

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Lasalle | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 251 | 0 | 26 | 225 | 463 | 0 | 39 | 6 | 14 | 19 | 525 |
| Fog/Smoke/Haze | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Rain | 25 | 1 | 4 | 20 | 44 | 1 | 5 | 1 | 3 | 1 | 53 |
| Sleet/Hail | 8 | 0 | 1 | 7 | 12 | 0 | 1 | 0 | 1 | 0 | 17 |
| Snow | 16 | 0 | 0 | 16 | 26 | 0 | 0 | 0 | 0 | 0 | 30 |
| Unknown | 9 | 0 | 1 | 8 | 16 | 0 | 1 | 0 | 0 | 1 | 11 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Pedestrian | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Pedalcyclist | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Animal | 28 | 0 | 1 | 27 | 28 | 0 | 1 | 0 | 0 | 1 | 34 |
| Fixed object | 35 | 0 | 1 | 34 | 35 | 0 | 1 | 1 | 0 | 0 | 47 |
| Other object | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Other non collision | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Parked motor vehicle | 83 | 0 | 1 | 82 | 170 | 0 | 1 | 0 | 0 | 1 | 111 |
| Rear end | 48 | 0 | 6 | 42 | 101 | 0 | 11 | 1 | 3 | 7 | 139 |
| Head on | 2 | 0 | 2 | 0 | 5 | 0 | 4 | 1 | 3 | 0 | 4 |
| Sideswipe same direction | 10 | 0 | 0 | 10 | 21 | 0 | 0 | 0 | 0 | 0 | 24 |
| Sideswipe opposite direction | 7 | 1 | 1 | 5 | 15 | 1 | 2 | 1 | 1 | 0 | 23 |
| Angle | 60 | 0 | 13 | 47 | 123 | 0 | 17 | 1 | 9 | 7 | 174 |
| Turning | 27 | 0 | 5 | 22 | 55 | 0 | 7 | 2 | 2 | 3 | 71 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| CLASS OF CITY | | | | | | | | | | | |
| 5,000 TO 10,000 | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 211 | 0 | 23 | 188 | 390 | 0 | 35 | 5 | 14 | 16 | 440 |
| Ice | 10 | 0 | 1 | 9 | 15 | 0 | 1 | 0 | 1 | 0 | 21 |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow or Slush | 23 | 0 | 1 | 22 | 39 | 0 | 1 | 0 | 0 | 1 | 45 |
| Wet | 43 | 1 | 6 | 36 | 76 | 1 | 8 | 2 | 3 | 3 | 82 |
| Unknown | 23 | 0 | 1 | 22 | 42 | 0 | 1 | 0 | 0 | 1 | 50 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lasalle | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 27 | 1 | 2 | 24 | 40 | 1 | 3 | 0 | 2 | 1 | 48 |
| State Numbered Urban | 104 | 0 | 13 | 91 | 183 | 0 | 21 | 4 | 8 | 9 | 244 |
| Unmarked Highway Urban | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| City Streets Urban | 175 | 0 | 16 | 159 | 332 | 0 | 21 | 3 | 8 | 10 | 336 |
| Unmarked Highway Rural | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 31 | 0 | 3 | 28 | 54 | 0 | 4 | 2 | 1 | 1 | 62 |
| Monday | 38 | 0 | 4 | 34 | 69 | 0 | 6 | 0 | 4 | 2 | 86 |
| Tuesday | 52 | 0 | 3 | 49 | 93 | 0 | 5 | 1 | 2 | 2 | 124 |
| Wednesday | 41 | 0 | 5 | 36 | 79 | 0 | 7 | 1 | 4 | 2 | 87 |
| Thursday | 48 | 1 | 6 | 41 | 90 | 1 | 10 | 1 | 4 | 5 | 90 |
| Friday | 40 | 0 | 7 | 33 | 75 | 0 | 10 | 2 | 1 | 7 | 79 |
| Saturday | 61 | 0 | 4 | 57 | 104 | 0 | 4 | 0 | 2 | 2 | 111 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 6 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 8 |
| 1 AM | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2 AM | 8 | 0 | 0 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 9 |
| 3 AM | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 1 | 7 |
| 4 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 AM | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| 6 AM | 10 | 0 | 0 | 10 | 16 | 0 | 0 | 0 | 0 | 0 | 11 |
| 7 AM | 22 | 0 | 2 | 20 | 43 | 0 | 4 | 0 | 2 | 2 | 57 |
| 8 AM | 10 | 0 | 0 | 10 | 19 | 0 | 0 | 0 | 0 | 0 | 30 |
| 9 AM | 6 | 0 | 1 | 5 | 10 | 0 | 1 | 0 | 0 | 1 | 7 |
| 10 AM | 11 | 0 | 1 | 10 | 23 | 0 | 1 | 0 | 0 | 1 | 24 |
| 11 AM | 18 | 0 | 2 | 16 | 37 | 0 | 3 | 0 | 1 | 2 | 43 |
| Noon | 28 | 1 | 2 | 25 | 57 | 1 | 2 | 0 | 1 | 1 | 58 |
| 1 PM | 20 | 0 | 4 | 16 | 38 | 0 | 5 | 1 | 2 | 2 | 40 |
| 2 PM | 23 | 0 | 6 | 17 | 44 | 0 | 11 | 2 | 5 | 4 | 54 |
| 3 PM | 22 | 0 | 2 | 20 | 40 | 0 | 2 | 0 | 1 | 1 | 49 |
| 4 PM | 27 | 0 | 2 | 25 | 50 | 0 | 5 | 0 | 2 | 3 | 72 |
| 5 PM | 27 | 0 | 1 | 26 | 50 | 0 | 1 | 1 | 0 | 0 | 57 |
| 6 PM | 16 | 0 | 2 | 14 | 26 | 0 | 2 | 1 | 1 | 0 | 25 |
| 7 PM | 9 | 0 | 2 | 7 | 14 | 0 | 4 | 1 | 2 | 1 | 15 |
| 8 PM | 13 | 0 | 2 | 11 | 17 | 0 | 2 | 0 | 0 | 2 | 20 |
| 9 PM | 9 | 0 | 0 | 9 | 15 | 0 | 0 | 0 | 0 | 0 | 18 |
| 10 PM | 7 | 0 | 1 | 6 | 13 | 0 | 1 | 0 | 1 | 0 | 16 |
| 11 PM | 7 | 0 | 1 | 6 | 12 | 0 | 1 | 1 | 0 | 0 | 8 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 47 | 0 | 1 | 46 | 65 | 0 | 1 | 0 | 0 | 1 | 80 |
| Darkness, Lighted Road | 31 | 0 | 2 | 29 | 54 | 0 | 2 | 0 | 1 | 1 | 51 |
| Dawn | 5 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Daylight | 218 | 1 | 28 | 189 | 420 | 1 | 42 | 7 | 17 | 18 | 484 |
| Dusk | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Unknown | 6 | 0 | 1 | 5 | 10 | 0 | 1 | 0 | 0 | 1 | 9 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |

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| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 6 | 0 | 1 | 5 | 11 | 0 | 2 | 0 | 1 | 1 | 9 |
| Debris on Roadway | 12 | 0 | 1 | 11 | 23 | 0 | 2 | 1 | 1 | 0 | 22 |
| No Defects | 206 | 1 | 26 | 179 | 367 | 1 | 38 | 6 | 16 | 16 | 409 |
| Rut, Holes | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Work Zone - Unknown | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Worn Surface | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 83 | 0 | 4 | 79 | 157 | 0 | 4 | 0 | 0 | 4 | 193 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 8 | 0 | 3 | 5 | 17 | 0 | 4 | 1 | 2 | 1 | 18 |
| No Controls | 201 | 1 | 9 | 191 | 346 | 1 | 11 | 3 | 3 | 5 | 357 |
| No Passing | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Other Regualtory Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other Warning Sign | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Police/Flagman | 4 | 0 | 1 | 3 | 8 | 0 | 2 | 0 | 2 | 0 | 6 |
| Stop Sign/Flasher | 64 | 0 | 13 | 51 | 129 | 0 | 18 | 2 | 8 | 8 | 171 |
| Traffic Signal | 22 | 0 | 3 | 19 | 45 | 0 | 7 | 1 | 2 | 4 | 62 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unknown | 7 | 0 | 3 | 4 | 11 | 0 | 4 | 0 | 1 | 3 | 14 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 1 | 0 | 0 | 16 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 20 | 0 | 1 | 19 | 40 | 0 | 4 | 0 | 2 | 2 | 58 |
| Intersection of Ramp and Other Roadway | 2 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 1 | 1 | 3 |
| Not Applicable | 279 | 1 | 29 | 249 | 503 | 1 | 39 | 6 | 15 | 18 | 554 |
| Underpass | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 311 | 1 | 32 | 278 | 564 | 1 | 46 | 7 | 18 | 21 | 639 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lasalle | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Engine/Motor | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| No Defect | 321 | 2 | 50 | 269 | 321 | 1 | 36 | 5 | 15 | 16 | 367 |
| Steering | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Windows | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 239 | 0 | 14 | 225 | 239 | 0 | 8 | 2 | 3 | 3 | 269 |
| TOTALS | 564 | 2 | 64 | 498 | 564 | 1 | 44 | 7 | 18 | 19 | 639 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Bus up to 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| Motor Driven Cycle | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Passenger | 337 | 1 | 36 | 300 | 337 | 1 | 30 | 4 | 15 | 11 | 364 |
| Pickup | 88 | 0 | 8 | 80 | 88 | 0 | 2 | 0 | 0 | 2 | 90 |
| SUV | 31 | 0 | 10 | 21 | 31 | 0 | 7 | 1 | 2 | 4 | 37 |
| Tractor with Semi-Trailer | 16 | 1 | 1 | 14 | 16 | 0 | 0 | 0 | 0 | 0 | 18 |
| Truck Single Unit | 10 | 0 | 2 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| Van/Mini-Van | 50 | 0 | 4 | 46 | 50 | 0 | 3 | 0 | 1 | 2 | 74 |
| Unknown | 29 | 0 | 2 | 27 | 29 | 0 | 1 | 1 | 0 | 0 | 31 |
| TOTALS | 564 | 2 | 64 | 498 | 564 | 1 | 44 | 7 | 18 | 19 | 639 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lasalle | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| Asleep/Fainted | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Fatigued | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Illness | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Normal | 326 | 2 | 39 | 285 | 326 | 1 | 17 | 4 | 8 | 5 | 308 |
| Other/Unknown | 129 | 0 | 23 | 106 | 129 | 0 | 9 | 1 | 2 | 6 | 120 |
| TOTALS | 472 | 2 | 63 | 407 | 472 | 1 | 27 | 5 | 11 | 11 | 444 |

