11	13:09	20	I	2	No fault	no	yes	1	0	

1983 Fatal Motor Cycle Accidents

Location	Date	Time	Age	Permission	Vehicles Involved	Cause	BAC	Helmet	Killed	Oper/Pass.	Cause of Death
Smithfield	4-19	17:40	48	Permit	2	Other op. F.T.Y	ok	yes	1	0	
Milford	5-1	00:50	21	I	2	Other op. S&A	ok	no	1	0	
Milbridge	5-14	16:00	11	no	2	FTY	ok	yes	1	0	
Brewer	6-12	01:37	22	I	1	S&A	.19	no	1	0	
Bath	6-16	22:26	21	So. Car.	1	S&A	.21	yes	1	0	
Lewiston	6-21	07:32	80	NA	2	Improper L turn	ok	no	1	0	
Bangor	6-30	20:50	33	I	1	S&A	?	no	1	0	
Jackman	7-9	09:41	24	I	2	Other op. FTY	ok	yes	1	0	
Lewiston	7-12	15:05	19	I	1	Inexperience	ok	no	1	0	
Limerick	7-12	18:29	20	No	1	Speed	ok	no	1	0	
Blue Hill	7-14	18:30	29	I	3	Improper pass	.10	no	1	0	
Jay	7-25	15:05	21	I	2	Speed	ok	no	1	0	
So. Portland	7-29	02:47	25	I	1	S&A	.26	no	1	0	
Harrison	8-8	17:15	23	no	1	Inexperience	ok	no	1	0	
Buxton	8-13	20:05	25	I	1	S&A	.14	no	1	0	
Ogunquit	8-19	23:37	19	NA	2		.21	yes	1	P	
Litchfield	8-20	10:30	24	No	2	Inexp.	no	yes	1	0	
Lewiston	8-11	12:24	20	No	2	Inex.	ok	no	1	P	
Jonesboro	8-25	15:40	23	No	2	Speed	no	yes	1	0	
Newry	9-3	02:00	29	No	1	S&A	.23	no	1	0	
Portland	8-21	19:55	20	NA	2	Other	?	no	1	0	
Skowhegan	9-10	22:15	28	I	1	S&A	.14	no	1	0	
Newfield	9-17	17:15	27	No	1	Tire Failure	no	no	1	0	
Dixmont	9-27	19:15	15	no	2	Inexperience	no	yes	1	0	
Lewiston	9-29	21:27	23	Rest to MC	1	S&A	.12	no	2	O&P	
Thomaston	10-3	11:54	30	Florida	2	Speed	no	no	1	0	
Rockland	9-18	01:35	25	I	2	S&A	.12	no	1	0	
Kittery	10-13	16:38	22	no	1	Speed	no	yes	1	0	
Portland	10-14	17:15	29	no	1	Speed inexp.	no	yes	1	0	
Lewiston	4-24	03:24	20	I	1	S&A	.21	no	1	0	

1984 Fatal Motorcycle Accidents

Location	Date	Time	Age	Permission	Vehicles Involved	Cause	BAC	Helmet	Killed	Oper/Pass.	Cause of Death
Portland	4-4	14:41	19	-	2	Inexp.	-	yes	1	0	Head and Neck
Bath	4-25	16:20	19	-	1	Inexp.	.13	yes	1	P	Head
Old Orc. Beach	4-27	19:55	28	-	1	Inexp.	.17	no	1	0	Head
Lebanon	5-6	17:19	34	-	1	S&A	.17	no	1	0	
Fort Kent	5-19	00:15	18	-	1	Inexp.	.11	no	1	P	Brain stem
Wells	6-7	00:28	19	I	1	Alcohol	.15	no	1	0	Head & Chest
Buckfield	6-8	15:44	19	No Vermont MC LIC	1	Speed	yes	no	1	0	Head
Lewiston	6-13	19:33	58	-	2	Other FTY	-	no	1	0	Head
Beals	6-17	01:00	19	-	1	Inexp.	had been drinking		1	0	Head
Westbrook	6-20	00:36	18	-	1	AL & S	.12	no	1	0	Head
York	6-20	18:15	35	-	1	Inexp.	-	no	1	0	Head
Island Falls	7-4	09:45	33	-	2	Inexp.	yes	?	1	0	Trachea
Andover	7-4	00:25	18	-	1	Inexp.	.14	yes	1	0	Head
Farmington	7-12	18:03	28	-	2	Inexp.	-	?	1	0	Head
Sanford	7-14	01:50	21	Permit	1	Inexp.	yes	no	1	0	Head
Liberty	7-20	11:25	30	-	2	Inexp.	-	no	1	0	Chest
Skowhegan	7-21	15:25	38	Mass. MC	2	Improper left turn	yes	no	1	0	Head
Lovell	7-21	21:55	31	-	1	Alcohol	.29	no	1	0	Multiple
Stetson	7-22	15:30	19	-	1	A & Inexp.	.10	no	1	0	Head
Bangor	7-23	21:29	32	I	1	Inexp.	.03	no	1	0	Multiple
S. Portland	7-26	21:44	23	-	2	Inexp.	.05	no	1	0	Internal
Westbrook	7-31	18:43	35	-	1	Inexp.	.20	no	1	0	Head
Bath	8-2	23:40	17	D	1	Inexp.	.06	no	1	P	Internal
S. Portland	8-5	22:30	18	I	2	Imp. Pass.	yes	no	1	0	Head
New Vineyard	8-6	17:55	22	-	1	Alcohol	.21	no	1	0	Internal
Yarmouth	8-16	00:35	25	Okla.	2	Alcohol	.11	yes	1	0	Internal
Winslow	8-18	15:50	29	-	2	Alcohol	.17	no	1	0	Head
Carmel	8-19	03:30	25	-	1	Speed	yes	no	1	0	Head
Bowdoin	9-6	05:15	36	I	1	?	?	no	1	0	Head
Parsonfield	9-21	21:30	32	I	1	Alcohol	.17	no	1	0	Head
Hampden	10-7	17:30	22	I	1	?	?	yes	1	0	?
Dixmont	10-20	16:43	29	I	1	Alcohol	yes	no	1	0	Head
Madawaska	10-31	09:17	51	I	2	Other FTY	-	no	1	0	?
Dedham	11-12	06:30	47	I	1	Speed	-	?	1	0	Head
Farmington	7-8	18:55	27	I	3	Other alcohol	.16	no	1	0	Head