

Chapter 11



Bicycles and Pedestrians

Bicycles

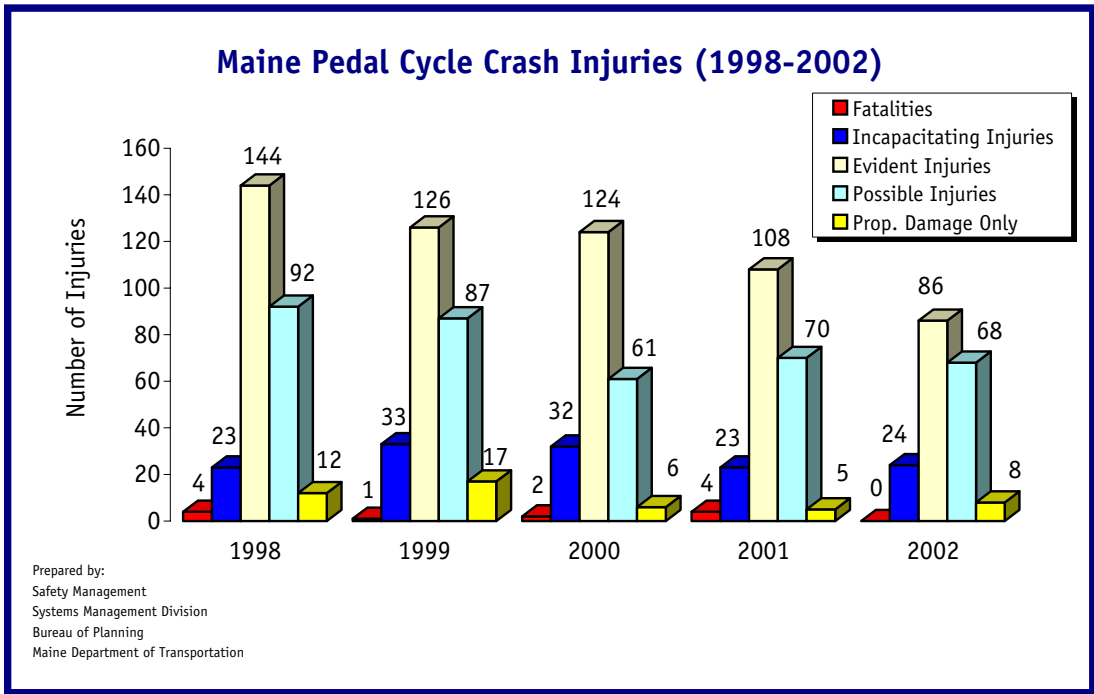
Traffic safety professionals commonly refer to bicycles as pedal cycles to distinguish these vehicles from motorized two wheeled vehicles. From 1997 to 2001, the number of pedal cycle crashes reported to Maine police declined substantially. In 1999 the Bicycle Safety Education Act was passed. This law mandated helmet use by children under age 16, and the development of a bicycle safety program. Since 1999, the Maine Department of Transportation's School Bicycle Education Program has been delivered to over 75,000 school children in Maine. In addition, the development of dedicated bicycle lanes and trails may be having an impact.

