

# State of Maine Pedestrian & Bicycle Crash History

2019-2023



**MaineDOT**

*Prepared by:*

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STATE OF MAINE  
HIGHWAY PEDESTRIAN CRASHES  
2019 - 2023

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# STATE OF MAINE

## HIGHWAY PEDESTRIAN CRASHES

### 2019 - 2023

#### Preface

This publication is a statistical review of reported motor vehicle highway crashes that involved pedestrians in Maine during the five-year study period 2019- 2023. 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  
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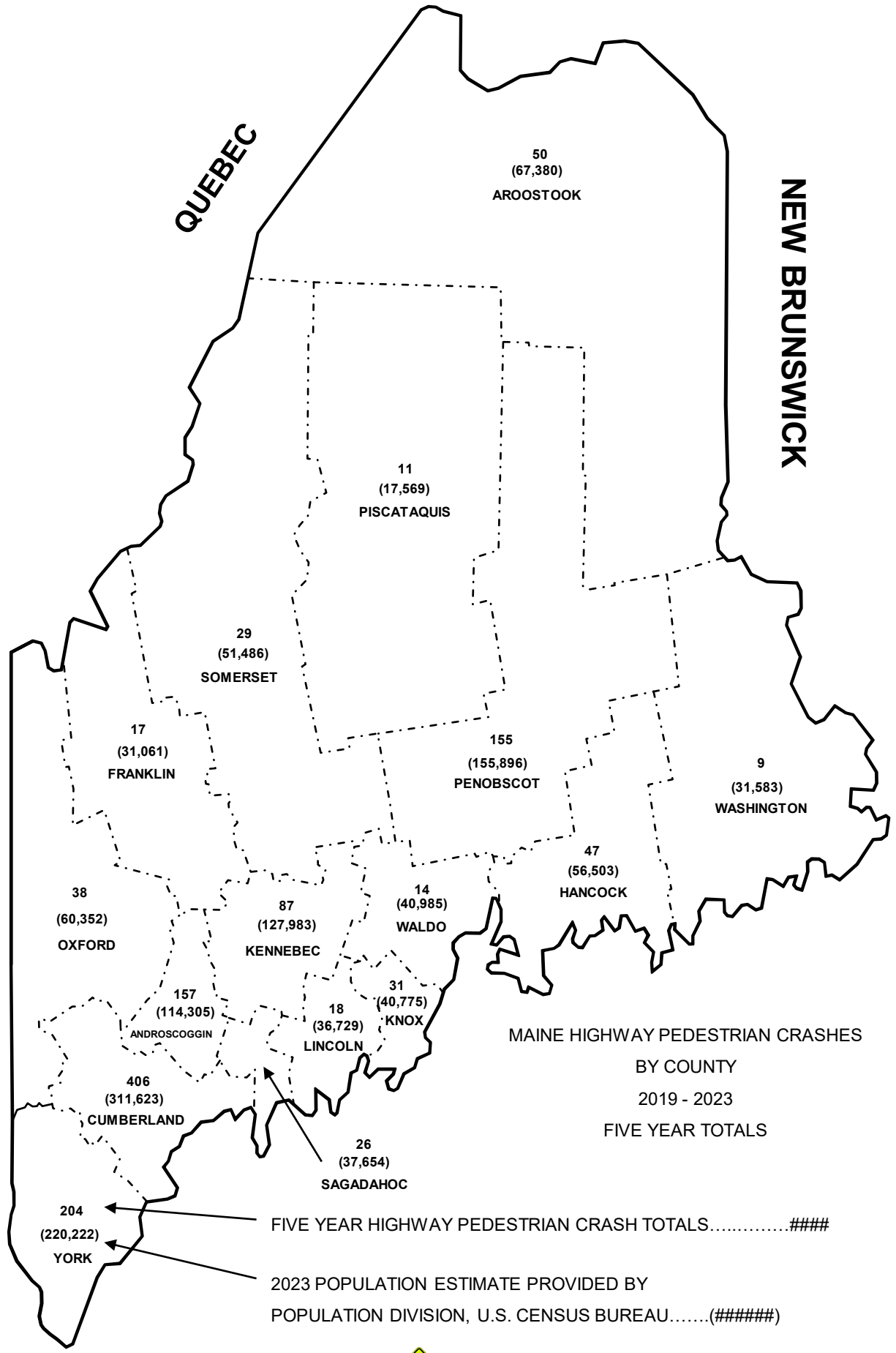




NEW HAMPSHIRE

QUEBEC

NEW BRUNSWICK



MAINE HIGHWAY PEDESTRIAN CRASHES  
BY COUNTY  
2019 - 2023  
FIVE YEAR TOTALS

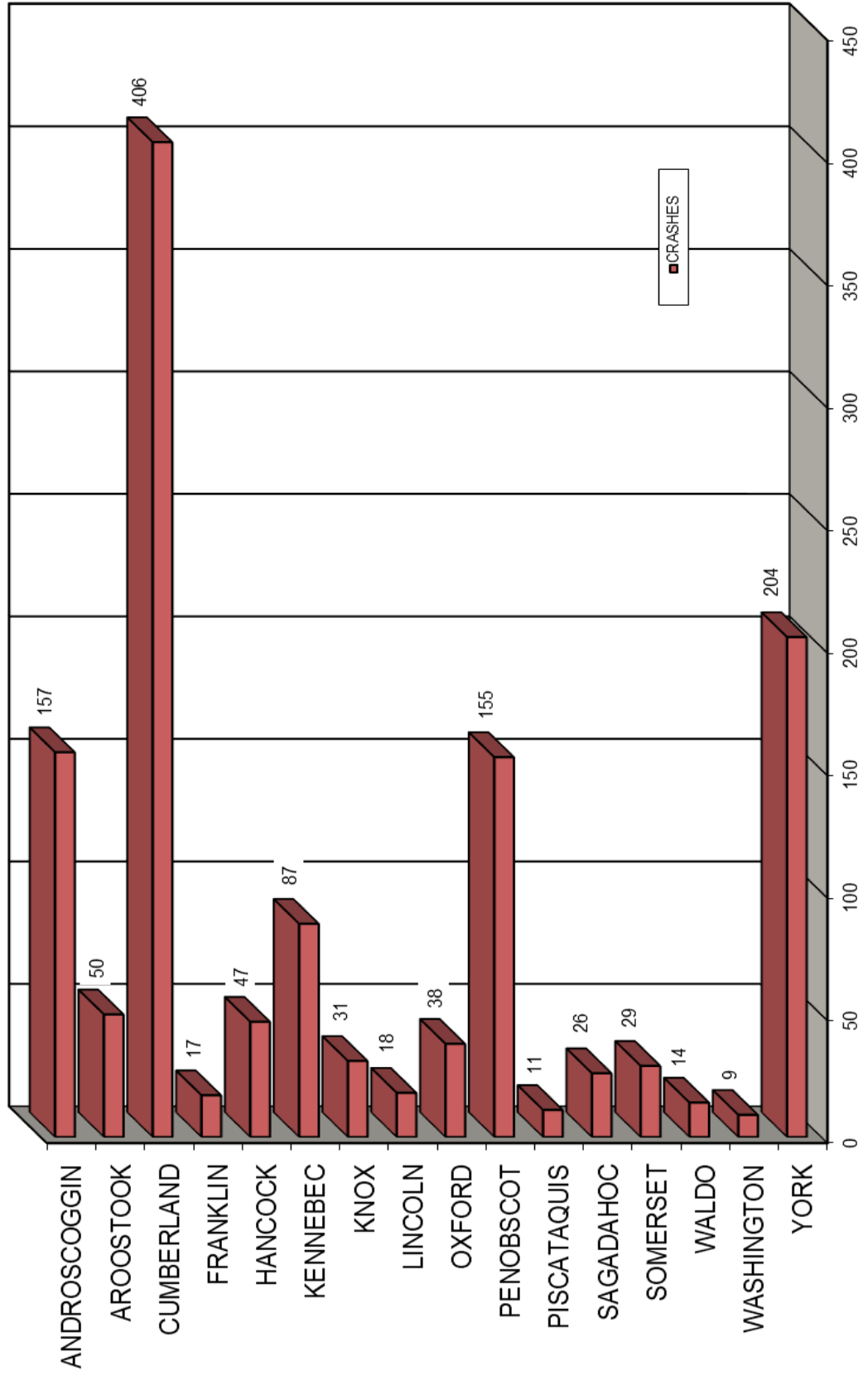
FIVE YEAR HIGHWAY PEDESTRIAN CRASH TOTALS.....####

2023 POPULATION ESTIMATE PROVIDED BY  
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)



Produced by the Maine Department of Transportation

# MAINE HIGHWAY PEDESTRIAN CRASHES BY COUNTY 2019 - 2023



# MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY BY COUNTY 2019 - 2023

COUNTY	INJURY TYPE	2019	2020	2021	2022	2023	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN  Percent Personal Injury 92.99%	FATAL (K)	2	0	2	3	2	9	0.69%
	SUSPECTED SERIOUS INJURY (A)	5	3	7	4	6	25	1.92%
	SUSPECTED MINOR INJURY (B)	3	4	5	10	11	33	2.54%
	POSSIBLE INJURY (C)	19	19	11	17	13	79	6.08%
	PROPERTY DAMAGE ONLY (PDO)	1	1	1	2	6	11	0.85%
	<b>COUNTY SUBTOTAL</b>		<b>30</b>	<b>27</b>	<b>26</b>	<b>36</b>	<b>38</b>	<b>157</b>
AROOSTOOK  Percent Personal Injury 100.00%	FATAL (K)	0	1	0	2	1	4	0.31%
	SUSPECTED SERIOUS INJURY (A)	5	3	1	3	4	16	1.23%
	SUSPECTED MINOR INJURY (B)	4	1	4	1	2	12	0.92%
	POSSIBLE INJURY (C)	3	3	6	0	6	18	1.39%
	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>12</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>13</b>	<b>50</b>
CUMBERLAND  Percent Personal Injury 95.81%	FATAL (K)	6	1	3	2	5	17	1.31%
	SUSPECTED SERIOUS INJURY (A)	12	8	15	16	15	66	5.08%
	SUSPECTED MINOR INJURY (B)	39	21	35	31	38	164	12.63%
	POSSIBLE INJURY (C)	38	25	33	21	25	142	10.93%
	PROPERTY DAMAGE ONLY (PDO)	4	4	1	4	4	17	1.31%
	<b>COUNTY SUBTOTAL</b>		<b>99</b>	<b>59</b>	<b>87</b>	<b>74</b>	<b>87</b>	<b>406</b>
FRANKLIN  Percent Personal Injury 94.12%	FATAL (K)	0	0	0	0	1	1	0.08%
	SUSPECTED SERIOUS INJURY (A)	1	0	1	0	1	3	0.23%
	SUSPECTED MINOR INJURY (B)	2	0	1	2	1	6	0.46%
	POSSIBLE INJURY (C)	2	1	2	1	0	6	0.46%
	PROPERTY DAMAGE ONLY (PDO)	0	0	0	1	0	1	0.08%
	<b>COUNTY SUBTOTAL</b>		<b>5</b>	<b>1</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>17</b>
HANCOCK  Percent Personal Injury 97.87%	FATAL (K)	2	2	1	2	1	8	0.62%
	SUSPECTED SERIOUS INJURY (A)	1	2	0	1	2	6	0.46%
	SUSPECTED MINOR INJURY (B)	6	4	2	3	7	22	1.69%
	POSSIBLE INJURY (C)	3	5	0	2	0	10	0.77%
	PROPERTY DAMAGE ONLY (PDO)	0	0	1	0	0	1	0.08%
	<b>COUNTY SUBTOTAL</b>		<b>12</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>10</b>	<b>47</b>
KENNEBEC  Percent Personal Injury 91.95%	FATAL (K)	1	0	3	2	2	8	0.62%
	SUSPECTED SERIOUS INJURY (A)	1	2	1	3	5	12	0.92%
	SUSPECTED MINOR INJURY (B)	3	6	5	5	2	21	1.62%
	POSSIBLE INJURY (C)	9	10	8	6	6	39	3.00%
	PROPERTY DAMAGE ONLY (PDO)	1	3	1	1	1	7	0.54%
	<b>COUNTY SUBTOTAL</b>		<b>15</b>	<b>21</b>	<b>18</b>	<b>17</b>	<b>16</b>	<b>87</b>
KNOX  Percent Personal Injury 96.77%	FATAL (K)	1	0	0	2	0	3	0.23%
	SUSPECTED SERIOUS INJURY (A)	2	1	0	0	2	5	0.38%
	SUSPECTED MINOR INJURY (B)	2	3	1	6	3	15	1.15%
	POSSIBLE INJURY (C)	3	1	1	0	2	7	0.54%
	PROPERTY DAMAGE ONLY (PDO)	0	0	1	0	0	1	0.08%
	<b>COUNTY SUBTOTAL</b>		<b>8</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>31</b>
LINCOLN  Percent Personal Injury 88.89%	FATAL (K)	1	0	1	0	1	3	0.23%
	SUSPECTED SERIOUS INJURY (A)	0	0	0	1	1	2	0.15%
	SUSPECTED MINOR INJURY (B)	1	0	1	1	1	4	0.31%
	POSSIBLE INJURY (C)	2	0	0	4	1	7	0.54%
	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	2	2	0.15%
	<b>COUNTY SUBTOTAL</b>		<b>4</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>18</b>



