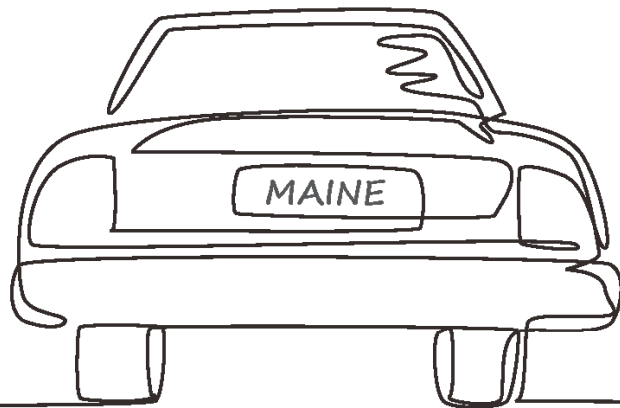


# State of Maine Highway Crash Statistics

2022 Edition



**MaineDOT**

*Prepared by:*

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



# STATE OF MAINE CRASH & HIGHWAY FACTS

## 2022 EDITION

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# STATE OF MAINE CRASH & HIGHWAY FACTS

## 2022 EDITION

### Preface

This publication is a statistical review of reported motor vehicle highway crashes in Maine during the five-year study period 2018 - 2022. 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/](https://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

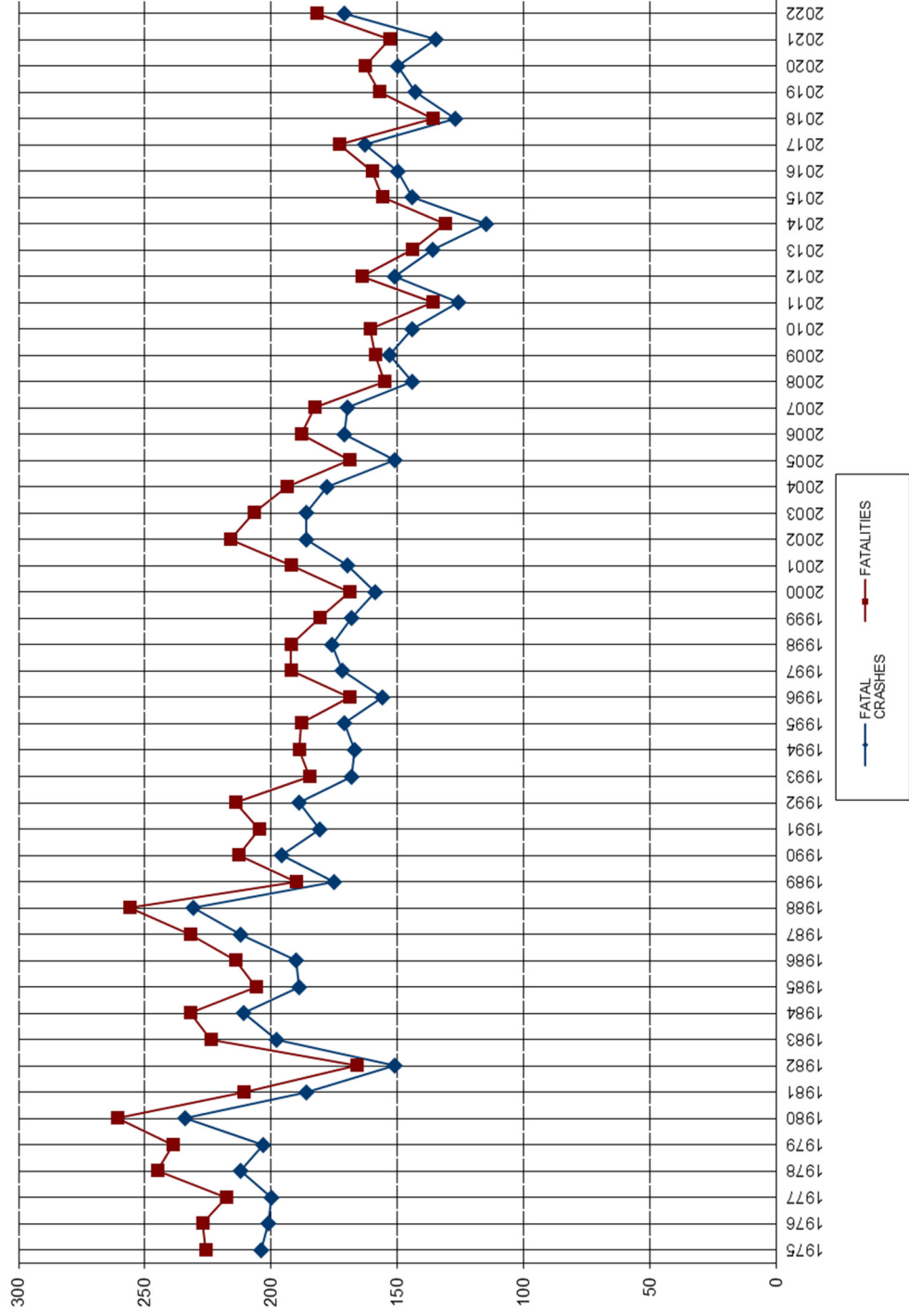
Tel: 207-624-3616



# MAINE HIGHWAY FATAL CRASHES AND FATALITIES

## 1975 - 2022

YEAR	FATAL CRASHES	FATALITIES
1975	204	226
1976	201	227
1977	200	218
1978	212	245
1979	203	239
1980	234	261
1981	186	211
1982	151	166
1983	198	224
1984	211	232
1985	189	206
1986	190	214
1987	212	232
1988	231	256
1989	175	190
1990	196	213
1991	181	205
1992	189	214
1993	168	185
1994	167	189
1995	171	188
1996	156	169
1997	172	192
1998	176	192
1999	168	181
2000	159	169
2001	170	192
2002	186	216
2003	186	207
2004	178	194
2005	151	169
2006	168	188
2007	170	183
2008	144	155
2009	153	159
2010	144	161
2011	125	136
2012	151	164
2013	136	145
2014	115	131
2015	144	156
2016	150	160
2017	163	173
2018	127	136
2019	143	157
2020	150	163
2021	135	153
2022	171	182



# MAINE HISTORICAL CRASHES, INJURIES, LICENSED DRIVERS AND REGISTERED VEHICLES 1975 - 2022

CALENDAR YEAR	MAINE TOTAL CRASHES	TOTAL FATAL CRASHES	TOTAL INJURY CRASHES	TOTAL PROPERTY DAMAGE ONLY	TOTAL PERSONS KILLED	TOTAL PERSONS INJURED	TOTAL REGISTERED VEHICLES	TOTAL LICENSED DRIVERS
1975	26,670	204	7,872	18,594	226	12,591	674,000	628,000
1976	30,147	201	8,810	21,136	227	13,198	726,000	647,000
1977	32,183	200	9,923	23,060	218	13,298	749,000	668,000
1978	32,507	212	9,562	22,733	245	14,267	738,000	683,000
1979	29,578	203	9,116	20,259	239	13,509	747,000	702,000
1980	27,911	234	9,033	18,644	261	13,462	759,000	730,000
1981	26,698	186	8,662	17,850	211	12,688	784,000	753,000
1982	30,467	151	9,831	20,485	166	14,569	774,000	757,000
1983	31,369	198	10,243	20,928	224	14,951	774,000	770,000
1984	34,543	211	10,865	23,467	232	15,979	834,000	791,000
1985	36,798	189	11,431	25,178	206	16,842	834,000	803,000
1986	40,378	190	12,148	28,040	214	17,654	843,000	818,000
1987	42,601	212	12,835	29,554	232	19,058	1,225,910	870,716
1988	40,040	231	12,709	27,100	256	18,872	1,304,121	866,728
1989	42,388	175	12,932	29,281	190	18,936	1,224,759	888,591
1990	36,582	196	11,458	24,928	213	16,739	1,255,783	887,077
1991	34,095	181	10,715	23,199	205	15,720	1,244,473	888,963
1992	34,626	189	11,129	23,308	214	16,384	1,277,580	917,965
1993	36,709	168	11,655	24,886	185	17,077	1,289,495	919,902
1994	36,536	167	11,509	24,860	189	16,768	1,203,069	881,038
1995	38,544	171	11,866	26,507	188	17,418	1,233,591	864,447
1996	39,808	156	11,841	27,811	169	16,978	1,264,977	873,761
*1997	42,526	172	12,219	30,135	192	17,845	1,334,260	897,453
1998	40,881	176	11,589	29,116	192	16,712	1,234,620	911,606
1999	39,042	168	11,315	27,559	181	16,431	1,314,502	911,704
2000	37,257	159	11,385	25,713	169	16,415	1,467,388	920,185
2001	37,502	170	11,251	26,081	192	16,125	1,522,007	932,455
2002	36,768	186	11,255	25,327	216	15,981	1,471,082	948,748
*2003	35,577	186	10,815	24,576	207	15,066	1,486,609	968,358
2004	35,189	178	10,707	24,304	194	14,887	1,486,969	984,829
2005	35,254	151	10,302	24,801	169	14,128	1,491,149	1,003,972
2006	32,110	171	9,605	22,334	188	13,090	1,492,893	1,005,160
2007	33,093	170	9,374	23,549	183	12,668	1,542,691	1,009,780
2008	31,552	144	8,511	22,897	155	11,430	1,548,272	1,009,688
2009	28,716	153	7,969	20,594	159	10,770	1,519,008	male 503,967
2010	27,650	144	7,785	19,721	161	10,736	1,526,496	male 522,646
2011	28,658	126	8,271	20,261	136	10,949	1,550,052	male 511,455
2012	28,481	151	8,387	19,943	164	11,157	1,533,840	female 509,537
2013	30,459	136	8,001	22,322	144	10,659	1,562,378	female 511,351
2014	31,812	115	7,941	23,756	131	10,473	1,560,054	female 515,225
2015	32,849	144	8,244	24,461	160	10,928	1,543,278	female 515,828
2016	33,291	150	8,472	24,669	160	11,283	1,604,088	female 516,668
2017	34,977	163	8,292	26,522	173	10,960	1,616,583	female 522,220
2018	35,232	127	8,000	27,105	136	10,452	1,630,657	female 526,241
2019	35,238	143	8,158	26,937	157	10,820	1,649,409	female 528,627
2020	28,747	151	6,710	21,886	164	8,668	1,520,428	female 530,067
2021	32,648	135	7,729	24,784	153	9,998	1,330,339	female 534,239
2022	33,918	171	7,768	25,979	182	10,060	1,676,755	female 538,554

\*Notes: The Total Registered Vehicles column includes trailers.

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

The crash and injury data from 2017 to present is from Dashboard, 2003 to 2016 crash and injury data is from TIDE, previous years are from TINIS.



# MAINE STATEWIDE HIGHWAY CRASHES, TRAVEL & CRASH RATES 2020 - 2022

FUNCTIONAL CLASS	STATEWIDE CRASHES		STATEWIDE TRAVEL (HMVM)		STATEWIDE CRASH RATES	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
<b>1) LOCAL</b>	11,765	4,918	46.09	11.78	255.24	417.34
<b>2) PRINCIPAL ARTERIAL INTERSTATE</b>	5,289	3,025	77.54	29.00	68.21	104.31
<b>3) PRINCIPAL ARTERIAL INTERSTATE-Other Freeways and Expressways</b>	268	506	2.57	2.80	104.40	180.59
<b>4) OTHER PRINCIPAL ARTERIAL</b>	7,452	5,961	51.96	21.82	143.42	273.16
<b>5) MINOR ARTERIAL</b>	8,922	8,864	48.99	30.65	182.12	289.16
<b>6) MAJOR COLLECTOR (includes all Urban Collectors)</b>	14,493	6,880	66.49	27.31	217.98	251.91
<b>7) MINOR COLLECTOR (not coded in Urban and FUSR)</b>	5,875	1,082	23.78	4.72	247.02	229.46
<b>8) SIGNALIZED INTERSECTIONS</b>	9,998		15,508.68		0.64	

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

The Statewide Travel Summary shows the number of Vehicle Miles of Travel for the three-year period 2020-2022 expressed as hundred million vehicle miles of travel (HMVM) except for signalized intersections which is expressed as million entering vehicles (MEV).

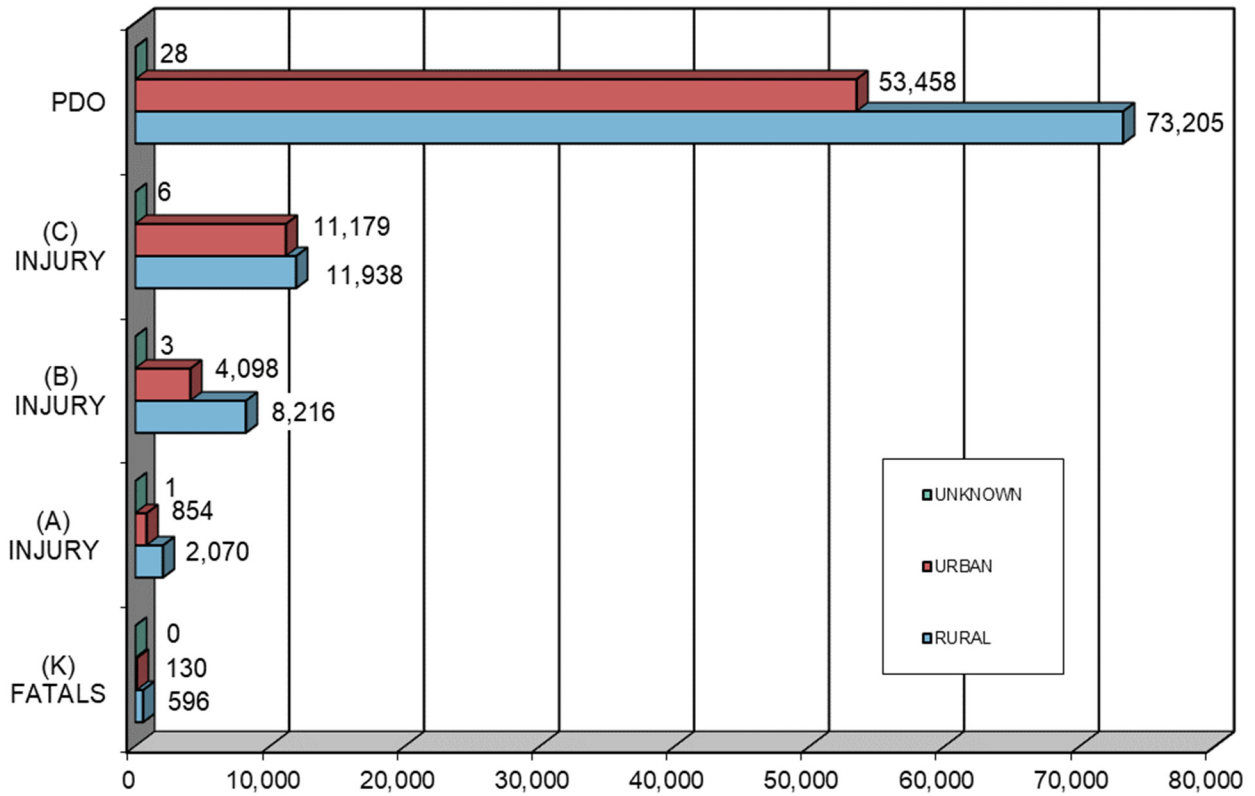
The Statewide Crash Rate Summary shows the average rate of crashes for each Functional Classification by Urban/Rural categories. The Crash Rate is determined by dividing the crashes by the amount of travel.