Statewide

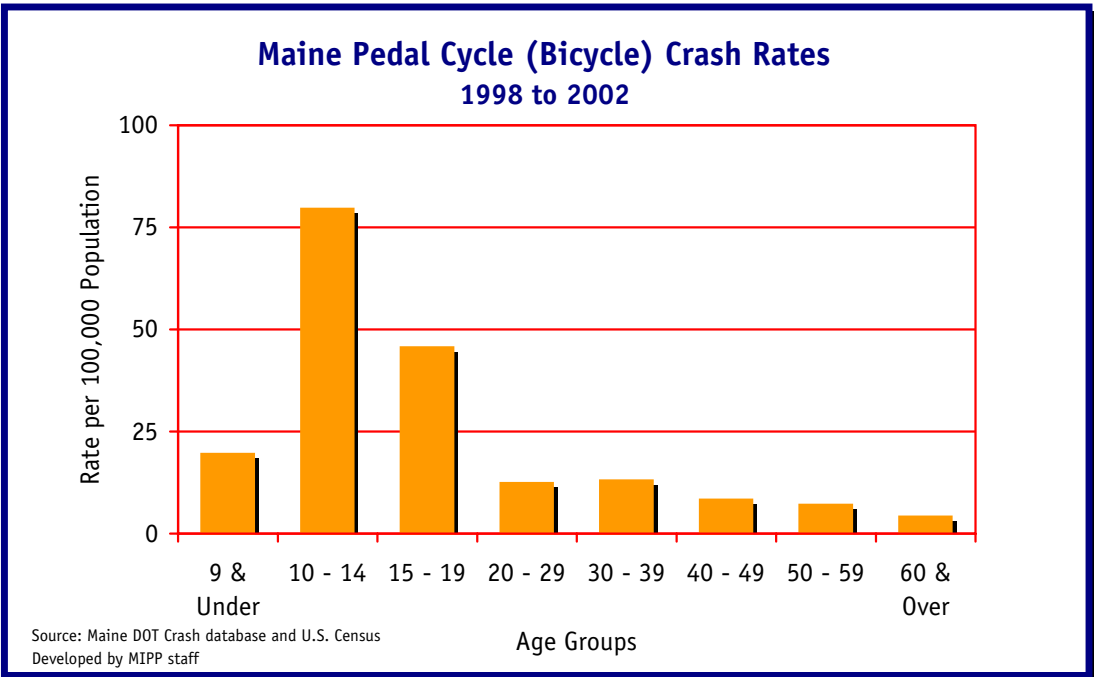
- In the past five years, there were 1,035 pedal cycle crashes (0.5% of total crashes) resulting in 11 fatalities (1.2% of total crash fatalities).
- In five years, the number of pedal cycle crashes has declined by 50%.
- Youth under age 19 were the most commonly involved in pedal cycle crashes, accounting for 63.6% of all crash victims.
- Average medical charges for inpatient hospitalization from a pedal cycle crash were \$19,531 in 1996. Medicaid was the payer for 44% of all medical charges for these hospital stays.

National Trends

- In 2001, pedal cyclists accounted for 2% of all traffic fatalities or 728 deaths.
- The majority of pedal cyclists killed or injured are males. The rate for males is eight times higher than females for pedal cycle deaths and 4 times higher for pedal cycle injuries.
- Youth under age 19 accounted for 50.9% of pedal cycle crash victims nationwide as compared to 63.6% in Maine.



The majority of pedal cycle crashes - 96% - result in some type of injury.



Youth under the age of 19 account for 61% of all pedal cycle crash victims. Sixty percent of all bicyclists hospitalized or dying were between the ages 5 and 14.



Bicycles and Pedestrians

Pedestrians

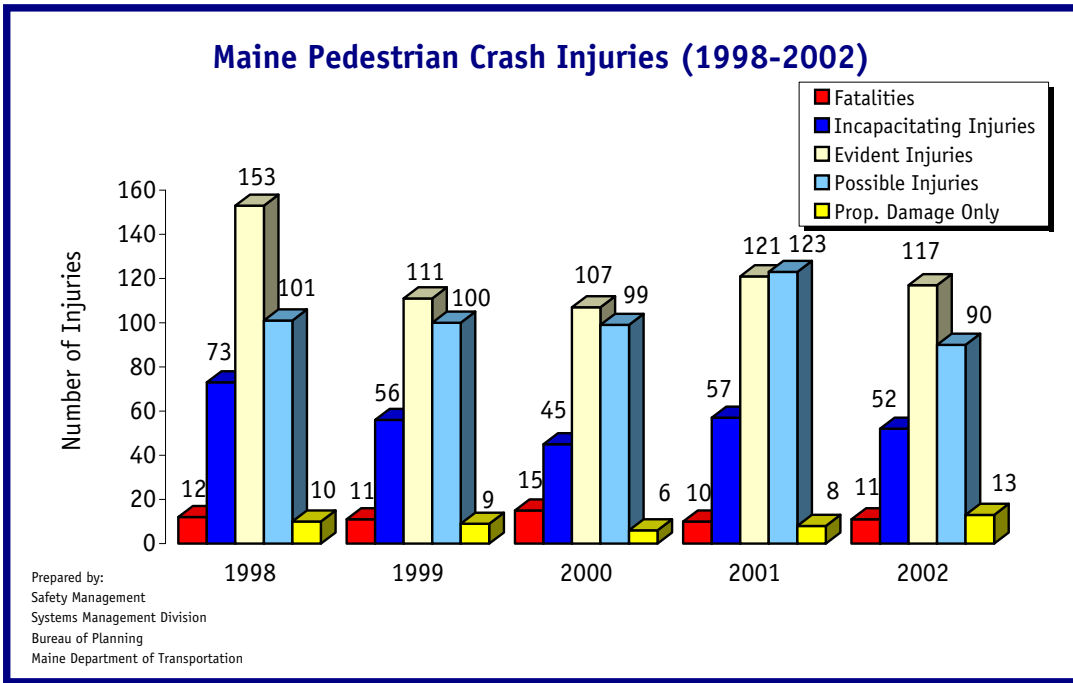
The number of pedestrians involved in crashes showed little change from 1998 to 2002. Pedestrian involved crashes are slightly higher than pedal cycle involved crashes, but the number of pedestrian deaths is over five times greater. While fatal pedal cycle crashes account for less than 1% of all pedal cycle crashes, pedestrian fatal crashes account for over 4% of total crashes involving pedestrians.

