

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2007 thru 12/31/2007

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Energy | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 19 | 0 | 4 | 15 | 31 | 0 | 6 | 1 | 3 | 2 | 42 |
| Fog/Smoke/Haze | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Rain | 5 | 0 | 2 | 3 | 10 | 0 | 2 | 0 | 2 | 0 | 13 |
| Snow | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| TYPE OF CRASH | | | | | | | | | | | |
| Pedalcyclist | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 3 |
| Animal | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| Fixed object | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Rear end | 7 | 0 | 1 | 6 | 14 | 0 | 2 | 0 | 0 | 2 | 17 |
| Angle | 5 | 0 | 2 | 3 | 12 | 0 | 3 | 0 | 3 | 0 | 11 |
| Turning | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 1 | 0 | 21 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| CLASS OF CITY | | | | | | | | | | | |
| 0 TO 2,500 | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 23 | 0 | 4 | 19 | 38 | 0 | 6 | 1 | 3 | 2 | 52 |
| Wet | 5 | 0 | 2 | 3 | 10 | 0 | 2 | 0 | 2 | 0 | 12 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Urban | 22 | 0 | 5 | 17 | 40 | 0 | 7 | 0 | 5 | 2 | 51 |
| Unmarked Highway Urban | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| County & Local Roads Rural | 5 | 0 | 1 | 4 | 7 | 0 | 1 | 1 | 0 | 0 | 12 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Monday | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 15 |
| Tuesday | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 1 | 0 | 12 |
| Wednesday | 4 | 0 | 2 | 2 | 7 | 0 | 3 | 0 | 1 | 2 | 9 |
| Thursday | 5 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 12 |
| Friday | 4 | 0 | 3 | 1 | 6 | 0 | 4 | 1 | 3 | 0 | 7 |
| Saturday | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |

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08/08/2008

Page 2 of 6

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| Energy | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| 6 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8 AM | 3 | 0 | 1 | 2 | 6 | 0 | 2 | 0 | 0 | 2 | 6 |
| 11 AM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Noon | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 1 | 0 | 9 |
| 1 PM | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 1 | 0 | 0 | 8 |
| 2 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 4 PM | 3 | 0 | 1 | 2 | 5 | 0 | 2 | 0 | 2 | 0 | 8 |
| 5 PM | 2 | 0 | 1 | 1 | 6 | 0 | 1 | 0 | 1 | 0 | 9 |
| 6 PM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7 PM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8 PM | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 2 |
| 9 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 6 | 0 | 2 | 4 | 9 | 0 | 2 | 0 | 2 | 0 | 8 |
| Darkness, Lighted Road | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| Daylight | 19 | 0 | 4 | 15 | 35 | 0 | 6 | 1 | 3 | 2 | 47 |
| Dusk | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| ROAD DEFECTS | | | | | | | | | | | |
| Debris on Roadway | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Defects | 21 | 0 | 6 | 15 | 35 | 0 | 8 | 1 | 5 | 2 | 50 |
| Unknown | 6 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 12 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Controls | 12 | 0 | 2 | 10 | 17 | 0 | 3 | 0 | 1 | 2 | 24 |
| Stop Sign/Flasher | 5 | 0 | 2 | 3 | 11 | 0 | 2 | 1 | 1 | 0 | 17 |
| Traffic Signal | 10 | 0 | 2 | 8 | 19 | 0 | 3 | 0 | 3 | 0 | 22 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |

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08/08/2008

Page 3 of 6

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|--|-------------------|----------|----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Energy | | | | | | | | | | | |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 9 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 9 | 0 | 3 | 6 | 19 | 0 | 4 | 0 | 4 | 0 | 24 |
| Not Applicable | 15 | 0 | 3 | 12 | 21 | 0 | 4 | 1 | 1 | 2 | 31 |
| TOTALS | 28 | 0 | 6 | 22 | 48 | 0 | 8 | 1 | 5 | 2 | 64 |

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 DIVISION OF TRAFFIC SAFETY
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08/08/2008

Page 4 of 6

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| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Energy | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defect | 31 | 0 | 11 | 20 | 31 | 0 | 6 | 0 | 4 | 2 | 45 |
| Signals | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Tires | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 14 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 15 |
| TOTALS | 48 | 0 | 12 | 36 | 48 | 0 | 6 | 0 | 4 | 2 | 64 |
| VEHICLE TYPE | | | | | | | | | | | |
| Passenger | 26 | 0 | 5 | 21 | 26 | 0 | 2 | 0 | 1 | 1 | 37 |
| Pickup | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| SUV | 10 | 0 | 2 | 8 | 10 | 0 | 2 | 0 | 2 | 0 | 13 |
| Van/Mini-Van | 4 | 0 | 3 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 7 |
| Unknown | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 48 | 0 | 12 | 36 | 48 | 0 | 6 | 0 | 4 | 2 | 64 |

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08/08/2008
 Page 5 of 6

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|--------------------------|-------------------|-----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|-----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | |
| DRIVER CONDITION | | | | | | | | | | | | |
| Illness | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Medicated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Normal | 39 | 0 | 10 | 29 | 39 | 0 | 6 | 0 | 4 | 2 | 33 | |
| Other/Unknown | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 | |
| TOTALS | 48 | 0 | 12 | 36 | 48 | 0 | 6 | 0 | 4 | 2 | 42 | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 16 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 17 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 19 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 21 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 22-24 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| 25-29 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 4 | |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 5 | |
| 30-34 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 2 | |
| 35-39 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 2 | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 40-44 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | |
| 45-49 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 4 | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 50-54 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 2 | |
| 55-59 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 1 | 6 | |
| 60-64 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| 75-79 | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 2 | |
| Unknown | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | |
| TOTALS | | 48 | 0 | 12 | 36 | 48 | 0 | 6 | 0 | 4 | 2 | 42 |

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|--|-------------------|-----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|-----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 1 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 50-54 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 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 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 22 | 0 | 4 | 18 | 22 | 0 | 0 | 0 | 0 | 0 | 22 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 21 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | |
| Crossing - Against Signal | 21 | Male | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 |
| Walking/Riding with Traffic | 10-14 | Male | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |