

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Cahokia | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 241 | 3 | 49 | 189 | 439 | 3 | 73 | 20 | 22 | 31 | 550 |
| Fog/Smoke/Haze | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 4 |
| Rain | 29 | 0 | 4 | 25 | 55 | 0 | 11 | 3 | 6 | 2 | 60 |
| Severe Cross Wind | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sleet/Hail | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Snow | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| Unknown | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 1 | 1 | 0 | 4 |
| Pedestrian | 7 | 1 | 6 | 0 | 7 | 1 | 6 | 4 | 1 | 1 | 10 |
| Pedalcyclist | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 |
| Animal | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Fixed object | 41 | 0 | 7 | 34 | 41 | 0 | 12 | 5 | 6 | 1 | 45 |
| Other object | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other non collision | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| Parked motor vehicle | 40 | 0 | 1 | 39 | 81 | 0 | 1 | 0 | 1 | 0 | 53 |
| Rear end | 62 | 0 | 11 | 51 | 131 | 0 | 21 | 4 | 3 | 14 | 165 |
| Head on | 3 | 1 | 1 | 1 | 6 | 1 | 3 | 0 | 2 | 1 | 4 |
| Sideswipe same direction | 10 | 0 | 2 | 8 | 21 | 0 | 2 | 0 | 2 | 0 | 33 |
| Sideswipe opposite direction | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 10 |
| Angle | 38 | 1 | 8 | 29 | 76 | 1 | 17 | 3 | 5 | 9 | 97 |
| Turning | 64 | 0 | 14 | 50 | 130 | 0 | 19 | 6 | 5 | 8 | 198 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| CLASS OF CITY | | | | | | | | | | | |
| 10,000 TO 25,000 | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 220 | 3 | 45 | 172 | 405 | 3 | 67 | 20 | 19 | 28 | 515 |
| Ice | 4 | 0 | 1 | 3 | 5 | 0 | 1 | 0 | 1 | 0 | 5 |
| Snow or Slush | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Wet | 38 | 0 | 6 | 32 | 70 | 0 | 13 | 3 | 7 | 3 | 78 |
| Unknown | 17 | 0 | 2 | 15 | 30 | 0 | 4 | 0 | 1 | 3 | 31 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |

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|----------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Cahokia | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 11 | 0 | 1 | 10 | 15 | 0 | 1 | 0 | 1 | 0 | 19 |
| State Numbered Urban | 138 | 2 | 29 | 107 | 270 | 2 | 47 | 16 | 10 | 21 | 348 |
| Unmarked Highway Urban | 6 | 1 | 1 | 4 | 10 | 1 | 1 | 0 | 0 | 1 | 9 |
| City Streets Urban | 125 | 0 | 23 | 102 | 216 | 0 | 36 | 7 | 17 | 12 | 254 |
| Unmarked Highway Rural | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 32 | 0 | 10 | 22 | 56 | 0 | 13 | 7 | 4 | 2 | 60 |
| Monday | 44 | 0 | 5 | 39 | 79 | 0 | 8 | 2 | 1 | 5 | 137 |
| Tuesday | 35 | 0 | 10 | 25 | 66 | 0 | 16 | 4 | 4 | 8 | 66 |
| Wednesday | 42 | 2 | 7 | 33 | 83 | 2 | 16 | 3 | 7 | 6 | 92 |
| Thursday | 34 | 0 | 7 | 27 | 65 | 0 | 10 | 1 | 2 | 7 | 73 |
| Friday | 49 | 1 | 10 | 38 | 83 | 1 | 15 | 5 | 5 | 5 | 107 |
| Saturday | 45 | 0 | 5 | 40 | 81 | 0 | 7 | 1 | 5 | 1 | 97 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |

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| Cahokia | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 1 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 AM | 5 | 0 | 1 | 4 | 9 | 0 | 1 | 0 | 1 | 0 | 9 |
| 3 AM | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 5 |
| 4 AM | 6 | 0 | 1 | 5 | 7 | 0 | 1 | 1 | 0 | 0 | 7 |
| 5 AM | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 5 |
| 6 AM | 9 | 0 | 2 | 7 | 17 | 0 | 2 | 1 | 0 | 1 | 17 |
| 7 AM | 12 | 0 | 2 | 10 | 22 | 0 | 2 | 0 | 2 | 0 | 30 |
| 8 AM | 15 | 0 | 3 | 12 | 26 | 0 | 3 | 0 | 1 | 2 | 28 |
| 9 AM | 10 | 0 | 2 | 8 | 19 | 0 | 4 | 0 | 2 | 2 | 21 |
| 10 AM | 14 | 0 | 3 | 11 | 26 | 0 | 5 | 0 | 2 | 3 | 29 |
| 11 AM | 18 | 0 | 1 | 17 | 34 | 0 | 1 | 0 | 1 | 0 | 46 |
| Noon | 20 | 0 | 7 | 13 | 35 | 0 | 13 | 5 | 1 | 7 | 44 |
| 1 PM | 11 | 0 | 1 | 10 | 22 | 0 | 1 | 0 | 1 | 0 | 27 |
| 2 PM | 25 | 1 | 5 | 19 | 46 | 1 | 8 | 3 | 4 | 1 | 48 |
| 3 PM | 18 | 0 | 4 | 14 | 38 | 0 | 10 | 1 | 2 | 7 | 70 |
| 4 PM | 20 | 0 | 3 | 17 | 38 | 0 | 5 | 1 | 1 | 3 | 43 |
| 5 PM | 20 | 0 | 5 | 15 | 39 | 0 | 8 | 3 | 2 | 3 | 48 |
| 6 PM | 13 | 1 | 2 | 10 | 23 | 1 | 2 | 1 | 1 | 0 | 31 |
| 7 PM | 17 | 0 | 4 | 13 | 30 | 0 | 5 | 1 | 1 | 3 | 37 |
| 8 PM | 8 | 0 | 0 | 8 | 14 | 0 | 0 | 0 | 0 | 0 | 16 |
| 9 PM | 11 | 1 | 3 | 7 | 23 | 1 | 4 | 0 | 2 | 2 | 26 |
| 10 PM | 11 | 0 | 1 | 10 | 17 | 0 | 1 | 1 | 0 | 0 | 21 |
| 11 PM | 8 | 0 | 3 | 5 | 11 | 0 | 8 | 4 | 4 | 0 | 16 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 37 | 2 | 8 | 27 | 64 | 2 | 14 | 6 | 6 | 2 | 68 |
| Darkness, Lighted Road | 40 | 0 | 8 | 32 | 69 | 0 | 9 | 3 | 3 | 3 | 86 |
| Dawn | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Daylight | 190 | 1 | 35 | 154 | 357 | 1 | 57 | 13 | 18 | 26 | 454 |
| Dusk | 8 | 0 | 3 | 5 | 14 | 0 | 5 | 1 | 1 | 3 | 15 |
| Unknown | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |

IL DEPT OF TRANSPORTATION
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 ACCUMULATED TOTALS

03/10/2008
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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 |
| Cahokia | | | | | | | | | | | |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Debris on Roadway | 9 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 22 |
| No Defects | 145 | 3 | 50 | 92 | 253 | 3 | 80 | 21 | 26 | 33 | 284 |
| Rut, Holes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 125 | 0 | 4 | 121 | 239 | 0 | 5 | 2 | 2 | 1 | 321 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 12 | 0 | 3 | 9 | 16 | 0 | 3 | 1 | 1 | 1 | 16 |
| No Controls | 159 | 3 | 30 | 126 | 281 | 3 | 49 | 13 | 20 | 16 | 301 |
| No Passing | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 14 |
| RR Crossing Gate | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| Stop Sign/Flasher | 31 | 0 | 5 | 26 | 60 | 0 | 11 | 3 | 3 | 5 | 111 |
| Traffic Signal | 68 | 0 | 14 | 54 | 137 | 0 | 20 | 6 | 3 | 11 | 174 |
| Yield | 4 | 0 | 1 | 3 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 28 | 0 | 4 | 24 | 58 | 0 | 7 | 1 | 0 | 6 | 70 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 11 | 0 | 4 | 7 | 21 | 0 | 5 | 0 | 1 | 4 | 26 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 12 | 1 | 3 | 8 | 23 | 1 | 4 | 2 | 1 | 1 | 29 |
| Intersection of Ramp and Other Roadway | 8 | 0 | 1 | 7 | 16 | 0 | 1 | 0 | 0 | 1 | 29 |
| Not Applicable | 219 | 2 | 41 | 176 | 388 | 2 | 67 | 20 | 26 | 21 | 470 |
| Railroad Crossing | 3 | 0 | 1 | 2 | 7 | 0 | 1 | 0 | 0 | 1 | 8 |
| TOTALS | 281 | 3 | 54 | 224 | 513 | 3 | 85 | 23 | 28 | 34 | 632 |

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|---------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Cahokia | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defect | 212 | 4 | 72 | 136 | 212 | 1 | 62 | 13 | 20 | 29 | 247 |
| Trailer Coupling | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 299 | 1 | 21 | 277 | 299 | 1 | 15 | 6 | 5 | 4 | 382 |
| TOTALS | 513 | 5 | 94 | 414 | 513 | 2 | 77 | 19 | 25 | 33 | 631 |
| VEHICLE TYPE | | | | | | | | | | | |
| ATV | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| Bus over 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 32 |
| Motor Driven Cycle | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Motorcycle (over 150cc) | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 1 |
| Passenger | 311 | 2 | 57 | 252 | 311 | 1 | 57 | 15 | 20 | 22 | 375 |
| Pickup | 78 | 1 | 14 | 63 | 78 | 0 | 3 | 1 | 1 | 1 | 89 |
| SUV | 45 | 0 | 8 | 37 | 45 | 0 | 5 | 2 | 1 | 2 | 51 |
| Tractor with Semi-Trailer | 5 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Truck Single Unit | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Van/Mini-Van | 40 | 1 | 7 | 32 | 40 | 0 | 8 | 0 | 2 | 6 | 47 |
| Unknown | 23 | 0 | 3 | 20 | 23 | 0 | 2 | 0 | 0 | 2 | 25 |
| TOTALS | 513 | 5 | 94 | 414 | 513 | 2 | 77 | 19 | 25 | 33 | 631 |

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Cahokia | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 10 | 1 | 2 | 7 | 10 | 1 | 0 | 0 | 0 | 0 | 9 |
| Asleep/Fainted | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 1 | 0 | 0 |
| Drug Impaired | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fatigued | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Illness | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Medicated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Normal | 405 | 3 | 79 | 323 | 405 | 0 | 42 | 13 | 11 | 18 | 363 |
| Other/Unknown | 46 | 1 | 6 | 39 | 46 | 1 | 2 | 1 | 1 | 0 | 43 |
| TOTALS | 471 | 5 | 93 | 373 | 471 | 2 | 49 | 16 | 15 | 18 | 420 |

