

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

08/14/2008
 Page 1 of 15

City Summary

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

| Peoria | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 3,503 | 7 | 728 | 2,768 | 6,801 | 7 | 1,073 | 107 | 291 | 675 | 7,786 |
| Fog/Smoke/Haze | 9 | 0 | 1 | 8 | 17 | 0 | 2 | 0 | 0 | 2 | 18 |
| Rain | 375 | 1 | 75 | 299 | 702 | 1 | 111 | 8 | 36 | 67 | 848 |
| Severe Cross Wind | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| Sleet/Hail | 39 | 0 | 5 | 34 | 61 | 0 | 7 | 4 | 2 | 1 | 74 |
| Snow | 225 | 0 | 35 | 190 | 376 | 0 | 56 | 4 | 22 | 30 | 435 |
| Unknown | 40 | 0 | 5 | 35 | 69 | 0 | 6 | 1 | 2 | 3 | 58 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 22 | 0 | 17 | 5 | 22 | 0 | 19 | 5 | 12 | 2 | 7 |
| Pedestrian | 47 | 1 | 46 | 0 | 47 | 1 | 46 | 11 | 21 | 14 | 69 |
| Pedalcyclist | 36 | 0 | 33 | 3 | 36 | 0 | 33 | 4 | 18 | 11 | 48 |
| Animal | 128 | 0 | 1 | 127 | 130 | 0 | 1 | 0 | 0 | 1 | 172 |
| Fixed object | 315 | 3 | 58 | 254 | 328 | 3 | 69 | 21 | 26 | 22 | 366 |
| Other object | 89 | 0 | 16 | 73 | 92 | 0 | 25 | 0 | 9 | 16 | 99 |
| Other non collision | 28 | 0 | 11 | 17 | 30 | 0 | 11 | 3 | 5 | 3 | 27 |
| Parked motor vehicle | 454 | 0 | 22 | 432 | 939 | 0 | 25 | 4 | 7 | 14 | 553 |
| Rear end | 1,427 | 1 | 252 | 1,174 | 3,036 | 1 | 365 | 13 | 80 | 272 | 3,774 |
| Head on | 28 | 0 | 9 | 19 | 58 | 0 | 21 | 6 | 5 | 10 | 60 |
| Sideswipe same direction | 273 | 1 | 34 | 238 | 560 | 1 | 45 | 8 | 14 | 23 | 759 |
| Sideswipe opposite direction | 34 | 0 | 9 | 25 | 70 | 0 | 18 | 1 | 5 | 12 | 79 |
| Angle | 514 | 0 | 167 | 347 | 1,050 | 0 | 284 | 27 | 73 | 184 | 1,208 |
| Turning | 799 | 2 | 174 | 623 | 1,634 | 2 | 293 | 21 | 78 | 194 | 2,006 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| CLASS OF CITY | | | | | | | | | | | |
| 50,000 and OVER | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 3,162 | 7 | 666 | 2,489 | 6,167 | 7 | 989 | 94 | 267 | 628 | 7,067 |
| Ice | 92 | 1 | 10 | 81 | 151 | 1 | 13 | 5 | 3 | 5 | 179 |
| Sand, Mud, Dirt | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Snow or Slush | 247 | 0 | 32 | 215 | 423 | 0 | 51 | 3 | 19 | 29 | 488 |
| Wet | 643 | 0 | 133 | 510 | 1,207 | 0 | 193 | 21 | 59 | 113 | 1,421 |
| Unknown | 47 | 0 | 8 | 39 | 81 | 0 | 9 | 1 | 5 | 3 | 69 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |

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|----------------------------|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 122 | 2 | 16 | 104 | 167 | 2 | 21 | 8 | 7 | 6 | 198 |
| State Numbered Urban | 1,308 | 4 | 275 | 1,029 | 2,555 | 4 | 422 | 43 | 127 | 252 | 3,110 |
| Unmarked Highway Urban | 159 | 0 | 36 | 123 | 311 | 0 | 55 | 4 | 14 | 37 | 355 |
| City Streets Urban | 2,595 | 2 | 518 | 2,075 | 4,983 | 2 | 753 | 68 | 205 | 480 | 5,540 |
| Controlled Rural | 5 | 0 | 1 | 4 | 9 | 0 | 1 | 1 | 0 | 0 | 10 |
| State Numbered Rural | 1 | 0 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 9 |
| Unmarked Highway Rural | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 0 | 2 | 5 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 384 | 2 | 79 | 303 | 690 | 2 | 123 | 17 | 48 | 58 | 773 |
| Monday | 599 | 2 | 127 | 470 | 1,165 | 2 | 178 | 19 | 57 | 102 | 1,311 |
| Tuesday | 639 | 0 | 119 | 520 | 1,226 | 0 | 177 | 10 | 50 | 117 | 1,358 |
| Wednesday | 616 | 1 | 138 | 477 | 1,212 | 1 | 190 | 10 | 46 | 134 | 1,367 |
| Thursday | 597 | 0 | 116 | 481 | 1,137 | 0 | 169 | 24 | 48 | 97 | 1,264 |
| Friday | 771 | 0 | 152 | 619 | 1,513 | 0 | 233 | 13 | 55 | 165 | 1,809 |
| Saturday | 588 | 3 | 118 | 467 | 1,089 | 3 | 185 | 31 | 49 | 105 | 1,345 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |

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|------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 77 | 2 | 14 | 61 | 130 | 2 | 18 | 3 | 8 | 7 | 155 |
| 1 AM | 58 | 0 | 8 | 50 | 99 | 0 | 9 | 2 | 5 | 2 | 89 |
| 2 AM | 58 | 1 | 12 | 45 | 90 | 1 | 16 | 1 | 8 | 7 | 76 |
| 3 AM | 47 | 1 | 6 | 40 | 69 | 1 | 8 | 2 | 2 | 4 | 63 |
| 4 AM | 48 | 0 | 7 | 41 | 79 | 0 | 8 | 3 | 3 | 2 | 55 |
| 5 AM | 45 | 0 | 9 | 36 | 69 | 0 | 12 | 3 | 4 | 5 | 59 |
| 6 AM | 75 | 0 | 8 | 67 | 122 | 0 | 11 | 1 | 6 | 4 | 110 |
| 7 AM | 188 | 0 | 33 | 155 | 365 | 0 | 60 | 2 | 20 | 38 | 363 |
| 8 AM | 193 | 0 | 32 | 161 | 372 | 0 | 43 | 1 | 17 | 25 | 400 |
| 9 AM | 160 | 0 | 36 | 124 | 306 | 0 | 55 | 5 | 14 | 36 | 312 |
| 10 AM | 189 | 0 | 37 | 152 | 380 | 0 | 54 | 1 | 14 | 39 | 451 |
| 11 AM | 241 | 0 | 51 | 190 | 487 | 0 | 82 | 9 | 16 | 57 | 606 |
| Noon | 280 | 0 | 82 | 198 | 559 | 0 | 127 | 6 | 31 | 90 | 648 |
| 1 PM | 232 | 1 | 49 | 182 | 470 | 1 | 82 | 1 | 24 | 57 | 530 |
| 2 PM | 294 | 1 | 68 | 225 | 593 | 1 | 105 | 8 | 29 | 68 | 692 |
| 3 PM | 349 | 0 | 69 | 280 | 695 | 0 | 93 | 10 | 22 | 61 | 813 |
| 4 PM | 421 | 1 | 80 | 340 | 853 | 1 | 112 | 12 | 21 | 79 | 994 |
| 5 PM | 389 | 0 | 66 | 323 | 786 | 0 | 94 | 14 | 16 | 64 | 954 |
| 6 PM | 247 | 1 | 52 | 194 | 461 | 1 | 80 | 11 | 32 | 37 | 574 |
| 7 PM | 169 | 0 | 43 | 126 | 294 | 0 | 59 | 9 | 27 | 23 | 409 |
| 8 PM | 121 | 0 | 25 | 96 | 216 | 0 | 39 | 7 | 8 | 24 | 250 |
| 9 PM | 122 | 0 | 26 | 96 | 216 | 0 | 32 | 5 | 10 | 17 | 255 |
| 10 PM | 115 | 0 | 21 | 94 | 191 | 0 | 29 | 5 | 10 | 14 | 227 |
| 11 PM | 76 | 0 | 15 | 61 | 130 | 0 | 27 | 3 | 6 | 18 | 142 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 415 | 3 | 58 | 354 | 691 | 3 | 73 | 17 | 17 | 39 | 746 |
| Darkness, Lighted Road | 668 | 1 | 143 | 524 | 1,204 | 1 | 200 | 18 | 63 | 119 | 1,412 |
| Dawn | 33 | 0 | 2 | 31 | 53 | 0 | 2 | 0 | 1 | 1 | 51 |
| Daylight | 2,946 | 4 | 625 | 2,317 | 5,835 | 4 | 951 | 82 | 261 | 608 | 6,738 |
| Dusk | 100 | 0 | 18 | 82 | 189 | 0 | 25 | 7 | 10 | 8 | 242 |
| Unknown | 32 | 0 | 3 | 29 | 60 | 0 | 4 | 0 | 1 | 3 | 38 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |

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|--|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 40 | 0 | 10 | 30 | 75 | 0 | 15 | 7 | 4 | 4 | 88 |
| Debris on Roadway | 5 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 10 |
| Maintenance Zone | 5 | 0 | 0 | 5 | 10 | 0 | 0 | 0 | 0 | 0 | 14 |
| No Defects | 4,057 | 8 | 834 | 3,215 | 7,785 | 8 | 1,234 | 116 | 346 | 772 | 8,948 |
| Rut, Holes | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Utility Work Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Work Zone - Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Unknown | 80 | 0 | 5 | 75 | 143 | 0 | 6 | 1 | 3 | 2 | 155 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 77 | 1 | 13 | 63 | 121 | 1 | 18 | 0 | 8 | 10 | 143 |
| No Controls | 2,586 | 5 | 439 | 2,142 | 4,864 | 5 | 607 | 66 | 191 | 350 | 5,377 |
| No Passing | 5 | 0 | 0 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 11 |
| Other Regualtory Sign | 10 | 0 | 1 | 9 | 18 | 0 | 1 | 0 | 1 | 0 | 25 |
| Other Warning Sign | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Police/Flagman | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| School Zone | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| Stop Sign/Flasher | 407 | 2 | 107 | 298 | 787 | 2 | 157 | 20 | 34 | 103 | 974 |
| Traffic Signal | 1,053 | 0 | 282 | 771 | 2,135 | 0 | 458 | 33 | 117 | 308 | 2,568 |
| Yield | 18 | 0 | 3 | 15 | 34 | 0 | 7 | 0 | 1 | 6 | 46 |
| Unknown | 34 | 0 | 4 | 30 | 58 | 0 | 7 | 5 | 1 | 1 | 76 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 5 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 9 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#s | 82 | 0 | 20 | 62 | 159 | 0 | 35 | 3 | 4 | 28 | 190 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 291 | 0 | 65 | 226 | 581 | 0 | 98 | 3 | 36 | 59 | 728 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 105 | 0 | 26 | 79 | 216 | 0 | 36 | 3 | 10 | 23 | 255 |
| Intersection of Ramp and Other Roadway | 129 | 2 | 18 | 109 | 247 | 2 | 28 | 2 | 4 | 22 | 300 |
| Not Applicable | 3,576 | 6 | 719 | 2,851 | 6,811 | 6 | 1,057 | 113 | 299 | 645 | 7,731 |
| Railroad Crossing | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Underpass | 5 | 0 | 1 | 4 | 8 | 0 | 1 | 0 | 0 | 1 | 11 |
| TOTALS | 4,194 | 8 | 849 | 3,337 | 8,032 | 8 | 1,255 | 124 | 353 | 778 | 9,227 |

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|------------------------------|-------------------|-----------|--------------|-----------------|----------------|--------------|-----------------|------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 35 | 0 | 10 | 25 | 35 | 0 | 8 | 1 | 4 | 3 | 42 |
| Engine/Motor | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| Lights | 5 | 0 | 4 | 1 | 5 | 0 | 5 | 0 | 0 | 5 | 6 |
| No Defect | 7,316 | 9 | 1,544 | 5,763 | 7,316 | 4 | 1,136 | 96 | 304 | 736 | 8,472 |
| Restraint System | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Signals | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Steering | 6 | 0 | 2 | 4 | 6 | 0 | 4 | 1 | 0 | 3 | 6 |
| Tires | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| Wheels | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Windows | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 655 | 4 | 67 | 584 | 655 | 3 | 18 | 9 | 5 | 4 | 683 |
| TOTALS | 8,032 | 13 | 1,629 | 6,390 | 8,032 | 7 | 1,173 | 107 | 314 | 752 | 9,223 |
| VEHICLE TYPE | | | | | | | | | | | |
| ATV | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Bus over 15 Passengers | 55 | 0 | 8 | 47 | 55 | 0 | 9 | 0 | 0 | 9 | 83 |
| Bus up to 15 Passengers | 15 | 0 | 4 | 11 | 15 | 0 | 3 | 0 | 0 | 3 | 24 |
| Farm Equipment | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Motor Driven Cycle | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 2 | 0 |
| Motorcycle (over 150cc) | 54 | 4 | 38 | 12 | 54 | 3 | 42 | 13 | 25 | 4 | 13 |
| Other Vehicle with Trailer | 7 | 0 | 1 | 6 | 7 | 0 | 3 | 0 | 0 | 3 | 2 |
| Passenger | 5,037 | 5 | 1,039 | 3,993 | 5,037 | 2 | 795 | 67 | 203 | 525 | 5,730 |
| Pickup | 813 | 1 | 158 | 654 | 813 | 0 | 80 | 7 | 31 | 42 | 896 |
| SUV | 979 | 2 | 182 | 795 | 979 | 1 | 104 | 6 | 23 | 75 | 1,191 |
| Tractor with Semi-Trailer | 54 | 0 | 8 | 46 | 54 | 0 | 2 | 1 | 0 | 1 | 55 |
| Tractor without Semi-Trailer | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Truck Single Unit | 80 | 0 | 14 | 66 | 80 | 0 | 5 | 0 | 4 | 1 | 87 |
| Van/Mini-Van | 686 | 1 | 157 | 528 | 686 | 1 | 123 | 13 | 23 | 87 | 899 |
| Unknown | 243 | 0 | 16 | 227 | 243 | 0 | 4 | 0 | 4 | 0 | 237 |
| TOTALS | 8,032 | 13 | 1,629 | 6,390 | 8,032 | 7 | 1,173 | 107 | 314 | 752 | 9,223 |

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|-------------------------|-------------------|-----------|--------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 138 | 3 | 49 | 86 | 138 | 2 | 39 | 7 | 17 | 15 | 97 |
| Asleep/Fainted | 14 | 0 | 6 | 8 | 14 | 0 | 6 | 0 | 4 | 2 | 8 |
| Drug Impaired | 14 | 4 | 6 | 4 | 14 | 3 | 6 | 3 | 2 | 1 | 5 |
| Fatigued | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| Had Been Drinking | 20 | 0 | 4 | 16 | 20 | 0 | 2 | 0 | 1 | 1 | 18 |
| Illness | 15 | 0 | 10 | 5 | 15 | 0 | 8 | 2 | 4 | 2 | 7 |
| Medicated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Normal | 6,712 | 6 | 1,445 | 5,261 | 6,712 | 1 | 681 | 64 | 198 | 419 | 6,030 |
| Other/Unknown | 612 | 0 | 79 | 533 | 612 | 0 | 18 | 4 | 4 | 10 | 594 |
| TOTALS | 7,531 | 13 | 1,600 | 5,918 | 7,531 | 6 | 761 | 80 | 230 | 451 | 6,764 |

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|--------------------------|------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|----|----|-----|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 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 |
| 15 | Female | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| 16 | Female | 97 | 0 | 21 | 76 | 97 | 0 | 10 | 1 | 3 | 6 | 87 |
| | Male | 83 | 0 | 14 | 69 | 83 | 0 | 3 | 0 | 0 | 3 | 80 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17 | Female | 94 | 0 | 20 | 74 | 94 | 0 | 8 | 2 | 3 | 3 | 86 |
| | Male | 122 | 0 | 26 | 96 | 122 | 0 | 12 | 0 | 4 | 8 | 110 |
| 18 | Female | 126 | 0 | 19 | 107 | 126 | 0 | 12 | 1 | 6 | 5 | 114 |
| | Male | 115 | 0 | 20 | 95 | 115 | 0 | 6 | 1 | 1 | 4 | 109 |
| 19 | Female | 111 | 0 | 17 | 94 | 111 | 0 | 8 | 0 | 3 | 5 | 103 |
| | Male | 118 | 0 | 26 | 92 | 118 | 0 | 12 | 3 | 6 | 3 | 106 |
| 20 | Female | 126 | 0 | 30 | 96 | 126 | 0 | 16 | 1 | 3 | 12 | 110 |
| | Male | 107 | 1 | 28 | 78 | 107 | 0 | 11 | 1 | 2 | 8 | 96 |
| 21 | Female | 130 | 0 | 26 | 104 | 130 | 0 | 17 | 1 | 6 | 10 | 113 |
| | Male | 93 | 0 | 15 | 78 | 93 | 0 | 7 | 2 | 4 | 1 | 86 |
| 22-24 | Female | 335 | 0 | 82 | 253 | 335 | 0 | 48 | 5 | 13 | 30 | 287 |
| | Male | 256 | 1 | 63 | 192 | 256 | 1 | 29 | 5 | 12 | 12 | 226 |
| 25-29 | Female | 401 | 0 | 96 | 305 | 401 | 0 | 58 | 4 | 18 | 36 | 343 |
| | Male | 383 | 1 | 75 | 307 | 383 | 0 | 30 | 4 | 11 | 15 | 353 |
| 30-34 | Female | 287 | 1 | 63 | 223 | 287 | 1 | 36 | 4 | 12 | 20 | 250 |
| | Male | 306 | 1 | 72 | 233 | 306 | 1 | 24 | 3 | 9 | 12 | 281 |
| 35-39 | Female | 341 | 1 | 77 | 263 | 341 | 0 | 45 | 5 | 8 | 32 | 296 |
| | Male | 340 | 3 | 79 | 258 | 340 | 1 | 36 | 9 | 8 | 19 | 303 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | Female | 250 | 1 | 61 | 188 | 250 | 0 | 30 | 1 | 10 | 19 | 220 |
| | Male | 275 | 0 | 59 | 216 | 275 | 0 | 29 | 5 | 12 | 12 | 246 |
| 45-49 | Female | 307 | 0 | 73 | 234 | 307 | 0 | 48 | 3 | 9 | 36 | 259 |
| | Male | 262 | 0 | 50 | 212 | 262 | 0 | 18 | 3 | 5 | 10 | 244 |
| 50-54 | Female | 265 | 1 | 51 | 213 | 265 | 0 | 30 | 1 | 4 | 25 | 235 |
| | Male | 256 | 1 | 50 | 205 | 256 | 1 | 27 | 2 | 8 | 17 | 228 |
| 55-59 | Female | 196 | 0 | 50 | 146 | 196 | 0 | 25 | 2 | 5 | 18 | 171 |
| | Male | 244 | 0 | 50 | 194 | 244 | 0 | 20 | 3 | 7 | 10 | 224 |
| 60-64 | Female | 169 | 1 | 37 | 131 | 169 | 1 | 17 | 0 | 5 | 12 | 151 |
| | Male | 200 | 0 | 36 | 164 | 200 | 0 | 14 | 2 | 4 | 8 | 186 |
| 65-69 | Female | 98 | 0 | 19 | 79 | 98 | 0 | 11 | 2 | 0 | 9 | 87 |
| | Male | 123 | 0 | 32 | 91 | 123 | 0 | 8 | 1 | 4 | 3 | 115 |
| 70-74 | Female | 74 | 0 | 16 | 58 | 74 | 0 | 6 | 0 | 1 | 5 | 68 |
| | Male | 74 | 0 | 16 | 58 | 74 | 0 | 9 | 0 | 4 | 5 | 65 |

