

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

08/13/2008
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City Summary

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

| Milan | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 182 | 1 | 39 | 142 | 340 | 1 | 63 | 2 | 30 | 31 | 381 |
| Rain | 15 | 0 | 2 | 13 | 29 | 0 | 2 | 0 | 1 | 1 | 38 |
| Sleet/Hail | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Snow | 9 | 0 | 2 | 7 | 12 | 0 | 2 | 0 | 2 | 0 | 12 |
| Unknown | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Pedestrian | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 3 |
| Pedalcyclist | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Animal | 14 | 0 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 0 | 24 |
| Fixed object | 27 | 0 | 3 | 24 | 27 | 0 | 3 | 0 | 3 | 0 | 27 |
| Other object | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Other non collision | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 |
| Parked motor vehicle | 17 | 0 | 1 | 16 | 35 | 0 | 2 | 0 | 0 | 2 | 16 |
| Rear end | 57 | 0 | 11 | 46 | 122 | 0 | 13 | 0 | 5 | 8 | 155 |
| Head on | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 |
| Sideswipe same direction | 8 | 0 | 1 | 7 | 16 | 0 | 1 | 0 | 0 | 1 | 23 |
| Sideswipe opposite direction | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Angle | 19 | 1 | 4 | 14 | 41 | 1 | 7 | 2 | 3 | 2 | 43 |
| Turning | 59 | 0 | 17 | 42 | 121 | 0 | 32 | 0 | 15 | 17 | 139 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| CLASS OF CITY | | | | | | | | | | | |
| 5,000 TO 10,000 | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 163 | 1 | 36 | 126 | 306 | 1 | 57 | 2 | 28 | 27 | 338 |
| Ice | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Snow or Slush | 9 | 0 | 2 | 7 | 12 | 0 | 2 | 0 | 2 | 0 | 10 |
| Wet | 29 | 0 | 5 | 24 | 54 | 0 | 8 | 0 | 3 | 5 | 61 |
| Unknown | 7 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 24 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 8 | 0 | 2 | 6 | 8 | 0 | 2 | 0 | 2 | 0 | 9 |
| State Numbered Urban | 71 | 1 | 17 | 53 | 136 | 1 | 31 | 0 | 17 | 14 | 156 |
| Unmarked Highway Urban | 53 | 0 | 9 | 44 | 101 | 0 | 13 | 2 | 5 | 6 | 123 |
| City Streets Urban | 78 | 0 | 15 | 63 | 142 | 0 | 21 | 0 | 9 | 12 | 149 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |

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|--------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 20 | 0 | 5 | 15 | 34 | 0 | 9 | 2 | 1 | 6 | 35 |
| Monday | 33 | 0 | 5 | 28 | 61 | 0 | 7 | 0 | 3 | 4 | 63 |
| Tuesday | 34 | 0 | 7 | 27 | 61 | 0 | 10 | 0 | 6 | 4 | 65 |
| Wednesday | 30 | 0 | 9 | 21 | 53 | 0 | 13 | 0 | 10 | 3 | 58 |
| Thursday | 33 | 0 | 3 | 30 | 68 | 0 | 7 | 0 | 5 | 2 | 86 |
| Friday | 43 | 1 | 12 | 30 | 81 | 1 | 16 | 0 | 3 | 13 | 95 |
| Saturday | 17 | 0 | 2 | 15 | 29 | 0 | 5 | 0 | 5 | 0 | 35 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 1 AM | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 4 |
| 2 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 3 AM | 6 | 0 | 2 | 4 | 9 | 0 | 3 | 0 | 1 | 2 | 13 |
| 4 AM | 2 | 0 | 1 | 1 | 3 | 0 | 4 | 0 | 4 | 0 | 1 |
| 5 AM | 4 | 0 | 1 | 3 | 7 | 0 | 1 | 0 | 1 | 0 | 8 |
| 6 AM | 9 | 0 | 2 | 7 | 20 | 0 | 2 | 0 | 1 | 1 | 19 |
| 7 AM | 10 | 0 | 5 | 5 | 19 | 0 | 8 | 2 | 3 | 3 | 15 |
| 8 AM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 9 AM | 7 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 13 |
| 10 AM | 9 | 0 | 4 | 5 | 16 | 0 | 6 | 0 | 3 | 3 | 17 |
| 11 AM | 9 | 0 | 1 | 8 | 18 | 0 | 2 | 0 | 0 | 2 | 20 |
| Noon | 11 | 0 | 1 | 10 | 20 | 0 | 1 | 0 | 1 | 0 | 30 |
| 1 PM | 11 | 1 | 2 | 8 | 22 | 1 | 3 | 0 | 1 | 2 | 21 |
| 2 PM | 22 | 0 | 3 | 19 | 41 | 0 | 4 | 0 | 3 | 1 | 40 |
| 3 PM | 17 | 0 | 4 | 13 | 36 | 0 | 5 | 0 | 2 | 3 | 54 |
| 4 PM | 20 | 0 | 2 | 18 | 36 | 0 | 2 | 0 | 0 | 2 | 43 |
| 5 PM | 14 | 0 | 3 | 11 | 29 | 0 | 7 | 0 | 2 | 5 | 37 |
| 6 PM | 12 | 0 | 2 | 10 | 21 | 0 | 4 | 0 | 1 | 3 | 27 |
| 7 PM | 8 | 0 | 3 | 5 | 13 | 0 | 4 | 0 | 2 | 2 | 10 |
| 8 PM | 8 | 0 | 1 | 7 | 15 | 0 | 4 | 0 | 4 | 0 | 15 |
| 9 PM | 9 | 0 | 1 | 8 | 14 | 0 | 1 | 0 | 0 | 1 | 21 |
| 10 PM | 6 | 0 | 2 | 4 | 10 | 0 | 3 | 0 | 2 | 1 | 9 |
| 11 PM | 5 | 0 | 2 | 3 | 10 | 0 | 2 | 0 | 1 | 1 | 11 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |

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| Milan | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 34 | 0 | 5 | 29 | 52 | 0 | 8 | 0 | 4 | 4 | 54 |
| Darkness, Lighted Road | 30 | 0 | 10 | 20 | 48 | 0 | 18 | 0 | 9 | 9 | 52 |
| Dawn | 6 | 0 | 1 | 5 | 11 | 0 | 1 | 0 | 1 | 0 | 11 |
| Daylight | 137 | 1 | 26 | 110 | 270 | 1 | 36 | 2 | 15 | 19 | 318 |
| Dusk | 1 | 0 | 1 | 0 | 2 | 0 | 4 | 0 | 4 | 0 | 0 |
| Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Debris on Roadway | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 |
| No Defects | 152 | 1 | 41 | 110 | 280 | 1 | 64 | 2 | 33 | 29 | 312 |
| Unknown | 56 | 0 | 2 | 54 | 103 | 0 | 3 | 0 | 0 | 3 | 115 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Controls | 109 | 1 | 15 | 93 | 186 | 1 | 20 | 0 | 10 | 10 | 207 |
| Stop Sign/Flasher | 18 | 0 | 4 | 14 | 36 | 0 | 6 | 2 | 1 | 3 | 40 |
| Traffic Signal | 79 | 0 | 24 | 55 | 159 | 0 | 41 | 0 | 22 | 19 | 184 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 35 | 0 | 11 | 24 | 68 | 0 | 18 | 0 | 6 | 12 | 70 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 14 | 0 | 7 | 7 | 30 | 0 | 15 | 0 | 13 | 2 | 32 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 15 | 0 | 3 | 12 | 32 | 0 | 3 | 0 | 2 | 1 | 48 |
| Intersection of Ramp and Other Roadway | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 0 | 1 | 13 |
| Not Applicable | 139 | 1 | 21 | 117 | 244 | 1 | 30 | 2 | 12 | 16 | 273 |
| TOTALS | 210 | 1 | 43 | 166 | 387 | 1 | 67 | 2 | 33 | 32 | 437 |

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| Milan | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|------------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| No Defect | 248 | 4 | 72 | 172 | 248 | 1 | 58 | 2 | 31 | 25 | 280 |
| Wheels | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 135 | 0 | 11 | 124 | 135 | 0 | 6 | 0 | 1 | 5 | 152 |
| TOTALS | 387 | 4 | 83 | 300 | 387 | 1 | 64 | 2 | 32 | 30 | 437 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Motorcycle (over 150cc) | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 2 | 0 | 2 |
| Passenger | 218 | 1 | 53 | 164 | 218 | 0 | 46 | 2 | 18 | 26 | 249 |
| Pickup | 76 | 1 | 10 | 65 | 76 | 0 | 3 | 0 | 2 | 1 | 82 |
| SUV | 32 | 0 | 2 | 30 | 32 | 0 | 0 | 0 | 0 | 0 | 43 |
| Tractor with Semi-Trailer | 10 | 1 | 1 | 8 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| Tractor without Semi-Trailer | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Truck Single Unit | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Van/Mini-Van | 33 | 1 | 13 | 19 | 33 | 1 | 12 | 0 | 9 | 3 | 38 |
| Unknown | 8 | 0 | 1 | 7 | 8 | 0 | 1 | 0 | 1 | 0 | 8 |
| TOTALS | 387 | 4 | 83 | 300 | 387 | 1 | 64 | 2 | 32 | 30 | 437 |

