

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 | | | |
|-------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 1,594 | 1 | 283 | 1,310 | 3,167 | 1 | 362 | 38 | 154 | 170 | 3,727 |
| Fog/Smoke/Haze | 23 | 0 | 4 | 19 | 43 | 0 | 4 | 0 | 3 | 1 | 54 |
| Rain | 321 | 0 | 44 | 277 | 632 | 0 | 56 | 5 | 17 | 34 | 748 |
| Sleet/Hail | 1 | 1 | 0 | 0 | 3 | 1 | 1 | 1 | 0 | 0 | 1 |
| Snow | 67 | 0 | 9 | 58 | 119 | 0 | 12 | 1 | 7 | 4 | 140 |
| Unknown | 32 | 1 | 3 | 28 | 59 | 1 | 4 | 1 | 2 | 1 | 56 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 6 | 0 | 4 | 2 | 6 | 0 | 5 | 1 | 4 | 0 | 2 |
| Pedestrian | 17 | 0 | 17 | 0 | 17 | 0 | 17 | 2 | 13 | 2 | 18 |
| Pedalcyclist | 22 | 1 | 21 | 0 | 22 | 1 | 21 | 1 | 12 | 8 | 25 |
| Fixed object | 162 | 0 | 31 | 131 | 168 | 0 | 37 | 6 | 18 | 13 | 186 |
| Other object | 14 | 0 | 2 | 12 | 15 | 0 | 2 | 0 | 1 | 1 | 18 |
| Other non collision | 9 | 0 | 2 | 7 | 10 | 0 | 2 | 0 | 1 | 1 | 12 |
| Parked motor vehicle | 138 | 0 | 5 | 133 | 279 | 0 | 5 | 4 | 0 | 1 | 184 |
| Rear end | 795 | 0 | 112 | 683 | 1,723 | 0 | 139 | 6 | 36 | 97 | 2,070 |
| Head on | 14 | 2 | 5 | 7 | 31 | 2 | 14 | 4 | 6 | 4 | 21 |
| Sideswipe same direction | 188 | 0 | 10 | 178 | 379 | 0 | 12 | 2 | 6 | 4 | 510 |
| Sideswipe opposite direction | 15 | 0 | 2 | 13 | 33 | 0 | 5 | 0 | 0 | 5 | 43 |
| Angle | 200 | 0 | 47 | 153 | 413 | 0 | 64 | 8 | 33 | 23 | 505 |
| Turning | 458 | 0 | 85 | 373 | 927 | 0 | 116 | 12 | 53 | 51 | 1,132 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| CLASS OF CITY | | | | | | | | | | | |
| 50,000 and OVER | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 1,456 | 2 | 260 | 1,194 | 2,906 | 2 | 328 | 33 | 143 | 152 | 3,437 |
| Ice | 15 | 0 | 4 | 11 | 24 | 0 | 5 | 0 | 1 | 4 | 31 |
| Snow or Slush | 61 | 1 | 7 | 53 | 108 | 1 | 10 | 3 | 2 | 5 | 116 |
| Wet | 471 | 0 | 70 | 401 | 921 | 0 | 93 | 10 | 36 | 47 | 1,077 |
| Unknown | 35 | 0 | 2 | 33 | 64 | 0 | 3 | 0 | 1 | 2 | 65 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 49 | 0 | 7 | 42 | 89 | 0 | 9 | 0 | 8 | 1 | 98 |
| State Numbered Urban | 746 | 2 | 124 | 620 | 1,507 | 2 | 156 | 15 | 69 | 72 | 1,814 |
| Unmarked Highway Urban | 507 | 1 | 92 | 414 | 1,030 | 1 | 125 | 17 | 45 | 63 | 1,212 |
| Toll Roads Urban | 8 | 0 | 1 | 7 | 15 | 0 | 3 | 0 | 3 | 0 | 18 |
| City Streets Urban | 728 | 0 | 119 | 609 | 1,382 | 0 | 146 | 14 | 58 | 74 | 1,584 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 177 | 0 | 31 | 146 | 327 | 0 | 42 | 8 | 19 | 15 | 433 |
| Monday | 311 | 1 | 64 | 246 | 622 | 1 | 85 | 7 | 29 | 49 | 728 |
| Tuesday | 323 | 0 | 58 | 265 | 636 | 0 | 70 | 8 | 26 | 36 | 697 |
| Wednesday | 279 | 1 | 47 | 231 | 568 | 1 | 63 | 6 | 29 | 28 | 637 |
| Thursday | 319 | 0 | 50 | 269 | 638 | 0 | 67 | 7 | 33 | 27 | 730 |
| Friday | 363 | 1 | 55 | 307 | 712 | 1 | 64 | 5 | 28 | 31 | 821 |
| Saturday | 266 | 0 | 38 | 228 | 520 | 0 | 48 | 5 | 19 | 24 | 680 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |

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|------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 19 | 0 | 2 | 17 | 33 | 0 | 2 | 0 | 1 | 1 | 33 |
| 1 AM | 14 | 0 | 3 | 11 | 23 | 0 | 3 | 1 | 2 | 0 | 22 |
| 2 AM | 12 | 0 | 4 | 8 | 16 | 0 | 7 | 0 | 7 | 0 | 14 |
| 3 AM | 14 | 0 | 2 | 12 | 25 | 0 | 2 | 0 | 1 | 1 | 25 |
| 4 AM | 16 | 0 | 2 | 14 | 23 | 0 | 3 | 2 | 1 | 0 | 20 |
| 5 AM | 8 | 0 | 3 | 5 | 14 | 0 | 3 | 0 | 2 | 1 | 12 |
| 6 AM | 45 | 1 | 5 | 39 | 80 | 1 | 6 | 1 | 5 | 0 | 83 |
| 7 AM | 110 | 0 | 12 | 98 | 221 | 0 | 15 | 1 | 7 | 7 | 244 |
| 8 AM | 118 | 0 | 17 | 101 | 228 | 0 | 19 | 3 | 9 | 7 | 234 |
| 9 AM | 82 | 0 | 19 | 63 | 167 | 0 | 26 | 5 | 7 | 14 | 176 |
| 10 AM | 74 | 1 | 12 | 61 | 141 | 1 | 19 | 4 | 6 | 9 | 170 |
| 11 AM | 111 | 0 | 17 | 94 | 218 | 0 | 22 | 1 | 4 | 17 | 265 |
| Noon | 149 | 0 | 18 | 131 | 303 | 0 | 23 | 2 | 3 | 18 | 382 |
| 1 PM | 139 | 0 | 15 | 124 | 282 | 0 | 15 | 2 | 6 | 7 | 337 |
| 2 PM | 156 | 0 | 30 | 126 | 313 | 0 | 41 | 4 | 17 | 20 | 369 |
| 3 PM | 167 | 0 | 32 | 135 | 333 | 0 | 39 | 2 | 19 | 18 | 412 |
| 4 PM | 178 | 0 | 27 | 151 | 362 | 0 | 33 | 3 | 14 | 16 | 460 |
| 5 PM | 216 | 0 | 46 | 170 | 449 | 0 | 59 | 4 | 23 | 32 | 520 |
| 6 PM | 148 | 0 | 19 | 129 | 298 | 0 | 23 | 1 | 9 | 13 | 369 |
| 7 PM | 83 | 0 | 17 | 66 | 158 | 0 | 21 | 1 | 12 | 8 | 189 |
| 8 PM | 67 | 0 | 17 | 50 | 128 | 0 | 30 | 4 | 13 | 13 | 156 |
| 9 PM | 56 | 0 | 15 | 41 | 103 | 0 | 17 | 1 | 10 | 6 | 109 |
| 10 PM | 30 | 0 | 4 | 26 | 56 | 0 | 5 | 2 | 2 | 1 | 73 |
| 11 PM | 26 | 1 | 5 | 20 | 49 | 1 | 6 | 2 | 3 | 1 | 52 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 95 | 0 | 15 | 80 | 179 | 0 | 21 | 1 | 8 | 12 | 179 |
| Darkness, Lighted Road | 359 | 1 | 71 | 287 | 678 | 1 | 88 | 11 | 41 | 36 | 805 |
| Dawn | 10 | 1 | 1 | 8 | 19 | 1 | 2 | 1 | 1 | 0 | 18 |
| Daylight | 1,519 | 1 | 249 | 1,269 | 3,044 | 1 | 315 | 31 | 124 | 160 | 3,604 |
| Dusk | 41 | 0 | 6 | 35 | 80 | 0 | 12 | 2 | 8 | 2 | 99 |
| Unknown | 14 | 0 | 1 | 13 | 23 | 0 | 1 | 0 | 1 | 0 | 21 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 6 | 0 | 1 | 5 | 8 | 0 | 1 | 0 | 1 | 0 | 10 |
| Debris on Roadway | 9 | 0 | 1 | 8 | 17 | 0 | 1 | 0 | 0 | 1 | 22 |
| No Defects | 1,970 | 3 | 340 | 1,627 | 3,897 | 3 | 436 | 46 | 182 | 208 | 4,572 |
| Rut, Holes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Work Zone - Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 51 | 0 | 1 | 50 | 98 | 0 | 1 | 0 | 0 | 1 | 120 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 110 | 0 | 12 | 98 | 210 | 0 | 15 | 1 | 9 | 5 | 246 |
| No Controls | 825 | 1 | 120 | 704 | 1,604 | 1 | 153 | 17 | 67 | 69 | 1,811 |
| No Passing | 16 | 0 | 3 | 13 | 33 | 0 | 5 | 0 | 2 | 3 | 37 |
| Other Regualtory Sign | 17 | 0 | 5 | 12 | 33 | 0 | 7 | 3 | 1 | 3 | 38 |
| Other RR Crossing | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Other Warning Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Police/Flagman | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 9 |
| RR Crossing Gate | 6 | 0 | 0 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Stop Sign/Flasher | 211 | 0 | 40 | 171 | 400 | 0 | 49 | 2 | 21 | 26 | 533 |
| Traffic Signal | 831 | 2 | 159 | 670 | 1,694 | 2 | 206 | 22 | 81 | 103 | 2,006 |
| Yield | 9 | 0 | 2 | 7 | 18 | 0 | 2 | 0 | 2 | 0 | 22 |