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City Summary

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

| Cahokia | DRIVER AGE/GENDER | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|---------|-------------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| 15 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 1 | 0 | 0 | 5 |
| 17 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18 | Female | 9 | 0 | 3 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 2 | 1 | 0 | 1 | 6 |
| 19 | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Male | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 20 | Female | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 21 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22-24 | Female | 19 | 0 | 4 | 15 | 19 | 0 | 3 | 1 | 0 | 2 | 16 |
| | Male | 14 | 0 | 1 | 13 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| 25-29 | Female | 21 | 1 | 3 | 17 | 21 | 0 | 0 | 0 | 0 | 0 | 21 |
| | Male | 28 | 0 | 4 | 24 | 28 | 0 | 0 | 0 | 0 | 0 | 28 |
| 30-34 | Female | 19 | 0 | 3 | 16 | 19 | 0 | 3 | 0 | 1 | 2 | 16 |
| | Male | 25 | 0 | 7 | 18 | 25 | 0 | 4 | 0 | 1 | 3 | 21 |
| 35-39 | Female | 18 | 0 | 4 | 14 | 18 | 0 | 4 | 2 | 0 | 2 | 14 |
| | Male | 18 | 1 | 3 | 14 | 18 | 1 | 2 | 1 | 1 | 0 | 15 |
| 40-44 | Female | 19 | 0 | 3 | 16 | 19 | 0 | 2 | 0 | 1 | 1 | 17 |
| | Male | 29 | 0 | 5 | 24 | 29 | 0 | 1 | 0 | 0 | 1 | 28 |
| 45-49 | Female | 13 | 0 | 6 | 7 | 13 | 0 | 5 | 3 | 2 | 0 | 8 |
| | Male | 27 | 0 | 10 | 17 | 27 | 0 | 5 | 3 | 1 | 1 | 22 |
| 50-54 | Female | 12 | 1 | 2 | 9 | 12 | 0 | 2 | 0 | 1 | 1 | 10 |
| | Male | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 0 | 1 | 0 | 11 |
| 55-59 | Female | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 1 | 0 | 0 | 11 |
| | Male | 9 | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 60-64 | Female | 7 | 0 | 3 | 4 | 7 | 0 | 2 | 0 | 0 | 2 | 5 |
| | Male | 10 | 0 | 3 | 7 | 10 | 0 | 2 | 0 | 1 | 1 | 8 |
| 65-69 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| | Male | 10 | 0 | 2 | 8 | 10 | 0 | 1 | 0 | 0 | 1 | 9 |
| 70-74 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| 75-79 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 80-84 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 4 | 1 | 2 | 1 | 4 | 1 | 1 | 0 | 1 | 0 | 2 |
| 85-89 | Female | 2 | 1 | 1 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Cahokia | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 90-94 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Not Stated | 32 | 0 | 2 | 30 | 32 | 0 | 0 | 0 | 0 | 0 | 32 |
| TOTALS | | 471 | 5 | 93 | 373 | 471 | 2 | 49 | 16 | 15 | 18 | 420 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 3 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 7 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 8 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10-14 | Female | 15 | 0 | 3 | 12 | 15 | 0 | 1 | 0 | 0 | 1 | 14 |
| | Male | 18 | 0 | 7 | 11 | 18 | 0 | 1 | 0 | 0 | 1 | 17 |
| 15 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 6 | 0 | 5 | 1 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| 16 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 18 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Not Stated | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 21 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |

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|------------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|-----------|------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 25-29 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 8 | 0 | 3 | 5 | 8 | 0 | 2 | 0 | 0 | 2 | 6 |
| 30-34 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 2 | 1 | 0 | 1 | 6 |
| 35-39 | Female | 11 | 0 | 2 | 9 | 11 | 0 | 2 | 1 | 0 | 1 | 9 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 40-44 | Female | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 0 | 2 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 45-49 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 50-54 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 55-59 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 75-79 | Female | 5 | 1 | 1 | 3 | 5 | 0 | 2 | 0 | 2 | 0 | 3 |
| 80-84 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Not Stated | 9 | 0 | 2 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| TOTALS | | 239 | 1 | 58 | 180 | 239 | 0 | 28 | 3 | 10 | 15 | 211 |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 25-29 | Male | 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 |
| 35-39 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 40-44 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 75-79 | Male | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| TOTALS | | 8 | 1 | 7 | 0 | 8 | 1 | 6 | 4 | 1 | 1 | 1 |