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|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|----------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 9 | 1 | 3 | 5 | 9 | 1 | 3 | 0 | 2 | 1 | 5 |
| Asleep/Fainted | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fatigued | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Medicated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Normal | 331 | 3 | 72 | 256 | 331 | 0 | 44 | 0 | 24 | 20 | 287 |
| Other/Unknown | 24 | 0 | 6 | 18 | 24 | 0 | 0 | 0 | 0 | 0 | 24 |
| TOTALS | 368 | 4 | 82 | 282 | 368 | 1 | 47 | 0 | 26 | 21 | 320 |

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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 16 | Female | 10 | 0 | 3 | 7 | 10 | 0 | 3 | 0 | 0 | 3 | 7 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| 17 | Female | 9 | 0 | 4 | 5 | 9 | 0 | 3 | 0 | 2 | 1 | 6 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20 | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 4 | 1 | 1 | 2 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| 21 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 22-24 | Female | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| | Male | 15 | 0 | 3 | 12 | 15 | 0 | 3 | 0 | 1 | 2 | 12 |
| 25-29 | Female | 18 | 0 | 4 | 14 | 18 | 0 | 3 | 0 | 1 | 2 | 15 |
| | Male | 28 | 1 | 8 | 19 | 28 | 0 | 6 | 0 | 5 | 1 | 22 |
| 30-34 | Female | 11 | 0 | 3 | 8 | 11 | 0 | 2 | 0 | 2 | 0 | 9 |
| | Male | 14 | 0 | 3 | 11 | 14 | 0 | 2 | 0 | 2 | 0 | 12 |
| 35-39 | Female | 13 | 0 | 5 | 8 | 13 | 0 | 4 | 0 | 0 | 4 | 9 |
| | Male | 17 | 0 | 3 | 14 | 17 | 0 | 1 | 0 | 1 | 0 | 16 |
| 40-44 | Female | 15 | 0 | 4 | 11 | 15 | 0 | 2 | 0 | 2 | 0 | 13 |
| | Male | 16 | 0 | 3 | 13 | 16 | 0 | 1 | 0 | 1 | 0 | 15 |
| 45-49 | Female | 11 | 0 | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Male | 17 | 0 | 5 | 12 | 17 | 0 | 2 | 0 | 0 | 2 | 15 |
| 50-54 | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 11 | 1 | 3 | 7 | 11 | 0 | 1 | 0 | 1 | 0 | 10 |
| 55-59 | Female | 9 | 0 | 1 | 8 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| | Male | 14 | 1 | 3 | 10 | 14 | 1 | 1 | 0 | 1 | 0 | 12 |
| 60-64 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 23 | 0 | 3 | 20 | 23 | 0 | 1 | 0 | 1 | 0 | 22 |
| 65-69 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 1 | 1 | 3 |
| | Male | 10 | 0 | 2 | 8 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| 70-74 | Female | 4 | 0 | 2 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 75-79 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 80-84 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 85-89 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 90-94 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| Unknown | 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 | 13 | 0 | 2 | 11 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| TOTALS | | 368 | 4 | 82 | 282 | 368 | 1 | 47 | 0 | 26 | 21 | 320 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 1 | 1 | 1 |
| 2 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 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 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 4 | 1 | 1 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 1 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 22-24 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 25-29 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 10 | 0 | 4 | 6 | 10 | 0 | 3 | 0 | 1 | 2 | 7 |
| 30-34 | 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 |
| 35-39 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | | |
| 35-39 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 40-44 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 45-49 | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 | |
| 50-54 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 55-59 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 60-64 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 65-69 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 70-74 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 75-79 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| 80-84 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | Unknown | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| Unknown | 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 | 11 | 0 | 3 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 11 | |
| TOTALS | | 134 | 1 | 40 | 93 | 134 | 0 | 17 | 2 | 6 | 9 | 117 | |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | | |
| 6 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | |
| 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |
| TOTALS | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | | |
| 19 | 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 | | | | | | | | | | | | | |
| Entering/Leaving/Crossing Vehicle | 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Standing in Roadway | 6 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| TOTALS | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 19 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | |