

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

02/28/2008
 Page 1 of 11

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 518 | 1 | 117 | 400 | 997 | 1 | 164 | 15 | 79 | 70 | 1,115 |
| Fog/Smoke/Haze | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Rain | 61 | 0 | 11 | 50 | 119 | 0 | 20 | 1 | 5 | 14 | 149 |
| Severe Cross Wind | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| Sleet/Hail | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow | 54 | 0 | 5 | 49 | 104 | 0 | 7 | 0 | 5 | 2 | 120 |
| Unknown | 26 | 0 | 4 | 22 | 46 | 0 | 6 | 2 | 2 | 2 | 55 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 6 | 0 | 4 | 2 | 6 | 0 | 4 | 1 | 3 | 0 | 4 |
| Pedestrian | 8 | 1 | 7 | 0 | 9 | 1 | 7 | 0 | 3 | 4 | 12 |
| Pedalcyclist | 14 | 0 | 14 | 0 | 14 | 0 | 16 | 3 | 9 | 4 | 17 |
| Animal | 15 | 0 | 2 | 13 | 15 | 0 | 3 | 0 | 3 | 0 | 14 |
| Fixed object | 47 | 0 | 8 | 39 | 48 | 0 | 8 | 1 | 6 | 1 | 73 |
| Other object | 7 | 0 | 1 | 6 | 8 | 0 | 1 | 1 | 0 | 0 | 8 |
| Other non collision | 3 | 0 | 3 | 0 | 4 | 0 | 3 | 1 | 2 | 0 | 2 |
| Parked motor vehicle | 96 | 0 | 2 | 94 | 201 | 0 | 2 | 2 | 0 | 0 | 130 |
| Rear end | 183 | 0 | 42 | 141 | 388 | 0 | 65 | 0 | 17 | 48 | 464 |
| Head on | 3 | 0 | 1 | 2 | 6 | 0 | 2 | 0 | 2 | 0 | 7 |
| Sideswipe same direction | 35 | 0 | 7 | 28 | 75 | 0 | 8 | 1 | 5 | 2 | 92 |
| Sideswipe opposite direction | 11 | 0 | 0 | 11 | 23 | 0 | 0 | 0 | 0 | 0 | 35 |
| Angle | 62 | 0 | 16 | 46 | 124 | 0 | 25 | 2 | 17 | 6 | 149 |
| Turning | 173 | 0 | 30 | 143 | 351 | 0 | 53 | 6 | 24 | 23 | 441 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| CLASS OF CITY | | | | | | | | | | | |
| 25,000 TO 50,000 | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 490 | 1 | 111 | 378 | 945 | 1 | 155 | 15 | 75 | 65 | 1,067 |
| Ice | 16 | 0 | 2 | 14 | 30 | 0 | 2 | 0 | 1 | 1 | 38 |
| Sand, Mud, Dirt | 2 | 0 | 1 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 3 |
| Snow or Slush | 47 | 0 | 4 | 43 | 86 | 0 | 6 | 0 | 5 | 1 | 95 |
| Wet | 88 | 0 | 15 | 73 | 174 | 0 | 24 | 1 | 8 | 15 | 206 |
| Unknown | 21 | 0 | 4 | 17 | 36 | 0 | 9 | 1 | 2 | 6 | 41 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |

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|----------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Urban | 256 | 1 | 61 | 194 | 513 | 1 | 96 | 9 | 39 | 48 | 582 |
| Unmarked Highway Urban | 23 | 0 | 10 | 13 | 49 | 0 | 20 | 0 | 6 | 14 | 59 |
| City Streets Urban | 385 | 0 | 66 | 319 | 712 | 0 | 81 | 9 | 46 | 26 | 809 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 86 | 0 | 19 | 67 | 167 | 0 | 33 | 3 | 23 | 7 | 178 |
| Monday | 82 | 0 | 19 | 63 | 158 | 0 | 26 | 3 | 9 | 14 | 161 |
| Tuesday | 84 | 0 | 20 | 64 | 163 | 0 | 31 | 1 | 11 | 19 | 182 |
| Wednesday | 92 | 1 | 23 | 68 | 172 | 1 | 32 | 2 | 12 | 18 | 174 |
| Thursday | 95 | 0 | 14 | 81 | 188 | 0 | 20 | 1 | 13 | 6 | 227 |
| Friday | 112 | 0 | 23 | 89 | 212 | 0 | 29 | 3 | 10 | 16 | 253 |
| Saturday | 113 | 0 | 19 | 94 | 214 | 0 | 26 | 5 | 13 | 8 | 275 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 14 | 0 | 5 | 9 | 22 | 0 | 6 | 0 | 6 | 0 | 27 |
| 1 AM | 9 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 14 |
| 2 AM | 5 | 0 | 0 | 5 | 11 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3 AM | 9 | 0 | 1 | 8 | 18 | 0 | 1 | 1 | 0 | 0 | 25 |
| 4 AM | 4 | 0 | 2 | 2 | 5 | 0 | 2 | 0 | 2 | 0 | 4 |
| 5 AM | 12 | 0 | 1 | 11 | 20 | 0 | 1 | 0 | 0 | 1 | 21 |
| 6 AM | 11 | 0 | 5 | 6 | 21 | 0 | 8 | 0 | 1 | 7 | 16 |
| 7 AM | 40 | 0 | 8 | 32 | 78 | 0 | 11 | 0 | 3 | 8 | 89 |
| 8 AM | 42 | 0 | 8 | 34 | 80 | 0 | 12 | 2 | 8 | 2 | 77 |
| 9 AM | 28 | 0 | 4 | 24 | 60 | 0 | 9 | 0 | 1 | 8 | 59 |
| 10 AM | 26 | 0 | 8 | 18 | 52 | 0 | 12 | 2 | 5 | 5 | 50 |
| 11 AM | 25 | 0 | 1 | 24 | 49 | 0 | 1 | 0 | 0 | 1 | 64 |
| Noon | 39 | 0 | 8 | 31 | 75 | 0 | 10 | 2 | 5 | 3 | 95 |
| 1 PM | 37 | 0 | 8 | 29 | 74 | 0 | 8 | 2 | 4 | 2 | 94 |
| 2 PM | 45 | 0 | 10 | 35 | 85 | 0 | 13 | 0 | 6 | 7 | 109 |
| 3 PM | 52 | 0 | 13 | 39 | 102 | 0 | 30 | 2 | 14 | 14 | 134 |
| 4 PM | 46 | 0 | 11 | 35 | 88 | 0 | 14 | 0 | 8 | 6 | 94 |
| 5 PM | 57 | 0 | 9 | 48 | 113 | 0 | 12 | 2 | 3 | 7 | 131 |
| 6 PM | 40 | 0 | 7 | 33 | 81 | 0 | 10 | 0 | 2 | 8 | 100 |
| 7 PM | 37 | 0 | 8 | 29 | 72 | 0 | 12 | 4 | 4 | 4 | 82 |
| 8 PM | 23 | 0 | 3 | 20 | 42 | 0 | 4 | 0 | 4 | 0 | 38 |
| 9 PM | 23 | 0 | 2 | 21 | 41 | 0 | 2 | 0 | 1 | 1 | 45 |
| 10 PM | 23 | 0 | 10 | 13 | 40 | 0 | 11 | 1 | 7 | 3 | 48 |
| 11 PM | 17 | 1 | 5 | 11 | 27 | 1 | 8 | 0 | 7 | 1 | 28 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |

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|---|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 85 | 1 | 14 | 70 | 150 | 1 | 16 | 1 | 11 | 4 | 164 |
| Darkness, Lighted Road | 93 | 0 | 26 | 67 | 174 | 0 | 37 | 6 | 18 | 13 | 170 |
| Dawn | 10 | 0 | 1 | 9 | 20 | 0 | 2 | 0 | 0 | 2 | 19 |
| Daylight | 445 | 0 | 88 | 357 | 875 | 0 | 129 | 10 | 58 | 61 | 1,029 |
| Dusk | 18 | 0 | 5 | 13 | 33 | 0 | 7 | 0 | 2 | 5 | 42 |
| Unknown | 13 | 0 | 3 | 10 | 22 | 0 | 6 | 1 | 2 | 3 | 26 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 32 | 0 | 13 | 19 | 66 | 0 | 18 | 2 | 6 | 10 | 59 |
| Maintenance Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Defects | 335 | 1 | 109 | 225 | 637 | 1 | 159 | 14 | 71 | 74 | 712 |
| Unknown | 296 | 0 | 15 | 281 | 569 | 0 | 20 | 2 | 14 | 4 | 677 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 19 | 0 | 3 | 16 | 37 | 0 | 3 | 0 | 2 | 1 | 54 |
| No Controls | 332 | 0 | 49 | 283 | 629 | 0 | 64 | 4 | 37 | 23 | 677 |
| No Passing | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Other Regualtory Sign | 4 | 0 | 3 | 1 | 8 | 0 | 3 | 2 | 1 | 0 | 4 |
| Other Warning Sign | 3 | 0 | 1 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 2 |
| Police/Flagman | 3 | 0 | 2 | 1 | 6 | 0 | 4 | 0 | 3 | 1 | 3 |
| Stop Sign/Flasher | 98 | 0 | 23 | 75 | 183 | 0 | 32 | 4 | 13 | 15 | 230 |
| Traffic Signal | 195 | 1 | 55 | 139 | 391 | 1 | 87 | 7 | 32 | 48 | 465 |
| Unknown | 8 | 0 | 1 | 7 | 12 | 0 | 3 | 1 | 2 | 0 | 10 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 27 | 0 | 5 | 22 | 56 | 0 | 6 | 1 | 5 | 0 | 71 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 46 | 0 | 12 | 34 | 95 | 0 | 20 | 1 | 8 | 11 | 106 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 19 | 0 | 5 | 14 | 38 | 0 | 6 | 2 | 2 | 2 | 48 |
| Not Applicable | 572 | 1 | 115 | 456 | 1,085 | 1 | 165 | 14 | 76 | 75 | 1,225 |
| TOTALS | 664 | 1 | 137 | 526 | 1,274 | 1 | 197 | 18 | 91 | 88 | 1,450 |

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|----------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 2 |
| No Defect | 606 | 1 | 215 | 390 | 606 | 0 | 156 | 13 | 73 | 70 | 674 |
| Restraint System | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tires | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Windows | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 7 |
| Unknown | 660 | 0 | 38 | 622 | 660 | 0 | 16 | 2 | 6 | 8 | 766 |
| TOTALS | 1,274 | 1 | 255 | 1,018 | 1,274 | 0 | 174 | 15 | 79 | 80 | 1,450 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 13 |
| Bus up to 15 Passengers | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 20 |
| Motor Driven Cycle | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| Motorcycle (over 150cc) | 12 | 0 | 9 | 3 | 12 | 0 | 8 | 2 | 6 | 0 | 7 |
| Other Vehicle with Trailer | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Passenger | 789 | 1 | 164 | 624 | 789 | 0 | 119 | 6 | 57 | 56 | 876 |
| Pickup | 117 | 0 | 14 | 103 | 117 | 0 | 10 | 2 | 4 | 4 | 116 |
| SUV | 130 | 0 | 28 | 102 | 130 | 0 | 16 | 1 | 6 | 9 | 170 |
| Tractor with Semi-Trailer | 16 | 0 | 6 | 10 | 16 | 0 | 0 | 0 | 0 | 0 | 18 |
| Truck Single Unit | 16 | 0 | 1 | 15 | 16 | 0 | 0 | 0 | 0 | 0 | 16 |
| Van/Mini-Van | 125 | 0 | 19 | 106 | 125 | 0 | 13 | 3 | 2 | 8 | 151 |
| Unknown | 56 | 0 | 10 | 46 | 56 | 0 | 4 | 1 | 2 | 1 | 61 |
| TOTALS | 1,274 | 1 | 255 | 1,018 | 1,274 | 0 | 174 | 15 | 79 | 80 | 1,450 |

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|-------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 27 | 0 | 7 | 20 | 27 | 0 | 5 | 0 | 4 | 1 | 22 |
| Asleep/Fainted | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Drug Impaired | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fatigued | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 1 |
| Illness | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Medicated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Normal | 1,005 | 0 | 224 | 781 | 1,005 | 0 | 111 | 8 | 54 | 49 | 894 |
| Other/Unknown | 128 | 1 | 20 | 107 | 128 | 0 | 10 | 3 | 3 | 4 | 118 |
| TOTALS | 1,170 | 1 | 253 | 916 | 1,170 | 0 | 128 | 11 | 63 | 54 | 1,042 |

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|--------------------------|--------|-------------------|-------|--------|--------------------|-------------------|-----------------|------------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 15 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16 | Female | 20 | 0 | 6 | 14 | 20 | 0 | 2 | 0 | 1 | 1 | 18 |
| | Male | 22 | 0 | 3 | 19 | 22 | 0 | 1 | 0 | 1 | 0 | 21 |
| 17 | Female | 18 | 0 | 4 | 14 | 18 | 0 | 3 | 0 | 1 | 2 | 15 |
| | Male | 18 | 0 | 4 | 14 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| 18 | Female | 26 | 0 | 5 | 21 | 26 | 0 | 4 | 0 | 2 | 2 | 22 |
| | Male | 31 | 0 | 6 | 25 | 31 | 0 | 0 | 0 | 0 | 0 | 31 |
| 19 | Female | 16 | 0 | 4 | 12 | 16 | 0 | 3 | 0 | 1 | 2 | 13 |
| | Male | 26 | 0 | 5 | 21 | 26 | 0 | 0 | 0 | 0 | 0 | 26 |
| 20 | Female | 16 | 0 | 5 | 11 | 16 | 0 | 3 | 0 | 3 | 0 | 13 |
| | Male | 19 | 0 | 2 | 17 | 19 | 0 | 0 | 0 | 0 | 0 | 19 |
| 21 | Female | 18 | 0 | 3 | 15 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| | Male | 20 | 0 | 4 | 16 | 20 | 0 | 1 | 0 | 1 | 0 | 19 |
| 22-24 | Female | 37 | 0 | 8 | 29 | 37 | 0 | 7 | 0 | 5 | 2 | 30 |
| | Male | 53 | 1 | 13 | 39 | 53 | 0 | 7 | 3 | 3 | 1 | 46 |
| 25-29 | Female | 58 | 0 | 19 | 39 | 58 | 0 | 11 | 0 | 6 | 5 | 47 |
| | Male | 78 | 0 | 11 | 67 | 78 | 0 | 7 | 0 | 4 | 3 | 71 |
| 30-34 | Female | 50 | 0 | 12 | 38 | 50 | 0 | 6 | 0 | 2 | 4 | 44 |
| | Male | 77 | 0 | 18 | 59 | 77 | 0 | 10 | 0 | 7 | 3 | 67 |
| 35-39 | Female | 35 | 0 | 9 | 26 | 35 | 0 | 6 | 0 | 4 | 2 | 29 |
| | Male | 59 | 0 | 7 | 52 | 59 | 0 | 3 | 0 | 2 | 1 | 56 |
| 40-44 | Female | 53 | 0 | 9 | 44 | 53 | 0 | 3 | 0 | 1 | 2 | 50 |
| | Male | 64 | 0 | 22 | 42 | 64 | 0 | 13 | 1 | 4 | 8 | 51 |
| 45-49 | Female | 30 | 0 | 7 | 23 | 30 | 0 | 5 | 1 | 1 | 3 | 25 |
| | Male | 46 | 0 | 10 | 36 | 46 | 0 | 6 | 1 | 3 | 2 | 40 |
| 50-54 | Female | 18 | 0 | 4 | 14 | 18 | 0 | 3 | 0 | 2 | 1 | 15 |
| | Male | 40 | 0 | 8 | 32 | 40 | 0 | 5 | 0 | 2 | 3 | 35 |
| 55-59 | Female | 40 | 0 | 8 | 32 | 40 | 0 | 3 | 1 | 0 | 2 | 37 |
| | Male | 34 | 0 | 5 | 29 | 34 | 0 | 3 | 1 | 0 | 2 | 31 |
| 60-64 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| | Male | 22 | 0 | 9 | 13 | 22 | 0 | 2 | 0 | 1 | 1 | 20 |
| 65-69 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| 70-74 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 10 | 0 | 3 | 7 | 10 | 0 | 2 | 1 | 1 | 0 | 8 |
| 75-79 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 80-84 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 2 | 1 | 1 | 0 | 4 |