The Signalized Intersection total is the number of crashes which occurred at all signalized intersections in the State.





# MAINE HIGHWAY CRASH SEVERITY BY RURAL/URBAN DESIGNATION 2018 - 2022

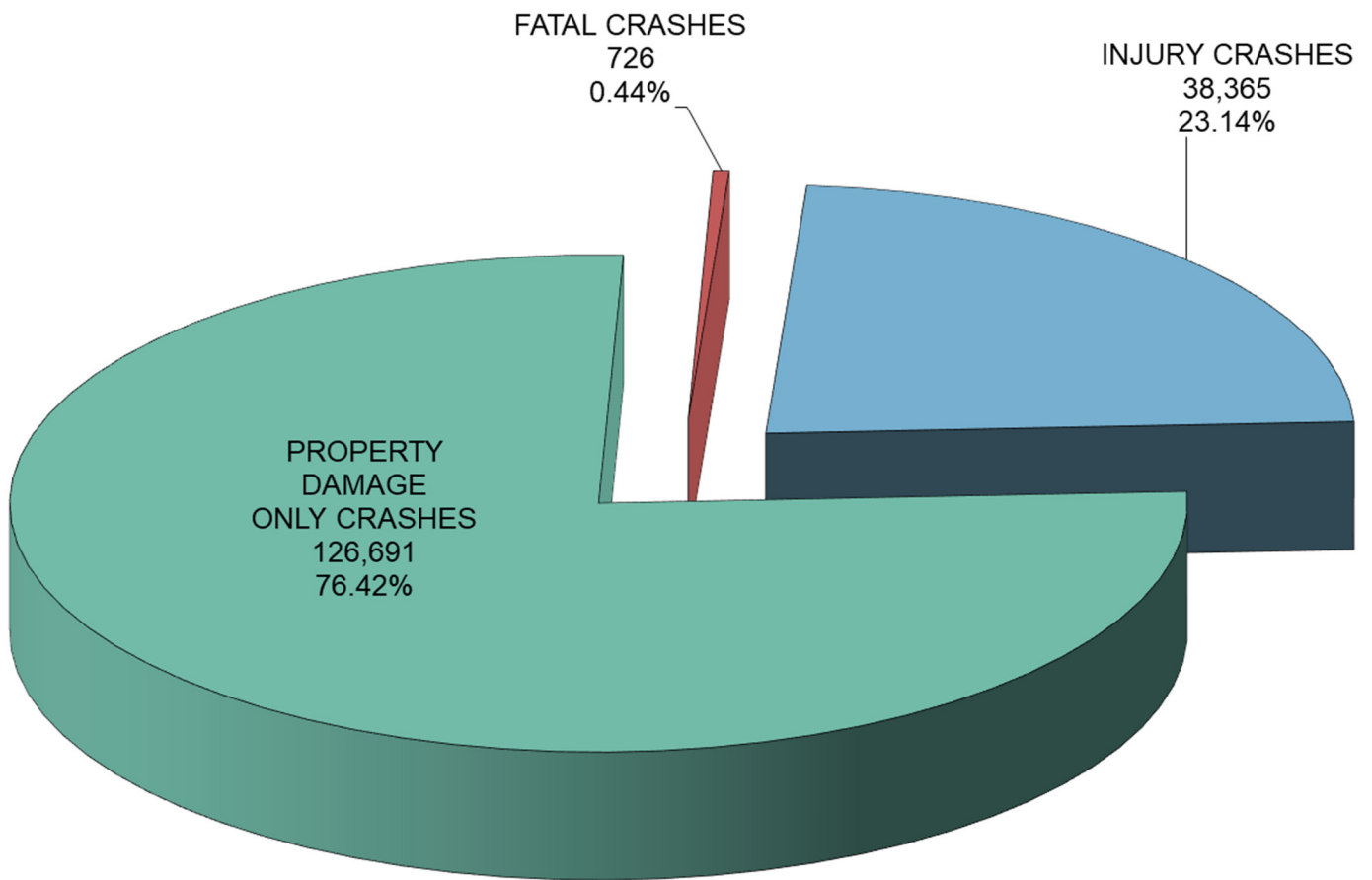


RURAL URBAN DESIGNATION	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	FIVE YEAR TOTAL
RURAL	596	2,070	8,216	11,938	73,205	<b>96,025</b>
URBAN	130	854	4,098	11,179	53,458	<b>69,719</b>
UNKNOWN	0	1	3	6	28	<b>38</b>
<b>TOTAL</b>	<b>726</b>	<b>2,925</b>	<b>12,317</b>	<b>23,123</b>	<b>126,691</b>	<b>165,782</b>

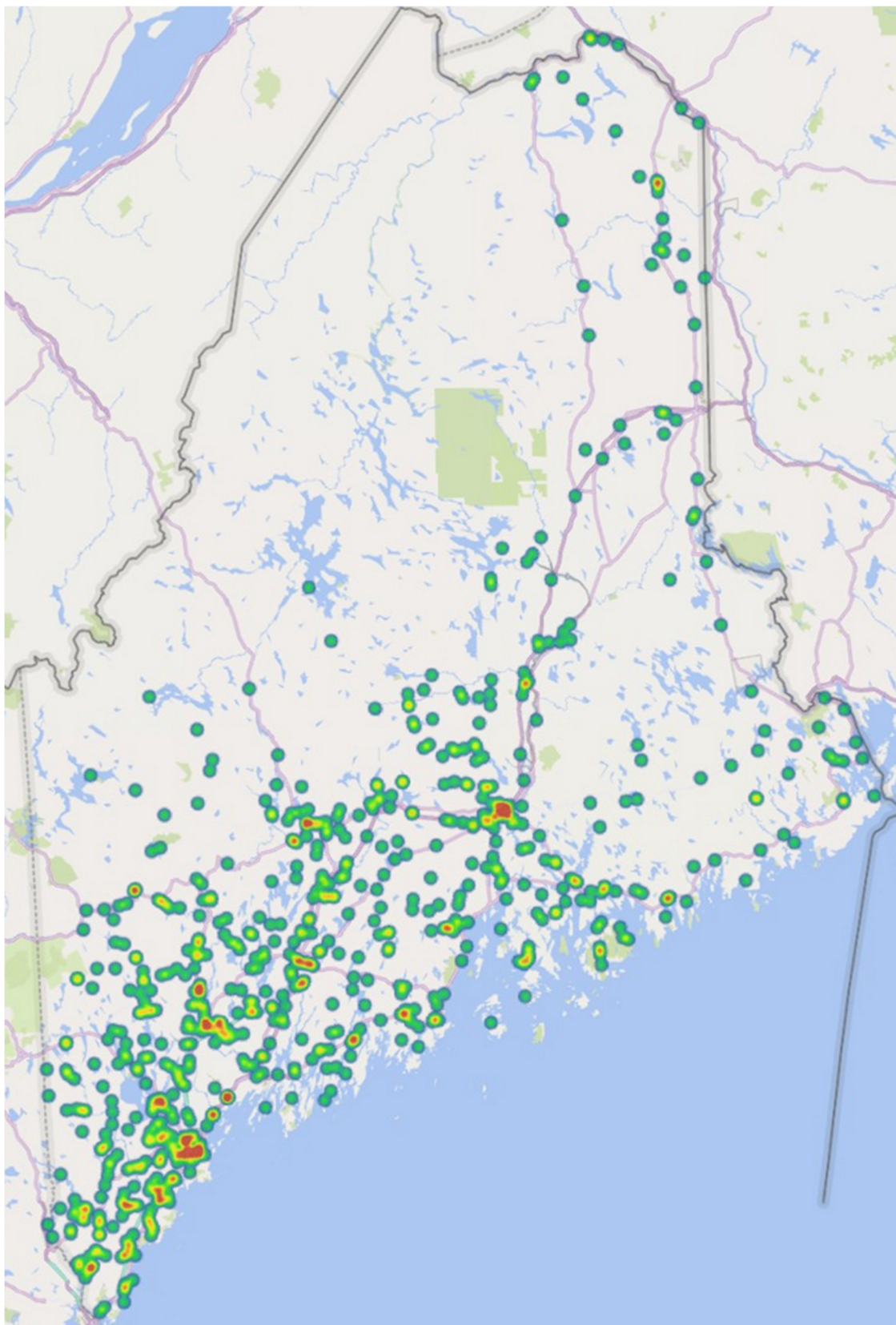


# MAINE HIGHWAY CRASHES 2018 - 2022

## 165,782 TOTAL CRASHES



# MAINE FATAL HIGHWAY CRASH HEAT MAP 2018 - 2022



# FEDERAL HIGHWAY ADMINISTRATION ESTIMATED ECONOMIC LOSS

## IN MAINE

### 2018 - 2022

YEAR	FATAL CRASHES	DOLLAR \$ AMOUNT OF LOSS	SUSPECTED SERIOUS INJURY (A) CRASHES	DOLLAR \$ AMOUNT OF LOSS	SUSPECTED MINOR INJURY (B) CRASHES	DOLLAR \$ AMOUNT OF LOSS	POSSIBLE INJURY (C) CRASHES	DOLLAR \$ AMOUNT OF LOSS	PROPERTY DAMAGE ONLY CRASHES	DOLLAR \$ AMOUNT OF LOSS	ESTIMATED TOTAL ANNUAL COST
2018	127	\$1,282,446,000	593	\$347,260,800	1977	\$350,917,500	5430	\$609,789,000	27105	\$287,313,000	\$2,877,726,300
2019	143	\$1,444,014,000	587	\$343,747,200	2360	\$418,900,000	5211	\$585,195,300	26937	\$285,532,200	\$3,077,388,700
2020	150	\$1,514,700,000	518	\$303,340,800	2237	\$397,067,500	3955	\$444,146,500	21886	\$231,991,600	\$2,891,246,400
2021	135	\$1,363,230,000	611	\$357,801,600	2735	\$485,462,500	4383	\$492,210,900	24784	\$262,710,400	\$2,961,415,400
2022	171	\$1,726,758,000	616	\$360,729,600	3008	\$533,920,000	4144	\$465,371,200	25979	\$275,377,400	\$3,362,156,200
<b>TOTAL</b>	<b>726</b>	<b>\$7,331,148,000</b>	<b>2,925</b>	<b>\$1,712,880,000</b>	<b>12,317</b>	<b>\$2,186,267,500</b>	<b>23,123</b>	<b>\$2,596,712,900</b>	<b>126,691</b>	<b>\$1,342,924,600</b>	<b>\$15,169,933,000</b>

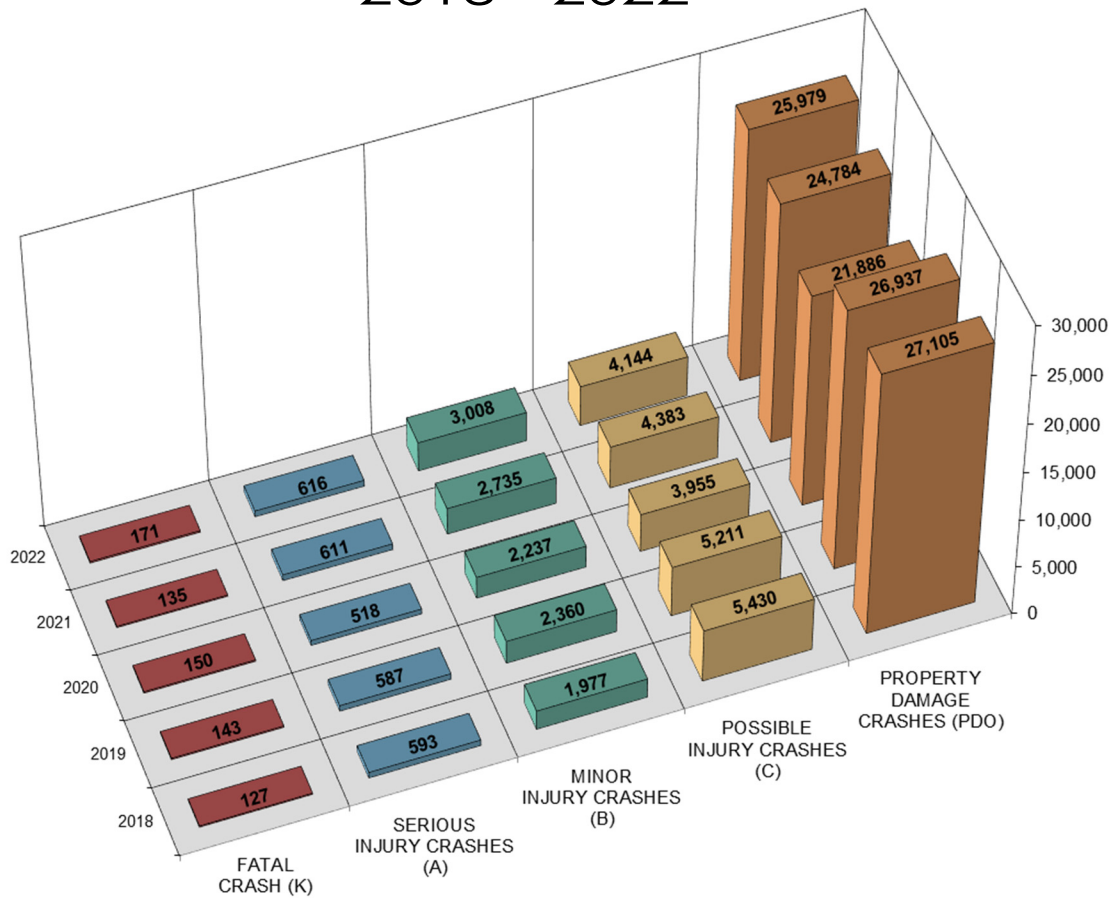


Average Comprehensive Costs are based on 2018 Federal Highway Administration estimates.

Death (Per Crash)	\$10,098,000
Suspected serious injury (Per Crash)	\$585,600
Suspected minor injury (Per Crash)	\$177,500
Possible injury (Per Crash)	\$112,300
Property damage only (Per Crash)	\$10,600

Note: This preliminary chart is based on the **2018** Federal Highway Administration cost estimates.