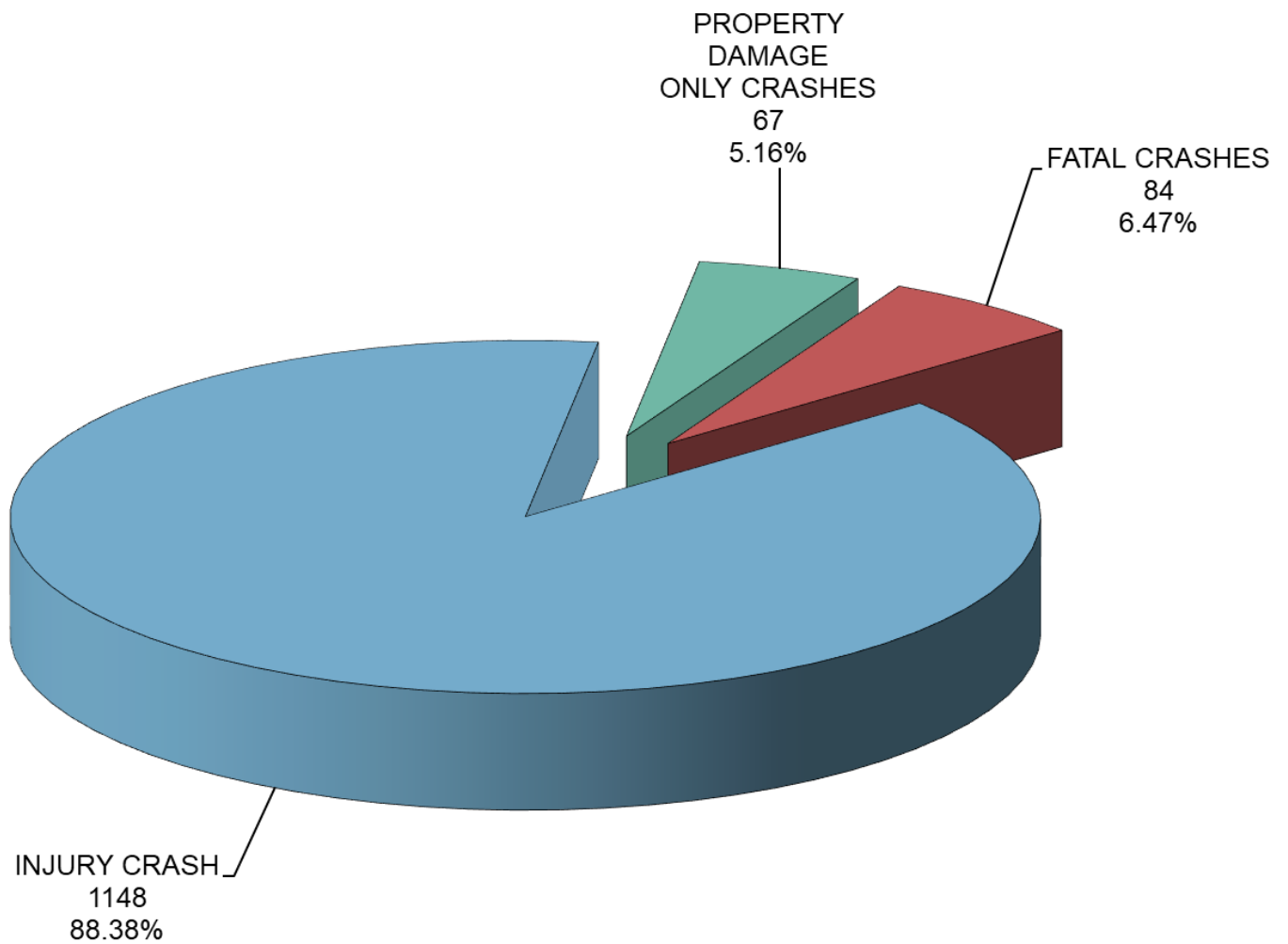


COUNTY	INJURY TYPE	2019	2020	2021	2022	2023	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD  Percent Personal Injury 92.11%	FATAL (K)	0	1	1	0	1	3	0.23%
	SUSPECTED SERIOUS INJURY (A)	2	1	0	1	2	6	0.46%
	SUSPECTED MINOR INJURY (B)	3	2	3	3	6	17	1.31%
	POSSIBLE INJURY (C)	3	2	1	1	2	9	0.69%
	PROPERTY DAMAGE ONLY (PDO)	1	1	0	1	0	3	0.23%
	<b>COUNTY SUBTOTAL</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>11</b>	<b>38</b>	<b>2.93%</b>
PENOBSCOT  Percent Personal Injury 96.77%	FATAL (K)	2	2	1	5	1	11	0.85%
	SUSPECTED SERIOUS INJURY (A)	10	3	2	8	6	29	2.23%
	SUSPECTED MINOR INJURY (B)	22	10	14	19	16	81	6.24%
	POSSIBLE INJURY (C)	8	8	2	7	4	29	2.23%
	PROPERTY DAMAGE ONLY (PDO)	0	0	3	1	1	5	0.38%
	<b>COUNTY SUBTOTAL</b>	<b>42</b>	<b>23</b>	<b>22</b>	<b>40</b>	<b>28</b>	<b>155</b>	<b>11.93%</b>
PISCATAQUIS  Percent Personal Injury 100.00%	FATAL (K)	0	0	2	0	0	2	0.15%
	SUSPECTED SERIOUS INJURY (A)	1	0	1	1	0	3	0.23%
	SUSPECTED MINOR INJURY (B)	1	0	1	0	2	4	0.31%
	POSSIBLE INJURY (C)	1	1	0	0	0	2	0.15%
	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>11</b>	<b>0.85%</b>
SAGadahoc  Percent Personal Injury 100.00%	FATAL (K)	0	1	1	0	0	2	0.15%
	SUSPECTED SERIOUS INJURY (A)	2	1	0	1	1	5	0.38%
	SUSPECTED MINOR INJURY (B)	3	3	4	1	1	12	0.92%
	POSSIBLE INJURY (C)	2	2	1	0	2	7	0.54%
	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>	<b>7</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>26</b>	<b>2.00%</b>
SOMERSET  Percent Personal Injury 82.76%	FATAL (K)	0	0	0	1	1	2	0.15%
	SUSPECTED SERIOUS INJURY (A)	1	0	0	2	1	4	0.31%
	SUSPECTED MINOR INJURY (B)	0	1	1	3	0	5	0.38%
	POSSIBLE INJURY (C)	3	4	1	2	3	13	1.00%
	PROPERTY DAMAGE ONLY (PDO)	0	1	1	1	2	5	0.38%
	<b>COUNTY SUBTOTAL</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>9</b>	<b>7</b>	<b>29</b>	<b>2.23%</b>
WALDO  Percent Personal Injury 92.86%	FATAL (K)	0	1	1	1	0	3	0.23%
	SUSPECTED SERIOUS INJURY (A)	0	0	1	0	1	2	0.15%
	SUSPECTED MINOR INJURY (B)	1	1	1	0	1	4	0.31%
	POSSIBLE INJURY (C)	2	0	1	1	0	4	0.31%
	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	1	1	0.08%
	<b>COUNTY SUBTOTAL</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>1.08%</b>
WASHINGTON  Percent Personal Injury 100.00%	FATAL (K)	0	0	0	1	0	1	0.08%
	SUSPECTED SERIOUS INJURY (A)	0	0	1	0	0	1	0.08%
	SUSPECTED MINOR INJURY (B)	0	1	2	1	1	5	0.38%
	POSSIBLE INJURY (C)	1	0	1	0	0	2	0.15%
	PROPERTY DAMAGE ONLY (PDO)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>	<b>1</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>0.69%</b>
YORK  Percent Personal Injury 93.63%	FATAL (K)	2	0	2	0	3	7	0.54%
	SUSPECTED SERIOUS INJURY (A)	6	9	9	7	7	38	2.93%
	SUSPECTED MINOR INJURY (B)	9	9	14	16	15	63	4.85%
	POSSIBLE INJURY (C)	24	13	11	18	17	83	6.39%
	PROPERTY DAMAGE ONLY (PDO)	1	1	3	5	3	13	1.00%
	<b>COUNTY SUBTOTAL</b>	<b>42</b>	<b>32</b>	<b>39</b>	<b>46</b>	<b>45</b>	<b>204</b>	<b>15.70%</b>
COUNTY GRAND TOTAL  Percent Personal Injury 94.84%	FATAL (K)	17	9	18	21	19	84	6.47%
	SUSPECTED SERIOUS INJURY (A)	49	33	39	48	54	223	17.17%
	SUSPECTED MINOR INJURY (B)	99	66	94	102	107	468	36.03%
	POSSIBLE INJURY (C)	123	94	79	80	81	457	35.18%
	PROPERTY DAMAGE ONLY (PDO)	8	11	12	16	20	67	5.16%
	<b>GRAND TOTAL</b>	<b>296</b>	<b>213</b>	<b>242</b>	<b>267</b>	<b>281</b>	<b>1,299</b>	<b>100.00%</b>

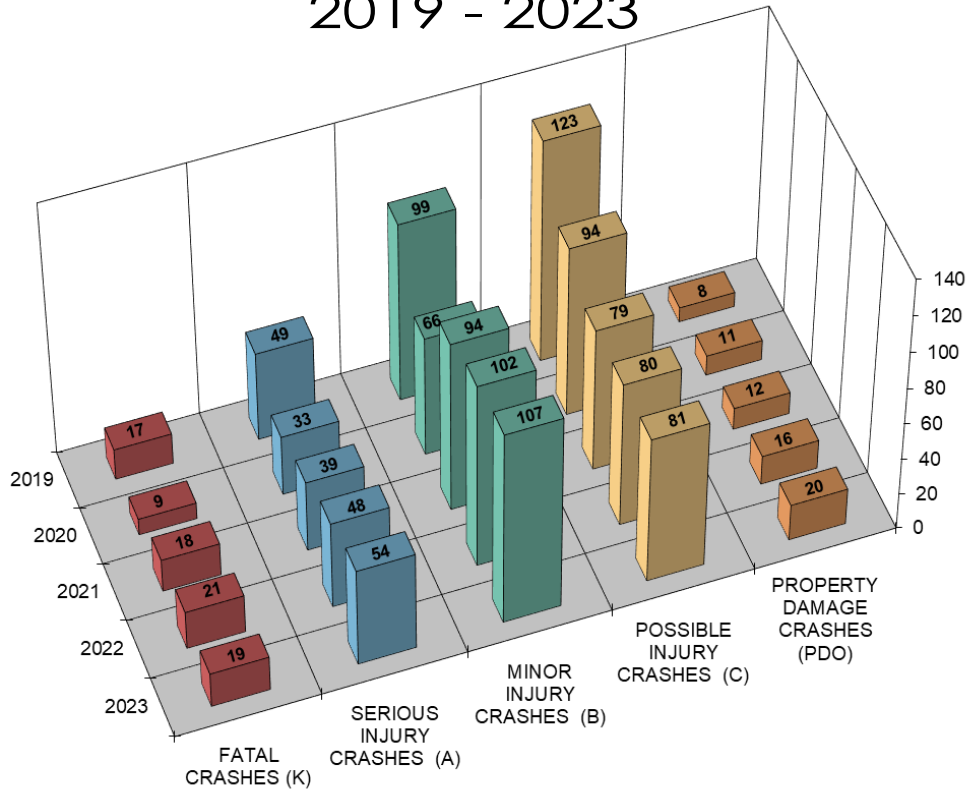


# MAINE HIGHWAY PEDESTRIAN CRASHES 2019 - 2023

## 1,299 Total Pedestrian Crashes



# MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY BY YEAR 2019 - 2023



YEAR	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES
2019	17	49	99	123	8	<b>296</b>
2020	9	33	66	94	11	<b>213</b>
2021	18	39	94	79	12	<b>242</b>
2022	21	48	102	80	16	<b>267</b>
2023	19	54	107	81	20	<b>281</b>
<b>TOTAL</b>	<b>84</b>	<b>223</b>	<b>468</b>	<b>457</b>	<b>67</b>	<b>1,299</b>
<b>PERCENT</b>	<b>6.47%</b>	<b>PERCENT INJURY =</b>		<b>88.38%</b>	<b>5.16%</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.

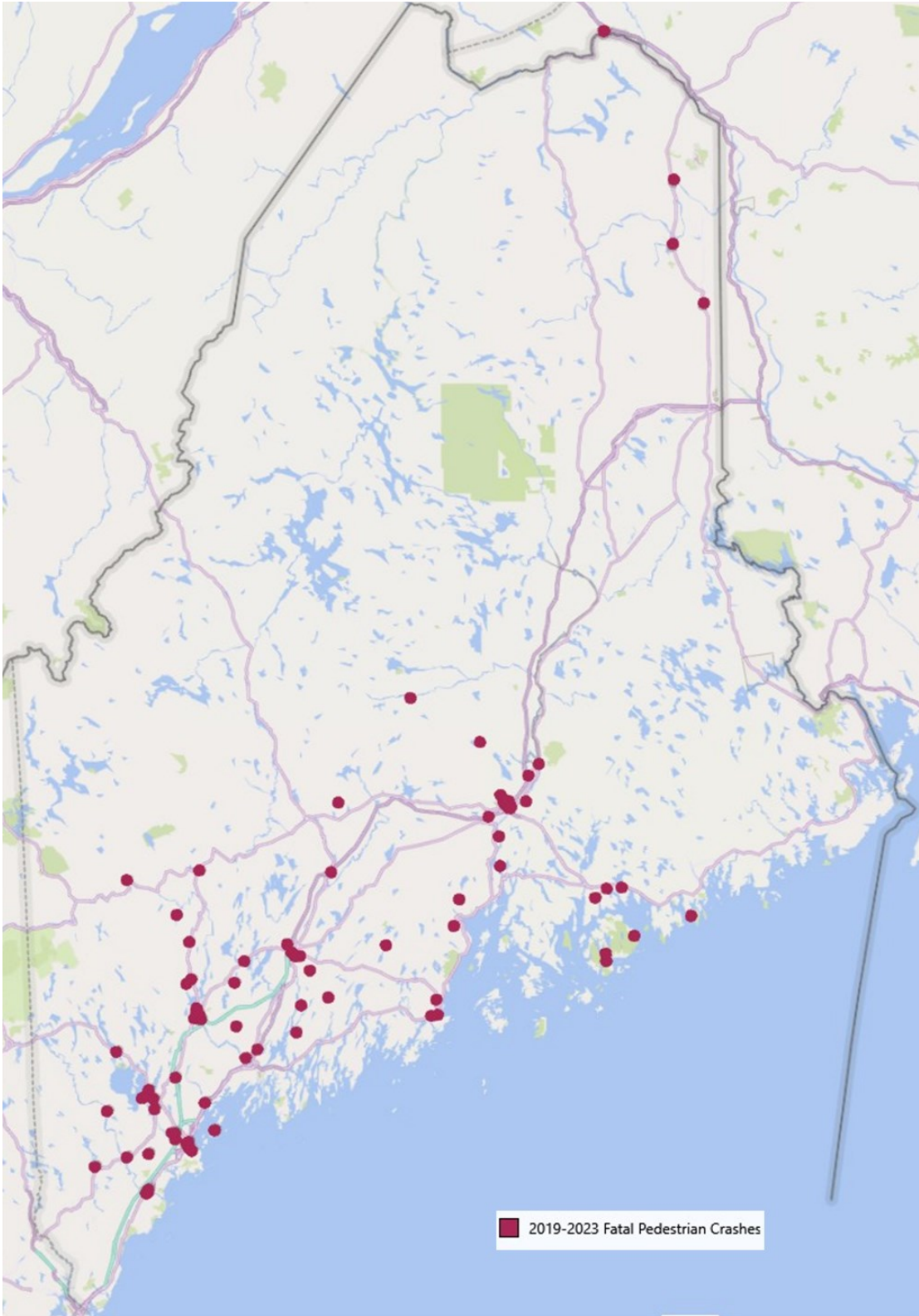
(B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.

(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.

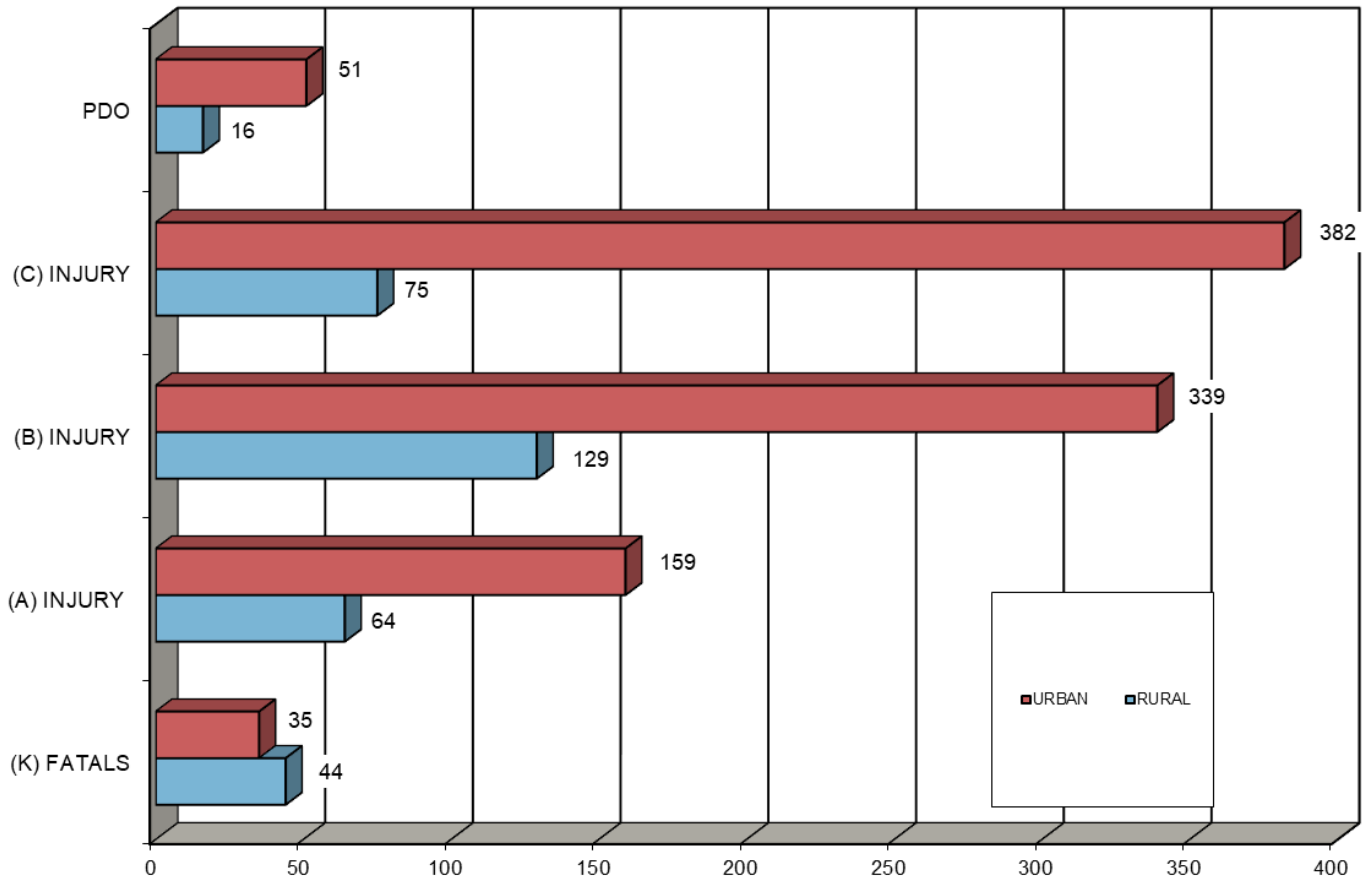
(PDO) = Property Damage Crash. A crash where no injury occurred and only damage occurred to property that reduces the monetary value of that property. No injuries.



# MAINE HIGHWAY PEDESTRIAN FATAL CRASH LOCATIONS 2019 - 2023



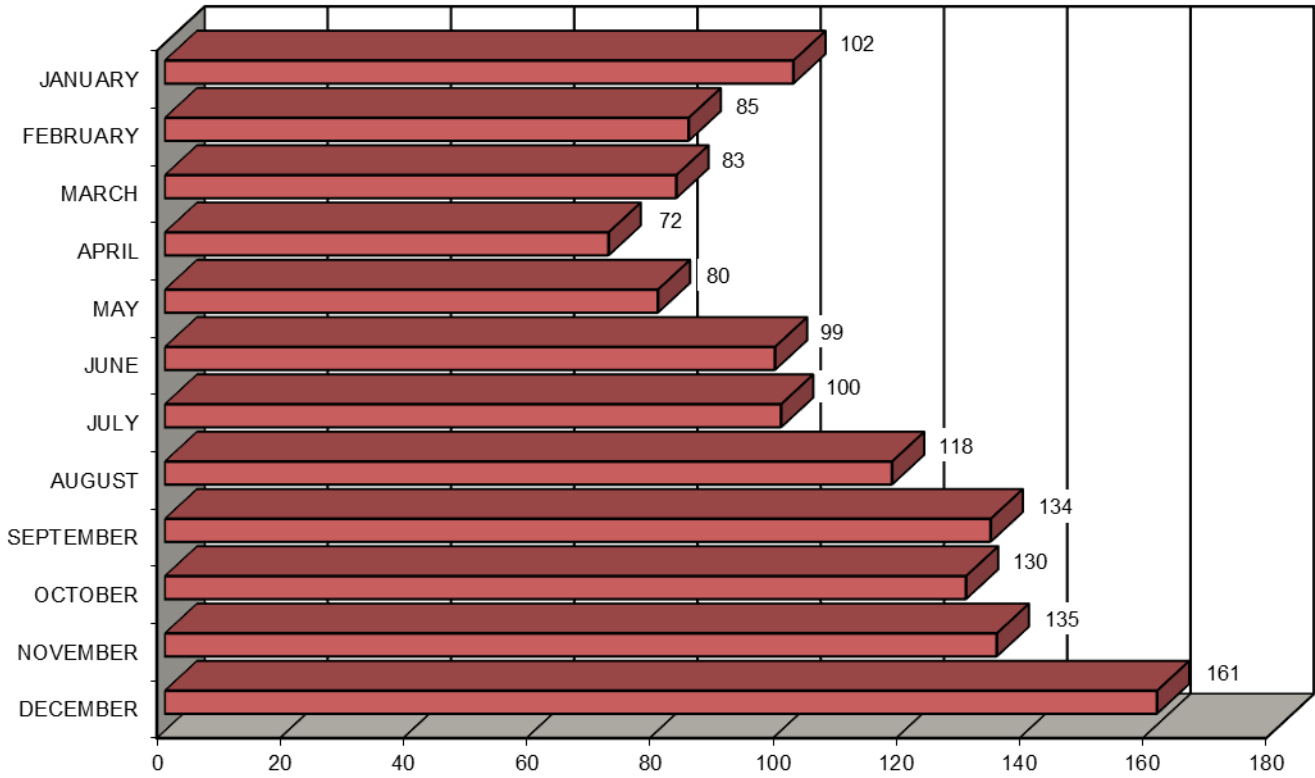
# MAINE HIGHWAY PEDESTRIAN CRASH SEVERITY BY RURAL URBAN DESIGNATION 2019 - 2023



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	44	64	129	75	16	<b>328</b>
URBAN	35	159	339	382	51	<b>966</b>
UNKNOWN	5	0	0	0	0	<b>5</b>
<b>TOTAL</b>	<b>84</b>	<b>223</b>	<b>468</b>	<b>457</b>	<b>67</b>	<b>1,299</b>



