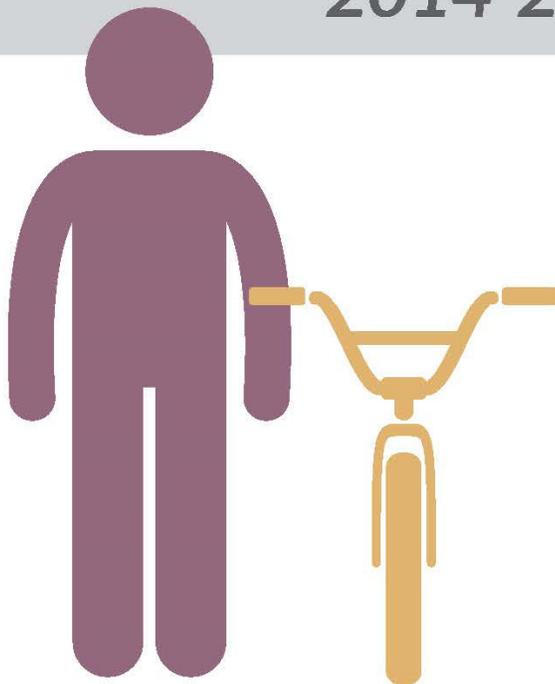




MaineDOT

State of Maine
**Pedestrian
& Bicycle
Crash History**

2014-2018



Prepared by:
Maine Department of Transportation
Office of Safety Crash Records Section
16 State House Station
Augusta, Maine 04333-0016

STATE OF MAINE
HIGHWAY PEDESTRIAN CRASHES
2014 - 2018

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II. PEDESTRIAN CRASH TABLES AND CHARTS 2014-2018

Crashes Summarized by:

| | |
|-----------------------------------|-----|
| County | 1-4 |
| Severity | 5-6 |
| Rural/Urban Designation | 7 |
| Month | 8 |
| Day of Week | 9 |
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| Age Groups | 11 |
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| Apparent Physical Condition | 13 |
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STATE OF MAINE

HIGHWAY PEDESTRIAN CRASHES

2014 - 2018

Preface

This publication is a statistical review of reported motor vehicle highway crashes that involved pedestrians in Maine during the five-year study period 2014- 2018. 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:

mainedot.gov/safety/crash-data/

We welcome your comments and suggestions on this report at:

Maine Department of Transportation
Office of Safety
Crash Records Section
16 State House Station
Augusta, ME 04333-0016
Tel: 207-624-3616

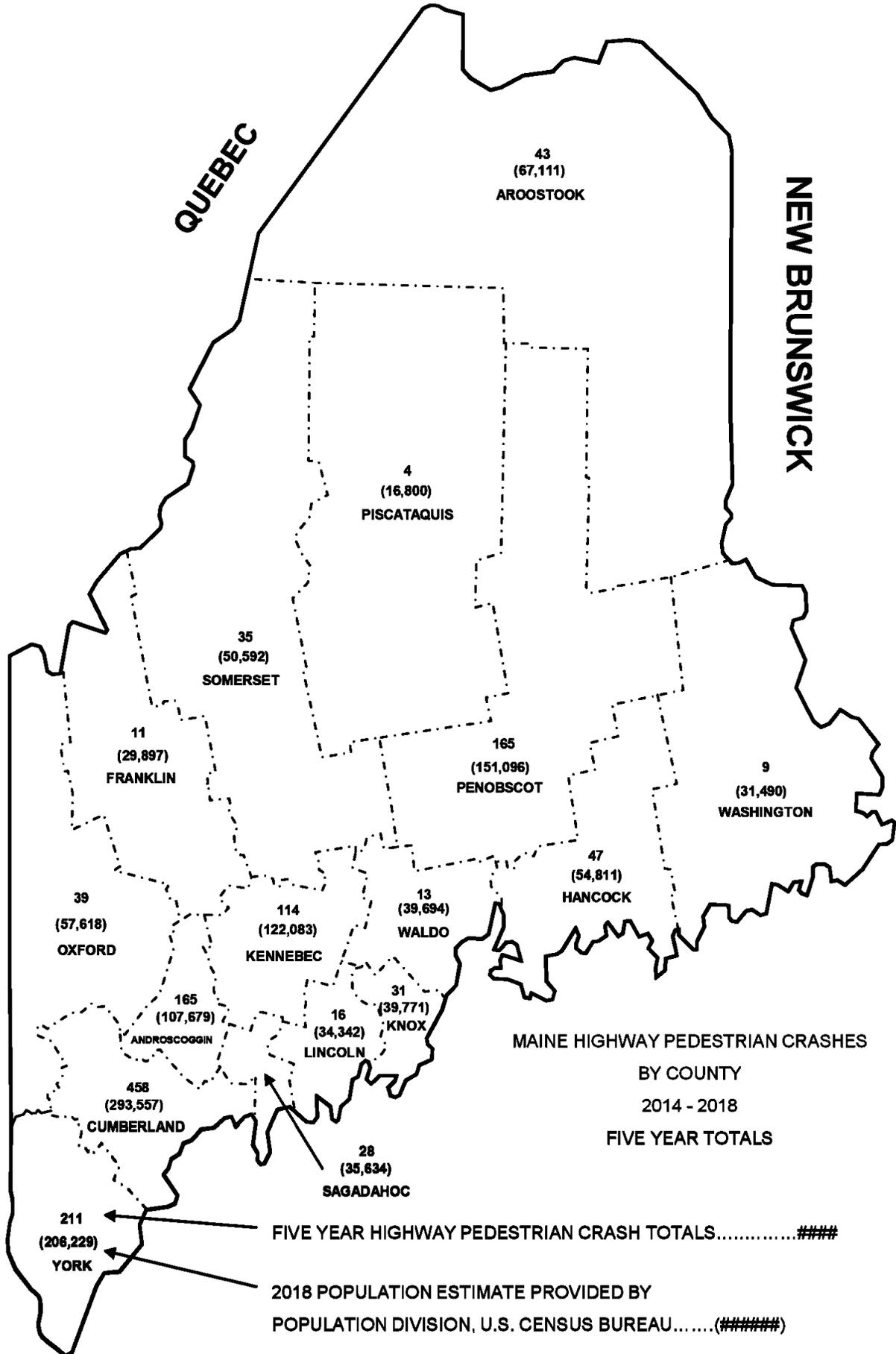




NEW HAMPSHIRE

QUEBEC

NEW BRUNSWICK



**MAINE HIGHWAY PEDESTRIAN CRASHES
BY COUNTY
2014 - 2018
FIVE YEAR TOTALS**

FIVE YEAR HIGHWAY PEDESTRIAN CRASH TOTALS.....####

2018 POPULATION ESTIMATE PROVIDED BY
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)

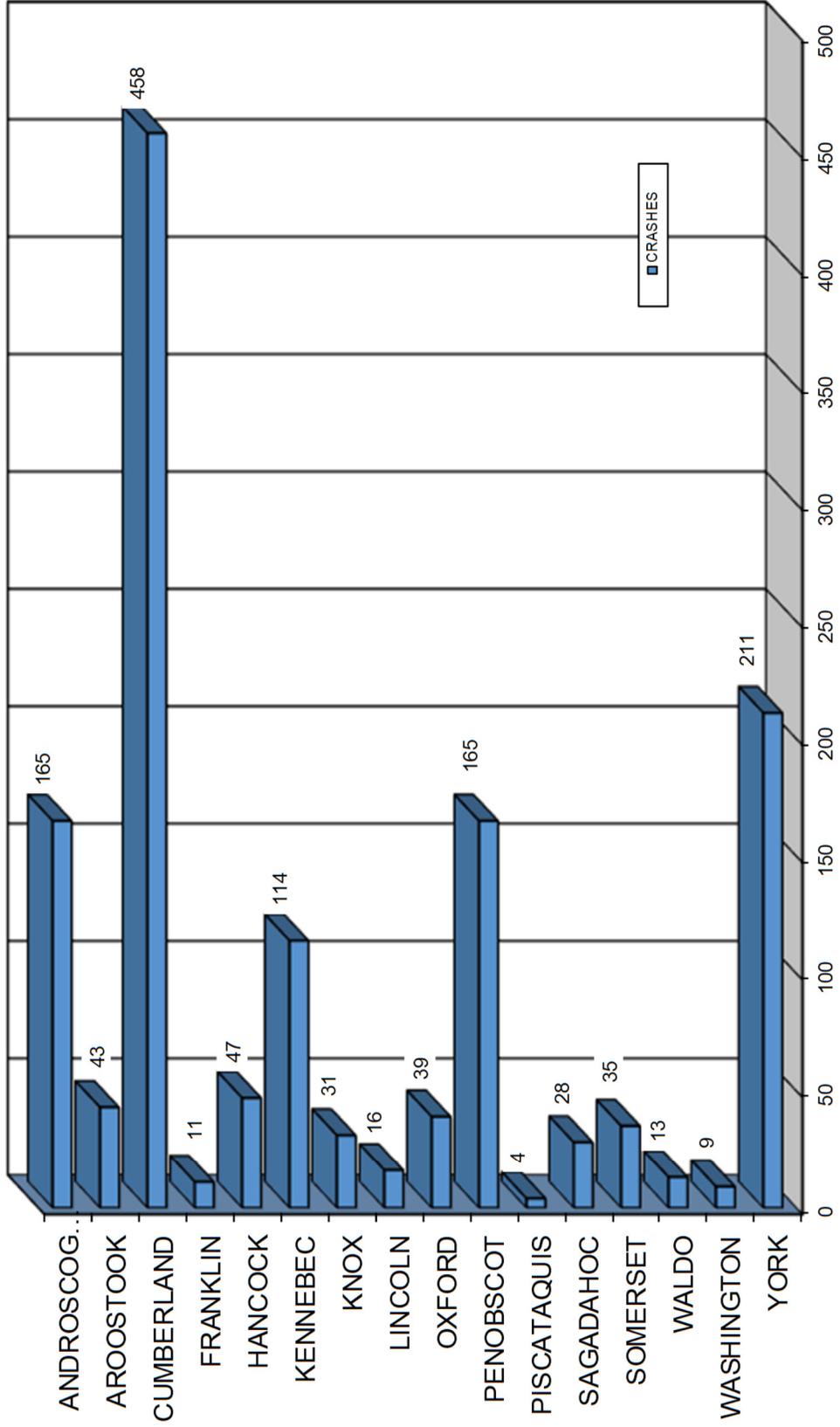


Produced by the Maine Department of Transportation

MAINE HIGHWAY PEDESTRIAN CRASHES

BY COUNTY

2014 - 2018



MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY BY COUNTY

2014 - 2018

| COUNTY | INJURY TYPE | 2014 | 2015 | 2016 | 2017 | 2018 | TOTAL CRASHES | PERCENT OF TOTAL |
|--|------------------------------|-----------|-----------|-----------|-----------|-----------|---------------|------------------|
| ANDROSCOGGIN Percent Personal Injury 95.15% | FATAL (K) | 1 | 3 | 2 | 3 | 0 | 9 | 0.65% |
| | SUSPECTED SERIOUS INJURY (A) | 3 | 6 | 8 | 6 | 4 | 27 | 1.94% |
| | SUSPECTED MINOR INJURY (B) | 10 | 9 | 4 | 12 | 8 | 43 | 3.10% |
| | POSSIBLE INJURY (C) | 17 | 12 | 14 | 19 | 16 | 78 | 5.62% |
| | PROPERTY DAMAGE ONLY (PDO) | 1 | 2 | 0 | 3 | 2 | 8 | 0.58% |
| | COUNTY SUBTOTAL | 32 | 32 | 28 | 43 | 30 | 165 | 11.88% |
| AROOSTOOK Percent Personal Injury 90.70% | FATAL (K) | 0 | 0 | 1 | 0 | 2 | 3 | 0.22% |
| | SUSPECTED SERIOUS INJURY (A) | 2 | 1 | 1 | 4 | 2 | 10 | 0.72% |
| | SUSPECTED MINOR INJURY (B) | 3 | 3 | 0 | 3 | 3 | 12 | 0.86% |
| | POSSIBLE INJURY (C) | 2 | 3 | 4 | 2 | 3 | 14 | 1.01% |
| | PROPERTY DAMAGE ONLY (PDO) | 2 | 2 | 0 | 0 | 0 | 4 | 0.29% |
| | COUNTY SUBTOTAL | 9 | 9 | 6 | 9 | 10 | 43 | 3.10% |
| CUMBERLAND Percent Personal Injury 96.29% | FATAL (K) | 1 | 2 | 5 | 6 | 1 | 15 | 1.08% |
| | SUSPECTED SERIOUS INJURY (A) | 19 | 14 | 17 | 19 | 18 | 87 | 6.26% |
| | SUSPECTED MINOR INJURY (B) | 27 | 25 | 28 | 19 | 27 | 126 | 9.07% |
| | POSSIBLE INJURY (C) | 44 | 50 | 42 | 37 | 40 | 213 | 15.33% |
| | PROPERTY DAMAGE ONLY (PDO) | 2 | 5 | 2 | 5 | 3 | 17 | 1.22% |
| | COUNTY SUBTOTAL | 93 | 96 | 94 | 86 | 89 | 458 | 32.97% |
| FRANKLIN Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.07% |
| | SUSPECTED SERIOUS INJURY (A) | 2 | 0 | 0 | 0 | 1 | 3 | 0.22% |
| | SUSPECTED MINOR INJURY (B) | 0 | 1 | 0 | 2 | 0 | 3 | 0.22% |
| | POSSIBLE INJURY (C) | 0 | 1 | 0 | 2 | 1 | 4 | 0.29% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 2 | 2 | 1 | 4 | 2 | 11 | 0.79% |
| HANCOCK Percent Personal Injury 95.74% | FATAL (K) | 1 | 3 | 0 | 1 | 0 | 5 | 0.36% |
| | SUSPECTED SERIOUS INJURY (A) | 1 | 2 | 3 | 1 | 3 | 10 | 0.72% |
| | SUSPECTED MINOR INJURY (B) | 5 | 4 | 1 | 3 | 3 | 16 | 1.15% |
| | POSSIBLE INJURY (C) | 3 | 3 | 4 | 1 | 3 | 14 | 1.01% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 1 | 1 | 0 | 0 | 2 | 0.14% |
| | COUNTY SUBTOTAL | 10 | 13 | 9 | 6 | 9 | 47 | 3.38% |
| KENNEBEC Percent Personal Injury 91.23% | FATAL (K) | 0 | 1 | 1 | 1 | 1 | 4 | 0.29% |
| | SUSPECTED SERIOUS INJURY (A) | 3 | 2 | 1 | 3 | 2 | 11 | 0.79% |
| | SUSPECTED MINOR INJURY (B) | 6 | 5 | 2 | 5 | 8 | 26 | 1.87% |
| | POSSIBLE INJURY (C) | 15 | 17 | 10 | 8 | 13 | 63 | 4.54% |
| | PROPERTY DAMAGE ONLY (PDO) | 2 | 4 | 3 | 1 | 0 | 10 | 0.72% |
| | COUNTY SUBTOTAL | 26 | 29 | 17 | 18 | 24 | 114 | 8.21% |
| KNOX Percent Personal Injury 90.32% | FATAL (K) | 0 | 1 | 0 | 1 | 0 | 2 | 0.14% |
| | SUSPECTED SERIOUS INJURY (A) | 3 | 2 | 1 | 2 | 2 | 10 | 0.72% |
| | SUSPECTED MINOR INJURY (B) | 3 | 1 | 0 | 1 | 0 | 5 | 0.36% |
| | POSSIBLE INJURY (C) | 4 | 4 | 2 | 0 | 1 | 11 | 0.79% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 3 | 0 | 3 | 0.22% |
| | COUNTY SUBTOTAL | 10 | 8 | 3 | 7 | 3 | 31 | 2.23% |
| LINCOLN Percent Personal Injury 87.50% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS INJURY (A) | 1 | 0 | 2 | 0 | 1 | 4 | 0.29% |
| | SUSPECTED MINOR INJURY (B) | 1 | 0 | 1 | 2 | 3 | 7 | 0.50% |
| | POSSIBLE INJURY (C) | 1 | 1 | 0 | 1 | 0 | 3 | 0.22% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 1 | 1 | 2 | 0.14% |
| | COUNTY SUBTOTAL | 3 | 1 | 3 | 4 | 5 | 16 | 1.15% |

