

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero                        | NUMBER OF CRASHES |          |            |                 |                |              |               | INJURY SEVERITY |            |            |              |
|-------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                               | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>WEATHER CONDITION</b>      |                   |          |            |                 |                |              |               |                 |            |            |              |
| Clear                         | 1,666             | 3        | 254        | 1,409           | 3,439          | 3            | 351           | 42              | 159        | 150        | 3,428        |
| Fog/Smoke/Haze                | 6                 | 0        | 3          | 3               | 11             | 0            | 3             | 0               | 3          | 0          | 11           |
| Rain                          | 245               | 1        | 35         | 209             | 510            | 1            | 46            | 5               | 25         | 16         | 511          |
| Sleet/Hail                    | 7                 | 0        | 0          | 7               | 15             | 0            | 0             | 0               | 0          | 0          | 12           |
| Snow                          | 122               | 0        | 17         | 105             | 249            | 0            | 25            | 5               | 11         | 9          | 262          |
| Unknown                       | 164               | 0        | 7          | 157             | 326            | 0            | 8             | 3               | 2          | 3          | 261          |
| <b>TOTALS</b>                 | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>    | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |
| <b>TYPE OF CRASH</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| Overturned                    | 5                 | 1        | 2          | 2               | 5              | 1            | 2             | 1               | 1          | 0          | 2            |
| Pedestrian                    | 54                | 1        | 53         | 0               | 58             | 1            | 55            | 12              | 31         | 12         | 67           |
| Pedalcyclist                  | 19                | 0        | 17         | 2               | 19             | 0            | 18            | 1               | 11         | 6          | 27           |
| Animal                        | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Fixed object                  | 100               | 1        | 9          | 90              | 101            | 1            | 11            | 3               | 7          | 1          | 102          |
| Other object                  | 5                 | 0        | 0          | 5               | 7              | 0            | 0             | 0               | 0          | 0          | 7            |
| Other non collision           | 2                 | 0        | 0          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 3            |
| Parked motor vehicle          | 549               | 0        | 22         | 527             | 1,240          | 0            | 22            | 4               | 11         | 7          | 639          |
| Rear end                      | 440               | 0        | 80         | 360             | 948            | 0            | 134           | 14              | 41         | 79         | 1,071        |
| Head on                       | 24                | 0        | 10         | 14              | 53             | 0            | 15            | 2               | 6          | 7          | 61           |
| Sideswipe same direction      | 183               | 0        | 6          | 177             | 378            | 0            | 7             | 2               | 2          | 3          | 480          |
| Sideswipe opposite direction  | 34                | 0        | 4          | 30              | 73             | 0            | 5             | 1               | 2          | 2          | 84           |
| Angle                         | 420               | 0        | 51         | 369             | 898            | 0            | 66            | 6               | 36         | 24         | 1,050        |
| Turning                       | 365               | 1        | 61         | 303             | 750            | 1            | 97            | 9               | 52         | 36         | 872          |
| Unknown                       | 9                 | 0        | 1          | 8               | 16             | 0            | 1             | 0               | 0          | 1          | 19           |
| <b>TOTALS</b>                 | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>    | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |
| <b>CLASS OF CITY</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| 50,000 and OVER               | 2,210             | 4        | 316        | 1,890           | 4,550          | 4            | 433           | 55              | 200        | 178        | 4,485        |
| <b>TOTALS</b>                 | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>    | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Dry                           | 1,440             | 2        | 231        | 1,207           | 2,972          | 2            | 317           | 41              | 144        | 132        | 2,927        |
| Ice                           | 23                | 0        | 2          | 21              | 43             | 0            | 2             | 0               | 2          | 0          | 42           |
| Snow or Slush                 | 121               | 1        | 19         | 101             | 250            | 1            | 26            | 6               | 16         | 4          | 249          |
| Wet                           | 399               | 1        | 51         | 347             | 831            | 1            | 70            | 4               | 32         | 34         | 850          |
| Unknown                       | 227               | 0        | 13         | 214             | 454            | 0            | 18            | 4               | 6          | 8          | 417          |
| <b>TOTALS</b>                 | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>    | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |

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|----------------------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|------------|------------|--------------|
|                            | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B          | C          | O            |
| <b>CLASS OF TRAFFICWAY</b> |                   |          |            |                 |                |              |                 |           |            |            |              |
| State Numbered Urban       | 336               | 1        | 65         | 270             | 672            | 1            | 96              | 8         | 45         | 43         | 739          |
| Unmarked Highway Urban     | 524               | 2        | 102        | 420             | 1,055          | 2            | 146             | 19        | 63         | 64         | 1,151        |
| City Streets Urban         | 1,350             | 1        | 149        | 1,200           | 2,823          | 1            | 191             | 28        | 92         | 71         | 2,595        |
| <b>TOTALS</b>              | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>      | <b>55</b> | <b>200</b> | <b>178</b> | <b>4,485</b> |
| <b>DAY OF WEEK</b>         |                   |          |            |                 |                |              |                 |           |            |            |              |
| Sunday                     | 316               | 0        | 42         | 274             | 650            | 0            | 58              | 8         | 32         | 18         | 615          |
| Monday                     | 297               | 1        | 46         | 250             | 608            | 1            | 68              | 12        | 24         | 32         | 594          |
| Tuesday                    | 288               | 3        | 34         | 251             | 597            | 3            | 43              | 6         | 18         | 19         | 580          |
| Wednesday                  | 300               | 0        | 49         | 251             | 611            | 0            | 63              | 5         | 30         | 28         | 607          |
| Thursday                   | 318               | 0        | 42         | 276             | 654            | 0            | 63              | 7         | 30         | 26         | 657          |
| Friday                     | 356               | 0        | 62         | 294             | 732            | 0            | 81              | 14        | 34         | 33         | 753          |
| Saturday                   | 335               | 0        | 41         | 294             | 698            | 0            | 57              | 3         | 32         | 22         | 679          |
| <b>TOTALS</b>              | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>      | <b>55</b> | <b>200</b> | <b>178</b> | <b>4,485</b> |
| <b>TIME OF DAY</b>         |                   |          |            |                 |                |              |                 |           |            |            |              |
| Midnight                   | 66                | 0        | 6          | 60              | 137            | 0            | 7               | 1         | 4          | 2          | 98           |
| 1 AM                       | 42                | 0        | 3          | 39              | 90             | 0            | 4               | 1         | 3          | 0          | 68           |
| 2 AM                       | 46                | 1        | 5          | 40              | 101            | 1            | 7               | 3         | 2          | 2          | 70           |
| 3 AM                       | 39                | 0        | 6          | 33              | 86             | 0            | 8               | 0         | 3          | 5          | 53           |
| 4 AM                       | 39                | 0        | 4          | 35              | 87             | 0            | 4               | 2         | 1          | 1          | 60           |
| 5 AM                       | 25                | 0        | 4          | 21              | 52             | 0            | 4               | 0         | 3          | 1          | 41           |
| 6 AM                       | 62                | 0        | 9          | 53              | 132            | 0            | 11              | 2         | 3          | 6          | 108          |
| 7 AM                       | 105               | 0        | 19         | 86              | 214            | 0            | 20              | 3         | 14         | 3          | 205          |
| 8 AM                       | 154               | 0        | 20         | 134             | 319            | 0            | 26              | 3         | 9          | 14         | 309          |
| 9 AM                       | 66                | 0        | 9          | 57              | 134            | 0            | 11              | 1         | 5          | 5          | 113          |
| 10 AM                      | 78                | 0        | 9          | 69              | 165            | 0            | 11              | 3         | 4          | 4          | 147          |
| 11 AM                      | 114               | 0        | 11         | 103             | 231            | 0            | 13              | 0         | 12         | 1          | 258          |
| Noon                       | 140               | 1        | 27         | 112             | 285            | 1            | 39              | 0         | 15         | 24         | 297          |
| 1 PM                       | 133               | 0        | 23         | 110             | 276            | 0            | 26              | 5         | 12         | 9          | 271          |
| 2 PM                       | 166               | 1        | 22         | 143             | 323            | 1            | 32              | 2         | 15         | 15         | 378          |
| 3 PM                       | 162               | 0        | 23         | 139             | 335            | 0            | 36              | 4         | 13         | 19         | 402          |
| 4 PM                       | 149               | 0        | 21         | 128             | 309            | 0            | 33              | 8         | 11         | 14         | 326          |
| 5 PM                       | 131               | 0        | 20         | 111             | 260            | 0            | 33              | 6         | 14         | 13         | 284          |
| 6 PM                       | 117               | 0        | 15         | 102             | 247            | 0            | 28              | 3         | 17         | 8          | 268          |
| 7 PM                       | 99                | 0        | 17         | 82              | 204            | 0            | 22              | 1         | 12         | 9          | 213          |
| 8 PM                       | 94                | 0        | 15         | 79              | 191            | 0            | 19              | 3         | 9          | 7          | 179          |
| 9 PM                       | 64                | 0        | 13         | 51              | 130            | 0            | 18              | 3         | 8          | 7          | 120          |
| 10 PM                      | 63                | 0        | 10         | 53              | 126            | 0            | 11              | 1         | 5          | 5          | 116          |
| 11 PM                      | 56                | 1        | 5          | 50              | 116            | 1            | 10              | 0         | 6          | 4          | 101          |
| <b>TOTALS</b>              | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>      | <b>55</b> | <b>200</b> | <b>178</b> | <b>4,485</b> |

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|------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                        | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>LIGHT CONDITION</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Darkness               | 141               | 1        | 14         | 126             | 289            | 1            | 22            | 2               | 10         | 10         | 251          |
| Darkness, Lighted Road | 468               | 1        | 86         | 381             | 1,000          | 1            | 121           | 18              | 62         | 41         | 874          |
| Dawn                   | 44                | 0        | 9          | 35              | 98             | 0            | 10            | 2               | 5          | 3          | 79           |
| Daylight               | 1,346             | 2        | 199        | 1,145           | 2,746          | 2            | 271           | 33              | 119        | 119        | 2,938        |
| Dusk                   | 66                | 0        | 5          | 61              | 131            | 0            | 6             | 0               | 3          | 3          | 141          |
| Unknown                | 145               | 0        | 3          | 142             | 286            | 0            | 3             | 0               | 1          | 2          | 202          |
| <b>TOTALS</b>          | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>    | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |
| <b>ROAD DEFECTS</b>    |                   |          |            |                 |                |              |               |                 |            |            |              |
| Construction Zone      | 4                 | 0        | 1          | 3               | 8              | 0            | 2             | 0               | 0          | 2          | 12           |
| Debris on Roadway      | 126               | 0        | 7          | 119             | 250            | 0            | 9             | 2               | 6          | 1          | 222          |
| No Defects             | 610               | 3        | 261        | 346             | 1,298          | 3            | 362           | 45              | 179        | 138        | 1,218        |
| Rut, Holes             | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Worn Surface           | 1                 | 1        | 0          | 0               | 1              | 1            | 0             | 0               | 0          | 0          | 0            |
| Unknown                | 1,468             | 0        | 47         | 1,421           | 2,991          | 0            | 60            | 8               | 15         | 37         | 3,031        |
| <b>TOTALS</b>          | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>    | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |
| <b>TRAFFIC CONTROL</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Lane Use Marking       | 76                | 0        | 10         | 66              | 158            | 0            | 17            | 2               | 6          | 9          | 186          |
| No Controls            | 1,250             | 3        | 154        | 1,093           | 2,577          | 3            | 203           | 27              | 106        | 70         | 2,348        |
| No Passing             | 20                | 0        | 0          | 20              | 41             | 0            | 0             | 0               | 0          | 0          | 30           |
| Other Regualtory Sign  | 22                | 0        | 1          | 21              | 48             | 0            | 1             | 0               | 0          | 1          | 44           |
| Other RR Crossing      | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Other Warning Sign     | 5                 | 0        | 0          | 5               | 8              | 0            | 0             | 0               | 0          | 0          | 7            |
| Police/Flagman         | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| RR Crossing Gate       | 4                 | 0        | 0          | 4               | 6              | 0            | 0             | 0               | 0          | 0          | 11           |
| School Zone            | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 3            |
| Stop Sign/Flasher      | 287               | 1        | 50         | 236             | 605            | 1            | 68            | 9               | 32         | 27         | 660          |
| Traffic Signal         | 444               | 0        | 95         | 349             | 903            | 0            | 136           | 17              | 54         | 65         | 991          |
| Yield                  | 9                 | 0        | 0          | 9               | 20             | 0            | 0             | 0               | 0          | 0          | 20           |
| Unknown                | 90                | 0        | 6          | 84              | 178            | 0            | 8             | 0               | 2          | 6          | 181          |
| <b>TOTALS</b>          | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>    | <b>4,550</b>   | <b>4</b>     | <b>433</b>    | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |

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|--|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
|  | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B          | C          | O            |
| <b>ROADWAY FEATURE</b>                                   |                   |          |            |                    |                   |                 |                  |                 |            |            |              |
| Bridge   | 2                 | 0        | 0          | 2                  | 4                 | 0               | 0                | 0               | 0          | 0          | 4            |
| Intersctn of 2 Mrked Rts OR Mrked<br>Rt and 8# OR 2 8#'s | 57                | 0        | 9          | 48                 | 113               | 0               | 10               | 0               | 5          | 5          | 127          |
| Intersection of Mrked Rts & Pub<br>Rd(Major Arterial)    | 75                | 0        | 14         | 61                 | 154               | 0               | 20               | 1               | 6          | 13         | 171          |
| Intersection of Mrked Rts & Pub<br>Rd(Major Collector)   | 53                | 0        | 15         | 38                 | 104               | 0               | 20               | 7               | 11         | 2          | 100          |
| Intersection of Ramp and Other<br>Roadway                | 27                | 0        | 10         | 17                 | 50                | 0               | 16               | 2               | 11         | 3          | 55           |
| Not Applicable   | 1,986             | 4        | 265        | 1,717              | 4,108             | 4               | 362              | 45              | 166        | 151        | 4,014        |
| Railroad Crossing  | 5                 | 0        | 1          | 4                  | 8                 | 0               | 1                | 0               | 0          | 1          | 7            |
| Underpass  | 5                 | 0        | 2          | 3                  | 9                 | 0               | 4                | 0               | 1          | 3          | 7            |
| <b>TOTALS</b>  | <b>2,210</b>      | <b>4</b> | <b>316</b> | <b>1,890</b>       | <b>4,550</b>      | <b>4</b>        | <b>433</b>       | <b>55</b>       | <b>200</b> | <b>178</b> | <b>4,485</b> |

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|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                              | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>VEHICLE DEFECTS</b>       |                   |          |            |                 |                |              |               |                 |            |            |              |
| Brakes                       | 14                | 0        | 4          | 10              | 14             | 0            | 3             | 0               | 3          | 0          | 18           |
| Lights                       | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| No Defect                    | 830               | 3        | 354        | 473             | 830            | 1            | 215           | 24              | 99         | 92         | 828          |
| Signals                      | 48                | 0        | 1          | 47              | 48             | 0            | 0             | 0               | 0          | 0          | 35           |
| Suspension                   | 2                 | 0        | 0          | 2               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Tires                        | 1                 | 0        | 1          | 0               | 1              | 0            | 1             | 0               | 0          | 1          | 0            |
| Trailer Coupling             | 2                 | 0        | 0          | 2               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Wheels                       | 1                 | 0        | 1          | 0               | 1              | 0            | 1             | 0               | 0          | 1          | 1            |
| Unknown                      | 3,643             | 2        | 259        | 3,382           | 3,643          | 2            | 141           | 18              | 56         | 67         | 3,595        |
| <b>TOTALS</b>                | <b>4,542</b>      | <b>5</b> | <b>620</b> | <b>3,917</b>    | <b>4,542</b>   | <b>3</b>     | <b>361</b>    | <b>42</b>       | <b>158</b> | <b>161</b> | <b>4,482</b> |
| <b>VEHICLE TYPE</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| Bus over 15 Passengers       | 38                | 0        | 6          | 32              | 38             | 0            | 7             | 0               | 1          | 6          | 90           |
| Bus up to 15 Passengers      | 9                 | 0        | 1          | 8               | 9              | 0            | 6             | 0               | 0          | 6          | 22           |
| Farm Equipment               | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 0            |
| Motor Driven Cycle           | 2                 | 0        | 0          | 2               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Motorcycle (over 150cc)      | 13                | 1        | 4          | 8               | 13             | 1            | 5             | 3               | 2          | 0          | 7            |
| Other Vehicle with Trailer   | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Passenger                    | 2,766             | 3        | 408        | 2,355           | 2,766          | 1            | 266           | 30              | 119        | 117        | 2,662        |
| Pickup                       | 258               | 0        | 34         | 224             | 258            | 0            | 12            | 5               | 2          | 5          | 233          |
| SUV                          | 439               | 1        | 58         | 380             | 439            | 1            | 28            | 1               | 18         | 9          | 458          |
| Tractor with Semi-Trailer    | 90                | 0        | 13         | 77              | 90             | 0            | 3             | 0               | 3          | 0          | 86           |
| Tractor without Semi-Trailer | 17                | 0        | 2          | 15              | 17             | 0            | 0             | 0               | 0          | 0          | 16           |
| Truck Single Unit            | 69                | 0        | 6          | 63              | 69             | 0            | 0             | 0               | 0          | 0          | 74           |
| Van/Mini-Van                 | 445               | 0        | 75         | 370             | 445            | 0            | 32            | 3               | 13         | 16         | 453          |
| Unknown                      | 394               | 0        | 13         | 381             | 394            | 0            | 2             | 0               | 0          | 2          | 378          |
| <b>TOTALS</b>                | <b>4,542</b>      | <b>5</b> | <b>620</b> | <b>3,917</b>    | <b>4,542</b>   | <b>3</b>     | <b>361</b>    | <b>42</b>       | <b>158</b> | <b>161</b> | <b>4,482</b> |

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|                         | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B          | C         | O            |
| <b>DRIVER CONDITION</b> |                   |          |            |                    |                   |                 |                  |                 |            |           |              |
| Alcohol Impaired        | 41                | 0        | 11         | 30                 | 41                | 0               | 9                | 4               | 5          | 0         | 32           |
| Asleep/Fainted          | 9                 | 0        | 3          | 6                  | 9                 | 0               | 1                | 0               | 0          | 1         | 8            |
| Drug Impaired           | 4                 | 0        | 2          | 2                  | 4                 | 0               | 1                | 0               | 1          | 0         | 3            |
| Fatigued                | 5                 | 0        | 0          | 5                  | 5                 | 0               | 0                | 0               | 0          | 0         | 5            |
| Had Been Drinking       | 18                | 0        | 2          | 16                 | 18                | 0               | 2                | 1               | 0          | 1         | 16           |
| Illness                 | 5                 | 0        | 2          | 3                  | 5                 | 0               | 2                | 1               | 1          | 0         | 3            |
| Medicated               | 3                 | 0        | 0          | 3                  | 3                 | 0               | 0                | 0               | 0          | 0         | 3            |
| Normal                  | 2,778             | 2        | 468        | 2,308              | 2,778             | 1               | 190              | 25              | 89         | 76        | 2,587        |
| Other/Unknown           | 953               | 3        | 77         | 873                | 953               | 1               | 20               | 5               | 10         | 5         | 932          |
| <b>TOTALS</b>           | <b>3,816</b>      | <b>5</b> | <b>565</b> | <b>3,246</b>       | <b>3,816</b>      | <b>2</b>        | <b>225</b>       | <b>36</b>       | <b>106</b> | <b>83</b> | <b>3,589</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero                   |            | NUMBER OF CRASHES |       |        |                 |                | INJURY SEVERITY |               |   |    |   |     |
|--------------------------|------------|-------------------|-------|--------|-----------------|----------------|-----------------|---------------|---|----|---|-----|
|                          |            | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A | B  | C | O   |
| <b>DRIVER AGE/GENDER</b> |            |                   |       |        |                 |                |                 |               |   |    |   |     |
| 10-14                    | Male       | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1  | 0 | 1   |
| 15                       | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0  | 0 | 1   |
| 16                       | Female     | 14                | 0     | 1      | 13              | 14             | 0               | 1             | 0 | 0  | 1 | 13  |
|                          | Male       | 17                | 0     | 5      | 12              | 17             | 0               | 0             | 0 | 0  | 0 | 17  |
| 17                       | Female     | 34                | 0     | 3      | 31              | 34             | 0               | 2             | 0 | 1  | 1 | 32  |
|                          | Male       | 40                | 0     | 5      | 35              | 40             | 0               | 1             | 0 | 0  | 1 | 39  |
| 18                       | Female     | 37                | 0     | 7      | 30              | 37             | 0               | 3             | 0 | 1  | 2 | 34  |
|                          | Male       | 59                | 0     | 10     | 49              | 59             | 0               | 2             | 0 | 2  | 0 | 57  |
| 19                       | Female     | 33                | 0     | 2      | 31              | 33             | 0               | 2             | 0 | 1  | 1 | 31  |
|                          | Male       | 61                | 0     | 11     | 50              | 61             | 0               | 3             | 0 | 0  | 3 | 58  |
|                          | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0  | 0 | 1   |
| 20                       | Female     | 42                | 0     | 8      | 34              | 42             | 0               | 1             | 0 | 1  | 0 | 41  |
|                          | Male       | 72                | 0     | 14     | 58              | 72             | 0               | 3             | 0 | 2  | 1 | 69  |
| 21                       | Female     | 35                | 0     | 6      | 29              | 35             | 0               | 6             | 0 | 2  | 4 | 29  |
|                          | Male       | 61                | 0     | 10     | 51              | 61             | 0               | 2             | 0 | 2  | 0 | 59  |
| 22-24                    | Female     | 119               | 0     | 30     | 89              | 119            | 0               | 17            | 2 | 7  | 8 | 102 |
|                          | Male       | 186               | 1     | 28     | 157             | 186            | 0               | 15            | 4 | 6  | 5 | 171 |
|                          | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0  | 0 | 1   |
| 25-29                    | Female     | 168               | 0     | 30     | 138             | 168            | 0               | 13            | 1 | 9  | 3 | 155 |
|                          | Male       | 246               | 0     | 43     | 203             | 246            | 0               | 15            | 2 | 12 | 1 | 231 |
|                          | Not Stated | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 1 | 0  | 0 | 1   |
| 30-34                    | Female     | 184               | 0     | 27     | 157             | 184            | 0               | 14            | 0 | 5  | 9 | 170 |
|                          | Male       | 234               | 0     | 32     | 202             | 234            | 0               | 12            | 4 | 4  | 4 | 222 |
| 35-39                    | Female     | 126               | 0     | 16     | 110             | 126            | 0               | 7             | 1 | 3  | 3 | 119 |
|                          | Male       | 236               | 1     | 41     | 194             | 236            | 1               | 16            | 2 | 10 | 4 | 219 |
| 40-44                    | Female     | 100               | 0     | 16     | 84              | 100            | 0               | 9             | 3 | 3  | 3 | 91  |
|                          | Male       | 203               | 0     | 30     | 173             | 203            | 0               | 9             | 1 | 5  | 3 | 194 |
| 45-49                    | Female     | 93                | 2     | 12     | 79              | 93             | 1               | 8             | 1 | 5  | 2 | 84  |
|                          | Male       | 165               | 0     | 30     | 135             | 165            | 0               | 14            | 2 | 4  | 8 | 151 |
| 50-54                    | Female     | 61                | 0     | 8      | 53              | 61             | 0               | 5             | 0 | 1  | 4 | 56  |
|                          | Male       | 138               | 1     | 28     | 109             | 138            | 0               | 11            | 3 | 6  | 2 | 127 |
| 55-59                    | Female     | 35                | 0     | 7      | 28              | 35             | 0               | 5             | 2 | 1  | 2 | 30  |
|                          | Male       | 101               | 0     | 14     | 87              | 101            | 0               | 9             | 3 | 3  | 3 | 92  |
| 60-64                    | Female     | 18                | 0     | 2      | 16              | 18             | 0               | 1             | 1 | 0  | 0 | 17  |
|                          | Male       | 67                | 0     | 9      | 58              | 67             | 0               | 4             | 2 | 1  | 1 | 63  |
| 65-69                    | Female     | 8                 | 0     | 3      | 5               | 8              | 0               | 1             | 0 | 0  | 1 | 7   |
|                          | Male       | 34                | 0     | 7      | 27              | 34             | 0               | 2             | 0 | 1  | 1 | 32  |
| 70-74                    | Female     | 6                 | 0     | 1      | 5               | 6              | 0               | 1             | 0 | 1  | 0 | 5   |
|                          | Male       | 18                | 0     | 6      | 12              | 18             | 0               | 2             | 0 | 1  | 1 | 16  |
| 75-79                    | Female     | 11                | 0     | 2      | 9               | 11             | 0               | 1             | 0 | 1  | 0 | 10  |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero        | DRIVER AGE/GENDER | NUMBER OF CRASHES |          |            |                 |                |              | INJURY SEVERITY |           |            |           |              |
|---------------|-------------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|------------|-----------|--------------|
|               |                   | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B          | C         | O            |
|               | 75-79             | 16                | 0        | 4          | 12              | 16             | 0            | 0               | 0         | 0          | 0         | 16           |
|               | 80-84             | 4                 | 0        | 0          | 4               | 4              | 0            | 0               | 0         | 0          | 0         | 4            |
|               |                   | 8                 | 0        | 1          | 7               | 8              | 0            | 1               | 0         | 0          | 1         | 7            |
|               | 85-89             | 6                 | 0        | 1          | 5               | 6              | 0            | 1               | 0         | 1          | 0         | 5            |
|               | 95-98             | 9                 | 0        | 0          | 9               | 9              | 0            | 0               | 0         | 0          | 0         | 9            |
|               | Unknown           | 8                 | 0        | 2          | 6               | 8              | 0            | 1               | 0         | 1          | 0         | 7            |
|               |                   | 21                | 0        | 4          | 17              | 21             | 0            | 0               | 0         | 0          | 0         | 21           |
|               |                   | 675               | 0        | 47         | 628             | 675            | 0            | 3               | 1         | 2          | 0         | 672          |
| <b>TOTALS</b> |                   | <b>3,816</b>      | <b>5</b> | <b>565</b> | <b>3,246</b>    | <b>3,816</b>   | <b>2</b>     | <b>225</b>      | <b>36</b> | <b>106</b> | <b>83</b> | <b>3,589</b> |



IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero                      |            | 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     | 10                | 0     | 2      | 8               | 10             | 0               | 1             | 0 | 0 | 1 | 9  |
|                             | Male       | 12                | 0     | 6      | 6               | 12             | 0               | 5             | 0 | 2 | 3 | 7  |
|                             | Not Stated | 9                 | 0     | 1      | 8               | 9              | 0               | 0             | 0 | 0 | 0 | 9  |
| 1                           | Female     | 12                | 0     | 5      | 7               | 12             | 0               | 1             | 0 | 1 | 0 | 11 |
|                             | Male       | 11                | 0     | 4      | 7               | 11             | 0               | 1             | 0 | 1 | 0 | 10 |
| 2                           | Female     | 6                 | 0     | 0      | 6               | 6              | 0               | 0             | 0 | 0 | 0 | 6  |
|                             | Male       | 7                 | 0     | 1      | 6               | 7              | 0               | 0             | 0 | 0 | 0 | 7  |
|                             | Not Stated | 2                 | 0     | 1      | 1               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 3                           | Female     | 13                | 0     | 3      | 10              | 13             | 0               | 1             | 0 | 1 | 0 | 12 |
|                             | Male       | 8                 | 0     | 6      | 2               | 8              | 0               | 3             | 0 | 0 | 3 | 5  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 4                           | Female     | 11                | 0     | 5      | 6               | 11             | 0               | 1             | 0 | 1 | 0 | 10 |
|                             | Male       | 10                | 0     | 2      | 8               | 10             | 0               | 0             | 0 | 0 | 0 | 10 |
| 5                           | Female     | 7                 | 0     | 3      | 4               | 7              | 0               | 0             | 0 | 0 | 0 | 7  |
|                             | Male       | 8                 | 0     | 2      | 6               | 8              | 0               | 0             | 0 | 0 | 0 | 8  |
|                             | Not Stated | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 6                           | Female     | 10                | 0     | 4      | 6               | 10             | 0               | 1             | 0 | 0 | 1 | 9  |
|                             | Male       | 13                | 0     | 2      | 11              | 13             | 0               | 0             | 0 | 0 | 0 | 13 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 7                           | Female     | 12                | 0     | 4      | 8               | 12             | 0               | 2             | 0 | 1 | 1 | 10 |
|                             | Male       | 9                 | 0     | 3      | 6               | 9              | 0               | 1             | 0 | 0 | 1 | 8  |
|                             | Not Stated | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
| 8                           | Female     | 7                 | 0     | 3      | 4               | 7              | 0               | 1             | 0 | 1 | 0 | 6  |
|                             | Male       | 17                | 0     | 0      | 17              | 17             | 0               | 0             | 0 | 0 | 0 | 17 |
|                             | Not Stated | 1                 | 0     | 1      | 0               | 1              | 0               | 1             | 0 | 0 | 1 | 0  |
| 9                           | Female     | 11                | 0     | 2      | 9               | 11             | 0               | 1             | 0 | 0 | 1 | 10 |
|                             | Male       | 10                | 0     | 4      | 6               | 10             | 0               | 4             | 0 | 4 | 0 | 6  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 10-14                       | Female     | 44                | 0     | 14     | 30              | 44             | 0               | 10            | 0 | 5 | 5 | 34 |
|                             | Male       | 50                | 0     | 9      | 41              | 50             | 0               | 4             | 0 | 3 | 1 | 46 |
|                             | Not Stated | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
| 15                          | Female     | 10                | 0     | 5      | 5               | 10             | 0               | 3             | 0 | 2 | 1 | 7  |
|                             | Male       | 7                 | 0     | 3      | 4               | 7              | 0               | 0             | 0 | 0 | 0 | 7  |
| 16                          | Female     | 15                | 0     | 9      | 6               | 15             | 0               | 6             | 0 | 2 | 4 | 9  |
|                             | Male       | 10                | 0     | 1      | 9               | 10             | 0               | 0             | 0 | 0 | 0 | 10 |
|                             | Not Stated | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
| 17                          | Female     | 14                | 0     | 6      | 8               | 14             | 0               | 2             | 0 | 2 | 0 | 12 |
|                             | Male       | 7                 | 0     | 1      | 6               | 7              | 0               | 1             | 1 | 0 | 0 | 6  |
|                             | Not Stated | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1 | 0 | 1  |
| 18                          | Female     | 10                | 0     | 3      | 7               | 10             | 0               | 1             | 0 | 0 | 1 | 9  |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero                      |            | 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> |            |                   |       |        |                 |                |              |                 |   |   |   |    |
| 18                          | Male       | 4                 | 0     | 1      | 3               | 4              | 0            | 0               | 0 | 0 | 0 | 4  |
|                             | Not Stated | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2  |
| 19                          | Female     | 16                | 0     | 7      | 9               | 16             | 0            | 1               | 0 | 0 | 1 | 15 |
|                             | Male       | 7                 | 0     | 2      | 5               | 7              | 0            | 1               | 0 | 0 | 1 | 6  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 20                          | Female     | 5                 | 0     | 1      | 4               | 5              | 0            | 1               | 0 | 0 | 1 | 4  |
|                             | Male       | 5                 | 0     | 1      | 4               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 21                          | Female     | 7                 | 0     | 0      | 7               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
|                             | Male       | 9                 | 0     | 3      | 6               | 9              | 0            | 2               | 0 | 2 | 0 | 7  |
|                             | Not Stated | 3                 | 0     | 1      | 2               | 3              | 0            | 1               | 0 | 0 | 1 | 2  |
| 22-24                       | Female     | 24                | 0     | 10     | 14              | 24             | 0            | 7               | 0 | 1 | 6 | 17 |
|                             | Male       | 24                | 1     | 6      | 17              | 24             | 1            | 4               | 0 | 2 | 2 | 19 |
|                             | Not Stated | 4                 | 0     | 3      | 1               | 4              | 0            | 2               | 1 | 0 | 1 | 2  |
| 25-29                       | Female     | 22                | 0     | 9      | 13              | 22             | 0            | 6               | 0 | 2 | 4 | 16 |
|                             | Male       | 23                | 1     | 9      | 13              | 23             | 0            | 5               | 0 | 2 | 3 | 18 |
|                             | Not Stated | 3                 | 0     | 1      | 2               | 3              | 0            | 1               | 0 | 0 | 1 | 2  |
| 30-34                       | Female     | 19                | 0     | 5      | 14              | 19             | 0            | 2               | 0 | 1 | 1 | 17 |
|                             | Male       | 21                | 0     | 4      | 17              | 21             | 0            | 3               | 1 | 1 | 1 | 18 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 35-39                       | Female     | 22                | 0     | 6      | 16              | 22             | 0            | 3               | 1 | 1 | 1 | 19 |
|                             | Male       | 13                | 0     | 5      | 8               | 13             | 0            | 2               | 0 | 0 | 2 | 11 |
| 40-44                       | Female     | 29                | 0     | 13     | 16              | 29             | 0            | 6               | 0 | 2 | 4 | 23 |
|                             | Male       | 10                | 0     | 5      | 5               | 10             | 0            | 2               | 0 | 1 | 1 | 8  |
| 45-49                       | Female     | 18                | 0     | 8      | 10              | 18             | 0            | 6               | 1 | 1 | 4 | 12 |
|                             | Male       | 9                 | 0     | 3      | 6               | 9              | 0            | 3               | 0 | 1 | 2 | 6  |
|                             | Not Stated | 2                 | 0     | 1      | 1               | 2              | 0            | 1               | 0 | 0 | 1 | 1  |
| 50-54                       | Female     | 10                | 0     | 3      | 7               | 10             | 0            | 1               | 0 | 0 | 1 | 9  |
|                             | Male       | 7                 | 0     | 3      | 4               | 7              | 0            | 2               | 0 | 0 | 2 | 5  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 55-59                       | Female     | 9                 | 0     | 1      | 8               | 9              | 0            | 1               | 1 | 0 | 0 | 8  |
|                             | Male       | 4                 | 0     | 1      | 3               | 4              | 0            | 1               | 0 | 1 | 0 | 3  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 60-64                       | Female     | 8                 | 0     | 1      | 7               | 8              | 0            | 0               | 0 | 0 | 0 | 8  |
|                             | Male       | 5                 | 0     | 3      | 2               | 5              | 0            | 2               | 1 | 0 | 1 | 3  |
|                             | Not Stated | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2  |
| 65-69                       | Female     | 5                 | 0     | 0      | 5               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
|                             | Male       | 5                 | 0     | 2      | 3               | 5              | 0            | 1               | 0 | 1 | 0 | 4  |
| 70-74                       | Female     | 7                 | 0     | 3      | 4               | 7              | 0            | 2               | 0 | 0 | 2 | 5  |
|                             | Male       | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |

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 DIVISION OF TRAFFIC SAFETY  
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City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero                      |            | 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>PASSENGER AGE/GENDER</b> |            |                   |          |            |                    |                   |                 |                  |          |           |           |            |
| 75-79                       | Female     | 4                 | 0        | 2          | 2                  | 4                 | 0               | 0                | 0        | 0         | 0         | 4          |
|                             | Male       | 4                 | 0        | 0          | 4                  | 4                 | 0               | 0                | 0        | 0         | 0         | 4          |
| 80-84                       | Male       | 1                 | 0        | 0          | 1                  | 1                 | 0               | 0                | 0        | 0         | 0         | 1          |
| 85-89                       | Female     | 1                 | 0        | 0          | 1                  | 1                 | 0               | 0                | 0        | 0         | 0         | 1          |
| 90-94                       | Female     | 1                 | 0        | 0          | 1                  | 1                 | 0               | 0                | 0        | 0         | 0         | 1          |
| Unknown                     | Female     | 14                | 0        | 4          | 10                 | 14                | 0               | 2                | 0        | 0         | 2         | 12         |
|                             | Male       | 15                | 0        | 6          | 9                  | 15                | 0               | 4                | 0        | 1         | 3         | 11         |
|                             | Not Stated | 224               | 0        | 28         | 196                | 224               | 0               | 10               | 0        | 5         | 5         | 214        |
| <b>TOTALS</b>               |            | <b>1,032</b>      | <b>2</b> | <b>278</b> | <b>752</b>         | <b>1,032</b>      | <b>1</b>        | <b>137</b>       | <b>7</b> | <b>52</b> | <b>78</b> | <b>894</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero                       |            | NUMBER OF CRASHES |          |           |                 |                |              | INJURY SEVERITY |           |           |           |          |
|------------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|-----------|-----------|-----------|----------|
|                              |            | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B         | C         | O        |
| <b>PEDESTRIAN AGE/GENDER</b> |            |                   |          |           |                 |                |              |                 |           |           |           |          |
| 3                            | Male       | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0         | 2         | 0         | 0        |
| 4                            | Female     | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 1         | 0         | 0         | 0        |
|                              | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 1         | 0         | 0         | 0        |
| 6                            | Female     | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
|                              | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 0         | 1         | 0        |
| 7                            | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 1         | 0         | 0         | 0        |
| 8                            | Male       | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0         | 2         | 0         | 0        |
| 10-14                        | Female     | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
|                              | Male       | 7                 | 0        | 7         | 0               | 7              | 0            | 7               | 1         | 5         | 1         | 0        |
| 15                           | Female     | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 1         | 0         | 0         | 0        |
| 16                           | Female     | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 1         | 1         | 0         | 0        |
|                              | Male       | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 1         | 0         | 1         | 0        |
| 17                           | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 18                           | Female     | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0         | 2         | 0         | 0        |
| 19                           | Female     | 1                 | 1        | 0         | 0               | 1              | 1            | 0               | 0         | 0         | 0         | 0        |
|                              | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 21                           | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 0         | 1         | 0        |
| 22-24                        | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 25-29                        | Female     | 3                 | 0        | 3         | 0               | 3              | 0            | 3               | 0         | 1         | 2         | 0        |
|                              | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 30-34                        | Female     | 5                 | 0        | 5         | 0               | 5              | 0            | 5               | 2         | 2         | 1         | 0        |
|                              | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 35-39                        | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 40-44                        | Female     | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
|                              | Male       | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0         | 2         | 0         | 0        |
| 45-49                        | Female     | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 1         | 0         | 0         | 0        |
|                              | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 0         | 1         | 0        |
| 50-54                        | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 1         | 0         | 0         | 0        |
|                              | Not Stated | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 55-59                        | Not Stated | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
| 60-64                        | Female     | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 0         | 1         | 0        |
|                              | Male       | 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        |
| Unknown                      | Male       | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0         | 1         | 0         | 0        |
|                              | Not Stated | 3                 | 0        | 3         | 0               | 3              | 0            | 3               | 1         | 0         | 2         | 0        |
| <b>TOTALS</b>                |            | <b>55</b>         | <b>1</b> | <b>54</b> | <b>0</b>        | <b>55</b>      | <b>1</b>     | <b>54</b>       | <b>12</b> | <b>31</b> | <b>11</b> | <b>0</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero        | PEDAL CYCLIST AGE/GENDER | NUMBER OF CRASHES |          |           |                 |                |              | INJURY SEVERITY |          |           |          |          |
|---------------|--------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|----------|----------|
|               |                          | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A        | B         | C        | O        |
|               | 8 Male                   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | 10-14 Male               | 3                 | 0        | 3         | 0               | 3              | 0            | 3               | 0        | 2         | 1        | 0        |
|               | 15 Male                  | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | 16 Male                  | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | 19 Female                | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
|               | 21 Male                  | 1                 | 0        | 0         | 1               | 1              | 0            | 0               | 0        | 0         | 0        | 1        |
|               | 22-24 Male               | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | 25-29 Male               | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | 30-34 Male               | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0        | 1         | 1        | 0        |
|               | 40-44 Male               | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | 45-49 Female             | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | 55-59 Male               | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
|               | 60-64 Male               | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|               | Unknown Male             | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
|               | Not Stated               | 2                 | 0        | 1         | 1               | 2              | 0            | 1               | 0        | 0         | 1        | 1        |
| <b>TOTALS</b> |                          | <b>19</b>         | <b>0</b> | <b>17</b> | <b>2</b>        | <b>19</b>      | <b>0</b>     | <b>17</b>       | <b>0</b> | <b>11</b> | <b>6</b> | <b>2</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero   | NUMBER OF CRASHES |            |        |                 |                |              |               |   | INJURY SEVERITY |   |   |   |   |
|--|-------------------|------------|--------|-----------------|----------------|--------------|---------------|---|-----------------|---|---|---|---|
