

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Wood Dale                     | NUMBER OF CRASHES |          |           |                 |                |              |               | INJURY SEVERITY |           |           |            |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|                               | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>WEATHER CONDITION</b>      |                   |          |           |                 |                |              |               |                 |           |           |            |
| Clear                         | 247               | 0        | 46        | 201             | 480            | 0            | 60            | 7               | 37        | 16        | 543        |
| Fog/Smoke/Haze                | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 4          |
| Rain                          | 34                | 0        | 6         | 28              | 66             | 0            | 8             | 2               | 3         | 3         | 77         |
| Sleet/Hail                    | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Snow                          | 18                | 0        | 1         | 17              | 35             | 0            | 1             | 0               | 1         | 0         | 45         |
| Unknown                       | 8                 | 0        | 1         | 7               | 15             | 0            | 2             | 0               | 2         | 0         | 13         |
| <b>TOTALS</b>                 | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>TYPE OF CRASH</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| Overturned                    | 2                 | 0        | 2         | 0               | 2              | 0            | 3             | 1               | 2         | 0         | 1          |
| Pedestrian                    | 3                 | 0        | 3         | 0               | 3              | 0            | 3             | 1               | 2         | 0         | 5          |
| Pedalcyclist                  | 3                 | 0        | 3         | 0               | 3              | 0            | 3             | 0               | 2         | 1         | 5          |
| Animal                        | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Fixed object                  | 27                | 0        | 5         | 22              | 28             | 0            | 6             | 1               | 3         | 2         | 32         |
| Other object                  | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Parked motor vehicle          | 31                | 0        | 1         | 30              | 62             | 0            | 1             | 0               | 1         | 0         | 39         |
| Rear end                      | 95                | 0        | 12        | 83              | 199            | 0            | 15            | 0               | 10        | 5         | 244        |
| Head on                       | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| Sideswipe same direction      | 17                | 0        | 0         | 17              | 34             | 0            | 0             | 0               | 0         | 0         | 41         |
| Sideswipe opposite direction  | 1                 | 0        | 1         | 0               | 2              | 0            | 1             | 0               | 1         | 0         | 1          |
| Angle                         | 44                | 0        | 10        | 34              | 92             | 0            | 14            | 4               | 8         | 2         | 116        |
| Turning                       | 83                | 0        | 17        | 66              | 170            | 0            | 25            | 2               | 14        | 9         | 195        |
| <b>TOTALS</b>                 | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>CLASS OF CITY</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| 10,000 TO 25,000              | 309               | 0        | 54        | 255             | 599            | 0            | 71            | 9               | 43        | 19        | 683        |
| <b>TOTALS</b>                 | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |           |                 |                |              |               |                 |           |           |            |
| Dry                           | 229               | 0        | 43        | 186             | 447            | 0            | 58            | 6               | 36        | 16        | 502        |
| Ice                           | 6                 | 0        | 1         | 5               | 13             | 0            | 1             | 0               | 1         | 0         | 21         |
| Snow or Slush                 | 13                | 0        | 1         | 12              | 23             | 0            | 1             | 0               | 0         | 1         | 23         |
| Wet                           | 57                | 0        | 9         | 48              | 108            | 0            | 11            | 3               | 6         | 2         | 130        |
| Unknown                       | 4                 | 0        | 0         | 4               | 8              | 0            | 0             | 0               | 0         | 0         | 7          |
| <b>TOTALS</b>                 | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>CLASS OF TRAFFICWAY</b>    |                   |          |           |                 |                |              |               |                 |           |           |            |
| Controlled Urban              | 3                 | 0        | 0         | 3               | 6              | 0            | 0             | 0               | 0         | 0         | 6          |
| State Numbered Urban          | 109               | 0        | 18        | 91              | 217            | 0            | 24            | 2               | 18        | 4         | 275        |
| City Streets Urban            | 197               | 0        | 36        | 161             | 376            | 0            | 47            | 7               | 25        | 15        | 402        |
| <b>TOTALS</b>                 | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |

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| Wood Dale          | NUMBER OF CRASHES |          |           |                 |                |              |               | INJURY SEVERITY |           |           |            |
|--------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|                    | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>DAY OF WEEK</b> |                   |          |           |                 |                |              |               |                 |           |           |            |
| Sunday             | 27                | 0        | 4         | 23              | 54             | 0            | 5             | 2               | 2         | 1         | 73         |
| Monday             | 54                | 0        | 11        | 43              | 105            | 0            | 12            | 2               | 4         | 6         | 101        |
| Tuesday            | 43                | 0        | 7         | 36              | 82             | 0            | 9             | 2               | 7         | 0         | 93         |
| Wednesday          | 38                | 0        | 3         | 35              | 76             | 0            | 4             | 1               | 3         | 0         | 87         |
| Thursday           | 41                | 0        | 11        | 30              | 78             | 0            | 16            | 0               | 9         | 7         | 80         |
| Friday             | 67                | 0        | 11        | 56              | 133            | 0            | 15            | 1               | 11        | 3         | 162        |
| Saturday           | 39                | 0        | 7         | 32              | 71             | 0            | 10            | 1               | 7         | 2         | 87         |
| <b>TOTALS</b>      | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>TIME OF DAY</b> |                   |          |           |                 |                |              |               |                 |           |           |            |
| 1 AM               | 4                 | 0        | 0         | 4               | 6              | 0            | 0             | 0               | 0         | 0         | 7          |
| 2 AM               | 2                 | 0        | 1         | 1               | 3              | 0            | 1             | 0               | 1         | 0         | 2          |
| 3 AM               | 3                 | 0        | 1         | 2               | 4              | 0            | 1             | 1               | 0         | 0         | 5          |
| 5 AM               | 2                 | 0        | 2         | 0               | 4              | 0            | 2             | 1               | 1         | 0         | 2          |
| 6 AM               | 7                 | 0        | 0         | 7               | 13             | 0            | 0             | 0               | 0         | 0         | 16         |
| 7 AM               | 22                | 0        | 4         | 18              | 45             | 0            | 7             | 0               | 5         | 2         | 49         |
| 8 AM               | 26                | 0        | 5         | 21              | 53             | 0            | 6             | 1               | 4         | 1         | 50         |
| 9 AM               | 6                 | 0        | 0         | 6               | 11             | 0            | 0             | 0               | 0         | 0         | 11         |
| 10 AM              | 12                | 0        | 4         | 8               | 22             | 0            | 5             | 1               | 1         | 3         | 21         |
| 11 AM              | 13                | 0        | 2         | 11              | 24             | 0            | 3             | 0               | 2         | 1         | 30         |
| Noon               | 10                | 0        | 1         | 9               | 19             | 0            | 1             | 0               | 1         | 0         | 27         |
| 1 PM               | 23                | 0        | 3         | 20              | 46             | 0            | 5             | 2               | 3         | 0         | 64         |
| 2 PM               | 23                | 0        | 2         | 21              | 46             | 0            | 4             | 0               | 3         | 1         | 52         |
| 3 PM               | 25                | 0        | 2         | 23              | 47             | 0            | 2             | 0               | 1         | 1         | 59         |
| 4 PM               | 35                | 0        | 8         | 27              | 69             | 0            | 9             | 1               | 5         | 3         | 77         |
| 5 PM               | 29                | 0        | 7         | 22              | 58             | 0            | 7             | 0               | 6         | 1         | 65         |
| 6 PM               | 22                | 0        | 4         | 18              | 45             | 0            | 9             | 0               | 6         | 3         | 50         |
| 7 PM               | 15                | 0        | 3         | 12              | 29             | 0            | 3             | 0               | 1         | 2         | 34         |
| 8 PM               | 14                | 0        | 3         | 11              | 27             | 0            | 4             | 2               | 2         | 0         | 31         |
| 9 PM               | 7                 | 0        | 0         | 7               | 12             | 0            | 0             | 0               | 0         | 0         | 13         |
| 10 PM              | 5                 | 0        | 1         | 4               | 9              | 0            | 1             | 0               | 1         | 0         | 11         |
| 11 PM              | 4                 | 0        | 1         | 3               | 7              | 0            | 1             | 0               | 0         | 1         | 7          |
| <b>TOTALS</b>      | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |

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|---|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|   | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>LIGHT CONDITION</b>                              |                   |          |           |                 |                |              |               |                 |           |           |            |
| Darkness  | 24                | 0        | 2         | 22              | 43             | 0            | 2             | 1               | 1         | 0         | 49         |
| Darkness, Lighted Road                              | 41                | 0        | 13        | 28              | 76             | 0            | 15            | 4               | 6         | 5         | 92         |
| Dawn  | 2                 | 0        | 0         | 2               | 4              | 0            | 0             | 0               | 0         | 0         | 5          |
| Daylight  | 224               | 0        | 36        | 188             | 441            | 0            | 51            | 4               | 35        | 12        | 503        |
| Dusk  | 13                | 0        | 3         | 10              | 25             | 0            | 3             | 0               | 1         | 2         | 28         |
| Unknown   | 5                 | 0        | 0         | 5               | 10             | 0            | 0             | 0               | 0         | 0         | 6          |
| <b>TOTALS</b>                                       | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>ROAD DEFECTS</b>                                 |                   |          |           |                 |                |              |               |                 |           |           |            |
| Construction Zone                                   | 4                 | 0        | 2         | 2               | 8              | 0            | 5             | 0               | 3         | 2         | 5          |
| Debris on Roadway                                   | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 4          |
| No Defects  | 298               | 0        | 50        | 248             | 575            | 0            | 63            | 9               | 38        | 16        | 661        |
| Unknown   | 6                 | 0        | 2         | 4               | 14             | 0            | 3             | 0               | 2         | 1         | 13         |
| <b>TOTALS</b>                                       | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>TRAFFIC CONTROL</b>                              |                   |          |           |                 |                |              |               |                 |           |           |            |
| Lane Use Marking                                    | 11                | 0        | 2         | 9               | 25             | 0            | 3             | 1               | 2         | 0         | 31         |
| No Controls   | 153               | 0        | 20        | 133             | 283            | 0            | 26            | 3               | 16        | 7         | 305        |
| Other RR Crossing                                   | 2                 | 0        | 2         | 0               | 3              | 0            | 2             | 1               | 0         | 1         | 3          |
| Other Warning Sign                                  | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| RR Crossing Gate                                    | 8                 | 0        | 2         | 6               | 15             | 0            | 3             | 0               | 3         | 0         | 17         |
| Stop Sign/Flasher                                   | 58                | 0        | 15        | 43              | 114            | 0            | 16            | 0               | 9         | 7         | 134        |
| Traffic Signal                                      | 76                | 0        | 13        | 63              | 157            | 0            | 21            | 4               | 13        | 4         | 191        |
| <b>TOTALS</b>                                       | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |
| <b>ROADWAY FEATURE</b>                              |                   |          |           |                 |                |              |               |                 |           |           |            |
| Intersection of Mrked Rts & Pub Rd(Major Arterial)  | 32                | 0        | 3         | 29              | 65             | 0            | 6             | 0               | 5         | 1         | 91         |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 2                 | 0        | 1         | 1               | 4              | 0            | 1             | 0               | 1         | 0         | 3          |
| Not Applicable                                      | 272               | 0        | 49        | 223             | 524            | 0            | 63            | 9               | 37        | 17        | 583        |
| Railroad Crossing                                   | 2                 | 0        | 1         | 1               | 4              | 0            | 1             | 0               | 0         | 1         | 4          |
| Underpass   | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| <b>TOTALS</b>                                       | <b>309</b>        | <b>0</b> | <b>54</b> | <b>255</b>      | <b>599</b>     | <b>0</b>     | <b>71</b>     | <b>9</b>        | <b>43</b> | <b>19</b> | <b>683</b> |

