

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

09/12/2008  
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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            |
| <b>Wheaton</b>                |                   |          |            |                 |                |              |               |                 |            |            |              |
| <b>WEATHER CONDITION</b>      |                   |          |            |                 |                |              |               |                 |            |            |              |
| Clear                         | 1,081             | 0        | 215        | 866             | 2,215          | 0            | 299           | 39              | 100        | 160        | 2,618        |
| Fog/Smoke/Haze                | 9                 | 0        | 2          | 7               | 15             | 0            | 3             | 0               | 1          | 2          | 12           |
| Rain                          | 156               | 0        | 32         | 124             | 313            | 0            | 44            | 8               | 14         | 22         | 392          |
| Sleet/Hail                    | 2                 | 0        | 0          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 6            |
| Snow                          | 73                | 0        | 11         | 62              | 124            | 0            | 12            | 0               | 5          | 7          | 150          |
| Unknown                       | 36                | 0        | 2          | 34              | 66             | 0            | 2             | 0               | 1          | 1          | 61           |
| <b>TOTALS</b>                 | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>TYPE OF CRASH</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| Overturned                    | 2                 | 0        | 1          | 1               | 3              | 0            | 1             | 0               | 0          | 1          | 4            |
| Pedestrian                    | 6                 | 0        | 6          | 0               | 6              | 0            | 6             | 2               | 4          | 0          | 7            |
| Train                         | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Pedalcyclist                  | 15                | 0        | 15         | 0               | 15             | 0            | 16            | 3               | 6          | 7          | 14           |
| Animal                        | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Fixed object                  | 88                | 0        | 10         | 78              | 90             | 0            | 13            | 3               | 4          | 6          | 109          |
| Other object                  | 9                 | 0        | 2          | 7               | 9              | 0            | 3             | 0               | 2          | 1          | 11           |
| Other non collision           | 5                 | 0        | 2          | 3               | 8              | 0            | 2             | 0               | 0          | 2          | 6            |
| Parked motor vehicle          | 104               | 0        | 3          | 101             | 212            | 0            | 4             | 0               | 1          | 3          | 142          |
| Rear end                      | 570               | 0        | 110        | 460             | 1,251          | 0            | 151           | 15              | 30         | 106        | 1,531        |
| Head on                       | 7                 | 0        | 2          | 5               | 15             | 0            | 4             | 1               | 2          | 1          | 20           |
| Sideswipe same direction      | 76                | 0        | 5          | 71              | 155            | 0            | 7             | 0               | 3          | 4          | 217          |
| Sideswipe opposite direction  | 11                | 0        | 2          | 9               | 22             | 0            | 4             | 0               | 2          | 2          | 27           |
| Angle                         | 187               | 0        | 47         | 140             | 384            | 0            | 70            | 8               | 33         | 29         | 459          |
| Turning                       | 274               | 0        | 57         | 217             | 562            | 0            | 79            | 15              | 34         | 30         | 688          |
| Unknown                       | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| <b>TOTALS</b>                 | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>CLASS OF CITY</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| 50,000 and OVER               | 1,357             | 0        | 262        | 1,095           | 2,736          | 0            | 360           | 47              | 121        | 192        | 3,239        |
| <b>TOTALS</b>                 | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Dry                           | 954               | 0        | 193        | 761             | 1,955          | 0            | 263           | 34              | 89         | 140        | 2,280        |
| Ice                           | 16                | 0        | 3          | 13              | 31             | 0            | 4             | 0               | 0          | 4          | 35           |
| Sand, Mud, Dirt               | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 3            |
| Snow or Slush                 | 62                | 0        | 4          | 58              | 103            | 0            | 4             | 0               | 1          | 3          | 133          |
| Wet                           | 271               | 0        | 60         | 211             | 550            | 0            | 87            | 13              | 30         | 44         | 692          |
| Unknown                       | 53                | 0        | 2          | 51              | 95             | 0            | 2             | 0               | 1          | 1          | 96           |
| <b>TOTALS</b>                 | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Wheaton                    | NUMBER OF CRASHES |          |            |                 |                |              |               | INJURY SEVERITY |            |            |              |
|----------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                            | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>CLASS OF TRAFFICWAY</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Controlled Urban           | 1                 | 0        | 1          | 0               | 2              | 0            | 1             | 0               | 1          | 0          | 2            |
| State Numbered Urban       | 436               | 0        | 96         | 340             | 917            | 0            | 141           | 19              | 41         | 81         | 1,067        |
| City Streets Urban         | 920               | 0        | 165        | 755             | 1,817          | 0            | 218           | 28              | 79         | 111        | 2,170        |
| <b>TOTALS</b>              | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>DAY OF WEEK</b>         |                   |          |            |                 |                |              |               |                 |            |            |              |
| Sunday                     | 108               | 0        | 20         | 88              | 204            | 0            | 27            | 2               | 10         | 15         | 272          |
| Monday                     | 196               | 0        | 35         | 161             | 397            | 0            | 45            | 4               | 20         | 21         | 455          |
| Tuesday                    | 212               | 0        | 38         | 174             | 430            | 0            | 54            | 5               | 24         | 25         | 471          |
| Wednesday                  | 240               | 0        | 40         | 200             | 493            | 0            | 52            | 10              | 12         | 30         | 581          |
| Thursday                   | 191               | 0        | 45         | 146             | 389            | 0            | 70            | 11              | 18         | 41         | 473          |
| Friday                     | 247               | 0        | 44         | 203             | 505            | 0            | 59            | 7               | 22         | 30         | 613          |
| Saturday                   | 163               | 0        | 40         | 123             | 318            | 0            | 53            | 8               | 15         | 30         | 374          |
| <b>TOTALS</b>              | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>TIME OF DAY</b>         |                   |          |            |                 |                |              |               |                 |            |            |              |
| Midnight                   | 18                | 0        | 2          | 16              | 28             | 0            | 3             | 0               | 1          | 2          | 25           |
| 1 AM                       | 7                 | 0        | 2          | 5               | 12             | 0            | 3             | 2               | 1          | 0          | 19           |
| 2 AM                       | 4                 | 0        | 1          | 3               | 7              | 0            | 1             | 0               | 1          | 0          | 6            |
| 3 AM                       | 2                 | 0        | 0          | 2               | 4              | 0            | 0             | 0               | 0          | 0          | 3            |
| 4 AM                       | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| 5 AM                       | 5                 | 0        | 0          | 5               | 7              | 0            | 0             | 0               | 0          | 0          | 9            |
| 6 AM                       | 27                | 0        | 7          | 20              | 53             | 0            | 11            | 1               | 7          | 3          | 47           |
| 7 AM                       | 68                | 0        | 9          | 59              | 142            | 0            | 12            | 2               | 3          | 7          | 159          |
| 8 AM                       | 69                | 0        | 18         | 51              | 146            | 0            | 29            | 8               | 11         | 10         | 157          |
| 9 AM                       | 78                | 0        | 15         | 63              | 161            | 0            | 17            | 4               | 4          | 9          | 170          |
| 10 AM                      | 65                | 0        | 11         | 54              | 129            | 0            | 17            | 7               | 2          | 8          | 156          |
| 11 AM                      | 76                | 0        | 17         | 59              | 157            | 0            | 22            | 3               | 7          | 12         | 195          |
| Noon                       | 91                | 0        | 19         | 72              | 181            | 0            | 22            | 2               | 5          | 15         | 225          |
| 1 PM                       | 92                | 0        | 17         | 75              | 185            | 0            | 28            | 2               | 11         | 15         | 211          |
| 2 PM                       | 107               | 0        | 22         | 85              | 212            | 0            | 27            | 0               | 9          | 18         | 242          |
| 3 PM                       | 127               | 0        | 27         | 100             | 264            | 0            | 35            | 3               | 16         | 16         | 373          |
| 4 PM                       | 114               | 0        | 26         | 88              | 239            | 0            | 36            | 6               | 10         | 20         | 277          |
| 5 PM                       | 143               | 0        | 28         | 115             | 298            | 0            | 41            | 4               | 14         | 23         | 340          |
| 6 PM                       | 95                | 0        | 14         | 81              | 194            | 0            | 17            | 1               | 6          | 10         | 246          |
| 7 PM                       | 62                | 0        | 9          | 53              | 118            | 0            | 12            | 0               | 3          | 9          | 139          |
| 8 PM                       | 31                | 0        | 6          | 25              | 61             | 0            | 8             | 0               | 4          | 4          | 83           |
| 9 PM                       | 36                | 0        | 6          | 30              | 67             | 0            | 11            | 1               | 3          | 7          | 81           |
| 10 PM                      | 21                | 0        | 3          | 18              | 34             | 0            | 4             | 1               | 2          | 1          | 33           |
| 11 PM                      | 18                | 0        | 3          | 15              | 36             | 0            | 4             | 0               | 1          | 3          | 42           |
| <b>TOTALS</b>              | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |

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| Wheaton   | NUMBER OF CRASHES |          |            |                 |                |              |               | INJURY SEVERITY |            |            |              |
|---|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|   | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>LIGHT CONDITION</b>                              |                   |          |            |                 |                |              |               |                 |            |            |              |
| Darkness  | 93                | 0        | 17         | 76              | 172            | 0            | 22            | 3               | 8          | 11         | 213          |
| Darkness, Lighted Road                              | 201               | 0        | 31         | 170             | 392            | 0            | 45            | 1               | 15         | 29         | 473          |
| Dawn  | 10                | 0        | 4          | 6               | 18             | 0            | 7             | 0               | 5          | 2          | 12           |
| Daylight  | 1,012             | 0        | 205        | 807             | 2,080          | 0            | 276           | 39              | 89         | 148        | 2,475        |
| Dusk  | 17                | 0        | 5          | 12              | 33             | 0            | 10            | 4               | 4          | 2          | 32           |
| Unknown   | 24                | 0        | 0          | 24              | 41             | 0            | 0             | 0               | 0          | 0          | 34           |
| <b>TOTALS</b>                                       | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>ROAD DEFECTS</b>                                 |                   |          |            |                 |                |              |               |                 |            |            |              |
| Construction Zone                                   | 7                 | 0        | 1          | 6               | 13             | 0            | 1             | 0               | 0          | 1          | 15           |
| Debris on Roadway                                   | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Maintenance Zone                                    | 2                 | 0        | 1          | 1               | 4              | 0            | 1             | 0               | 0          | 1          | 4            |
| No Defects  | 1,059             | 0        | 253        | 806             | 2,133          | 0            | 350           | 46              | 118        | 186        | 2,488        |
| Rut, Holes  | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Utility Work Zone                                   | 2                 | 0        | 1          | 1               | 4              | 0            | 2             | 0               | 1          | 1          | 3            |
| Unknown   | 285               | 0        | 6          | 279             | 580            | 0            | 6             | 1               | 2          | 3          | 727          |
| <b>TOTALS</b>                                       | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>TRAFFIC CONTROL</b>                              |                   |          |            |                 |                |              |               |                 |            |            |              |
| Lane Use Marking                                    | 7                 | 0        | 1          | 6               | 13             | 0            | 1             | 0               | 1          | 0          | 16           |
| No Controls   | 594               | 0        | 92         | 502             | 1,161          | 0            | 127           | 14              | 33         | 80         | 1,303        |
| No Passing  | 1                 | 0        | 1          | 0               | 2              | 0            | 1             | 0               | 0          | 1          | 1            |
| Other Regualtory Sign                               | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 1            |
| Police/Flagman                                      | 3                 | 0        | 1          | 2               | 5              | 0            | 1             | 1               | 0          | 0          | 6            |
| RR Crossing Gate                                    | 5                 | 0        | 0          | 5               | 6              | 0            | 0             | 0               | 0          | 0          | 7            |
| School Zone   | 1                 | 0        | 1          | 0               | 2              | 0            | 1             | 0               | 0          | 1          | 1            |
| Stop Sign/Flasher                                   | 232               | 0        | 60         | 172             | 462            | 0            | 79            | 15              | 34         | 30         | 586          |
| Traffic Signal                                      | 502               | 0        | 105        | 397             | 1,062          | 0            | 149           | 17              | 52         | 80         | 1,288        |
| Yield   | 8                 | 0        | 1          | 7               | 16             | 0            | 1             | 0               | 1          | 0          | 24           |
| Unknown   | 3                 | 0        | 0          | 3               | 5              | 0            | 0             | 0               | 0          | 0          | 6            |
| <b>TOTALS</b>                                       | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |
| <b>ROADWAY FEATURE</b>                              |                   |          |            |                 |                |              |               |                 |            |            |              |
| Intersection of Mrked Rts & Pub Rd(Major Arterial)  | 60                | 0        | 13         | 47              | 121            | 0            | 16            | 1               | 7          | 8          | 147          |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 59                | 0        | 10         | 49              | 125            | 0            | 13            | 2               | 1          | 10         | 146          |
| Not Applicable                                      | 1,238             | 0        | 239        | 999             | 2,490          | 0            | 331           | 44              | 113        | 174        | 2,946        |
| <b>TOTALS</b>                                       | <b>1,357</b>      | <b>0</b> | <b>262</b> | <b>1,095</b>    | <b>2,736</b>   | <b>0</b>     | <b>360</b>    | <b>47</b>       | <b>121</b> | <b>192</b> | <b>3,239</b> |

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09/12/2008  
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| Wheaton                      | NUMBER OF CRASHES |          |            |                 |                |              | INJURY SEVERITY |           |            |            |              |
|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|------------|------------|--------------|
|                              | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B          | C          | O            |
| <b>VEHICLE DEFECTS</b>       |                   |          |            |                 |                |              |                 |           |            |            |              |
| Brakes                       | 4                 | 0        | 2          | 2               | 4              | 0            | 1               | 0         | 0          | 1          | 7            |
| Engine/Motor                 | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0          | 0          | 1            |
| No Defect                    | 2,050             | 0        | 523        | 1,527           | 2,050          | 0            | 329             | 42        | 108        | 179        | 2,421        |
| Signals                      | 3                 | 0        | 0          | 3               | 3              | 0            | 0               | 0         | 0          | 0          | 0            |
| Steering                     | 1                 | 0        | 1          | 0               | 1              | 0            | 1               | 1         | 0          | 0          | 4            |
| Tires                        | 3                 | 0        | 0          | 3               | 3              | 0            | 0               | 0         | 0          | 0          | 3            |
| Trailer Coupling             | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0          | 0          | 1            |
| Unknown                      | 673               | 0        | 19         | 654             | 673            | 0            | 8               | 0         | 3          | 5          | 802          |
| <b>TOTALS</b>                | <b>2,736</b>      | <b>0</b> | <b>545</b> | <b>2,191</b>    | <b>2,736</b>   | <b>0</b>     | <b>339</b>      | <b>43</b> | <b>111</b> | <b>185</b> | <b>3,239</b> |
| <b>VEHICLE TYPE</b>          |                   |          |            |                 |                |              |                 |           |            |            |              |
| ATV                          | 2                 | 0        | 0          | 2               | 2              | 0            | 0               | 0         | 0          | 0          | 2            |
| Bus over 15 Passengers       | 8                 | 0        | 0          | 8               | 8              | 0            | 0               | 0         | 0          | 0          | 57           |
| Bus up to 15 Passengers      | 4                 | 0        | 0          | 4               | 4              | 0            | 0               | 0         | 0          | 0          | 6            |
| Motorcycle (over 150cc)      | 9                 | 0        | 8          | 1               | 9              | 0            | 8               | 1         | 6          | 1          | 2            |
| Other Vehicle with Trailer   | 8                 | 0        | 2          | 6               | 8              | 0            | 0               | 0         | 0          | 0          | 10           |
| Passenger                    | 1,687             | 0        | 349        | 1,338           | 1,687          | 0            | 232             | 33        | 72         | 127        | 1,876        |
| Pickup                       | 154               | 0        | 32         | 122             | 154            | 0            | 15              | 2         | 6          | 7          | 159          |
| SUV                          | 441               | 0        | 85         | 356             | 441            | 0            | 38              | 6         | 10         | 22         | 564          |
| Tractor with Semi-Trailer    | 20                | 0        | 0          | 20              | 20             | 0            | 0               | 0         | 0          | 0          | 24           |
| Tractor without Semi-Trailer | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0          | 0          | 1            |
| Truck Single Unit            | 44                | 0        | 6          | 38              | 44             | 0            | 3               | 0         | 3          | 0          | 49           |
| Van/Mini-Van                 | 300               | 0        | 56         | 244             | 300            | 0            | 38              | 1         | 13         | 24         | 433          |
| Unknown                      | 58                | 0        | 7          | 51              | 58             | 0            | 5               | 0         | 1          | 4          | 56           |
| <b>TOTALS</b>                | <b>2,736</b>      | <b>0</b> | <b>545</b> | <b>2,191</b>    | <b>2,736</b>   | <b>0</b>     | <b>339</b>      | <b>43</b> | <b>111</b> | <b>185</b> | <b>3,239</b> |

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|                         | NUMBER OF CRASHES |          |            |                    |                   |                 |                  | INJURY SEVERITY |           |            |              |
|-------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|------------|--------------|
|                         | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C          | O            |
| <b>Wheaton</b>          |                   |          |            |                    |                   |                 |                  |                 |           |            |              |
| <b>DRIVER CONDITION</b> |                   |          |            |                    |                   |                 |                  |                 |           |            |              |
| Alcohol Impaired        | 4                 | 0        | 3          | 1                  | 4                 | 0               | 2                | 0               | 2         | 0          | 2            |
| Had Been Drinking       | 3                 | 0        | 2          | 1                  | 3                 | 0               | 1                | 0               | 0         | 1          | 2            |
| Illness                 | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 1               | 0         | 0          | 0            |
| Normal                  | 2,412             | 0        | 506        | 1,906              | 2,412             | 0               | 260              | 26              | 87        | 147        | 2,152        |
| Other/Unknown           | 206               | 0        | 29         | 177                | 206               | 0               | 10               | 1               | 1         | 8          | 196          |
| <b>TOTALS</b>           | <b>2,626</b>      | <b>0</b> | <b>541</b> | <b>2,085</b>       | <b>2,626</b>      | <b>0</b>        | <b>274</b>       | <b>28</b>       | <b>90</b> | <b>156</b> | <b>2,352</b> |

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| Wheaton | DRIVER AGE/GENDER | NUMBER OF CRASHES |       |        |                 |                |              | INJURY SEVERITY |   |   |    |     |
|---------|-------------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|----|-----|
|         |                   | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A | B | C  | O   |
| 15      | Female            | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0  | 2   |
|         | Male              | 1                 | 0     | 1      | 0               | 1              | 0            | 1               | 0 | 0 | 1  | 0   |
| 16      | Female            | 48                | 0     | 14     | 34              | 48             | 0            | 5               | 0 | 0 | 5  | 43  |
|         | Male              | 53                | 0     | 10     | 43              | 53             | 0            | 4               | 0 | 3 | 1  | 49  |
| 17      | Female            | 53                | 0     | 14     | 39              | 53             | 0            | 8               | 1 | 3 | 4  | 45  |
|         | Male              | 50                | 0     | 8      | 42              | 50             | 0            | 2               | 0 | 1 | 1  | 48  |
| 18      | Female            | 57                | 0     | 12     | 45              | 57             | 0            | 7               | 2 | 2 | 3  | 50  |
|         | Male              | 50                | 0     | 10     | 40              | 50             | 0            | 2               | 0 | 0 | 2  | 48  |
| 19      | Female            | 42                | 0     | 10     | 32              | 42             | 0            | 6               | 1 | 2 | 3  | 36  |
|         | Male              | 77                | 0     | 8      | 69              | 77             | 0            | 0               | 0 | 0 | 0  | 77  |
| 20      | Female            | 37                | 0     | 9      | 28              | 37             | 0            | 6               | 1 | 2 | 3  | 31  |
|         | Male              | 39                | 0     | 11     | 28              | 39             | 0            | 2               | 1 | 1 | 0  | 37  |
| 21      | Female            | 37                | 0     | 7      | 30              | 37             | 0            | 6               | 0 | 2 | 4  | 31  |
|         | Male              | 34                | 0     | 7      | 27              | 34             | 0            | 5               | 1 | 2 | 2  | 29  |
| 22-24   | Female            | 84                | 0     | 19     | 65              | 84             | 0            | 10              | 3 | 3 | 4  | 74  |
|         | Male              | 94                | 0     | 22     | 72              | 94             | 0            | 4               | 0 | 4 | 0  | 90  |
| 25-29   | Female            | 100               | 0     | 11     | 89              | 100            | 0            | 7               | 0 | 2 | 5  | 93  |
|         | Male              | 112               | 0     | 26     | 86              | 112            | 0            | 16              | 3 | 3 | 10 | 96  |
| 30-34   | Female            | 65                | 0     | 16     | 49              | 65             | 0            | 11              | 0 | 2 | 9  | 54  |
|         | Male              | 110               | 0     | 23     | 87              | 110            | 0            | 12              | 1 | 1 | 10 | 98  |
| 35-39   | Female            | 119               | 0     | 22     | 97              | 119            | 0            | 12              | 3 | 2 | 7  | 107 |
|         | Male              | 122               | 0     | 22     | 100             | 122            | 0            | 10              | 0 | 6 | 4  | 112 |
| 40-44   | Female            | 161               | 0     | 34     | 127             | 161            | 0            | 18              | 2 | 3 | 13 | 143 |
|         | Male              | 124               | 0     | 26     | 98              | 124            | 0            | 12              | 0 | 7 | 5  | 112 |
| 45-49   | Female            | 123               | 0     | 25     | 98              | 123            | 0            | 14              | 2 | 4 | 8  | 109 |
|         | Male              | 135               | 0     | 21     | 114             | 135            | 0            | 10              | 1 | 6 | 3  | 125 |
| 50-54   | Female            | 93                | 0     | 26     | 67              | 93             | 0            | 18              | 0 | 9 | 9  | 75  |
|         | Male              | 80                | 0     | 23     | 57              | 80             | 0            | 10              | 0 | 4 | 6  | 70  |
| 55-59   | Female            | 68                | 0     | 17     | 51              | 68             | 0            | 9               | 1 | 3 | 5  | 59  |
|         | Male              | 69                | 0     | 13     | 56              | 69             | 0            | 8               | 2 | 1 | 5  | 61  |
| 60-64   | Female            | 45                | 0     | 8      | 37              | 45             | 0            | 5               | 0 | 0 | 5  | 40  |
|         | Male              | 51                | 0     | 10     | 41              | 51             | 0            | 6               | 1 | 2 | 3  | 45  |
| 65-69   | Female            | 28                | 0     | 9      | 19              | 28             | 0            | 4               | 0 | 0 | 4  | 24  |
|         | Male              | 43                | 0     | 9      | 34              | 43             | 0            | 6               | 0 | 2 | 4  | 37  |
| 70-74   | Female            | 23                | 0     | 5      | 18              | 23             | 0            | 4               | 1 | 0 | 3  | 19  |
|         | Male              | 26                | 0     | 7      | 19              | 26             | 0            | 4               | 0 | 3 | 1  | 22  |
| 75-79   | Female            | 26                | 0     | 6      | 20              | 26             | 0            | 3               | 0 | 2 | 1  | 23  |
|         | Male              | 26                | 0     | 8      | 18              | 26             | 0            | 3               | 0 | 3 | 0  | 23  |
| 80-84   | Female            | 17                | 0     | 2      | 15              | 17             | 0            | 1               | 0 | 0 | 1  | 16  |
|         | Male              | 16                | 0     | 2      | 14              | 16             | 0            | 1               | 0 | 0 | 1  | 15  |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

|                          |            | NUMBER OF CRASHES |          |            |                    |                   |                 | INJURY SEVERITY  |           |           |            |              |
|--------------------------|------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------|-----------|------------|--------------|
|                          |            | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A         | B         | C          | O            |
| <b>Wheaton</b>           |            |                   |          |            |                    |                   |                 |                  |           |           |            |              |
| <b>DRIVER AGE/GENDER</b> |            |                   |          |            |                    |                   |                 |                  |           |           |            |              |
| 85-89                    | Female     | 5                 | 0        | 1          | 4                  | 5                 | 0               | 1                | 1         | 0         | 0          | 4            |
|                          | Male       | 7                 | 0        | 1          | 6                  | 7                 | 0               | 1                | 0         | 0         | 1          | 6            |
| 95-98                    | Male       | 1                 | 0        | 1          | 0                  | 1                 | 0               | 0                | 0         | 0         | 0          | 1            |
| Unknown                  | Female     | 4                 | 0        | 0          | 4                  | 4                 | 0               | 0                | 0         | 0         | 0          | 4            |
|                          | Male       | 6                 | 0        | 0          | 6                  | 6                 | 0               | 0                | 0         | 0         | 0          | 6            |
|                          | Not Stated | 63                | 0        | 5          | 58                 | 63                | 0               | 0                | 0         | 0         | 0          | 63           |
| <b>TOTALS</b>            |            | <b>2,626</b>      | <b>0</b> | <b>541</b> | <b>2,085</b>       | <b>2,626</b>      | <b>0</b>        | <b>274</b>       | <b>28</b> | <b>90</b> | <b>156</b> | <b>2,352</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Wheaton                     |            | NUMBER OF CRASHES |       |        |                 |                | INJURY SEVERITY |               |   |   |   |    |
|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|-----------------|---------------|---|---|---|----|
|                             |            | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A | B | C | O  |
| <b>PASSENGER AGE/GENDER</b> |            |                   |       |        |                 |                |                 |               |   |   |   |    |
| 0                           | Female     | 11                | 0     | 3      | 8               | 11             | 0               | 0             | 0 | 0 | 0 | 11 |
|                             | Male       | 10                | 0     | 2      | 8               | 10             | 0               | 0             | 0 | 0 | 0 | 10 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 1                           | Female     | 13                | 0     | 1      | 12              | 13             | 0               | 0             | 0 | 0 | 0 | 13 |
|                             | Male       | 8                 | 0     | 0      | 8               | 8              | 0               | 0             | 0 | 0 | 0 | 8  |
| 2                           | Female     | 10                | 0     | 4      | 6               | 10             | 0               | 1             | 1 | 0 | 0 | 9  |
|                             | Male       | 16                | 0     | 2      | 14              | 16             | 0               | 0             | 0 | 0 | 0 | 16 |
| 3                           | Female     | 11                | 0     | 1      | 10              | 11             | 0               | 1             | 0 | 1 | 0 | 10 |
|                             | Male       | 17                | 0     | 3      | 14              | 17             | 0               | 0             | 0 | 0 | 0 | 17 |
| 4                           | Female     | 13                | 0     | 4      | 9               | 13             | 0               | 0             | 0 | 0 | 0 | 13 |
|                             | Male       | 7                 | 0     | 2      | 5               | 7              | 0               | 0             | 0 | 0 | 0 | 7  |
| 5                           | Female     | 10                | 0     | 0      | 10              | 10             | 0               | 0             | 0 | 0 | 0 | 10 |
|                             | Male       | 13                | 0     | 3      | 10              | 13             | 0               | 0             | 0 | 0 | 0 | 13 |
| 6                           | Female     | 11                | 0     | 0      | 11              | 11             | 0               | 0             | 0 | 0 | 0 | 11 |
|                             | Male       | 15                | 0     | 0      | 15              | 15             | 0               | 0             | 0 | 0 | 0 | 15 |
| 7                           | Female     | 13                | 0     | 3      | 10              | 13             | 0               | 0             | 0 | 0 | 0 | 13 |
|                             | Male       | 12                | 0     | 1      | 11              | 12             | 0               | 0             | 0 | 0 | 0 | 12 |
| 8                           | Female     | 15                | 0     | 1      | 14              | 15             | 0               | 0             | 0 | 0 | 0 | 15 |
|                             | Male       | 17                | 0     | 0      | 17              | 17             | 0               | 0             | 0 | 0 | 0 | 17 |
| 9                           | Female     | 13                | 0     | 2      | 11              | 13             | 0               | 0             | 0 | 0 | 0 | 13 |
|                             | Male       | 13                | 0     | 1      | 12              | 13             | 0               | 0             | 0 | 0 | 0 | 13 |
| 10-14                       | Female     | 65                | 0     | 9      | 56              | 65             | 0               | 3             | 2 | 0 | 1 | 62 |
|                             | Male       | 51                | 0     | 12     | 39              | 51             | 0               | 2             | 0 | 2 | 0 | 49 |
| 15                          | Female     | 20                | 0     | 6      | 14              | 20             | 0               | 3             | 0 | 3 | 0 | 17 |
|                             | Male       | 20                | 0     | 3      | 17              | 20             | 0               | 0             | 0 | 0 | 0 | 20 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 16                          | Female     | 28                | 0     | 12     | 16              | 28             | 0               | 5             | 0 | 2 | 3 | 23 |
|                             | Male       | 23                | 0     | 4      | 19              | 23             | 0               | 0             | 0 | 0 | 0 | 23 |
| 17                          | Female     | 21                | 0     | 5      | 16              | 21             | 0               | 2             | 0 | 1 | 1 | 19 |
|                             | Male       | 15                | 0     | 4      | 11              | 15             | 0               | 1             | 0 | 1 | 0 | 14 |
|                             | Not Stated | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 18                          | Female     | 15                | 0     | 2      | 13              | 15             | 0               | 1             | 0 | 0 | 1 | 14 |
|                             | Male       | 19                | 0     | 3      | 16              | 19             | 0               | 2             | 0 | 1 | 1 | 17 |
| 19                          | Female     | 15                | 0     | 4      | 11              | 15             | 0               | 1             | 0 | 1 | 0 | 14 |
|                             | Male       | 16                | 0     | 2      | 14              | 16             | 0               | 2             | 0 | 2 | 0 | 14 |
|                             | Not Stated | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 20                          | Female     | 9                 | 0     | 4      | 5               | 9              | 0               | 1             | 0 | 0 | 1 | 8  |
|                             | Male       | 8                 | 0     | 1      | 7               | 8              | 0               | 0             | 0 | 0 | 0 | 8  |
| 21                          | Female     | 8                 | 0     | 0      | 8               | 8              | 0               | 0             | 0 | 0 | 0 | 8  |
|                             | Male       | 14                | 0     | 3      | 11              | 14             | 0               | 0             | 0 | 0 | 0 | 14 |



IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Wheaton                     |            | NUMBER OF CRASHES |          |            |                 |                | INJURY SEVERITY |               |           |           |           |            |
|-----------------------------|------------|-------------------|----------|------------|-----------------|----------------|-----------------|---------------|-----------|-----------|-----------|------------|
|                             |            | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A         | B         | C         | O          |
| <b>PASSENGER AGE/GENDER</b> |            |                   |          |            |                 |                |                 |               |           |           |           |            |
| 22-24                       | Female     | 17                | 0        | 5          | 12              | 17             | 0               | 1             | 0         | 0         | 1         | 16         |
|                             | Male       | 24                | 0        | 4          | 20              | 24             | 0               | 1             | 0         | 1         | 0         | 23         |
| 25-29                       | Female     | 26                | 0        | 11         | 15              | 26             | 0               | 3             | 1         | 0         | 2         | 23         |
|                             | Male       | 24                | 0        | 6          | 18              | 24             | 0               | 2             | 0         | 1         | 1         | 22         |
| 30-34                       | Female     | 18                | 0        | 3          | 15              | 18             | 0               | 2             | 1         | 0         | 1         | 16         |
|                             | Male       | 16                | 0        | 5          | 11              | 16             | 0               | 1             | 1         | 0         | 0         | 15         |
| 35-39                       | Female     | 9                 | 0        | 2          | 7               | 9              | 0               | 0             | 0         | 0         | 0         | 9          |
|                             | Male       | 11                | 0        | 2          | 9               | 11             | 0               | 2             | 0         | 0         | 2         | 9          |
| 40-44                       | Female     | 22                | 0        | 7          | 15              | 22             | 0               | 5             | 2         | 0         | 3         | 17         |
|                             | Male       | 8                 | 0        | 0          | 8               | 8              | 0               | 0             | 0         | 0         | 0         | 8          |
|                             | Not Stated | 1                 | 0        | 0          | 1               | 1              | 0               | 0             | 0         | 0         | 0         | 1          |
| 45-49                       | Female     | 20                | 0        | 4          | 16              | 20             | 0               | 3             | 0         | 0         | 3         | 17         |
|                             | Male       | 10                | 0        | 2          | 8               | 10             | 0               | 2             | 0         | 1         | 1         | 8          |
| 50-54                       | Female     | 19                | 0        | 5          | 14              | 19             | 0               | 3             | 1         | 1         | 1         | 16         |
|                             | Male       | 9                 | 0        | 3          | 6               | 9              | 0               | 2             | 1         | 0         | 1         | 7          |
| 55-59                       | Female     | 8                 | 0        | 0          | 8               | 8              | 0               | 0             | 0         | 0         | 0         | 8          |
|                             | Male       | 7                 | 0        | 0          | 7               | 7              | 0               | 0             | 0         | 0         | 0         | 7          |
| 60-64                       | Female     | 16                | 0        | 3          | 13              | 16             | 0               | 1             | 0         | 1         | 0         | 15         |
|                             | Male       | 3                 | 0        | 0          | 3               | 3              | 0               | 0             | 0         | 0         | 0         | 3          |
| 65-69                       | Female     | 11                | 0        | 4          | 7               | 11             | 0               | 3             | 1         | 0         | 2         | 8          |
|                             | Male       | 4                 | 0        | 1          | 3               | 4              | 0               | 0             | 0         | 0         | 0         | 4          |
| 70-74                       | Female     | 9                 | 0        | 2          | 7               | 9              | 0               | 2             | 0         | 1         | 1         | 7          |
|                             | Male       | 1                 | 0        | 0          | 1               | 1              | 0               | 0             | 0         | 0         | 0         | 1          |
|                             | Not Stated | 1                 | 0        | 0          | 1               | 1              | 0               | 0             | 0         | 0         | 0         | 1          |
| 75-79                       | Female     | 9                 | 0        | 2          | 7               | 9              | 0               | 1             | 1         | 0         | 0         | 8          |
| 80-84                       | Female     | 4                 | 0        | 1          | 3               | 4              | 0               | 1             | 1         | 0         | 0         | 3          |
|                             | Male       | 1                 | 0        | 0          | 1               | 1              | 0               | 0             | 0         | 0         | 0         | 1          |
| 85-89                       | Female     | 3                 | 0        | 1          | 2               | 3              | 0               | 1             | 0         | 0         | 1         | 2          |
|                             | Male       | 1                 | 0        | 0          | 1               | 1              | 0               | 0             | 0         | 0         | 0         | 1          |
| Unknown                     | Female     | 5                 | 0        | 0          | 5               | 5              | 0               | 0             | 0         | 0         | 0         | 5          |
|                             | Male       | 8                 | 0        | 1          | 7               | 8              | 0               | 0             | 0         | 0         | 0         | 8          |
|                             | Not Stated | 28                | 0        | 16         | 12              | 28             | 0               | 4             | 2         | 1         | 1         | 24         |
| <b>TOTALS</b>               |            | <b>952</b>        | <b>0</b> | <b>199</b> | <b>753</b>      | <b>952</b>     | <b>0</b>        | <b>65</b>     | <b>15</b> | <b>21</b> | <b>29</b> | <b>887</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