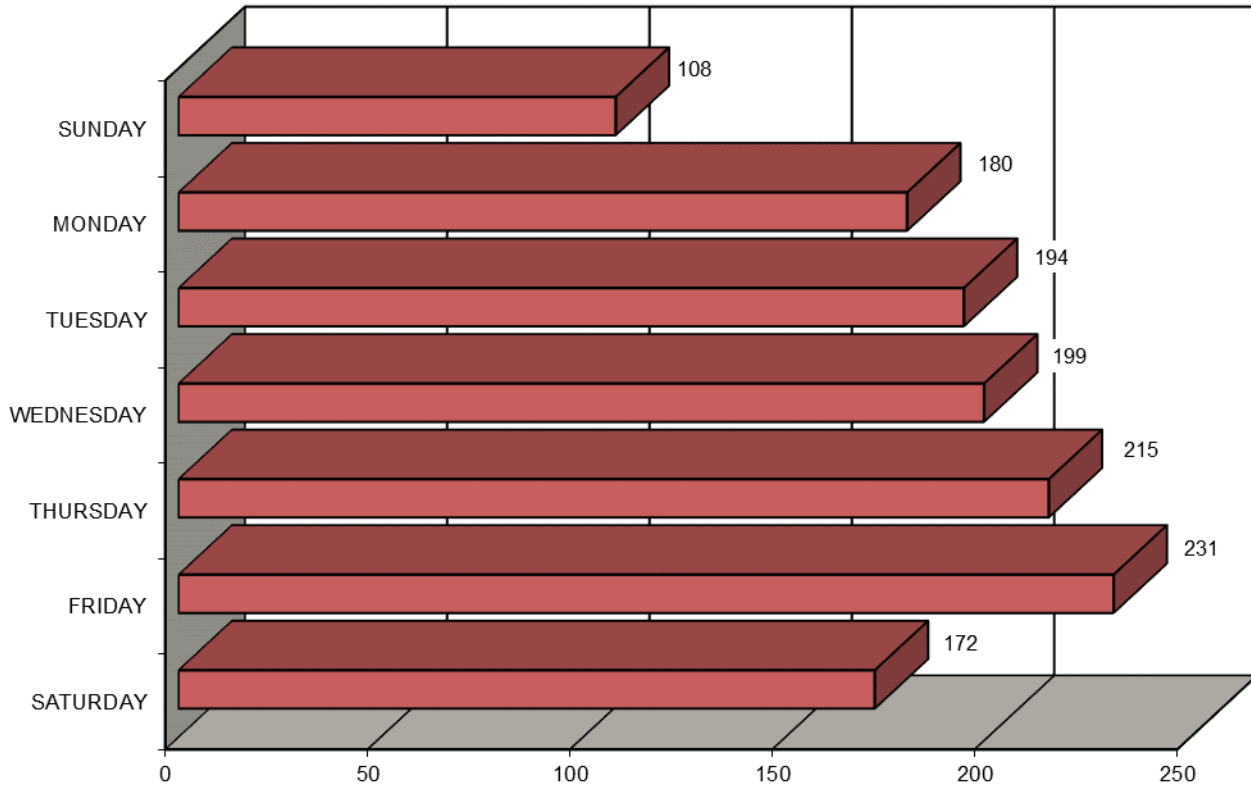
# MAINE HIGHWAY PEDESTRIAN CRASHES BY MONTH 2019 - 2023



MONTH	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	22	33	15	16	16	102	7.85%
FEBRUARY	16	20	14	19	16	85	6.54%
MARCH	17	16	24	10	16	83	6.39%
APRIL	20	4	15	14	19	72	5.54%
MAY	22	12	13	22	11	80	6.16%
JUNE	24	17	17	18	23	99	7.62%
JULY	24	16	16	23	21	100	7.70%
AUGUST	33	18	22	22	23	118	9.08%
SEPTEMBER	28	12	28	35	31	134	10.32%
OCTOBER	27	21	27	26	29	130	10.01%
NOVEMBER	31	16	28	31	29	135	10.39%
DECEMBER	32	28	23	31	47	161	12.39%
<b>TOTAL</b>	<b>296</b>	<b>213</b>	<b>242</b>	<b>267</b>	<b>281</b>	<b>1,299</b>	<b>100.00%</b>



# MAINE HIGHWAY PEDESTRIAN CRASHES BY DAY OF THE WEEK 2019 - 2023



DAY OF THE WEEK	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	27	14	23	13	31	<b>108</b>	<b>8.31%</b>
MONDAY	34	34	38	37	37	<b>180</b>	<b>13.86%</b>
TUESDAY	42	33	28	42	49	<b>194</b>	<b>14.93%</b>
WEDNESDAY	43	39	34	50	33	<b>199</b>	<b>15.32%</b>
THURSDAY	45	39	33	52	46	<b>215</b>	<b>16.55%</b>
FRIDAY	55	38	47	37	54	<b>231</b>	<b>17.78%</b>
SATURDAY	50	16	39	36	31	<b>172</b>	<b>13.24%</b>
<b>TOTAL</b>	<b>296</b>	<b>213</b>	<b>242</b>	<b>267</b>	<b>281</b>	<b>1,299</b>	<b>100.00%</b>

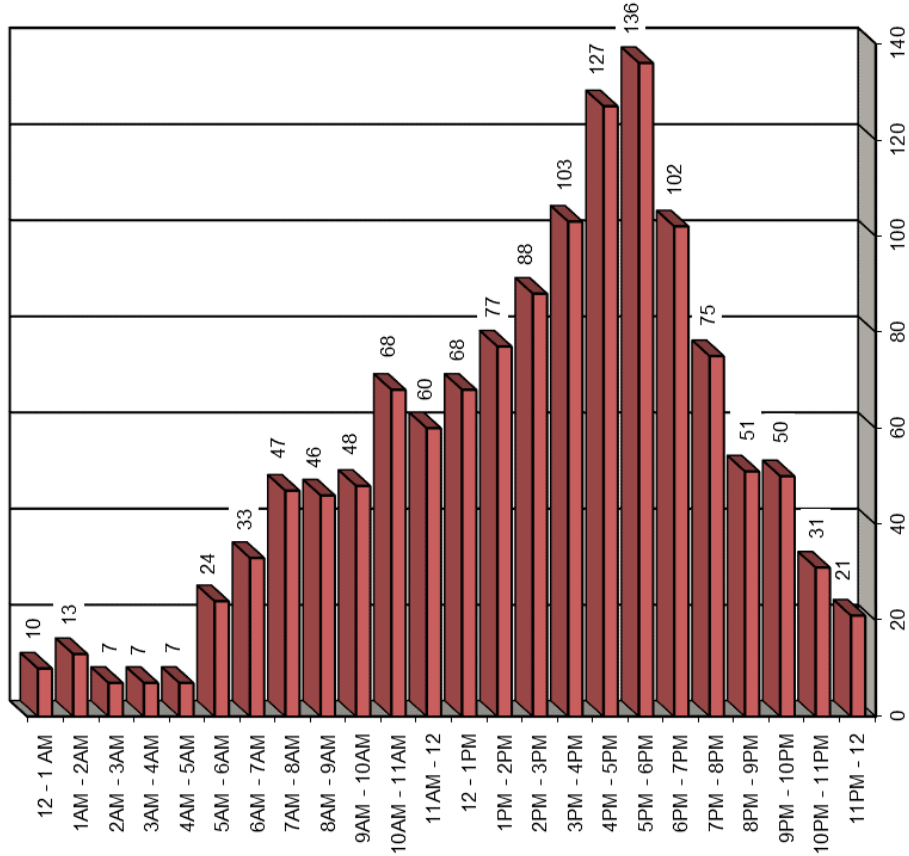


# MAINE HIGHWAY PEDESTRIAN CRASHES

## BY TIME OF DAY

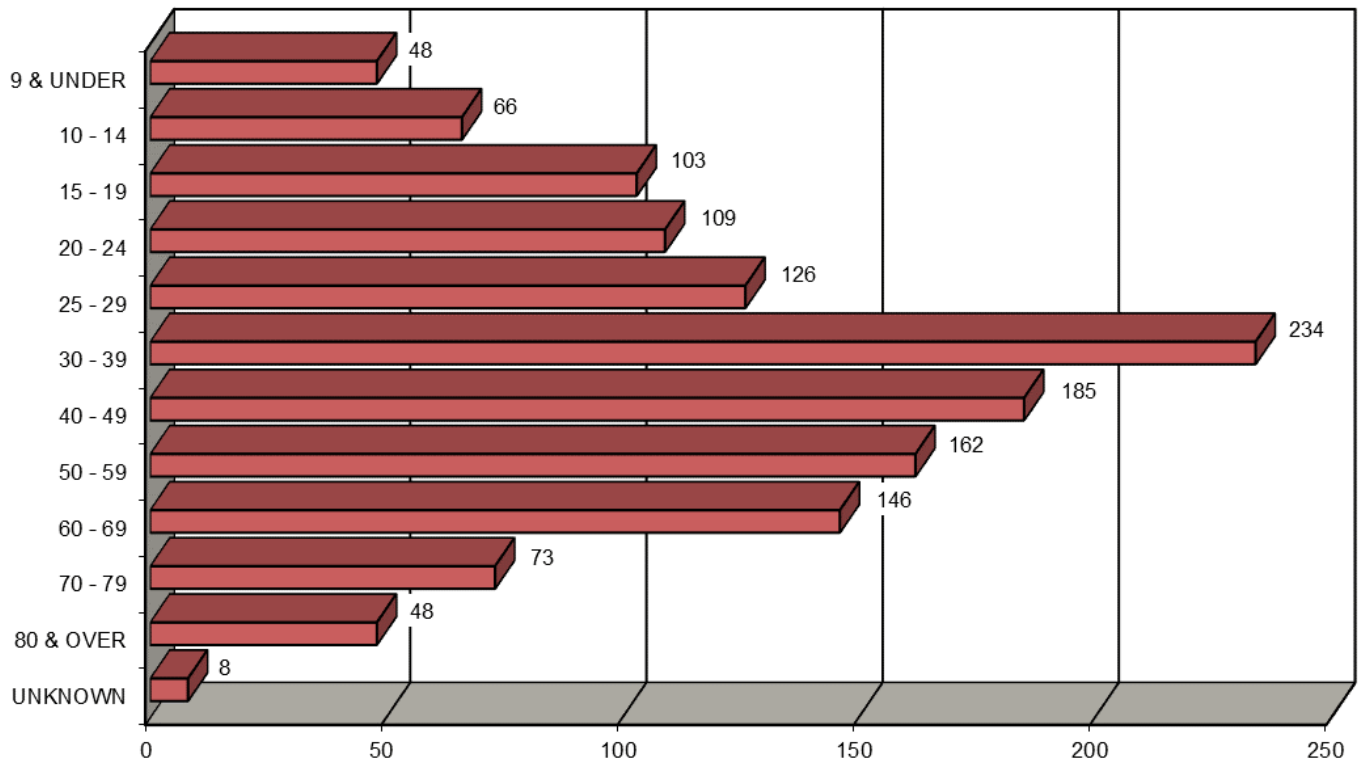
2019 - 2023

TIME OF DAY	2019	2020	2021	2022	2023	FIVE YEAR TOTAL
12 - 1 AM	4	0	5	0	1	10
1AM - 2AM	3	1	5	3	1	13
2AM - 3AM	0	1	2	1	3	7
3AM - 4AM	3	1	0	2	1	7
4AM - 5AM	0	2	3	1	1	7
5AM - 6AM	3	6	8	1	6	24
6AM - 7AM	5	9	4	8	7	33
7AM - 8AM	14	6	5	9	13	47
8AM - 9AM	9	7	12	8	10	46
9AM - 10AM	11	7	8	11	11	48
10AM - 11AM	18	16	10	13	11	68
11AM - 12	13	9	5	21	12	60
12 - 1PM	17	13	14	12	12	68
1PM - 2PM	23	10	13	16	15	77
2PM - 3PM	16	16	11	23	22	88
3PM - 4PM	18	15	25	25	20	103
4PM - 5PM	32	19	21	26	29	127
5PM - 6PM	28	26	24	25	33	136
6PM - 7PM	22	14	26	15	25	102
7PM - 8PM	22	14	16	13	10	75
8PM - 9PM	7	8	9	14	13	51
9PM - 10PM	12	9	7	8	14	50
10PM - 11PM	9	3	3	11	5	31
11PM - 12	7	1	6	1	6	21
<b>TOTAL</b>	<b>296</b>	<b>213</b>	<b>242</b>	<b>267</b>	<b>281</b>	<b>1,299</b>





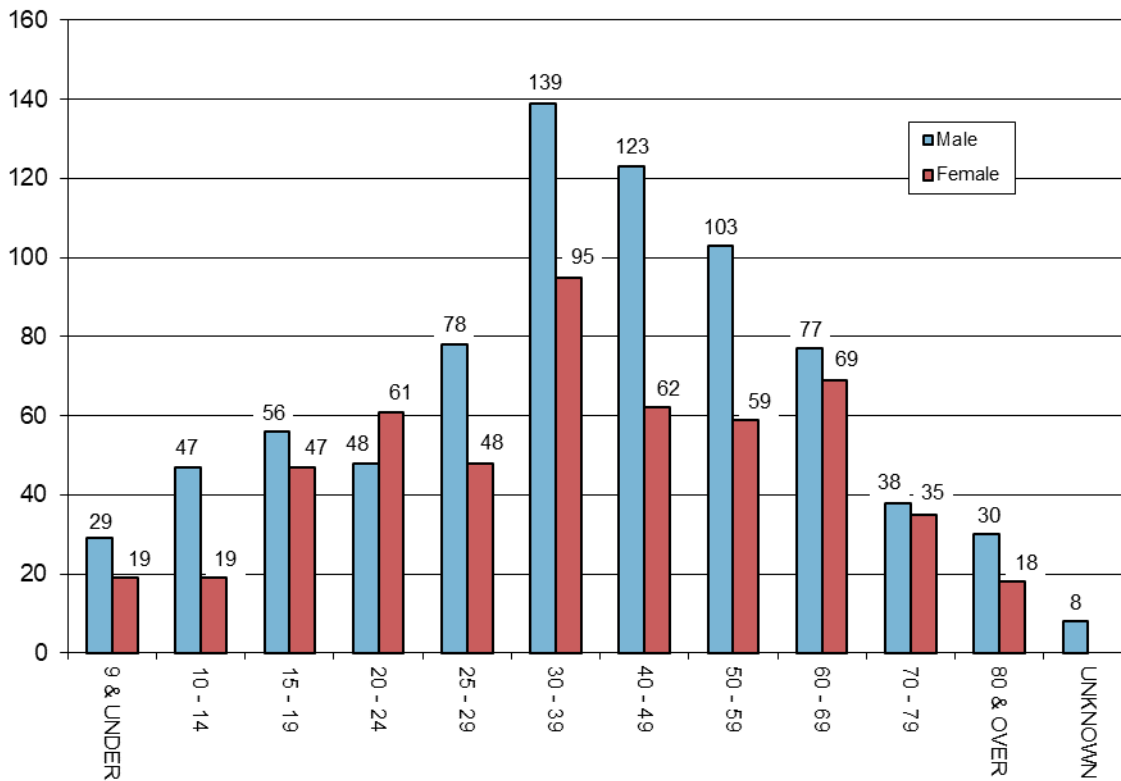
# PEDESTRIANS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2019 - 2023



AGE GROUP OF PEDESTRIAN	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	10	9	12	6	11	<b>48</b>	<b>3.67%</b>
10 - 14	17	6	8	19	16	<b>66</b>	<b>5.05%</b>
15 - 19	23	17	15	22	26	<b>103</b>	<b>7.87%</b>
20 - 24	27	18	14	27	23	<b>109</b>	<b>8.33%</b>
25 - 29	30	27	23	21	25	<b>126</b>	<b>9.63%</b>
30 - 39	59	40	41	41	53	<b>234</b>	<b>17.89%</b>
40 - 49	43	27	41	33	41	<b>185</b>	<b>14.14%</b>
50 - 59	34	29	28	34	37	<b>162</b>	<b>12.39%</b>
60 - 69	33	27	31	30	25	<b>146</b>	<b>11.16%</b>
70 - 79	21	9	15	15	13	<b>73</b>	<b>5.58%</b>
80 & OVER	11	4	13	12	8	<b>48</b>	<b>3.67%</b>
UNKNOWN	2	1	1	2	2	<b>8</b>	<b>0.61%</b>
<b>TOTAL</b>	<b>310</b>	<b>214</b>	<b>242</b>	<b>262</b>	<b>280</b>	<b>1,308</b>	<b>100.00%</b>



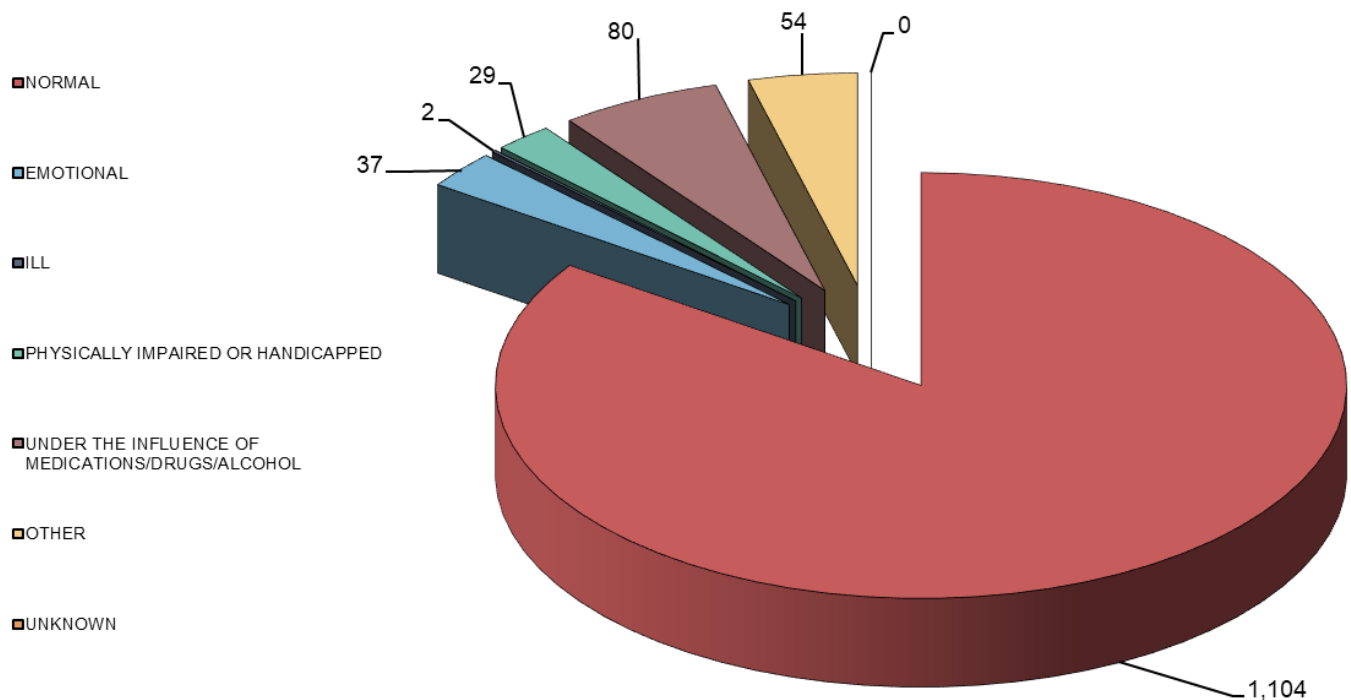
# PEDESTRIANS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2019 - 2023