# MAINE HIGHWAY CRASH SEVERITY BY YEAR 2018 - 2022



YEAR	FATAL CRASH (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES
<b>2018</b>	127	593	1,977	5,430	27,105	<b>35,232</b>
<b>2019</b>	143	587	2,360	5,211	26,937	<b>35,238</b>
<b>2020</b>	150	518	2,237	3,955	21,886	<b>28,746</b>
<b>2021</b>	135	611	2,735	4,383	24,784	<b>32,648</b>
<b>2022</b>	171	616	3,008	4,144	25,979	<b>33,918</b>
<b>TOTAL</b>	<b>726</b>	<b>2,925</b>	<b>12,317</b>	<b>23,123</b>	<b>126,691</b>	<b>165,782</b>
<b>PERCENT</b>	<b>0.44%</b>	<b>PERCENT INJURY =</b>		<b>23.14%</b>	<b>76.42%</b>	<b>100.00%</b>

(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.

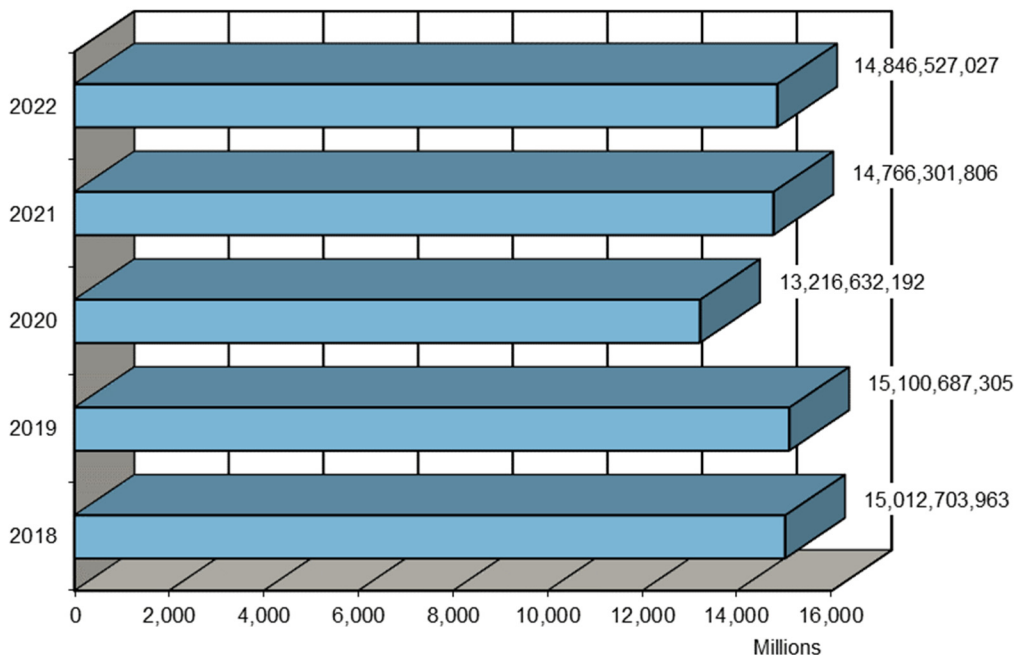
(B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.

(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.



# STATE OF MAINE ANNUAL VEHICLE MILES OF TRAVEL BY COUNTY, 2018 - 2022



COUNTY	2018	2019	2020	2021	2022
ANDROSCOGGIN	963,626,121	978,279,871	861,144,728	968,986,836	963,168,448
AROOSTOOK	688,384,325	677,962,892	613,770,910	696,350,099	688,189,904
CUMBERLAND	3,298,505,524	3,305,589,935	2,813,188,269	3,207,548,747	3,204,142,141
FRANKLIN	323,643,614	329,879,539	299,539,506	326,371,324	328,604,934
HANCOCK	730,885,046	742,574,854	657,103,675	738,869,256	732,654,967
KENNEBEC	1,482,792,767	1,502,754,724	1,338,382,095	1,443,263,911	1,451,148,649
KNOX	368,872,152	365,526,940	329,579,623	354,247,618	350,625,077
LINCOLN	406,489,765	399,736,324	360,446,709	385,868,083	395,481,562
OXFORD	549,506,341	556,728,386	504,618,504	552,081,878	556,717,980
PENOBSCOT	1,711,125,339	1,736,620,787	1,517,411,288	1,702,432,018	1,706,281,874
PISCATAQUIS	167,923,220	170,761,407	155,056,614	177,571,719	175,722,972
SAGADAHOC	476,859,643	479,915,366	415,300,092	332,078,836	465,407,814
SOMERSET	655,406,536	665,265,859	596,236,647	747,610,028	661,410,266
WALDO	406,078,358	404,133,358	364,597,142	422,627,479	398,434,850
WASHINGTON	377,725,580	371,489,558	330,874,048	354,294,132	348,712,258
YORK	2,404,879,632	2,413,467,505	2,059,382,345	2,356,099,842	2,419,823,330
<b>STATEWIDE</b>	<b>15,012,703,963</b>	<b>15,100,687,305</b>	<b>13,216,632,192</b>	<b>14,766,301,806</b>	<b>14,846,527,027</b>

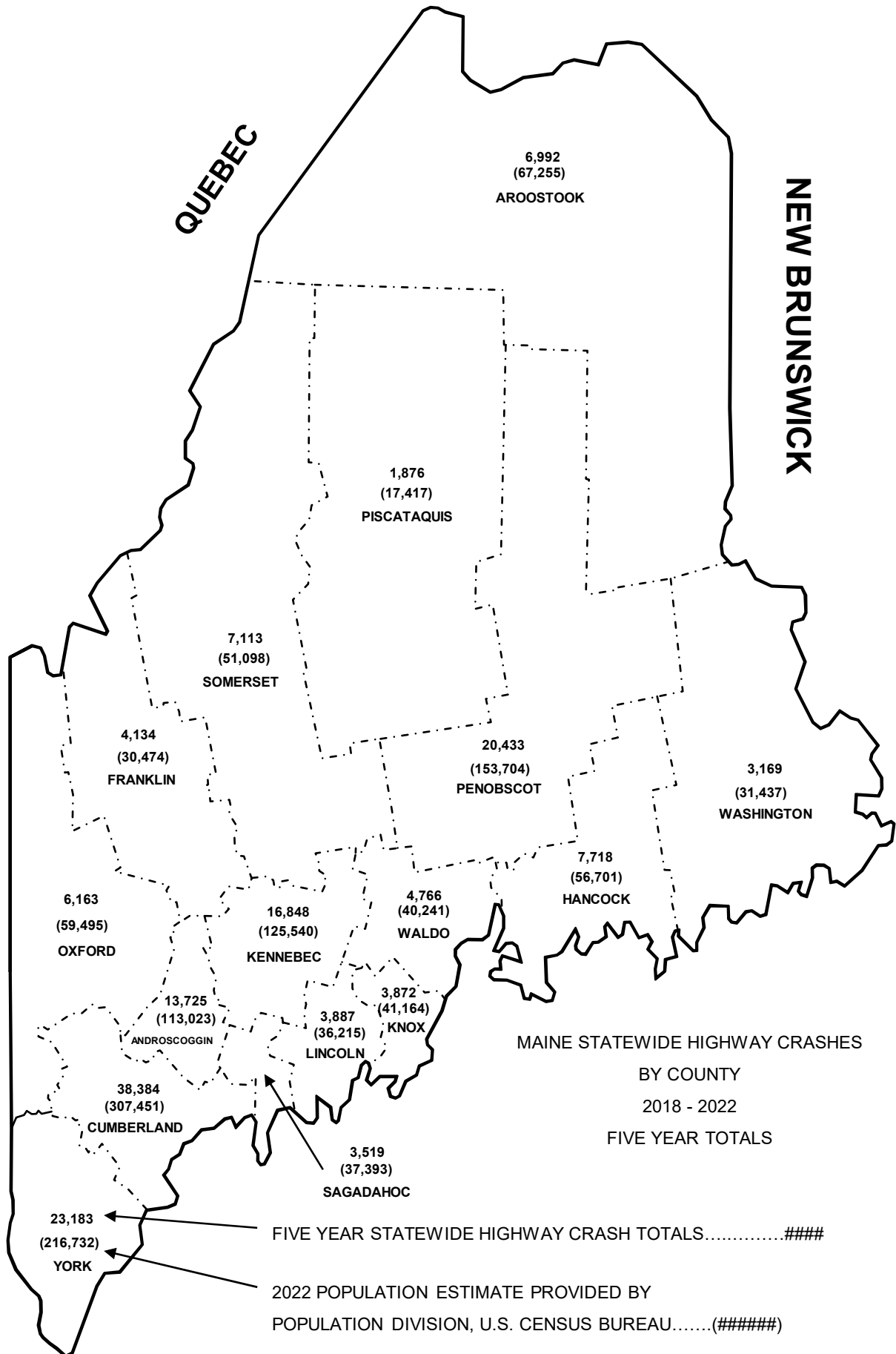




**NEW HAMPSHIRE**

**QUEBEC**

**NEW BRUNSWICK**



**MAINE STATEWIDE HIGHWAY CRASHES  
BY COUNTY  
2018 - 2022  
FIVE YEAR TOTALS**

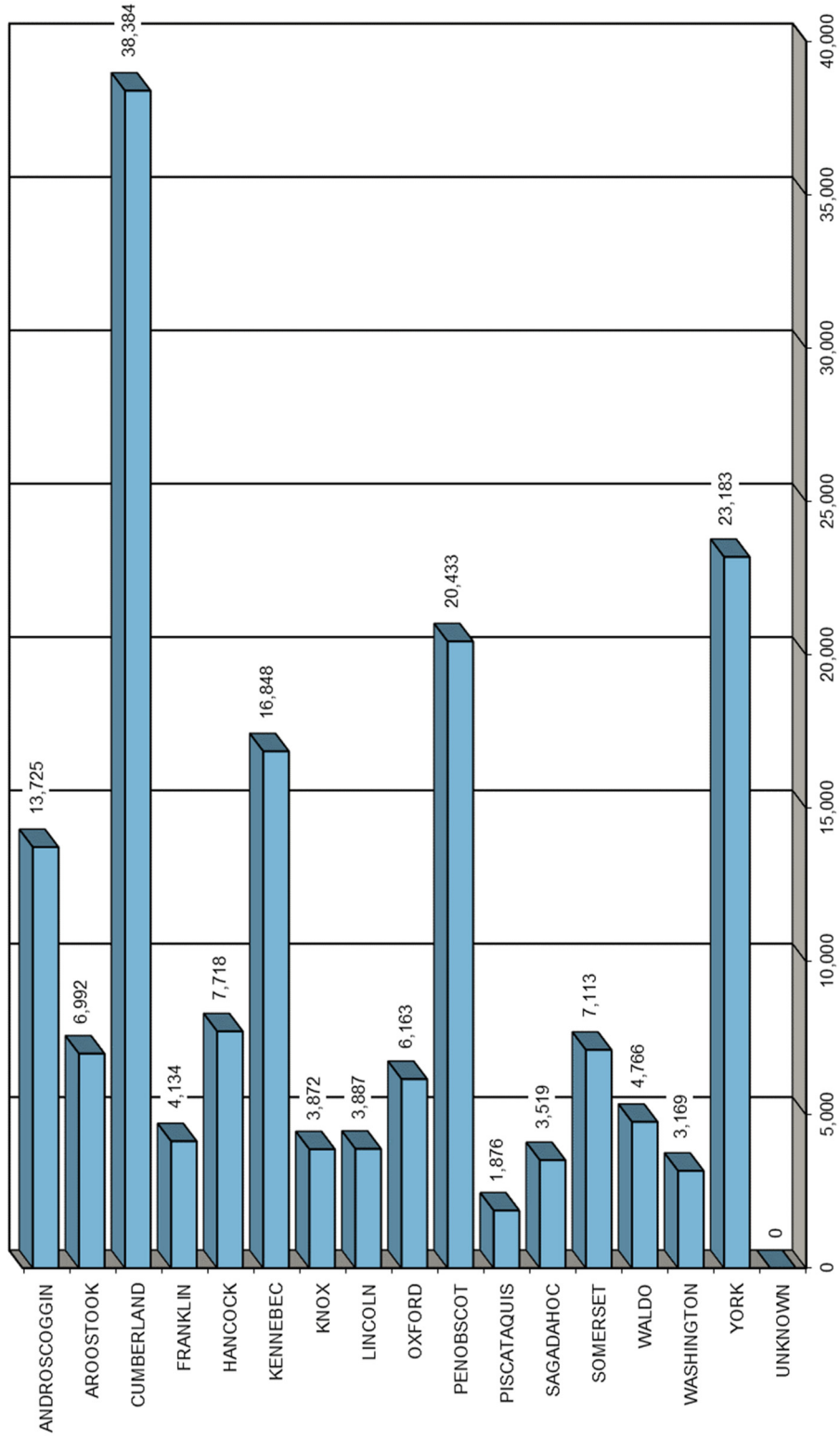
FIVE YEAR STATEWIDE HIGHWAY CRASH TOTALS.....####