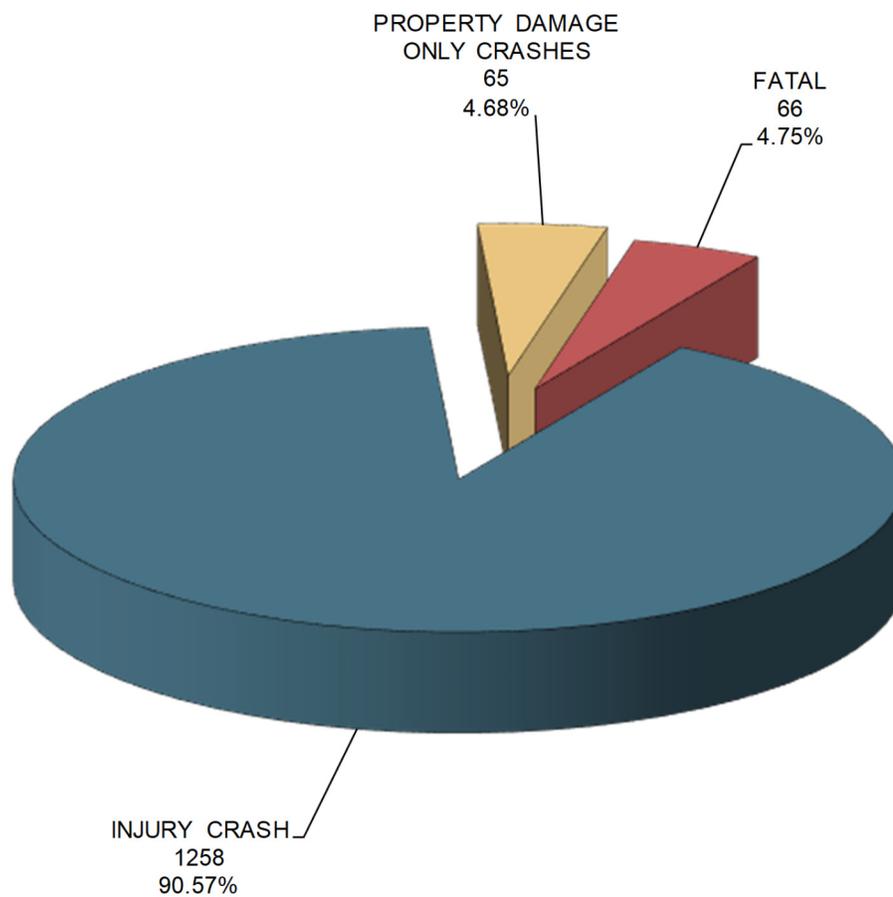


| COUNTY | INJURY TYPE | 2014 | 2015 | 2016 | 2017 | 2018 | TOTAL CRASHES | PERCENT OF TOTAL |
|--|------------------------------|------------|------------|------------|------------|------------|---------------|------------------|
| OXFORD Percent Personal Injury 100.00% | FATAL (K) | 1 | 0 | 1 | 1 | 0 | 3 | 0.22% |
| | SUSPECTED SERIOUS INJURY (A) | 2 | 2 | 1 | 1 | 2 | 8 | 0.58% |
| | SUSPECTED MINOR INJURY (B) | 1 | 3 | 0 | 5 | 2 | 11 | 0.79% |
| | POSSIBLE INJURY (C) | 5 | 2 | 4 | 2 | 4 | 17 | 1.22% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 9 | 7 | 6 | 9 | 8 | 39 | 2.81% |
| PENOBSCOT Percent Personal Injury 98.18% | FATAL (K) | 3 | 3 | 1 | 1 | 1 | 9 | 0.65% |
| | SUSPECTED SERIOUS INJURY (A) | 8 | 6 | 7 | 8 | 4 | 33 | 2.38% |
| | SUSPECTED MINOR INJURY (B) | 4 | 6 | 10 | 6 | 8 | 34 | 2.45% |
| | POSSIBLE INJURY (C) | 16 | 15 | 29 | 15 | 11 | 86 | 6.19% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 1 | 1 | 0 | 1 | 3 | 0.22% |
| | COUNTY SUBTOTAL | 31 | 31 | 48 | 30 | 25 | 165 | 11.88% |
| PISCATAQUIS Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS INJURY (A) | 0 | 0 | 0 | 1 | 2 | 3 | 0.22% |
| | SUSPECTED MINOR INJURY (B) | 1 | 0 | 0 | 0 | 0 | 1 | 0.07% |
| | POSSIBLE INJURY (C) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 1 | 0 | 0 | 1 | 2 | 4 | 0.29% |
| SAGadahoc Percent Personal Injury 96.43% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.07% |
| | SUSPECTED SERIOUS INJURY (A) | 2 | 1 | 0 | 1 | 2 | 6 | 0.43% |
| | SUSPECTED MINOR INJURY (B) | 2 | 5 | 0 | 4 | 4 | 15 | 1.08% |
| | POSSIBLE INJURY (C) | 0 | 1 | 2 | 2 | 0 | 5 | 0.36% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 1 | 0 | 1 | 0.07% |
| | COUNTY SUBTOTAL | 4 | 7 | 3 | 8 | 6 | 28 | 2.02% |
| SOMERSET Percent Personal Injury 85.71% | FATAL (K) | 0 | 2 | 0 | 1 | 0 | 3 | 0.22% |
| | SUSPECTED SERIOUS INJURY (A) | 2 | 2 | 1 | 0 | 2 | 7 | 0.50% |
| | SUSPECTED MINOR INJURY (B) | 3 | 0 | 2 | 1 | 1 | 7 | 0.50% |
| | POSSIBLE INJURY (C) | 3 | 4 | 2 | 3 | 1 | 13 | 0.94% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 1 | 2 | 1 | 1 | 5 | 0.36% |
| | COUNTY SUBTOTAL | 8 | 9 | 7 | 6 | 5 | 35 | 2.52% |
| WALDO Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS INJURY (A) | 0 | 0 | 1 | 1 | 0 | 2 | 0.14% |
| | SUSPECTED MINOR INJURY (B) | 1 | 0 | 0 | 1 | 2 | 4 | 0.29% |
| | POSSIBLE INJURY (C) | 2 | 3 | 1 | 0 | 1 | 7 | 0.50% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 3 | 3 | 2 | 2 | 3 | 13 | 0.94% |
| WASHINGTON Percent Personal Injury 100.00% | FATAL (K) | 0 | 1 | 1 | 1 | 1 | 4 | 0.29% |
| | SUSPECTED SERIOUS INJURY (A) | 0 | 0 | 1 | 0 | 0 | 1 | 0.07% |
| | SUSPECTED MINOR INJURY (B) | 1 | 1 | 0 | 1 | 0 | 3 | 0.22% |
| | POSSIBLE INJURY (C) | 0 | 0 | 0 | 1 | 0 | 1 | 0.07% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 1 | 2 | 2 | 3 | 1 | 9 | 0.65% |
| YORK Percent Personal Injury 95.26% | FATAL (K) | 1 | 2 | 2 | 1 | 1 | 7 | 0.50% |
| | SUSPECTED SERIOUS INJURY (A) | 11 | 6 | 3 | 6 | 9 | 35 | 2.52% |
| | SUSPECTED MINOR INJURY (B) | 16 | 13 | 13 | 12 | 12 | 66 | 4.75% |
| | POSSIBLE INJURY (C) | 17 | 19 | 18 | 22 | 17 | 93 | 6.70% |
| | PROPERTY DAMAGE ONLY (PDO) | 0 | 3 | 1 | 5 | 1 | 10 | 0.72% |
| | COUNTY SUBTOTAL | 45 | 43 | 37 | 46 | 40 | 211 | 15.19% |
| COUNTY GRAND TOTAL Percent Personal Injury 95.32% | FATAL (K) | 8 | 18 | 16 | 17 | 7 | 66 | 4.75% |
| | SUSPECTED SERIOUS INJURY (A) | 59 | 44 | 47 | 53 | 54 | 257 | 18.50% |
| | SUSPECTED MINOR INJURY (B) | 84 | 76 | 61 | 77 | 81 | 379 | 27.29% |
| | POSSIBLE INJURY (C) | 129 | 135 | 132 | 115 | 111 | 622 | 44.78% |
| | PROPERTY DAMAGE ONLY (PDO) | 7 | 19 | 10 | 20 | 9 | 65 | 4.68% |
| | GRAND TOTAL | 287 | 292 | 266 | 282 | 262 | 1,389 | 100.00% |

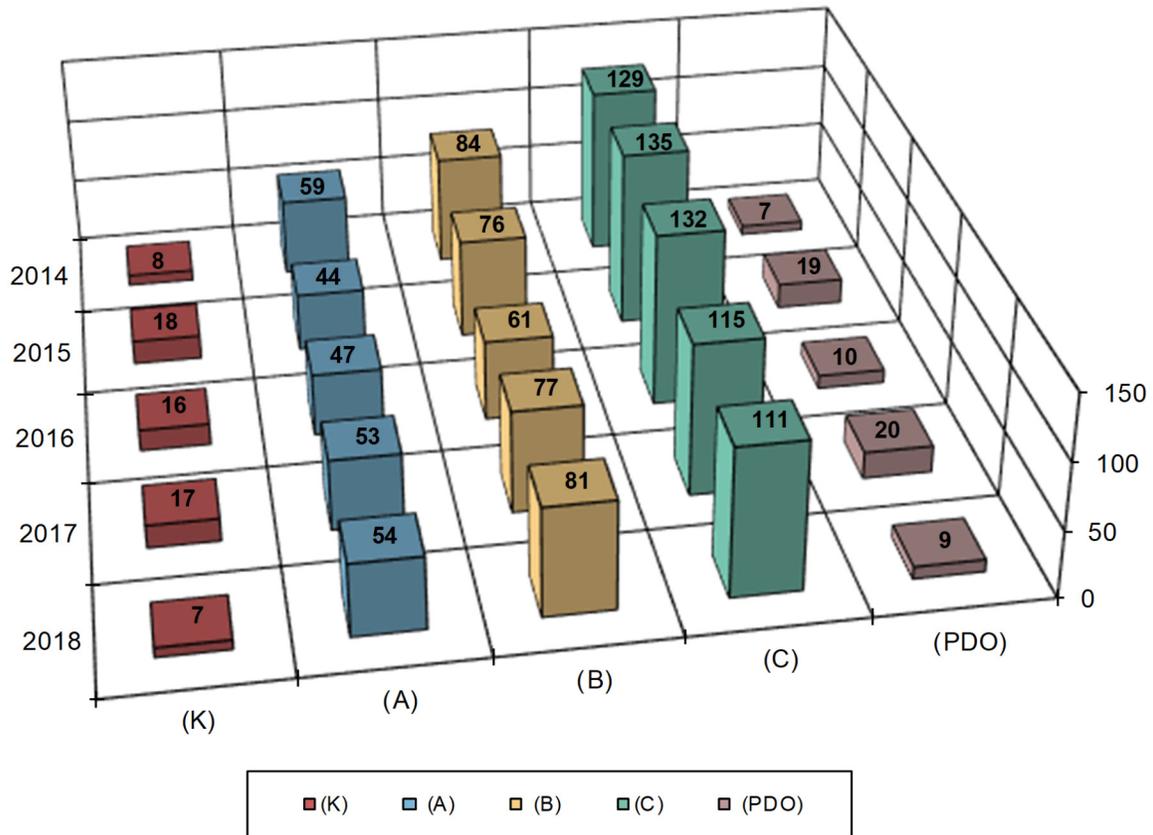


MAINE HIGHWAY PEDESTRIAN CRASHES 2014 - 2018

1,389 Total Pedestrian Crashes



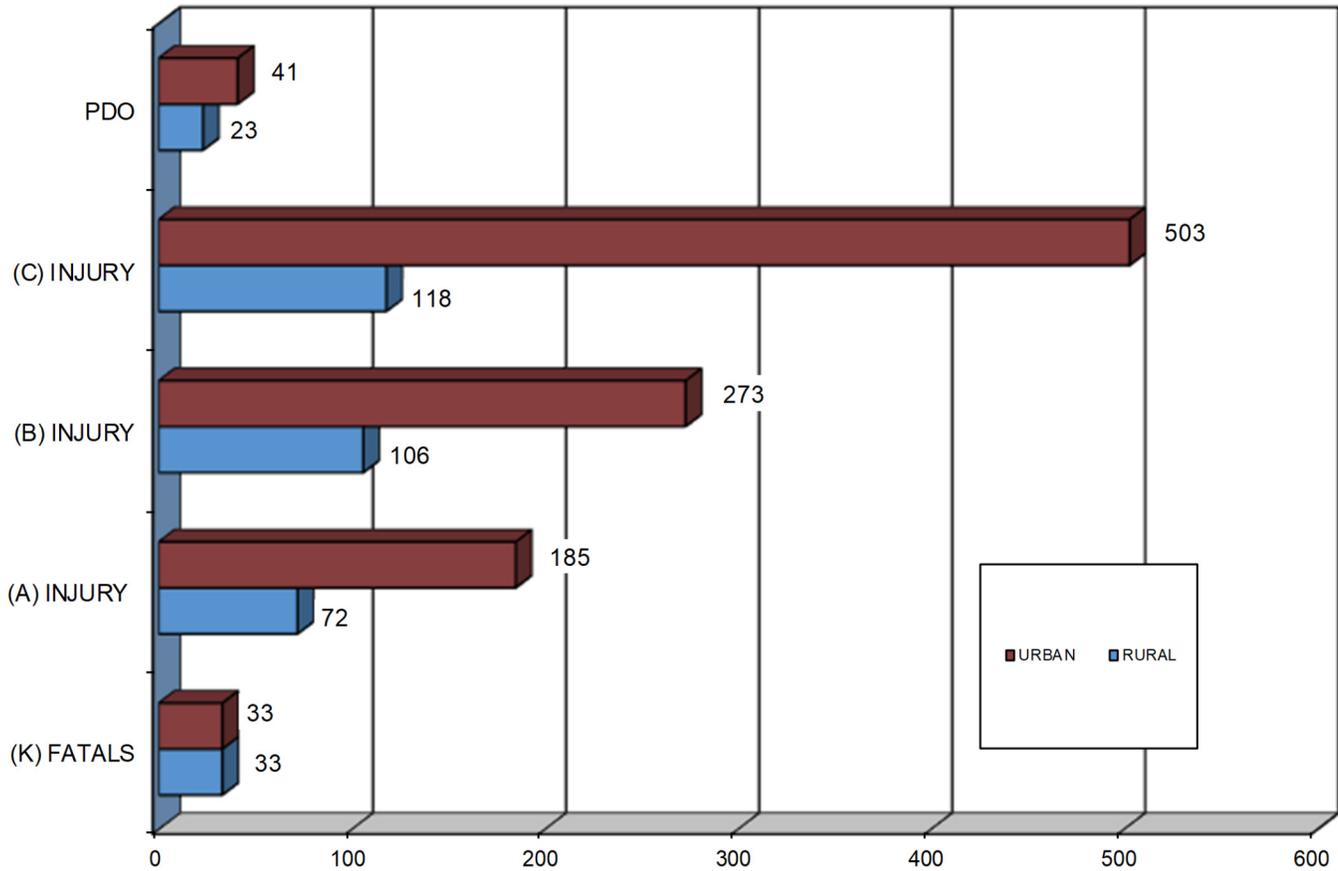
MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY BY YEAR 2014 - 2018



| YEAR | FATAL CRASH (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (PDO) | TOTAL CRASHES |
|----------------|-----------------|---------------------------------|----------------------------|---------------------|----------------------------|----------------|
| 2014 | 8 | 59 | 84 | 129 | 7 | 287 |
| 2015 | 18 | 44 | 76 | 135 | 19 | 292 |
| 2016 | 16 | 47 | 61 | 132 | 10 | 266 |
| 2017 | 17 | 53 | 77 | 115 | 20 | 282 |
| 2018 | 7 | 54 | 81 | 111 | 9 | 262 |
| TOTAL | 66 | 257 | 379 | 622 | 65 | 1,389 |
| PERCENT | 4.75% | PERCENT INJURY CRASHES = | | 90.57% | 4.68% | 100.00% |



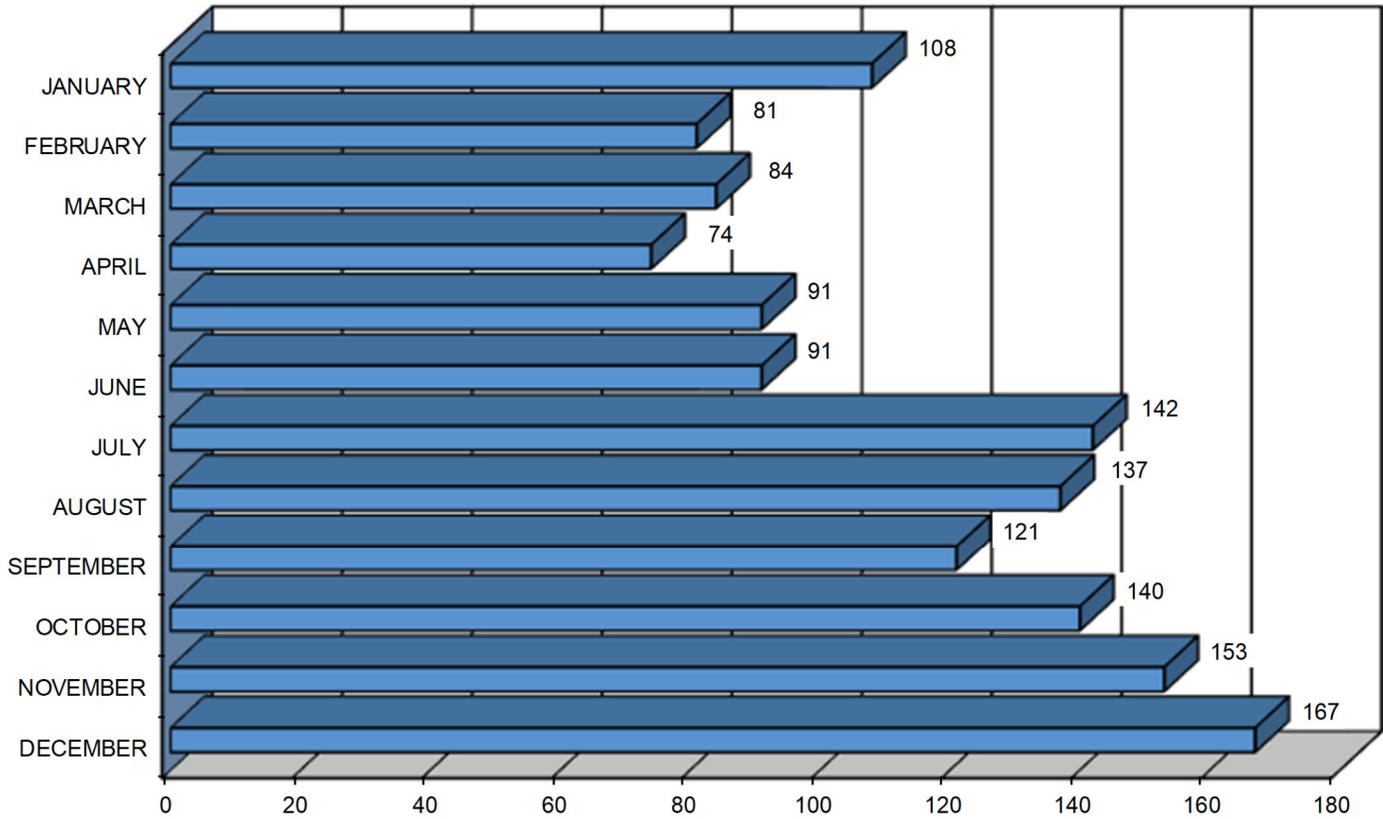
MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY BY RURAL URBAN DESIGNATION 2014 - 2018



| RURAL / URBAN DESIGNATION | FATAL CRASHES (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (PDO) | FIVE YEAR TOTAL |
|---------------------------|-------------------|------------------------------|----------------------------|---------------------|----------------------------|-----------------|
| RURAL | 33 | 72 | 106 | 118 | 23 | 352 |
| URBAN | 33 | 185 | 273 | 503 | 41 | 1035 |
| UNKNOWN | 0 | 0 | 0 | 1 | 1 | 2 |
| TOTAL | 66 | 257 | 379 | 622 | 65 | 1,389 |



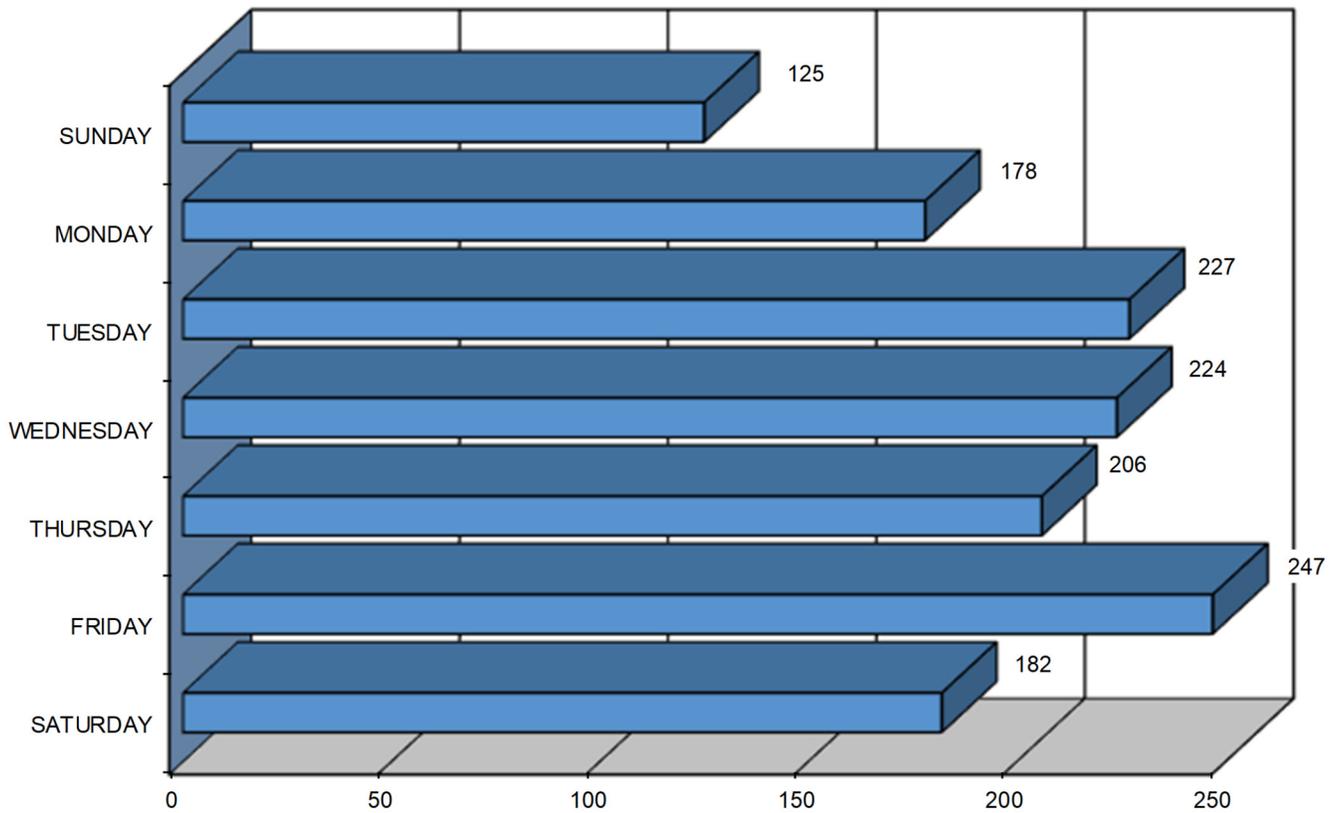
MAINE HIGHWAY PEDESTRIAN CRASHES BY MONTH 2014 - 2018



| MONTH | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|------------------|
| JANUARY | 19 | 21 | 21 | 27 | 20 | 108 | 7.78% |
| FEBRUARY | 17 | 16 | 15 | 21 | 12 | 81 | 5.83% |
| MARCH | 25 | 21 | 14 | 11 | 13 | 84 | 6.05% |
| APRIL | 8 | 22 | 16 | 13 | 15 | 74 | 5.33% |
| MAY | 17 | 16 | 17 | 27 | 14 | 91 | 6.55% |
| JUNE | 19 | 16 | 25 | 12 | 19 | 91 | 6.55% |
| JULY | 29 | 30 | 25 | 34 | 24 | 142 | 10.22% |
| AUGUST | 30 | 20 | 30 | 23 | 34 | 137 | 9.86% |
| SEPTEMBER | 21 | 25 | 22 | 28 | 25 | 121 | 8.71% |
| OCTOBER | 28 | 26 | 23 | 32 | 31 | 140 | 10.08% |
| NOVEMBER | 30 | 35 | 34 | 27 | 27 | 153 | 11.02% |
| DECEMBER | 44 | 44 | 24 | 27 | 28 | 167 | 12.02% |
| TOTAL | 287 | 292 | 266 | 282 | 262 | 1,389 | 100.00% |



