

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

08/18/2008
 Page 1 of 10

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lynnwood | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 148 | 1 | 33 | 114 | 296 | 1 | 49 | 10 | 23 | 16 | 333 |
| Fog/Smoke/Haze | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Rain | 32 | 0 | 4 | 28 | 64 | 0 | 6 | 2 | 2 | 2 | 75 |
| Sleet/Hail | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Snow | 11 | 0 | 3 | 8 | 16 | 0 | 3 | 0 | 1 | 2 | 16 |
| Unknown | 4 | 0 | 1 | 3 | 9 | 0 | 2 | 0 | 0 | 2 | 6 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 3 | 0 | 2 | 1 | 3 | 0 | 3 | 0 | 3 | 0 | 1 |
| Train | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pedalcyclist | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 |
| Animal | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Fixed object | 13 | 0 | 4 | 9 | 13 | 0 | 4 | 0 | 1 | 3 | 16 |
| Other object | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Other non collision | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 2 |
| Parked motor vehicle | 11 | 0 | 0 | 11 | 22 | 0 | 0 | 0 | 0 | 0 | 14 |
| Rear end | 81 | 0 | 18 | 63 | 180 | 0 | 28 | 11 | 6 | 11 | 203 |
| Head on | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sideswipe same direction | 7 | 0 | 0 | 7 | 15 | 0 | 0 | 0 | 0 | 0 | 17 |
| Sideswipe opposite direction | 6 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 14 |
| Angle | 18 | 0 | 5 | 13 | 36 | 0 | 11 | 1 | 10 | 0 | 38 |
| Turning | 47 | 1 | 10 | 36 | 95 | 1 | 12 | 0 | 4 | 8 | 118 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| CLASS OF CITY | | | | | | | | | | | |
| 5,000 TO 10,000 | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 140 | 1 | 33 | 106 | 281 | 1 | 50 | 11 | 22 | 17 | 315 |
| Ice | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 5 |
| Snow or Slush | 7 | 0 | 3 | 4 | 11 | 0 | 3 | 0 | 1 | 2 | 10 |
| Wet | 39 | 0 | 4 | 35 | 77 | 0 | 6 | 2 | 2 | 2 | 90 |
| Unknown | 7 | 0 | 2 | 5 | 13 | 0 | 2 | 0 | 1 | 1 | 12 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lynnwood | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| State Numbered Urban | 118 | 1 | 28 | 89 | 233 | 1 | 45 | 12 | 18 | 15 | 260 |
| Unmarked Highway Urban | 24 | 0 | 6 | 18 | 45 | 0 | 8 | 0 | 2 | 6 | 49 |
| City Streets Urban | 54 | 0 | 7 | 47 | 108 | 0 | 7 | 1 | 5 | 1 | 122 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 34 | 0 | 8 | 26 | 68 | 0 | 9 | 0 | 6 | 3 | 86 |
| Monday | 18 | 0 | 4 | 14 | 35 | 0 | 5 | 2 | 1 | 2 | 41 |
| Tuesday | 31 | 0 | 9 | 22 | 64 | 0 | 17 | 6 | 8 | 3 | 58 |
| Wednesday | 29 | 0 | 6 | 23 | 57 | 0 | 8 | 3 | 0 | 5 | 56 |
| Thursday | 32 | 1 | 4 | 27 | 63 | 1 | 5 | 0 | 3 | 2 | 70 |
| Friday | 30 | 0 | 5 | 25 | 54 | 0 | 6 | 0 | 2 | 4 | 70 |
| Saturday | 23 | 0 | 6 | 17 | 47 | 0 | 11 | 2 | 6 | 3 | 51 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |

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| Lynnwood | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 5 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1 AM | 5 | 0 | 1 | 4 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| 2 AM | 3 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3 AM | 3 | 0 | 2 | 1 | 4 | 0 | 2 | 1 | 0 | 1 | 3 |
| 4 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 5 AM | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 6 AM | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| 7 AM | 11 | 0 | 2 | 9 | 22 | 0 | 2 | 0 | 1 | 1 | 24 |
| 8 AM | 8 | 0 | 2 | 6 | 16 | 0 | 3 | 2 | 1 | 0 | 17 |
| 9 AM | 7 | 0 | 2 | 5 | 14 | 0 | 3 | 0 | 3 | 0 | 13 |
| 10 AM | 9 | 0 | 2 | 7 | 22 | 0 | 3 | 0 | 0 | 3 | 19 |
| 11 AM | 11 | 0 | 1 | 10 | 23 | 0 | 1 | 0 | 0 | 1 | 25 |
| Noon | 14 | 0 | 6 | 8 | 31 | 0 | 10 | 1 | 5 | 4 | 32 |
| 1 PM | 6 | 0 | 1 | 5 | 11 | 0 | 1 | 0 | 1 | 0 | 12 |
| 2 PM | 12 | 0 | 3 | 9 | 23 | 0 | 4 | 0 | 2 | 2 | 30 |
| 3 PM | 15 | 0 | 2 | 13 | 30 | 0 | 2 | 0 | 1 | 1 | 30 |
| 4 PM | 14 | 0 | 4 | 10 | 28 | 0 | 6 | 0 | 4 | 2 | 35 |
| 5 PM | 20 | 0 | 2 | 18 | 38 | 0 | 2 | 0 | 1 | 1 | 54 |
| 6 PM | 20 | 0 | 6 | 14 | 39 | 0 | 13 | 6 | 6 | 1 | 47 |
| 7 PM | 10 | 1 | 4 | 5 | 21 | 1 | 6 | 2 | 0 | 4 | 20 |
| 8 PM | 3 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 1 | 2 |
| 9 PM | 6 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10 PM | 5 | 0 | 0 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 11 PM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 27 | 0 | 6 | 21 | 47 | 0 | 6 | 0 | 4 | 2 | 46 |
| Darkness, Lighted Road | 26 | 0 | 5 | 21 | 49 | 0 | 5 | 1 | 0 | 4 | 61 |
| Dawn | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| Daylight | 133 | 0 | 27 | 106 | 272 | 0 | 43 | 9 | 20 | 14 | 308 |
| Dusk | 8 | 1 | 3 | 4 | 16 | 1 | 6 | 2 | 2 | 2 | 15 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 22 | 0 | 5 | 17 | 43 | 0 | 6 | 3 | 2 | 1 | 48 |
| No Defects | 163 | 1 | 37 | 125 | 321 | 1 | 55 | 10 | 24 | 21 | 350 |
| Utility Work Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 11 | 0 | 0 | 11 | 22 | 0 | 0 | 0 | 0 | 0 | 32 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lynnwood | | | | | | | | | | | |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 5 | 0 | 4 | 1 | 8 | 0 | 4 | 0 | 3 | 1 | 6 |
| No Controls | 106 | 1 | 21 | 84 | 210 | 1 | 32 | 10 | 10 | 12 | 223 |
| No Passing | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 2 |
| Other RR Crossing | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Other Warning Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Police/Flagman | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| RR Crossing Gate | 3 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| Stop Sign/Flasher | 24 | 0 | 8 | 16 | 50 | 0 | 13 | 3 | 7 | 3 | 60 |
| Traffic Signal | 52 | 0 | 7 | 45 | 104 | 0 | 10 | 0 | 5 | 5 | 125 |
| Unknown | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 27 | 0 | 5 | 22 | 55 | 0 | 8 | 0 | 4 | 4 | 58 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 13 | 0 | 1 | 12 | 23 | 0 | 1 | 0 | 0 | 1 | 27 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| Intersection of Ramp and Other Roadway | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| Not Applicable | 150 | 1 | 35 | 114 | 296 | 1 | 51 | 13 | 21 | 17 | 326 |
| Railroad Crossing | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 1 | 0 | 8 |
| TOTALS | 197 | 1 | 42 | 154 | 388 | 1 | 61 | 13 | 26 | 22 | 432 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lynnwood | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Engine/Motor | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defect | 330 | 1 | 75 | 254 | 330 | 0 | 58 | 13 | 25 | 20 | 365 |
| Unknown | 56 | 1 | 4 | 51 | 56 | 1 | 2 | 0 | 0 | 2 | 65 |
| TOTALS | 388 | 2 | 79 | 307 | 388 | 1 | 60 | 13 | 25 | 22 | 432 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Bus up to 15 Passengers | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Motor Driven Cycle | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Motorcycle (over 150cc) | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Passenger | 242 | 1 | 62 | 179 | 242 | 0 | 52 | 8 | 23 | 21 | 261 |