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| Streamwood | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 85-89 | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 95-98 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | 62 | 0 | 7 | 55 | 62 | 0 | 0 | 0 | 0 | 0 | 62 |
| TOTALS | | 1,170 | 1 | 253 | 916 | 1,170 | 0 | 128 | 11 | 63 | 54 | 1,042 |

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| Streamwood | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| | Not Stated | 10 | 0 | 8 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 1 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 2 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 4 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 5 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| 6 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 1 | 1 | 1 |
| 7 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8 | Male | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 1 | 0 | 1 | 4 |
| 9 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 10-14 | Female | 42 | 0 | 10 | 32 | 42 | 0 | 2 | 0 | 0 | 2 | 40 |
| | Male | 18 | 0 | 4 | 14 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| 15 | Female | 19 | 0 | 3 | 16 | 19 | 0 | 3 | 0 | 0 | 3 | 16 |
| | Male | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| 16 | Female | 12 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Male | 19 | 0 | 6 | 13 | 19 | 0 | 1 | 0 | 0 | 1 | 18 |
| 17 | Female | 12 | 0 | 3 | 9 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Male | 10 | 0 | 5 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18 | Female | 11 | 0 | 1 | 10 | 11 | 0 | 1 | 0 | 1 | 0 | 10 |
| | Male | 9 | 0 | 3 | 6 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| 19 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| 21 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22-24 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 25-29 | Female | 14 | 0 | 5 | 9 | 14 | 0 | 3 | 1 | 1 | 1 | 11 |
| | Male | 12 | 0 | 1 | 11 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |

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| | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|------------------------------|------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|----------|-----------|-----------|------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 30-34 | Female | 7 | 0 | 3 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 7 | 0 | 3 | 4 | 7 | 0 | 3 | 0 | 1 | 2 | 4 |
| 35-39 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| 40-44 | Female | 9 | 0 | 3 | 6 | 9 | 0 | 3 | 1 | 1 | 1 | 6 |
| | Male | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 0 | 0 | 2 | 4 |
| 45-49 | Female | 13 | 0 | 5 | 8 | 13 | 0 | 3 | 0 | 0 | 3 | 10 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 50-54 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 55-59 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 60-64 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 65-69 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 70-74 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 75-79 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 80-84 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | Female | 10 | 0 | 3 | 7 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| | Male | 14 | 0 | 8 | 6 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| | Not Stated | 11 | 0 | 2 | 9 | 11 | 0 | 1 | 0 | 0 | 1 | 10 |
| TOTALS | | 454 | 0 | 129 | 325 | 454 | 0 | 46 | 4 | 16 | 26 | 408 |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 30-34 | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 45-49 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 70-74 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 9 | 1 | 8 | 0 | 9 | 1 | 8 | 1 | 3 | 4 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| | | | NUMBER OF CRASHES | | | | | INJURY SEVERITY | | | | | |
|---|------------|------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|----------|----------|----------|----------|
| | | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Streamwood | | | | | | | | | | | | | |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | | |
| 6 | 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 |
| 10-14 | Male | | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 2 | 2 | 0 |
| 16 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 21 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 30-34 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 35-39 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 55-59 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 65-69 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 70-74 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | Not Stated | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 2 | 9 | 4 | 0 |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 30-34 | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 70-74 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Crossing - With Signal | 45-49 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Entering/Leaving/Crossing | 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unspecified Location | Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Other | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Playing/Working on Vehicle | 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Walking/Riding with Traffic | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Unknown | 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 9 | 1 | 8 | 0 | 9 | 1 | 8 | 1 | 3 | 4 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2004 thru 12/31/2004

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | | | |
|--|-------------------|------------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|----------|----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| Streamwood | | | | | | | | | | | | | |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | Unknown | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Crossing - With Signal | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Enter from Drive/Alley | 8 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Other | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 21 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Turning Right | 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding against Traffic | 6 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 10-14 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | 55-59 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding with Traffic | 30-34 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 16 | 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 |
| | 65-69 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | | 15 | 0 | 15 | 0 | 15 | 0 | 15 | 2 | 9 | 4 | 0 |