MAINE HIGHWAY PEDESTRIAN CRASHES BY DAY OF THE WEEK 2014 - 2018



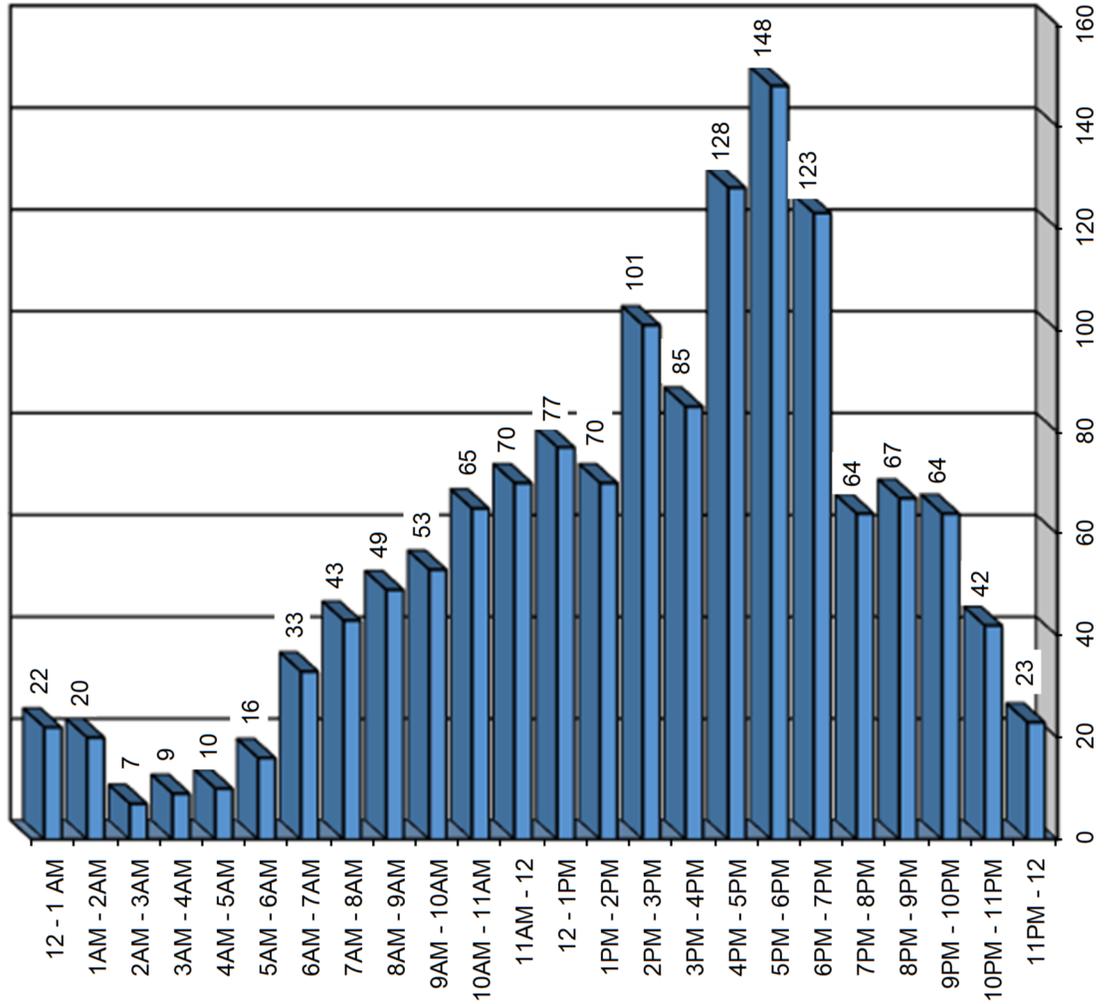
| DAY OF THE WEEK | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|------------|------------|------------|------------|------------|-----------------|------------------|
| SUNDAY | 29 | 26 | 23 | 29 | 18 | 125 | 9.00% |
| MONDAY | 33 | 43 | 32 | 31 | 39 | 178 | 12.81% |
| TUESDAY | 44 | 47 | 47 | 48 | 41 | 227 | 16.34% |
| WEDNESDAY | 44 | 45 | 58 | 32 | 45 | 224 | 16.13% |
| THURSDAY | 43 | 49 | 36 | 47 | 31 | 206 | 14.83% |
| FRIDAY | 46 | 51 | 42 | 60 | 48 | 247 | 17.78% |
| SATURDAY | 48 | 31 | 28 | 35 | 40 | 182 | 13.10% |
| TOTAL | 287 | 292 | 266 | 282 | 262 | 1,389 | 100.00% |



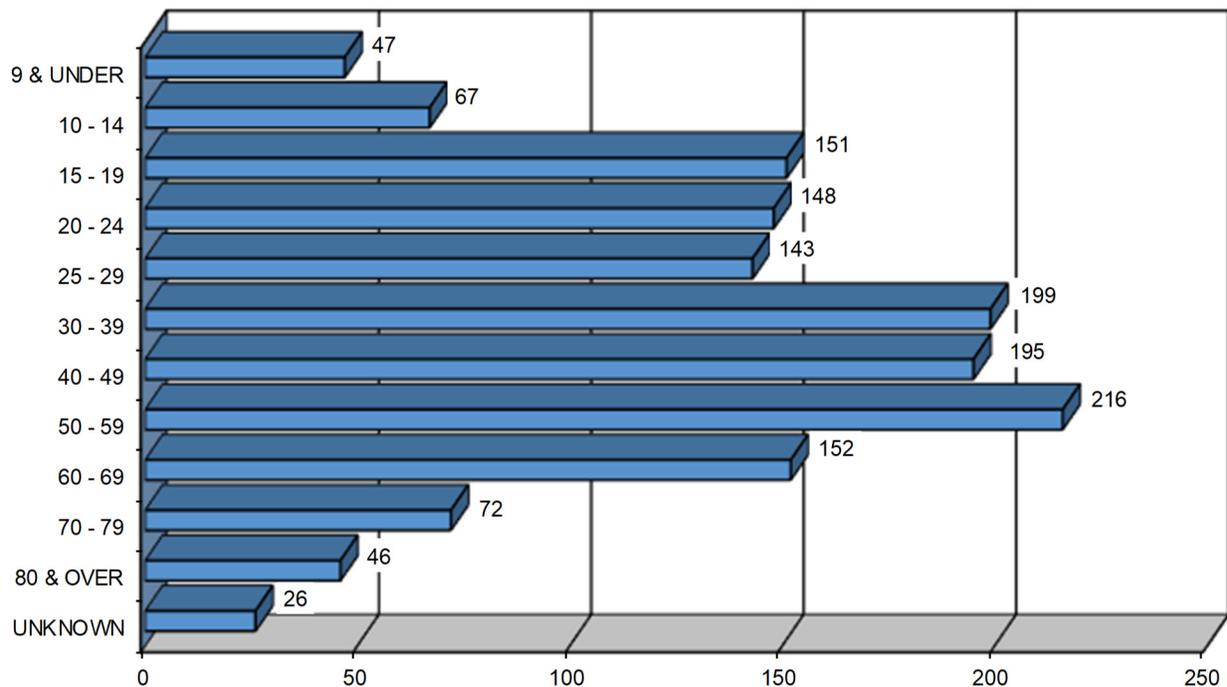
MAINE HIGHWAY PEDESTRIAN CRASHES

BY TIME OF DAY 2014 - 2018

| TIME OF DAY | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|
| 12 - 1 AM | 4 | 5 | 5 | 5 | 3 | 22 |
| 1AM - 2AM | 6 | 3 | 5 | 3 | 3 | 20 |
| 2AM - 3AM | 1 | 0 | 2 | 3 | 1 | 7 |
| 3AM - 4AM | 2 | 1 | 3 | 1 | 2 | 9 |
| 4AM - 5AM | 2 | 1 | 1 | 2 | 4 | 10 |
| 5AM - 6AM | 3 | 5 | 1 | 3 | 4 | 16 |
| 6AM - 7AM | 10 | 5 | 10 | 5 | 3 | 33 |
| 7AM - 8AM | 11 | 12 | 3 | 7 | 10 | 43 |
| 8AM - 9AM | 11 | 11 | 16 | 4 | 7 | 49 |
| 9AM - 10AM | 12 | 12 | 10 | 8 | 11 | 53 |
| 10AM - 11AM | 9 | 11 | 14 | 13 | 18 | 65 |
| 11AM - 12 | 15 | 16 | 12 | 14 | 13 | 70 |
| 12 - 1PM | 14 | 13 | 17 | 15 | 18 | 77 |
| 1PM - 2PM | 11 | 15 | 18 | 14 | 12 | 70 |
| 2PM - 3PM | 21 | 25 | 15 | 26 | 14 | 101 |
| 3PM - 4PM | 17 | 17 | 15 | 14 | 22 | 85 |
| 4PM - 5PM | 26 | 27 | 27 | 28 | 20 | 128 |
| 5PM - 6PM | 36 | 32 | 25 | 30 | 25 | 148 |
| 6PM - 7PM | 24 | 30 | 17 | 31 | 21 | 123 |
| 7PM - 8PM | 16 | 13 | 7 | 10 | 18 | 64 |
| 8PM - 9PM | 11 | 13 | 11 | 18 | 14 | 67 |
| 9PM - 10PM | 12 | 12 | 11 | 19 | 10 | 64 |
| 10PM - 11PM | 8 | 6 | 14 | 7 | 7 | 42 |
| 11PM - 12 | 5 | 7 | 7 | 2 | 2 | 23 |
| TOTAL | 287 | 292 | 266 | 282 | 262 | 1,389 |



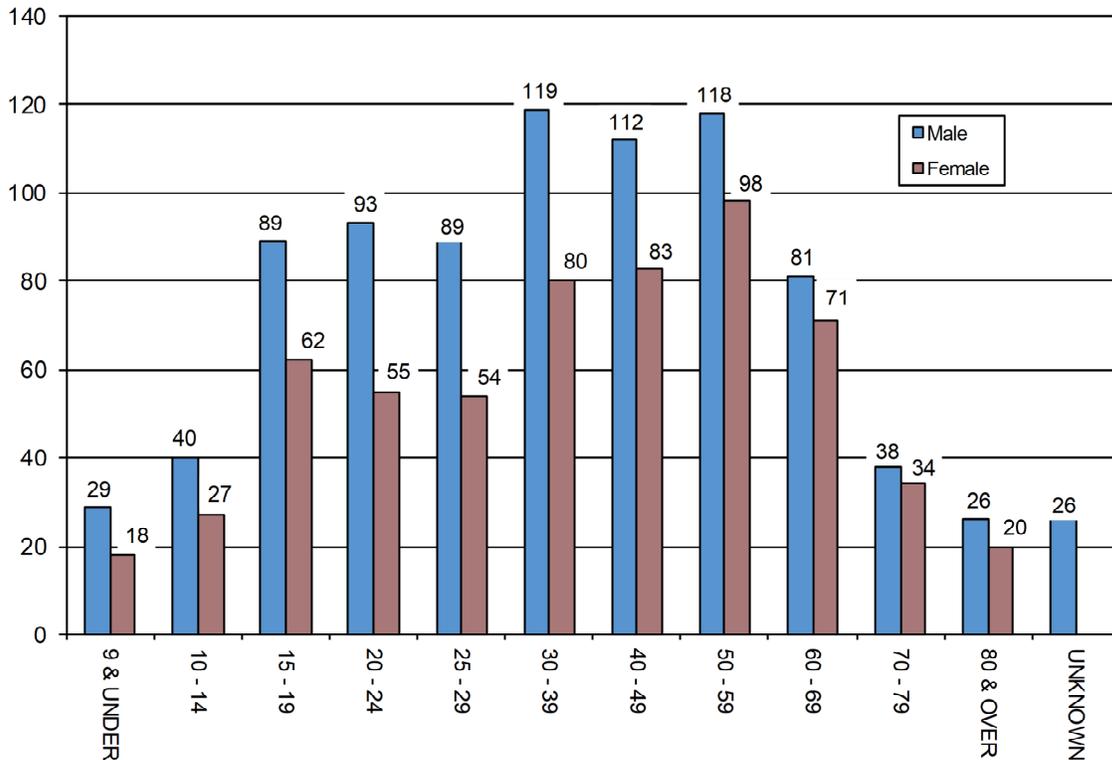
PEDESTRIANS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2014 - 2018



| AGE GROUP OF PEDESTRIAN | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-------------------------|------------|------------|------------|------------|------------|-----------------|------------------|
| 9 & UNDER | 13 | 11 | 9 | 6 | 8 | 47 | 3.21% |
| 10 - 14 | 14 | 9 | 10 | 18 | 16 | 67 | 4.58% |
| 15 - 19 | 36 | 34 | 26 | 34 | 21 | 151 | 10.33% |
| 20 - 24 | 34 | 27 | 34 | 32 | 21 | 148 | 10.12% |
| 25 - 29 | 30 | 31 | 31 | 28 | 23 | 143 | 9.78% |
| 30 - 39 | 41 | 44 | 36 | 34 | 44 | 199 | 13.61% |
| 40 - 49 | 34 | 40 | 53 | 37 | 31 | 195 | 13.34% |
| 50 - 59 | 38 | 48 | 39 | 51 | 40 | 216 | 14.77% |
| 60 - 69 | 31 | 39 | 18 | 28 | 36 | 152 | 10.40% |
| 70 - 79 | 17 | 9 | 14 | 14 | 18 | 72 | 4.92% |
| 80 & OVER | 8 | 6 | 10 | 11 | 11 | 46 | 3.15% |
| UNKNOWN | 2 | 7 | 3 | 9 | 5 | 26 | 1.78% |
| TOTAL | 298 | 305 | 283 | 302 | 274 | 1,462 | 100.00% |



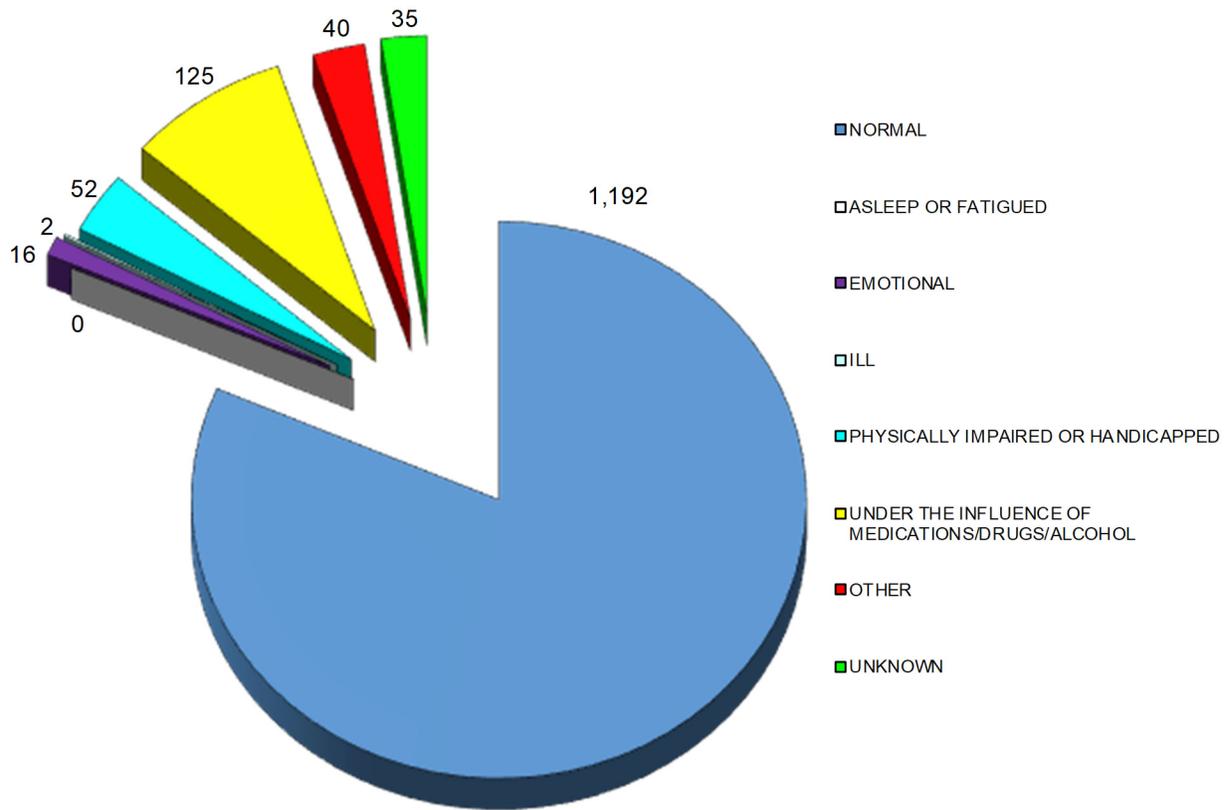
PEDESTRIANS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER



| AGE GROUP OF PEDESTRIAN BY GENDER | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | TOTALS | | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------------------------|------|-----|------|-----|------|-----|------|-----|------|-----|--------|-----|-----------------|------------------|
| | M | F | M | F | M | F | M | F | M | F | M | F | | |
| 9 & UNDER | 8 | 5 | 7 | 4 | 5 | 4 | 3 | 3 | 6 | 2 | 29 | 18 | 47 | 3.21% |
| 10 - 14 | 8 | 6 | 6 | 3 | 6 | 4 | 8 | 10 | 12 | 4 | 40 | 27 | 67 | 4.58% |
| 15 - 19 | 14 | 22 | 23 | 11 | 17 | 9 | 24 | 10 | 11 | 10 | 89 | 62 | 151 | 10.33% |
| 20 - 24 | 20 | 14 | 15 | 12 | 18 | 16 | 26 | 6 | 14 | 7 | 93 | 55 | 148 | 10.12% |
| 25 - 29 | 20 | 10 | 19 | 12 | 17 | 14 | 19 | 9 | 14 | 9 | 89 | 54 | 143 | 9.78% |
| 30 - 39 | 22 | 19 | 29 | 15 | 23 | 13 | 20 | 14 | 25 | 19 | 119 | 80 | 199 | 13.61% |
| 40 - 49 | 18 | 16 | 22 | 18 | 26 | 27 | 24 | 13 | 22 | 9 | 112 | 83 | 195 | 13.34% |
| 50 - 59 | 22 | 16 | 32 | 16 | 15 | 24 | 28 | 23 | 21 | 19 | 118 | 98 | 216 | 14.77% |
| 60 - 69 | 16 | 15 | 20 | 19 | 12 | 6 | 14 | 14 | 19 | 17 | 81 | 71 | 152 | 10.40% |
| 70 - 79 | 11 | 6 | 6 | 3 | 5 | 9 | 8 | 6 | 8 | 10 | 38 | 34 | 72 | 4.92% |
| 80 & OVER | 4 | 4 | 4 | 2 | 4 | 6 | 9 | 2 | 5 | 6 | 26 | 20 | 46 | 3.15% |
| UNKNOWN | 2 | | 7 | | 3 | | 9 | | 5 | | 26 | | 26 | 1.78% |
| TOTAL BY GENDER | 163 | 133 | 183 | 115 | 148 | 132 | 183 | 110 | 157 | 112 | 834 | 602 | | |
| TOTAL | 298 | | 305 | | 283 | | 302 | | 274 | | 1,462 | | 1,462 | 100.00% |