| Pickup | 42 | 0 | 4 | 38 | 42 | 0 | 1 | 0 | 0 | 1 | 45 |
| SUV | 40 | 0 | 6 | 34 | 40 | 0 | 7 | 5 | 2 | 0 | 46 |
| Tractor with Semi-Trailer | 10 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 11 |
| Truck Single Unit | 8 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Van/Mini-Van | 32 | 0 | 3 | 29 | 32 | 0 | 0 | 0 | 0 | 0 | 48 |
| Unknown | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 388 | 2 | 79 | 307 | 388 | 1 | 60 | 13 | 25 | 22 | 432 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lynnwood | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Asleep/Fainted | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| Medicated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Normal | 332 | 1 | 73 | 258 | 332 | 0 | 39 | 7 | 15 | 17 | 293 |
| Other/Unknown | 35 | 1 | 4 | 30 | 35 | 1 | 3 | 0 | 2 | 1 | 31 |
| TOTALS | 376 | 2 | 79 | 295 | 376 | 1 | 43 | 8 | 17 | 18 | 332 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lynnwood | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 16 | Female | 4 | 0 | 3 | 1 | 4 | 0 | 2 | 0 | 0 | 2 | 2 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 18 | Female | 7 | 0 | 4 | 3 | 7 | 0 | 3 | 0 | 1 | 2 | 4 |
| | Male | 8 | 0 | 3 | 5 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| 19 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| 20 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22-24 | Female | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 0 | 1 | 0 | 11 |
| | Male | 16 | 0 | 1 | 15 | 16 | 0 | 1 | 0 | 0 | 1 | 15 |
| 25-29 | Female | 19 | 0 | 1 | 18 | 19 | 0 | 0 | 0 | 0 | 0 | 19 |
| | Male | 24 | 0 | 6 | 18 | 24 | 0 | 3 | 0 | 1 | 2 | 21 |
| 30-34 | Female | 11 | 0 | 2 | 9 | 11 | 0 | 2 | 0 | 0 | 2 | 9 |
| | Male | 23 | 1 | 6 | 16 | 23 | 1 | 3 | 1 | 1 | 1 | 19 |
| 35-39 | Female | 12 | 0 | 3 | 9 | 12 | 0 | 2 | 0 | 2 | 0 | 10 |
| | Male | 21 | 0 | 1 | 20 | 21 | 0 | 0 | 0 | 0 | 0 | 21 |
| 40-44 | Female | 12 | 0 | 3 | 9 | 12 | 0 | 2 | 1 | 1 | 0 | 10 |
| | Male | 17 | 0 | 2 | 15 | 17 | 0 | 2 | 2 | 0 | 0 | 15 |
| 45-49 | Female | 15 | 0 | 2 | 13 | 15 | 0 | 2 | 0 | 0 | 2 | 13 |
| | Male | 23 | 1 | 4 | 18 | 23 | 0 | 2 | 0 | 1 | 1 | 21 |
| 50-54 | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 14 | 0 | 2 | 12 | 14 | 0 | 2 | 0 | 1 | 1 | 12 |
| 55-59 | Female | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Male | 17 | 0 | 6 | 11 | 17 | 0 | 3 | 1 | 1 | 1 | 14 |
| 60-64 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 1 | 1 | 0 | 0 | 10 |
| 65-69 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 1 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 70-74 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 7 | 0 | 5 | 2 | 7 | 0 | 2 | 2 | 0 | 0 | 5 |
| 75-79 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 2 | 0 | 1 | 1 | 5 |
| 80-84 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Male | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| Unknown | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Not Stated | 14 | 0 | 1 | 13 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |

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| Lynnwood | | | | | | | | | | | |
| TOTALS | 376 | 2 | 79 | 295 | 376 | 1 | 43 | 8 | 17 | 18 | 332 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lynnwood | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | Female | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 3 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| 5 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 3 |
| | Male | 11 | 0 | 3 | 8 | 11 | 0 | 2 | 0 | 2 | 0 | 9 |
| 15 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16 | Female | 4 | 0 | 3 | 1 | 4 | 0 | 3 | 1 | 2 | 0 | 1 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17 | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22-24 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 25-29 | Male | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| 30-34 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 40-44 | Female | 4 | 0 | 4 | 0 | 4 | 0 | 3 | 1 | 0 | 2 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 50-54 | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 55-59 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