2022 POPULATION ESTIMATE PROVIDED BY  
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)



Produced by the Maine Department of Transportation

# MAINE HIGHWAY CRASHES BY COUNTY 2018 - 2022





# MAINE HIGHWAY CRASH SEVERITY BY COUNTY

## 2018 - 2022

COUNTY	INJURY TYPE	2018	2019	2020	2021	2022	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN  Percent Personal Injury 25.65%	FATAL (K)	5	12	12	7	11	47	0.03%
	SUSPECTED SERIOUS (A)	52	59	38	55	45	249	0.17%
	SUSPECTED MINOR (B)	145	189	148	182	166	830	0.54%
	POSSIBLE INJURY (C)	467	472	432	527	496	2,394	1.40%
	PROPERTY DAMAGE ONLY (O)	2,159	2,138	1,753	2,074	2,081	10,205	6.07%
	<b>COUNTY SUBTOTAL</b>	<b>2,828</b>	<b>2,870</b>	<b>2,383</b>	<b>2,845</b>	<b>2,799</b>	<b>13,725</b>	<b>8.21%</b>
AROOSTOOK  Percent Personal Injury 22.68%	FATAL (K)	9	6	7	8	10	40	0.02%
	SUSPECTED SERIOUS (A)	17	32	27	21	21	118	0.07%
	SUSPECTED MINOR (B)	72	111	114	164	146	607	0.28%
	POSSIBLE INJURY (C)	229	177	145	134	136	821	0.63%
	PROPERTY DAMAGE ONLY (O)	1,222	1,160	990	942	1,092	5,406	3.53%
	<b>COUNTY SUBTOTAL</b>	<b>1,549</b>	<b>1,486</b>	<b>1,283</b>	<b>1,269</b>	<b>1,405</b>	<b>6,992</b>	<b>4.53%</b>
CUMBERLAND  Percent Personal Injury 23.11%	FATAL (K)	21	18	15	18	24	96	0.05%
	SUSPECTED SERIOUS (A)	119	103	78	127	112	539	0.38%
	SUSPECTED MINOR (B)	453	485	437	589	672	2,636	1.42%
	POSSIBLE INJURY (C)	1,440	1,333	912	1,000	913	5,598	4.27%
	PROPERTY DAMAGE ONLY (O)	6,546	6,638	4,688	5,601	6,042	29,515	18.81%
	<b>COUNTY SUBTOTAL</b>	<b>8,579</b>	<b>8,577</b>	<b>6,130</b>	<b>7,335</b>	<b>7,763</b>	<b>38,384</b>	<b>24.93%</b>
FRANKLIN  Percent Personal Injury 21.63%	FATAL (K)	4	1	2	6	3	16	0.01%
	SUSPECTED SERIOUS (A)	7	16	16	15	14	68	0.04%
	SUSPECTED MINOR (B)	49	60	47	58	68	282	0.17%
	POSSIBLE INJURY (C)	113	120	99	95	101	528	0.30%
	PROPERTY DAMAGE ONLY (O)	692	650	597	598	703	3,240	1.77%
	<b>COUNTY SUBTOTAL</b>	<b>865</b>	<b>847</b>	<b>761</b>	<b>772</b>	<b>889</b>	<b>4,134</b>	<b>2.29%</b>
HANCOCK  Percent Personal Injury 21.94%	FATAL (K)	6	13	15	12	13	59	0.02%
	SUSPECTED SERIOUS (A)	31	28	25	26	33	143	0.11%
	SUSPECTED MINOR (B)	132	129	117	133	157	668	0.35%
	POSSIBLE INJURY (C)	194	177	140	152	160	823	0.63%
	PROPERTY DAMAGE ONLY (O)	1,230	1,191	1,081	1,185	1,338	6,025	3.50%
	<b>COUNTY SUBTOTAL</b>	<b>1,593</b>	<b>1,538</b>	<b>1,378</b>	<b>1,508</b>	<b>1,701</b>	<b>7,718</b>	<b>4.60%</b>
KENNEBEC  Percent Personal Injury 22.47%	FATAL (K)	10	11	13	12	19	65	0.04%
	SUSPECTED SERIOUS (A)	58	44	43	48	44	237	0.17%
	SUSPECTED MINOR (B)	179	205	176	251	319	1,130	0.59%
	POSSIBLE INJURY (C)	537	523	399	472	423	2,354	1.54%
	PROPERTY DAMAGE ONLY (O)	2,659	2,733	2,309	2,626	2,735	13,062	7.56%
	<b>COUNTY SUBTOTAL</b>	<b>3,443</b>	<b>3,516</b>	<b>2,940</b>	<b>3,409</b>	<b>3,540</b>	<b>16,848</b>	<b>9.90%</b>
KNOX  Percent Personal Injury 23.30%	FATAL (K)	1	4	4	4	6	19	0.01%
	SUSPECTED SERIOUS (A)	17	21	16	20	14	88	0.05%
	SUSPECTED MINOR (B)	44	53	58	81	84	320	0.16%
	POSSIBLE INJURY (C)	108	122	67	73	105	475	0.35%
	PROPERTY DAMAGE ONLY (O)	626	593	526	613	612	2,970	1.68%
	<b>COUNTY SUBTOTAL</b>	<b>796</b>	<b>793</b>	<b>671</b>	<b>791</b>	<b>821</b>	<b>3,872</b>	<b>2.25%</b>
LINCOLN  Percent Personal Injury 25.39%	FATAL (K)	5	6	4	5	5	25	0.01%
	SUSPECTED SERIOUS (A)	25	15	26	21	24	111	0.06%
	SUSPECTED MINOR (B)	43	46	58	63	68	278	0.14%
	POSSIBLE INJURY (C)	153	136	91	90	103	573	0.39%
	PROPERTY DAMAGE ONLY (O)	606	580	498	566	650	2,900	1.57%
	<b>COUNTY SUBTOTAL</b>	<b>832</b>	<b>783</b>	<b>677</b>	<b>745</b>	<b>850</b>	<b>3,887</b>	<b>2.18%</b>
OXFORD  Percent Personal Injury 25.47%	FATAL (K)	12	17	6	9	7	51	0.03%
	SUSPECTED SERIOUS (A)	27	30	26	30	40	153	0.09%
	SUSPECTED MINOR (B)	86	101	101	124	132	544	0.32%
	POSSIBLE INJURY (C)	184	202	135	172	129	822	0.48%
	PROPERTY DAMAGE ONLY (O)	936	940	818	921	978	4,593	2.68%
	<b>COUNTY SUBTOTAL</b>	<b>1,245</b>	<b>1,290</b>	<b>1,086</b>	<b>1,256</b>	<b>1,286</b>	<b>6,163</b>	<b>3.59%</b>



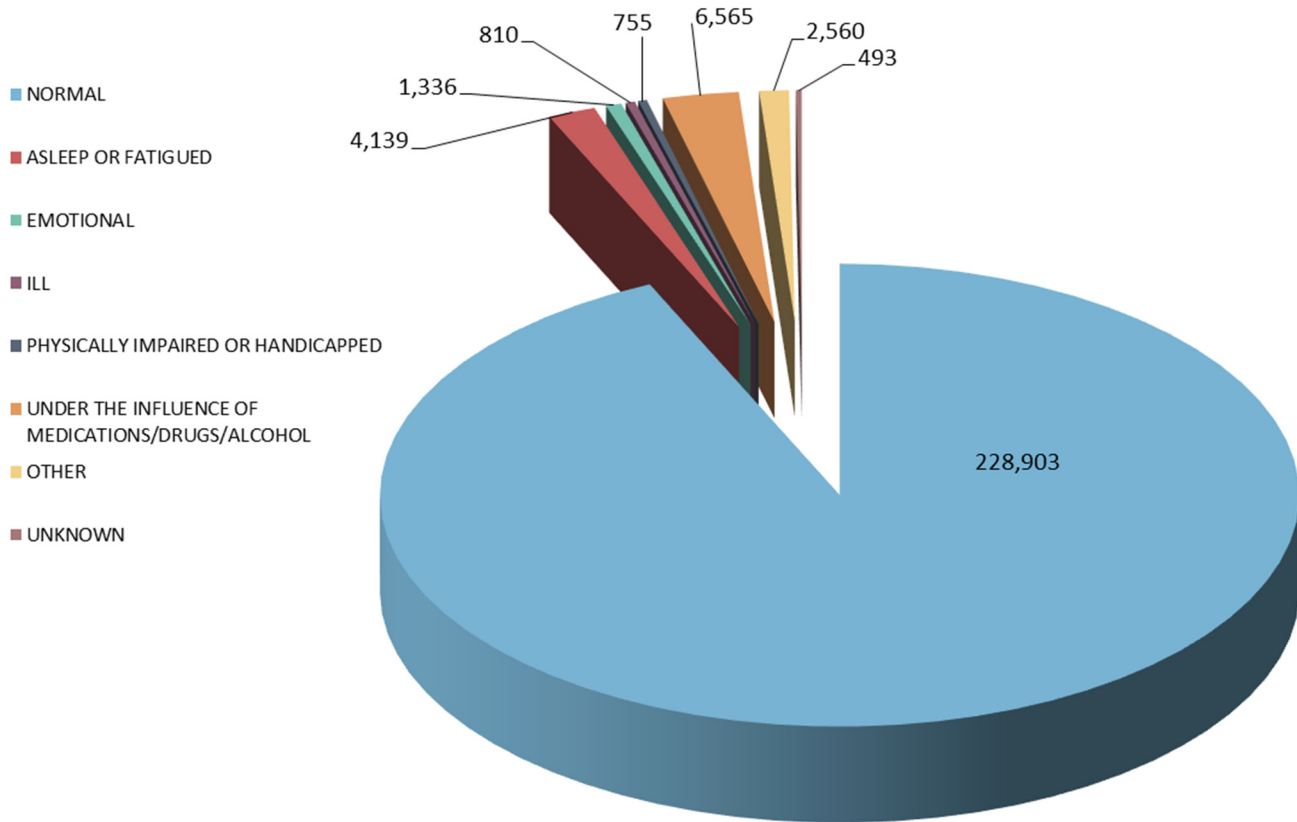
# MAINE HIGHWAY CRASH SEVERITY BY COUNTY CONT.

## 2018 - 2022

COUNTY	INJURY TYPE	2018	2019	2020	2021	2022	TOTAL CRASHES	PERCENT OF TOTAL
PENOBSBOT Percent Personal Injury 23.44%	FATAL (K)	11	23	18	10	19	81	0.05%
	SUSPECTED SERIOUS (A)	58	54	62	57	66	297	0.18%
	SUSPECTED MINOR (B)	237	319	298	353	417	1,624	0.98%
	POSSIBLE INJURY (C)	652	617	501	551	466	2,787	1.68%
	PROPERTY DAMAGE ONLY (O)	3,419	3,288	2,781	3,073	3,083	15,644	9.44%
	<b>COUNTY SUBTOTAL</b>	<b>4,377</b>	<b>4,301</b>	<b>3,660</b>	<b>4,044</b>	<b>4,051</b>	<b>20,433</b>	<b>12.33%</b>
PISCATAQUIS Percent Personal Injury 20.47%	FATAL (K)	3	1	2	8	1	15	0.01%
	SUSPECTED SERIOUS (A)	13	13	9	16	12	63	0.04%
	SUSPECTED MINOR (B)	6	21	26	36	30	119	0.07%
	POSSIBLE INJURY (C)	39	41	40	34	33	187	0.11%
	PROPERTY DAMAGE ONLY (O)	318	314	331	242	287	1,492	0.90%
	<b>COUNTY SUBTOTAL</b>	<b>379</b>	<b>390</b>	<b>408</b>	<b>336</b>	<b>363</b>	<b>1,876</b>	<b>1.13%</b>
SAGadahoc Percent Personal Injury 23.42%	FATAL (K)	3	1	2	4	2	12	0.01%
	SUSPECTED SERIOUS (A)	13	15	11	10	21	70	0.04%
	SUSPECTED MINOR (B)	50	57	67	78	70	322	0.19%
	POSSIBLE INJURY (C)	114	103	63	66	74	420	0.25%
	PROPERTY DAMAGE ONLY (O)	572	544	500	533	546	2,695	1.63%
	<b>COUNTY SUBTOTAL</b>	<b>752</b>	<b>720</b>	<b>643</b>	<b>691</b>	<b>713</b>	<b>3,519</b>	<b>2.12%</b>
SOMERSET Percent Personal Injury 20.47%	FATAL (K)	8	8	8	8	10	42	0.03%
	SUSPECTED SERIOUS (A)	26	21	19	26	29	121	0.07%
	SUSPECTED MINOR (B)	51	83	83	85	82	384	0.23%
	POSSIBLE INJURY (C)	170	201	166	185	187	909	0.55%
	PROPERTY DAMAGE ONLY (O)	1,173	1,250	1,031	1,073	1,130	5,657	3.41%
	<b>COUNTY SUBTOTAL</b>	<b>1,428</b>	<b>1,563</b>	<b>1,307</b>	<b>1,377</b>	<b>1,438</b>	<b>7,113</b>	<b>4.29%</b>
WALDO Percent Personal Injury 22.39%	FATAL (K)	8	2	11	4	8	33	0.02%
	SUSPECTED SERIOUS (A)	29	23	20	23	16	111	0.07%
	SUSPECTED MINOR (B)	46	66	84	93	79	368	0.22%
	POSSIBLE INJURY (C)	132	132	93	96	102	555	0.33%
	PROPERTY DAMAGE ONLY (O)	771	810	640	740	738	3,699	2.23%
	<b>COUNTY SUBTOTAL</b>	<b>986</b>	<b>1,033</b>	<b>848</b>	<b>956</b>	<b>943</b>	<b>4,766</b>	<b>2.87%</b>
WASHINGTON Percent Personal Injury 24.61%	FATAL (K)	4	4	8	5	9	30	0.02%
	SUSPECTED SERIOUS (A)	19	14	15	18	13	79	0.05%
	SUSPECTED MINOR (B)	48	54	62	45	79	288	0.17%
	POSSIBLE INJURY (C)	82	88	76	77	60	383	0.23%
	PROPERTY DAMAGE ONLY (O)	555	477	482	426	449	2,389	1.44%
	<b>COUNTY SUBTOTAL</b>	<b>708</b>	<b>637</b>	<b>643</b>	<b>571</b>	<b>610</b>	<b>3,169</b>	<b>1.91%</b>
YORK Percent Personal Injury 25.81%	FATAL (K)	17	16	23	15	24	95	0.06%
	SUSPECTED SERIOUS (A)	82	99	87	98	112	478	0.29%
	SUSPECTED MINOR (B)	336	381	361	400	439	1,917	1.16%
	POSSIBLE INJURY (C)	816	767	596	659	656	3,494	2.11%
	PROPERTY DAMAGE ONLY (O)	3,621	3,631	2,861	3,571	3,515	17,199	10.37%
	<b>COUNTY SUBTOTAL</b>	<b>4,872</b>	<b>4,894</b>	<b>3,928</b>	<b>4,743</b>	<b>4,746</b>	<b>23,183</b>	<b>13.98%</b>
UNKNOWN Percent Personal Injury 0.00%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	0	0	0	0	0	0	0.00%
	POSSIBLE INJURY (C)	0	0	0	0	0	0	0.00%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>UNKNOWN TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>
COUNTY GRAND TOTAL Percent Personal Injury 23.58%	FATAL (K)	127	143	150	135	171	726	0.44%
	SUSPECTED SERIOUS (A)	593	587	518	611	616	2,925	1.76%
	SUSPECTED MINOR (B)	1,977	2,360	2,237	2,735	3,008	12,317	7.43%
	POSSIBLE INJURY (C)	5,430	5,211	3,955	4,383	4,144	23,123	13.95%
	PROPERTY DAMAGE ONLY (O)	27,105	26,937	21,886	24,784	25,979	126,691	76.42%
	<b>GRAND TOTAL</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>	<b>100.00%</b>



# APPARENT PHYSICAL CONDITION OF DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES 2018 - 2022



PHYSICAL CONDITION	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	49,734	49,911	38,588	44,398	46,272	<b>228,903</b>	<b>93.22%</b>
ASLEEP OR FATIGUED	815	826	689	917	892	<b>4,139</b>	<b>1.69%</b>
EMOTIONAL (depressed, angry, disturbed, etc.)	247	251	230	314	294	<b>1,336</b>	<b>0.54%</b>
ILL (sick)	167	167	165	159	152	<b>810</b>	<b>0.33%</b>
PHYSICALLY IMPAIRED OR HANDICAPPED	137	143	121	175	179	<b>755</b>	<b>0.31%</b>
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	1,296	1,276	1,271	1,396	1,326	<b>6,565</b>	<b>2.67%</b>
OTHER	493	519	460	577	511	<b>2,560</b>	<b>1.04%</b>
UNKNOWN	107	112	94	86	94	<b>493</b>	<b>0.20%</b>
<b>TOTAL</b>	<b>52,996</b>	<b>53,205</b>	<b>41,618</b>	<b>48,022</b>	<b>49,720</b>	<b>245,561</b>	<b>100.00%</b>

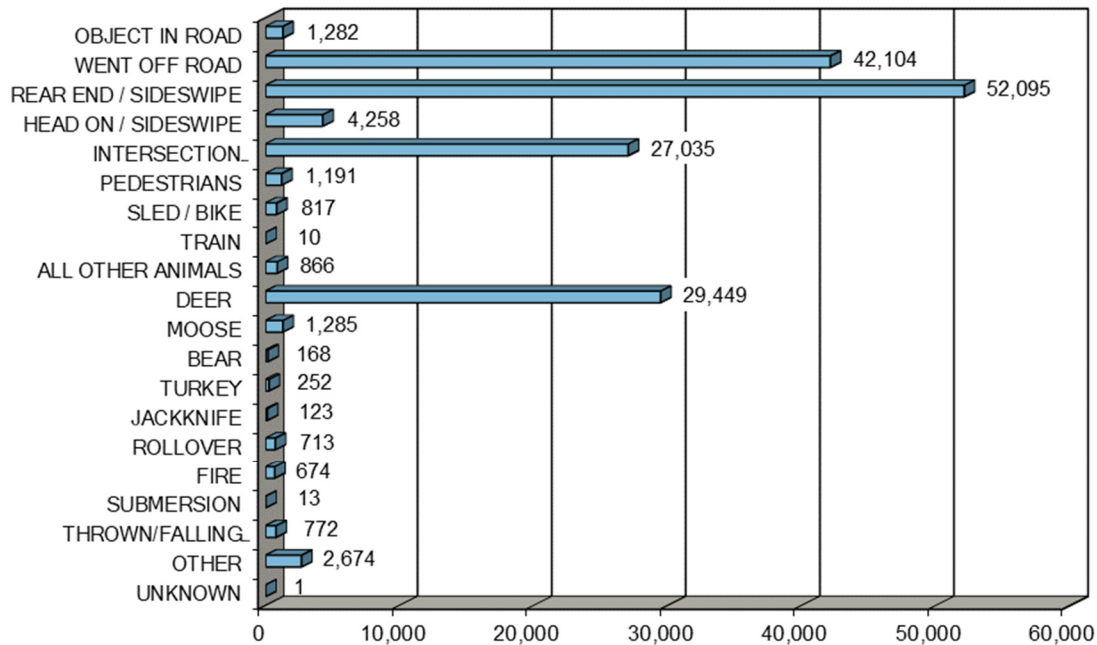


# INJURIES TO VEHICLE OCCUPANTS BY RESTRAINING DEVICE IN MAINE HIGHWAY CRASHES

## 2018 - 2022

SAFETY EQUIPMENT USED	Air Bags	FATAL (K)					SUSPECTED SERIOUS (A)					SUSPECTED MINOR (B)					POSSIBLE INJURY (C)					NO INJURY (O)														
		2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2022	YEAR								
		YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR	YEAR							
Booster Seat	0	1	0	1	0	2	0	2	0	0	0	0	2	0	4	1	4	0	9	0	9	2	7	5	5	4	23	8	10	10	18	17	63			
not deployed	0	0	0	0	0	2	0	0	0	0	0	0	1	3	6	2	7	19	9	12	9	17	19	9	12	9	66	251	247	183	181	153	965			
n/a, unknown	0	0	0	0	0	2	1	0	0	0	1	2	4	1	1	0	8	4	3	5	1	4	3	5	1	5	18	72	51	35	59	37	254			
<b>TOTAL</b>	0	1	0	1	0	6	1	2	0	0	3	3	11	8	7	7	36	23	29	19	18	33	29	19	18	18	107	331	308	178	258	207	1,282			
Child Restraint Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3	0	6	0	3	1	2	2	8			
not deployed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	5	36	21	6	12	21	96			
n/a, unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3	4	0	4	7	1	16			
<b>TOTAL</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	4	0	3	41	40	24	11	14	23	120			
Child Restraint Forward Facing	0	0	0	0	0	0	0	0	1	2	0	3	4	3	11	6	37	21	20	21	15	27	20	21	15	27	104	69	61	43	63	82	318			
not deployed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	55	29	41	39	208	954	972	637	789	788	4,140			
n/a, unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	14	7	11	11	60	326	289	199	213	230	1,257			
<b>TOTAL</b>	0	0	0	0	0	0	0	0	1	6	1	8	16	30	10	17	15	96	82	89	57	66	89	57	66	372	1,349	1,322	879	852	870	5,715				
Child Restraint Rear Facing	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	1	0	0	0	6	7	6	7	7	33	29	38	17	25	31	140			
not deployed	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	20	8	4	9	61	358	390	254	351	324	1,677			
n/a, unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	9	1	6	6	30	127	122	93	81	68	491			
<b>TOTAL</b>	0	1	0	0	0	1	0	1	0	1	2	8	34	36	15	11	2	8	34	36	15	11	16	15	11	16	124	514	550	364	376	355	2,308			
Child Restraint Used incorrectly	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	0	0	0	0	0	0	0	0	1		
not deployed	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	0	0	1	8	2	4	3	4	6	19			
n/a, 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	0	0	0	0	0	0	0	0	0	0	4	
<b>TOTAL</b>	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	0	0	0	0	0	0	0	0	0	4	
Lap Belt Only Used	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	0	0	0	0	0	0	0	0	0	0	0
deployed	0	0	0	1	0	1	0	3	2	2	0	7	1	5	4	3	0	13	7	3	2	2	2	2	2	2	2	16	3	3	5	3	2	16	24	
not deployed	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	0	0	0	0	0	0	0	0	0	0	0
n/a, 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	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	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	0	0	0	0	0	0	0	0	0	0	0
None Used	0	0	1	0	0	2	3	5	3	4	1	16	8	12	8	9	3	40	22	13	13	15	10	73	209	175	109	82	109	82	98	98	673			
deployed	32	27	41	40	48	188	80	91	93	125	91	480	97	109	138	179	181	704	108	109	126	132	122	122	122	597	62	79	81	105	97	424				
not deployed	12	15	18	10	14	69	34	25	36	38	35	168	82	78	117	138	120	535	153	136	113	117	110	629	289	294	298	292	292	290	1,463					
n/a, unknown	4	7	6	2	2	25	9	18	10	15	15	67	22	17	17	24	23	103	18	31	11	16	13	89	110	50	91	47	68	366						
<b>TOTAL</b>	48	49	65	66	64	282	123	134	139	178	141	715	201	204	272	341	324	1,342	279	276	250	265	245	245	461	423	470	444	455	455	2,253					
Restraint Used Other	1	0	0	0	0	1	1	2	1	0	0	4	1	1	2	0	0	4	1	1	3	1	0	6	1	3	0	0	0	2	0	0	6			
not deployed	0	1	0	0	0	1	0	1	0	0	0	1	0	2	0	0	0	2	1	2	1	2	2	2	8	20	26	16	23	19	104					
n/a, 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	0	0	0	0	0	0	0	0	0	0		
<b>TOTAL</b>	1	1	0	0	0	2	1	4	1	0	0	4	3	3	2	2	0	10	2	5	4	6	2	8	9	30	72	32	49	29	2	12	2			
Shoulder and Lap Belt - Used	36	35	39	39	49	198	235	242	191	229	239	1,136	847	1,123	1,106	1,439	1,606	6,121	2,108	2,111	1,693	2,011	1,888	9,811	3,585	3,683	3,325	3,953	4,171	4,171	18,717					
not deployed	10	9	7	6	5	37	97	90	74	64	57	382	857	965	806	935	993	4,556	3,830	3,704	2,583	2,847	2,726	15,690	47,865	46,974	35,905	41,057	42,197	212,588						
n/a, unknown	5	6	3	4	5	23	21	16	9	11	10	67	125	82	115	115	108	545	311	316	217	244	239	1,327	3,646	3,788	2,983	3,366	3,517	17,300						
<b>TOTAL</b>	51	50	49	49	59	258	353	348	274	304	306	1,585	1,829	2,170	2,489	2,707	11,222	6,249	6,131	4,493	5,102	4,853	26,828	54,396	54,445	41,503	48,376	49,885	248,605							
Shoulder Belt Only Used	0	0	0	1	0	1	3	3	5	2	2	15	5	8	12	13	23	61	21	25	17	13	22	98	23	29	32	32	32	33	149					
not deployed	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	0	0	0	0	0	0	0	0			
n/a, 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	0	0	0	0	0	0	0	0	0	0		
<b>TOTAL</b>	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	0	0	0	0	0	0	0	0	0		
<b>TOTAL</b>	0	0	1	1	0	2	3	3	6	6	4	22	12	15	13	22	27	89	58	52	36	34	40	220	421	389	298	349	345	1,802						

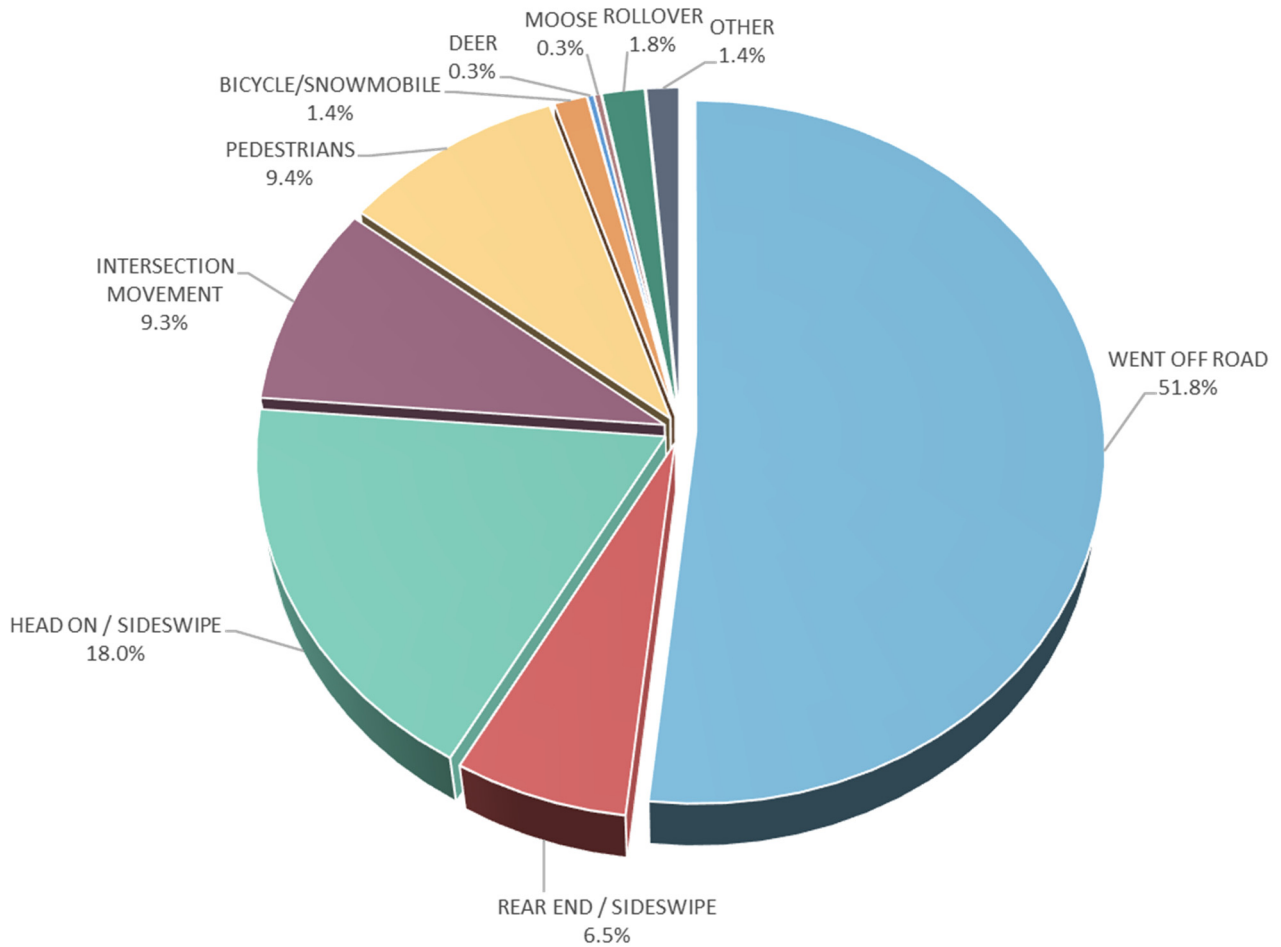
# MAINE HIGHWAY CRASHES BY TYPE 2018 - 2022



CRASH TYPE	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	232	268	328	217	237	<b>1,282</b>	<b>0.77%</b>
WENT OFF ROAD	8,618	8,599	7,907	8,528	8,452	<b>42,104</b>	<b>25.40%</b>
REAR END / SIDESWIPE	11,674	11,766	8,304	10,052	10,299	<b>52,095</b>	<b>31.42%</b>
HEAD ON / SIDESWIPE	926	904	703	822	903	<b>4,258</b>	<b>2.57%</b>
INTERSECTION MOVEMENT	5,772	5,985	4,464	5,268	5,546	<b>27,035</b>	<b>16.31%</b>
PEDESTRIANS	251	281	193	217	249	<b>1,191</b>	<b>0.72%</b>
SLED / BIKE	167	171	137	167	175	<b>817</b>	<b>0.49%</b>
TRAIN	1	1	4	2	2	<b>10</b>	<b>0.01%</b>
ALL OTHER ANIMALS	182	199	169	144	172	<b>866</b>	<b>0.52%</b>
DEER	5,951	5,467	5,348	6,002	6,681	<b>29,449</b>	<b>17.76%</b>
MOOSE	256	256	261	294	218	<b>1,285</b>	<b>0.78%</b>
BEAR	28	38	30	30	42	<b>168</b>	<b>0.10%</b>
TURKEY	49	54	32	51	66	<b>252</b>	<b>0.15%</b>
JACKKNIFE	31	30	20	23	19	<b>123</b>	<b>0.07%</b>
ROLLOVER	292	303	34	39	45	<b>713</b>	<b>0.43%</b>
FIRE	126	163	129	140	116	<b>674</b>	<b>0.41%</b>
SUBMERSION	0	0	2	4	7	<b>13</b>	<b>0.01%</b>
THROWN/FALLING OBJECT	143	155	154	136	184	<b>772</b>	<b>0.47%</b>
OTHER	533	597	527	512	505	<b>2,674</b>	<b>1.61%</b>
UNKNOWN	0	1	0	0	0	<b>1</b>	<b>0.00%</b>
<b>TOTALS</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>	<b>100.00%</b>