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|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|                              | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>VEHICLE DEFECTS</b>       |                   |          |            |                 |                |              |               |                 |           |           |            |
| Brakes                       | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| No Defect                    | 539               | 0        | 99         | 440             | 539            | 0            | 64            | 7               | 39        | 18        | 615        |
| Tires                        | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Unknown                      | 58                | 0        | 3          | 55              | 58             | 0            | 1             | 1               | 0         | 0         | 66         |
| <b>TOTALS</b>                | <b>599</b>        | <b>0</b> | <b>102</b> | <b>497</b>      | <b>599</b>     | <b>0</b>     | <b>65</b>     | <b>8</b>        | <b>39</b> | <b>18</b> | <b>683</b> |
| <b>VEHICLE TYPE</b>          |                   |          |            |                 |                |              |               |                 |           |           |            |
| Bus over 15 Passengers       | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Bus up to 15 Passengers      | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 3          |
| Other Vehicle with Trailer   | 1                 | 0        | 1          | 0               | 1              | 0            | 1             | 0               | 1         | 0         | 2          |
| Passenger                    | 325               | 0        | 65         | 260             | 325            | 0            | 36            | 4               | 19        | 13        | 387        |
| Pickup                       | 48                | 0        | 5          | 43              | 48             | 0            | 5             | 0               | 4         | 1         | 51         |
| SUV                          | 79                | 0        | 14         | 65              | 79             | 0            | 8             | 0               | 7         | 1         | 85         |
| Tractor with Semi-Trailer    | 23                | 0        | 2          | 21              | 23             | 0            | 0             | 0               | 0         | 0         | 24         |
| Tractor without Semi-Trailer | 2                 | 0        | 0          | 2               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| Truck Single Unit            | 16                | 0        | 1          | 15              | 16             | 0            | 1             | 1               | 0         | 0         | 20         |
| Van/Mini-Van                 | 81                | 0        | 12         | 69              | 81             | 0            | 12            | 3               | 7         | 2         | 86         |
| Unknown                      | 22                | 0        | 2          | 20              | 22             | 0            | 2             | 0               | 1         | 1         | 22         |
| <b>TOTALS</b>                | <b>599</b>        | <b>0</b> | <b>102</b> | <b>497</b>      | <b>599</b>     | <b>0</b>     | <b>65</b>     | <b>8</b>        | <b>39</b> | <b>18</b> | <b>683</b> |

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|-------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
|                         | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C         | O          |
| <b>DRIVER CONDITION</b> |                   |          |            |                    |                   |                 |                  |                 |           |           |            |
| Alcohol Impaired        | 12                | 0        | 4          | 8                  | 12                | 0               | 2                | 0               | 2         | 0         | 10         |
| Had Been Drinking       | 2                 | 0        | 1          | 1                  | 2                 | 0               | 1                | 0               | 0         | 1         | 1          |
| Illness                 | 2                 | 0        | 1          | 1                  | 2                 | 0               | 1                | 0               | 0         | 1         | 1          |
| Normal                  | 506               | 0        | 93         | 413                | 506               | 0               | 47               | 6               | 27        | 14        | 459        |
| Other/Unknown           | 43                | 0        | 2          | 41                 | 43                | 0               | 0                | 0               | 0         | 0         | 43         |
| <b>TOTALS</b>           | <b>565</b>        | <b>0</b> | <b>101</b> | <b>464</b>         | <b>565</b>        | <b>0</b>        | <b>51</b>        | <b>6</b>        | <b>29</b> | <b>16</b> | <b>514</b> |

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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
|                          |        | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A | B | C | O  |
| <b>DRIVER AGE/GENDER</b> |        |                   |       |        |                 |                |              |                 |   |   |   |    |
| 16                       | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
|                          | Male   | 5                 | 0     | 0      | 5               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
| 17                       | Female | 5                 | 0     | 2      | 3               | 5              | 0            | 1               | 0 | 1 | 0 | 4  |
|                          | Male   | 5                 | 0     | 2      | 3               | 5              | 0            | 1               | 0 | 1 | 0 | 4  |
| 18                       | Female | 9                 | 0     | 1      | 8               | 9              | 0            | 0               | 0 | 0 | 0 | 9  |
|                          | Male   | 6                 | 0     | 0      | 6               | 6              | 0            | 0               | 0 | 0 | 0 | 6  |
| 19                       | Female | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3  |
|                          | Male   | 12                | 0     | 1      | 11              | 12             | 0            | 0               | 0 | 0 | 0 | 12 |
| 20                       | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2  |
|                          | Male   | 6                 | 0     | 1      | 5               | 6              | 0            | 0               | 0 | 0 | 0 | 6  |
| 21                       | Female | 5                 | 0     | 1      | 4               | 5              | 0            | 1               | 0 | 0 | 1 | 4  |
|                          | Male   | 5                 | 0     | 2      | 3               | 5              | 0            | 1               | 0 | 1 | 0 | 4  |
| 22-24                    | Female | 17                | 0     | 2      | 15              | 17             | 0            | 2               | 0 | 2 | 0 | 15 |
|                          | Male   | 22                | 0     | 7      | 15              | 22             | 0            | 3               | 1 | 0 | 2 | 19 |
| 25-29                    | Female | 26                | 0     | 4      | 22              | 26             | 0            | 4               | 1 | 2 | 1 | 22 |
|                          | Male   | 37                | 0     | 7      | 30              | 37             | 0            | 2               | 1 | 1 | 0 | 35 |
| 30-34                    | Female | 15                | 0     | 2      | 13              | 15             | 0            | 2               | 0 | 2 | 0 | 13 |
|                          | Male   | 35                | 0     | 8      | 27              | 35             | 0            | 5               | 0 | 2 | 3 | 30 |
| 35-39                    | Female | 24                | 0     | 1      | 23              | 24             | 0            | 0               | 0 | 0 | 0 | 24 |
|                          | Male   | 26                | 0     | 6      | 20              | 26             | 0            | 4               | 0 | 2 | 2 | 22 |
| 40-44                    | Female | 23                | 0     | 3      | 20              | 23             | 0            | 2               | 0 | 1 | 1 | 21 |
|                          | Male   | 35                | 0     | 4      | 31              | 35             | 0            | 1               | 0 | 0 | 1 | 34 |
| 45-49                    | Female | 20                | 0     | 7      | 13              | 20             | 0            | 5               | 1 | 3 | 1 | 15 |
|                          | Male   | 38                | 0     | 3      | 35              | 38             | 0            | 2               | 0 | 2 | 0 | 36 |
| 50-54                    | Female | 14                | 0     | 2      | 12              | 14             | 0            | 0               | 0 | 0 | 0 | 14 |
|                          | Male   | 26                | 0     | 5      | 21              | 26             | 0            | 3               | 1 | 1 | 1 | 23 |
| 55-59                    | Female | 11                | 0     | 3      | 8               | 11             | 0            | 2               | 0 | 1 | 1 | 9  |
|                          | Male   | 26                | 0     | 5      | 21              | 26             | 0            | 0               | 0 | 0 | 0 | 26 |
| 60-64                    | Female | 8                 | 0     | 1      | 7               | 8              | 0            | 0               | 0 | 0 | 0 | 8  |
|                          | Male   | 12                | 0     | 2      | 10              | 12             | 0            | 0               | 0 | 0 | 0 | 12 |
| 65-69                    | Female | 10                | 0     | 2      | 8               | 10             | 0            | 1               | 0 | 0 | 1 | 9  |
|                          | Male   | 16                | 0     | 5      | 11              | 16             | 0            | 3               | 0 | 2 | 1 | 13 |
| 70-74                    | Female | 7                 | 0     | 3      | 4               | 7              | 0            | 3               | 0 | 3 | 0 | 4  |
|                          | Male   | 8                 | 0     | 3      | 5               | 8              | 0            | 1               | 0 | 1 | 0 | 7  |
| 75-79                    | Female | 4                 | 0     | 1      | 3               | 4              | 0            | 1               | 1 | 0 | 0 | 3  |
|                          | Male   | 5                 | 0     | 2      | 3               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
| 80-84                    | Female | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3  |
|                          | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2  |
| 85-89                    | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 90-94                    | Female | 1                 | 0     | 1      | 0               | 1              | 0            | 1               | 0 | 1 | 0 | 0  |

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City Summary

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

| Wood Dale                |            | NUMBER OF CRASHES |          |            |                 |                | INJURY SEVERITY |               |          |           |           |            |
|--------------------------|------------|-------------------|----------|------------|-----------------|----------------|-----------------|---------------|----------|-----------|-----------|------------|
|                          |            | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A        | B         | C         | O          |
| <b>DRIVER AGE/GENDER</b> |            |                   |          |            |                 |                |                 |               |          |           |           |            |
| 90-94                    | Male       | 1                 | 0        | 0          | 1               | 1              | 0               | 0             | 0        | 0         | 0         | 1          |
| 95-98                    | Male       | 1                 | 0        | 0          | 1               | 1              | 0               | 0             | 0        | 0         | 0         | 1          |
| Unknown                  | Not Stated | 27                | 0        | 2          | 25              | 27             | 0               | 0             | 0        | 0         | 0         | 27         |
| <b>TOTALS</b>            |            | <b>565</b>        | <b>0</b> | <b>101</b> | <b>464</b>      | <b>565</b>     | <b>0</b>        | <b>51</b>     | <b>6</b> | <b>29</b> | <b>16</b> | <b>514</b> |

