

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

02/27/2008
 Page 1 of 11

City Summary

Selection Criteria: 1/1/2006 thru 12/31/2006

| Alsip | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 682 | 3 | 150 | 529 | 1,359 | 3 | 216 | 11 | 99 | 106 | 1,511 |
| Fog/Smoke/Haze | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Rain | 115 | 0 | 19 | 96 | 236 | 0 | 23 | 1 | 6 | 16 | 284 |
| Severe Cross Wind | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sleet/Hail | 5 | 0 | 1 | 4 | 7 | 0 | 1 | 0 | 0 | 1 | 7 |
| Snow | 19 | 0 | 2 | 17 | 37 | 0 | 3 | 0 | 2 | 1 | 48 |
| Unknown | 51 | 0 | 2 | 49 | 101 | 0 | 3 | 0 | 1 | 2 | 108 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Pedestrian | 9 | 1 | 8 | 0 | 9 | 1 | 8 | 2 | 2 | 4 | 12 |
| Train | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Pedalcyclist | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 4 |
| Animal | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Fixed object | 79 | 0 | 20 | 59 | 83 | 0 | 25 | 0 | 18 | 7 | 75 |
| Other object | 9 | 0 | 0 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 22 |
| Other non collision | 8 | 0 | 1 | 7 | 9 | 0 | 1 | 0 | 1 | 0 | 9 |
| Parked motor vehicle | 77 | 0 | 4 | 73 | 167 | 0 | 4 | 0 | 3 | 1 | 81 |
| Rear end | 316 | 2 | 68 | 246 | 705 | 2 | 106 | 4 | 34 | 68 | 832 |
| Head on | 5 | 0 | 4 | 1 | 13 | 0 | 10 | 0 | 7 | 3 | 7 |
| Sideswipe same direction | 77 | 0 | 7 | 70 | 162 | 0 | 8 | 0 | 4 | 4 | 208 |
| Sideswipe opposite direction | 8 | 0 | 1 | 7 | 18 | 0 | 5 | 0 | 3 | 2 | 16 |
| Angle | 59 | 0 | 8 | 51 | 122 | 0 | 11 | 0 | 7 | 4 | 151 |
| Turning | 218 | 0 | 50 | 168 | 438 | 0 | 65 | 4 | 29 | 32 | 542 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| CLASS OF CITY | | | | | | | | | | | |
| 10,000 TO 25,000 | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 667 | 3 | 140 | 524 | 1,334 | 3 | 204 | 11 | 89 | 104 | 1,492 |
| Ice | 6 | 0 | 0 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 19 |
| Sand, Mud, Dirt | 7 | 0 | 1 | 6 | 10 | 0 | 1 | 0 | 1 | 0 | 10 |
| Snow or Slush | 14 | 0 | 3 | 11 | 26 | 0 | 4 | 0 | 2 | 2 | 37 |
| Wet | 164 | 0 | 29 | 135 | 331 | 0 | 36 | 1 | 15 | 20 | 378 |
| Unknown | 19 | 0 | 1 | 18 | 35 | 0 | 1 | 0 | 1 | 0 | 32 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |

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| Alsip | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|----------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| State Numbered Urban | 284 | 1 | 77 | 206 | 602 | 1 | 115 | 5 | 52 | 58 | 702 |
| Unmarked Highway Urban | 296 | 2 | 59 | 235 | 599 | 2 | 83 | 5 | 27 | 51 | 720 |
| Toll Roads Urban | 33 | 0 | 6 | 27 | 53 | 0 | 9 | 0 | 7 | 2 | 50 |
| City Streets Urban | 262 | 0 | 32 | 230 | 493 | 0 | 39 | 2 | 22 | 15 | 493 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 91 | 1 | 20 | 70 | 174 | 1 | 29 | 1 | 8 | 20 | 195 |
| Monday | 114 | 1 | 20 | 93 | 238 | 1 | 27 | 1 | 7 | 19 | 260 |
| Tuesday | 137 | 1 | 28 | 108 | 268 | 1 | 41 | 2 | 17 | 22 | 292 |
| Wednesday | 125 | 0 | 24 | 101 | 259 | 0 | 38 | 3 | 27 | 8 | 286 |
| Thursday | 130 | 0 | 23 | 107 | 254 | 0 | 27 | 1 | 13 | 13 | 302 |
| Friday | 172 | 0 | 35 | 137 | 345 | 0 | 54 | 3 | 23 | 28 | 381 |
| Saturday | 108 | 0 | 24 | 84 | 212 | 0 | 30 | 1 | 13 | 16 | 252 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |

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| Alsip | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 15 | 0 | 3 | 12 | 27 | 0 | 3 | 0 | 1 | 2 | 29 |
| 1 AM | 10 | 0 | 3 | 7 | 19 | 0 | 3 | 0 | 2 | 1 | 18 |
| 2 AM | 6 | 0 | 2 | 4 | 16 | 0 | 2 | 0 | 1 | 1 | 8 |
| 3 AM | 7 | 0 | 1 | 6 | 10 | 0 | 2 | 0 | 2 | 0 | 8 |
| 4 AM | 9 | 0 | 2 | 7 | 14 | 0 | 2 | 0 | 1 | 1 | 12 |
| 5 AM | 9 | 0 | 1 | 8 | 18 | 0 | 1 | 0 | 1 | 0 | 16 |
| 6 AM | 24 | 0 | 5 | 19 | 47 | 0 | 11 | 0 | 6 | 5 | 48 |
| 7 AM | 40 | 0 | 13 | 27 | 86 | 0 | 18 | 0 | 10 | 8 | 90 |
| 8 AM | 55 | 0 | 9 | 46 | 111 | 0 | 11 | 0 | 3 | 8 | 111 |
| 9 AM | 28 | 0 | 3 | 25 | 51 | 0 | 5 | 0 | 5 | 0 | 58 |
| 10 AM | 32 | 0 | 6 | 26 | 61 | 0 | 13 | 0 | 9 | 4 | 71 |
| 11 AM | 50 | 0 | 12 | 38 | 99 | 0 | 15 | 1 | 4 | 10 | 134 |
| Noon | 53 | 0 | 6 | 47 | 113 | 0 | 7 | 0 | 5 | 2 | 133 |
| 1 PM | 51 | 1 | 5 | 45 | 95 | 1 | 6 | 2 | 2 | 2 | 113 |
| 2 PM | 60 | 0 | 12 | 48 | 119 | 0 | 18 | 2 | 7 | 9 | 130 |
| 3 PM | 77 | 1 | 14 | 62 | 155 | 1 | 19 | 2 | 5 | 12 | 192 |
| 4 PM | 104 | 0 | 26 | 78 | 216 | 0 | 32 | 2 | 7 | 23 | 255 |
| 5 PM | 63 | 0 | 11 | 52 | 134 | 0 | 14 | 0 | 5 | 9 | 157 |
| 6 PM | 42 | 0 | 7 | 35 | 83 | 0 | 10 | 0 | 6 | 4 | 97 |
| 7 PM | 34 | 1 | 5 | 28 | 70 | 1 | 6 | 0 | 1 | 5 | 78 |
| 8 PM | 25 | 0 | 7 | 18 | 47 | 0 | 10 | 1 | 4 | 5 | 65 |
| 9 PM | 37 | 0 | 9 | 28 | 71 | 0 | 14 | 1 | 12 | 1 | 64 |
| 10 PM | 23 | 0 | 6 | 17 | 49 | 0 | 18 | 0 | 7 | 11 | 49 |
| 11 PM | 23 | 0 | 6 | 17 | 39 | 0 | 6 | 1 | 2 | 3 | 32 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 33 | 0 | 6 | 27 | 51 | 0 | 6 | 1 | 1 | 4 | 47 |
| Darkness, Lighted Road | 169 | 1 | 34 | 134 | 335 | 1 | 53 | 1 | 28 | 24 | 361 |
| Dawn | 13 | 0 | 1 | 12 | 25 | 0 | 1 | 0 | 1 | 0 | 23 |
| Daylight | 618 | 2 | 127 | 489 | 1,251 | 2 | 178 | 9 | 74 | 95 | 1,442 |
| Dusk | 27 | 0 | 6 | 21 | 58 | 0 | 8 | 1 | 4 | 3 | 70 |
| Unknown | 17 | 0 | 0 | 17 | 30 | 0 | 0 | 0 | 0 | 0 | 25 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |

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| Alsip | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|---|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 49 | 0 | 7 | 42 | 91 | 0 | 10 | 0 | 5 | 5 | 105 |
| Debris on Roadway | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| No Defects | 797 | 3 | 167 | 627 | 1,607 | 3 | 236 | 12 | 103 | 121 | 1,797 |
| Rut, Holes | 11 | 0 | 0 | 11 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| Utility Work Zone | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Unknown | 14 | 0 | 0 | 14 | 28 | 0 | 0 | 0 | 0 | 0 | 38 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 51 | 1 | 10 | 40 | 86 | 1 | 13 | 0 | 5 | 8 | 93 |
| No Controls | 473 | 1 | 84 | 388 | 959 | 1 | 123 | 6 | 67 | 50 | 1,014 |
| No Passing | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| Other Regualtory Sign | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| Other RR Crossing | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Other Warning Sign | 6 | 0 | 1 | 5 | 9 | 0 | 1 | 0 | 0 | 1 | 14 |
| Police/Flagman | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| RR Crossing Gate | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 0 | 1 | 18 |
| Stop Sign/Flasher | 64 | 0 | 13 | 51 | 118 | 0 | 17 | 1 | 7 | 9 | 137 |
| Traffic Signal | 255 | 1 | 62 | 192 | 528 | 1 | 88 | 5 | 28 | 55 | 651 |
| Yield | 2 | 0 | 1 | 1 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| Unknown | 13 | 0 | 1 | 12 | 22 | 0 | 1 | 0 | 1 | 0 | 25 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 3 | 0 | 1 | 2 | 6 | 0 | 2 | 0 | 0 | 2 | 6 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 53 | 0 | 11 | 42 | 104 | 0 | 16 | 1 | 2 | 13 | 123 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 14 | 0 | 5 | 9 | 27 | 0 | 7 | 0 | 4 | 3 | 34 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 34 | 0 | 8 | 26 | 68 | 0 | 8 | 2 | 1 | 5 | 83 |
| Intersection of Ramp and Other Roadway | 16 | 0 | 3 | 13 | 32 | 0 | 5 | 0 | 2 | 3 | 36 |
| Not Applicable | 757 | 3 | 146 | 608 | 1,513 | 3 | 208 | 9 | 99 | 100 | 1,686 |
| TOTALS | 877 | 3 | 174 | 700 | 1,750 | 3 | 246 | 12 | 108 | 126 | 1,968 |

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|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Engine/Motor | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Exhaust | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defect | 1,479 | 7 | 342 | 1,130 | 1,479 | 2 | 227 | 8 | 101 | 118 | 1,721 |
| Steering | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| Tires | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Windows | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 261 | 0 | 19 | 242 | 261 | 0 | 7 | 0 | 5 | 2 | 238 |
| TOTALS | 1,750 | 7 | 362 | 1,381 | 1,750 | 2 | 235 | 8 | 106 | 121 | 1,968 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Bus up to 15 Passengers | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| Motorcycle (over 150cc) | 14 | 0 | 7 | 7 | 14 | 0 | 7 | 2 | 4 | 1 | 7 |
| Other Vehicle with Trailer | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Passenger | 1,057 | 5 | 229 | 823 | 1,057 | 2 | 165 | 3 | 73 | 89 | 1,148 |
| Pickup | 165 | 1 | 34 | 130 | 165 | 0 | 14 | 1 | 9 | 4 | 178 |
| SUV | 195 | 0 | 34 | 161 | 195 | 0 | 19 | 0 | 8 | 11 | 254 |
| Tractor with Semi-Trailer | 74 | 0 | 12 | 62 | 74 | 0 | 1 | 0 | 1 | 0 | 75 |
| Tractor without Semi-Trailer | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 4 |
| Truck Single Unit | 34 | 0 | 6 | 28 | 34 | 0 | 1 | 0 | 1 | 0 | 40 |
| Van/Mini-Van | 153 | 1 | 34 | 118 | 153 | 0 | 26 | 2 | 9 | 15 | 202 |
| Unknown | 47 | 0 | 5 | 42 | 47 | 0 | 1 | 0 | 0 | 1 | 47 |
| TOTALS | 1,750 | 7 | 362 | 1,381 | 1,750 | 2 | 235 | 8 | 106 | 121 | 1,968 |

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|-------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|----------|-----------|-----------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 14 | 0 | 4 | 10 | 14 | 0 | 3 | 0 | 3 | 0 | 11 |
| Asleep/Fainted | 6 | 0 | 4 | 2 | 6 | 0 | 3 | 0 | 3 | 0 | 3 |
| Fatigued | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| Had Been Drinking | 6 | 0 | 3 | 3 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| Illness | 4 | 0 | 3 | 1 | 4 | 0 | 3 | 0 | 2 | 1 | 1 |
| Medicated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Normal | 1,469 | 6 | 319 | 1,144 | 1,469 | 1 | 154 | 6 | 61 | 87 | 1,314 |
| Other/Unknown | 154 | 1 | 22 | 131 | 154 | 1 | 9 | 1 | 7 | 1 | 144 |
| TOTALS | 1,657 | 7 | 356 | 1,294 | 1,657 | 2 | 174 | 7 | 77 | 90 | 1,481 |

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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|----|---|-----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 23 | 0 | 4 | 19 | 23 | 0 | 1 | 0 | 1 | 0 | 22 |
| | Male | 21 | 0 | 3 | 18 | 21 | 0 | 1 | 0 | 1 | 0 | 20 |
| 17 | Female | 24 | 0 | 8 | 16 | 24 | 0 | 3 | 0 | 2 | 1 | 21 |
| | Male | 15 | 0 | 2 | 13 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18 | Female | 13 | 0 | 4 | 9 | 13 | 0 | 1 | 0 | 1 | 0 | 12 |
| | Male | 26 | 0 | 4 | 22 | 26 | 0 | 2 | 0 | 2 | 0 | 24 |
| 19 | Female | 11 | 0 | 1 | 10 | 11 | 0 | 1 | 0 | 0 | 1 | 10 |
| | Male | 28 | 0 | 3 | 25 | 28 | 0 | 2 | 0 | 2 | 0 | 26 |
| 20 | Female | 19 | 0 | 4 | 15 | 19 | 0 | 2 | 0 | 1 | 1 | 17 |
| | Male | 16 | 0 | 5 | 11 | 16 | 0 | 2 | 0 | 2 | 0 | 14 |
| 21 | Female | 22 | 0 | 8 | 14 | 22 | 0 | 4 | 0 | 1 | 3 | 18 |
| | Male | 18 | 0 | 2 | 16 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| 22-24 | Female | 53 | 0 | 15 | 38 | 53 | 0 | 12 | 1 | 5 | 6 | 41 |
| | Male | 78 | 0 | 17 | 61 | 78 | 0 | 8 | 0 | 3 | 5 | 70 |
| 25-29 | Female | 72 | 0 | 22 | 50 | 72 | 0 | 15 | 0 | 6 | 9 | 57 |
| | Male | 96 | 2 | 16 | 78 | 96 | 0 | 7 | 0 | 3 | 4 | 89 |
| 30-34 | Female | 49 | 0 | 16 | 33 | 49 | 0 | 9 | 0 | 7 | 2 | 40 |
| | Male | 87 | 0 | 22 | 65 | 87 | 0 | 10 | 1 | 0 | 9 | 77 |
| 35-39 | Female | 54 | 0 | 13 | 41 | 54 | 0 | 6 | 0 | 3 | 3 | 48 |
| | Male | 117 | 0 | 28 | 89 | 117 | 0 | 19 | 2 | 11 | 6 | 98 |
| 40-44 | Female | 66 | 0 | 16 | 50 | 66 | 0 | 12 | 0 | 3 | 9 | 54 |
| | Male | 81 | 0 | 18 | 63 | 81 | 0 | 5 | 0 | 4 | 1 | 76 |
| 45-49 | Female | 58 | 1 | 14 | 43 | 58 | 0 | 11 | 1 | 5 | 5 | 47 |
| | Male | 108 | 0 | 13 | 95 | 108 | 0 | 5 | 0 | 2 | 3 | 103 |
| 50-54 | Female | 54 | 0 | 9 | 45 | 54 | 0 | 6 | 0 | 1 | 5 | 48 |
| | Male | 76 | 0 | 17 | 59 | 76 | 0 | 3 | 0 | 1 | 2 | 73 |
| 55-59 | Female | 33 | 0 | 11 | 22 | 33 | 0 | 8 | 0 | 4 | 4 | 25 |
| | Male | 45 | 0 | 11 | 34 | 45 | 0 | 3 | 1 | 1 | 1 | 42 |
| 60-64 | Female | 17 | 0 | 2 | 15 | 17 | 0 | 1 | 0 | 0 | 1 | 16 |
| | Male | 53 | 1 | 13 | 39 | 53 | 0 | 4 | 1 | 1 | 2 | 49 |
| 65-69 | Female | 19 | 0 | 3 | 16 | 19 | 0 | 0 | 0 | 0 | 0 | 19 |
| | Male | 27 | 0 | 4 | 23 | 27 | 0 | 2 | 0 | 1 | 1 | 25 |
| 70-74 | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 23 | 0 | 7 | 16 | 23 | 0 | 4 | 0 | 2 | 2 | 19 |
| 75-79 | Female | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 0 | 0 | 1 | 11 |
| | Male | 10 | 0 | 3 | 7 | 10 | 0 | 1 | 0 | 0 | 1 | 9 |
| 80-84 | Female | 11 | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Male | 9 | 1 | 2 | 6 | 9 | 1 | 1 | 0 | 0 | 1 | 7 |
| 85-89 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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|---------------|--------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|----------|-----------|-----------|--------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Alsip | DRIVER AGE/GENDER | | | | | | | | | | | |
| | 85-89 | 5 | 2 | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 4 |
| | Unknown | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 14 | 0 | 1 | 13 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Not Stated | 80 | 0 | 9 | 71 | 80 | 0 | 0 | 0 | 0 | 0 | 80 |
| TOTALS | | 1,657 | 7 | 356 | 1,294 | 1,657 | 2 | 174 | 7 | 77 | 90 | 1,481 |

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|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 6 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1 | Female | 8 | 0 | 1 | 7 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 2 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 10 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 3 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 1 | 1 | 3 |
| | Male | 7 | 0 | 4 | 3 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| 4 | Female | 6 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 5 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 6 | Female | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 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 |
| 7 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 9 | Female | 11 | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10-14 | Female | 21 | 0 | 8 | 13 | 21 | 0 | 6 | 0 | 3 | 3 | 15 |
| | Male | 19 | 1 | 6 | 12 | 19 | 0 | 0 | 0 | 0 | 0 | 19 |
| | Not Stated | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15 | Female | 10 | 0 | 2 | 8 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| | Male | 14 | 0 | 4 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 19 | 0 | 3 | 16 | 19 | 0 | 1 | 0 | 1 | 0 | 18 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 1 | 0 | 1 | 0 | 10 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17 | Female | 11 | 0 | 5 | 6 | 11 | 0 | 2 | 0 | 2 | 0 | 9 |
| | Male | 12 | 0 | 1 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18 | Female | 11 | 0 | 3 | 8 | 11 | 0 | 2 | 0 | 0 | 2 | 9 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 2 | 1 | 0 | 1 | 5 |
| 19 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 13 | 0 | 3 | 10 | 13 | 0 | 1 | 0 | 1 | 0 | 12 |
| 20 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 0 | 2 | 1 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| 21 | Female | 7 | 0 | 3 | 4 | 7 | 0 | 2 | 0 | 1 | 1 | 5 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2006 thru 12/31/2006

| Alsip | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|-----------------------------|------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|----------|-----------|-----------|------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 21 | Male | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 1 | 1 | 3 |
| 22-24 | Female | 14 | 1 | 5 | 8 | 14 | 0 | 4 | 0 | 2 | 2 | 10 |
| | Male | 13 | 0 | 1 | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 25-29 | Female | 14 | 0 | 4 | 10 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| | Male | 18 | 0 | 5 | 13 | 18 | 0 | 2 | 0 | 2 | 0 | 16 |
| 30-34 | Female | 12 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Male | 13 | 1 | 4 | 8 | 13 | 0 | 3 | 0 | 0 | 3 | 10 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 35-39 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 10 | 0 | 3 | 7 | 10 | 0 | 2 | 0 | 2 | 0 | 8 |
| 40-44 | Female | 11 | 0 | 4 | 7 | 11 | 0 | 1 | 0 | 0 | 1 | 10 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 1 | 0 | 1 | 0 | 10 |
| 45-49 | Female | 13 | 0 | 6 | 7 | 13 | 0 | 4 | 0 | 1 | 3 | 9 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 50-54 | Female | 6 | 0 | 3 | 3 | 6 | 0 | 3 | 0 | 0 | 3 | 3 |
| | Male | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 55-59 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| 60-64 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 65-69 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 1 | 1 | 1 |
| 75-79 | Female | 8 | 1 | 2 | 5 | 8 | 0 | 2 | 0 | 1 | 1 | 6 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 80-84 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Not Stated | 30 | 0 | 3 | 27 | 30 | 0 | 0 | 0 | 0 | 0 | 30 |
| TOTALS | | 548 | 4 | 140 | 404 | 548 | 0 | 61 | 1 | 29 | 31 | 487 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2006 thru 12/31/2006

| | | | NUMBER OF CRASHES | | | | | INJURY SEVERITY | | | | | |
|--|---------|--------|-------------------|----------|----------|-----------------|----------------|-----------------|---------------|----------|----------|----------|----------|
| Alsip | | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | | |
| 7 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 10-14 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 18 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 20 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 40-44 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 65-69 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 75-79 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 80-84 | Female | | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Unknown | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 9 | 1 | 8 | 0 | 9 | 1 | 8 | 2 | 2 | 4 | 0 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | | |
| 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 |
| Unknown | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 0 |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - With Signal | 65-69 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Entering/Leaving/Crossing | 80-84 | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Unspecified Location | | | | | | | | | | | | | |
| Other | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Playing in Roadway | 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding against Traffic | Unknown | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding with Traffic | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Working in Roadway | 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 75-79 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | 18 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | | 9 | 1 | 8 | 0 | 9 | 1 | 8 | 2 | 2 | 4 | 0 |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Enter from Drive/Alley | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Other | Unknown | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding against Traffic | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 0 | 1 | 0 |