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

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Lasalle | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | |
| 85-89 | | | | | | | | | | | |
| Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Unknown | | | | | | | | | | | |
| Not Stated | 19 | 0 | 2 | 17 | 19 | 0 | 0 | 0 | 0 | 0 | 19 |
| TOTALS | 472 | 2 | 63 | 407 | 472 | 1 | 27 | 5 | 11 | 11 | 444 |

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| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| 1 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| | Male | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 5 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 9 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 10-14 | Female | 13 | 0 | 4 | 9 | 13 | 0 | 2 | 0 | 0 | 2 | 11 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 16 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17 | Female | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 19 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 22-24 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 25-29 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 0 | 0 | 1 | 11 |
| 30-34 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 35-39 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |

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

| Lasalle | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|--|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|----------|----------|------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 35-39 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 40-44 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 45-49 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 50-54 | Female | 1 | 0 | 0 | 1 | 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 |
| 55-59 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| 60-64 | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 70-74 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 75-79 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | 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 |
| 80-84 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Not Stated | 17 | 0 | 2 | 15 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| TOTALS | | 212 | 0 | 39 | 173 | 212 | 0 | 17 | 2 | 7 | 8 | 195 |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 25-29 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | |
| Unknown | 25-29 | Female | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | |
| Walking/Riding with Traffic | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |