

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            |
| <b>Schaumburg</b>             |                   |          |            |                 |                |              |               |                 |            |            |              |
| <b>WEATHER CONDITION</b>      |                   |          |            |                 |                |              |               |                 |            |            |              |
| Clear                         | 2,398             | 3        | 596        | 1,799           | 4,934          | 3            | 874           | 99              | 274        | 501        | 5,637        |
| Fog/Smoke/Haze                | 8                 | 0        | 2          | 6               | 18             | 0            | 2             | 0               | 0          | 2          | 18           |
| Rain                          | 255               | 0        | 57         | 198             | 495            | 0            | 78            | 4               | 31         | 43         | 614          |
| Severe Cross Wind             | 2                 | 0        | 0          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 4            |
| Sleet/Hail                    | 7                 | 0        | 3          | 4               | 15             | 0            | 4             | 0               | 1          | 3          | 20           |
| Snow                          | 241               | 0        | 38         | 203             | 442            | 0            | 49            | 7               | 18         | 24         | 535          |
| Unknown                       | 109               | 0        | 24         | 85              | 207            | 0            | 34            | 1               | 4          | 29         | 224          |
| <b>TOTALS</b>                 | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |
| <b>TYPE OF CRASH</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| Overturned                    | 14                | 0        | 9          | 5               | 14             | 0            | 10            | 2               | 6          | 2          | 10           |
| Pedestrian                    | 16                | 0        | 16         | 0               | 16             | 0            | 17            | 4               | 5          | 8          | 21           |
| Pedalcyclist                  | 17                | 0        | 17         | 0               | 17             | 0            | 17            | 1               | 8          | 8          | 26           |
| Animal                        | 10                | 0        | 1          | 9               | 11             | 0            | 1             | 1               | 0          | 0          | 12           |
| Fixed object                  | 251               | 1        | 50         | 200             | 255            | 1            | 63            | 14              | 28         | 21         | 276          |
| Other object                  | 26                | 0        | 1          | 25              | 31             | 0            | 1             | 0               | 0          | 1          | 35           |
| Other non collision           | 24                | 0        | 8          | 16              | 35             | 0            | 8             | 2               | 5          | 1          | 43           |
| Parked motor vehicle          | 130               | 0        | 9          | 121             | 269            | 0            | 10            | 4               | 2          | 4          | 167          |
| Rear end                      | 1,403             | 0        | 337        | 1,066           | 3,135          | 0            | 474           | 45              | 114        | 315        | 3,683        |
| Head on                       | 13                | 0        | 6          | 7               | 26             | 0            | 11            | 4               | 4          | 3          | 18           |
| Sideswipe same direction      | 244               | 0        | 19         | 225             | 509            | 0            | 27            | 5               | 5          | 17         | 691          |
| Sideswipe opposite direction  | 11                | 0        | 1          | 10              | 24             | 0            | 1             | 1               | 0          | 0          | 29           |
| Angle                         | 255               | 1        | 78         | 176             | 530            | 1            | 119           | 14              | 49         | 56         | 598          |
| Turning                       | 603               | 1        | 168        | 434             | 1,238          | 1            | 282           | 14              | 102        | 166        | 1,439        |
| Unknown                       | 3                 | 0        | 0          | 3               | 4              | 0            | 0             | 0               | 0          | 0          | 4            |
| <b>TOTALS</b>                 | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |
| <b>CLASS OF CITY</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| 50,000 and OVER               | 3,020             | 3        | 720        | 2,297           | 6,114          | 3            | 1,041         | 111             | 328        | 602        | 7,052        |
| <b>TOTALS</b>                 | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Dry                           | 2,199             | 2        | 565        | 1,632           | 4,554          | 2            | 835           | 93              | 267        | 475        | 5,196        |
| Ice                           | 18                | 0        | 2          | 16              | 30             | 0            | 2             | 0               | 1          | 1          | 36           |
| Sand, Mud, Dirt               | 2                 | 0        | 0          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 4            |
| Snow or Slush                 | 228               | 0        | 31         | 197             | 408            | 0            | 37            | 4               | 11         | 22         | 487          |
| Wet                           | 456               | 1        | 104        | 351             | 906            | 1            | 144           | 14              | 46         | 84         | 1,098        |
| Unknown                       | 117               | 0        | 18         | 99              | 213            | 0            | 23            | 0               | 3          | 20         | 231          |
| <b>TOTALS</b>                 | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |

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|                            | NUMBER OF CRASHES |          |            |                    |                   |                 |                  | INJURY SEVERITY |            |            |              |
|----------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
|                            | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B          | C          | O            |
| <b>Schaumburg</b>          |                   |          |            |                    |                   |                 |                  |                 |            |            |              |
| <b>CLASS OF TRAFFICWAY</b> |                   |          |            |                    |                   |                 |                  |                 |            |            |              |
| Controlled Urban           | 332               | 0        | 64         | 268                | 674               | 0               | 95               | 14              | 24         | 57         | 823          |
| State Numbered Urban       | 941               | 2        | 244        | 695                | 1,975             | 2               | 346              | 39              | 94         | 213        | 2,294        |
| Unmarked Highway Urban     | 168               | 0        | 42         | 126                | 361               | 0               | 65               | 2               | 27         | 36         | 430          |
| Toll Roads Urban           | 81                | 1        | 14         | 66                 | 153               | 1               | 22               | 2               | 10         | 10         | 180          |
| City Streets Urban         | 1,497             | 0        | 356        | 1,141              | 2,947             | 0               | 513              | 54              | 173        | 286        | 3,321        |
| Unmarked Highway Rural     | 1                 | 0        | 0          | 1                  | 4                 | 0               | 0                | 0               | 0          | 0          | 4            |
| <b>TOTALS</b>              | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>       | <b>6,114</b>      | <b>3</b>        | <b>1,041</b>     | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |
| <b>DAY OF WEEK</b>         |                   |          |            |                    |                   |                 |                  |                 |            |            |              |
| Sunday                     | 310               | 0        | 77         | 233                | 611               | 0               | 111              | 12              | 41         | 58         | 799          |
| Monday                     | 416               | 0        | 113        | 303                | 860               | 0               | 166              | 14              | 52         | 100        | 937          |
| Tuesday                    | 442               | 1        | 110        | 331                | 929               | 1               | 148              | 19              | 37         | 92         | 999          |
| Wednesday                  | 454               | 0        | 101        | 353                | 929               | 0               | 145              | 15              | 53         | 77         | 1,014        |
| Thursday                   | 457               | 0        | 102        | 355                | 920               | 0               | 155              | 10              | 36         | 109        | 1,023        |
| Friday                     | 524               | 2        | 125        | 397                | 1,045             | 2               | 182              | 26              | 62         | 94         | 1,181        |
| Saturday                   | 417               | 0        | 92         | 325                | 820               | 0               | 134              | 15              | 47         | 72         | 1,099        |
| <b>TOTALS</b>              | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>       | <b>6,114</b>      | <b>3</b>        | <b>1,041</b>     | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |

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|------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                        | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>Schaumburg</b>      |                   |          |            |                 |                |              |               |                 |            |            |              |
| <b>TIME OF DAY</b>     |                   |          |            |                 |                |              |               |                 |            |            |              |
| Midnight               | 44                | 0        | 8          | 36              | 74             | 0            | 15            | 0               | 2          | 13         | 80           |
| 1 AM                   | 29                | 0        | 7          | 22              | 42             | 0            | 11            | 2               | 3          | 6          | 44           |
| 2 AM                   | 25                | 0        | 7          | 18              | 41             | 0            | 7             | 1               | 6          | 0          | 52           |
| 3 AM                   | 22                | 0        | 4          | 18              | 34             | 0            | 8             | 1               | 4          | 3          | 34           |
| 4 AM                   | 17                | 1        | 1          | 15              | 23             | 1            | 3             | 2               | 0          | 1          | 25           |
| 5 AM                   | 35                | 0        | 7          | 28              | 63             | 0            | 9             | 0               | 6          | 3          | 54           |
| 6 AM                   | 64                | 0        | 17         | 47              | 129            | 0            | 24            | 4               | 5          | 15         | 119          |
| 7 AM                   | 139               | 1        | 31         | 107             | 287            | 1            | 40            | 3               | 11         | 26         | 267          |
| 8 AM                   | 142               | 0        | 36         | 106             | 297            | 0            | 49            | 4               | 8          | 37         | 307          |
| 9 AM                   | 124               | 0        | 32         | 92              | 241            | 0            | 40            | 6               | 14         | 20         | 236          |
| 10 AM                  | 108               | 1        | 24         | 83              | 213            | 1            | 38            | 7               | 6          | 25         | 242          |
| 11 AM                  | 125               | 0        | 26         | 99              | 250            | 0            | 39            | 3               | 12         | 24         | 302          |
| Noon                   | 192               | 0        | 61         | 131             | 403            | 0            | 76            | 6               | 15         | 55         | 499          |
| 1 PM                   | 185               | 0        | 51         | 134             | 382            | 0            | 73            | 7               | 23         | 43         | 463          |
| 2 PM                   | 199               | 0        | 55         | 144             | 418            | 0            | 77            | 6               | 29         | 42         | 461          |
| 3 PM                   | 245               | 0        | 57         | 188             | 518            | 0            | 94            | 12              | 31         | 51         | 646          |
| 4 PM                   | 247               | 0        | 53         | 194             | 513            | 0            | 74            | 7               | 35         | 32         | 622          |
| 5 PM                   | 334               | 0        | 78         | 256             | 714            | 0            | 111           | 15              | 36         | 60         | 817          |
| 6 PM                   | 241               | 0        | 57         | 184             | 506            | 0            | 87            | 10              | 28         | 49         | 563          |
| 7 PM                   | 160               | 0        | 35         | 125             | 313            | 0            | 57            | 9               | 17         | 31         | 394          |
| 8 PM                   | 106               | 0        | 28         | 78              | 204            | 0            | 39            | 0               | 14         | 25         | 283          |
| 9 PM                   | 111               | 0        | 24         | 87              | 227            | 0            | 38            | 3               | 6          | 29         | 261          |
| 10 PM                  | 71                | 0        | 7          | 64              | 131            | 0            | 12            | 1               | 7          | 4          | 175          |
| 11 PM                  | 54                | 0        | 14         | 40              | 89             | 0            | 20            | 2               | 10         | 8          | 104          |
| No Time Entered        | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| <b>TOTALS</b>          | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |
| <b>LIGHT CONDITION</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Darkness               | 140               | 0        | 27         | 113             | 271            | 0            | 36            | 3               | 13         | 20         | 270          |
| Darkness, Lighted Road | 728               | 1        | 166        | 561             | 1,417          | 1            | 265           | 28              | 88         | 149        | 1,678        |
| Dawn                   | 26                | 0        | 4          | 22              | 48             | 0            | 5             | 2               | 0          | 3          | 43           |
| Daylight               | 2,042             | 2        | 511        | 1,529           | 4,218          | 2            | 716           | 78              | 219        | 419        | 4,870        |
| Dusk                   | 54                | 0        | 10         | 44              | 107            | 0            | 17            | 0               | 8          | 9          | 143          |
| Unknown                | 30                | 0        | 2          | 28              | 53             | 0            | 2             | 0               | 0          | 2          | 48           |
| <b>TOTALS</b>          | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |

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City Summary

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|   | NUMBER OF CRASHES |          |            |                 |                |              |               | INJURY SEVERITY |            |            |              |
|---|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|   | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>Schaumburg</b>                                     |                   |          |            |                 |                |              |               |                 |            |            |              |
| <b>ROAD DEFECTS</b>                                   |                   |          |            |                 |                |              |               |                 |            |            |              |
| Construction Zone                                     | 33                | 0        | 13         | 20              | 76             | 0            | 14            | 0               | 4          | 10         | 79           |
| Debris on Roadway                                     | 108               | 0        | 7          | 101             | 214            | 0            | 7             | 2               | 0          | 5          | 273          |
| Maintenance Zone                                      | 2                 | 0        | 1          | 1               | 3              | 0            | 1             | 1               | 0          | 0          | 3            |
| No Defects  | 1,418             | 3        | 641        | 774             | 2,918          | 3            | 946           | 90              | 302        | 554        | 3,028        |
| Rut, Holes  | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Utility Work Zone                                     | 1                 | 0        | 1          | 0               | 6              | 0            | 3             | 0               | 3          | 0          | 4            |
| Work Zone - Unknown                                   | 1                 | 0        | 1          | 0               | 2              | 0            | 2             | 0               | 2          | 0          | 2            |
| Worn Surface  | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Unknown   | 1,455             | 0        | 56         | 1,399           | 2,892          | 0            | 68            | 18              | 17         | 33         | 3,660        |
| <b>TOTALS</b>   | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |
| <b>TRAFFIC CONTROL</b>                                |                   |          |            |                 |                |              |               |                 |            |            |              |
| Lane Use Marking                                      | 199               | 0        | 35         | 164             | 382            | 0            | 45            | 14              | 20         | 11         | 449          |
| No Controls   | 1,263             | 1        | 264        | 998             | 2,494          | 1            | 377           | 49              | 114        | 214        | 2,794        |
| No Passing  | 10                | 0        | 3          | 7               | 22             | 0            | 6             | 3               | 1          | 2          | 22           |
| Other Regualtory Sign                                 | 11                | 0        | 3          | 8               | 22             | 0            | 4             | 0               | 1          | 3          | 28           |
| Other Warning Sign                                    | 2                 | 0        | 0          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 3            |
| Police/Flagman  | 6                 | 0        | 1          | 5               | 12             | 0            | 1             | 0               | 1          | 0          | 15           |
| RR Crossing Gate                                      | 1                 | 0        | 1          | 0               | 1              | 0            | 1             | 1               | 0          | 0          | 0            |
| Stop Sign/Flasher                                     | 232               | 0        | 61         | 171             | 444            | 0            | 80            | 7               | 36         | 37         | 533          |
| Traffic Signal  | 1,272             | 2        | 346        | 924             | 2,687          | 2            | 521           | 37              | 154        | 330        | 3,148        |
| Yield   | 7                 | 0        | 5          | 2               | 15             | 0            | 5             | 0               | 1          | 4          | 14           |
| Unknown   | 17                | 0        | 1          | 16              | 32             | 0            | 1             | 0               | 0          | 1          | 46           |
| <b>TOTALS</b>   | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |
| <b>ROADWAY FEATURE</b>                                |                   |          |            |                 |                |              |               |                 |            |            |              |
| Bridge  | 14                | 0        | 3          | 11              | 27             | 0            | 4             | 0               | 3          | 1          | 36           |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 65                | 1        | 20         | 44              | 143            | 1            | 34            | 3               | 10         | 21         | 153          |
| Intersection of Mrked Rts & Pub Rd(Major Arterial)    | 211               | 0        | 59         | 152             | 442            | 0            | 76            | 5               | 18         | 53         | 533          |
| Intersection of Mrked Rts & Pub Rd(Major Collector)   | 56                | 0        | 13         | 43              | 114            | 0            | 17            | 2               | 5          | 10         | 133          |
| Intersection of Ramp and Other Roadway                | 122               | 1        | 32         | 89              | 245            | 1            | 50            | 5               | 15         | 30         | 286          |
| Not Applicable  | 2,551             | 1        | 592        | 1,958           | 5,141          | 1            | 859           | 96              | 277        | 486        | 5,910        |
| Underpass   | 1                 | 0        | 1          | 0               | 2              | 0            | 1             | 0               | 0          | 1          | 1            |
| <b>TOTALS</b>   | <b>3,020</b>      | <b>3</b> | <b>720</b> | <b>2,297</b>    | <b>6,114</b>   | <b>3</b>     | <b>1,041</b>  | <b>111</b>      | <b>328</b> | <b>602</b> | <b>7,052</b> |

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|------------------------------|-------------------|----------|--------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                              | TOTAL             | FATAL    | INJURY       | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>Schaumburg</b>            |                   |          |              |                 |                |              |               |                 |            |            |              |
| <b>VEHICLE DEFECTS</b>       |                   |          |              |                 |                |              |               |                 |            |            |              |
| Brakes                       | 18                | 0        | 11           | 7               | 18             | 0            | 8             | 1               | 1          | 6          | 14           |
| No Defect                    | 2,659             | 6        | 1,317        | 1,336           | 2,659          | 3            | 881           | 74              | 279        | 528        | 2,767        |
| Restraint System             | 2                 | 0        | 1            | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 4            |
| Signals                      | 37                | 0        | 0            | 37              | 37             | 0            | 0             | 0               | 0          | 0          | 42           |
| Steering                     | 2                 | 0        | 2            | 0               | 2              | 0            | 2             | 0               | 1          | 1          | 1            |
| Suspension                   | 2                 | 0        | 0            | 2               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Tires                        | 7                 | 0        | 2            | 5               | 7              | 0            | 1             | 1               | 0          | 0          | 7            |
| Wheels                       | 4                 | 0        | 1            | 3               | 4              | 0            | 1             | 0               | 1          | 0          | 3            |
| Windows                      | 2                 | 0        | 1            | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Unknown                      | 3,375             | 0        | 202          | 3,173           | 3,375          | 0            | 112           | 29              | 32         | 51         | 4,204        |
| <b>TOTALS</b>                | <b>6,108</b>      | <b>6</b> | <b>1,537</b> | <b>4,565</b>    | <b>6,108</b>   | <b>3</b>     | <b>1,005</b>  | <b>105</b>      | <b>314</b> | <b>586</b> | <b>7,046</b> |
| <b>VEHICLE TYPE</b>          |                   |          |              |                 |                |              |               |                 |            |            |              |
| Bus over 15 Passengers       | 13                | 0        | 4            | 9               | 13             | 0            | 3             | 0               | 2          | 1          | 31           |
| Bus up to 15 Passengers      | 6                 | 0        | 0            | 6               | 6              | 0            | 0             | 0               | 0          | 0          | 25           |
| Motor Driven Cycle           | 9                 | 0        | 6            | 3               | 9              | 0            | 6             | 2               | 3          | 1          | 3            |
| Motorcycle (over 150cc)      | 23                | 0        | 19           | 4               | 23             | 0            | 19            | 8               | 8          | 3          | 4            |
| Other Vehicle with Trailer   | 5                 | 0        | 0            | 5               | 5              | 0            | 0             | 0               | 0          | 0          | 6            |
| Passenger                    | 4,256             | 2        | 1,069        | 3,185           | 4,256          | 1            | 748           | 64              | 235        | 449        | 4,757        |
| Pickup                       | 301               | 1        | 74           | 226             | 301            | 0            | 36            | 4               | 12         | 20         | 346          |
| SUV                          | 701               | 2        | 175          | 524             | 701            | 1            | 95            | 10              | 27         | 58         | 901          |
| Tractor with Semi-Trailer    | 64                | 1        | 8            | 55              | 64             | 1            | 0             | 0               | 0          | 0          | 63           |
| Tractor without Semi-Trailer | 3                 | 0        | 0            | 3               | 3              | 0            | 0             | 0               | 0          | 0          | 3            |
| Truck Single Unit            | 58                | 0        | 14           | 44              | 58             | 0            | 1             | 0               | 1          | 0          | 73           |
| Van/Mini-Van                 | 504               | 0        | 150          | 354             | 504            | 0            | 88            | 16              | 24         | 48         | 662          |
| Unknown                      | 165               | 0        | 18           | 147             | 165            | 0            | 9             | 1               | 2          | 6          | 172          |
| <b>TOTALS</b>                | <b>6,108</b>      | <b>6</b> | <b>1,537</b> | <b>4,565</b>    | <b>6,108</b>   | <b>3</b>     | <b>1,005</b>  | <b>105</b>      | <b>314</b> | <b>586</b> | <b>7,046</b> |

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<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B          | C          | O            |
| <b>Schaumburg</b>       |                   |          |              |                    |                   |                 |                  |                 |            |            |              |
| <b>DRIVER CONDITION</b> |                   |          |              |                    |                   |                 |                  |                 |            |            |              |
| Alcohol Impaired        | 71                | 1        | 24           | 46                 | 71                | 0               | 17               | 5               | 7          | 5          | 54           |
| Asleep/Fainted          | 5                 | 0        | 3            | 2                  | 5                 | 0               | 3                | 0               | 2          | 1          | 2            |
| Drug Impaired           | 7                 | 0        | 2            | 5                  | 7                 | 0               | 1                | 0               | 1          | 0          | 6            |
| Fatigued                | 9                 | 0        | 3            | 6                  | 9                 | 0               | 3                | 1               | 1          | 1          | 6            |
| Had Been Drinking       | 23                | 0        | 8            | 15                 | 23                | 0               | 5                | 0               | 2          | 3          | 18           |
| Illness                 | 8                 | 0        | 4            | 4                  | 8                 | 0               | 3                | 0               | 0          | 3          | 5            |
| Medicated               | 3                 | 0        | 1            | 2                  | 3                 | 0               | 0                | 0               | 0          | 0          | 3            |
| Normal                  | 5,345             | 5        | 1,395        | 3,945              | 5,345             | 3               | 720              | 71              | 219        | 430        | 4,622        |
| Other/Unknown           | 503               | 0        | 86           | 417                | 503               | 0               | 31               | 5               | 14         | 12         | 472          |
| <b>TOTALS</b>           | <b>5,974</b>      | <b>6</b> | <b>1,526</b> | <b>4,442</b>       | <b>5,974</b>      | <b>3</b>        | <b>783</b>       | <b>82</b>       | <b>246</b> | <b>455</b> | <b>5,188</b> |

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   |
| <b>Schaumburg</b>        |            |                   |       |        |                 |                |              |                 |    |    |    |     |
| <b>DRIVER AGE/GENDER</b> |            |                   |       |        |                 |                |              |                 |    |    |    |     |
| 10-14                    | Female     | 2                 | 0     | 1      | 1               | 2              | 0            | 1               | 0  | 1  | 0  | 1   |
| 15                       | Female     | 3                 | 0     | 2      | 1               | 3              | 0            | 1               | 0  | 1  | 0  | 2   |
|                          | Male       | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0  | 0  | 0  | 1   |
| 16                       | Female     | 65                | 0     | 15     | 50              | 65             | 0            | 10              | 2  | 6  | 2  | 55  |
|                          | Male       | 70                | 0     | 19     | 51              | 70             | 0            | 6               | 0  | 1  | 5  | 64  |
| 17                       | Female     | 101               | 0     | 29     | 72              | 101            | 0            | 11              | 0  | 4  | 7  | 90  |
|                          | Male       | 118               | 0     | 27     | 91              | 118            | 0            | 8               | 1  | 2  | 5  | 110 |
| 18                       | Female     | 101               | 0     | 25     | 76              | 101            | 0            | 12              | 1  | 5  | 6  | 89  |
|                          | Male       | 118               | 0     | 31     | 87              | 118            | 0            | 10              | 2  | 2  | 6  | 108 |
| 19                       | Female     | 71                | 0     | 20     | 51              | 71             | 0            | 14              | 1  | 6  | 7  | 57  |
|                          | Male       | 100               | 0     | 29     | 71              | 100            | 0            | 12              | 0  | 8  | 4  | 88  |
| 20                       | Female     | 67                | 0     | 21     | 46              | 67             | 0            | 13              | 0  | 3  | 10 | 54  |
|                          | Male       | 70                | 0     | 16     | 54              | 70             | 0            | 8               | 0  | 3  | 5  | 62  |
| 21                       | Female     | 73                | 0     | 20     | 53              | 73             | 0            | 14              | 2  | 4  | 8  | 59  |
|                          | Male       | 84                | 0     | 22     | 62              | 84             | 0            | 10              | 1  | 6  | 3  | 74  |
| 22-24                    | Female     | 255               | 0     | 67     | 188             | 255            | 0            | 43              | 4  | 12 | 27 | 212 |
|                          | Male       | 248               | 0     | 61     | 187             | 248            | 0            | 25              | 2  | 11 | 12 | 223 |
| 25-29                    | Female     | 342               | 0     | 95     | 247             | 342            | 0            | 54              | 3  | 21 | 30 | 288 |
|                          | Male       | 398               | 1     | 82     | 315             | 398            | 0            | 47              | 11 | 9  | 27 | 351 |
|                          | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0  | 0  | 0  | 1   |
| 30-34                    | Female     | 278               | 0     | 57     | 221             | 278            | 0            | 32              | 2  | 11 | 19 | 246 |
|                          | Male       | 345               | 0     | 78     | 267             | 345            | 0            | 31              | 4  | 11 | 16 | 314 |
|                          | Not Stated | 1                 | 0     | 1      | 0               | 1              | 0            | 0               | 0  | 0  | 0  | 1   |
| 35-39                    | Female     | 233               | 0     | 54     | 179             | 233            | 0            | 33              | 2  | 9  | 22 | 200 |
|                          | Male       | 284               | 0     | 69     | 215             | 284            | 0            | 31              | 4  | 7  | 20 | 253 |
| 40-44                    | Female     | 247               | 1     | 78     | 168             | 247            | 0            | 47              | 1  | 10 | 36 | 200 |
|                          | Male       | 300               | 0     | 88     | 212             | 300            | 0            | 33              | 3  | 12 | 18 | 267 |
|                          | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0  | 0  | 0  | 1   |
| 45-49                    | Female     | 242               | 0     | 65     | 177             | 242            | 0            | 38              | 3  | 7  | 28 | 204 |
|                          | Male       | 289               | 1     | 76     | 212             | 289            | 1            | 30              | 2  | 8  | 20 | 258 |
|                          | Not Stated | 2                 | 0     | 1      | 1               | 2              | 0            | 1               | 0  | 1  | 0  | 1   |
| 50-54                    | Female     | 157               | 0     | 47     | 110             | 157            | 0            | 28              | 6  | 13 | 9  | 129 |
|                          | Male       | 226               | 0     | 62     | 164             | 226            | 0            | 30              | 7  | 7  | 16 | 196 |
|                          | Not Stated | 1                 | 0     | 1      | 0               | 1              | 0            | 1               | 0  | 0  | 1  | 0   |
| 55-59                    | Female     | 153               | 0     | 44     | 109             | 153            | 0            | 36              | 4  | 12 | 20 | 117 |
|                          | Male       | 161               | 0     | 45     | 116             | 161            | 0            | 26              | 2  | 9  | 15 | 135 |
| 60-64                    | Female     | 85                | 0     | 22     | 63              | 85             | 0            | 15              | 0  | 4  | 11 | 70  |
|                          | Male       | 127               | 0     | 42     | 85              | 127            | 0            | 20              | 1  | 3  | 16 | 107 |
| 65-69                    | Female     | 42                | 0     | 8      | 34              | 42             | 0            | 8               | 2  | 2  | 4  | 34  |
|                          | Male       | 59                | 1     | 16     | 42              | 59             | 1            | 6               | 2  | 3  | 1  | 52  |

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<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C          | O          |              |
| <b>Schaumburg</b>        |                   |              |          |                    |                   |                 |                  |                 |           |            |            |              |
| <b>DRIVER AGE/GENDER</b> |                   |              |          |                    |                   |                 |                  |                 |           |            |            |              |
| 70-74                    | Female            | 29           | 0        | 10                 | 19                | 29              | 0                | 6               | 1         | 1          | 4          | 23           |
|                          | Male              | 35           | 1        | 8                  | 26                | 35              | 0                | 1               | 0         | 1          | 0          | 34           |
|                          | Not Stated        | 1            | 0        | 0                  | 1                 | 1               | 0                | 0               | 0         | 0          | 0          | 1            |
| 75-79                    | Female            | 32           | 0        | 11                 | 21                | 32              | 0                | 9               | 3         | 2          | 4          | 23           |
|                          | Male              | 37           | 0        | 8                  | 29                | 37              | 0                | 6               | 2         | 1          | 3          | 31           |
| 80-84                    | Female            | 6            | 0        | 3                  | 3                 | 6               | 0                | 1               | 0         | 0          | 1          | 5            |
|                          | Male              | 13           | 0        | 3                  | 10                | 13              | 0                | 3               | 0         | 2          | 1          | 10           |
| 85-89                    | Female            | 5            | 0        | 1                  | 4                 | 5               | 0                | 1               | 0         | 0          | 1          | 4            |
|                          | Male              | 5            | 0        | 1                  | 4                 | 5               | 0                | 1               | 0         | 1          | 0          | 4            |
| 90-94                    | Female            | 1            | 1        | 0                  | 0                 | 1               | 1                | 0               | 0         | 0          | 0          | 0            |
| 95-98                    | Male              | 1            | 0        | 0                  | 1                 | 1               | 0                | 0               | 0         | 0          | 0          | 1            |
|                          | Not Stated        | 3            | 0        | 1                  | 2                 | 3               | 0                | 0               | 0         | 0          | 0          | 3            |
| Unknown                  | Female            | 11           | 0        | 4                  | 7                 | 11              | 0                | 2               | 1         | 0          | 1          | 9            |
|                          | Male              | 21           | 0        | 6                  | 15                | 21              | 0                | 1               | 0         | 1          | 0          | 20           |
|                          | Not Stated        | 253          | 0        | 34                 | 219               | 253             | 0                | 7               | 0         | 3          | 4          | 246          |
| <b>TOTALS</b>            |                   | <b>5,974</b> | <b>6</b> | <b>1,526</b>       | <b>4,442</b>      | <b>5,974</b>    | <b>3</b>         | <b>783</b>      | <b>82</b> | <b>246</b> | <b>455</b> | <b>5,188</b> |



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<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A | B  | C | O  |
| <b>Schaumburg</b>           |            |                   |       |        |                    |                   |                 |                  |   |    |   |    |
| <b>PASSENGER AGE/GENDER</b> |            |                   |       |        |                    |                   |                 |                  |   |    |   |    |
| 0                           | Female     | 15                | 0     | 6      | 9                  | 15                | 0               | 0                | 0 | 0  | 0 | 15 |
|                             | Male       | 23                | 0     | 10     | 13                 | 23                | 0               | 1                | 0 | 0  | 1 | 22 |
|                             | Not Stated | 3                 | 0     | 2      | 1                  | 3                 | 0               | 0                | 0 | 0  | 0 | 3  |
| 1                           | Female     | 20                | 0     | 6      | 14                 | 20                | 0               | 1                | 0 | 0  | 1 | 19 |
|                             | Male       | 17                | 0     | 8      | 9                  | 17                | 0               | 1                | 0 | 0  | 1 | 16 |
|                             | Not Stated | 3                 | 0     | 1      | 2                  | 3                 | 0               | 0                | 0 | 0  | 0 | 3  |
| 2                           | Female     | 19                | 0     | 9      | 10                 | 19                | 0               | 2                | 0 | 1  | 1 | 17 |
|                             | Male       | 15                | 0     | 4      | 11                 | 15                | 0               | 1                | 0 | 0  | 1 | 14 |
| 3                           | Female     | 21                | 0     | 7      | 14                 | 21                | 0               | 1                | 0 | 0  | 1 | 20 |
|                             | Male       | 21                | 0     | 6      | 15                 | 21                | 0               | 0                | 0 | 0  | 0 | 21 |
|                             | Not Stated | 2                 | 0     | 0      | 2                  | 2                 | 0               | 0                | 0 | 0  | 0 | 2  |
| 4                           | Female     | 14                | 0     | 1      | 13                 | 14                | 0               | 0                | 0 | 0  | 0 | 14 |
|                             | Male       | 24                | 0     | 7      | 17                 | 24                | 0               | 0                | 0 | 0  | 0 | 24 |
|                             | Not Stated | 1                 | 0     | 1      | 0                  | 1                 | 0               | 0                | 0 | 0  | 0 | 1  |
| 5                           | Female     | 17                | 0     | 2      | 15                 | 17                | 0               | 0                | 0 | 0  | 0 | 17 |
|                             | Male       | 24                | 0     | 8      | 16                 | 24                | 0               | 1                | 1 | 0  | 0 | 23 |
|                             | Not Stated | 2                 | 0     | 0      | 2                  | 2                 | 0               | 0                | 0 | 0  | 0 | 2  |
| 6                           | Female     | 14                | 0     | 5      | 9                  | 14                | 0               | 1                | 0 | 1  | 0 | 13 |
|                             | Male       | 12                | 0     | 4      | 8                  | 12                | 0               | 2                | 0 | 0  | 2 | 10 |
|                             | Not Stated | 1                 | 0     | 1      | 0                  | 1                 | 0               | 0                | 0 | 0  | 0 | 1  |
| 7                           | Female     | 9                 | 0     | 1      | 8                  | 9                 | 0               | 0                | 0 | 0  | 0 | 9  |
|                             | Male       | 14                | 0     | 5      | 9                  | 14                | 0               | 1                | 0 | 1  | 0 | 13 |
|                             | Not Stated | 3                 | 0     | 1      | 2                  | 3                 | 0               | 0                | 0 | 0  | 0 | 3  |
| 8                           | Female     | 16                | 0     | 7      | 9                  | 16                | 0               | 0                | 0 | 0  | 0 | 16 |
|                             | Male       | 16                | 0     | 1      | 15                 | 16                | 0               | 0                | 0 | 0  | 0 | 16 |
|                             | Not Stated | 3                 | 0     | 3      | 0                  | 3                 | 0               | 0                | 0 | 0  | 0 | 3  |
| 9                           | Female     | 16                | 0     | 6      | 10                 | 16                | 0               | 1                | 0 | 0  | 1 | 15 |
|                             | Male       | 14                | 0     | 6      | 8                  | 14                | 0               | 1                | 0 | 0  | 1 | 13 |
| 10-14                       | Female     | 105               | 0     | 24     | 81                 | 105               | 0               | 12               | 1 | 10 | 1 | 93 |
|                             | Male       | 78                | 0     | 18     | 60                 | 78                | 0               | 5                | 0 | 0  | 5 | 73 |
|                             | Not Stated | 8                 | 0     | 5      | 3                  | 8                 | 0               | 1                | 0 | 0  | 1 | 7  |
| 15                          | Female     | 41                | 0     | 15     | 26                 | 41                | 0               | 7                | 3 | 2  | 2 | 34 |
|                             | Male       | 40                | 0     | 12     | 28                 | 40                | 0               | 3                | 1 | 0  | 2 | 37 |
|                             | Not Stated | 5                 | 0     | 1      | 4                  | 5                 | 0               | 0                | 0 | 0  | 0 | 5  |
| 16                          | Female     | 54                | 0     | 18     | 36                 | 54                | 0               | 6                | 0 | 2  | 4 | 48 |
|                             | Male       | 40                | 0     | 14     | 26                 | 40                | 0               | 4                | 0 | 1  | 3 | 36 |
|                             | Not Stated | 5                 | 0     | 1      | 4                  | 5                 | 0               | 0                | 0 | 0  | 0 | 5  |
| 17                          | Female     | 51                | 0     | 19     | 32                 | 51                | 0               | 7                | 0 | 6  | 1 | 44 |
|                             | Male       | 53                | 0     | 17     | 36                 | 53                | 0               | 4                | 1 | 2  | 1 | 49 |
|                             | Not Stated | 2                 | 0     | 0      | 2                  | 2                 | 0               | 0                | 0 | 0  | 0 | 2  |

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<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A | B | C | O  |
| <b>Schaumburg</b>           |            |                   |       |        |                    |                   |                 |                  |   |   |   |    |
| <b>PASSENGER AGE/GENDER</b> |            |                   |       |        |                    |                   |                 |                  |   |   |   |    |
| 18                          | Female     | 46                | 0     | 12     | 34                 | 46                | 0               | 6                | 0 | 1 | 5 | 40 |
|                             | Male       | 33                | 0     | 11     | 22                 | 33                | 0               | 2                | 0 | 1 | 1 | 31 |
|                             | Not Stated | 2                 | 0     | 1      | 1                  | 2                 | 0               | 0                | 0 | 0 | 0 | 2  |
| 19                          | Female     | 36                | 0     | 12     | 24                 | 36                | 0               | 6                | 0 | 4 | 2 | 30 |
|                             | Male       | 26                | 0     | 5      | 21                 | 26                | 0               | 3                | 0 | 0 | 3 | 23 |
|                             | Not Stated | 3                 | 0     | 1      | 2                  | 3                 | 0               | 1                | 1 | 0 | 0 | 2  |
| 20                          | Female     | 28                | 0     | 6      | 22                 | 28                | 0               | 3                | 0 | 2 | 1 | 25 |
|                             | Male       | 21                | 0     | 6      | 15                 | 21                | 0               | 3                | 0 | 1 | 2 | 18 |
|                             | Not Stated | 3                 | 0     | 1      | 2                  | 3                 | 0               | 0                | 0 | 0 | 0 | 3  |
| 21                          | Female     | 19                | 1     | 4      | 14                 | 19                | 0               | 2                | 1 | 1 | 0 | 17 |
|                             | Male       | 12                | 0     | 4      | 8                  | 12                | 0               | 1                | 0 | 1 | 0 | 11 |
|                             | Not Stated | 1                 | 0     | 0      | 1                  | 1                 | 0               | 0                | 0 | 0 | 0 | 1  |
| 22-24                       | Female     | 63                | 0     | 16     | 47                 | 63                | 0               | 6                | 2 | 2 | 2 | 57 |
|                             | Male       | 63                | 0     | 16     | 47                 | 63                | 0               | 8                | 1 | 2 | 5 | 55 |
|                             | Not Stated | 3                 | 0     | 0      | 3                  | 3                 | 0               | 0                | 0 | 0 | 0 | 3  |
| 25-29                       | Female     | 78                | 0     | 22     | 56                 | 78                | 0               | 14               | 3 | 4 | 7 | 64 |
|                             | Male       | 45                | 0     | 15     | 30                 | 45                | 0               | 6                | 0 | 3 | 3 | 39 |
|                             | Not Stated | 6                 | 0     | 1      | 5                  | 6                 | 0               | 0                | 0 | 0 | 0 | 6  |
| 30-34                       | Female     | 50                | 0     | 22     | 28                 | 50                | 0               | 9                | 1 | 5 | 3 | 41 |
|                             | Male       | 29                | 0     | 9      | 20                 | 29                | 0               | 3                | 0 | 0 | 3 | 26 |
|                             | Not Stated | 6                 | 0     | 3      | 3                  | 6                 | 0               | 2                | 1 | 0 | 1 | 4  |
| 35-39                       | Female     | 38                | 0     | 15     | 23                 | 38                | 0               | 6                | 1 | 0 | 5 | 32 |
|                             | Male       | 22                | 0     | 8      | 14                 | 22                | 0               | 2                | 0 | 0 | 2 | 20 |
|                             | Not Stated | 5                 | 0     | 2      | 3                  | 5                 | 0               | 1                | 0 | 1 | 0 | 4  |
| 40-44                       | Female     | 31                | 0     | 11     | 20                 | 31                | 0               | 7                | 1 | 1 | 5 | 24 |
|                             | Male       | 27                | 0     | 8      | 19                 | 27                | 0               | 4                | 0 | 0 | 4 | 23 |
|                             | Not Stated | 3                 | 0     | 2      | 1                  | 3                 | 0               | 0                | 0 | 0 | 0 | 3  |
| 45-49                       | Female     | 56                | 0     | 19     | 37                 | 56                | 0               | 9                | 0 | 0 | 9 | 47 |
|                             | Male       | 21                | 0     | 5      | 16                 | 21                | 0               | 0                | 0 | 0 | 0 | 21 |
|                             | Not Stated | 1                 | 0     | 0      | 1                  | 1                 | 0               | 0                | 0 | 0 | 0 | 1  |
| 50-54                       | Female     | 41                | 0     | 20     | 21                 | 41                | 0               | 10               | 1 | 2 | 7 | 31 |
|                             | Male       | 11                | 0     | 2      | 9                  | 11                | 0               | 2                | 1 | 0 | 1 | 9  |
|                             | Not Stated | 2                 | 0     | 0      | 2                  | 2                 | 0               | 0                | 0 | 0 | 0 | 2  |
| 55-59                       | Female     | 39                | 0     | 23     | 16                 | 39                | 0               | 12               | 0 | 3 | 9 | 27 |
|                             | Male       | 15                | 0     | 5      | 10                 | 15                | 0               | 3                | 1 | 0 | 2 | 12 |
|                             | Not Stated | 5                 | 0     | 0      | 5                  | 5                 | 0               | 0                | 0 | 0 | 0 | 5  |
| 60-64                       | Female     | 26                | 0     | 7      | 19                 | 26                | 0               | 3                | 0 | 1 | 2 | 23 |
|                             | Male       | 6                 | 0     | 3      | 3                  | 6                 | 0               | 1                | 0 | 0 | 1 | 5  |
|                             | Not Stated | 1                 | 0     | 0      | 1                  | 1                 | 0               | 0                | 0 | 0 | 0 | 1  |
| 65-69                       | Female     | 19                | 0     | 4      | 15                 | 19                | 0               | 0                | 0 | 0 | 0 | 19 |

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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<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A         | B         | C          | O            |
| <b>Schaumburg</b>            |            |                   |          |            |                    |                   |                 |                  |           |           |            |              |
| <b>PASSENGER AGE/GENDER</b>  |            |                   |          |            |                    |                   |                 |                  |           |           |            |              |
| 65-69                        | Male       | 5                 | 0        | 0          | 5                  | 5                 | 0               | 0                | 0         | 0         | 0          | 5            |
|                              | Not Stated | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 0         | 1          | 0            |
| 70-74                        | Female     | 11                | 0        | 4          | 7                  | 11                | 0               | 0                | 0         | 0         | 0          | 11           |
|                              | Male       | 5                 | 0        | 1          | 4                  | 5                 | 0               | 0                | 0         | 0         | 0          | 5            |
|                              | Not Stated | 1                 | 0        | 1          | 0                  | 1                 | 0               | 0                | 0         | 0         | 0          | 1            |
| 75-79                        | Female     | 7                 | 0        | 1          | 6                  | 7                 | 0               | 1                | 0         | 1         | 0          | 6            |
|                              | Male       | 7                 | 0        | 4          | 3                  | 7                 | 0               | 0                | 0         | 0         | 0          | 7            |
| 80-84                        | Female     | 8                 | 0        | 4          | 4                  | 8                 | 0               | 0                | 0         | 0         | 0          | 8            |
|                              | Male       | 5                 | 0        | 2          | 3                  | 5                 | 0               | 2                | 0         | 2         | 0          | 3            |
| 85-89                        | Female     | 3                 | 0        | 2          | 1                  | 3                 | 0               | 2                | 0         | 2         | 0          | 1            |
|                              | Male       | 1                 | 0        | 0          | 1                  | 1                 | 0               | 0                | 0         | 0         | 0          | 1            |
| 90-94                        | Male       | 2                 | 0        | 2          | 0                  | 2                 | 0               | 1                | 0         | 0         | 1          | 1            |
|                              | Not Stated | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 1         | 0          | 0            |
| 95-98                        | Male       | 1                 | 0        | 0          | 1                  | 1                 | 0               | 0                | 0         | 0         | 0          | 1            |
| Unknown                      | Female     | 45                | 0        | 10         | 35                 | 45                | 0               | 4                | 0         | 1         | 3          | 41           |
|                              | Male       | 42                | 0        | 5          | 37                 | 42                | 0               | 1                | 1         | 0         | 0          | 41           |
|                              | Not Stated | 158               | 0        | 35         | 123                | 158               | 0               | 11               | 0         | 0         | 11         | 147          |
| <b>TOTALS</b>                |            | <b>2,086</b>      | <b>1</b> | <b>636</b> | <b>1,449</b>       | <b>2,086</b>      | <b>0</b>        | <b>222</b>       | <b>23</b> | <b>68</b> | <b>131</b> | <b>1,864</b> |
| <b>PEDESTRIAN AGE/GENDER</b> |            |                   |          |            |                    |                   |                 |                  |           |           |            |              |
| 10-14                        | Female     | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 1         | 0         | 0          | 0            |
|                              | Male       | 2                 | 0        | 2          | 0                  | 2                 | 0               | 2                | 1         | 0         | 1          | 0            |
| 15                           | Female     | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 0         | 1          | 0            |
| 16                           | Female     | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 1         | 0          | 0            |
| 25-29                        | Female     | 2                 | 0        | 2          | 0                  | 2                 | 0               | 2                | 0         | 0         | 2          | 0            |
|                              | Male       | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 1         | 0         | 0          | 0            |
| 30-34                        | Male       | 2                 | 0        | 2          | 0                  | 2                 | 0               | 2                | 1         | 1         | 0          | 0            |
| 35-39                        | Female     | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 1         | 0          | 0            |
|                              | Male       | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 0         | 1          | 0            |
| 40-44                        | Female     | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 1         | 0          | 0            |
|                              | Male       | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 1         | 0          | 0            |
| 45-49                        | Female     | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 1         | 0         | 0          | 0            |
| 55-59                        | Female     | 2                 | 0        | 2          | 0                  | 2                 | 0               | 2                | 0         | 0         | 2          | 0            |
|                              | Male       | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 0         | 1          | 0            |
| 60-64                        | Female     | 1                 | 0        | 1          | 0                  | 1                 | 0               | 1                | 0         | 1         | 0          | 0            |
| <b>TOTALS</b>                |            | <b>19</b>         | <b>0</b> | <b>19</b>  | <b>0</b>           | <b>19</b>         | <b>0</b>        | <b>19</b>        | <b>5</b>  | <b>6</b>  | <b>8</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

|   |            |        | 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>Schaumburg</b>                                 |            |        |                   |          |           |                    |                   |                 |                  |          |          |          |          |
| <b>PEDAL CYCLIST AGE/GENDER</b>                   |            |        |                   |          |           |                    |                   |                 |                  |          |          |          |          |
| 10-14   | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | Male       |        | 4                 | 0        | 4         | 0                  | 4                 | 0               | 4                | 0        | 2        | 2        | 0        |
| 15  | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 17  | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| 18  | Not Stated |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| 21  | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 22-24   | Male       |        | 3                 | 0        | 3         | 0                  | 3                 | 0               | 3                | 0        | 0        | 3        | 0        |
| 40-44   | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| 45-49   | Male       |        | 2                 | 0        | 2         | 0                  | 2                 | 0               | 2                | 1        | 1        | 0        | 0        |
| 80-84   | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| <b>TOTALS</b>                                     |            |        | <b>17</b>         | <b>0</b> | <b>17</b> | <b>0</b>           | <b>17</b>         | <b>0</b>        | <b>17</b>        | <b>1</b> | <b>8</b> | <b>8</b> | <b>0</b> |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>         |            |        |                   |          |           |                    |                   |                 |                  |          |          |          |          |
| Crossing - With Signal                            | 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        |
|   | 55-59      | Female | 2                 | 0        | 2         | 0                  | 2                 | 0               | 2                | 0        | 0        | 2        | 0        |
| Entering/Leaving/Crossing<br>Unspecified Location | 40-44      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| Entering/Leaving/Crossing Vehicle                 | 25-29      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| Other   | 10-14      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
|   |            | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| Turning Left                                      | 45-49      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| Walking/Riding against Traffic                    | 55-59      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
| Walking/Riding with Traffic                       | 30-34      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | 35-39      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
|   | 60-64      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| Working in Roadway                                | 35-39      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
| Unknown   | 10-14      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
|   | 15         | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
|   | 16         | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0        | 0        |
|   | 25-29      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1        | 0        |
|   | 30-34      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0        | 0        |
| <b>TOTALS</b>                                     |            |        | <b>19</b>         | <b>0</b> | <b>19</b> | <b>0</b>           | <b>19</b>         | <b>0</b>        | <b>19</b>        | <b>5</b> | <b>6</b> | <b>8</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

|  | 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>Schaumburg</b>                            |                   |           |          |                    |                   |                 |                  |                 |          |          |          |          |
| <b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b> |                   |           |          |                    |                   |                 |                  |                 |          |          |          |          |
| Crossing - Against Signal                    | 21                | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        |
|  | 80-84             | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        | 1        |
| Crossing - With Signal                       | 10-14             | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        | 1        |
|  | 22-24             | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        | 1        |
|  | 45-49             | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        |
| Other  | 15                | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        |
|  | 45-49             | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 1        | 0        | 0        |
| Playing in Roadway                           | 10-14             | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        |
| Turning Left                                 | 15                | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        |
| Walking/Riding against Traffic               | 18                | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        | 1        |
| Unknown                                      | 10-14             | 3         | 0        | 3                  | 0                 | 3               | 0                | 3               | 0        | 2        | 1        | 0        |
|  | 17                | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        | 1        |
|  | 22-24             | 0         | 2        | 0                  | 2                 | 0               | 2                | 0               | 2        | 0        | 0        | 2        |
|  | 40-44             | 0         | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        |
| <b>TOTALS</b>                                |                   | <b>17</b> | <b>0</b> | <b>17</b>          | <b>0</b>          | <b>17</b>       | <b>0</b>         | <b>17</b>       | <b>1</b> | <b>8</b> | <b>8</b> | <b>0</b> |