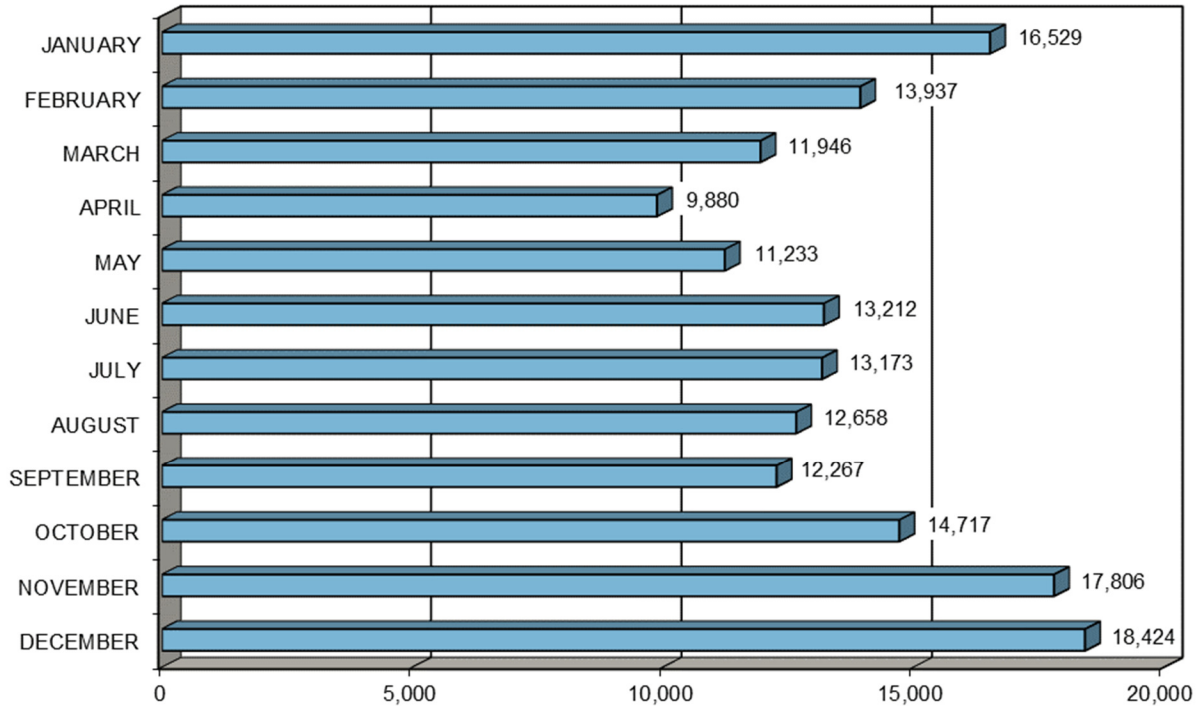
# FATAL MAINE HIGHWAY CRASHES BY TYPE 2018 - 2022



CRASH TYPE	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
OBJECT IN ROAD	0	0	1	0	0	1	0.14%
WENT OFF ROAD	69	75	82	66	83	375	51.65%
REAR END / SIDESWIPE	8	8	9	9	13	47	6.47%
HEAD ON / SIDESWIPE	25	24	20	28	33	130	17.91%
INTERSECTION MOVEMENT	9	12	20	10	16	67	9.23%
PEDESTRIANS	6	16	9	17	20	68	9.37%
BICYCLE/SNOWMOBILE	2	2	2	2	2	10	1.38%
DEER	0	0	2	0	0	2	0.28%
MOOSE	1	0	1	0	0	2	0.28%
JACKKNIFE	0	0	0	0	1	1	0.14%
ROLLOVER	4	6	1	1	1	13	1.79%
OTHER	3	0	3	2	2	10	1.38%
<b>TOTALS</b>	<b>127</b>	<b>143</b>	<b>150</b>	<b>135</b>	<b>171</b>	<b>726</b>	<b>100.00%</b>



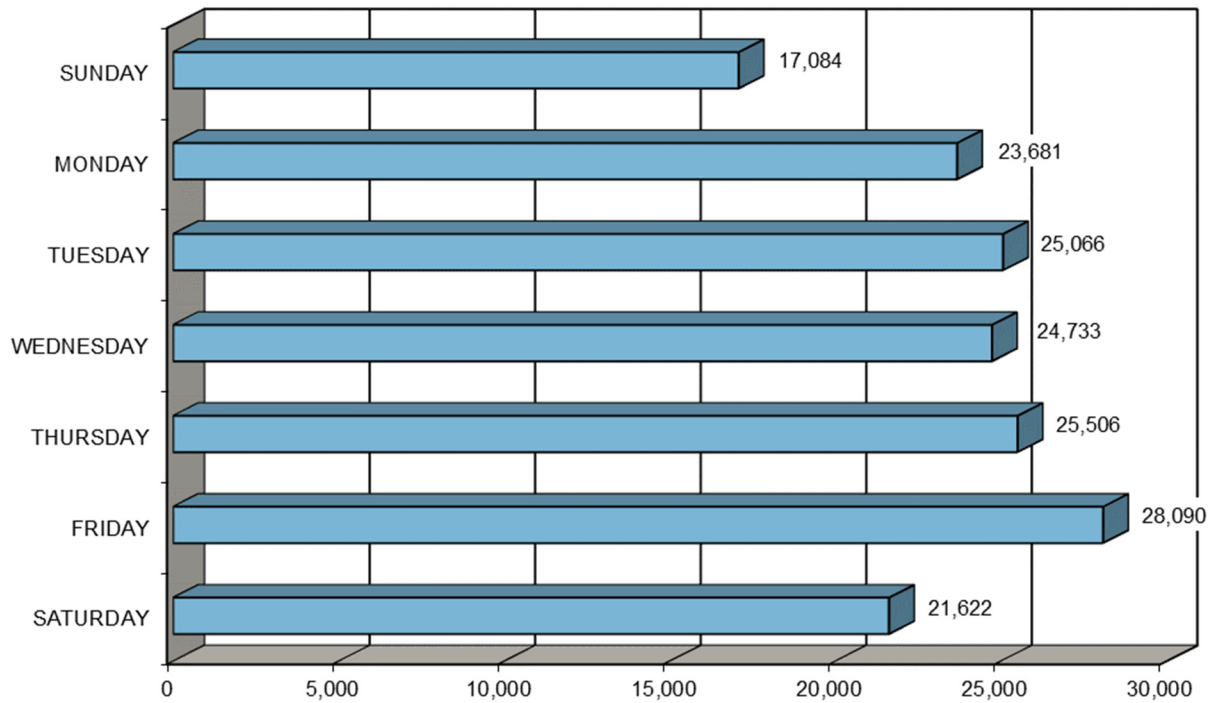
# MAINE HIGHWAY CRASHES BY MONTH 2018 - 2022



MONTH	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	3,651	3,684	3,399	2,489	3,306	<b>16,529</b>	<b>9.97%</b>
FEBRUARY	2,937	2,741	2,814	2,559	2,886	<b>13,937</b>	<b>8.41%</b>
MARCH	2,535	2,777	1,980	2,113	2,541	<b>11,946</b>	<b>7.21%</b>
APRIL	2,198	2,499	1,361	1,932	1,890	<b>9,880</b>	<b>5.96%</b>
MAY	2,416	2,308	1,782	2,330	2,397	<b>11,233</b>	<b>6.78%</b>
JUNE	2,738	2,774	2,149	2,833	2,718	<b>13,212</b>	<b>7.97%</b>
JULY	2,635	2,916	2,160	2,740	2,722	<b>13,173</b>	<b>7.95%</b>
AUGUST	2,556	2,705	2,163	2,657	2,577	<b>12,658</b>	<b>7.64%</b>
SEPTEMBER	2,512	2,347	2,184	2,615	2,609	<b>12,267</b>	<b>7.40%</b>
OCTOBER	3,155	2,791	2,563	2,994	3,214	<b>14,717</b>	<b>8.88%</b>
NOVEMBER	4,104	3,608	3,013	3,491	3,590	<b>17,806</b>	<b>10.74%</b>
DECEMBER	3,795	4,088	3,178	3,895	3,468	<b>18,424</b>	<b>11.11%</b>
<b>TOTAL</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>	<b>100.00%</b>



# MAINE HIGHWAY CRASHES BY DAY OF THE WEEK 2018 - 2022



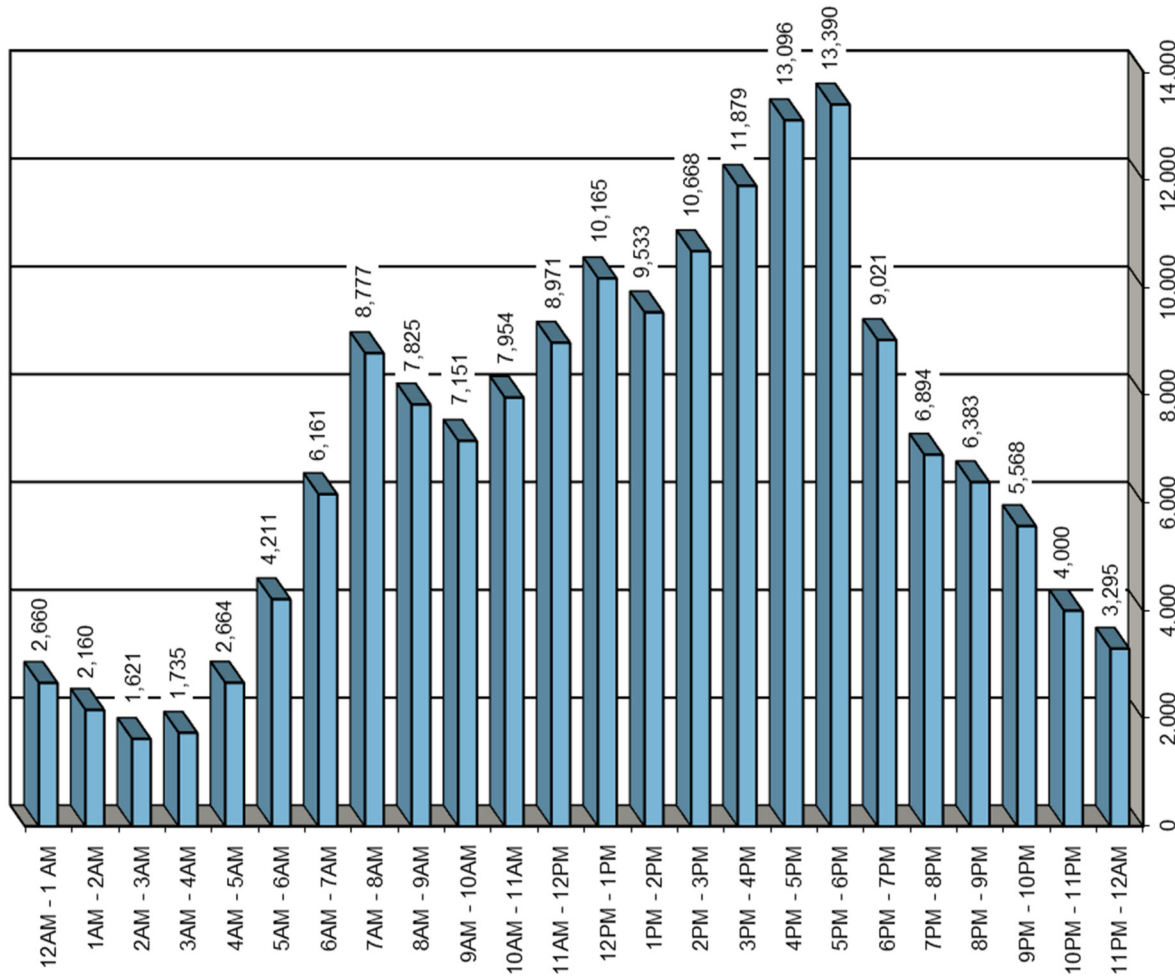
DAY OF THE WEEK	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	3,702	3,569	2,870	3,439	3,504	<b>17,084</b>	<b>10.31%</b>
MONDAY	4,961	5,377	4,066	4,647	4,630	<b>23,681</b>	<b>14.28%</b>
TUESDAY	5,444	5,646	4,172	4,840	4,964	<b>25,066</b>	<b>15.12%</b>
WEDNESDAY	5,186	5,068	4,249	4,978	5,252	<b>24,733</b>	<b>14.92%</b>
THURSDAY	5,289	5,438	4,840	4,853	5,086	<b>25,506</b>	<b>15.39%</b>
FRIDAY	6,266	5,923	4,672	5,360	5,869	<b>28,090</b>	<b>16.94%</b>
SATURDAY	4,384	4,217	3,877	4,531	4,613	<b>21,622</b>	<b>13.04%</b>
<b>TOTAL</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>	<b>100.00%</b>



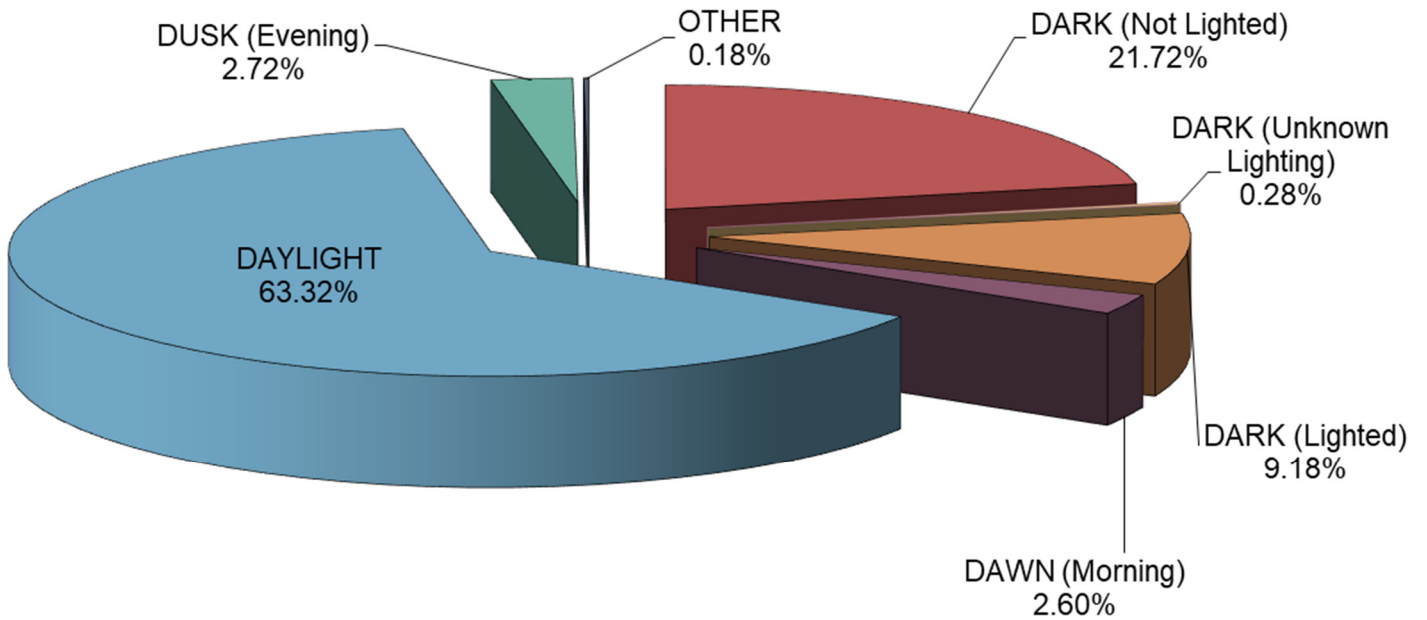


# MAINE HIGHWAY CRASHES BY TIME OF DAY 2018 - 2022

TIME OF DAY	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
12AM - 1AM	591	522	440	587	520	2,660
1AM - 2AM	424	490	332	458	456	2,160
2AM - 3AM	330	324	301	331	335	1,621
3AM - 4AM	349	324	356	367	339	1,735
4AM - 5AM	501	505	522	566	570	2,664
5AM - 6AM	833	776	808	875	919	4,211
6AM - 7AM	1,324	1,220	1,157	1,190	1,270	6,161
7AM - 8AM	2,117	1,964	1,322	1,553	1,821	8,777
8AM - 9AM	1,720	1,857	1,259	1,420	1,569	7,825
9AM - 10AM	1,590	1,600	1,167	1,311	1,483	7,151
10AM - 11AM	1,736	1,782	1,346	1,535	1,555	7,954
11AM - 12PM	1,925	1,960	1,530	1,798	1,758	8,971
12PM - 1PM	2,117	2,195	1,770	2,058	2,025	10,165
1PM - 2PM	1,979	2,025	1,695	1,923	1,911	9,533
2PM - 3PM	2,191	2,355	1,795	2,128	2,199	10,668
3PM - 4PM	2,465	2,567	2,043	2,401	2,403	11,879
4PM - 5PM	2,790	2,842	2,259	2,553	2,652	13,096
5PM - 6PM	2,940	2,870	2,342	2,497	2,741	13,390
6PM - 7PM	1,810	1,864	1,643	1,829	1,875	9,021
7PM - 8PM	1,427	1,300	1,280	1,401	1,486	6,894
8PM - 9PM	1,310	1,321	1,098	1,316	1,338	6,383
9PM - 10PM	1,183	1,138	961	1,138	1,148	5,568
10PM - 11PM	858	789	699	773	881	4,000
11PM - 12AM	722	648	621	640	664	3,295
<b>TOTAL</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>



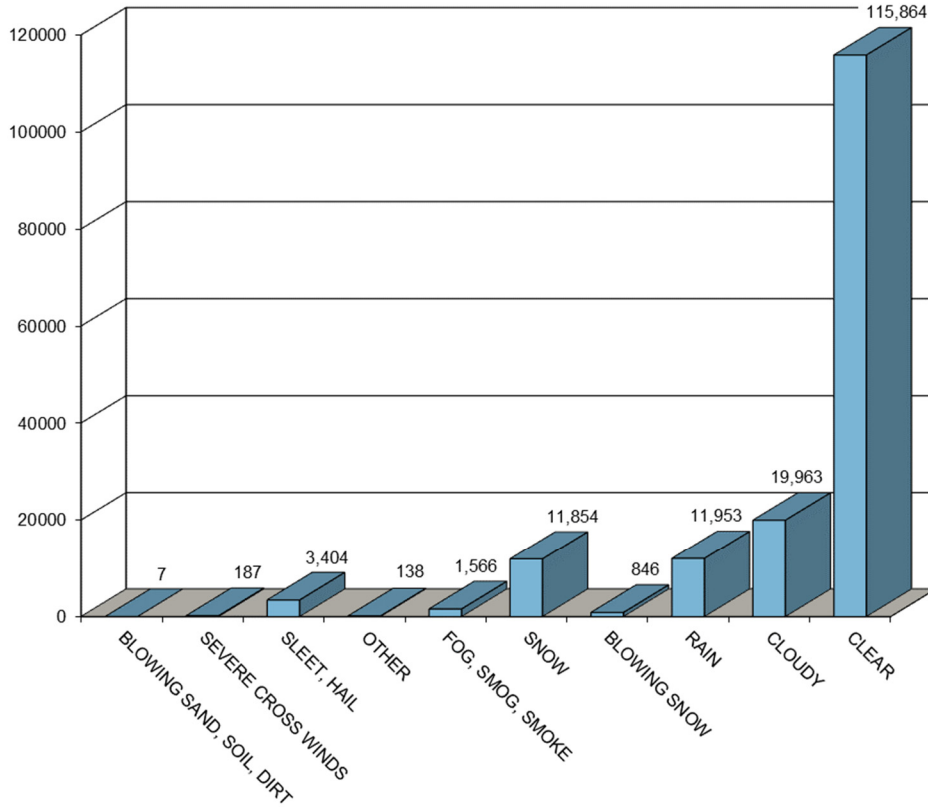
# MAINE HIGHWAY CRASHES BY LIGHT CONDITIONS 2018 - 2022



LIGHT CONDITION	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
DARK (Not Lighted)	7,483	7,035	6,589	7,374	7,529	<b>36,010</b>	<b>21.72%</b>
DARK (Unknown Lighting)	78	84	121	98	91	<b>472</b>	<b>0.28%</b>
DARK (Lighted)	3,284	3,286	2,695	2,836	3,113	<b>15,214</b>	<b>9.18%</b>
DAWN (Morning)	899	848	820	827	913	<b>4,307</b>	<b>2.60%</b>
DAYLIGHT	22,450	23,009	17,620	20,562	21,331	<b>104,972</b>	<b>63.32%</b>
DUSK (Evening)	987	922	860	880	867	<b>4,516</b>	<b>2.72%</b>
OTHER	51	54	41	71	74	<b>291</b>	<b>0.18%</b>
<b>TOTAL</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>	<b>100.00%</b>



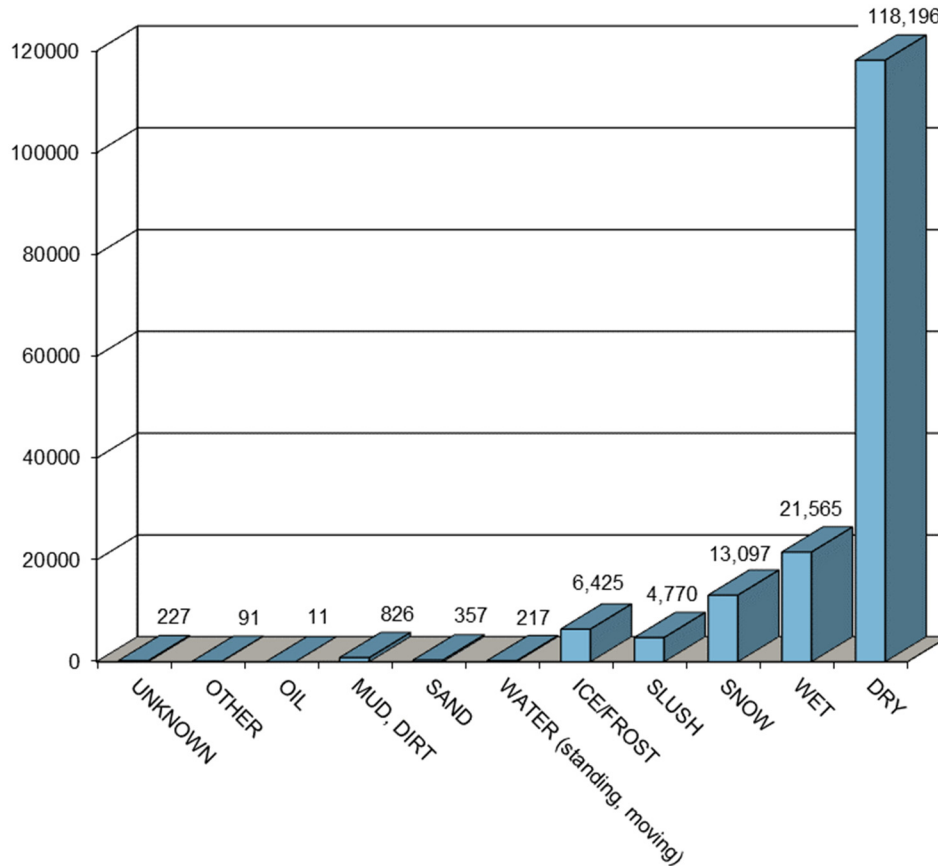
# MAINE HIGHWAY CRASHES BY WEATHER CONDITIONS 2018 - 2022



WEATHER CONDITIONS	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
BLOWING SAND, SOIL, DIRT	1	1	1	1	3	7
SEVERE CROSS WINDS	28	56	21	38	44	187
SLEET, HAIL (freezing rain or drizzle)	883	874	515	582	550	3,404
OTHER	28	30	23	24	33	138
FOG, SMOG, SMOKE	324	230	360	300	352	1,566
SNOW	3,037	2,903	2,282	1,759	1,873	11,854
BLOWING SNOW	227	200	164	91	164	846
RAIN	2,713	2,820	1,637	2,309	2,474	11,953
CLOUDY	4,685	4,522	3,517	3,929	3,310	19,963
CLEAR	23,306	23,602	20,226	23,615	25,115	115,864
<b>TOTAL</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>



# MAINE HIGHWAY CRASHES BY ROAD SURFACE CONDITIONS 2018 - 2022



ROAD SURFACE CONDITIONS	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
UNKNOWN	42	44	44	43	54	<b>227</b>
OTHER	21	22	12	18	18	<b>91</b>
OIL	4	3	2	1	1	<b>11</b>
MUD, DIRT	157	160	185	173	151	<b>826</b>
SAND	77	78	67	72	63	<b>357</b>
WATER (standing, moving)	37	46	26	45	63	<b>217</b>
ICE/FROST	1,671	1,625	1,005	876	1,248	<b>6,425</b>
SLUSH	1,315	1,221	744	737	753	<b>4,770</b>
SNOW	3,341	3,238	2,501	1,829	2,188	<b>13,097</b>
WET	4,870	4,938	3,504	3,962	4,291	<b>21,565</b>
DRY	23,697	23,863	20,656	24,892	25,088	<b>118,196</b>
<b>TOTAL</b>	<b>35,232</b>	<b>35,238</b>	<b>28,746</b>	<b>32,648</b>	<b>33,918</b>	<b>165,782</b>



# VEHICLES INVOLVED IN MAINE HIGHWAY CRASHES 2018 - 2022

VEHICLE TYPE INVOLVED	2018	2019	2020	2021	2022	FIVE YEAR TOTAL
PASSENGER CAR	28,198	28,174	20,568	23,221	24,287	<b>124,448</b>
(SPORT) UTILITY VEHICLE	12,112	12,893	10,352	13,308	13,293	<b>61,958</b>
PASSENGER VAN	1,739	856	960	1,109	1,212	<b>5,876</b>
CARGO VAN (10k or less)	572	572	501	619	560	<b>2,824</b>
PICKUP TRUCK	9,497	9,838	8,270	9,113	9,511	<b>46,229</b>
MOTOR HOME	42	44	32	40	32	<b>190</b>
SCHOOL BUS	125	128	46	84	115	<b>498</b>
TRANSIT BUS	67	61	35	44	43	<b>250</b>
MOTOR COACH	9	11	5	6	7	<b>38</b>
OTHER BUS	20	26	12	13	13	<b>84</b>
MOTORCYCLE	549	496	511	537	638	<b>2,731</b>
MOPED	42	48	37	40	52	<b>219</b>
LOW SPEED VEHICLE	16	8	3	10	13	<b>50</b>
AUTOCYCLE		0	2	2	8	<b>12</b>
EXPERIMENTAL		1	1	1	1	<b>4</b>
OTHER LIGHT TRUCK (10,000 lbs or less)	158	97	157	177	188	<b>777</b>
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	1,921	2,032	1,477	1,648	1,747	<b>8,825</b>
ATV (2,3,4-WHEEL)	15	55	51	56	75	<b>252</b>
SNOWMOBILE	11	15	9	9	13	<b>57</b>
PEDESTRIAN	282	313	209	239	247	<b>1,290</b>
BICYCLE	171	179	135	172	175	<b>832</b>
OTHER	662	640	708	531	599	<b>3,140</b>
<b>TOTAL VEHICLES INVOLVED</b>	<b>56,208</b>	<b>56,487</b>	<b>44,081</b>	<b>50,979</b>	<b>52,829</b>	<b>260,584</b>



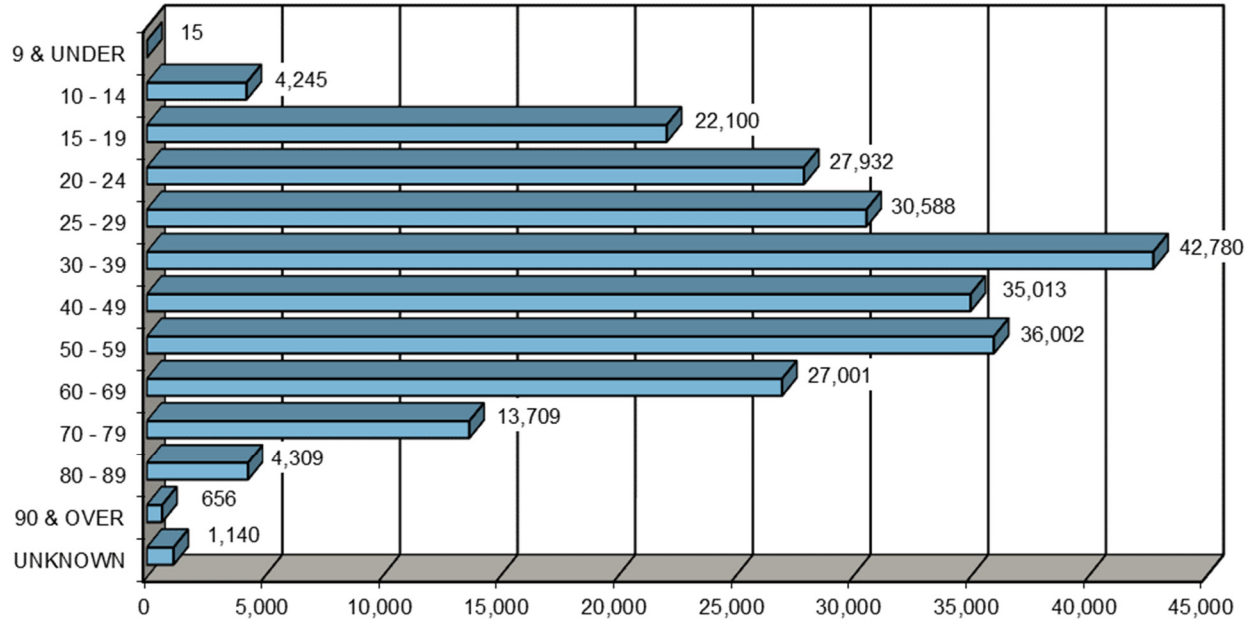
# CONTRIBUTING FACTORS TO MAINE HIGHWAY CRASHES 2018 - 2022