| Unknown | 6 | 0 | 2 | 4 | 11 | 0 | 2 | 1 | 0 | 1 | 10 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 4 | 0 | 0 | 4 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#s | 198 | 0 | 17 | 181 | 395 | 0 | 21 | 2 | 4 | 15 | 478 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 77 | 1 | 21 | 55 | 163 | 1 | 28 | 4 | 10 | 14 | 201 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 157 | 1 | 31 | 125 | 313 | 1 | 41 | 3 | 23 | 15 | 353 |
| Intersection of Ramp and Other Roadway | 42 | 0 | 5 | 37 | 84 | 0 | 5 | 0 | 2 | 3 | 97 |
| Not Applicable | 1,557 | 1 | 269 | 1,287 | 3,056 | 1 | 344 | 37 | 144 | 163 | 3,585 |
| Railroad Crossing | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 2,038 | 3 | 343 | 1,692 | 4,023 | 3 | 439 | 46 | 183 | 210 | 4,726 |

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 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

02/27/2008
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City Summary

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

| | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 11 | 0 | 3 | 8 | 11 | 0 | 3 | 0 | 2 | 1 | 13 |
| Fule System | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defect | 3,647 | 4 | 644 | 2,999 | 3,647 | 1 | 391 | 41 | 154 | 196 | 4,337 |
| Restraint System | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Signals | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Steering | 3 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Tires | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 1 | 1 | 6 |
| Wheels | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 351 | 1 | 19 | 331 | 351 | 1 | 4 | 2 | 1 | 1 | 357 |
| TOTALS | 4,023 | 6 | 669 | 3,348 | 4,023 | 2 | 400 | 43 | 158 | 199 | 4,723 |
| VEHICLE TYPE | | | | | | | | | | | |
| ATV | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bus over 15 Passengers | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 23 |
| Bus up to 15 Passengers | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 9 |
| Motor Driven Cycle | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Motorcycle (over 150cc) | 15 | 0 | 7 | 8 | 15 | 0 | 7 | 1 | 5 | 1 | 11 |
| Other Vehicle with Trailer | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Passenger | 2,627 | 4 | 453 | 2,170 | 2,627 | 2 | 289 | 29 | 113 | 147 | 2,940 |
| Pickup | 174 | 0 | 24 | 150 | 174 | 0 | 9 | 0 | 6 | 3 | 187 |
| SUV | 595 | 0 | 95 | 500 | 595 | 0 | 57 | 5 | 20 | 32 | 735 |
| Tractor with Semi-Trailer | 25 | 1 | 2 | 22 | 25 | 0 | 0 | 0 | 0 | 0 | 26 |
| Tractor without Semi-Trailer | 6 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| Truck Single Unit | 82 | 0 | 8 | 74 | 82 | 0 | 3 | 0 | 3 | 0 | 91 |
| Van/Mini-Van | 386 | 1 | 62 | 323 | 386 | 0 | 27 | 4 | 10 | 13 | 594 |
| Unknown | 92 | 0 | 14 | 78 | 92 | 0 | 7 | 4 | 0 | 3 | 93 |
| TOTALS | 4,023 | 6 | 669 | 3,348 | 4,023 | 2 | 400 | 43 | 158 | 199 | 4,723 |

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| Arlington Hts | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 39 | 1 | 15 | 23 | 39 | 1 | 10 | 5 | 3 | 2 | 28 |
| Asleep/Fainted | 5 | 0 | 3 | 2 | 5 | 0 | 3 | 0 | 3 | 0 | 2 |
| Drug Impaired | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| Fatigued | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Had Been Drinking | 9 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| Illness | 6 | 0 | 3 | 3 | 6 | 0 | 3 | 1 | 2 | 0 | 3 |