MAINE HIGHWAY PEDESTRIAN CRASHES BY APPARENT PHYSICAL CONDITIONS 2014 - 2018



| PEDESTRIAN PHYSICAL CONDITION | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--|------------|------------|------------|------------|------------|-----------------|------------------|
| APPARENTLY NORMAL | 256 | 257 | 221 | 241 | 217 | 1,192 | 81.53% |
| ASLEEP OR FATIGUED | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| EMOTIONAL (depressed, angry, disturbed, etc.) | 3 | 3 | 3 | 4 | 3 | 16 | 1.09% |
| ILL (sick) | 0 | 1 | 1 | 0 | 0 | 2 | 0.14% |
| PHYSICALLY IMPAIRED OR HANDICAPPED | 10 | 5 | 11 | 11 | 15 | 52 | 3.56% |
| UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL | 24 | 22 | 31 | 28 | 20 | 125 | 8.55% |
| OTHER | 3 | 10 | 7 | 9 | 11 | 40 | 2.74% |
| UNKNOWN | 2 | 7 | 9 | 9 | 8 | 35 | 2.39% |
| TOTAL | 298 | 305 | 283 | 302 | 274 | 1,462 | 100.00% |



CONTRIBUTING FACTORS TO MAINE HIGHWAY PEDESTRIAN CRASHES, 2014-2018

| DRIVER ACTIONS (actions 1 & 2 combined) | 2014 | 2015 | 2016 | 2017 | 2018 | Totals |
|---|-------------|-------------|-------------|-------------|-------------|---------------|
| NO CONTRIBUTING ACTION | 123 | 114 | 99 | 117 | 116 | 569 |
| RAN OFF ROADWAY | 2 | 5 | 7 | 3 | 5 | 22 |
| FAILED TO YIELD RIGHT-OF-WAY | 65 | 60 | 72 | 63 | 53 | 313 |
| RAN RED LIGHT | 0 | 1 | 0 | 1 | 1 | 3 |
| RAN STOP SIGN | 1 | 1 | 4 | 1 | 2 | 9 |
| DISREGARDED OTHER TRAFFIC SIGN | 2 | 3 | 0 | 2 | 6 | 13 |
| DISREGARDED OTHER ROAD MARKINGS | 2 | 6 | 2 | 3 | 3 | 16 |
| EXCEEDED POSTED SPEED LIMIT | 1 | 0 | 0 | 1 | 1 | 3 |
| DROVE TOO FAST FOR CONDITIONS | 7 | 2 | 2 | 3 | 6 | 20 |
| IMPROPER TURN | 3 | 0 | 2 | 4 | 4 | 13 |
| IMPROPER BACKING | 8 | 10 | 6 | 5 | 11 | 40 |
| IMPROPER PASSING | 0 | 1 | 4 | 0 | 1 | 6 |
| WRONG WAY | 0 | 1 | 0 | 0 | 0 | 1 |
| FOLLOWED TOO CLOSELY | 0 | 0 | 1 | 0 | 2 | 3 |
| FAILED TO KEEP IN PROPER LANE | 4 | 1 | 4 | 7 | 9 | 25 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER | 17 | 21 | 9 | 9 | 13 | 69 |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | 1 | 3 | 1 | 3 | 3 | 11 |
| OVER-CORRECTING/OVER-STEERING | 1 | 4 | 1 | 0 | 0 | 6 |
| OTHER CONTRIBUTING ACTION | 24 | 21 | 21 | 20 | 26 | 112 |
| UNKNOWN | 18 | 16 | 17 | 11 | 15 | 77 |
| TOTAL | 279 | 270 | 252 | 253 | 277 | 1331 |
| PEDESTRIAN ACTIONS | | | | | | |
| CROSSING WITH SIGNAL | 13 | 12 | 27 | 25 | 20 | 97 |
| CROSSING AGAINST SIGNAL | 16 | 13 | 25 | 13 | 11 | 78 |
| CROSSING MARKED CROSSWALK (no signal) | 69 | 53 | 57 | 62 | 60 | 301 |
| CROSSING NO SIGNAL OR CROSSWALK | 78 | 74 | 64 | 70 | 65 | 351 |
| WALKING IN ROAD WITH TRAFFIC | 21 | 20 | 13 | 19 | 22 | 95 |
| WALKING IN ROAD AGAINST TRAFFIC | 9 | 8 | 6 | 11 | 9 | 43 |
| STANDING IN ROAD | 10 | 21 | 12 | 13 | 6 | 62 |
| EMERGING FROM BEHIND PARKED CAR | 3 | 3 | 2 | 5 | 3 | 16 |
| CHILD GETTING ON/OFF SCHOOL BUS | 1 | 1 | 0 | 0 | 1 | 3 |
| GETTING ON/OFF VEHICLE | 0 | 5 | 4 | 5 | 3 | 17 |
| PUSHING OR WORKING ON VEHICLE | 1 | 0 | 1 | 2 | 5 | 9 |
| WORKING IN ROAD | 6 | 9 | 5 | 5 | 7 | 32 |
| PLAYING IN ROAD | 3 | 1 | 2 | 6 | 3 | 15 |
| NOT IN ROAD | 10 | 17 | 10 | 10 | 11 | 58 |
| FOLLOWING TRAIL | 0 | 0 | 0 | 0 | 0 | 0 |
| WALKING ON SIDEWALK | 11 | 7 | 9 | 6 | 8 | 41 |
| WALKING ADJACENT TO ROADWAY | 15 | 17 | 8 | 10 | 5 | 55 |
| WALKING TO/FROM SCHOOL | 1 | 0 | 0 | 1 | 0 | 2 |
| OTHER PEDESTRIAN ACTION | 29 | 37 | 33 | 34 | 35 | 168 |
| TOTAL | 296 | 298 | 278 | 297 | 274 | 1443 |
| VEHICULAR FACTORS | | | | | | |
| NONE | 241 | 252 | 230 | 241 | 244 | 1208 |
| BRAKES | 1 | 1 | 1 | 1 | 1 | 5 |
| EXHAUST SYSTEM | 0 | 0 | 0 | 0 | 0 | 0 |
| BODY, DOORS | 1 | 1 | 1 | 1 | 0 | 4 |
| STEERING | 0 | 0 | 0 | 0 | 0 | 0 |
| POWER TRAIN | 1 | 0 | 1 | 0 | 1 | 3 |
| SUSPENSION | 0 | 0 | 0 | 0 | 0 | 0 |
| TIRES | 1 | 2 | 0 | 0 | 0 | 3 |
| WHEELS | 0 | 0 | 0 | 0 | 0 | 0 |
| LIGHTS (head, signal, tail, brake) | 2 | 0 | 0 | 1 | 1 | 4 |
| WINDOWS/WINDSHIELD | 1 | 1 | 1 | 1 | 0 | 4 |
| MIRRORS | 0 | 0 | 1 | 0 | 0 | 1 |
| WIPERS | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | 4 | 6 | 3 | 2 | 6 | 21 |
| TOTAL | 252 | 263 | 238 | 247 | 253 | 1253 |

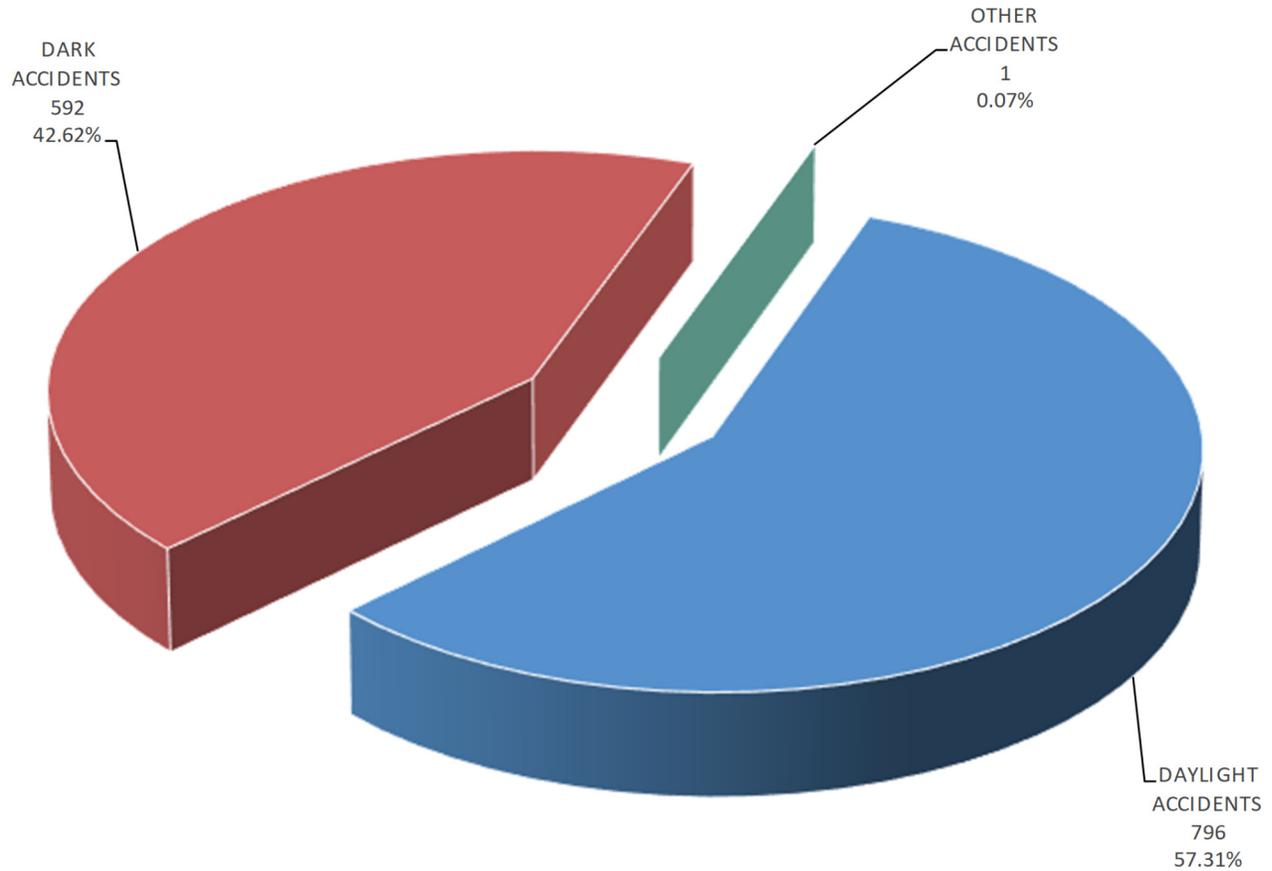


VEHICLES INVOLVED IN
MAINE HIGHWAY PEDESTRIAN CRASHES
2014 - 2018

| VEHICLE TYPE INVOLVED IN PEDESTRIAN CRASHES | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|---|------------|------------|------------|------------|------------|-----------------|
| PASSENGER CAR | 168 | 154 | 128 | 140 | 123 | 713 |
| (SPORT) UTILITY VEHICLE | 38 | 53 | 48 | 49 | 55 | 243 |
| PASSENGER VAN | 8 | 9 | 11 | 12 | 5 | 45 |
| CARGO VAN (10k lbs or less) | 3 | 2 | 4 | 1 | 1 | 11 |
| PICKUP TRUCK | 39 | 51 | 48 | 48 | 46 | 232 |
| MOTOR HOME | 1 | 0 | 0 | 0 | 0 | 1 |
| SCHOOL BUS | 0 | 1 | 1 | 0 | 0 | 2 |
| TRANSIT BUS | 0 | 2 | 0 | 2 | 0 | 4 |
| MOTOR COACH | 1 | 0 | 0 | 0 | 0 | 1 |
| OTHER BUS | 0 | 0 | 0 | 1 | 1 | 2 |
| MOTORCYCLE | 3 | 1 | 4 | 3 | 2 | 13 |
| MOPED | 0 | 0 | 1 | 0 | 1 | 2 |
| LOW SPEED VEHICLE | 0 | 0 | 0 | 0 | 0 | 0 |
| AUTOCYCLE | 0 | 0 | 0 | 0 | 0 | 0 |
| EXPERIMENTAL | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER LIGHT TRUCK (10,000 lbs or less) | 2 | 0 | 0 | 0 | 2 | 4 |
| MEDIUM /HEAVY TRUCKS (more than 10,000 lbs) | 3 | 8 | 6 | 2 | 16 | 35 |
| ATV (2,3,4-WHEEL) | 1 | 0 | 0 | 2 | 0 | 3 |
| SNOWMOBILE | 0 | 0 | 0 | 0 | 0 | 0 |
| PEDESTRIAN | 298 | 305 | 283 | 302 | 274 | 1,462 |
| BICYCLE | 0 | 1 | 0 | 0 | 0 | 1 |
| OTHER | 10 | 6 | 3 | 16 | 1 | 36 |
| TOTAL VEHICLES INVOLVED | 575 | 593 | 537 | 578 | 527 | 2,810 |



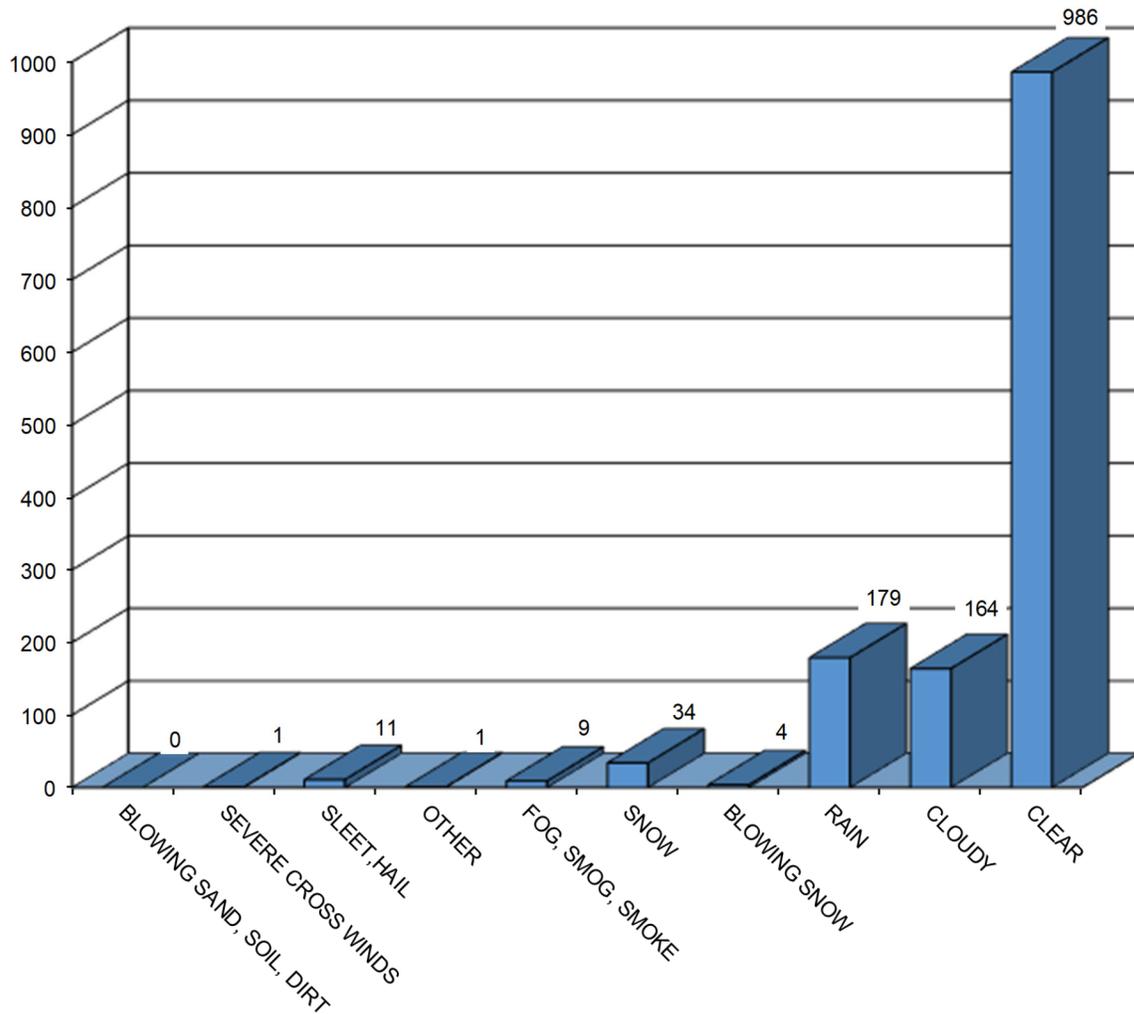
MAINE HIGHWAY PEDESTRIAN CRASHES BY LIGHT CONDITION 2014 - 2018



| LIGHT CONDITION | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|------------|------------|------------|------------|------------|-----------------|------------------|
| DAYLIGHT | 155 | 165 | 156 | 161 | 159 | 796 | 57.31% |
| DARK | 131 | 127 | 110 | 121 | 103 | 592 | 42.62% |
| OTHER | 1 | 0 | 0 | 0 | 0 | 1 | 0.07% |
| TOTAL | 287 | 292 | 266 | 282 | 262 | 1,389 | 100.00% |



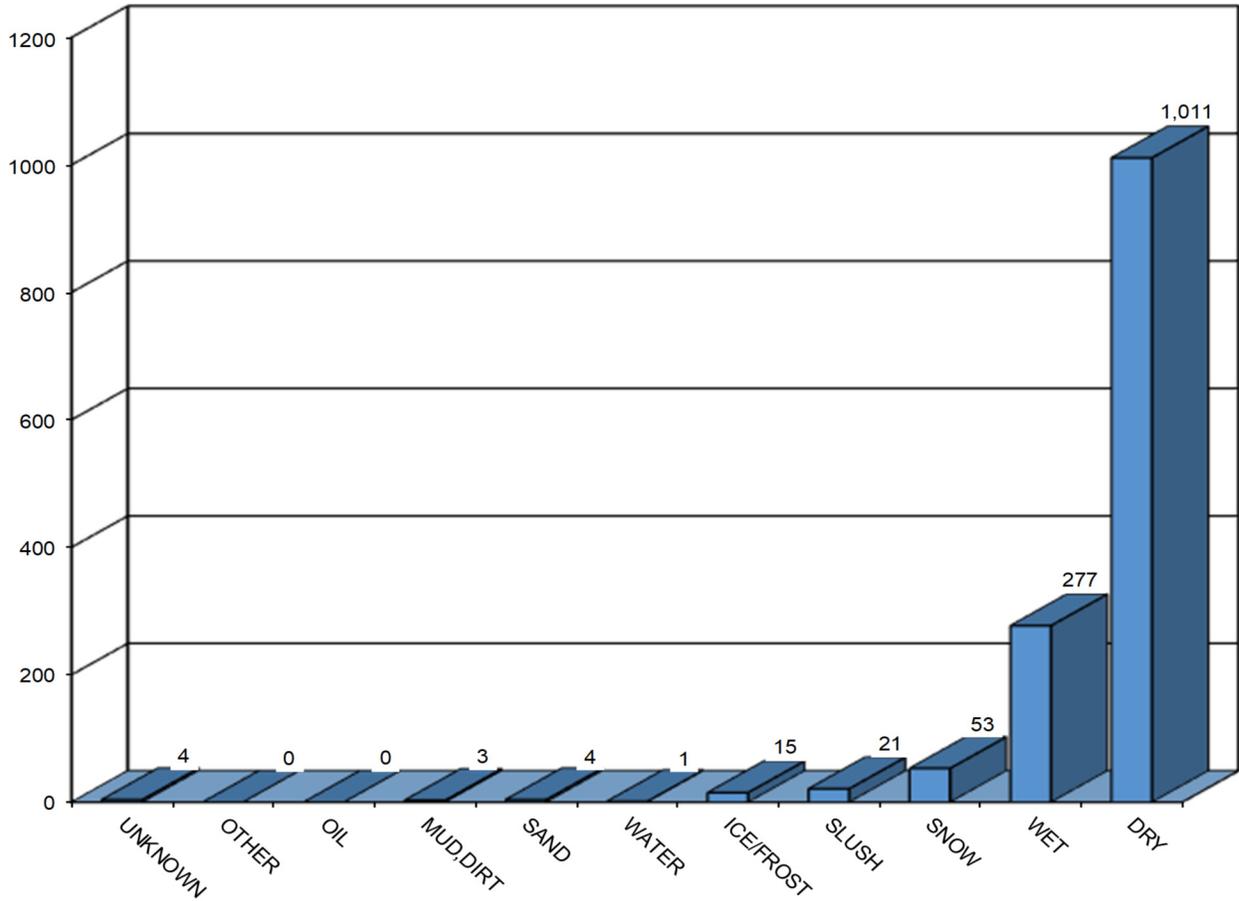
MAINE HIGHWAY PEDESTRIAN CRASHES BY WEATHER CONDITIONS 2014 - 2018



| WEATHER CONDITIONS | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|--|------------|------------|------------|------------|------------|-----------------|
| BLOWING SAND, SOIL, DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SEVERE CROSS WINDS | 0 | 0 | 0 | 1 | 0 | 1 |
| SLEET, HAIL (freezing rain or drizzle) | 4 | 1 | 2 | 2 | 2 | 11 |
| OTHER | 1 | 0 | 0 | 0 | 0 | 1 |
| FOG, SMOG, SMOKE | 0 | 4 | 1 | 2 | 2 | 9 |
| SNOW | 9 | 7 | 4 | 7 | 7 | 34 |
| BLOWING SNOW | 1 | 1 | 0 | 2 | 0 | 4 |
| RAIN | 42 | 29 | 38 | 34 | 36 | 179 |
| CLOUDY | 33 | 34 | 28 | 26 | 43 | 164 |
| CLEAR | 197 | 216 | 193 | 208 | 172 | 986 |
| TOTAL | 287 | 292 | 266 | 282 | 262 | 1,389 |



MAINE HIGHWAY PEDESTRIAN CRASHES BY ROAD SURFACE CONDITIONS



| ROAD SURFACE CONDITIONS | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|--------------------------|------------|------------|------------|------------|------------|-----------------|
| UNKNOWN | 2 | 0 | 0 | 1 | 1 | 4 |
| OTHER | 0 | 0 | 0 | 0 | 0 | 0 |
| OIL | 0 | 0 | 0 | 0 | 0 | 0 |
| MUD, DIRT | 2 | 0 | 0 | 0 | 1 | 3 |
| SAND | 2 | 0 | 0 | 2 | 0 | 4 |
| WATER (standing, moving) | 0 | 0 | 1 | 0 | 0 | 1 |
| ICE/FROST | 4 | 4 | 2 | 4 | 1 | 15 |
| SLUSH | 4 | 4 | 2 | 5 | 6 | 21 |
| SNOW | 11 | 12 | 6 | 13 | 11 | 53 |
| WET | 61 | 53 | 54 | 49 | 60 | 277 |
| DRY | 201 | 219 | 201 | 208 | 182 | 1,011 |
| TOTAL | 287 | 292 | 266 | 282 | 262 | 1,389 |





STATE OF MAINE
HIGHWAY BICYCLE CRASHES
2014 - 2018

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II. BICYCLE CRASH TABLES AND CHARTS 2014-2018

Crashes Summarized by:

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Vehicle Type 15

Light Conditions 16

STATE OF MAINE

HIGHWAY BICYCLE CRASHES

2014 - 2018

Preface

This publication is a statistical review of reported motor vehicle highway crashes that involved bicycles in Maine during the five-year study period 2014- 2018. 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:

mainedot.gov/safety/crash-data/

We welcome your comments and suggestions on this report at:

Maine Department of Transportation
Office of Safety
Crash Records Section
16 State House Station
Augusta, ME 04333-0016
Tel: 207-624-3616

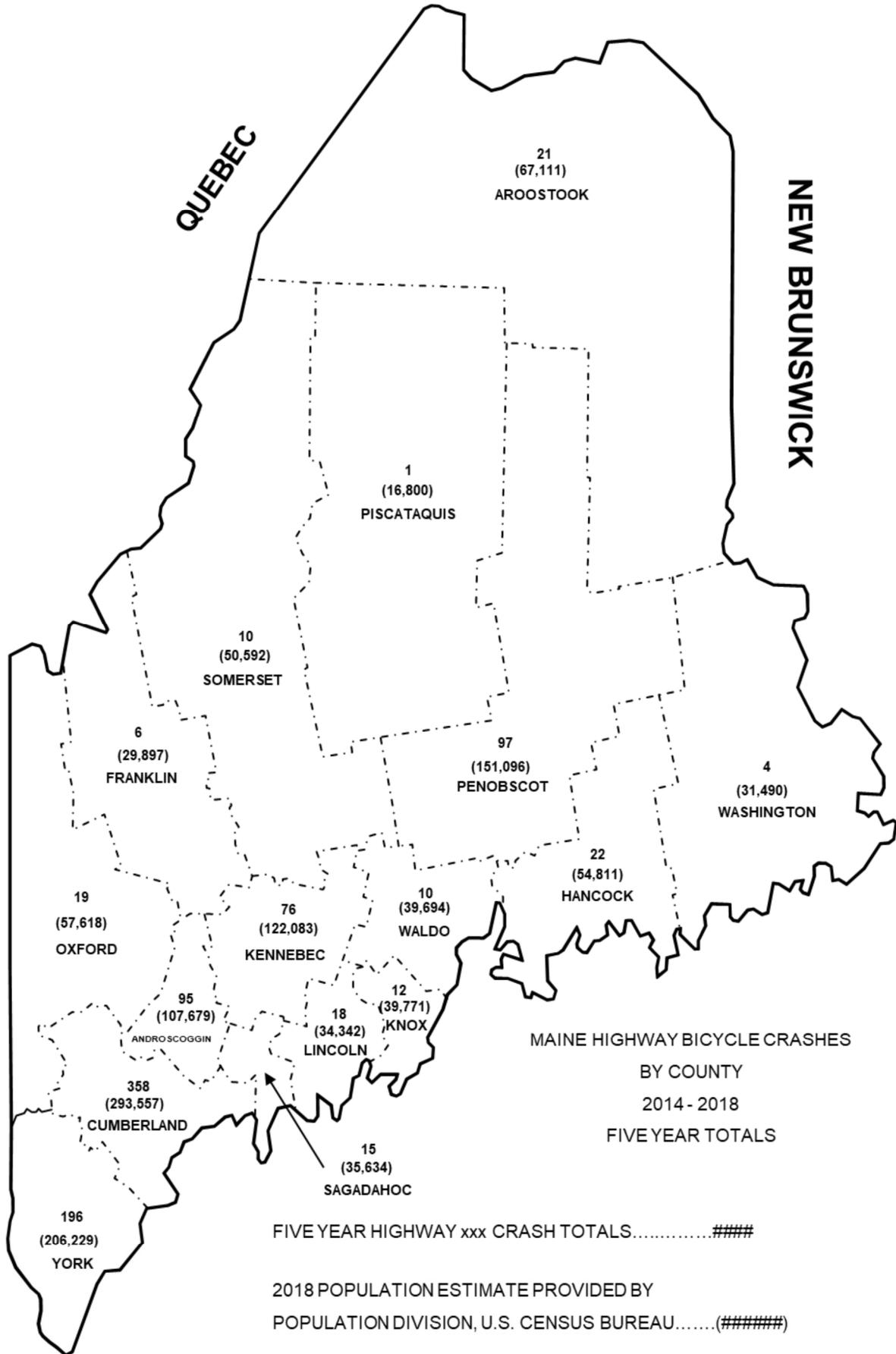




NEW HAMPSHIRE

QUEBEC

NEW BRUNSWICK



MAINE HIGHWAY BICYCLE CRASHES
BY COUNTY
2014 - 2018
FIVE YEAR TOTALS

FIVE YEAR HIGHWAY xxx CRASH TOTALS.....#####

2018 POPULATION ESTIMATE PROVIDED BY
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)

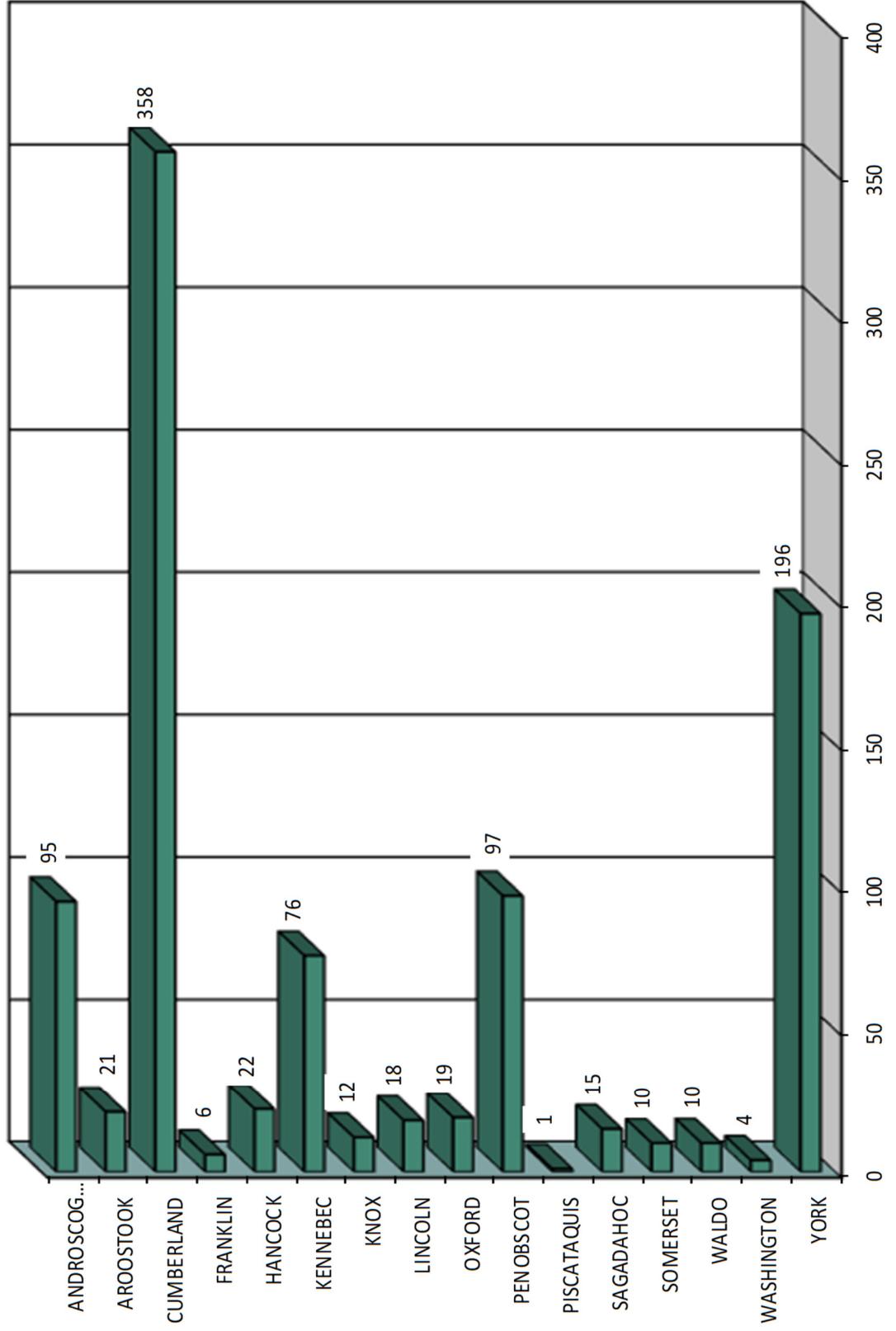


Produced by the Maine Department of Transportation

MAINE HIGHWAY BICYCLE CRASHES

BY COUNTY

2014 - 2018



MAINE HIGHWAY BICYCLE CRASH SEVERITY BY COUNTY 2014- 2018

| COUNTY | INJURY TYPE | 2014 | 2015 | 2016 | 2017 | 2018 | TOTAL CRASHES | PERCENT OF TOTAL |
|--|--------------------------|------|-----------|-----------|-----------|-----------|---------------|------------------|
| ANDROSCOGGIN Percent Personal Injury 91.58% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.10% |
| | SUSPECTED SERIOUS (A) | 1 | 2 | 4 | 2 | 5 | 14 | 1.46% |
| | SUSPECTED MINOR (B) | 8 | 5 | 8 | 7 | 2 | 30 | 3.13% |
| | POSSIBLE INJURY (C) | 10 | 7 | 10 | 11 | 4 | 42 | 4.38% |
| | PROPERTY DAMAGE ONLY (O) | 4 | 2 | 1 | 0 | 1 | 8 | 0.83% |
| | COUNTY SUBTOTAL | | 23 | 16 | 24 | 20 | 12 | 95 |
| AROOSTOOK Percent Personal Injury 90.48% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 1 | 0 | 0 | 0 | 1 | 0.10% |
| | SUSPECTED MINOR (B) | 1 | 3 | 4 | 1 | 0 | 9 | 0.94% |
| | POSSIBLE INJURY (C) | 2 | 1 | 1 | 1 | 4 | 9 | 0.94% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 1 | 0 | 1 | 0 | 2 | 0.21% |
| | COUNTY SUBTOTAL | | 3 | 6 | 5 | 3 | 4 | 21 |
| CUMBERLAND Percent Personal Injury 91.62% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.10% |
| | SUSPECTED SERIOUS (A) | 9 | 6 | 5 | 7 | 6 | 33 | 3.44% |
| | SUSPECTED MINOR (B) | 27 | 27 | 30 | 18 | 19 | 121 | 12.60% |
| | POSSIBLE INJURY (C) | 39 | 39 | 36 | 35 | 24 | 173 | 18.02% |
| | PROPERTY DAMAGE ONLY (O) | 5 | 5 | 8 | 4 | 8 | 30 | 3.13% |
| | COUNTY SUBTOTAL | | 80 | 77 | 80 | 64 | 57 | 358 |
| FRANKLIN Percent Personal Injury 83.33% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 1 | 0 | 1 | 0.10% |
| | SUSPECTED MINOR (B) | 1 | 0 | 1 | 0 | 1 | 3 | 0.31% |
| | POSSIBLE INJURY (C) | 0 | 0 | 0 | 1 | 0 | 1 | 0.10% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 1 | 0 | 0 | 0 | 1 | 0.10% |
| | COUNTY SUBTOTAL | | 1 | 1 | 1 | 2 | 1 | 6 |
| HANCOCK Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 1 | 1 | 1 | 0 | 3 | 0.31% |
| | SUSPECTED MINOR (B) | 1 | 1 | 2 | 2 | 4 | 10 | 1.04% |
| | POSSIBLE INJURY (C) | 1 | 3 | 3 | 0 | 2 | 9 | 0.94% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | | 2 | 5 | 6 | 3 | 6 | 22 |
| KENNEBEC Percent Personal Injury 92.116% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.10% |
| | SUSPECTED SERIOUS (A) | 3 | 0 | 3 | 0 | 2 | 8 | 0.83% |
| | SUSPECTED MINOR (B) | 5 | 4 | 6 | 7 | 3 | 25 | 2.60% |
| | POSSIBLE INJURY (C) | 7 | 6 | 7 | 9 | 7 | 36 | 3.75% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 1 | 2 | 0 | 3 | 6 | 0.63% |
| | COUNTY SUBTOTAL | | 15 | 11 | 19 | 16 | 15 | 76 |
| KNOX Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 1 | 0 | 0 | 2 | 0 | 3 | 0.31% |
| | SUSPECTED MINOR (B) | 1 | 3 | 0 | 0 | 0 | 4 | 0.42% |
| | POSSIBLE INJURY (C) | 2 | 0 | 1 | 0 | 2 | 5 | 0.52% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | | 4 | 3 | 1 | 2 | 2 | 12 |
| LINCOLN Percent Personal Injury 94.44% | FATAL (K) | 2 | 0 | 0 | 0 | 1 | 3 | 0.31% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 1 | 1 | 2 | 0.21% |
| | SUSPECTED MINOR (B) | 1 | 2 | 1 | 1 | 1 | 6 | 0.63% |
| | POSSIBLE INJURY (C) | 3 | 0 | 1 | 0 | 2 | 6 | 0.63% |
| | PROPERTY DAMAGE ONLY (O) | 1 | 0 | 0 | 0 | 0 | 1 | 0.10% |
| | COUNTY SUBTOTAL | | 7 | 2 | 2 | 2 | 5 | 18 |