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|--------------------------|------------|-------------------|-----------|--------------|-----------------|----------------|--------------|-----------------|-----------|------------|------------|--------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 75-79 | Female | 49 | 0 | 14 | 35 | 49 | 0 | 5 | 1 | 1 | 3 | 44 |
| | Male | 68 | 0 | 23 | 45 | 68 | 0 | 8 | 0 | 6 | 2 | 60 |
| 80-84 | Female | 53 | 0 | 18 | 35 | 53 | 0 | 13 | 2 | 6 | 5 | 40 |
| | Male | 66 | 0 | 11 | 55 | 66 | 0 | 5 | 0 | 1 | 4 | 61 |
| 85-89 | Female | 21 | 0 | 6 | 15 | 21 | 0 | 4 | 0 | 1 | 3 | 17 |
| | Male | 22 | 0 | 6 | 16 | 22 | 0 | 4 | 0 | 4 | 0 | 18 |
| 90-94 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Unknown | Female | 28 | 0 | 4 | 24 | 28 | 0 | 0 | 0 | 0 | 0 | 28 |
| | Male | 70 | 0 | 10 | 60 | 70 | 0 | 0 | 0 | 0 | 0 | 70 |
| | Not Stated | 361 | 0 | 36 | 325 | 361 | 0 | 1 | 0 | 1 | 0 | 360 |
| TOTALS | | 7,531 | 13 | 1,600 | 5,918 | 7,531 | 6 | 761 | 80 | 230 | 451 | 6,764 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 22 | 0 | 8 | 14 | 22 | 0 | 1 | 0 | 0 | 1 | 21 |
| | Male | 14 | 0 | 5 | 9 | 14 | 0 | 2 | 0 | 1 | 1 | 12 |
| 1 | Female | 30 | 0 | 12 | 18 | 30 | 0 | 3 | 0 | 1 | 2 | 27 |
| | Male | 20 | 0 | 5 | 15 | 20 | 0 | 1 | 0 | 0 | 1 | 19 |
| 2 | Female | 22 | 0 | 7 | 15 | 22 | 0 | 1 | 0 | 0 | 1 | 21 |
| | Male | 33 | 0 | 13 | 20 | 33 | 0 | 4 | 0 | 1 | 3 | 29 |
| 3 | Female | 16 | 0 | 3 | 13 | 16 | 0 | 2 | 0 | 0 | 2 | 14 |
| | Male | 29 | 1 | 10 | 18 | 29 | 1 | 4 | 0 | 1 | 3 | 24 |
| 4 | Female | 29 | 0 | 10 | 19 | 29 | 0 | 3 | 0 | 1 | 2 | 26 |
| | Male | 15 | 0 | 3 | 12 | 15 | 0 | 1 | 0 | 0 | 1 | 14 |
| 5 | Female | 35 | 0 | 16 | 19 | 35 | 0 | 8 | 0 | 1 | 7 | 27 |
| | Male | 22 | 0 | 6 | 16 | 22 | 0 | 5 | 0 | 1 | 4 | 17 |
| 6 | Female | 17 | 0 | 8 | 9 | 17 | 0 | 2 | 0 | 0 | 2 | 15 |
| | Male | 15 | 0 | 7 | 8 | 15 | 0 | 4 | 1 | 0 | 3 | 11 |
| 7 | Female | 23 | 0 | 7 | 16 | 23 | 0 | 4 | 0 | 0 | 4 | 19 |
| | Male | 27 | 0 | 8 | 19 | 27 | 0 | 4 | 1 | 2 | 1 | 23 |
| 8 | Female | 19 | 0 | 6 | 13 | 19 | 0 | 2 | 0 | 1 | 1 | 17 |
| | Male | 24 | 0 | 8 | 16 | 24 | 0 | 4 | 0 | 3 | 1 | 20 |
| 9 | Female | 25 | 0 | 7 | 18 | 25 | 0 | 3 | 0 | 1 | 2 | 22 |
| | Male | 23 | 0 | 6 | 17 | 23 | 0 | 3 | 1 | 1 | 1 | 20 |
| 10-14 | Female | 113 | 0 | 34 | 79 | 113 | 0 | 17 | 0 | 4 | 13 | 96 |
| | Male | 104 | 1 | 51 | 52 | 104 | 0 | 28 | 5 | 3 | 20 | 76 |
| 15 | Female | 41 | 0 | 16 | 25 | 41 | 0 | 9 | 0 | 0 | 9 | 32 |
| | Male | 38 | 1 | 15 | 22 | 38 | 0 | 4 | 0 | 1 | 3 | 34 |
| 16 | Female | 44 | 0 | 10 | 34 | 44 | 0 | 7 | 0 | 2 | 5 | 37 |
| | Male | 42 | 0 | 8 | 34 | 42 | 0 | 1 | 0 | 0 | 1 | 41 |
| 17 | Female | 48 | 0 | 16 | 32 | 48 | 0 | 11 | 0 | 3 | 8 | 37 |
| | Male | 43 | 0 | 14 | 29 | 43 | 0 | 3 | 0 | 0 | 3 | 40 |
| 18 | Female | 44 | 0 | 18 | 26 | 44 | 0 | 8 | 0 | 0 | 8 | 36 |
| | Male | 38 | 0 | 10 | 28 | 38 | 0 | 3 | 1 | 0 | 2 | 35 |
| 19 | Female | 35 | 0 | 11 | 24 | 35 | 0 | 8 | 1 | 1 | 6 | 27 |
| | Male | 28 | 0 | 4 | 24 | 28 | 0 | 3 | 0 | 1 | 2 | 25 |
| 20 | Female | 24 | 0 | 7 | 17 | 24 | 0 | 5 | 0 | 2 | 3 | 19 |
| | Male | 25 | 0 | 4 | 21 | 25 | 0 | 2 | 0 | 1 | 1 | 23 |
| 21 | Female | 26 | 0 | 8 | 18 | 26 | 0 | 7 | 1 | 1 | 5 | 19 |
| | Male | 28 | 0 | 9 | 19 | 28 | 0 | 2 | 0 | 0 | 2 | 26 |
| 22-24 | Female | 81 | 1 | 31 | 49 | 81 | 0 | 17 | 2 | 3 | 12 | 64 |
| | Male | 65 | 1 | 17 | 47 | 65 | 0 | 9 | 0 | 4 | 5 | 56 |
| 25-29 | Female | 73 | 1 | 29 | 43 | 73 | 0 | 20 | 1 | 6 | 13 | 53 |
| | Male | 82 | 0 | 33 | 49 | 82 | 0 | 18 | 0 | 5 | 13 | 64 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Peoria | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|-----------------------------|------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|-----------|------------|--------------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 30-34 | Female | 62 | 0 | 25 | 37 | 62 | 0 | 13 | 1 | 4 | 8 | 49 |
| | Male | 62 | 0 | 23 | 39 | 62 | 0 | 8 | 0 | 2 | 6 | 54 |
| 35-39 | Female | 49 | 0 | 25 | 24 | 49 | 0 | 14 | 2 | 4 | 8 | 35 |
| | Male | 47 | 1 | 17 | 29 | 47 | 0 | 9 | 1 | 2 | 6 | 38 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | Female | 53 | 0 | 25 | 28 | 53 | 0 | 20 | 2 | 3 | 15 | 33 |
| | Male | 50 | 0 | 19 | 31 | 50 | 0 | 11 | 0 | 3 | 8 | 39 |
| 45-49 | Female | 62 | 0 | 25 | 37 | 62 | 0 | 20 | 0 | 2 | 18 | 42 |
| | Male | 34 | 0 | 11 | 23 | 34 | 0 | 7 | 1 | 1 | 5 | 27 |
| 50-54 | Female | 40 | 0 | 10 | 30 | 40 | 0 | 10 | 0 | 2 | 8 | 30 |
| | Male | 27 | 0 | 9 | 18 | 27 | 0 | 3 | 2 | 0 | 1 | 24 |
| 55-59 | Female | 41 | 0 | 13 | 28 | 41 | 0 | 9 | 1 | 3 | 5 | 32 |
| | Male | 15 | 0 | 4 | 11 | 15 | 0 | 2 | 2 | 0 | 0 | 13 |
| 60-64 | Female | 35 | 0 | 12 | 23 | 35 | 0 | 8 | 0 | 2 | 6 | 27 |
| | Male | 15 | 0 | 8 | 7 | 15 | 0 | 5 | 0 | 0 | 5 | 10 |
| 65-69 | Female | 29 | 0 | 11 | 18 | 29 | 0 | 7 | 0 | 0 | 7 | 22 |
| | Male | 14 | 0 | 4 | 10 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| 70-74 | Female | 27 | 0 | 11 | 16 | 27 | 0 | 5 | 0 | 1 | 4 | 22 |
| | Male | 9 | 0 | 1 | 8 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| 75-79 | Female | 24 | 0 | 9 | 15 | 24 | 0 | 3 | 0 | 0 | 3 | 21 |
| | Male | 5 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 80-84 | Female | 19 | 0 | 7 | 12 | 19 | 0 | 5 | 0 | 1 | 4 | 14 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| 85-89 | Female | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 90-94 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Unknown | Female | 17 | 0 | 3 | 14 | 17 | 0 | 3 | 1 | 1 | 1 | 14 |
| | Male | 13 | 0 | 2 | 11 | 13 | 0 | 2 | 0 | 1 | 1 | 11 |
| | Not Stated | 622 | 0 | 114 | 508 | 622 | 0 | 0 | 0 | 0 | 0 | 622 |
| TOTALS | | 2,875 | 7 | 897 | 1,971 | 2,875 | 1 | 412 | 27 | 84 | 301 | 2,462 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Peoria | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|------------------------------|--------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|-----------|-----------|-----------|----------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 4 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 9 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 10-14 | Female | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 |
| 15 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 17 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 21 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 22-24 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| 25-29 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 30-34 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 35-39 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 2 | 0 | 2 | 0 |
| 45-49 | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 2 | 1 | 0 |
| 50-54 | Female | 3 | 1 | 2 | 0 | 3 | 1 | 2 | 1 | 0 | 1 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 |
| 55-59 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 85-89 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 50 | 1 | 49 | 0 | 50 | 1 | 49 | 13 | 21 | 15 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Peoria | | NUMBER OF CRASHES | | | | | | INJURY SEVERITY | | | | |
|---------------------------------|------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|----------|-----------|-----------|----------|
| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | |
| 5 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 6 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 8 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 9 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 8 | 0 | 8 | 0 | 8 | 0 | 8 | 1 | 3 | 4 | 0 |
| 15 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 17 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 19 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 25-29 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 35-39 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 40-44 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 0 |
| 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 55-59 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 65-69 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 34 | 0 | 33 | 1 | 34 | 0 | 33 | 4 | 18 | 11 | 1 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Peoria | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | | | |
|--|-------------------|--------|--------|-----------------|----------------|--------------|---------------|-----------------|---|---|---|---|---|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 15 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 85-89 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Crossing - With Signal | 21 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 25-29 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 50-54 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Enter from Drive/Alley | 9 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Entering/Leaving/Crossing Unspecified Location | 22-24 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 25-29 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 50-54 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Entering/Leaving/Crossing Vehicle | 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Other | 4 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 35-39 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 50-54 | Female | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 65-69 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Standing in Roadway | 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Waiting for School Bus | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding against Traffic | 17 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Walking/Riding with Traffic | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 16 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 30-34 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Peoria | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | | | |
|---|-------------------|--------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|-----------|-----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Unknown | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 16 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 19 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 35-39 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 40-44 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| | 45-49 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| | 65-69 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | | 50 | 1 | 49 | 0 | 50 | 1 | 49 | 13 | 21 | 15 | 0 |

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

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

| Peoria | NUMBER OF CRASHES | | | | | | | | INJURY SEVERITY | | | | |
|--|-------------------|------------|-----------|-----------------|----------------|--------------|---------------|----------|-----------------|----------|-----------|-----------|----------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O | | |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Unknown | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Crossing - With Signal | 15 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 17 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Enter from Drive/Alley | 5 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 7 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 8 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 9 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 10-14 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| | 25-29 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Entering/Leaving/Crossing Unspecified Location | 15 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Other | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Turning Left | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding against Traffic | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 40-44 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding with Traffic | 10-14 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| | 35-39 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 55-59 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | 6 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | 19 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 65-69 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Unknown | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 34 | 0 | 33 | 1 | 34 | 0 | 33 | 4 | 18 | 11 | 1 |