

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

05/14/2008
 Page 1 of 16

City Summary

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

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Evanston | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 964 | 3 | 261 | 700 | 1,878 | 3 | 336 | 32 | 139 | 165 | 1,986 |
| Fog/Smoke/Haze | 5 | 0 | 1 | 4 | 11 | 0 | 2 | 0 | 2 | 0 | 8 |
| Rain | 159 | 0 | 35 | 124 | 317 | 0 | 45 | 5 | 23 | 17 | 351 |
| Snow | 82 | 0 | 19 | 63 | 155 | 0 | 27 | 7 | 12 | 8 | 149 |
| Unknown | 38 | 0 | 5 | 33 | 69 | 0 | 7 | 2 | 4 | 1 | 52 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | 0 | 3 |
| Pedestrian | 50 | 0 | 50 | 0 | 50 | 0 | 53 | 7 | 30 | 16 | 69 |
| Pedalcyclist | 53 | 0 | 52 | 1 | 53 | 0 | 54 | 7 | 29 | 18 | 60 |
| Fixed object | 105 | 2 | 17 | 86 | 108 | 2 | 21 | 4 | 12 | 5 | 112 |
| Other object | 7 | 0 | 1 | 6 | 9 | 0 | 2 | 0 | 2 | 0 | 10 |
| Other non collision | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| Parked motor vehicle | 234 | 0 | 16 | 218 | 535 | 0 | 20 | 2 | 10 | 8 | 286 |
| Rear end | 244 | 0 | 60 | 184 | 550 | 0 | 86 | 8 | 24 | 54 | 673 |
| Head on | 9 | 0 | 2 | 7 | 19 | 0 | 3 | 0 | 1 | 2 | 20 |
| Sideswipe same direction | 74 | 0 | 5 | 69 | 151 | 0 | 7 | 2 | 0 | 5 | 198 |
| Sideswipe opposite direction | 18 | 0 | 4 | 14 | 37 | 0 | 7 | 3 | 1 | 3 | 48 |
| Angle | 194 | 1 | 53 | 140 | 401 | 1 | 82 | 5 | 33 | 44 | 480 |
| Turning | 246 | 0 | 59 | 187 | 499 | 0 | 80 | 8 | 36 | 36 | 572 |
| Unknown | 5 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| CLASS OF CITY | | | | | | | | | | | |
| 50,000 and OVER | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 854 | 2 | 236 | 616 | 1,652 | 2 | 305 | 31 | 125 | 149 | 1,743 |
| Ice | 7 | 0 | 3 | 4 | 13 | 0 | 3 | 0 | 2 | 1 | 9 |
| Sand, Mud, Dirt | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 3 |
| Snow or Slush | 62 | 0 | 13 | 49 | 116 | 0 | 17 | 2 | 8 | 7 | 116 |
| Wet | 239 | 0 | 57 | 182 | 483 | 0 | 73 | 11 | 40 | 22 | 514 |
| Unknown | 83 | 1 | 12 | 70 | 161 | 1 | 19 | 2 | 5 | 12 | 161 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Unmarked Highway Urban | 594 | 3 | 173 | 418 | 1,182 | 3 | 229 | 25 | 100 | 104 | 1,334 |
| City Streets Urban | 654 | 0 | 148 | 506 | 1,248 | 0 | 188 | 21 | 80 | 87 | 1,212 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|--------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Evanston | | | | | | | | | | | |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 125 | 1 | 28 | 96 | 239 | 1 | 40 | 6 | 13 | 21 | 251 |
| Monday | 196 | 0 | 45 | 151 | 384 | 0 | 50 | 4 | 19 | 27 | 399 |
| Tuesday | 180 | 0 | 43 | 137 | 343 | 0 | 58 | 9 | 15 | 34 | 383 |
| Wednesday | 171 | 0 | 52 | 119 | 343 | 0 | 79 | 9 | 45 | 25 | 355 |
| Thursday | 212 | 0 | 63 | 149 | 407 | 0 | 78 | 10 | 42 | 26 | 410 |
| Friday | 191 | 0 | 45 | 146 | 386 | 0 | 56 | 4 | 22 | 30 | 404 |
| Saturday | 173 | 2 | 45 | 126 | 328 | 2 | 56 | 4 | 24 | 28 | 344 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 18 | 0 | 2 | 16 | 30 | 0 | 2 | 0 | 0 | 2 | 26 |
| 1 AM | 17 | 0 | 2 | 15 | 35 | 0 | 5 | 0 | 2 | 3 | 20 |
| 2 AM | 18 | 0 | 4 | 14 | 39 | 0 | 7 | 1 | 2 | 4 | 26 |
| 3 AM | 9 | 2 | 1 | 6 | 17 | 2 | 2 | 0 | 1 | 1 | 17 |
| 4 AM | 11 | 0 | 1 | 10 | 26 | 0 | 1 | 0 | 1 | 0 | 19 |
| 5 AM | 12 | 0 | 2 | 10 | 23 | 0 | 4 | 1 | 3 | 0 | 15 |
| 6 AM | 17 | 1 | 1 | 15 | 37 | 1 | 1 | 0 | 1 | 0 | 26 |
| 7 AM | 36 | 0 | 12 | 24 | 69 | 0 | 15 | 0 | 7 | 8 | 75 |
| 8 AM | 68 | 0 | 20 | 48 | 134 | 0 | 26 | 6 | 2 | 18 | 136 |
| 9 AM | 46 | 0 | 15 | 31 | 89 | 0 | 18 | 3 | 6 | 9 | 100 |
| 10 AM | 57 | 0 | 16 | 41 | 107 | 0 | 18 | 1 | 8 | 9 | 110 |
| 11 AM | 73 | 0 | 16 | 57 | 144 | 0 | 18 | 4 | 6 | 8 | 149 |
| Noon | 91 | 0 | 21 | 70 | 175 | 0 | 29 | 7 | 11 | 11 | 167 |
| 1 PM | 85 | 0 | 28 | 57 | 159 | 0 | 33 | 1 | 14 | 18 | 153 |
| 2 PM | 97 | 0 | 28 | 69 | 194 | 0 | 39 | 4 | 17 | 18 | 196 |
| 3 PM | 105 | 0 | 27 | 78 | 205 | 0 | 37 | 2 | 22 | 13 | 229 |
| 4 PM | 99 | 0 | 31 | 68 | 195 | 0 | 36 | 1 | 18 | 17 | 222 |
| 5 PM | 95 | 0 | 24 | 71 | 187 | 0 | 34 | 2 | 11 | 21 | 216 |
| 6 PM | 95 | 0 | 21 | 74 | 184 | 0 | 23 | 2 | 14 | 7 | 235 |
| 7 PM | 55 | 0 | 12 | 43 | 105 | 0 | 14 | 1 | 7 | 6 | 113 |
| 8 PM | 42 | 0 | 13 | 29 | 75 | 0 | 14 | 1 | 6 | 7 | 110 |
| 9 PM | 38 | 0 | 7 | 31 | 75 | 0 | 11 | 3 | 8 | 0 | 81 |
| 10 PM | 32 | 0 | 10 | 22 | 65 | 0 | 16 | 3 | 6 | 7 | 62 |
| 11 PM | 32 | 0 | 7 | 25 | 61 | 0 | 14 | 3 | 7 | 4 | 43 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |

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 ACCUMULATED TOTALS

City Summary

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

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|---|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Evanston | | | | | | | | | | | |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 35 | 0 | 10 | 25 | 62 | 0 | 11 | 1 | 6 | 4 | 70 |
| Darkness, Lighted Road | 285 | 2 | 62 | 221 | 567 | 2 | 89 | 12 | 46 | 31 | 597 |
| Dawn | 14 | 1 | 1 | 12 | 27 | 1 | 2 | 1 | 1 | 0 | 19 |
| Daylight | 856 | 0 | 235 | 621 | 1,667 | 0 | 298 | 30 | 119 | 149 | 1,746 |
| Dusk | 31 | 0 | 9 | 22 | 63 | 0 | 12 | 1 | 5 | 6 | 81 |
| Unknown | 27 | 0 | 4 | 23 | 44 | 0 | 5 | 1 | 3 | 1 | 33 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 21 | 0 | 7 | 14 | 36 | 0 | 9 | 0 | 6 | 3 | 38 |
| Debris on Roadway | 24 | 0 | 2 | 22 | 48 | 0 | 3 | 0 | 2 | 1 | 57 |
| No Defects | 867 | 2 | 291 | 574 | 1,684 | 2 | 371 | 38 | 161 | 172 | 1,727 |
| Rut, Holes | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| Worn Surface | 2 | 1 | 1 | 0 | 4 | 1 | 2 | 0 | 0 | 2 | 3 |
| Unknown | 330 | 0 | 20 | 310 | 653 | 0 | 32 | 8 | 11 | 13 | 715 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 22 | 0 | 11 | 11 | 40 | 0 | 13 | 1 | 3 | 9 | 44 |
| No Controls | 654 | 0 | 127 | 527 | 1,297 | 0 | 165 | 25 | 70 | 70 | 1,236 |
| No Passing | 6 | 0 | 2 | 4 | 11 | 0 | 3 | 0 | 0 | 3 | 7 |
| Other Regualtory Sign | 8 | 0 | 2 | 6 | 13 | 0 | 2 | 0 | 1 | 1 | 15 |
| Other Warning Sign | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| Police/Flagman | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| RR Crossing Gate | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| School Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Stop Sign/Flasher | 177 | 0 | 58 | 119 | 331 | 0 | 71 | 6 | 35 | 30 | 401 |
| Traffic Signal | 354 | 3 | 119 | 232 | 690 | 3 | 161 | 14 | 70 | 77 | 800 |
| Unknown | 17 | 0 | 1 | 16 | 34 | 0 | 1 | 0 | 1 | 0 | 23 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 35 | 3 | 14 | 18 | 72 | 3 | 24 | 2 | 13 | 9 | 71 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 38 | 0 | 13 | 25 | 69 | 0 | 18 | 2 | 6 | 10 | 75 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 63 | 0 | 16 | 47 | 128 | 0 | 20 | 3 | 6 | 11 | 157 |
| Not Applicable | 1,110 | 0 | 277 | 833 | 2,157 | 0 | 354 | 39 | 155 | 160 | 2,238 |
| Underpass | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| TOTALS | 1,248 | 3 | 321 | 924 | 2,430 | 3 | 417 | 46 | 180 | 191 | 2,546 |

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Evanston | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 5 | 0 | 1 | 4 | 5 | 0 | 3 | 2 | 0 | 1 | 4 |
| Lights | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defect | 1,431 | 2 | 469 | 960 | 1,431 | 1 | 274 | 23 | 111 | 140 | 1,562 |
| Signals | 18 | 0 | 0 | 18 | 18 | 0 | 0 | 0 | 0 | 0 | 17 |
| Steering | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Suspension | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Tires | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Wheels | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Unknown | 965 | 2 | 87 | 876 | 965 | 2 | 37 | 8 | 12 | 17 | 949 |
| TOTALS | 2,429 | 4 | 559 | 1,866 | 2,429 | 3 | 314 | 33 | 123 | 158 | 2,545 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 34 | 0 | 6 | 28 | 34 | 0 | 3 | 0 | 0 | 3 | 77 |
| Bus up to 15 Passengers | 10 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 30 |
| Motor Driven Cycle | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 2 |
| Motorcycle (over 150cc) | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| Other Vehicle with Trailer | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Passenger | 1,835 | 2 | 435 | 1,398 | 1,835 | 2 | 254 | 26 | 100 | 128 | 1,840 |
| Pickup | 71 | 0 | 18 | 53 | 71 | 0 | 9 | 0 | 3 | 6 | 64 |
| SUV | 150 | 1 | 39 | 110 | 150 | 1 | 19 | 1 | 6 | 12 | 171 |
| Tractor with Semi-Trailer | 28 | 0 | 3 | 25 | 28 | 0 | 1 | 1 | 0 | 0 | 25 |
| Tractor without Semi-Trailer | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| Truck Single Unit | 61 | 0 | 3 | 58 | 61 | 0 | 2 | 1 | 0 | 1 | 71 |
| Van/Mini-Van | 137 | 1 | 39 | 97 | 137 | 0 | 20 | 4 | 10 | 6 | 169 |
| Unknown | 89 | 0 | 11 | 78 | 89 | 0 | 4 | 0 | 2 | 2 | 86 |
| TOTALS | 2,429 | 4 | 559 | 1,866 | 2,429 | 3 | 314 | 33 | 123 | 158 | 2,545 |

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| | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|-------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------|-----------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Evanston | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 27 | 2 | 5 | 20 | 27 | 2 | 4 | 0 | 3 | 1 | 21 |
| Asleep/Fainted | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | 0 | 2 |
| Drug Impaired | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| Fatigued | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| Had Been Drinking | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| Illness | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| Normal | 1,764 | 1 | 468 | 1,295 | 1,764 | 0 | 205 | 27 | 73 | 105 | 1,559 |
| Other/Unknown | 315 | 1 | 51 | 263 | 315 | 1 | 10 | 2 | 6 | 2 | 304 |
| TOTALS | 2,130 | 4 | 533 | 1,593 | 2,130 | 3 | 227 | 29 | 89 | 109 | 1,900 |

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

| Evanston | DRIVER AGE/GENDER | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|----------|-------------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|----|-----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 15 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 22 | 0 | 2 | 20 | 22 | 0 | 1 | 0 | 1 | 0 | 21 |
| | Male | 20 | 0 | 5 | 15 | 20 | 0 | 2 | 0 | 2 | 0 | 18 |
| 17 | Female | 17 | 0 | 4 | 13 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Male | 24 | 0 | 10 | 14 | 24 | 0 | 4 | 0 | 2 | 2 | 20 |
| 18 | Female | 15 | 0 | 9 | 6 | 15 | 0 | 4 | 0 | 3 | 1 | 11 |
| | Male | 27 | 0 | 6 | 21 | 27 | 0 | 5 | 0 | 4 | 1 | 22 |
| 19 | Female | 25 | 0 | 7 | 18 | 25 | 0 | 5 | 1 | 3 | 1 | 20 |
| | Male | 26 | 0 | 4 | 22 | 26 | 0 | 2 | 0 | 1 | 1 | 24 |
| 20 | Female | 25 | 0 | 6 | 19 | 25 | 0 | 3 | 1 | 1 | 1 | 22 |
| | Male | 34 | 1 | 10 | 23 | 34 | 1 | 4 | 1 | 2 | 1 | 29 |
| 21 | Female | 21 | 0 | 8 | 13 | 21 | 0 | 6 | 0 | 5 | 1 | 15 |
| | Male | 31 | 0 | 11 | 20 | 31 | 0 | 4 | 1 | 2 | 1 | 27 |
| 22-24 | Female | 57 | 1 | 16 | 40 | 57 | 1 | 8 | 0 | 5 | 3 | 48 |
| | Male | 81 | 0 | 20 | 61 | 81 | 0 | 6 | 2 | 0 | 4 | 75 |
| 25-29 | Female | 104 | 0 | 24 | 80 | 104 | 0 | 11 | 2 | 5 | 4 | 93 |
| | Male | 103 | 0 | 19 | 84 | 103 | 0 | 4 | 1 | 1 | 2 | 99 |
| 30-34 | Female | 73 | 0 | 21 | 52 | 73 | 0 | 13 | 2 | 5 | 6 | 60 |
| | Male | 112 | 0 | 25 | 87 | 112 | 0 | 10 | 1 | 3 | 6 | 102 |
| 35-39 | Female | 85 | 0 | 20 | 65 | 85 | 0 | 16 | 1 | 5 | 10 | 69 |
| | Male | 95 | 0 | 17 | 78 | 95 | 0 | 4 | 1 | 1 | 2 | 91 |
| 40-44 | Female | 75 | 0 | 19 | 56 | 75 | 0 | 6 | 0 | 1 | 5 | 69 |
| | Male | 96 | 0 | 25 | 71 | 96 | 0 | 12 | 3 | 4 | 5 | 84 |
| 45-49 | Female | 88 | 0 | 22 | 66 | 88 | 0 | 12 | 1 | 4 | 7 | 76 |
| | Male | 101 | 1 | 28 | 72 | 101 | 0 | 12 | 2 | 3 | 7 | 89 |
| 50-54 | Female | 67 | 0 | 28 | 39 | 67 | 0 | 16 | 2 | 5 | 9 | 51 |
| | Male | 75 | 0 | 20 | 55 | 75 | 0 | 8 | 1 | 3 | 4 | 67 |
| 55-59 | Female | 48 | 0 | 13 | 35 | 48 | 0 | 1 | 0 | 0 | 1 | 47 |
| | Male | 63 | 1 | 11 | 51 | 63 | 1 | 5 | 2 | 1 | 2 | 57 |
| 60-64 | Female | 34 | 0 | 11 | 23 | 34 | 0 | 6 | 0 | 2 | 4 | 28 |
| | Male | 35 | 0 | 11 | 24 | 35 | 0 | 3 | 0 | 2 | 1 | 32 |
| 65-69 | Female | 28 | 0 | 12 | 16 | 28 | 0 | 5 | 0 | 4 | 1 | 23 |
| | Male | 31 | 0 | 7 | 24 | 31 | 0 | 4 | 1 | 1 | 2 | 27 |
| 70-74 | Female | 26 | 0 | 9 | 17 | 26 | 0 | 6 | 1 | 1 | 4 | 20 |
| | Male | 23 | 0 | 5 | 18 | 23 | 0 | 2 | 0 | 1 | 1 | 21 |
| 75-79 | Female | 14 | 0 | 5 | 9 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Male | 20 | 0 | 5 | 15 | 20 | 0 | 3 | 1 | 1 | 1 | 17 |
| 80-84 | Female | 12 | 0 | 5 | 7 | 12 | 0 | 3 | 0 | 3 | 0 | 9 |

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|--------------------------|------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------|-----------|------------|--------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Evanston | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 80-84 | Male | 15 | 0 | 5 | 10 | 15 | 0 | 3 | 0 | 0 | 3 | 12 |
| 85-89 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| 90-94 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 95-98 | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | Female | 12 | 0 | 3 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Male | 27 | 0 | 5 | 22 | 27 | 0 | 2 | 1 | 0 | 1 | 25 |
| | Not Stated | 220 | 0 | 34 | 186 | 220 | 0 | 4 | 0 | 1 | 3 | 216 |
| TOTALS | | 2,130 | 4 | 533 | 1,593 | 2,130 | 3 | 227 | 29 | 89 | 109 | 1,900 |

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| Evanston | | NUMBER OF CRASHES | | | | | INJURY SEVERITY | | | | | |
|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|-----------------|---------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Not Stated | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5 | Female | 6 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 13 | 0 | 2 | 11 | 13 | 0 | 1 | 0 | 1 | 0 | 12 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6 | Female | 5 | 0 | 3 | 2 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7 | Female | 5 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8 | Female | 6 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Not Stated | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 1 | 1 | 3 |
| 9 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 10 | 0 | 4 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 27 | 0 | 9 | 18 | 27 | 0 | 3 | 0 | 1 | 2 | 24 |
| | Male | 16 | 0 | 8 | 8 | 16 | 0 | 2 | 0 | 1 | 1 | 14 |
| | Not Stated | 6 | 0 | 4 | 2 | 6 | 0 | 2 | 0 | 2 | 0 | 4 |
| 15 | Female | 8 | 0 | 4 | 4 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| | Male | 10 | 0 | 4 | 6 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| 16 | Female | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | 17 | 0 | 4 | 13 | 17 | 0 | 1 | 1 | 0 | 0 | 16 |
| | Not Stated | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 17 | Female | 14 | 0 | 5 | 9 | 14 | 0 | 2 | 0 | 1 | 1 | 12 |
| | Male | 13 | 0 | 1 | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 18 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Evanston | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 18 | Male | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 0 | 1 | 0 | 11 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 | Female | 13 | 0 | 3 | 10 | 13 | 0 | 2 | 0 | 2 | 0 | 11 |
| | Male | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| 20 | Female | 8 | 0 | 2 | 6 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| | Male | 8 | 1 | 2 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 21 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 2 | 0 | 0 | 2 | 7 |
| | Male | 10 | 0 | 3 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | Female | 22 | 0 | 10 | 12 | 22 | 0 | 7 | 0 | 2 | 5 | 15 |
| | Male | 26 | 0 | 9 | 17 | 26 | 0 | 4 | 0 | 1 | 3 | 22 |
| | Not Stated | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 25-29 | Female | 14 | 0 | 4 | 10 | 14 | 0 | 4 | 0 | 1 | 3 | 10 |
| | Male | 22 | 0 | 3 | 19 | 22 | 0 | 2 | 0 | 2 | 0 | 20 |
| | Not Stated | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 30-34 | Female | 14 | 0 | 5 | 9 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| | Male | 15 | 0 | 2 | 13 | 15 | 0 | 2 | 0 | 1 | 1 | 13 |
| | Not Stated | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 35-39 | Female | 15 | 0 | 7 | 8 | 15 | 0 | 4 | 0 | 1 | 3 | 11 |
| | Male | 13 | 0 | 4 | 9 | 13 | 0 | 2 | 0 | 1 | 1 | 11 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | Female | 13 | 0 | 2 | 11 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| | Male | 8 | 0 | 4 | 4 | 8 | 0 | 2 | 0 | 1 | 1 | 6 |
| | Not Stated | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | 0 | 2 |
| 45-49 | Female | 11 | 0 | 4 | 7 | 11 | 0 | 4 | 1 | 1 | 2 | 7 |
| | Male | 9 | 0 | 3 | 6 | 9 | 0 | 2 | 0 | 0 | 2 | 7 |
| | Not Stated | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 50-54 | Female | 10 | 0 | 3 | 7 | 10 | 0 | 1 | 0 | 0 | 1 | 9 |
| | 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 |
| 55-59 | Female | 14 | 0 | 9 | 5 | 14 | 0 | 5 | 0 | 1 | 4 | 9 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 60-64 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Not Stated | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 65-69 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 70-74 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-----------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Evanston | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | |
| 75-79 | | | | | | | | | | | |
| Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 80-84 | | | | | | | | | | | |
| Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| 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 | 17 | 0 | 3 | 14 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| Male | 15 | 0 | 1 | 14 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| Not Stated | 92 | 0 | 34 | 58 | 92 | 0 | 7 | 1 | 1 | 5 | 85 |
| TOTALS | 732 | 1 | 221 | 510 | 732 | 0 | 87 | 4 | 34 | 49 | 645 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Evanston | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|------------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|-----------|----------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 3 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 6 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 2 | 1 | 0 |
| 17 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 20 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 21 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 22-24 | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 0 |
| 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| 35-39 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| 45-49 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 2 | 2 | 0 | 0 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 50-54 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 55-59 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| | Not Stated | 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 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 65-69 | Female | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 |
| 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 75-79 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 80-84 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 85-89 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 51 | 0 | 51 | 0 | 51 | 0 | 51 | 7 | 28 | 16 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Evanston | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|---------------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|-----------|----------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | |
| 7 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 9 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 10-14 | Female | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 2 | 1 | 0 |
| 15 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 16 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 19 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| 20 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| 21 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 25-29 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 |
| 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 35-39 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 40-44 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 45-49 | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 1 | 1 | 0 |
| 50-54 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | Male | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 1 | 4 | 0 | 0 |
| 55-59 | Male | 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 |
| 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 53 | 0 | 52 | 1 | 53 | 0 | 52 | 6 | 29 | 17 | 1 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

05/14/2008
 Page 13 of 16

City Summary

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

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | | | |
|--|-------------------|------------|--------|-----------------|----------------|--------------|---------------|-----------------|---|---|---|---|---|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| Evanston | | | | | | | | | | | | | |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 20 | Female | 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 |
| | 35-39 | 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 |
| | 45-49 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | | Male | 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 |
| | 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Crossing - With Signal | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 21 | 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 |
| | 45-49 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 55-59 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 60-64 | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 65-69 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| | 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Enter from Drive/Alley | 22-24 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Entering/Leaving/Crossing Unspecified Location | 30-34 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Other | 10-14 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| | 21 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 35-39 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 50-54 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 75-79 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 85-89 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Standing in Roadway | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Turning Left | 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding against Traffic | 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding with Traffic | 10-14 | 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 |
| Unknown | 3 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 6 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | | | |
|---|-------------------|------------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|-----------|-----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| Evanston | | | | | | | | | | | | | |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Unknown | 17 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 20 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 22-24 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| | 35-39 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 80-84 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 51 | 0 | 51 | 0 | 51 | 0 | 51 | 7 | 28 | 16 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| | NUMBER OF CRASHES | | | | | | | | INJURY SEVERITY | | | | |
|--|-------------------|------------|--------|-----------------|----------------|--------------|---------------|---|-----------------|---|---|---|---|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| Evanston | | | | | | | | | | | | | |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 35-39 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Crossing - With Signal | 10-14 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 15 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 16 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 20 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 22-24 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 25-29 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 40-44 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Enter from Drive/Alley | 25-29 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Entering/Leaving/Crossing Unspecified Location | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Entering/Leaving/Crossing Vehicle | 50-54 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Other | 7 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 9 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 50-54 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | 55-59 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Turning Left | 30-34 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Turning Right | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding against Traffic | 9 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 19 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding with Traffic | 10-14 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| | 21 | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 25-29 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| | 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 35-39 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 50-54 | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 |
| | 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 70-74 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | | | |
|--|-------------------|--------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|-----------|-----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| Evanston | | | | | | | | | | | | | |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Unknown | 15 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 17 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 19 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 21 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 50-54 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 53 | 0 | 52 | 1 | 53 | 0 | 52 | 6 | 29 | 17 | 1 |