|  | TOTAL             | FATAL      | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B               | C | O |   |   |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>      |                   |            |        |                 |                |              |               |   |                 |   |   |   |   |
| Crossing - Against Signal                      | 10-14             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 22-24             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 30-34             | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
| Crossing - With Signal                         | 15                | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
|  | 16                | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
|  | 19                | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 25-29             | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 0 | 1 | 0 |
|  | 35-39             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 55-59             | Not Stated | 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 |
|  | Unknown           | Not Stated | 2      | 0               | 2              | 0            | 2             | 0 | 2               | 1 | 0 | 1 | 0 |
| Entering/Leaving/Crossing Unspecified Location | 10-14             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 19                | Female     | 1      | 1               | 0              | 0            | 1             | 1 | 0               | 0 | 0 | 0 | 0 |
|  | 30-34             | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
| Entering/Leaving/Crossing Vehicle              | 10-14             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 16                | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
| Other  | 3                 | Male       | 2      | 0               | 2              | 0            | 2             | 0 | 2               | 0 | 2 | 0 | 0 |
|  | 4                 | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
|  | 6                 | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 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 |
|  | 16                | Male       | 2      | 0               | 2              | 0            | 2             | 0 | 2               | 1 | 0 | 1 | 0 |
|  | 17                | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 18                | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 25-29             | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 0 | 1 | 0 |
|  | 40-44             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 45-49             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 0 | 1 | 0 |
| Playing in Roadway                             | 6                 | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 0 | 1 | 0 |
|  | 45-49             | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
| Standing in Roadway                            | 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 | 1 | 0 | 0 |
| Walking/Riding against Traffic                 | 25-29             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
|  | 50-54             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
| Walking/Riding with Traffic                    | 10-14             | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 0 | 1 | 0 |
|  | 21                | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 0 | 1 | 0 |
|  | 50-54             | Not Stated | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |
| Unknown  | 4                 | Female     | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
|  | 7                 | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 1 | 0 | 0 | 0 |
|  | 8                 | Male       | 1      | 0               | 1              | 0            | 1             | 0 | 1               | 0 | 1 | 0 | 0 |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

05/14/2008  
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City Summary

Selection Criteria: 1/1/2005 thru 12/31/2005

| Cicero                                       | NUMBER OF CRASHES |            |           |                 |                |              |               | INJURY SEVERITY |           |           |           |           |          |
|--|-------------------|------------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|-----------|-----------|----------|
|  | TOTAL             | FATAL      | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O         |           |          |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>    |                   |            |           |                 |                |              |               |                 |           |           |           |           |          |
| Unknown                                      | 10-14             | Female     | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  |                   | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 1         | 0         | 0         | 0        |
|  | 18                | Female     | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 25-29             | Female     | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 30-34             | Female     | 3         | 0               | 3              | 0            | 3             | 0               | 3         | 1         | 1         | 1         | 0        |
|  |                   | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 40-44             | Female     | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 60-64             | Female     | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0         | 1         | 0        |
|  |                   | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | Unknown           | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  |                   | Not Stated | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0         | 1         | 0        |
| <b>TOTALS</b>                                |                   |            | <b>55</b> | <b>1</b>        | <b>54</b>      | <b>0</b>     | <b>55</b>     | <b>1</b>        | <b>54</b> | <b>12</b> | <b>31</b> | <b>11</b> | <b>0</b> |
| <b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b> |                   |            |           |                 |                |              |               |                 |           |           |           |           |          |
| Crossing - Against Signal                    | 10-14             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 30-34             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0         | 1         | 0        |
| Crossing - With Signal                       | 21                | Male       | 1         | 0               | 0              | 1            | 1             | 0               | 0         | 0         | 0         | 0         | 1        |
|  | 25-29             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 45-49             | Female     | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 60-64             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
| Enter from Drive/Alley                       | 15                | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
| Other  | 10-14             | Male       | 2         | 0               | 2              | 0            | 2             | 0               | 2         | 0         | 1         | 1         | 0        |
|  | Unknown           | Not Stated | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0         | 1         | 0        |
| Turning Left                                 | 16                | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
| Walking/Riding with Traffic                  | 19                | Female     | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0         | 1         | 0        |
|  | 30-34             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
| Unknown                                      | 8                 | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 22-24             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 40-44             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 1         | 0         | 0        |
|  | 55-59             | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0         | 1         | 0        |
|  | Unknown           | Male       | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 0         | 1         | 0        |
|  |                   | Not Stated | 1         | 0               | 0              | 1            | 1             | 0               | 0         | 0         | 0         | 0         | 1        |
| <b>TOTALS</b>                                |                   |            | <b>19</b> | <b>0</b>        | <b>17</b>      | <b>2</b>     | <b>19</b>     | <b>0</b>        | <b>17</b> | <b>0</b>  | <b>11</b> | <b>6</b>  | <b>2</b> |