Statewide

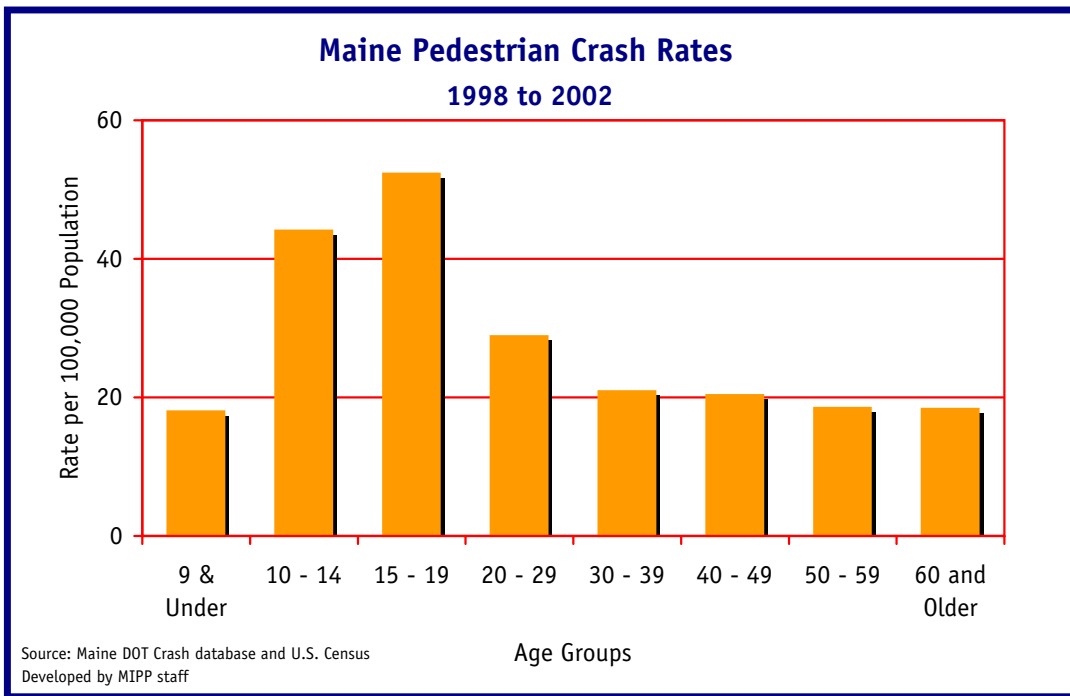
- From 1998-2002, there were 1,425 Pedestrian crashes (1% of total crashes), resulting in 61 deaths (6.7% of total fatalities) and 1,460 injuries (1.8% of total injuries).
- Sixty-one pedestrians died in Maine from 1998 to 2002, with a high of 15 deaths in 2000 and a low of 11 in 1999 and 2001.
- Over 97% of all pedestrians involved in crashes sustained some kind of injury.
- Youth under age 19 were most commonly involved in pedestrian crashes. They account for 38% of the total. The second largest age group, with 25% of the total, was individuals age 30 to 50. Individuals over age 60 accounted for 14% of the injured pedestrians.
- The most common cause of pedestrian involved crashes was pedestrian violations, followed by driver inattention.
- From 1994 to 2002, of all pedestrian fatalities age 21 and older, 27% had a blood alcohol content greater than 0.08%.

National Trends

- In 2002, 4,808 pedestrians died nationwide, accounting for 11.2% of all fatal traffic crashes.
- Over 71,000 pedestrians were injured during 2002 in the United States.
- More than two-thirds (68 percent) of the 2002 pedestrian fatalities were males, a rate 2.31 per 100,000 people.
- Youth under age 20 represented 16% of the pedestrian deaths, while the elderly over age 65 accounted for 22%.



The majority of pedestrian crashes - 97% - result in some type of injury.



Youth under the age of 19 account for 37% of all pedestrian crash victims.