

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 DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Winnetka | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 279 | 0 | 38 | 241 | 529 | 0 | 52 | 3 | 22 | 27 | 598 |
| Fog/Smoke/Haze | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Rain | 46 | 0 | 6 | 40 | 88 | 0 | 7 | 0 | 1 | 6 | 117 |
| Sleet/Hail | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 10 |
| Snow | 27 | 0 | 4 | 23 | 48 | 0 | 6 | 0 | 1 | 5 | 57 |
| Unknown | 28 | 0 | 1 | 27 | 56 | 0 | 2 | 0 | 0 | 2 | 62 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Pedestrian | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 3 |
| Pedalcyclist | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 5 | 3 | 14 |
| Animal | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Fixed object | 38 | 0 | 7 | 31 | 38 | 0 | 8 | 3 | 5 | 0 | 44 |
| Other object | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 7 |
| Other non collision | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Parked motor vehicle | 77 | 0 | 0 | 77 | 157 | 0 | 0 | 0 | 0 | 0 | 106 |
| Rear end | 102 | 0 | 15 | 87 | 219 | 0 | 23 | 0 | 1 | 22 | 282 |
| Head on | 5 | 0 | 2 | 3 | 10 | 0 | 4 | 0 | 2 | 2 | 13 |
| Sideswipe same direction | 20 | 0 | 1 | 19 | 41 | 0 | 1 | 0 | 0 | 1 | 45 |
| Sideswipe opposite direction | 8 | 0 | 0 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 31 |
| Angle | 58 | 0 | 8 | 50 | 117 | 0 | 12 | 0 | 4 | 8 | 154 |
| Turning | 53 | 0 | 3 | 50 | 107 | 0 | 6 | 0 | 3 | 3 | 143 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| CLASS OF CITY | | | | | | | | | | | |
| 10,000 TO 25,000 | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 256 | 0 | 34 | 222 | 488 | 0 | 45 | 3 | 14 | 28 | 557 |
| Ice | 7 | 0 | 1 | 6 | 13 | 0 | 2 | 0 | 0 | 2 | 12 |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow or Slush | 31 | 0 | 3 | 28 | 57 | 0 | 5 | 0 | 3 | 2 | 68 |
| Wet | 68 | 0 | 11 | 57 | 127 | 0 | 15 | 0 | 7 | 8 | 166 |
| Unknown | 22 | 0 | 0 | 22 | 43 | 0 | 0 | 0 | 0 | 0 | 45 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Unmarked Highway Urban | 172 | 0 | 27 | 145 | 322 | 0 | 39 | 2 | 9 | 28 | 408 |
| City Streets Urban | 213 | 0 | 22 | 191 | 407 | 0 | 28 | 1 | 15 | 12 | 441 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |

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| Winnetka | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|--------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 27 | 0 | 6 | 21 | 44 | 0 | 9 | 1 | 4 | 4 | 48 |
| Monday | 49 | 0 | 6 | 43 | 94 | 0 | 6 | 0 | 3 | 3 | 100 |
| Tuesday | 54 | 0 | 12 | 42 | 104 | 0 | 16 | 1 | 5 | 10 | 123 |
| Wednesday | 59 | 0 | 5 | 54 | 110 | 0 | 7 | 0 | 5 | 2 | 133 |
| Thursday | 68 | 0 | 3 | 65 | 135 | 0 | 7 | 0 | 3 | 4 | 165 |
| Friday | 73 | 0 | 8 | 65 | 140 | 0 | 10 | 0 | 1 | 9 | 155 |
| Saturday | 55 | 0 | 9 | 46 | 102 | 0 | 12 | 1 | 3 | 8 | 125 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 8 | 0 | 2 | 6 | 10 | 0 | 2 | 0 | 2 | 0 | 9 |
| 1 AM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 AM | 4 | 0 | 1 | 3 | 4 | 0 | 2 | 0 | 2 | 0 | 4 |
| 3 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6 AM | 5 | 0 | 3 | 2 | 6 | 0 | 3 | 1 | 1 | 1 | 5 |
| 7 AM | 18 | 0 | 2 | 16 | 33 | 0 | 2 | 0 | 1 | 1 | 44 |
| 8 AM | 28 | 0 | 3 | 25 | 54 | 0 | 3 | 0 | 2 | 1 | 64 |
| 9 AM | 25 | 0 | 1 | 24 | 46 | 0 | 1 | 0 | 0 | 1 | 45 |
| 10 AM | 25 | 0 | 1 | 24 | 48 | 0 | 1 | 0 | 0 | 1 | 50 |
| 11 AM | 20 | 0 | 1 | 19 | 39 | 0 | 1 | 0 | 0 | 1 | 52 |
| Noon | 40 | 0 | 6 | 34 | 84 | 0 | 9 | 0 | 2 | 7 | 98 |
| 1 PM | 20 | 0 | 3 | 17 | 38 | 0 | 4 | 0 | 0 | 4 | 50 |
| 2 PM | 27 | 0 | 6 | 21 | 54 | 0 | 10 | 1 | 3 | 6 | 60 |
| 3 PM | 40 | 0 | 4 | 36 | 78 | 0 | 5 | 0 | 2 | 3 | 95 |
| 4 PM | 30 | 0 | 3 | 27 | 59 | 0 | 4 | 0 | 2 | 2 | 69 |
| 5 PM | 33 | 0 | 5 | 28 | 69 | 0 | 10 | 0 | 2 | 8 | 81 |
| 6 PM | 16 | 0 | 3 | 13 | 30 | 0 | 4 | 0 | 1 | 3 | 31 |
| 7 PM | 10 | 0 | 3 | 7 | 16 | 0 | 3 | 0 | 2 | 1 | 24 |
| 8 PM | 13 | 0 | 0 | 13 | 22 | 0 | 0 | 0 | 0 | 0 | 25 |
| 9 PM | 10 | 0 | 2 | 8 | 17 | 0 | 3 | 1 | 2 | 0 | 16 |
| 10 PM | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 14 |
| 11 PM | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |

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|---|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Winnetka | | | | | | | | | | | |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 13 | 0 | 0 | 13 | 22 | 0 | 0 | 0 | 0 | 0 | 23 |
| Darkness, Lighted Road | 53 | 0 | 9 | 44 | 86 | 0 | 12 | 1 | 7 | 4 | 96 |
| Dawn | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Daylight | 307 | 0 | 40 | 267 | 601 | 0 | 55 | 2 | 17 | 36 | 704 |
| Dusk | 8 | 0 | 0 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 16 |
| Unknown | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 9 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| No Defects | 140 | 0 | 46 | 94 | 249 | 0 | 64 | 3 | 23 | 38 | 269 |
| Rut, Holes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 242 | 0 | 3 | 239 | 476 | 0 | 3 | 0 | 1 | 2 | 573 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 17 | 0 | 3 | 14 | 31 | 0 | 4 | 1 | 0 | 3 | 36 |
| No Controls | 232 | 0 | 23 | 209 | 432 | 0 | 29 | 2 | 16 | 11 | 472 |
| No Passing | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 8 |
| Police/Flagman | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Stop Sign/Flasher | 78 | 0 | 17 | 61 | 151 | 0 | 24 | 0 | 7 | 17 | 193 |
| Traffic Signal | 51 | 0 | 6 | 45 | 104 | 0 | 10 | 0 | 1 | 9 | 135 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 4 | 0 | 1 | 3 | 8 | 0 | 2 | 0 | 0 | 2 | 11 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 12 | 0 | 3 | 9 | 25 | 0 | 5 | 0 | 0 | 5 | 30 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 8 | 0 | 0 | 8 | 16 | 0 | 0 | 0 | 0 | 0 | 26 |
| Not Applicable | 361 | 0 | 45 | 316 | 680 | 0 | 60 | 3 | 24 | 33 | 782 |
| TOTALS | 385 | 0 | 49 | 336 | 729 | 0 | 67 | 3 | 24 | 40 | 849 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Winnetka | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| No Defect | 225 | 0 | 78 | 147 | 225 | 0 | 52 | 3 | 13 | 36 | 247 |
| Signals | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 503 | 0 | 7 | 496 | 503 | 0 | 4 | 0 | 4 | 0 | 602 |
| TOTALS | 729 | 0 | 85 | 644 | 729 | 0 | 56 | 3 | 17 | 36 | 849 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 16 |
| Motor Driven Cycle | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Motorcycle (over 150cc) | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Other Vehicle with Trailer | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 11 |
| Passenger | 382 | 0 | 51 | 331 | 382 | 0 | 35 | 2 | 13 | 20 | 400 |
| Pickup | 28 | 0 | 0 | 28 | 28 | 0 | 0 | 0 | 0 | 0 | 32 |
| SUV | 181 | 0 | 18 | 163 | 181 | 0 | 10 | 1 | 2 | 7 | 241 |
| Tractor with Semi-Trailer | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Truck Single Unit | 28 | 0 | 2 | 26 | 28 | 0 | 1 | 0 | 0 | 1 | 23 |
| Van/Mini-Van | 64 | 0 | 13 | 51 | 64 | 0 | 9 | 0 | 1 | 8 | 89 |
| Unknown | 29 | 0 | 0 | 29 | 29 | 0 | 0 | 0 | 0 | 0 | 29 |
| TOTALS | 729 | 0 | 85 | 644 | 729 | 0 | 56 | 3 | 17 | 36 | 849 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Winnetka | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 1 | 1 | 0 | 4 |
| Asleep/Fainted | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Fatigued | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Had Been Drinking | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Normal | 573 | 0 | 76 | 497 | 573 | 0 | 40 | 2 | 8 | 30 | 533 |
| Other/Unknown | 65 | 0 | 5 | 60 | 65 | 0 | 3 | 0 | 2 | 1 | 62 |
| TOTALS | 648 | 0 | 84 | 564 | 648 | 0 | 46 | 3 | 12 | 31 | 602 |

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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 15 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 13 | 0 | 1 | 12 | 13 | 0 | 1 | 0 | 1 | 0 | 12 |
| | Male | 22 | 0 | 0 | 22 | 22 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17 | Female | 21 | 0 | 2 | 19 | 21 | 0 | 2 | 0 | 2 | 0 | 19 |
| | Male | 23 | 0 | 5 | 18 | 23 | 0 | 3 | 0 | 2 | 1 | 20 |
| 18 | Female | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Male | 6 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19 | Female | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 1 | 0 | 0 | 5 |
| 21 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22-24 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 1 | 0 | 0 | 8 |
| | Male | 26 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 26 |
| 25-29 | Female | 23 | 0 | 4 | 19 | 23 | 0 | 3 | 0 | 1 | 2 | 20 |
| | Male | 24 | 0 | 6 | 18 | 24 | 0 | 4 | 0 | 3 | 1 | 20 |
| 30-34 | Female | 17 | 0 | 3 | 14 | 17 | 0 | 1 | 0 | 0 | 1 | 16 |
| | Male | 22 | 0 | 2 | 20 | 22 | 0 | 0 | 0 | 0 | 0 | 22 |
| 35-39 | Female | 26 | 0 | 5 | 21 | 26 | 0 | 4 | 0 | 0 | 4 | 22 |
| | Male | 26 | 0 | 0 | 26 | 26 | 0 | 0 | 0 | 0 | 0 | 26 |
| 40-44 | Female | 37 | 0 | 4 | 33 | 37 | 0 | 1 | 0 | 0 | 1 | 36 |
| | Male | 34 | 0 | 7 | 27 | 34 | 0 | 3 | 0 | 0 | 3 | 31 |
| 45-49 | Female | 48 | 0 | 8 | 40 | 48 | 0 | 3 | 0 | 0 | 3 | 45 |
| | Male | 19 | 0 | 1 | 18 | 19 | 0 | 1 | 0 | 1 | 0 | 18 |
| 50-54 | Female | 28 | 0 | 4 | 24 | 28 | 0 | 3 | 0 | 0 | 3 | 25 |
| | Male | 18 | 0 | 4 | 14 | 18 | 0 | 3 | 0 | 1 | 2 | 15 |
| 55-59 | Female | 24 | 0 | 4 | 20 | 24 | 0 | 3 | 0 | 0 | 3 | 21 |
| | Male | 15 | 0 | 1 | 14 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| 60-64 | Female | 20 | 0 | 4 | 16 | 20 | 0 | 2 | 0 | 0 | 2 | 18 |
| | Male | 13 | 0 | 1 | 12 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| 65-69 | Female | 11 | 0 | 1 | 10 | 11 | 0 | 1 | 0 | 0 | 1 | 10 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 70-74 | Female | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Male | 8 | 0 | 3 | 5 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| 75-79 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 1 | 0 | 1 | 4 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 80-84 | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |

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| Winnetka | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | |
| 85-89 | | | | | | | | | | | |
| Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unknown | | | | | | | | | | | |
| Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Not Stated | 24 | 0 | 0 | 24 | 24 | 0 | 0 | 0 | 0 | 0 | 24 |
| TOTALS | 648 | 0 | 84 | 564 | 648 | 0 | 46 | 3 | 12 | 31 | 602 |

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|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 2 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | Female | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 9 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 16 | 0 | 2 | 14 | 16 | 0 | 1 | 0 | 0 | 1 | 15 |
| | Male | 15 | 0 | 2 | 13 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| 15 | Female | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 16 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 10 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 14 | 0 | 4 | 10 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| 18 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 19 | Female | 6 | 0 | 3 | 3 | 6 | 0 | 2 | 0 | 2 | 0 | 4 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 25-29 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |

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| Winnetka | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 30-34 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 35-39 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 40-44 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 45-49 | Female | 6 | 0 | 3 | 3 | 6 | 0 | 2 | 0 | 0 | 2 | 4 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 50-54 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 55-59 | 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 |
| 60-64 | Female | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 70-74 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 75-79 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 80-84 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 90-94 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | | 257 | 0 | 35 | 222 | 257 | 0 | 10 | 0 | 5 | 5 | 247 |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | |
| 8 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 10-14 | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 |
| 15 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 70-74 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 75-79 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 5 | 3 | 0 |

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 DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| Winnetka | | | | | | | | | | | | | |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - With Signal | 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Other | 16 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Standing in Roadway | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 8 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Crossing - With Signal | 15 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Other | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding with Traffic | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 70-74 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Unknown | 75-79 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 0 | 5 | 3 | 0 |