| Medicated | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 0 | 1 | 1 |
| Normal | 3,547 | 3 | 596 | 2,948 | 3,547 | 0 | 275 | 21 | 110 | 144 | 3,272 |
| Other/Unknown | 256 | 2 | 37 | 217 | 256 | 1 | 12 | 3 | 4 | 5 | 243 |
| TOTALS | 3,875 | 6 | 660 | 3,209 | 3,875 | 2 | 306 | 32 | 122 | 152 | 3,567 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 8 | 0 | 3 | 5 | 8 | 0 | 2 | 0 | 2 | 0 | 6 |
| 16 | Female | 49 | 0 | 8 | 41 | 49 | 0 | 2 | 0 | 1 | 1 | 47 |
| | Male | 60 | 0 | 11 | 49 | 60 | 0 | 5 | 0 | 4 | 1 | 55 |
| 17 | Female | 58 | 0 | 6 | 52 | 58 | 0 | 2 | 0 | 1 | 1 | 56 |
| | Male | 60 | 0 | 12 | 48 | 60 | 0 | 4 | 0 | 3 | 1 | 56 |
| 18 | Female | 46 | 0 | 8 | 38 | 46 | 0 | 5 | 0 | 3 | 2 | 41 |
| | Male | 74 | 0 | 10 | 64 | 74 | 0 | 6 | 0 | 5 | 1 | 68 |
| 19 | Female | 41 | 0 | 9 | 32 | 41 | 0 | 2 | 0 | 1 | 1 | 39 |
| | Male | 48 | 0 | 5 | 43 | 48 | 0 | 3 | 0 | 2 | 1 | 45 |
| 20 | Female | 35 | 0 | 4 | 31 | 35 | 0 | 2 | 0 | 1 | 1 | 33 |
| | Male | 50 | 0 | 4 | 46 | 50 | 0 | 2 | 0 | 0 | 2 | 48 |
| 21 | Female | 19 | 0 | 1 | 18 | 19 | 0 | 1 | 0 | 1 | 0 | 18 |
| | Male | 48 | 0 | 3 | 45 | 48 | 0 | 2 | 0 | 0 | 2 | 46 |
| 22-24 | Female | 116 | 0 | 17 | 99 | 116 | 0 | 8 | 1 | 1 | 6 | 108 |
| | Male | 158 | 0 | 22 | 136 | 158 | 0 | 10 | 1 | 6 | 3 | 148 |
| 25-29 | Female | 179 | 0 | 28 | 151 | 179 | 0 | 20 | 2 | 8 | 10 | 159 |
| | Male | 215 | 0 | 47 | 168 | 215 | 0 | 21 | 6 | 10 | 5 | 194 |
| 30-34 | Female | 127 | 0 | 25 | 102 | 127 | 0 | 13 | 0 | 7 | 6 | 114 |
| | Male | 205 | 1 | 25 | 179 | 205 | 0 | 10 | 2 | 4 | 4 | 195 |
| 35-39 | Female | 157 | 0 | 23 | 134 | 157 | 0 | 5 | 0 | 3 | 2 | 152 |
| | Male | 187 | 1 | 29 | 157 | 187 | 1 | 10 | 1 | 3 | 6 | 176 |
| 40-44 | Female | 169 | 0 | 40 | 129 | 169 | 0 | 22 | 0 | 5 | 17 | 147 |
| | Male | 200 | 1 | 37 | 162 | 200 | 0 | 11 | 2 | 3 | 6 | 189 |
| 45-49 | Female | 144 | 0 | 21 | 123 | 144 | 0 | 11 | 2 | 3 | 6 | 133 |
| | Male | 184 | 2 | 28 | 154 | 184 | 0 | 13 | 2 | 4 | 7 | 171 |
| 50-54 | Female | 140 | 0 | 34 | 106 | 140 | 0 | 24 | 2 | 5 | 17 | 116 |
| | Male | 151 | 0 | 26 | 125 | 151 | 0 | 8 | 0 | 4 | 4 | 143 |
| 55-59 | Female | 129 | 1 | 39 | 89 | 129 | 1 | 21 | 2 | 6 | 13 | 107 |
| | Male | 125 | 0 | 23 | 102 | 125 | 0 | 9 | 1 | 2 | 6 | 116 |
| 60-64 | Female | 84 | 0 | 15 | 69 | 84 | 0 | 9 | 1 | 3 | 5 | 75 |
| | Male | 76 | 0 | 15 | 61 | 76 | 0 | 9 | 1 | 5 | 3 | 67 |
| 65-69 | Female | 55 | 0 | 11 | 44 | 55 | 0 | 6 | 1 | 2 | 3 | 49 |
| | Male | 70 | 0 | 14 | 56 | 70 | 0 | 8 | 1 | 5 | 2 | 62 |
| 70-74 | Female | 46 | 0 | 7 | 39 | 46 | 0 | 5 | 0 | 2 | 3 | 41 |
| | Male | 44 | 0 | 6 | 38 | 44 | 0 | 1 | 0 | 1 | 0 | 43 |
| 75-79 | Female | 36 | 0 | 5 | 31 | 36 | 0 | 2 | 2 | 0 | 0 | 34 |
| | Male | 38 | 0 | 9 | 29 | 38 | 0 | 3 | 1 | 2 | 0 | 35 |
| 80-84 | Female | 23 | 0 | 1 | 22 | 23 | 0 | 1 | 0 | 0 | 1 | 22 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 80-84 | Male | 32 | 0 | 7 | 25 | 32 | 0 | 3 | 1 | 2 | 0 | 29 |
| 85-89 | Female | 12 | 0 | 4 | 8 | 12 | 0 | 3 | 0 | 2 | 1 | 9 |
| | Male | 18 | 0 | 4 | 14 | 18 | 0 | 2 | 0 | 0 | 2 | 16 |
| 90-94 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Unknown | Female | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Male | 13 | 0 | 1 | 12 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| | Not Stated | 126 | 0 | 11 | 115 | 126 | 0 | 0 | 0 | 0 | 0 | 126 |
| TOTALS | | 3,875 | 6 | 660 | 3,209 | 3,875 | 2 | 306 | 32 | 122 | 152 | 3,567 |

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|-----------------------------|------------|-------------------|-------|--------|--------------------|-------------------|-----------------|------------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 16 | 0 | 2 | 14 | 16 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | Female | 12 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Male | 15 | 0 | 3 | 12 | 15 | 0 | 1 | 0 | 1 | 0 | 14 |
| 2 | Female | 16 | 0 | 3 | 13 | 16 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Male | 17 | 0 | 4 | 13 | 17 | 0 | 1 | 0 | 1 | 0 | 16 |
| 3 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 14 | 0 | 3 | 11 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| 4 | Female | 12 | 0 | 3 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Male | 17 | 0 | 1 | 16 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| 5 | Female | 17 | 0 | 2 | 15 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Male | 16 | 0 | 2 | 14 | 16 | 0 | 1 | 0 | 1 | 0 | 15 |
| 6 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 2 | 0 | 1 | 1 | 7 |
| | Male | 16 | 0 | 7 | 9 | 16 | 0 | 3 | 0 | 1 | 2 | 13 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7 | Female | 13 | 0 | 1 | 12 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8 | Female | 11 | 0 | 5 | 6 | 11 | 0 | 1 | 0 | 1 | 0 | 10 |
| | Male | 11 | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 9 | Female | 12 | 0 | 1 | 11 | 12 | 0 | 1 | 0 | 1 | 0 | 11 |
| | Male | 18 | 0 | 5 | 13 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| 10-14 | Female | 56 | 0 | 17 | 39 | 56 | 0 | 3 | 0 | 1 | 2 | 53 |
| | Male | 65 | 0 | 21 | 44 | 65 | 0 | 3 | 0 | 0 | 3 | 62 |
| 15 | Female | 33 | 0 | 8 | 25 | 33 | 0 | 3 | 0 | 1 | 2 | 30 |
| | Male | 17 | 0 | 5 | 12 | 17 | 0 | 1 | 0 | 0 | 1 | 16 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 31 | 0 | 3 | 28 | 31 | 0 | 2 | 2 | 0 | 0 | 29 |
| | Male | 27 | 0 | 5 | 22 | 27 | 0 | 2 | 1 | 1 | 0 | 25 |
| 17 | Female | 26 | 0 | 2 | 24 | 26 | 0 | 0 | 0 | 0 | 0 | 26 |
| | Male | 34 | 0 | 7 | 27 | 34 | 0 | 2 | 0 | 0 | 2 | 32 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18 | Female | 19 | 0 | 2 | 17 | 19 | 0 | 1 | 0 | 1 | 0 | 18 |
| | Male | 20 | 0 | 4 | 16 | 20 | 0 | 0 | 0 | 0 | 0 | 20 |
| 19 | Female | 11 | 0 | 4 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Male | 14 | 0 | 4 | 10 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| 20 | Female | 10 | 0 | 3 | 7 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| | Male | 16 | 0 | 6 | 10 | 16 | 0 | 1 | 0 | 0 | 1 | 15 |
| 21 | Female | 11 | 0 | 4 | 7 | 11 | 0 | 2 | 0 | 1 | 1 | 9 |
| | Male | 10 | 0 | 2 | 8 | 10 | 0 | 1 | 0 | 0 | 1 | 9 |

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 | | | | |
|-----------------------------|------------|-------------------|-------|--------|--------------------|-------------------|-----------------|------------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 22-24 | Female | 20 | 0 | 4 | 16 | 20 | 0 | 3 | 0 | 1 | 2 | 17 |
| | Male | 21 | 0 | 4 | 17 | 21 | 0 | 3 | 1 | 1 | 1 | 18 |
| 25-29 | Female | 39 | 0 | 9 | 30 | 39 | 0 | 6 | 0 | 2 | 4 | 33 |
| | Male | 37 | 0 | 5 | 32 | 37 | 0 | 2 | 1 | 1 | 0 | 35 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | Female | 26 | 0 | 7 | 19 | 26 | 0 | 2 | 0 | 1 | 1 | 24 |
| | Male | 25 | 0 | 7 | 18 | 25 | 0 | 3 | 1 | 1 | 1 | 22 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 35-39 | Female | 23 | 0 | 4 | 19 | 23 | 0 | 2 | 0 | 1 | 1 | 21 |
| | Male | 14 | 0 | 3 | 11 | 14 | 0 | 3 | 1 | 2 | 0 | 11 |
| 40-44 | Female | 28 | 0 | 2 | 26 | 28 | 0 | 0 | 0 | 0 | 0 | 28 |
| | Male | 10 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Female | 32 | 0 | 8 | 24 | 32 | 0 | 5 | 0 | 2 | 3 | 27 |
| | Male | 19 | 0 | 9 | 10 | 19 | 0 | 2 | 0 | 1 | 1 | 17 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 50-54 | Female | 29 | 0 | 4 | 25 | 29 | 0 | 4 | 0 | 1 | 3 | 25 |
| | Male | 9 | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 55-59 | Female | 29 | 0 | 12 | 17 | 29 | 0 | 7 | 1 | 1 | 5 | 22 |
| | Male | 9 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 60-64 | Female | 13 | 0 | 3 | 10 | 13 | 0 | 3 | 0 | 1 | 2 | 10 |
| | Male | 11 | 0 | 5 | 6 | 11 | 0 | 3 | 0 | 1 | 2 | 8 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | Female | 10 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 70-74 | Female | 16 | 0 | 2 | 14 | 16 | 0 | 1 | 0 | 1 | 0 | 15 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 75-79 | Female | 20 | 0 | 3 | 17 | 20 | 0 | 1 | 0 | 0 | 1 | 19 |
| | Male | 7 | 0 | 3 | 4 | 7 | 0 | 1 | 1 | 0 | 0 | 6 |
| 80-84 | Female | 20 | 0 | 8 | 12 | 20 | 0 | 6 | 2 | 1 | 3 | 14 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 85-89 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 90-94 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 95-98 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | Female | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Male | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 0 | 1 | 0 | 11 |
| | Not Stated | 62 | 0 | 6 | 56 | 62 | 0 | 0 | 0 | 0 | 0 | 62 |

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 | | | | |
|---------------------------------|------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------|-----------|-----------|--------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | | |
| TOTALS | | 1,253 | 0 | 265 | 988 | 1,253 | 0 | 94 | 11 | 36 | 47 | 1,159 |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 4 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 8 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 21 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 25-29 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 35-39 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 65-69 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 75-79 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 85-89 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 17 | 0 | 17 | 0 | 17 | 0 | 17 | 2 | 13 | 2 | 0 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 3 | 1 | 0 |
| 15 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 30-34 | Female | 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 |
| 40-44 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 45-49 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 50-54 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 |
| 55-59 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| Unknown | Not Stated | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| TOTALS | | 23 | 1 | 22 | 0 | 23 | 1 | 22 | 1 | 12 | 9 | 0 |

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 | | | | |
|---|-------|--------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|----------|-----------|----------|----------|
| | | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Arlington Hts | | | | | | | | | | | | | |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 21 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Crossing - With Signal | 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 75-79 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 85-89 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Entering/Leaving/Crossing Unspecified Location | 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Other | 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 25-29 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Playing in Roadway | 4 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding against Traffic | 35-39 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Working in Roadway | 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Unknown | 8 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 75-79 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 17 | 0 | 17 | 0 | 17 | 0 | 17 | 2 | 13 | 2 | 0 |

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 | | | | | |
|--|-------------------|------------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|-----------|----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| Arlington Hts | | | | | | | | | | | | | |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 16 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | |
| | 50-54 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| | 55-59 | Male | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | |
| Crossing - With Signal | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| | 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| | 50-54 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| | | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | |
| | 55-59 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| Other | 15 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| | 55-59 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| | Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Walking/Riding against Traffic | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| | Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| Unknown | 10-14 | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | |
| | 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | |
| | 35-39 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | |
| TOTALS | | | 23 | 1 | 22 | 0 | 23 | 1 | 22 | 1 | 12 | 9 | 0 |