AGE GROUP OF PEDESTRIAN BY GENDER	2019		2020		2021		2022		2023		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	8	2	3	6	6	6	4	2	8	3	29	19	48	3.67%
10 - 14	15	2	4	2	6	2	9	10	13	3	47	19	66	5.05%
15 - 19	14	9	10	7	9	6	11	11	12	14	56	47	103	7.87%
20 - 24	8	19	8	10	7	7	15	12	10	13	48	61	109	8.33%
25 - 29	18	12	17	10	13	10	13	8	17	8	78	48	126	9.63%
30 - 39	28	31	25	15	26	15	30	11	30	23	139	95	234	17.89%
40 - 49	21	22	19	8	28	13	22	11	33	8	123	62	185	14.14%
50 - 59	21	13	20	9	15	13	24	10	23	14	103	59	162	12.39%
60 - 69	21	12	13	14	14	17	17	13	12	13	77	69	146	11.16%
70 - 79	7	14	8	1	8	7	8	7	7	6	38	35	73	5.58%
80 & OVER	7	4	2	2	8	5	8	4	5	3	30	18	48	3.67%
UNKNOWN	2		1		1		2		2		8		8	0.61%
<b>TOTAL BY GENDER</b>	<b>168</b>	<b>140</b>	<b>129</b>	<b>84</b>	<b>140</b>	<b>101</b>	<b>161</b>	<b>99</b>	<b>170</b>	<b>108</b>	<b>768</b>	<b>532</b>		
<b>TOTAL</b>	<b>310</b>		<b>214</b>		<b>242</b>		<b>262</b>		<b>280</b>		<b>1,308</b>		<b>1,308</b>	<b>100.00%</b>



# PEDESTRIANS APPARENT PHYSICAL CONDITIONS INVOLVED IN MAINE HIGHWAY CRASHES 2019 - 2023



PEDESTRIAN PHYSICAL CONDITION	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	258	181	210	227	228	<b>1,104</b>	<b>84.40%</b>
ASLEEP OR FATIGUED	0	0	0	0	2	<b>2</b>	<b>0.15%</b>
EMOTIONAL (depressed, angry, disturbed, etc.)	10	8	2	8	9	<b>37</b>	<b>2.83%</b>
ILL (sick)	1	1	0	0	0	<b>2</b>	<b>0.15%</b>
PHYSICALLY IMPAIRED OR HANDICAPPED	9	3	5	3	9	<b>29</b>	<b>2.22%</b>
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	25	13	16	12	14	<b>80</b>	<b>6.12%</b>
OTHER	7	8	9	12	18	<b>54</b>	<b>4.13%</b>
UNKNOWN	0	0	0	0	0	<b>0</b>	<b>0.00%</b>
<b>TOTAL</b>	<b>310</b>	<b>214</b>	<b>242</b>	<b>262</b>	<b>280</b>	<b>1,308</b>	<b>100.00%</b>



# CONTRIBUTING FACTORS TO MAINE HIGHWAY PEDESTRIAN CRASHES, 2019 - 2023

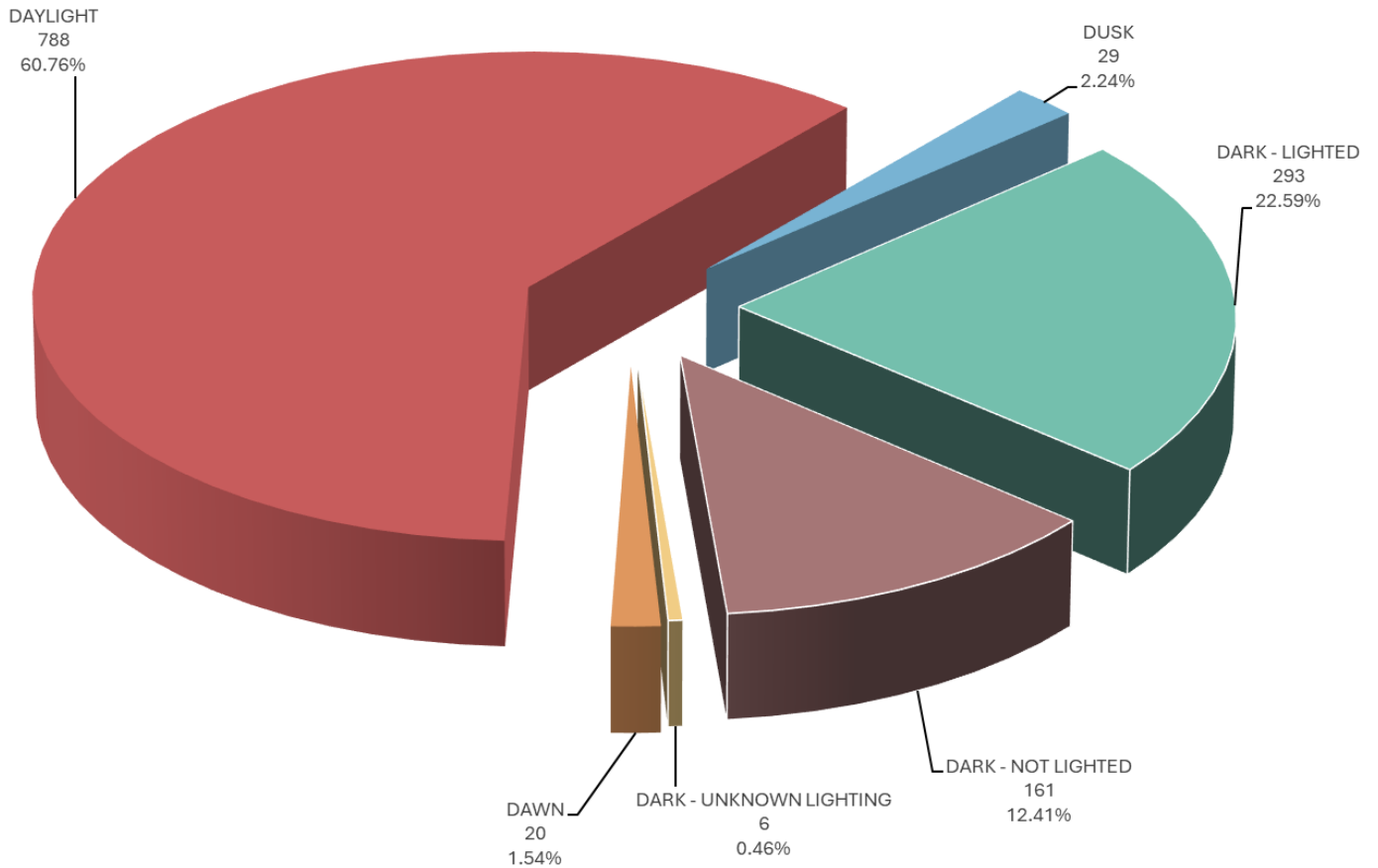
<b>DRIVER ACTIONS (actions 1 &amp; 2 combined)</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Totals</b>
NO CONTRIBUTING ACTION	136	98	107	134	125	<b>600</b>
RAN OFF ROADWAY	13	6	15	8	6	<b>48</b>
FAILED TO YIELD RIGHT-OF-WAY	88	61	51	67	71	<b>338</b>
RAN RED LIGHT	0	0	0	0	1	<b>1</b>
RAN STOP SIGN	1	0	2	2	2	<b>7</b>
DISREGARDED OTHER TRAFFIC SIGN	1	2	1	1	4	<b>9</b>
DISREGARDED OTHER ROAD MARKINGS	1	1	2	3	3	<b>10</b>
EXCEEDED POSTED SPEED LIMIT	0	2	8	1	3	<b>14</b>
DROVE TOO FAST FOR CONDITIONS	3	2	4	8	3	<b>20</b>
IMPROPER TURN	9	2	1	2	2	<b>16</b>
IMPROPER BACKING	7	4	4	7	3	<b>25</b>
IMPROPER PASSING	1	1	1	1	0	<b>4</b>
WRONG WAY	0	0	0	0	0	<b>0</b>
FOLLOWED TOO CLOSELY	5	7	8	6	5	<b>31</b>
FAILED TO KEEP IN PROPER LANE	5	8	10	10	7	<b>40</b>
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	12	16	22	16	14	<b>80</b>
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	4	6	4	2	1	<b>17</b>
OVER-CORRECTING/OVER-STEERING	2	0	0	0	1	<b>3</b>
OTHER CONTRIBUTING ACTION	24	17	31	26	30	<b>128</b>
UNKNOWN	12	14	14	5	19	<b>64</b>
<b>TOTAL</b>	<b>324</b>	<b>247</b>	<b>285</b>	<b>299</b>	<b>300</b>	<b>1455</b>
<b>PEDESTRIAN ACTIONS</b>						
CROSSING WITH SIGNAL	35	26	18	31	25	<b>135</b>
CROSSING AGAINST SIGNAL	23	9	13	17	12	<b>74</b>
CROSSING MARKED CROSSWALK (no signal)	73	44	43	54	66	<b>280</b>
CROSSING NO SIGNAL OR CROSSWALK	71	47	47	59	44	<b>268</b>
WALKING IN ROAD WITH TRAFFIC	17	11	14	13	24	<b>79</b>
WALKING IN ROAD AGAINST TRAFFIC	8	9	13	7	12	<b>49</b>
STANDING IN ROAD	6	10	16	5	11	<b>48</b>
EMERGING FROM BEHIND PARKED CAR	3	3	4	2	3	<b>15</b>
CHILD GETTING ON/OFF SCHOOL BUS	0	0	0	1	3	<b>4</b>
GETTING ON/OFF VEHICLE	0	2	4	3	5	<b>14</b>
PUSHING OR WORKING ON VEHICLE	1	0	0	1	0	<b>2</b>
WORKING IN ROAD	6	5	8	8	8	<b>35</b>
PLAYING IN ROAD	2	2	2	3	5	<b>14</b>
NOT IN ROAD	10	13	10	13	13	<b>59</b>
FOLLOWING TRAIL	0	1	0	0	0	<b>1</b>
WALKING ON SIDEWALK	9	4	5	13	5	<b>36</b>
WALKING ADJACENT TO ROADWAY	12	7	11	8	5	<b>43</b>
WALKING TO/FROM SCHOOL	0	1	0	1	0	<b>2</b>
OTHER PEDESTRIAN ACTION	33	20	33	23	36	<b>145</b>
<b>TOTAL</b>	<b>309</b>	<b>214</b>	<b>241</b>	<b>262</b>	<b>277</b>	<b>1303</b>
<b>VEHICULAR FACTORS</b>						
NONE	276	219	234	259	268	<b>1256</b>
BRAKES	5	1	3	1	3	<b>13</b>
EXHAUST SYSTEM	0	0	0	0	0	<b>0</b>
BODY, DOORS	1	0	0	2	0	<b>3</b>
STEERING	0	0	0	0	0	<b>0</b>
POWER TRAIN	0	0	0	1	0	<b>1</b>
SUSPENSION	0	0	0	0	0	<b>0</b>
TIRES	0	0	0	0	0	<b>0</b>
WHEELS	0	0	0	0	0	<b>0</b>
LIGHTS (head, signal, tail, brake)	1	1	0	0	0	<b>2</b>
WINDOWS/WINDSHIELD	1	0	0	0	0	<b>1</b>
MIRRORS	2	0	1	0	0	<b>3</b>
WIPERS	0	0	0	0	0	<b>0</b>
TRUCK COUPLING/TRAILER HITCH/SAFETY CHAINS	0	0	0	1	0	<b>1</b>
OTHER	5	0	6	2	1	<b>14</b>
<b>TOTAL</b>	<b>291</b>	<b>221</b>	<b>244</b>	<b>266</b>	<b>272</b>	<b>1294</b>

VEHICLES INVOLVED IN  
MAINE HIGHWAY PEDESTRIAN CRASHES  
2019 - 2023

VEHICLE TYPE INVOLVED IN PEDESTRIAN CRASHES	2019	2020	2021	2022	2023	FIVE YEAR TOTAL
PASSENGER CAR	168	81	113	125	119	<b>606</b>
(SPORT) UTILITY VEHICLE	57	79	78	76	81	<b>371</b>
PASSENGER VAN	4	2	4	8	7	<b>25</b>
CARGO VAN (10k lbs or less)	5	1	1	1	2	<b>10</b>
PICKUP TRUCK	57	54	49	59	55	<b>274</b>
MOTOR HOME	0	0	0	0	0	<b>0</b>
SCHOOL BUS	2	0	1	2	3	<b>8</b>
TRANSIT BUS	2	2	0	0	1	<b>5</b>
MOTOR COACH	0	0	0	0	0	<b>0</b>
OTHER BUS	0	0	0	0	0	<b>0</b>
MOTORCYCLE	1	2	1	4	0	<b>8</b>
MOPED	1	0	0	0	0	<b>1</b>
LOW SPEED VEHICLE	0	0	0	0	0	<b>0</b>
AUTOCYCLE	0	0	0	0	0	<b>0</b>
EXPERIMENTAL	0	0	0	0	0	<b>0</b>
CONSTRUCTION	0	1	0	1	0	<b>2</b>
OTHER LIGHT TRUCK (10,000 lbs or less)	0	0	0	2	2	<b>4</b>
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	6	6	6	4	14	<b>36</b>
ATV (2,3,4-WHEEL)	1	0	0	1	0	<b>2</b>
SNOWMOBILE	0	0	0	0	1	<b>1</b>
PEDESTRIAN	310	205	238	247	281	<b>1,281</b>
BICYCLE	0	1	0	0	0	<b>1</b>
OTHER	11	6	0	6	0	<b>23</b>
<b>TOTAL VEHICLES INVOLVED</b>	<b>625</b>	<b>440</b>	<b>491</b>	<b>536</b>	<b>566</b>	<b>2,658</b>



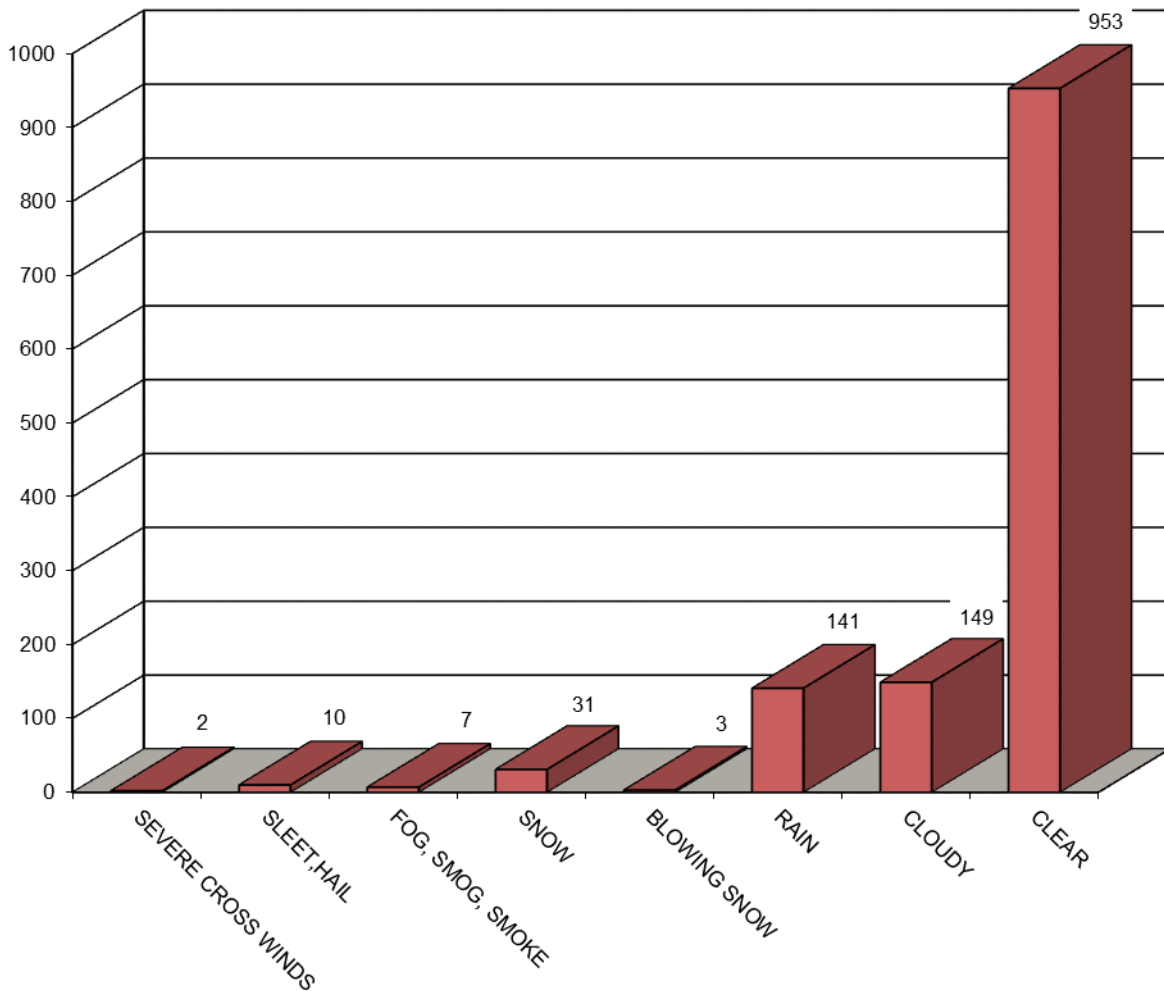
# MAINE HIGHWAY PEDESTRIAN CRASHES BY LIGHT CONDITION 2019 - 2023



LIGHT CONDITION	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
Dark - Lighted	72	50	54	56	61	<b>293</b>	<b>22.56%</b>
Dark - Not Lighted	34	21	34	27	45	<b>161</b>	<b>12.39%</b>
Dark - Unknown Lighting	1	3	1	0	1	<b>6</b>	<b>0.46%</b>
Dawn	3	7	7	1	2	<b>20</b>	<b>1.54%</b>
Daylight	179	126	141	177	165	<b>788</b>	<b>60.66%</b>
Dusk	7	6	5	6	5	<b>29</b>	<b>2.23%</b>
Total	296	213	242	267	281	<b>1299</b>	<b>100.00%</b>