|   |            |        | NUMBER OF CRASHES |          |           |                    |                   | INJURY SEVERITY |                  |          |          |          |          |
|---|------------|--------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|----------|----------|----------|----------|
| Wheaton                                   |            |        | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A        | B        | C        | O        |
| <b>PEDESTRIAN AGE/GENDER</b>              |            |        |                   |          |           |                    |                   |                 |                  |          |          |          |          |
| 2   | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 5   | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 15  | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 35-39                                     | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 45-49                                     | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| 50-54                                     | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| <b>TOTALS</b>                             |            |        | <b>6</b>          | <b>0</b> | <b>6</b>  | <b>0</b>           | <b>6</b>          | <b>0</b>        | <b>6</b>         | <b>2</b> | <b>4</b> | <b>0</b> | <b>0</b> |
| <b>PEDAL CYCLIST AGE/GENDER</b>           |            |        |                   |          |           |                    |                   |                 |                  |          |          |          |          |
| 7   | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| 9   | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| 10-14                                     | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | Not Stated |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| 15  | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| 18  | Male       |        | 3                 | 0        | 3         | 0                  | 3                 | 0               | 3                | 0        | 1        | 2        | 0        |
| 21  | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 22-24                                     | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| 25-29                                     | Not Stated |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| 45-49                                     | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 50-54                                     | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 60-64                                     | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| 65-69                                     | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| <b>TOTALS</b>                             |            |        | <b>15</b>         | <b>0</b> | <b>15</b> | <b>0</b>           | <b>15</b>         | <b>0</b>        | <b>15</b>        | <b>2</b> | <b>6</b> | <b>7</b> | <b>0</b> |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b> |            |        |                   |          |           |                    |                   |                 |                  |          |          |          |          |
| Crossing - With Signal                    | 35-39      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | 50-54      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| Other                                     | 5          | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | 15         | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | 45-49      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| Playing in Roadway                        | 2          | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| <b>TOTALS</b>                             |            |        | <b>6</b>          | <b>0</b> | <b>6</b>  | <b>0</b>           | <b>6</b>          | <b>0</b>        | <b>6</b>         | <b>2</b> | <b>4</b> | <b>0</b> | <b>0</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

|   | NUMBER OF CRASHES |            |           |                    |                   |                 |                  | INJURY SEVERITY |           |          |          |          |          |
|---|-------------------|------------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|----------|----------|----------|
|   | TOTAL             | FATAL      | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C        | O        |          |          |
| <b>Wheaton</b>                                    |                   |            |           |                    |                   |                 |                  |                 |           |          |          |          |          |
| <b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b>      |                   |            |           |                    |                   |                 |                  |                 |           |          |          |          |          |
| Enter from Drive/Alley                            | 18                | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 0        | 1        | 0        |
|   | 21                | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 1        | 0        | 0        |
| Entering/Leaving/Crossing<br>Unspecified Location | 45-49             | Female     | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 1        | 0        | 0        |
| Other   | 10-14             | Female     | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 1        | 0        | 0        |
|   | 18                | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 0        | 1        | 0        |
| Turning Right                                     | 7                 | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 1        | 0        | 0        | 0        |
|   | 9                 | Female     | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 0        | 1        | 0        |
| Walking/Riding against Traffic                    | 50-54             | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 1        | 0        | 0        |
| Walking/Riding with Traffic                       | 10-14             | Not Stated | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 0        | 1        | 0        |
|   | 15                | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 0        | 1        | 0        |
|   | 18                | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 1        | 0        | 0        |
|   | 60-64             | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 1        | 0        | 0        | 0        |
|   | 65-69             | Male       | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 1        | 0        | 0        |
| Unknown   | 22-24             | Female     | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 0        | 1        | 0        |
|   | 25-29             | Not Stated | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0        | 0        | 1        | 0        |
| <b>TOTALS</b>                                     |                   |            | <b>15</b> | <b>0</b>           | <b>15</b>         | <b>0</b>        | <b>15</b>        | <b>0</b>        | <b>15</b> | <b>2</b> | <b>6</b> | <b>7</b> | <b>0</b> |