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City Summary

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| Wood Dale                   |            | NUMBER OF CRASHES |       |        |                 |                | INJURY SEVERITY |               |   |   |   |   |
|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|-----------------|---------------|---|---|---|---|
|                             |            | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A | B | C | O |
| <b>PASSENGER AGE/GENDER</b> |            |                   |       |        |                 |                |                 |               |   |   |   |   |
| 0                           | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
|                             | Male       | 4                 | 0     | 0      | 4               | 4              | 0               | 0             | 0 | 0 | 0 | 4 |
| 2                           | Male       | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 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                           | Male       | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 5                           | Female     | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
|                             | Male       | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 6                           | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
|                             | Male       | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1 | 0 | 1 |
| 7                           | Female     | 3                 | 0     | 2      | 1               | 3              | 0               | 1             | 0 | 1 | 0 | 2 |
|                             | Male       | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 8                           | Male       | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 9                           | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 10-14                       | Female     | 7                 | 0     | 0      | 7               | 7              | 0               | 0             | 0 | 0 | 0 | 7 |
|                             | Male       | 9                 | 0     | 3      | 6               | 9              | 0               | 1             | 0 | 1 | 0 | 8 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 15                          | Female     | 5                 | 0     | 0      | 5               | 5              | 0               | 0             | 0 | 0 | 0 | 5 |
|                             | Male       | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 16                          | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 5                 | 0     | 0      | 5               | 5              | 0               | 0             | 0 | 0 | 0 | 5 |
| 17                          | Female     | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
|                             | Male       | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 18                          | Female     | 5                 | 0     | 0      | 5               | 5              | 0               | 0             | 0 | 0 | 0 | 5 |
|                             | Male       | 1                 | 0     | 1      | 0               | 1              | 0               | 1             | 1 | 0 | 0 | 0 |
| 19                          | Female     | 4                 | 0     | 0      | 4               | 4              | 0               | 0             | 0 | 0 | 0 | 4 |
|                             | Male       | 3                 | 0     | 2      | 1               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
| 20                          | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
|                             | Male       | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
| 21                          | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
| 22-24                       | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 6                 | 0     | 1      | 5               | 6              | 0               | 1             | 0 | 1 | 0 | 5 |
|                             | Not Stated | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 25-29                       | Female     | 7                 | 0     | 2      | 5               | 7              | 0               | 1             | 0 | 1 | 0 | 6 |
|                             | Male       | 10                | 0     | 2      | 8               | 10             | 0               | 1             | 0 | 1 | 0 | 9 |
| 30-34                       | 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 | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |

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City Summary

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|   |            |        | NUMBER OF CRASHES |          |           |                    |                   | INJURY SEVERITY |                  |          |           |          |            |
|---|------------|--------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|----------|-----------|----------|------------|
| Wood Dale                                 |            |        | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A        | B         | C        | O          |
| <b>PASSENGER AGE/GENDER</b>               |            |        |                   |          |           |                    |                   |                 |                  |          |           |          |            |
| 35-39                                     | Female     |        | 5                 | 0        | 1         | 4                  | 5                 | 0               | 0                | 0        | 0         | 0        | 5          |
|   | Male       |        | 8                 | 0        | 4         | 4                  | 8                 | 0               | 2                | 0        | 0         | 2        | 6          |
| 40-44                                     | Female     |        | 5                 | 0        | 0         | 5                  | 5                 | 0               | 0                | 0        | 0         | 0        | 5          |
|   | Male       |        | 2                 | 0        | 1         | 1                  | 2                 | 0               | 0                | 0        | 0         | 0        | 2          |
|   | Not Stated |        | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0        | 0         | 0        | 2          |
| 45-49                                     | Female     |        | 4                 | 0        | 0         | 4                  | 4                 | 0               | 0                | 0        | 0         | 0        | 4          |
|   | Male       |        | 3                 | 0        | 1         | 2                  | 3                 | 0               | 0                | 0        | 0         | 0        | 3          |
|   | Not Stated |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 0                | 0        | 0         | 0        | 1          |
| 50-54                                     | Female     |        | 6                 | 0        | 1         | 5                  | 6                 | 0               | 0                | 0        | 0         | 0        | 6          |
|   | Male       |        | 4                 | 0        | 1         | 3                  | 4                 | 0               | 0                | 0        | 0         | 0        | 4          |
| 55-59                                     | Female     |        | 3                 | 0        | 1         | 2                  | 3                 | 0               | 1                | 1        | 0         | 0        | 2          |
|   | Male       |        | 3                 | 0        | 1         | 2                  | 3                 | 0               | 1                | 0        | 1         | 0        | 2          |
| 60-64                                     | Female     |        | 4                 | 0        | 1         | 3                  | 4                 | 0               | 1                | 0        | 1         | 0        | 3          |
| 65-69                                     | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 0                | 0        | 0         | 0        | 1          |
| 70-74                                     | Female     |        | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0        | 0         | 0        | 2          |
|   | Male       |        | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0        | 0         | 0        | 1          |
| 75-79                                     | Female     |        | 2                 | 0        | 1         | 1                  | 2                 | 0               | 1                | 0        | 1         | 0        | 1          |
| 80-84                                     | Female     |        | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0        | 0         | 0        | 1          |
| 85-89                                     | Male       |        | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0        | 0         | 0        | 1          |
| Unknown                                   | Female     |        | 4                 | 0        | 4         | 0                  | 4                 | 0               | 1                | 0        | 1         | 0        | 3          |
|   | Not Stated |        | 5                 | 0        | 2         | 3                  | 5                 | 0               | 0                | 0        | 0         | 0        | 5          |
| <b>TOTALS</b>                             |            |        | <b>183</b>        | <b>0</b> | <b>40</b> | <b>143</b>         | <b>183</b>        | <b>0</b>        | <b>14</b>        | <b>2</b> | <b>10</b> | <b>2</b> | <b>169</b> |
| <b>PEDESTRIAN AGE/GENDER</b>              |            |        |                   |          |           |                    |                   |                 |                  |          |           |          |            |
| 16  | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0         | 0        | 0          |
| 50-54                                     | Female     |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1         | 0        | 0          |
| 60-64                                     | Male       |        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1         | 0        | 0          |
| <b>TOTALS</b>                             |            |        | <b>3</b>          | <b>0</b> | <b>3</b>  | <b>0</b>           | <b>3</b>          | <b>0</b>        | <b>3</b>         | <b>1</b> | <b>2</b>  | <b>0</b> | <b>0</b>   |
| <b>PEDAL CYCLIST AGE/GENDER</b>           |            |        |                   |          |           |                    |                   |                 |                  |          |           |          |            |
| 9   | 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          |
| <b>TOTALS</b>                             |            |        | <b>3</b>          | <b>0</b> | <b>3</b>  | <b>0</b>           | <b>3</b>          | <b>0</b>        | <b>3</b>         | <b>0</b> | <b>2</b>  | <b>1</b> | <b>0</b>   |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b> |            |        |                   |          |           |                    |                   |                 |                  |          |           |          |            |
| Other                                     | 50-54      | Female | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1         | 0        | 0          |
| Standing in Roadway                       | 16         | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0         | 0        | 0          |
| Walking/Riding against Traffic            | 60-64      | Male   | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1         | 0        | 0          |
| <b>TOTALS</b>                             |            |        | <b>3</b>          | <b>0</b> | <b>3</b>  | <b>0</b>           | <b>3</b>          | <b>0</b>        | <b>3</b>         | <b>1</b> | <b>2</b>  | <b>0</b> | <b>0</b>   |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Wood Dale                                    | NUMBER OF CRASHES |       |          |                    |                   |                 |                  | INJURY SEVERITY |          |          |          |          |          |
|--|-------------------|-------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|----------|----------|----------|
|  | TOTAL             | FATAL | INJURY   | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B        | C        | O        |          |          |
| <b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b> |                   |       |          |                    |                   |                 |                  |                 |          |          |          |          |          |
| Crossing - With Signal                       | 10-14             | Male  | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 0        | 1        | 0        |
| Entering/Leaving/Crossing                    |                   | Male  | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        | 0        |
| Unspecified Location                         |                   |       |          |                    |                   |                 |                  |                 |          |          |          |          |          |
| Unknown                                      | 9                 | Male  | 1        | 0                  | 1                 | 0               | 1                | 0               | 1        | 0        | 1        | 0        | 0        |
| <b>TOTALS</b>                                |                   |       | <b>3</b> | <b>0</b>           | <b>3</b>          | <b>0</b>        | <b>3</b>         | <b>0</b>        | <b>3</b> | <b>0</b> | <b>2</b> | <b>1</b> | <b>0</b> |