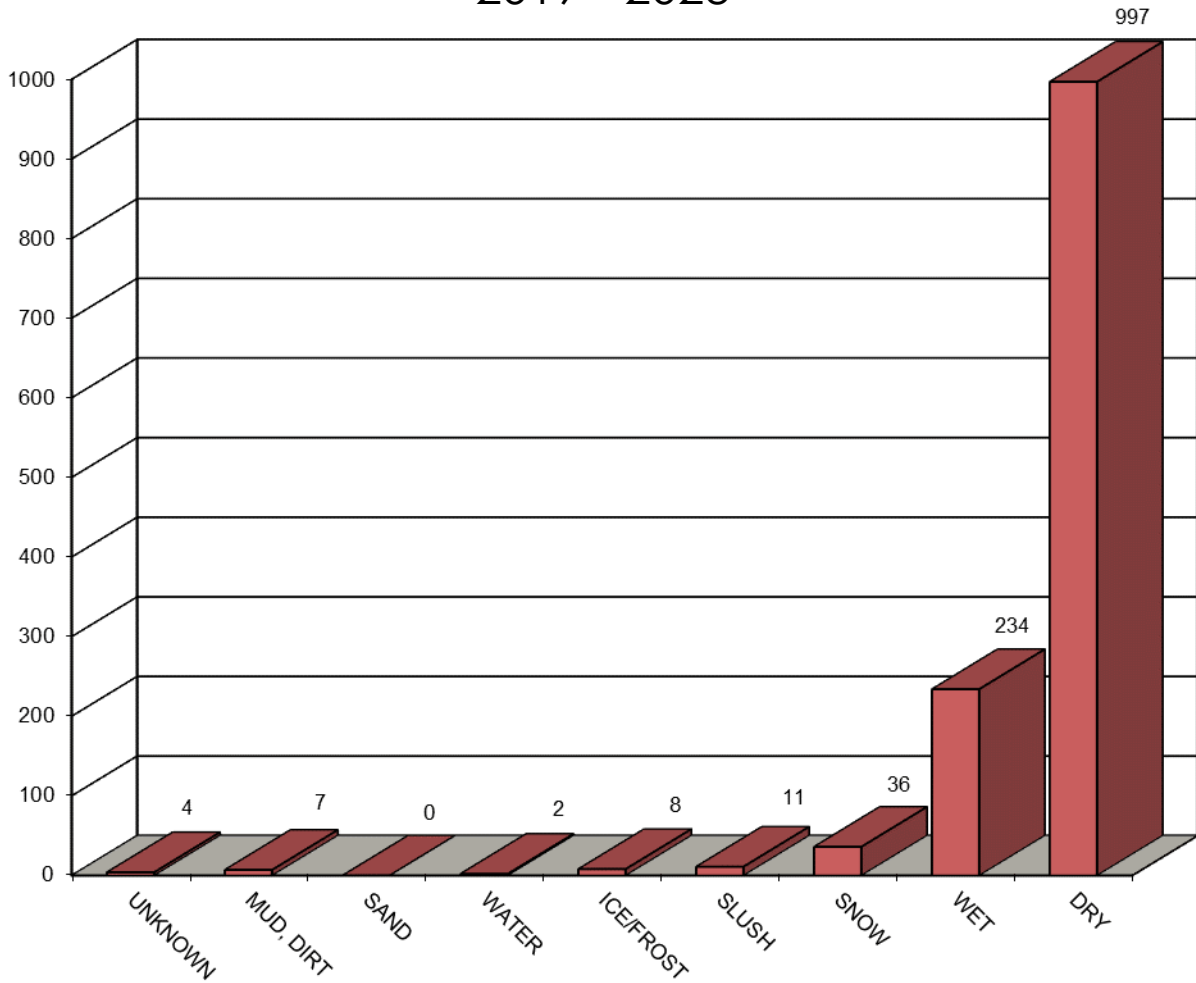
# MAINE HIGHWAY PEDESTRIAN CRASHES BY WEATHER CONDITIONS 2019 - 2023



WEATHER CONDITIONS	2019	2020	2021	2022	2023	FIVE YEAR TOTAL
BLOWING SAND, SOIL, DIRT	0	0	0	0	0	0
SEVERE CROSS WINDS	1	0	0	0	1	2
SLEET, HAIL (freezing rain or drizzle)	4	0	0	4	2	10
OTHER	0	2	0	1	0	3
FOG, SMOG, SMOKE	2	2	1	0	2	7
SNOW	7	11	4	2	7	31
BLOWING SNOW	0	1	0	0	2	3
RAIN	40	14	16	34	37	141
CLOUDY	40	31	26	23	29	149
CLEAR	202	152	195	203	201	953
<b>TOTAL</b>	<b>296</b>	<b>213</b>	<b>242</b>	<b>267</b>	<b>281</b>	<b>1,299</b>



# MAINE HIGHWAY PEDESTRIAN CRASHES BY ROAD SURFACE CONDITIONS 2019 - 2023



ROAD SURFACE CONDITIONS	2019	2020	2021	2022	2023	FIVE YEAR TOTAL
UNKNOWN	0	1	0	2	1	<b>4</b>
OTHER	0	0	0	0	0	<b>0</b>
OIL	0	0	0	0	0	<b>0</b>
MUD, DIRT	1	2	0	3	1	<b>7</b>
SAND	0	0	0	0	0	<b>0</b>
WATER (standing, moving)	0	0	1	0	1	<b>2</b>
ICE/FROST	4	1	0	2	1	<b>8</b>
SLUSH	4	1	4	1	1	<b>11</b>
SNOW	7	13	3	5	8	<b>36</b>
WET	69	33	24	53	55	<b>234</b>
DRY	211	162	210	201	213	<b>997</b>
<b>TOTAL</b>	<b>296</b>	<b>213</b>	<b>242</b>	<b>267</b>	<b>281</b>	<b>1,299</b>









STATE OF MAINE  
HIGHWAY BICYCLE CRASHES  
2019 - 2023

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# STATE OF MAINE

## HIGHWAY BICYCLE CRASHES

### 2019 - 2023

#### Preface

This publication is a statistical review of reported motor vehicle highway crashes that involved bicycles in Maine during the five-year study period 2019- 2023. 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

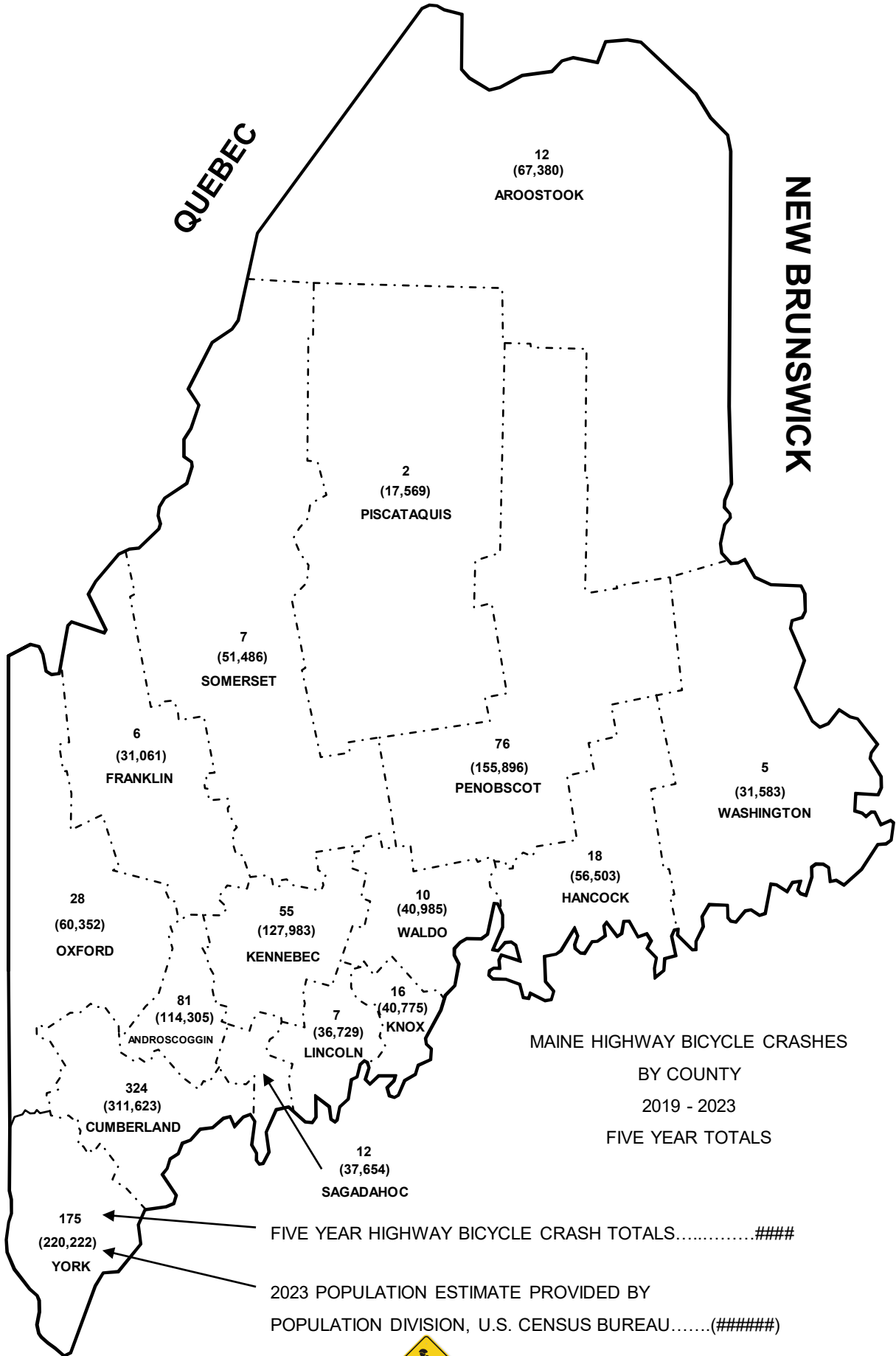




**NEW HAMPSHIRE**

**QUEBEC**

**NEW BRUNSWICK**



MAINE HIGHWAY BICYCLE CRASHES  
BY COUNTY  
2019 - 2023  
FIVE YEAR TOTALS

FIVE YEAR HIGHWAY BICYCLE CRASH TOTALS.....#####

2023 POPULATION ESTIMATE PROVIDED BY  
POPULATION DIVISION, U.S. CENSUS BUREAU.....(#####)

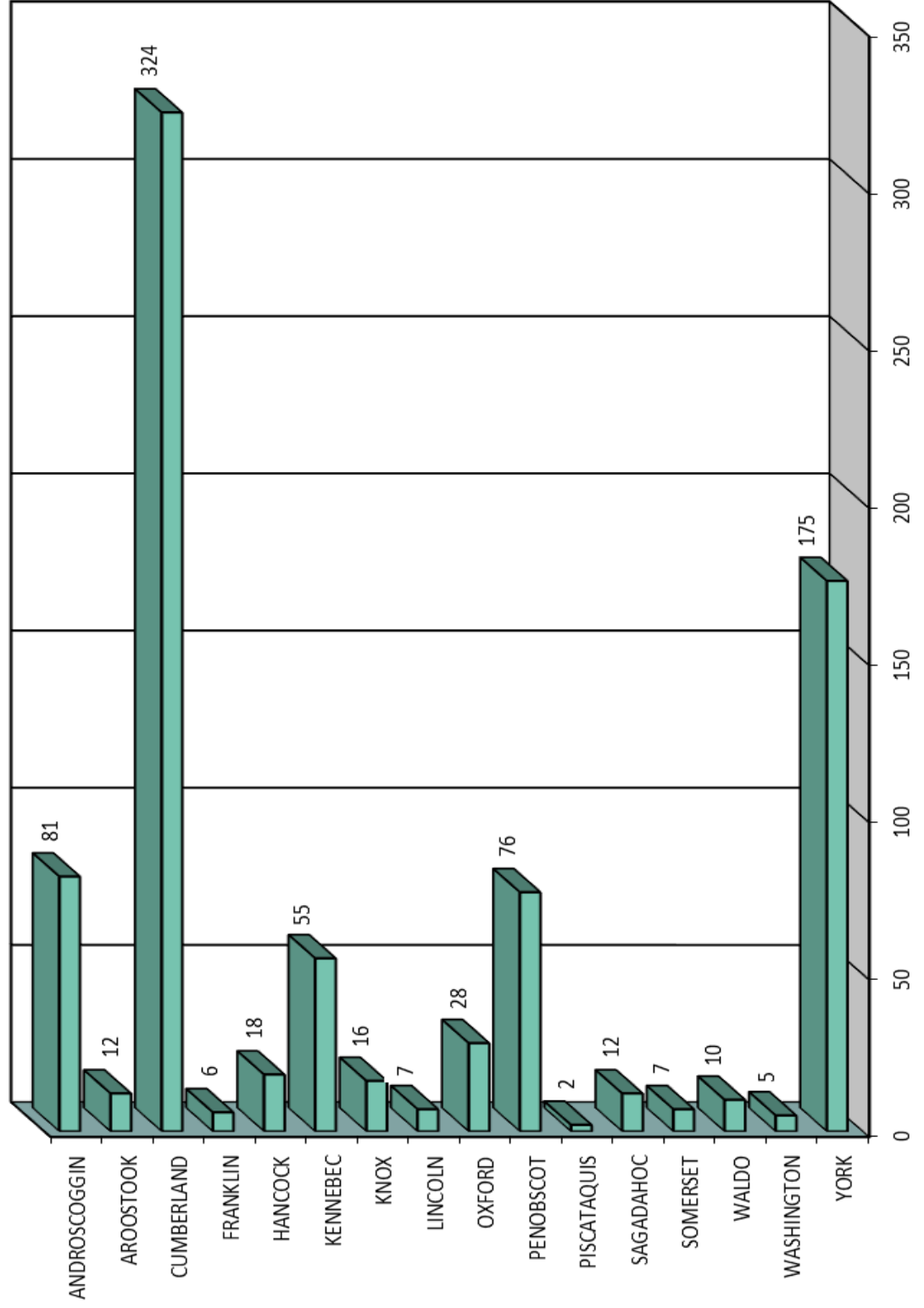


Produced by the Maine Department of Transportation

# MAINE HIGHWAY BICYCLE CRASHES

## BY COUNTY

2019 - 2023



# MAINE HIGHWAY BICYCLE CRASH SEVERITY BY COUNTY 2019- 2023

COUNTY	CRASH INJURY TYPE	2019	2020	2021	2022	2023	TOTAL CRASHES	PERCENT OF TOTAL
ANDROSCOGGIN <b>Percent Personal Injury 96.30%</b>	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	2	2	1	5	0.60%
	SUSPECTED MINOR (B)	12	6	7	3	4	32	3.84%
	POSSIBLE INJURY (C)	9	9	7	6	10	41	4.92%
	PROPERTY DAMAGE ONLY (O)	2	0	0	0	1	3	0.36%
	<b>COUNTY SUBTOTAL</b>		<b>23</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>16</b>	<b>81</b>
AROOSTOOK <b>Percent Personal Injury 100.00%</b>	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	1	0	0	0	2	0.24%
	SUSPECTED MINOR (B)	3	0	1	2	0	6	0.72%
	POSSIBLE INJURY (C)	0	1	2	0	1	4	0.48%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>4</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>12</b>
CUMBERLAND <b>Percent Personal Injury 91.67%</b>	FATAL (K)	1	0	1	2	0	4	0.48%
	SUSPECTED SERIOUS (A)	5	3	12	9	5	34	4.08%
	SUSPECTED MINOR (B)	28	22	28	39	29	146	17.51%
	POSSIBLE INJURY (C)	35	21	19	22	16	113	13.55%
	PROPERTY DAMAGE ONLY (O)	4	4	3	7	9	27	3.24%
	<b>COUNTY SUBTOTAL</b>		<b>73</b>	<b>50</b>	<b>63</b>	<b>79</b>	<b>59</b>	<b>324</b>
FRANKLIN <b>Percent Personal Injury 100.00%</b>	FATAL (K)	0	0	1	0	0	1	0.12%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	1	1	1	0	0	3	0.36%
	POSSIBLE INJURY (C)	0	2	0	0	0	2	0.24%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>
HANCOCK <b>Percent Personal Injury 100.00%</b>	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	1	0	0	3	4	0.48%
	SUSPECTED MINOR (B)	2	1	2	0	6	11	1.32%
	POSSIBLE INJURY (C)	0	1	0	1	1	3	0.36%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>10</b>	<b>18</b>
KENNEBEC <b>Percent Personal Injury 89.09%</b>	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	0	1	1	3	6	0.72%
	SUSPECTED MINOR (B)	2	3	4	8	2	19	2.28%
	POSSIBLE INJURY (C)	2	3	9	3	7	24	2.88%
	PROPERTY DAMAGE ONLY (O)	1	2	2	1	0	6	0.72%
	<b>COUNTY SUBTOTAL</b>		<b>6</b>	<b>8</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>55</b>
KNOX <b>Percent Personal Injury 93.75%</b>	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	1	0	1	1	4	0.48%
	SUSPECTED MINOR (B)	2	0	0	3	0	5	0.60%
	POSSIBLE INJURY (C)	2	2	0	1	1	6	0.72%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	1	1	0.12%
	<b>COUNTY SUBTOTAL</b>		<b>5</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>3</b>	<b>16</b>
LINCOLN <b>Percent Personal Injury 100.00%</b>	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	0	0	0	0	0	0.00%
	SUSPECTED MINOR (B)	2	1	1	0	1	5	0.60%
	POSSIBLE INJURY (C)	1	0	0	1	0	2	0.24%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>3</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>



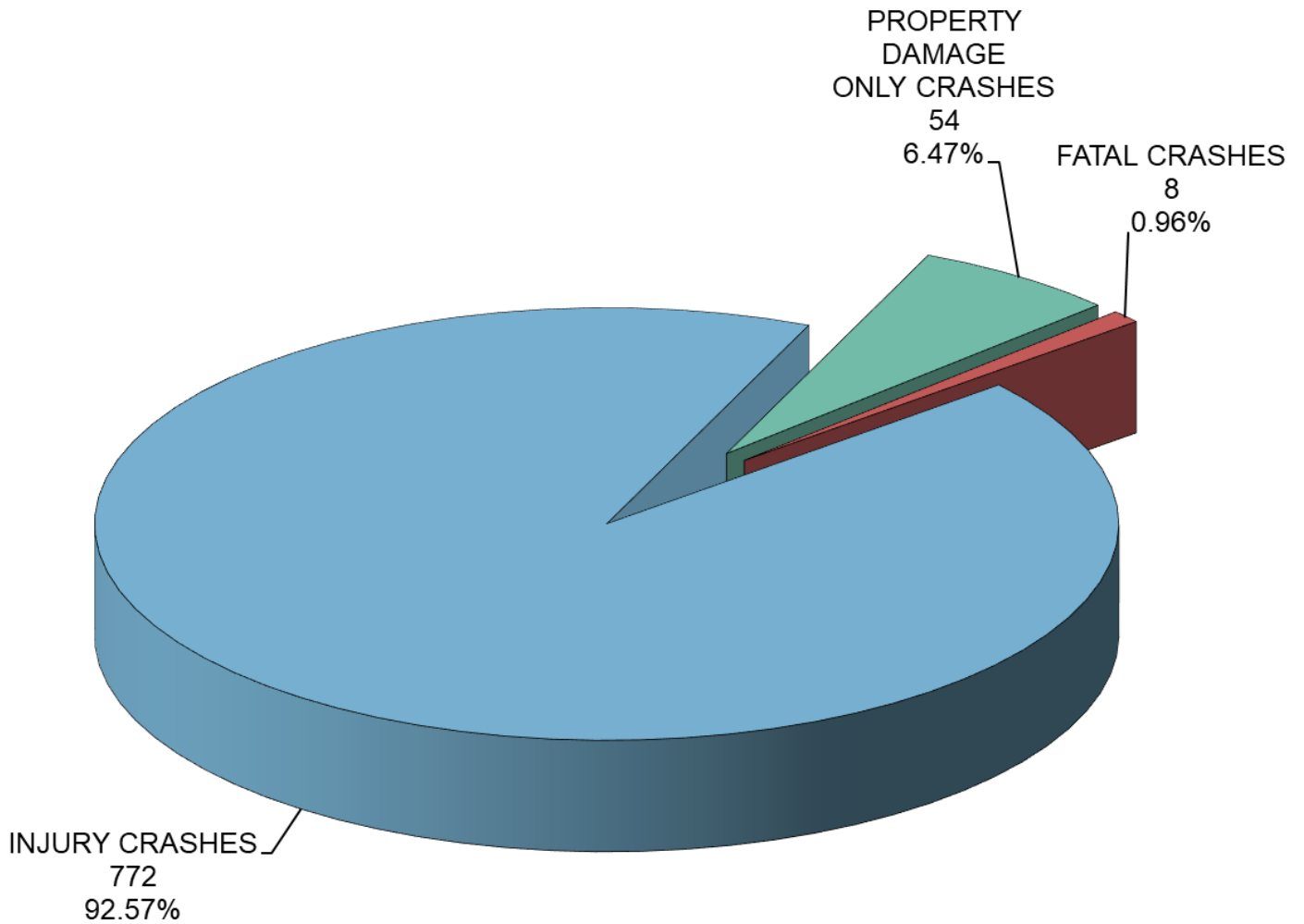


COUNTY	CRASH INJURY TYPE	2019	2020	2021	2022	2023	TOTAL CRASHES	PERCENT OF TOTAL
OXFORD Percent Personal Injury 92.86%	FATAL (K)	1	1	0	0	0	2	0.24%
	SUSPECTED SERIOUS (A)	0	0	0	2	3	5	0.60%
	SUSPECTED MINOR (B)	3	3	4	1	1	12	1.44%
	POSSIBLE INJURY (C)	0	1	3	1	2	7	0.84%
	PROPERTY DAMAGE ONLY (O)	0	1	0	0	1	2	0.24%
	<b>COUNTY SUBTOTAL</b>		<b>4</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>28</b>
PENOBSCOT Percent Personal Injury 92.11%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	2	2	0	0	5	0.60%
	SUSPECTED MINOR (B)	8	4	9	5	8	34	4.08%
	POSSIBLE INJURY (C)	9	9	2	4	7	31	3.72%
	PROPERTY DAMAGE ONLY (O)	1	0	3	2	0	6	0.72%
	<b>COUNTY SUBTOTAL</b>		<b>19</b>	<b>15</b>	<b>16</b>	<b>11</b>	<b>15</b>	<b>76</b>
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	0.12%
	SUSPECTED MINOR (B)	0	0	0	0	0	0	0.00%
	POSSIBLE INJURY (C)	0	0	1	0	0	1	0.12%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>2</b>
SAGadahoc Percent Personal Injury 100.00%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	1	0	2	1	5	0.60%
	SUSPECTED MINOR (B)	0	2	1	1	1	5	0.60%
	POSSIBLE INJURY (C)	1	0	0	1	0	2	0.24%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>12</b>
SOMERSET Percent Personal Injury 85.71%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	1	0	0	0	0	1	0.12%
	SUSPECTED MINOR (B)	0	0	1	1	0	2	0.24%
	POSSIBLE INJURY (C)	1	0	0	2	0	3	0.36%
	PROPERTY DAMAGE ONLY (O)	0	0	1	0	0	1	0.12%
	<b>COUNTY SUBTOTAL</b>		<b>2</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>7</b>
WALDO Percent Personal Injury 100.00%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	2	1	1	1	5	0.60%
	SUSPECTED MINOR (B)	0	0	2	0	0	2	0.24%
	POSSIBLE INJURY (C)	1	1	0	1	0	3	0.36%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>1</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>10</b>
WASHINGTON Percent Personal Injury 100.00%	FATAL (K)	0	1	0	0	0	1	0.12%
	SUSPECTED SERIOUS (A)	1	0	0	0	0	1	0.12%
	SUSPECTED MINOR (B)	0	0	0	1	0	1	0.12%
	POSSIBLE INJURY (C)	1	0	0	1	0	2	0.24%
	PROPERTY DAMAGE ONLY (O)	0	0	0	0	0	0	0.00%
	<b>COUNTY SUBTOTAL</b>		<b>2</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>
YORK Percent Personal Injury 95.43%	FATAL (K)	0	0	0	0	0	0	0.00%
	SUSPECTED SERIOUS (A)	0	2	7	5	2	16	1.92%
	SUSPECTED MINOR (B)	15	13	20	17	18	83	9.95%
	POSSIBLE INJURY (C)	16	11	11	19	11	68	8.15%
	PROPERTY DAMAGE ONLY (O)	1	0	3	2	2	8	0.96%
	<b>COUNTY SUBTOTAL</b>		<b>32</b>	<b>26</b>	<b>41</b>	<b>43</b>	<b>33</b>	<b>175</b>
COUNTY GRAND TOTAL Percent Personal Injury 93.53%	FATAL (K)	2	2	2	2	0	8	0.96%
	SUSPECTED SERIOUS (A)	12	13	25	23	21	94	11.27%
	SUSPECTED MINOR (B)	78	56	81	81	70	366	43.88%
	POSSIBLE INJURY (C)	78	61	54	63	56	312	37.41%
	PROPERTY DAMAGE ONLY (O)	9	7	12	12	14	54	6.47%
	<b>GRAND TOTAL</b>		<b>179</b>	<b>139</b>	<b>174</b>	<b>181</b>	<b>161</b>	<b>834</b>

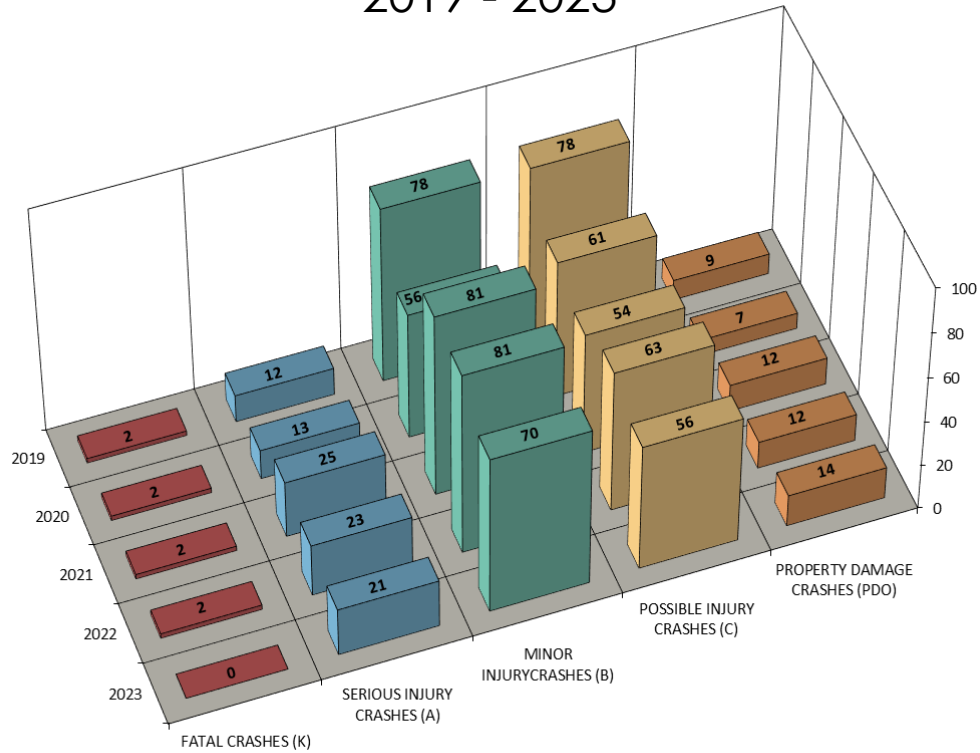


# MAINE HIGHWAY BICYCLE CRASHES 2019 - 2023

## 834 Total Bicycle Crashes



# MAINE HIGHWAY BICYCLE CRASH SEVERITY BY YEAR 2019 - 2023



YEAR	FATAL CRASHES (K)	SERIOUS INJURY CRASHES (A)	MINOR INJURY CRASHES (B)	POSSIBLE INJURY CRASHES (C)	PROPERTY DAMAGE CRASHES (PDO)	TOTAL CRASHES
2019	2	12	78	78	9	179
2020	2	13	56	61	7	139
2021	2	25	81	54	12	174
2022	2	23	81	63	12	181
2023	0	21	70	56	14	161
<b>TOTAL</b>	<b>8</b>	<b>94</b>	<b>366</b>	<b>312</b>	<b>54</b>	<b>834</b>
<b>PERCENT</b>	<b>0.96%</b>	<b>PERCENT INJURY = 92.57%</b>			<b>6.47%</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.

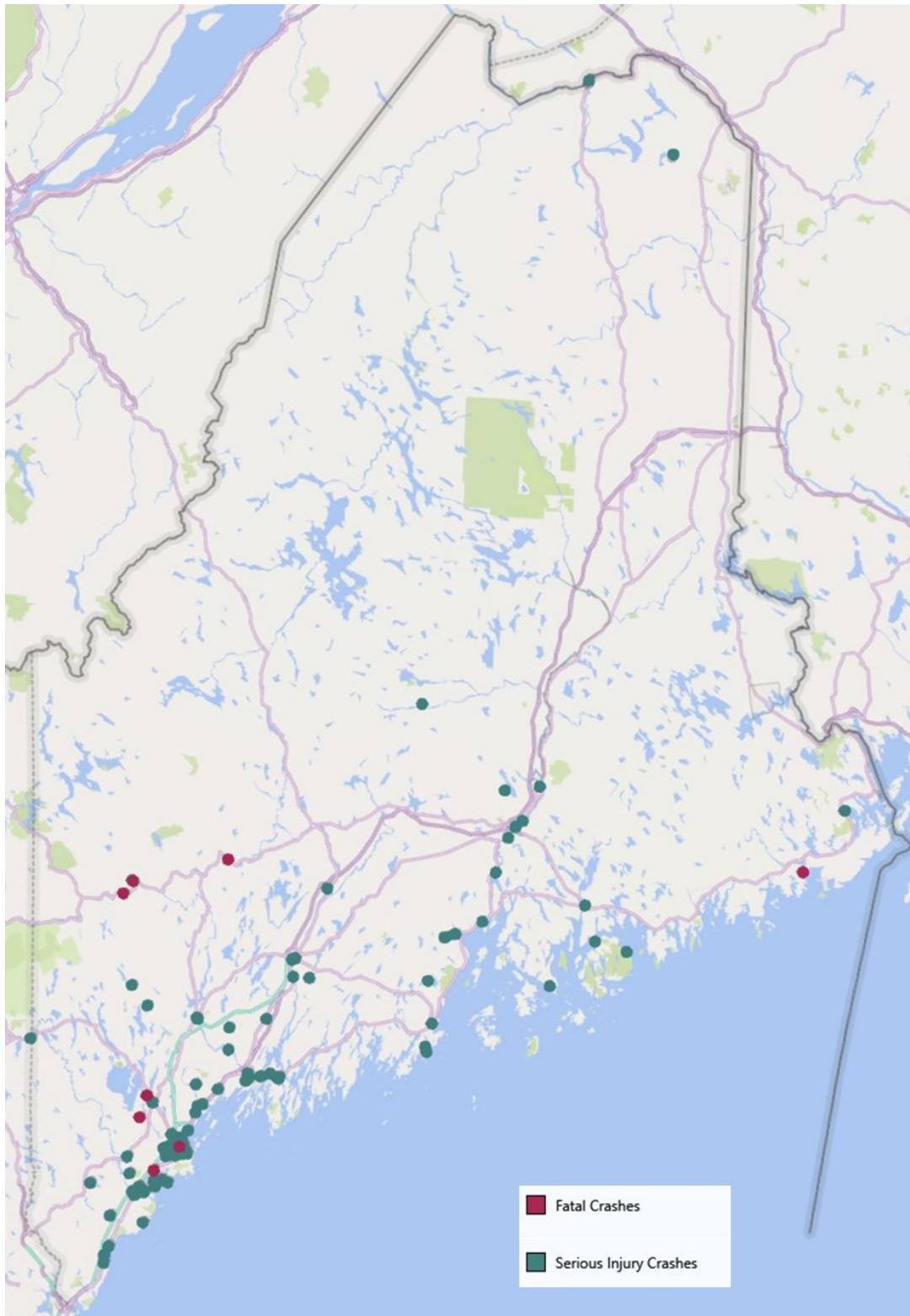
(B) = Minor Injury Crash. A crash where the highest level of injury to any person involved in the crash is a minor injury, which is evident to observers at the scene of the crash in which the injury occurred.

(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.

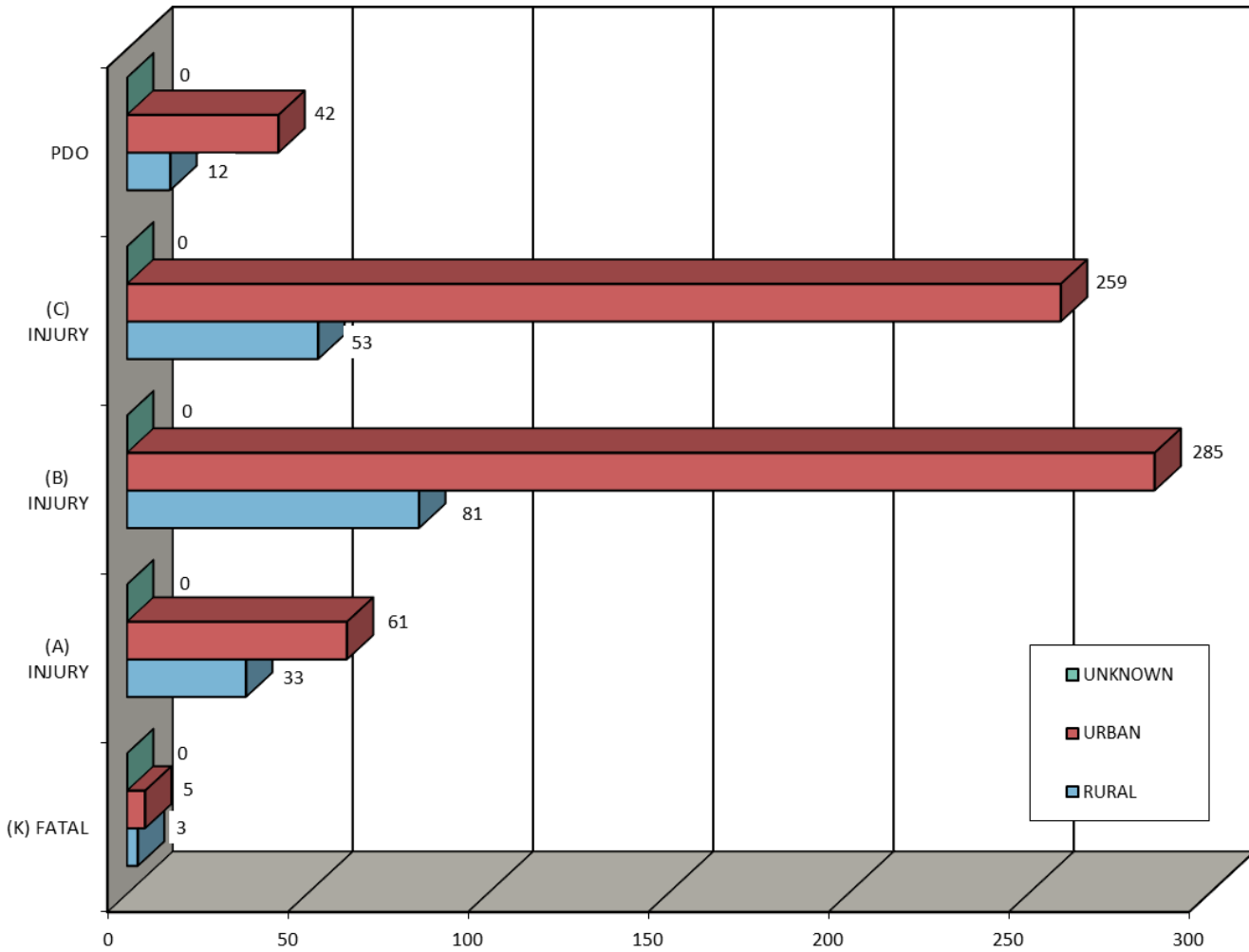
(PDO) = Property Damage Crash. A crash where no injury occurred and only damage occurred to property that reduces the monetary value of that property. No injuries.



# MAINE HIGHWAY BICYCLE FATAL & SUSPECTED SERIOUS INJURY CRASH MAP 2019 - 2023



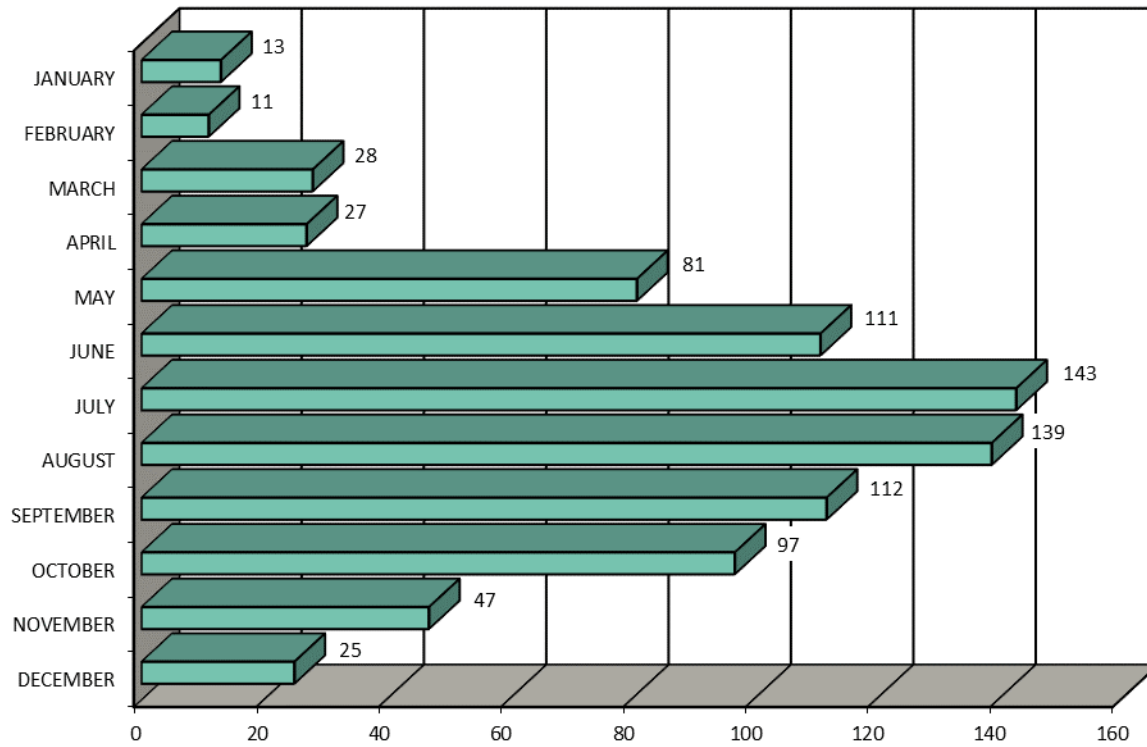
# MAINE HIGHWAY BICYCLE CRASH SEVERITY BY RURAL URBAN DESIGNATION 2019 - 2023



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	3	33	81	53	12	182
URBAN	5	61	285	259	42	652
UNKNOWN	0	0	0	0	0	0
<b>TOTAL</b>	<b>8</b>	<b>94</b>	<b>366</b>	<b>312</b>	<b>54</b>	<b>834</b>



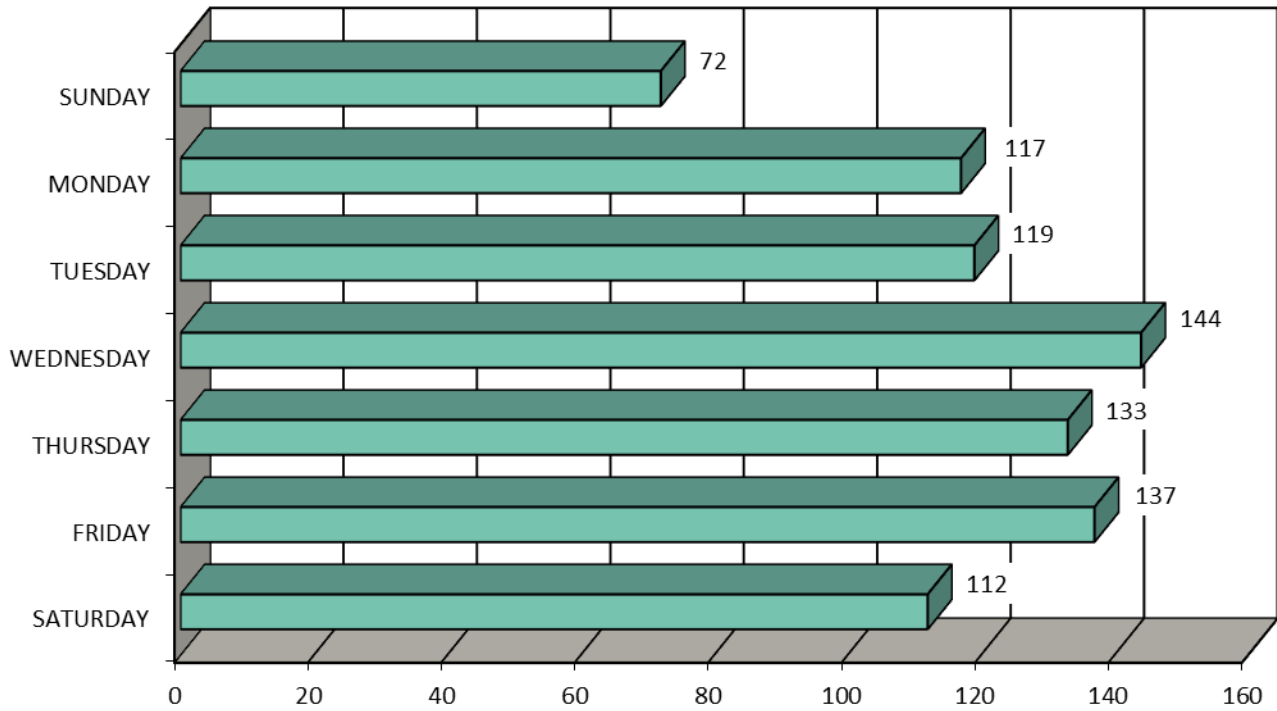
# MAINE HIGHWAY BICYCLE CRASHES BY MONTH 2019- 2023



MONTH	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
JANUARY	0	3	2	3	5	13	1.56%
FEBRUARY	2	3	0	2	4	11	1.32%
MARCH	4	5	7	5	7	28	3.36%
APRIL	8	6	7	6	0	27	3.24%
MAY	16	17	15	19	14	81	9.71%
JUNE	33	15	22	18	23	111	13.31%
JULY	35	23	28	27	30	143	17.15%
AUGUST	28	22	34	35	20	139	16.67%
SEPTEMBER	21	24	26	22	19	112	13.43%
OCTOBER	15	12	22	27	21	97	11.63%
NOVEMBER	13	7	9	8	10	47	5.64%
DECEMBER	4	2	2	9	8	25	3.00%
<b>TOTAL</b>	<b>179</b>	<b>139</b>	<b>174</b>	<b>181</b>	<b>161</b>	<b>834</b>	<b>100.00%</b>



# MAINE HIGHWAY BICYCLE CRASHES BY DAY OF THE WEEK 2019 - 2023



DAY OF THE WEEK	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
SUNDAY	7	15	13	22	15	72	8.63%
MONDAY	24	16	33	23	21	117	14.03%
TUESDAY	25	23	20	24	27	119	14.27%
WEDNESDAY	33	29	31	27	24	144	17.27%
THURSDAY	30	22	26	23	32	133	15.95%
FRIDAY	29	18	29	37	24	137	16.43%
SATURDAY	31	16	22	25	18	112	13.43%
<b>TOTAL</b>	<b>179</b>	<b>139</b>	<b>174</b>	<b>181</b>	<b>161</b>	<b>834</b>	<b>100.00%</b>

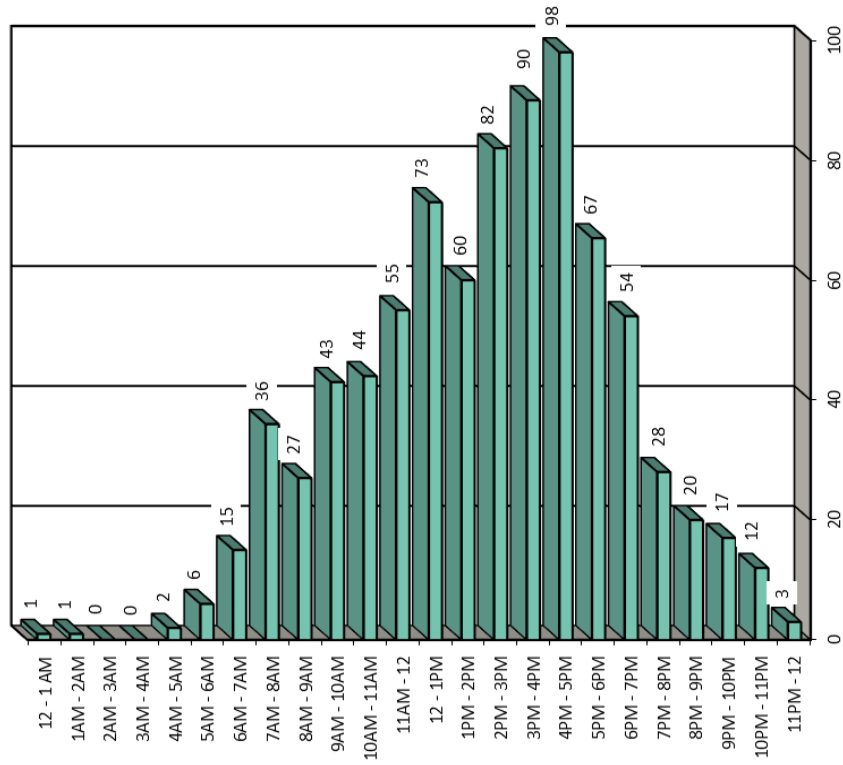


# MAINE HIGHWAY BICYCLE CRASHES

## BY TIME OF DAY

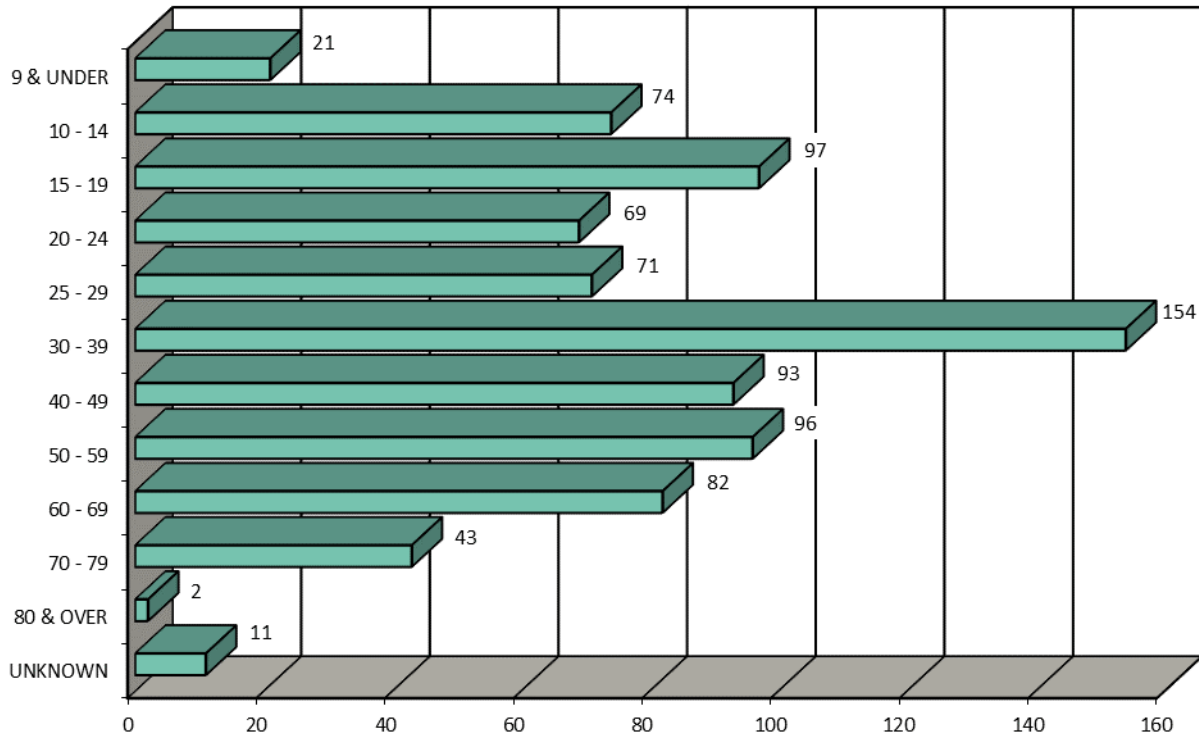
2019 - 2023

TIME OF DAY	2019	2020	2021	2022	2023	FIVE YEAR TOTAL
12 - 1 AM	1	0	0	0	0	1
1AM - 2AM	0	0	1	0	0	1
2AM - 3AM	0	0	0	0	0	0
3AM - 4AM	0	0	0	0	0	0
4AM - 5AM	1	1	0	0	0	2
5AM - 6AM	1	2	2	1	0	6
6AM - 7AM	2	1	2	4	6	15
7AM - 8AM	9	3	6	10	8	36
8AM - 9AM	7	3	6	7	4	27
9AM - 10AM	11	4	10	5	13	43
10AM - 11AM	9	8	11	8	8	44
11AM - 12	18	8	10	11	8	55
12 - 1PM	12	15	17	13	16	73
1PM - 2PM	9	10	16	17	8	60
2PM - 3PM	18	15	16	19	14	82
3PM - 4PM	17	16	18	15	24	90
4PM - 5PM	29	15	15	19	20	98
5PM - 6PM	13	17	10	20	7	67
6PM - 7PM	9	8	15	12	10	54
7PM - 8PM	0	5	14	6	3	28
8PM - 9PM	6	3	2	4	5	20
9PM - 10PM	4	1	2	7	3	17
10PM - 11PM	2	3	1	3	3	12
11PM - 12	1	1	0	0	1	3
<b>TOTAL</b>	<b>179</b>	<b>139</b>	<b>174</b>	<b>181</b>	<b>161</b>	<b>834</b>





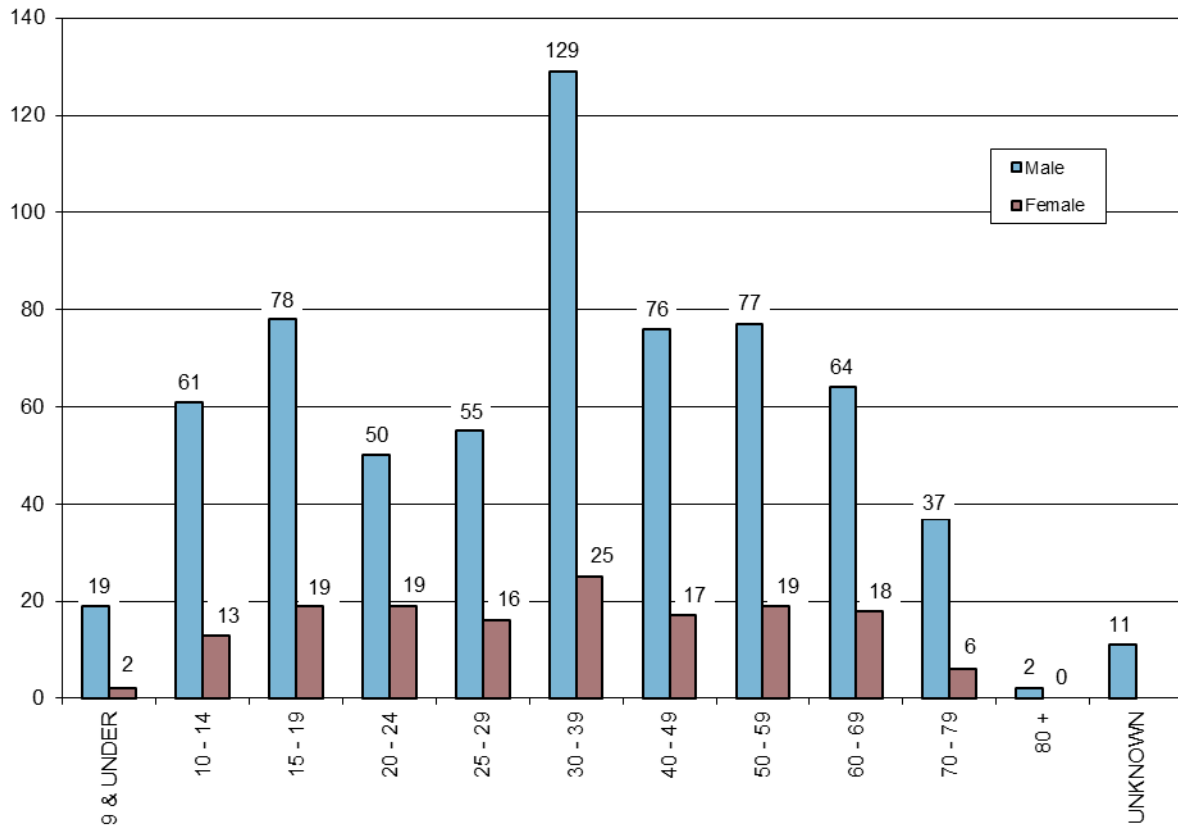
# BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP 2019 - 2023



AGE OF BICYCLIST	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
9 & UNDER	7	5	4	5	0	21	2.58%
10 - 14	17	10	17	19	11	74	9.10%
15 - 19	26	13	24	15	19	97	11.93%
20 - 24	15	14	15	15	10	69	8.49%
25 - 29	17	9	13	11	21	71	8.73%
30 - 39	30	26	26	40	32	154	18.94%
40 - 49	19	15	21	20	18	93	11.44%
50 - 59	21	15	28	16	16	96	11.81%
60 - 69	16	14	17	21	14	82	10.09%
70 - 79	7	12	6	8	10	43	5.29%
80 & OVER	1	0	1	0	0	2	0.25%
UNKNOWN	1	3	1	4	2	11	1.35%
<b>TOTAL</b>	<b>177</b>	<b>136</b>	<b>173</b>	<b>174</b>	<b>153</b>	<b>813</b>	<b>100.00%</b>



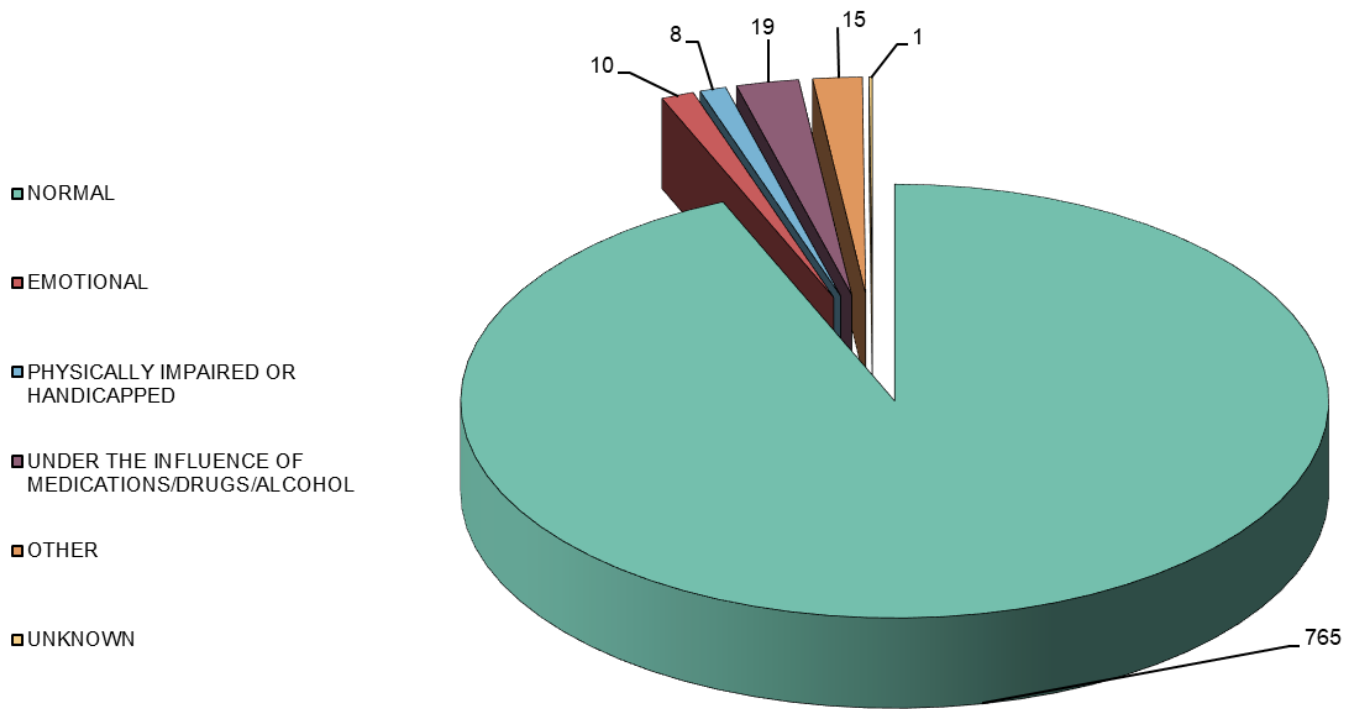
# BICYCLISTS INVOLVED IN MAINE HIGHWAY CRASHES BY AGE GROUP AND GENDER 2019 - 2023



AGE GROUP OF BICYCLIST BY GENDER	2019		2020		2021		2022		2023		TOTALS		FIVE YEAR TOTAL	PERCENT OF TOTAL
	M	F	M	F	M	F	M	F	M	F	M	F		
9 & UNDER	7	0	4	1	4	0	4	1	0	0	19	2	21	2.58%
10 - 14	15	2	8	2	12	5	18	1	8	3	61	13	74	9.10%
15 - 19	21	5	10	3	20	4	10	5	17	2	78	19	97	11.93%
20 - 24	10	5	12	2	11	4	9	6	8	2	50	19	69	8.49%
25 - 29	13	4	6	3	12	1	7	4	17	4	55	16	71	8.73%
30 - 39	27	3	22	4	23	3	31	9	26	6	129	25	154	18.94%
40 - 49	15	4	13	2	18	3	15	5	15	3	76	17	93	11.44%
50 - 59	19	2	9	6	19	9	15	1	15	1	77	19	96	11.81%
60 - 69	11	5	11	3	13	4	17	4	12	2	64	18	82	10.09%
70 - 79	7	0	11	1	4	2	6	2	9	1	37	6	43	5.29%
80 & OVER	1	0	0	0	1	0	0	0	0	0	2	0	2	0.25%
UNKNOWN	1		3		1		4		2		11		11	1.35%
<b>TOTAL BY GENDER</b>	<b>146</b>	<b>30</b>	<b>106</b>	<b>27</b>	<b>137</b>	<b>35</b>	<b>132</b>	<b>38</b>	<b>127</b>	<b>24</b>	<b>648</b>	<b>154</b>		
<b>TOTAL</b>	<b>177</b>		<b>136</b>		<b>173</b>		<b>174</b>		<b>153</b>		<b>813</b>		<b>813</b>	<b>100.00%</b>



# BICYCLIST APPARENT PHYSICAL CONDITIONS INVOLVED IN MAINE HIGHWAY CRASHES 2019 - 2023



BICYCLIST PHYSICAL CONDITION	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
APPARENTLY NORMAL	170	123	163	167	142	765	93.52%
ASLEEP OR FATIGUED	0	0	0	0	0	0	0.00%
EMOTIONAL (depressed, angry, disturbed, etc.)	2	3	1	1	3	10	1.22%
ILL (sick)	0	0	0	0	0	0	0.00%
PHYSICALLY IMPAIRED OR HANDICAPPED	0	4	1	0	3	8	0.98%
UNDER THE INFLUENCE OF MEDICATIONS/DRUGS/ALCOHOL	3	3	4	4	5	19	2.32%
OTHER	3	4	5	2	1	15	1.83%
UNKNOWN	0	0	0	1	0	1	0.12%
<b>TOTAL</b>	<b>178</b>	<b>137</b>	<b>174</b>	<b>175</b>	<b>154</b>	<b>818</b>	<b>100.00%</b>



# CONTRIBUTING FACTORS TO MAINE HIGHWAY BICYCLE CRASHES 2019 - 2023

<b>DRIVER ACTIONS (actions 1 &amp; 2 combined)</b>	<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>Totals</b>
NO CONTRIBUTING ACTION	90	72	103	95	87	447
RAN OFF ROADWAY	1	1	0	1	0	3
FAILED TO YIELD RIGHT-OF-WAY	63	40	38	38	38	217
RAN RED LIGHT	0	1	0	0	0	1
RAN STOP SIGN	0	1	1	0	2	4
DISREGARDED OTHER TRAFFIC SIGN	1	2	0	0	0	3
DISREGARDED OTHER ROAD MARKINGS	0	0	0	0	1	1
EXCEEDED POSTED SPEED LIMIT	0	0	1	1	1	3
DROVE TOO FAST FOR CONDITIONS	1	0	0	0	2	3
IMPROPER TURN	7	3	1	4	10	25
IMPROPER BACKING	0	1	0	1	0	2
IMPROPER PASSING	4	3	1	2	3	13
WRONG WAY	0	0	0	1	0	1
FOLLOWED TOO CLOSELY	2	2	3	4	3	14
FAILED TO KEEP IN PROPER LANE	2	5	3	4	0	14
OPERATED MOTOR VEHICLE IN ERRATIC, RECKLESS, CARELESS, NEGLIGENT OR AGGRESSIVE MANNER	5	7	3	7	2	24
SWERVED OR AVOIDED DUE TO WIND, SLIPPERY SURFACE, MOTOR VEHICLE, OBJECT, NON-MOTORIST IN ROADWAY	1	1	2	1	2	7
OVER-CORRECTING/OVER-STEERING	0	0	0	0	0	0
OTHER CONTRIBUTING ACTION	12	6	13	16	6	53
UNKNOWN	4	7	5	5	5	26
<b>TOTALS</b>	<b>193</b>	<b>152</b>	<b>174</b>	<b>180</b>	<b>162</b>	<b>861</b>
<b>BICYCLIST ACTIONS</b>						
RIDING WITH TRAFFIC	80	69	66	69	61	345
RIDING AGAINST TRAFFIC	29	20	33	36	23	141
MAKING RIGHT TURN	1	2	2	3	2	10
MAKING LEFT TURN	7	5	10	8	10	40
MAKING U TURN	0	0	0	0	0	0
RIDING ACROSS ROAD	41	23	37	28	34	163
SLOWING, STOPPING, STARTING IN ROAD	0	3	2	4	3	12
OTHER BYCLIST ACTION	14	10	16	14	10	64
UNKNOWN	5	3	1	4	3	16
<b>TOTALS</b>	<b>177</b>	<b>135</b>	<b>167</b>	<b>166</b>	<b>146</b>	<b>791</b>
<b>VEHICULAR FACTORS</b>						
NONE	170	138	166	172	155	801
BRAKES	1	1	0	1	1	4
EXHAUST SYSTEM	0	0	0	0	0	0
BODY, DOORS	0	0	0	1	0	1
STEERING	1	1	0	0	0	2
POWER TRAIN	0	0	0	0	0	0
SUSPENSION	0	0	0	0	0	0
TIRES	0	0	0	0	1	1
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	0	1	0	1	0	2
<b>TOTALS</b>	<b>172</b>	<b>141</b>	<b>166</b>	<b>175</b>	<b>157</b>	<b>811</b>

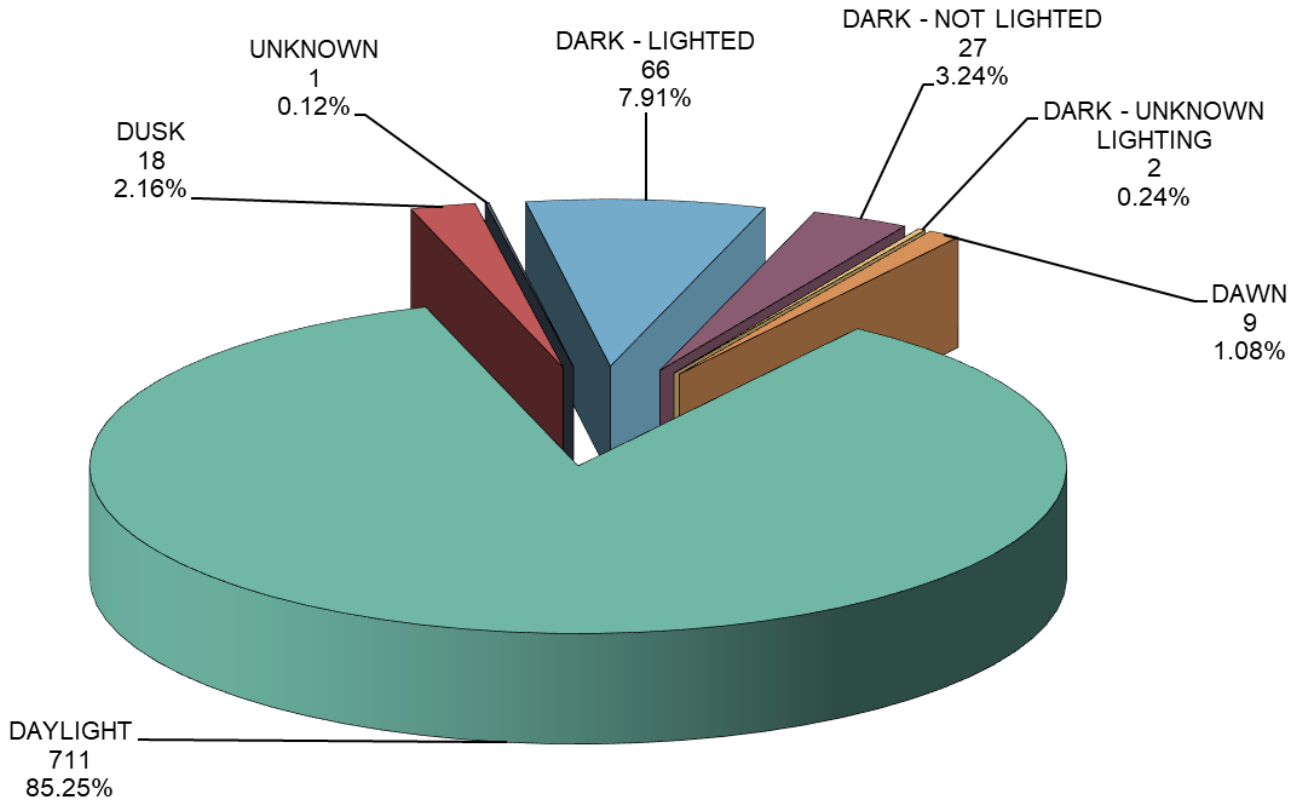


# VEHICLES INVOLVED IN MAINE HIGHWAY BICYCLE CRASHES 2019 - 2023

VEHICLE TYPE INVOLVED IN BICYCLE CRASHES	2019	2020	2021	2022	2023	FIVE YEAR TOTAL
PASSENGER CAR	92	53	65	83	67	<b>360</b>
(SPORT) UTILITY VEHICLE	43	48	71	60	50	<b>272</b>
PASSENGER VAN	1	0	1	4	2	<b>8</b>
CARGO VAN (10k or less)	3	2	3	1	7	<b>16</b>
PICKUP TRUCK	33	29	25	25	28	<b>140</b>
MOTOR HOME	0	0	0	0	0	<b>0</b>
SCHOOL BUS	1	0	1	0	0	<b>2</b>
TRANSIT BUS	1	0	0	0	0	<b>1</b>
MOTOR COACH	0	0	0	0	1	<b>1</b>
OTHER BUS	0	0	0	0	0	<b>0</b>
MOTORCYCLE	1	1	4	2	2	<b>10</b>
MOPED	0	1	1	0	0	<b>2</b>
LOW SPEED VEHICLE	0	0	0	0	0	<b>0</b>
AUTOCYCLE	0	0	0	0	0	<b>0</b>
EXPERIMENTAL	0	0	0	0	0	<b>0</b>
OTHER LIGHT TRUCK (10,000 lbs or less)	0	1	0	0	0	<b>1</b>
MEDIUM /HEAVY TRUCKS (more than 10,000 lbs)	1	1	0	3	2	<b>7</b>
ATV (2,3,4-WHEEL)	0	0	0	0	0	<b>0</b>
SNOWMOBILE	0	0	0	0	0	<b>0</b>
PEDESTRIAN	1	1	0	0	0	<b>2</b>
BICYCLE	179	135	172	175	154	<b>815</b>
OTHER	4	5	1	6	7	<b>23</b>
<b>TOTAL VEHICLES INVOLVED</b>	<b>360</b>	<b>277</b>	<b>344</b>	<b>359</b>	<b>320</b>	<b>1,660</b>



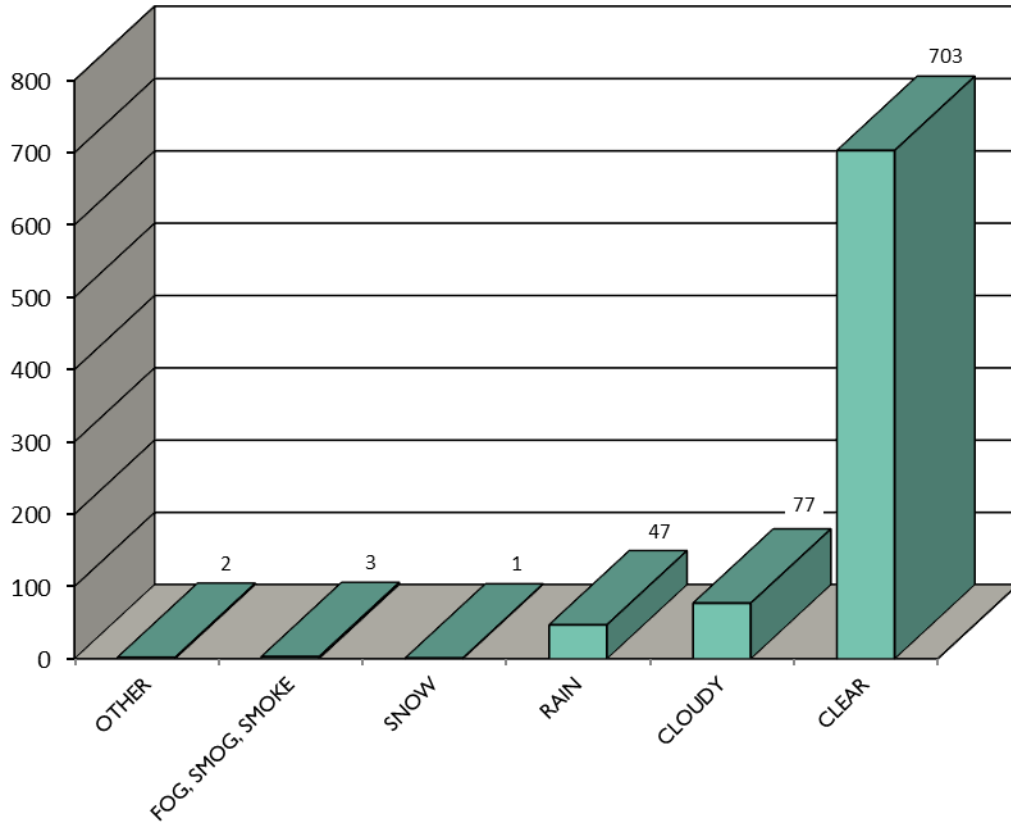
# MAINE HIGHWAY BICYCLE CRASHES BY LIGHT CONDITION 2019 - 2023



LIGHT CONDITION	2019	2020	2021	2022	2023	FIVE YEAR TOTAL	PERCENT OF TOTAL
Dark - Lighted	17	8	10	20	11	66	7.91%
Dark - Not Lighted	2	4	6	5	10	27	3.24%
Dark - Unknown Lighting	0	0	2	0	0	2	0.24%
Dawn	3	1	2	1	2	9	1.08%
Daylight	151	125	149	150	136	711	85.25%
Dusk	6	1	5	4	2	18	2.16%
Unknown	0	0	0	1	0	1	0.12%
<b>Grand Total</b>	<b>179</b>	<b>139</b>	<b>174</b>	<b>181</b>	<b>161</b>	<b>834</b>	<b>100.00%</b>



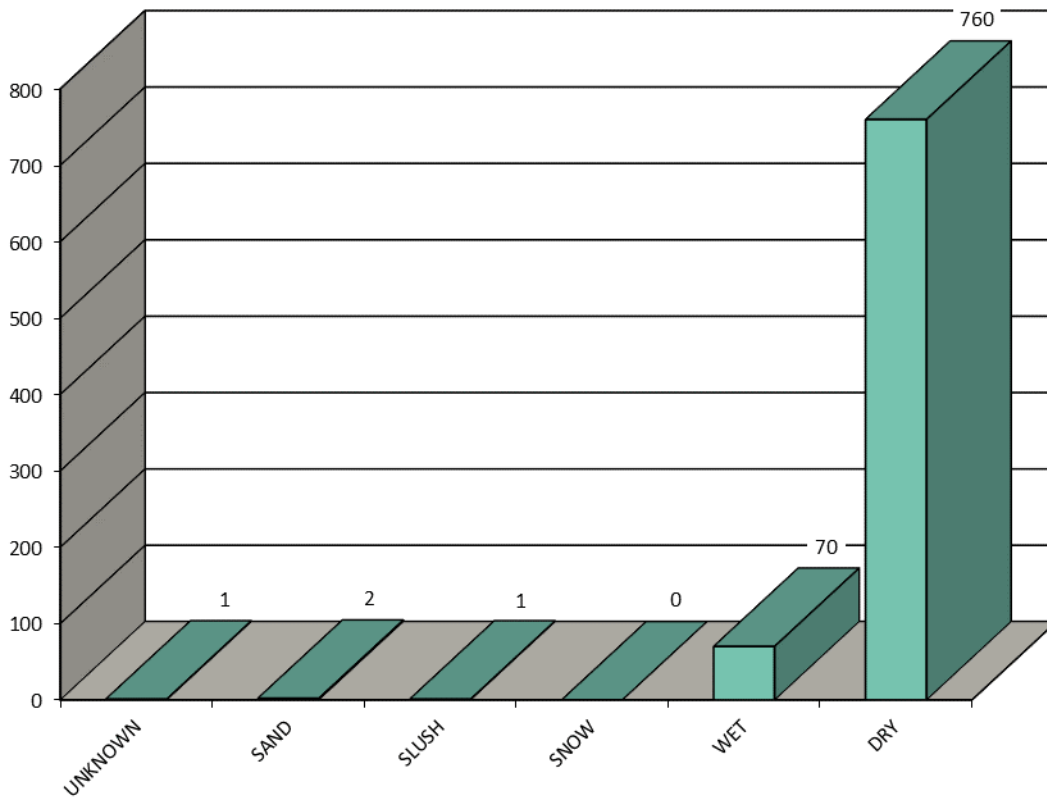
# MAINE HIGHWAY BICYCLE CRASHES BY WEATHER CONDITIONS 2019 - 2023



WEATHER CONDITIONS	2019	2020	2021	2022	2023	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	1	1
OTHER	1	0	0	1	0	2
FOG, SMOG, SMOKE	0	1	0	1	1	3
SNOW	0	0	0	0	1	1
BLOWING SNOW	0	0	0	0	0	0
RAIN	14	5	6	7	15	47
CLOUDY	18	14	15	6	24	77
CLEAR	146	119	153	166	119	703
<b>TOTAL</b>	<b>179</b>	<b>139</b>	<b>174</b>	<b>181</b>	<b>161</b>	<b>834</b>



# MAINE HIGHWAY BICYCLE CRASHES BY ROAD SURFACE CONDITIONS 2019 - 2023



ROAD SURFACE CONDITIONS	2019	2020	2021	2022	2023	FIVE YEAR TOTAL
UNKNOWN	1	0	0	0	0	1
OTHER	0	0	0	0	0	0
OIL	0	0	0	0	0	0
MUD,DIRT	0	0	0	0	0	0
SAND	2	0	0	0	0	2
WATER (standing, moving)	0	0	0	0	0	0
ICE/FROST	0	0	0	0	0	0
SLUSH	1	0	0	0	0	1
SNOW	0	0	0	0	0	0
WET	20	8	9	9	24	70
DRY	155	131	165	172	137	760
<b>TOTAL</b>	<b>179</b>	<b>139</b>	<b>174</b>	<b>181</b>	<b>161</b>	<b>834</b>