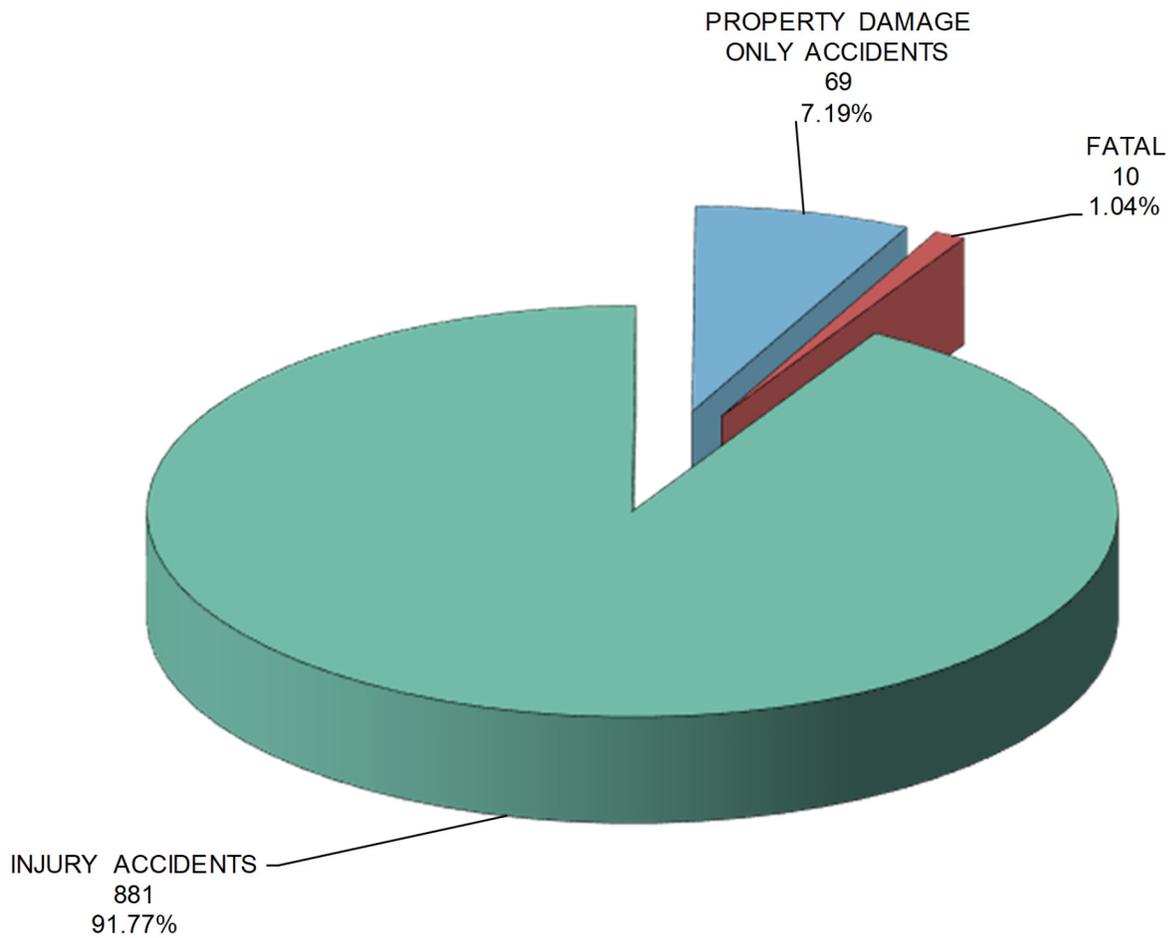


| COUNTY | INJURY TYPE | 2014 | 2015 | 2016 | 2017 | 2018 | TOTAL CRASHES | PERCENT OF TOTAL |
|--|--------------------------|------------|------------|------------|------------|------------|---------------|------------------|
| OXFORD Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 1 | 0 | 0 | 1 | 0.10% |
| | SUSPECTED SERIOUS (A) | 2 | 1 | 0 | 1 | 0 | 4 | 0.42% |
| | SUSPECTED MINOR (B) | 1 | 1 | 2 | 2 | 1 | 7 | 0.73% |
| | POSSIBLE INJURY (C) | 1 | 1 | 1 | 1 | 3 | 7 | 0.73% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 4 | 3 | 4 | 4 | 4 | 19 | 1.98% |
| PENOBSCOT Percent Personal Injury 89.69% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 2 | 1 | 1 | 4 | 0 | 8 | 0.83% |
| | SUSPECTED MINOR (B) | 4 | 4 | 3 | 12 | 8 | 31 | 3.23% |
| | POSSIBLE INJURY (C) | 10 | 12 | 10 | 12 | 4 | 48 | 5.00% |
| | PROPERTY DAMAGE ONLY (O) | 1 | 3 | 3 | 1 | 2 | 10 | 1.04% |
| | COUNTY SUBTOTAL | 17 | 20 | 17 | 29 | 14 | 97 | 10.10% |
| PISCATAQUIS Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 1 | 1 | 0.10% |
| | 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% |
| | COUNTY SUBTOTAL | 0 | 0 | 0 | 0 | 1 | 1 | 0.10% |
| SAGadahoc Percent Personal Injury 100.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 1 | 0 | 1 | 0.10% |
| | SUSPECTED MINOR (B) | 4 | 2 | 1 | 1 | 1 | 9 | 0.94% |
| | POSSIBLE INJURY (C) | 0 | 2 | 1 | 1 | 1 | 5 | 0.52% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | COUNTY SUBTOTAL | 4 | 4 | 2 | 3 | 2 | 15 | 1.56% |
| SOMERSET Percent Personal Injury 90.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 1 | 0 | 0 | 0 | 0 | 1 | 0.10% |
| | SUSPECTED MINOR (B) | 1 | 0 | 0 | 1 | 0 | 2 | 0.21% |
| | POSSIBLE INJURY (C) | 1 | 2 | 0 | 2 | 1 | 6 | 0.63% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 1 | 1 | 0.10% |
| | COUNTY SUBTOTAL | 3 | 2 | 0 | 3 | 2 | 10 | 1.04% |
| WALDO Percent Personal Injury 90.00% | FATAL (K) | 0 | 0 | 0 | 0 | 1 | 1 | 0.10% |
| | SUSPECTED SERIOUS (A) | 2 | 1 | 0 | 0 | 0 | 3 | 0.31% |
| | SUSPECTED MINOR (B) | 1 | 0 | 0 | 0 | 0 | 1 | 0.10% |
| | POSSIBLE INJURY (C) | 2 | 0 | 0 | 1 | 1 | 4 | 0.42% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 0 | 1 | 1 | 0.10% |
| | COUNTY SUBTOTAL | 5 | 1 | 0 | 1 | 3 | 10 | 1.04% |
| WASHINGTON Percent Personal Injury 75.00% | FATAL (K) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| | SUSPECTED SERIOUS (A) | 0 | 0 | 0 | 0 | 1 | 1 | 0.10% |
| | SUSPECTED MINOR (B) | 0 | 1 | 0 | 0 | 0 | 1 | 0.10% |
| | POSSIBLE INJURY (C) | 0 | 0 | 0 | 1 | 0 | 1 | 0.10% |
| | PROPERTY DAMAGE ONLY (O) | 0 | 0 | 0 | 1 | 0 | 1 | 0.10% |
| | COUNTY SUBTOTAL | 0 | 1 | 0 | 2 | 1 | 4 | 0.42% |
| YORK Percent Personal Injury 95.92% | FATAL (K) | 0 | 0 | 0 | 2 | 0 | 2 | 0.21% |
| | SUSPECTED SERIOUS (A) | 8 | 6 | 9 | 1 | 3 | 27 | 2.81% |
| | SUSPECTED MINOR (B) | 15 | 15 | 20 | 12 | 15 | 77 | 8.02% |
| | POSSIBLE INJURY (C) | 15 | 14 | 19 | 16 | 18 | 82 | 8.54% |
| | PROPERTY DAMAGE ONLY (O) | 1 | 2 | 0 | 2 | 3 | 8 | 0.83% |
| | COUNTY SUBTOTAL | 39 | 37 | 48 | 33 | 39 | 196 | 20.42% |
| COUNTY GRAND TOTAL Percent Personal Injury 92.81% | FATAL (K) | 2 | 0 | 4 | 2 | 2 | 10 | 1.04% |
| | SUSPECTED SERIOUS (A) | 29 | 19 | 23 | 21 | 19 | 111 | 11.56% |
| | SUSPECTED MINOR (B) | 71 | 68 | 78 | 64 | 55 | 336 | 35.00% |
| | POSSIBLE INJURY (C) | 93 | 87 | 90 | 91 | 73 | 434 | 45.21% |
| | PROPERTY DAMAGE ONLY (O) | 12 | 15 | 14 | 9 | 19 | 69 | 7.19% |
| | GRAND TOTAL | 207 | 189 | 209 | 187 | 168 | 960 | 100.00% |

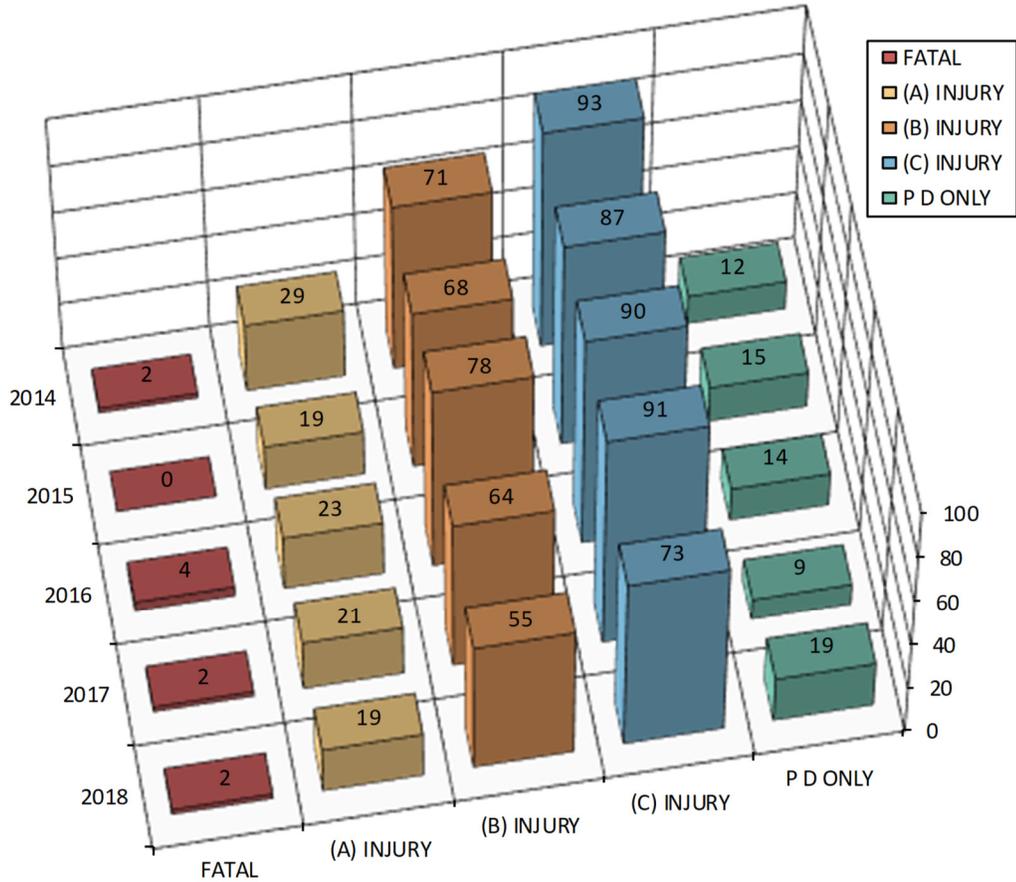


MAINE HIGHWAY BICYCLE CRASHES 2014 - 2018

960 Total Bicycle Crashes



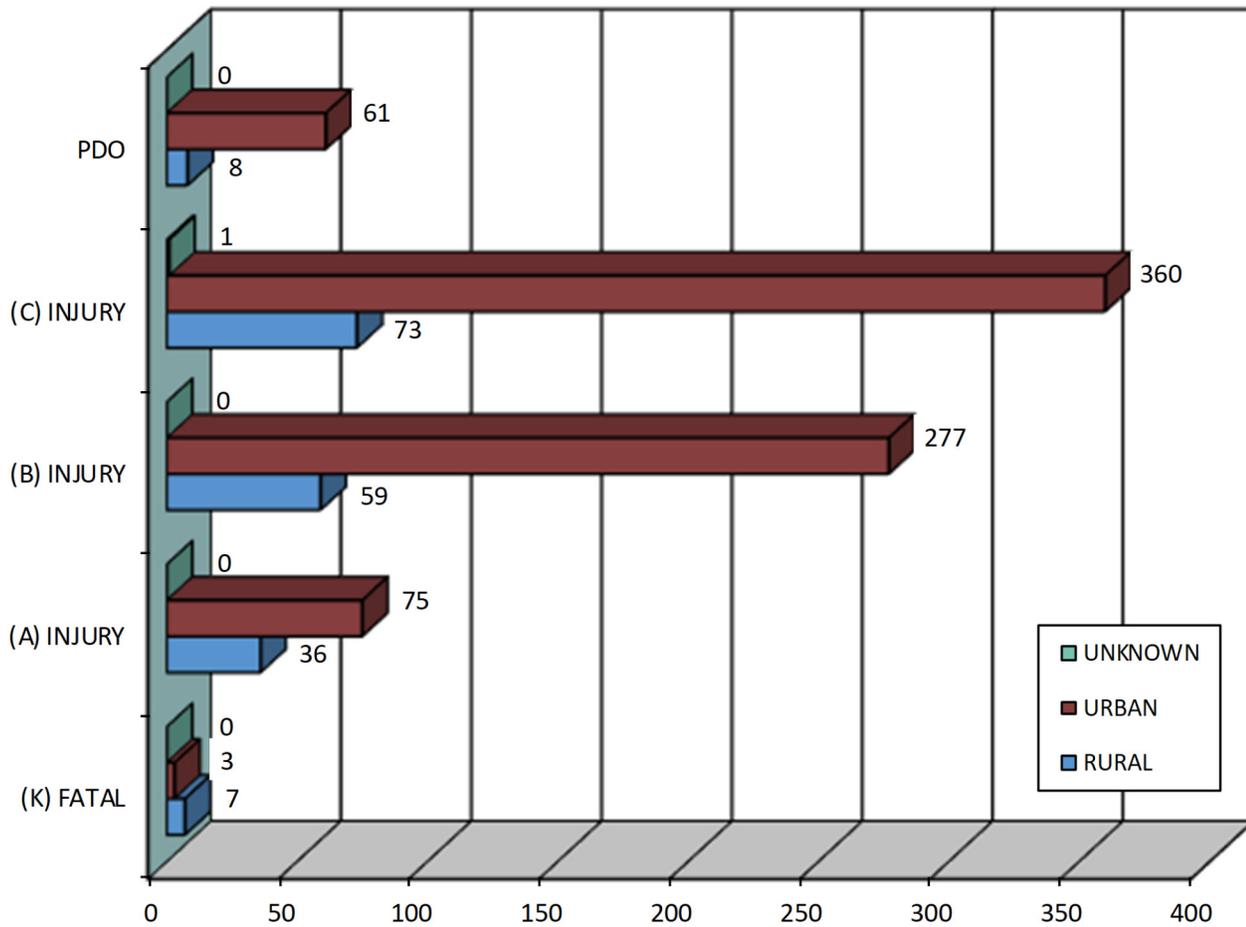
MAINE HIGHWAY BICYCLE CRASH SEVERITY BY YEAR 2014 - 2018



| YEAR | FATAL CRASH (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (O) | TOTAL CRASHES | |
|----------------|-----------------|---------------------------------|----------------------------|---------------------|--------------------------|---------------|----------------|
| 2014 | 2 | 29 | 71 | 93 | 12 | 207 | |
| 2015 | 0 | 19 | 68 | 87 | 15 | 189 | |
| 2016 | 4 | 23 | 78 | 90 | 14 | 209 | |
| 2017 | 2 | 21 | 64 | 91 | 9 | 187 | |
| 2018 | 2 | 19 | 55 | 73 | 19 | 168 | |
| TOTAL | 10 | 111 | 336 | 434 | 69 | 960 | |
| PERCENT | 1.04% | PERCENT INJURY CRASHES = | | | 91.77% | 7.19% | 100.00% |



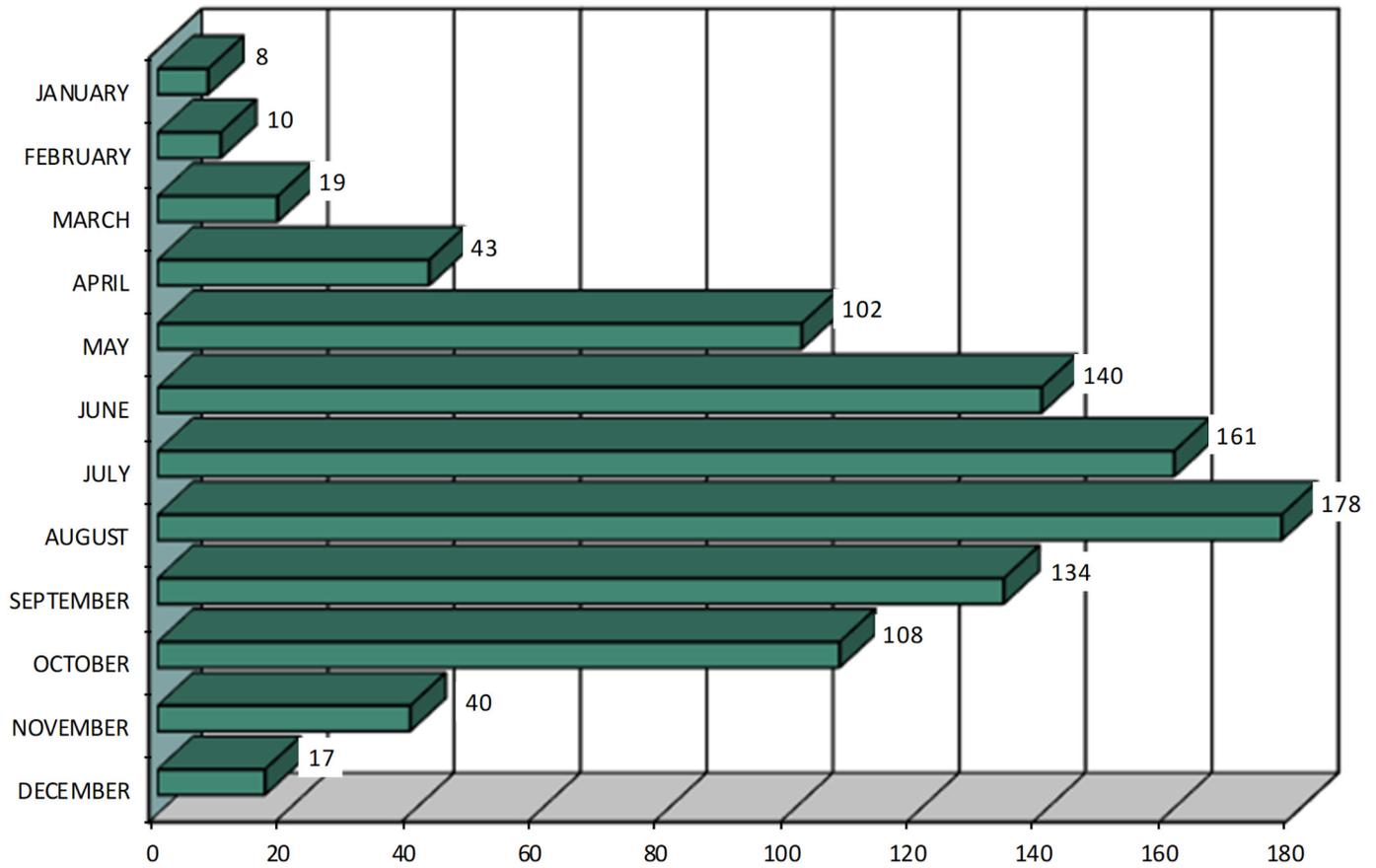
MAINE HIGHWAY BICYCLE CRASH SEVERITY BY RURAL URBAN DESIGNATION 2014 - 2018



| RURAL URBAN DESIGNATION | FATAL CRASH (K) | SUSPECTED SERIOUS INJURY (A) | SUSPECTED MINOR INJURY (B) | POSSIBLE INJURY (C) | PROPERTY DAMAGE ONLY (PDO) | FIVE YEAR TOTAL |
|-------------------------------|--------------------|------------------------------------|----------------------------------|------------------------|----------------------------------|-----------------------|
| RURAL | 7 | 36 | 59 | 73 | 8 | 183 |
| URBAN | 3 | 75 | 277 | 360 | 61 | 776 |
| UNKNOWN | 0 | 0 | 0 | 1 | 0 | 1 |
| TOTAL | 10 | 111 | 336 | 434 | 69 | 960 |



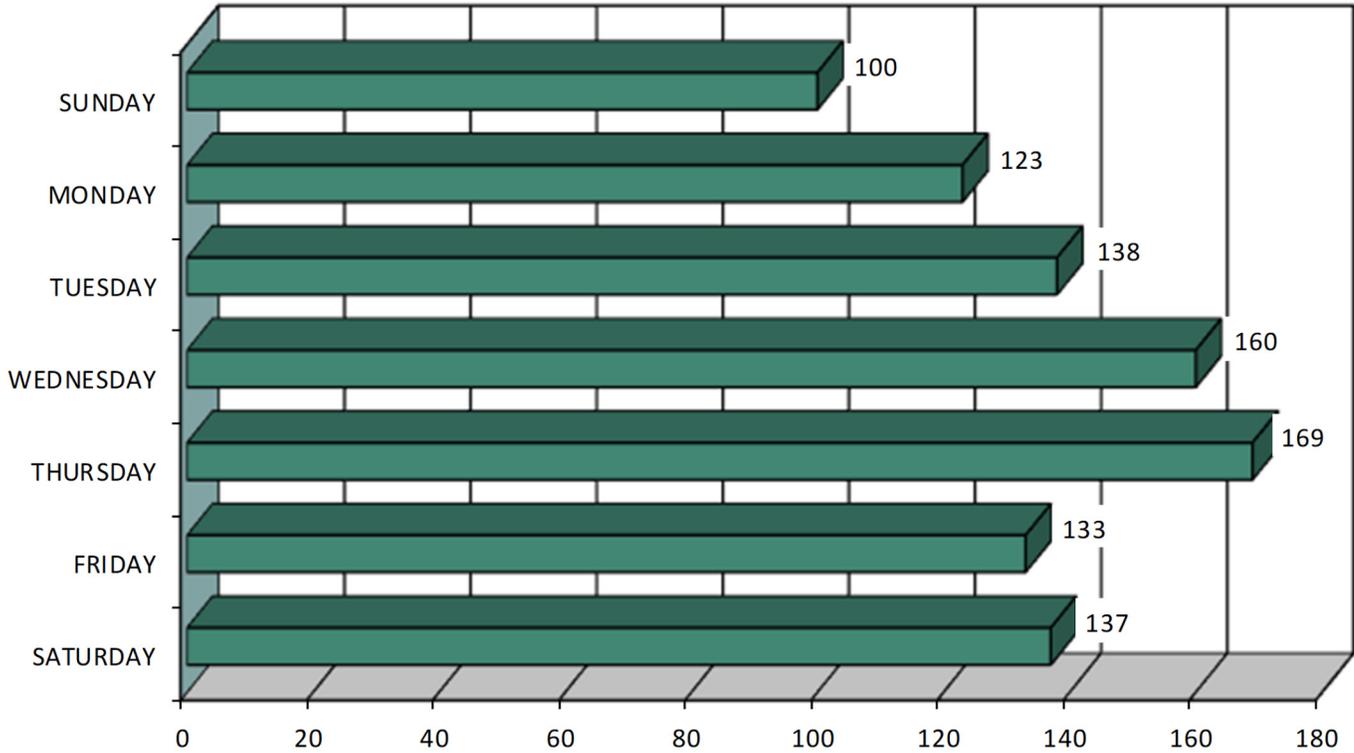
MAINE HIGHWAY BICYCLE CRASHES BY MONTH



| MONTH | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|------------------|
| JANUARY | 1 | 3 | 1 | 2 | 1 | 8 | 0.83% |
| FEBRUARY | 1 | 0 | 5 | 4 | 0 | 10 | 1.04% |
| MARCH | 0 | 5 | 8 | 2 | 4 | 19 | 1.98% |
| APRIL | 8 | 9 | 9 | 9 | 8 | 43 | 4.48% |
| MAY | 17 | 20 | 23 | 22 | 20 | 102 | 10.63% |
| JUNE | 29 | 30 | 28 | 26 | 27 | 140 | 14.58% |
| JULY | 34 | 36 | 36 | 33 | 22 | 161 | 16.77% |
| AUGUST | 47 | 31 | 32 | 31 | 37 | 178 | 18.54% |
| SEPTEMBER | 33 | 22 | 33 | 25 | 21 | 134 | 13.96% |
| OCTOBER | 27 | 19 | 18 | 25 | 19 | 108 | 11.25% |
| NOVEMBER | 5 | 10 | 13 | 6 | 6 | 40 | 4.17% |
| DECEMBER | 5 | 4 | 3 | 2 | 3 | 17 | 1.77% |
| TOTAL | 207 | 189 | 209 | 187 | 168 | 960 | 100.00% |



MAINE HIGHWAY BICYCLE CRASHES BY DAY OF THE WEEK 2014 - 2018



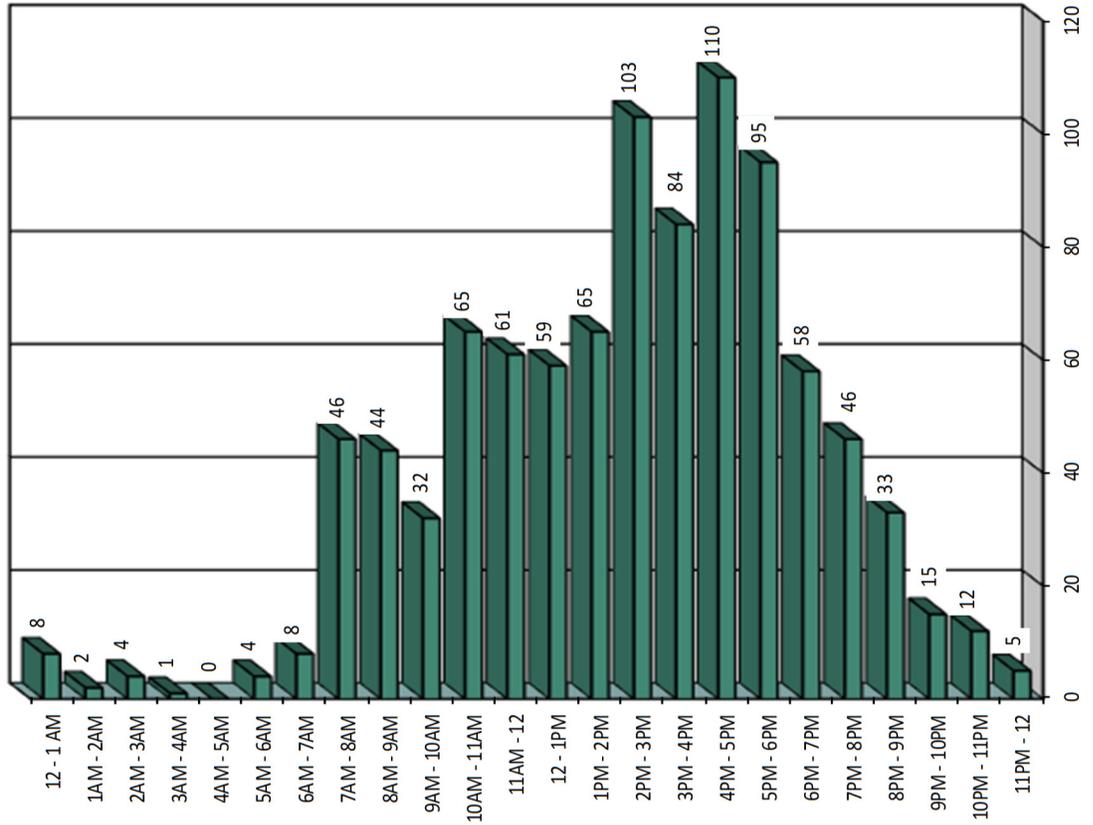
| DAY OF THE WEEK | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|------------|------------|------------|------------|------------|-----------------|------------------|
| SUNDAY | 19 | 14 | 23 | 20 | 24 | 100 | 10.42% |
| MONDAY | 25 | 26 | 29 | 20 | 23 | 123 | 12.81% |
| TUESDAY | 28 | 25 | 34 | 36 | 15 | 138 | 14.38% |
| WEDNESDAY | 43 | 28 | 30 | 29 | 30 | 160 | 16.67% |
| THURSDAY | 35 | 33 | 41 | 35 | 25 | 169 | 17.60% |
| FRIDAY | 26 | 30 | 25 | 21 | 31 | 133 | 13.85% |
| SATURDAY | 31 | 33 | 27 | 26 | 20 | 137 | 14.27% |
| TOTAL | 207 | 189 | 209 | 187 | 168 | 960 | 100.00% |



MAINE HIGHWAY BICYCLE CRASHES

BY TIME OF DAY

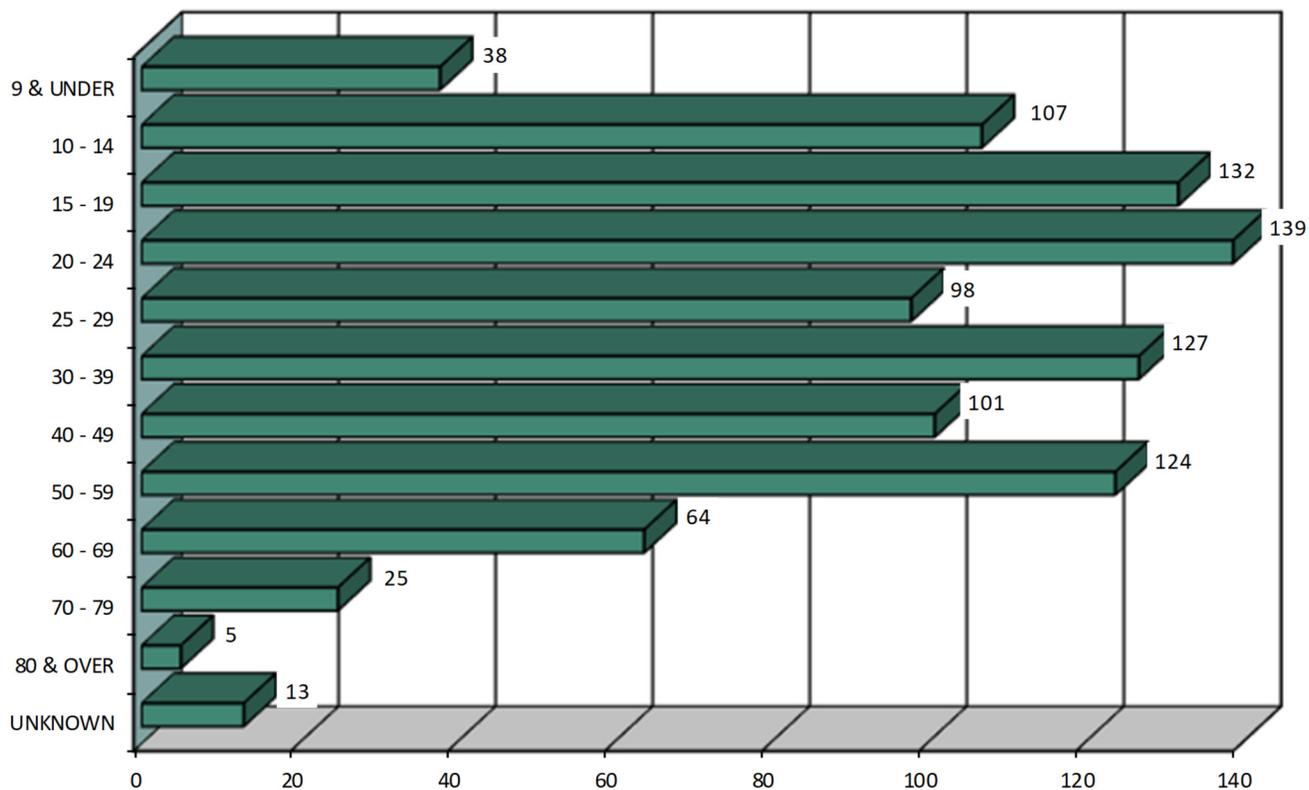
2014 - 2018



| TIME OF DAY | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|--------------|------------|------------|------------|------------|------------|-----------------|
| 12 - 1 AM | 2 | 1 | 3 | 1 | 1 | 8 |
| 1AM - 2AM | 1 | 0 | 0 | 0 | 1 | 2 |
| 2AM - 3AM | 1 | 1 | 1 | 0 | 1 | 4 |
| 3AM - 4AM | 0 | 1 | 0 | 0 | 0 | 1 |
| 4AM - 5AM | 0 | 0 | 0 | 0 | 0 | 0 |
| 5AM - 6AM | 2 | 0 | 1 | 1 | 0 | 4 |
| 6AM - 7AM | 0 | 2 | 1 | 3 | 2 | 8 |
| 7AM - 8AM | 10 | 4 | 9 | 10 | 13 | 46 |
| 8AM - 9AM | 5 | 10 | 7 | 13 | 9 | 44 |
| 9AM - 10AM | 8 | 11 | 3 | 8 | 2 | 32 |
| 10AM - 11AM | 15 | 13 | 12 | 9 | 16 | 65 |
| 11AM - 12 | 13 | 16 | 12 | 8 | 12 | 61 |
| 12 - 1PM | 12 | 9 | 15 | 14 | 9 | 59 |
| 1PM - 2PM | 9 | 13 | 20 | 9 | 14 | 65 |
| 2PM - 3PM | 20 | 24 | 19 | 22 | 18 | 103 |
| 3PM - 4PM | 20 | 13 | 18 | 18 | 15 | 84 |
| 4PM - 5PM | 24 | 22 | 20 | 21 | 23 | 110 |
| 5PM - 6PM | 25 | 20 | 24 | 17 | 9 | 95 |
| 6PM - 7PM | 13 | 8 | 15 | 14 | 8 | 58 |
| 7PM - 8PM | 15 | 7 | 10 | 7 | 7 | 46 |
| 8PM - 9PM | 6 | 8 | 10 | 4 | 5 | 33 |
| 9PM - 10PM | 3 | 3 | 4 | 3 | 2 | 15 |
| 10PM - 11PM | 2 | 2 | 5 | 3 | 0 | 12 |
| 11PM - 12 | 1 | 1 | 0 | 2 | 1 | 5 |
| TOTAL | 207 | 189 | 209 | 187 | 168 | 960 |



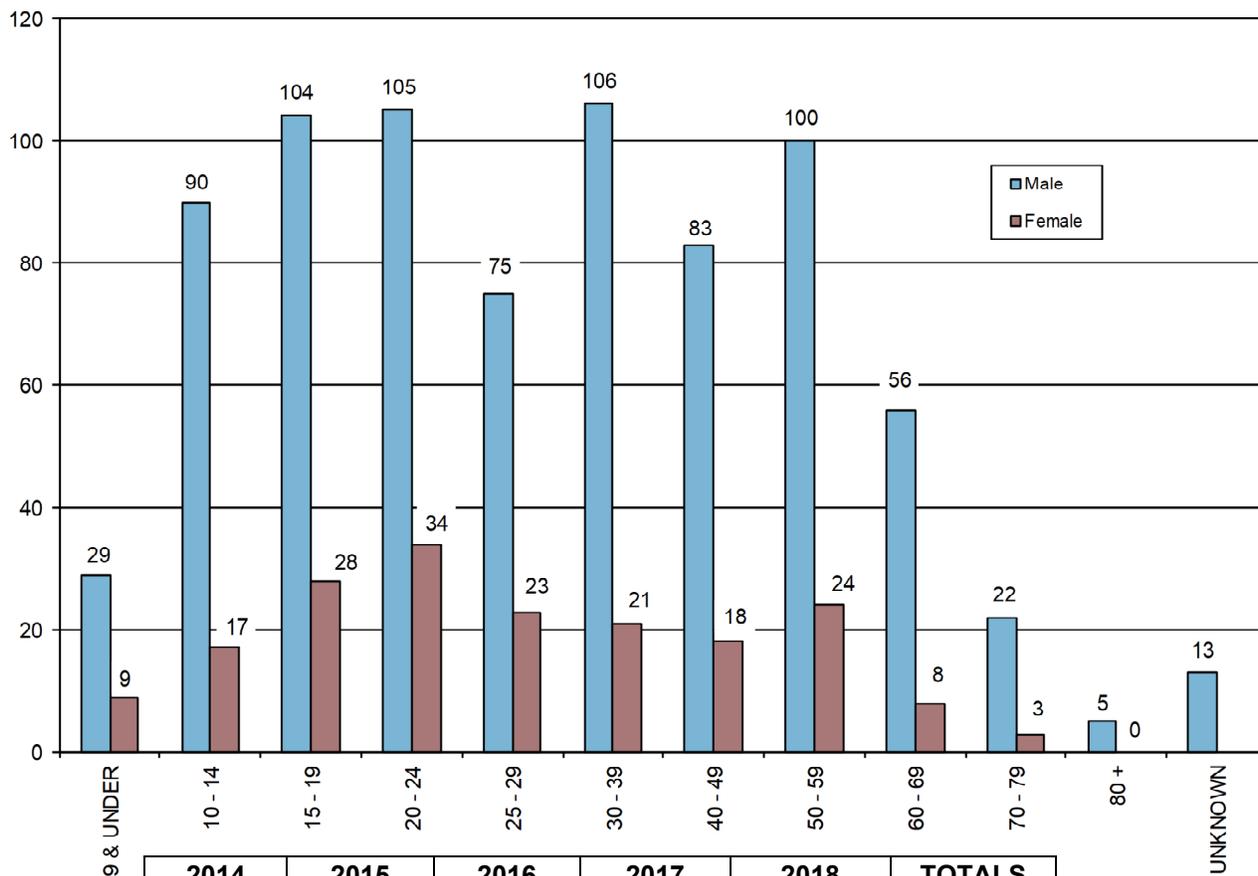
BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP



| AGE OF BICYCLIST | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|------------------|------------|------------|------------|------------|------------|-----------------|------------------|
| 9 & UNDER | 6 | 10 | 7 | 7 | 8 | 38 | 3.91% |
| 10 - 14 | 16 | 25 | 21 | 30 | 15 | 107 | 11.00% |
| 15 - 19 | 28 | 26 | 32 | 21 | 25 | 132 | 13.57% |
| 20 - 24 | 42 | 17 | 34 | 25 | 21 | 139 | 14.29% |
| 25 - 29 | 22 | 19 | 19 | 20 | 18 | 98 | 10.07% |
| 30 - 39 | 24 | 26 | 25 | 18 | 34 | 127 | 13.05% |
| 40 - 49 | 29 | 19 | 18 | 20 | 15 | 101 | 10.38% |
| 50 - 59 | 27 | 26 | 24 | 27 | 20 | 124 | 12.74% |
| 60 - 69 | 9 | 12 | 19 | 16 | 8 | 64 | 6.58% |
| 70 - 79 | 4 | 8 | 5 | 3 | 5 | 25 | 2.57% |
| 80 & OVER | 1 | 0 | 3 | 1 | 0 | 5 | 0.51% |
| UNKNOWN | 2 | 3 | 5 | 2 | 1 | 13 | 1.34% |
| TOTAL | 210 | 191 | 212 | 190 | 170 | 973 | 100.00% |



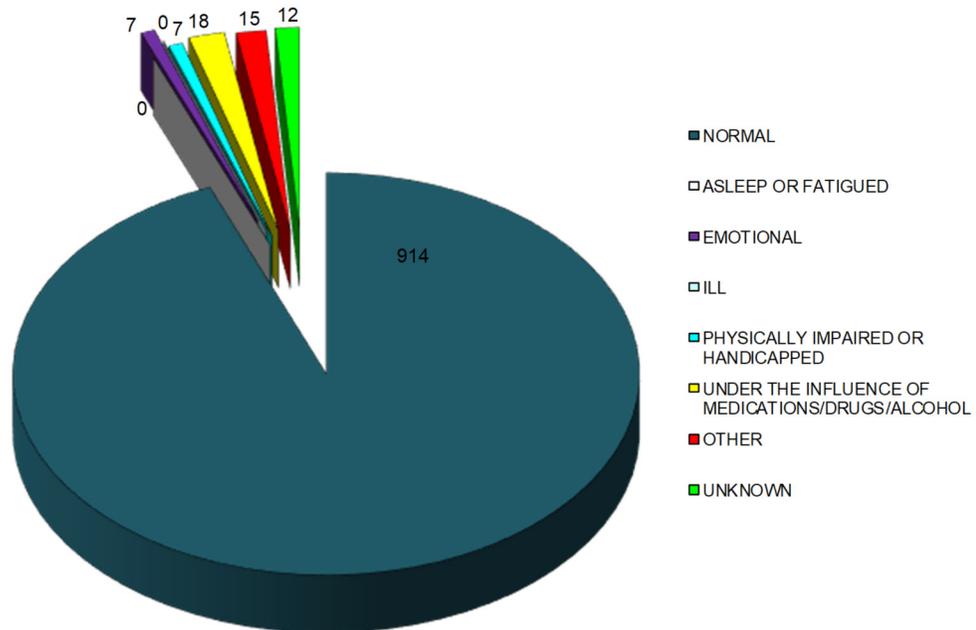
BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2014 - 2018



| AGE GROUP OF BICYCLIST BY GENDER | 2014 | | 2015 | | 2016 | | 2017 | | 2018 | | TOTALS | | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|----------------------------------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|-----------|------------|------------|-----------------|------------------|
| | M | F | M | F | M | F | M | F | M | F | M | F | | |
| 9 & UNDER | 5 | 1 | 6 | 4 | 6 | 1 | 6 | 1 | 6 | 2 | 29 | 9 | 38 | 3.91% |
| 10 - 14 | 9 | 7 | 21 | 4 | 20 | 1 | 26 | 4 | 14 | 1 | 90 | 17 | 107 | 11.00% |
| 15 - 19 | 23 | 5 | 18 | 8 | 27 | 5 | 18 | 3 | 18 | 7 | 104 | 28 | 132 | 13.57% |
| 20 - 24 | 34 | 8 | 15 | 2 | 23 | 11 | 16 | 9 | 17 | 4 | 105 | 34 | 139 | 14.29% |
| 25 - 29 | 20 | 2 | 15 | 4 | 12 | 7 | 14 | 6 | 14 | 4 | 75 | 23 | 98 | 10.07% |
| 30 - 39 | 19 | 5 | 24 | 2 | 23 | 2 | 15 | 3 | 25 | 9 | 106 | 21 | 127 | 13.05% |
| 40 - 49 | 25 | 4 | 15 | 4 | 14 | 4 | 17 | 3 | 12 | 3 | 83 | 18 | 101 | 10.38% |
| 50 - 59 | 20 | 7 | 19 | 7 | 22 | 2 | 22 | 5 | 17 | 3 | 100 | 24 | 124 | 12.74% |
| 60 - 69 | 9 | 0 | 11 | 1 | 17 | 2 | 12 | 4 | 7 | 1 | 56 | 8 | 64 | 6.58% |
| 70 - 79 | 4 | 0 | 7 | 1 | 3 | 2 | 3 | 0 | 5 | 0 | 22 | 3 | 25 | 2.57% |
| 80 & OVER | 1 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 5 | 0 | 5 | 0.51% |
| UNKNOWN | 2 | | 3 | | 5 | | 2 | | 1 | | 13 | | 13 | 1.34% |
| TOTAL BY GENDER | 169 | 39 | 151 | 37 | 170 | 37 | 150 | 38 | 135 | 34 | 775 | 185 | | |
| TOTAL | 210 | | 191 | | 212 | | 190 | | 170 | | 973 | | 973 | 100.00% |



MAINE HIGHWAY BICYCLE CRASHES BY APPARENT PHYSICAL CONDITIONS 2014 - 2018



| BICYCLIST PHYSICAL CONDITION | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|--|------------|------------|------------|------------|------------|-----------------|------------------|
| APPARENTLY NORMAL | 197 | 181 | 200 | 179 | 157 | 914 | 93.94% |
| ASLEEP OR FATIGUED | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| EMOTIONAL (depressed, angry, disturbed, etc.) | 0 | 1 | 1 | 1 | 4 | 7 | 0.72% |
| ILL (sick) | 0 | 0 | 0 | 0 | 0 | 0 | 0.00% |
| PHYSICALLY IMPAIRED OR HANDICAPPED | 3 | 1 | 1 | 0 | 2 | 7 | 0.72% |
| UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL | 7 | 2 | 5 | 4 | 0 | 18 | 1.85% |
| OTHER | 1 | 1 | 2 | 6 | 5 | 15 | 1.54% |
| UNKNOWN | 2 | 5 | 3 | 0 | 2 | 12 | 1.23% |
| TOTAL | 210 | 191 | 212 | 190 | 170 | 973 | 100.00% |



CONTRIBUTING FACTORS TO MAINE HIGHWAY BICYCLE CRASHES 2014 - 2018

| DRIVER ACTIONS (actions 1 & 2 combined) | 2014 | 2015 | 2016 | 2017 | 2018 | Totals |
|---|------------|------------|------------|------------|------------|------------|
| NO CONTRIBUTING ACTION | 109 | 87 | 107 | 85 | 85 | 473 |
| RAN OFF ROADWAY | 1 | 2 | 1 | 3 | 0 | 7 |
| FAILED TO YIELD RIGHT-OF-WAY | 53 | 50 | 60 | 52 | 47 | 262 |
| RAN RED LIGHT | 2 | 0 | 0 | 1 | 0 | 3 |
| RAN STOP SIGN | 4 | 1 | 3 | 0 | 0 | 8 |
| DISREGARDED OTHER TRAFFIC SIGN | 0 | 1 | 1 | 0 | 0 | 2 |
| DISREGARDED OTHER ROAD MARKINGS | 0 | 1 | 0 | 0 | 0 | 1 |
| EXCEEDED POSTED SPEED LIMIT | 0 | 1 | 2 | 0 | 0 | 3 |
| DROVE TOO FAST FOR CONDITIONS | 0 | 1 | 0 | 1 | 0 | 2 |
| IMPROPER TURN | 5 | 11 | 9 | 6 | 6 | 37 |
| IMPROPER BACKING | 2 | 0 | 2 | 2 | 1 | 7 |
| IMPROPER PASSING | 1 | 2 | 3 | 2 | 0 | 8 |
| WRONG WAY | 0 | 0 | 0 | 0 | 1 | 1 |
| FOLLOWED TOO CLOSELY | 1 | 2 | 0 | 1 | 2 | 6 |
| FAILED TO KEEP IN PROPER LANE | 0 | 3 | 2 | 3 | 2 | 10 |
| OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER | 1 | 2 | 5 | 7 | 4 | 19 |
| SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY | 4 | 1 | 1 | 0 | 1 | 7 |
| OVER-CORRECTING/OVER-STEERING | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER CONTRIBUTING ACTION | 7 | 13 | 8 | 7 | 10 | 45 |
| UNKNOWN | 11 | 14 | 7 | 7 | 19 | 58 |
| TOTALS | 201 | 192 | 211 | 177 | 178 | 959 |
| BICYCLIST ACTIONS | | | | | | |
| RIDING WITH TRAFFIC | 90 | 77 | 77 | 67 | 72 | 383 |
| RIDING AGAINST TRAFFIC | 30 | 21 | 39 | 38 | 29 | 157 |
| MAKING RIGHT TURN | 2 | 3 | 3 | 4 | 1 | 13 |
| MAKING LEFT TURN | 9 | 8 | 12 | 8 | 8 | 45 |
| MAKING U TURN | 0 | 0 | 2 | 0 | 1 | 3 |
| RIDING ACROSS ROAD | 49 | 46 | 47 | 50 | 32 | 224 |
| SLOWING, STOPPING, STARTING IN ROAD | 3 | 4 | 2 | 6 | 4 | 19 |
| OTHER BYCLIST ACTION | 15 | 19 | 16 | 15 | 16 | 81 |
| UNKNOWN | 2 | 3 | 4 | 2 | 7 | 18 |
| TOTALS | 200 | 181 | 202 | 190 | 170 | 943 |
| VEHICULAR FACTORS | | | | | | |
| NONE | 191 | 172 | 193 | 170 | 158 | 884 |
| BRAKES | 0 | 0 | 1 | 0 | 1 | 2 |
| EXHAUST SYSTEM | 0 | 0 | 1 | 0 | 0 | 1 |
| BODY, DOORS | 0 | 1 | 0 | 1 | 1 | 3 |
| STEERING | 0 | 0 | 0 | 0 | 0 | 0 |
| POWER TRAIN | 0 | 0 | 0 | 0 | 0 | 0 |
| SUSPENSION | 0 | 0 | 0 | 0 | 0 | 0 |
| TIRES | 0 | 0 | 0 | 0 | 0 | 0 |
| WHEELS | 0 | 0 | 0 | 0 | 0 | 0 |
| LIGHTS (head, signal, tail, brake) | 0 | 0 | 0 | 0 | 0 | 0 |
| WINDOWS/WINDSHIELD | 0 | 0 | 0 | 0 | 0 | 0 |
| MIRRORS | 0 | 0 | 0 | 0 | 0 | 0 |
| WIPERS | 0 | 0 | 0 | 0 | 0 | 0 |
| TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | 2 | 1 | 2 | 0 | 0 | 5 |
| TOTALS | 193 | 174 | 197 | 171 | 160 | 895 |

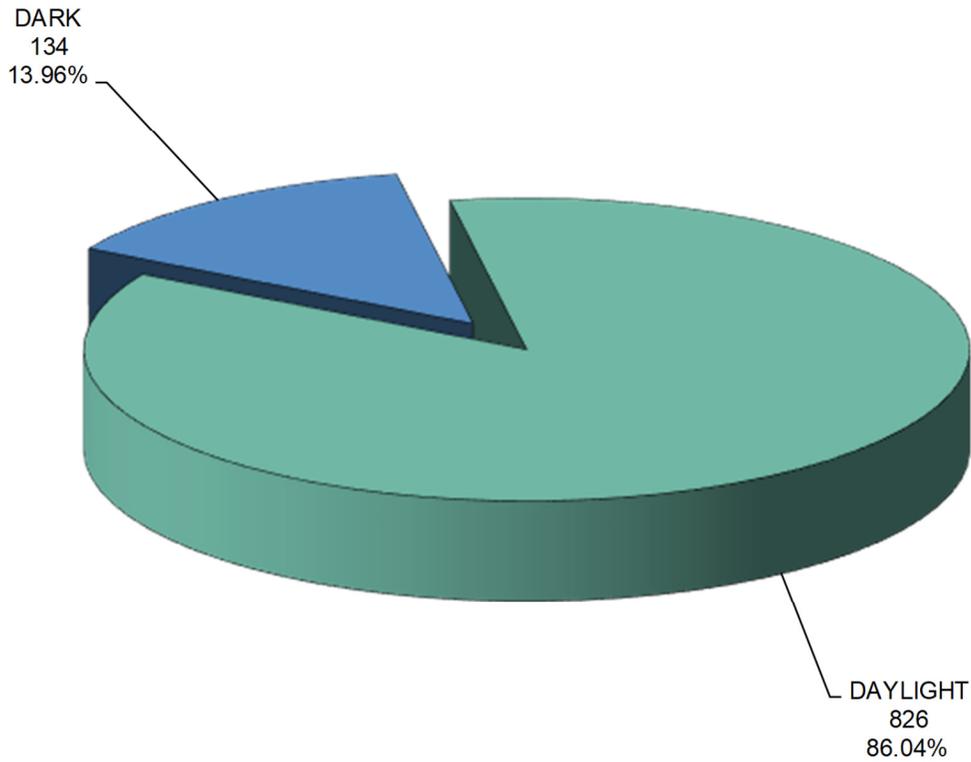


VEHICLES INVOLVED IN MAINE HIGHWAY BICYCLE CRASHES 2014- 2018

| VEHICLE TYPE INVOLVED IN BICYCLE CRASHES | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|--|------------|------------|------------|------------|------------|-----------------------|
| PASSENGER CAR | 132 | 105 | 123 | 117 | 100 | 577 |
| (SPORT) UTILITY VEHICLE | 26 | 38 | 31 | 31 | 27 | 153 |
| PASSENGER VAN | 8 | 7 | 10 | 4 | 3 | 32 |
| CARGO VAN (10k or less) | 2 | 1 | 3 | 3 | 2 | 11 |
| PICKUP TRUCK | 28 | 22 | 31 | 20 | 26 | 127 |
| MOTOR HOME | 0 | 0 | 1 | 0 | 0 | 1 |
| SCHOOL BUS | 0 | 1 | 0 | 0 | 0 | 1 |
| TRANSIT BUS | 1 | 0 | 0 | 0 | 0 | 1 |
| MOTOR COACH | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER BUS | 0 | 0 | 0 | 0 | 0 | 0 |
| MOTORCYCLE | 2 | 4 | 3 | 1 | 2 | 12 |
| MOPED | 0 | 0 | 0 | 0 | 0 | 0 |
| LOW SPEED VEHICLE | 0 | 0 | 0 | 0 | 0 | 0 |
| AUTOCYCLE | 0 | 0 | 0 | 0 | 0 | 0 |
| EXPERIMENTAL | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER LIGHT TRUCK (10,000 lbs or less) | 0 | 1 | 0 | 0 | 2 | 3 |
| MEDIUM /HEAVY TRUCKS (more than 10,000 lbs) | 2 | 2 | 2 | 4 | 1 | 11 |
| ATV (2,3,4-WHEEL) | 0 | 0 | 0 | 0 | 0 | 0 |
| SNOWMOBILE | 0 | 0 | 0 | 0 | 0 | 0 |
| PEDESTRIAN | 1 | 1 | 1 | 1 | 0 | 4 |
| BICYCLE | 210 | 191 | 212 | 190 | 170 | 973 |
| OTHER | 7 | 5 | 5 | 1 | 2 | 20 |
| TOTAL VEHICLES INVOLVED | 419 | 378 | 422 | 372 | 335 | 1,926 |



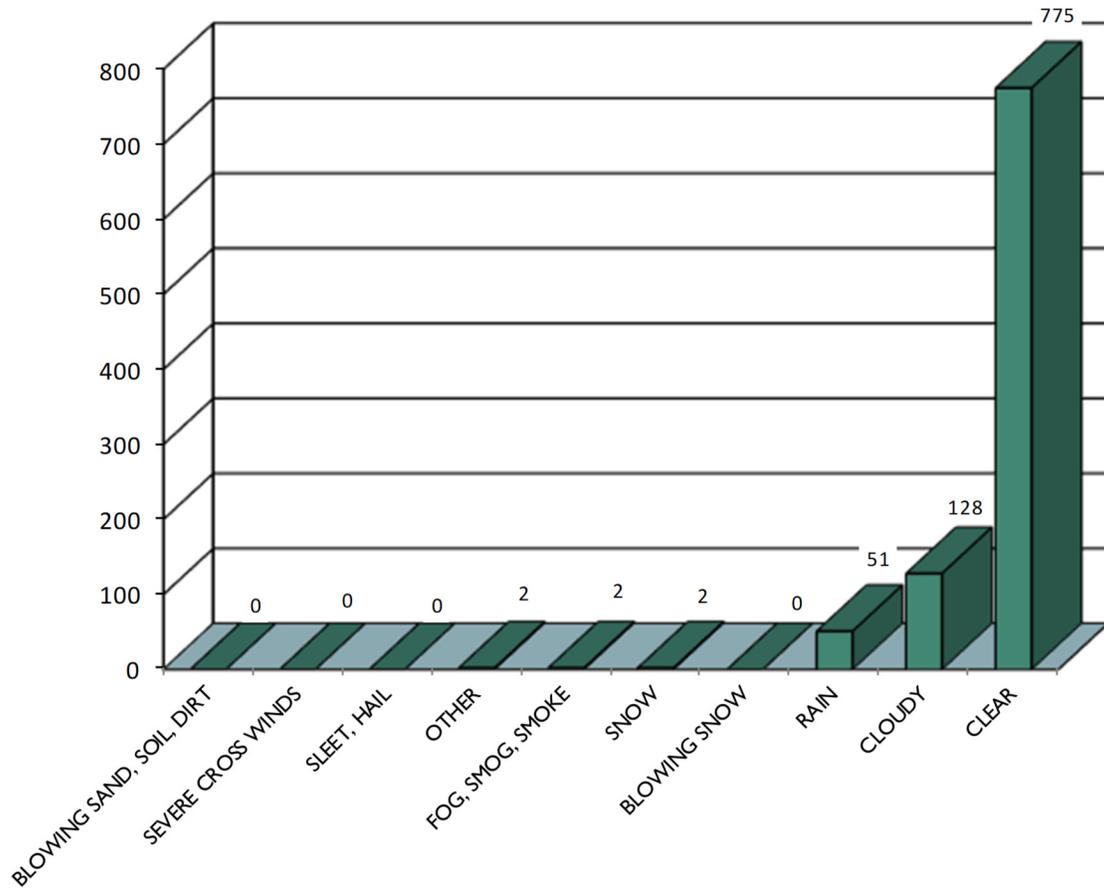
MAINE HIGHWAY BICYCLE CRASHES BY LIGHT CONDITION 2014 - 2018



| LIGHT CONDITION | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL | PERCENT OF TOTAL |
|-----------------|------------|------------|------------|------------|------------|-----------------|------------------|
| DAYLIGHT | 174 | 164 | 171 | 164 | 153 | 826 | 86.04% |
| DARK | 33 | 25 | 38 | 23 | 15 | 134 | 13.96% |
| TOTAL | 207 | 189 | 209 | 187 | 168 | 960 | 100.00% |



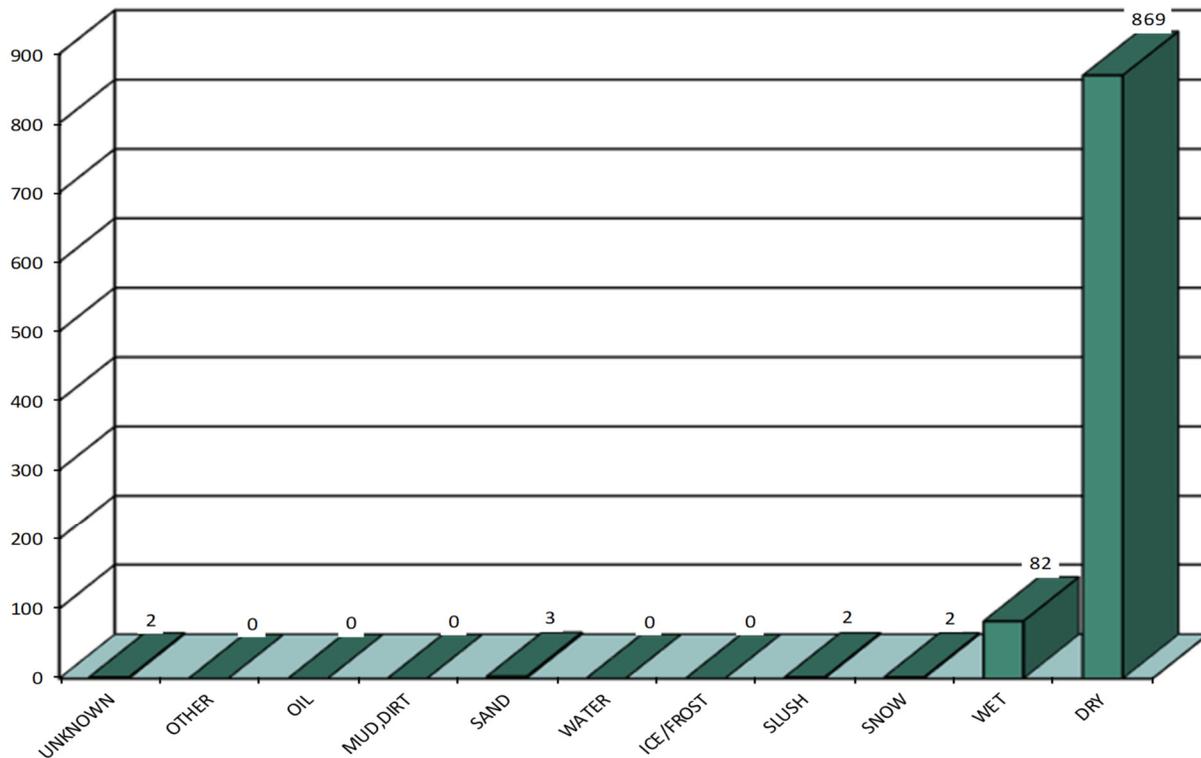
MAINE HIGHWAY BICYCLE CRASHES BY WEATHER CONDITIONS 2014 - 2018



| WEATHER CONDITIONS | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|--|------------|------------|------------|------------|------------|-----------------|
| BLOWING SAND, SOIL, DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SEVERE CROSS WINDS | 0 | 0 | 0 | 0 | 0 | 0 |
| SLEET, HAIL (freezing rain or drizzle) | 0 | 0 | 0 | 0 | 0 | 0 |
| OTHER | 0 | 1 | 0 | 0 | 1 | 2 |
| FOG, SMOG, SMOKE | 0 | 1 | 1 | 0 | 0 | 2 |
| SNOW | 0 | 1 | 0 | 1 | 0 | 2 |
| BLOWING SNOW | 0 | 0 | 0 | 0 | 0 | 0 |
| RAIN | 15 | 7 | 7 | 11 | 11 | 51 |
| CLOUDY | 26 | 29 | 32 | 27 | 14 | 128 |
| CLEAR | 166 | 150 | 169 | 148 | 142 | 775 |
| TOTAL | 207 | 189 | 209 | 187 | 168 | 960 |



MAINE HIGHWAY BICYCLE CRASHES BY ROAD SURFACE CONDITIONS 2014 - 2018



| ROAD SURFACE CONDITIONS | 2014 | 2015 | 2016 | 2017 | 2018 | FIVE YEAR TOTAL |
|--------------------------|------------|------------|------------|------------|------------|-----------------|
| UNKNOWN | 0 | 1 | 0 | 0 | 1 | 2 |
| OTHER | 0 | 0 | 0 | 0 | 0 | 0 |
| OIL | 0 | 0 | 0 | 0 | 0 | 0 |
| MUD, DIRT | 0 | 0 | 0 | 0 | 0 | 0 |
| SAND | 1 | 1 | 0 | 1 | 0 | 3 |
| WATER (standing, moving) | 0 | 0 | 0 | 0 | 0 | 0 |
| ICE/FROST | 0 | 0 | 0 | 0 | 0 | 0 |
| SLUSH | 0 | 1 | 0 | 1 | 0 | 2 |
| SNOW | 0 | 0 | 0 | 1 | 1 | 2 |
| WET | 20 | 15 | 16 | 15 | 16 | 82 |
| DRY | 186 | 171 | 193 | 169 | 150 | 869 |
| TOTAL | 207 | 189 | 209 | 187 | 168 | 960 |