<b>DRIVER ACTIONS (actions 1 &amp; 2 combined)</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>
NO CONTRIBUTING ACTION	27,563	27,415	21,527	24,908	26,118
RAN OFF ROADWAY	3,460	3,597	3,372	3,820	3,715
FAILED TO YIELD RIGHT-OF-WAY	5,345	5,645	4,048	5,051	5,089
RAN RED LIGHT	434	432	387	456	426
RAN STOP SIGN	402	355	336	369	354
DISREGARDED OTHER TRAFFIC SIGN	109	112	87	126	110
DISREGARDED OTHER ROAD MARKINGS	69	63	50	61	63
EXCEEDED POSTED SPEED LIMIT	468	511	555	594	520
DROVE TOO FAST FOR CONDITIONS	3,964	3,884	2,815	2,528	2,808
IMPROPER TURN	1,032	1,052	844	963	1,054
IMPROPER BACKING	1,191	1,155	782	854	862
IMPROPER PASSING	629	591	447	515	569
WRONG WAY	47	57	48	50	67
FOLLOWED TOO CLOSELY	5,316	5,396	3,526	4,371	4,317
FAILED TO KEEP IN PROPER LANE	2,091	2,035	1,694	2,046	2,146
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	1,452	1,434	1,303	1,383	1,413
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	739	672	552	612	648
OVER-CORRECTING/OVER-STEERING	586	529	472	578	447
OTHER CONTRIBUTING ACTION	2,237	2,137	1,615	1,962	1,837
UNKNOWN	1,024	1,008	752	870	843
<b>TOTALS</b>	<b>58,158</b>	<b>58,080</b>	<b>45,212</b>	<b>52,117</b>	<b>53,406</b>
<b>VEHICULAR FACTORS</b>					
NONE	53,380	53,585	41,817	48,294	49,962
BRAKES	258	288	225	304	277
EXHAUST SYSTEM	8	7	10	9	4
BODY, DOORS	191	141	70	108	186
STEERING	87	92	96	117	110
POWER TRAIN	87	51	54	61	92
SUSPENSION	18	20	17	21	27
TIRES	407	424	370	369	404
WHEELS	60	80	48	49	78
LIGHTS (head, signal, tail, brake)	39	38	31	40	44
WINDOWS/WINDSHIELD	17	19	16	18	20
MIRRORS	13	23	12	16	12
WIPERS	2	0	3	4	1
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	28	39	24	35	25
OTHER	437	450	354	391	339
<b>TOTALS</b>	<b>55,032</b>	<b>55,257</b>	<b>43,147</b>	<b>49,836</b>	<b>51,581</b>

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



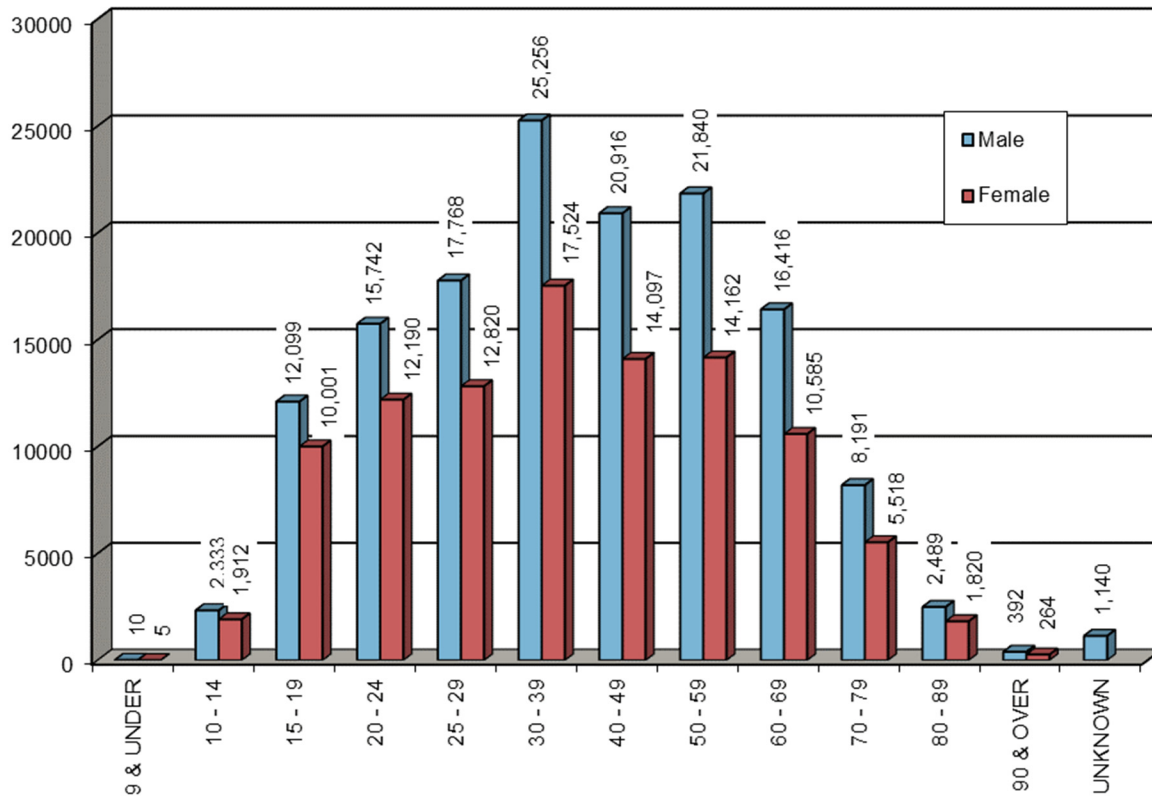
# DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2018 - 2022



AGE OF DRIVER	2018	2019	2020	2021	2022	FIVE YEAR TOTAL	PERCENT OF TOTAL
<b>9 &amp; UNDER</b>	0	0	0	1	14	<b>15</b>	<b>0.01%</b>
<b>10 - 14</b>	3	10	21	12	4,199	<b>4,245</b>	<b>1.73%</b>
<b>15 - 19</b>	4,404	4,478	3,411	4,394	5,413	<b>22,100</b>	<b>9.00%</b>
<b>20 - 24</b>	6,219	6,116	4,834	5,753	5,010	<b>27,932</b>	<b>11.38%</b>
<b>25 - 29</b>	5,831	5,751	4,477	4,962	9,567	<b>30,588</b>	<b>12.46%</b>
<b>30 - 39</b>	9,200	9,443	7,870	8,985	7,282	<b>42,780</b>	<b>17.43%</b>
<b>40 - 49</b>	7,760	7,611	5,896	6,562	7,184	<b>35,013</b>	<b>14.26%</b>
<b>50 - 59</b>	8,264	8,385	6,306	6,892	6,155	<b>36,002</b>	<b>14.67%</b>
<b>60 - 69</b>	6,259	6,561	4,998	5,690	3,493	<b>27,001</b>	<b>11.00%</b>
<b>70 - 79</b>	3,279	3,567	2,551	3,162	1,150	<b>13,709</b>	<b>5.58%</b>
<b>80 - 89</b>	1,154	1,279	872	997	7	<b>4,309</b>	<b>1.76%</b>
<b>90 &amp; OVER</b>	147	157	106	118	128	<b>656</b>	<b>0.27%</b>
<b>UNKNOWN</b>	122	137	276	496	109	<b>1,140</b>	<b>0.46%</b>
<b>TOTAL</b>	<b>52,642</b>	<b>53,495</b>	<b>41,618</b>	<b>48,024</b>	<b>49,711</b>	<b>245,490</b>	<b>100.00%</b>



# DRIVERS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP/GENDER 2018 - 2022



AGE GROUP BY GENDER	2018		2019		2020		2021		2022		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	0	0	0	0	0	0	1	0	9	5	10	5	15	0.01%
10 - 14	3	0	8	2	11	10	7	5	2,304	1,895	2,333	1,912	4,245	1.73%
15 - 19	2,251	2,153	2,434	2,044	1,951	1,460	2,416	1,978	3,047	2,366	12,099	10,001	22,100	9.00%
20 - 24	3,368	2,851	3,325	2,791	2,857	1,977	3,266	2,487	2,926	2,084	15,742	12,190	27,932	11.38%
25 - 29	3,310	2,521	3,197	2,554	2,670	1,807	2,905	2,057	5,686	3,881	17,768	12,820	30,588	12.46%
30 - 39	5,307	3,893	5,524	3,919	4,770	3,100	5,333	3,652	4,322	2,960	25,256	17,524	42,780	17.43%
40 - 49	4,618	3,142	4,431	3,180	3,608	2,288	3,902	2,660	4,357	2,827	20,916	14,097	35,013	14.26%
50 - 59	4,915	3,349	4,964	3,421	3,927	2,379	4,276	2,616	3,758	2,397	21,840	14,162	36,002	14.67%
60 - 69	3,804	2,455	3,944	2,617	3,128	1,870	3,447	2,243	2,093	1,400	16,416	10,585	27,001	11.00%
70 - 79	1,960	1,319	2,136	1,431	1,555	996	1,888	1,274	652	498	8,191	5,518	13,709	5.58%
80 - 89	667	487	724	555	514	358	581	416	3	4	2,489	1,820	4,309	1.76%
90 & OVER	91	56	88	69	56	50	83	35	74	54	392	264	656	0.27%
UNKNOWN	122		137		276		496		109		1,140		1,140	0.46%
TOTAL BY GENDER	30,294	22,226	30,775	22,583	25,047	16,295	28,105	19,423	29,231	20,371	143,452	100,898		
<b>TOTAL</b>	<b>52,642</b>		<b>53,495</b>		<b>41,618</b>		<b>48,024</b>		<b>49,711</b>		<b>245,490</b>		<b>245,490</b>	<b>100.00%</b>

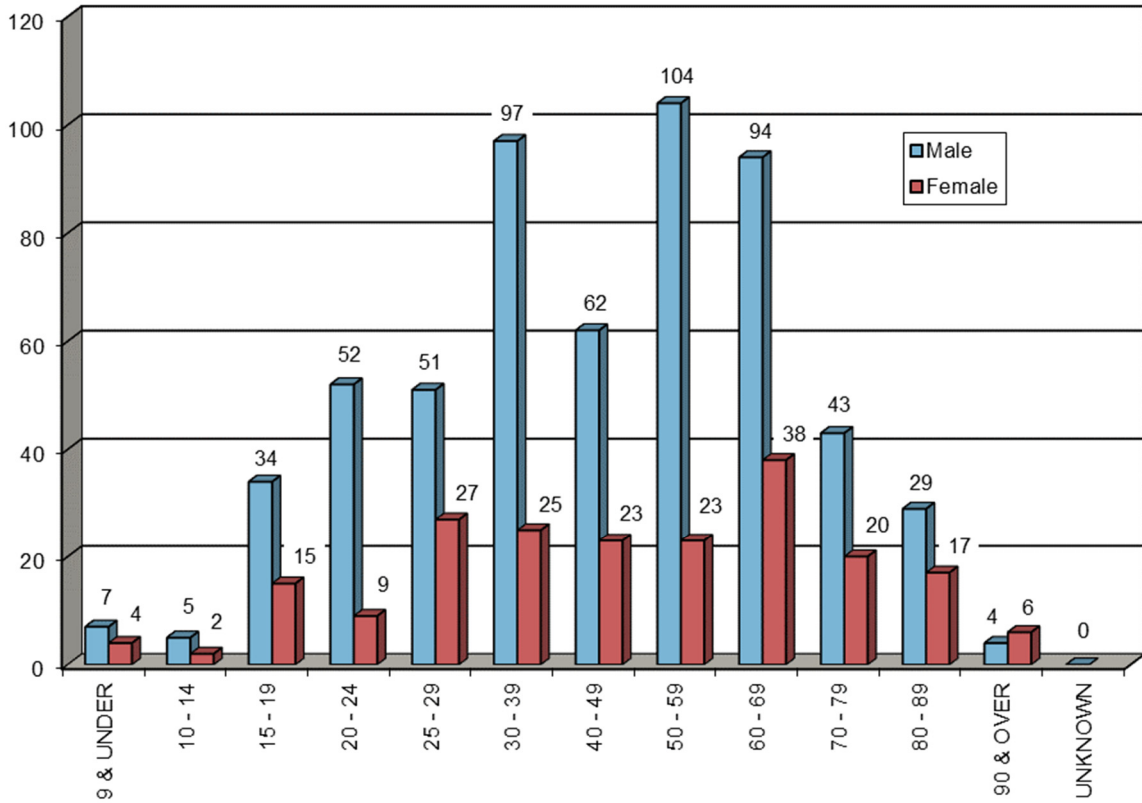




# MAINE HIGHWAY CRASH FATALITIES

## BY AGE GROUP/GENDER

### 2018 - 2022



AGE GROUP BY GENDER	2018		2019		2020		2021		2022		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	2	0	2	2	1	0	1	2	1	0	7	4	11	1.39%
10 - 14	0	0	1	0	2	2	1	0	1	0	5	2	7	0.88%
15 - 19	5	3	3	2	9	4	6	4	11	2	34	15	49	6.19%
20 - 24	11	2	8	2	9	1	9	2	15	2	52	9	61	7.71%
25 - 29	12	4	11	7	13	6	5	6	10	4	51	27	78	9.86%
30 - 39	15	5	24	7	18	4	16	4	24	5	97	25	122	15.42%
40 - 49	6	4	7	3	14	4	17	5	18	7	62	23	85	10.75%
50 - 59	20	6	19	3	24	5	22	3	19	6	104	23	127	16.06%
60 - 69	9	7	18	12	23	4	17	10	27	5	94	38	132	16.69%
70 - 79	10	3	11	5	7	2	9	4	6	6	43	20	63	7.96%
80 - 89	4	7	4	4	7	3	7	3	7	0	29	17	46	5.82%
90 & OVER	1	0	0	2	1	0	0	0	2	4	4	6	10	1.26%
UNKNOWN	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00%
TOTAL BY GENDER	95	41	108	49	128	35	110	43	141	41	582	209		
TOTAL	136		157		163		153		182		791		791	100.00%

