

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

City Summary

Selection Criteria: 1/1/2008 thru 12/31/2008

| | NUMBER OF CRASHES | | | | | | | INJURY SEVERITY | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Barrington Hills | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 285 | 1 | 62 | 222 | 472 | 1 | 97 | 19 | 48 | 30 | 533 |
| Rain | 25 | 0 | 7 | 18 | 36 | 0 | 7 | 3 | 1 | 3 | 39 |
| Severe Cross Wind | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sleet/Hail | 3 | 0 | 2 | 1 | 4 | 0 | 4 | 0 | 0 | 4 | 4 |
| Snow | 92 | 0 | 10 | 82 | 156 | 0 | 15 | 5 | 4 | 6 | 196 |
| Unknown | 11 | 0 | 3 | 8 | 16 | 0 | 5 | 3 | 2 | 0 | 15 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 14 | 0 | 7 | 7 | 14 | 0 | 11 | 2 | 9 | 0 | 7 |
| Pedalcyclist | 3 | 0 | 3 | 0 | 3 | 0 | 4 | 1 | 2 | 1 | 9 |
| Animal | 65 | 0 | 2 | 63 | 65 | 0 | 3 | 1 | 1 | 1 | 80 |
| Fixed object | 92 | 0 | 20 | 72 | 93 | 0 | 26 | 3 | 13 | 10 | 93 |
| Other object | 9 | 0 | 3 | 6 | 9 | 0 | 3 | 1 | 0 | 2 | 6 |
| Other non collision | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Parked motor vehicle | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 3 |
| Rear end | 133 | 1 | 20 | 112 | 291 | 1 | 30 | 5 | 8 | 17 | 345 |
| Head on | 11 | 0 | 6 | 5 | 22 | 0 | 10 | 7 | 1 | 2 | 20 |
| Sideswipe same direction | 15 | 0 | 0 | 15 | 30 | 0 | 0 | 0 | 0 | 0 | 33 |
| Sideswipe opposite direction | 15 | 0 | 4 | 11 | 34 | 0 | 6 | 2 | 0 | 4 | 44 |
| Angle | 23 | 0 | 12 | 11 | 49 | 0 | 23 | 3 | 17 | 3 | 50 |
| Turning | 32 | 0 | 7 | 25 | 67 | 0 | 12 | 5 | 4 | 3 | 95 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| CLASS OF CITY | | | | | | | | | | | |
| 2,500 TO 5,000 | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 250 | 1 | 57 | 192 | 412 | 1 | 92 | 18 | 47 | 27 | 460 |
| Ice | 34 | 0 | 7 | 27 | 51 | 0 | 11 | 4 | 2 | 5 | 48 |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Snow or Slush | 87 | 0 | 11 | 76 | 148 | 0 | 16 | 5 | 4 | 7 | 185 |
| Wet | 42 | 0 | 8 | 34 | 67 | 0 | 8 | 3 | 2 | 3 | 89 |
| Unknown | 4 | 0 | 1 | 3 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Barrington Hills | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| State Numbered Urban | 236 | 1 | 51 | 184 | 405 | 1 | 81 | 19 | 37 | 25 | 452 |
| Unmarked Highway Urban | 87 | 0 | 12 | 75 | 151 | 0 | 18 | 6 | 3 | 9 | 183 |
| City Streets Urban | 63 | 0 | 15 | 48 | 84 | 0 | 21 | 4 | 9 | 8 | 96 |
| County & Local Roads Rural | 32 | 0 | 6 | 26 | 46 | 0 | 8 | 1 | 6 | 1 | 58 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 36 | 0 | 9 | 27 | 51 | 0 | 14 | 5 | 6 | 3 | 79 |
| Monday | 76 | 1 | 16 | 59 | 126 | 1 | 22 | 8 | 7 | 7 | 133 |
| Tuesday | 61 | 0 | 12 | 49 | 95 | 0 | 16 | 2 | 7 | 7 | 95 |
| Wednesday | 58 | 0 | 9 | 49 | 96 | 0 | 15 | 5 | 7 | 3 | 117 |
| Thursday | 66 | 0 | 16 | 50 | 119 | 0 | 27 | 6 | 8 | 13 | 122 |
| Friday | 72 | 0 | 14 | 58 | 121 | 0 | 18 | 0 | 13 | 5 | 141 |
| Saturday | 49 | 0 | 8 | 41 | 78 | 0 | 16 | 4 | 7 | 5 | 102 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |

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| Barrington Hills | | | | | | | | | | | |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 7 | 0 | 2 | 5 | 9 | 0 | 2 | 0 | 0 | 2 | 8 |
| 1 AM | 5 | 0 | 1 | 4 | 6 | 0 | 2 | 2 | 0 | 0 | 6 |
| 2 AM | 7 | 0 | 1 | 6 | 8 | 0 | 1 | 1 | 0 | 0 | 7 |
| 3 AM | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 1 | 0 | 0 | 6 |
| 4 AM | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5 AM | 17 | 0 | 1 | 16 | 21 | 0 | 2 | 0 | 2 | 0 | 22 |
| 6 AM | 30 | 0 | 2 | 28 | 47 | 0 | 2 | 0 | 1 | 1 | 50 |
| 7 AM | 36 | 0 | 10 | 26 | 65 | 0 | 15 | 4 | 5 | 6 | 68 |
| 8 AM | 33 | 0 | 7 | 26 | 57 | 0 | 12 | 1 | 4 | 7 | 65 |
| 9 AM | 13 | 0 | 3 | 10 | 26 | 0 | 5 | 2 | 1 | 2 | 32 |
| 10 AM | 12 | 0 | 4 | 8 | 17 | 0 | 7 | 0 | 7 | 0 | 20 |
| 11 AM | 18 | 1 | 5 | 12 | 33 | 1 | 7 | 2 | 3 | 2 | 38 |
| Noon | 16 | 0 | 3 | 13 | 31 | 0 | 8 | 0 | 6 | 2 | 39 |
| 1 PM | 20 | 0 | 4 | 16 | 33 | 0 | 5 | 1 | 3 | 1 | 35 |
| 2 PM | 23 | 0 | 2 | 21 | 35 | 0 | 4 | 3 | 0 | 1 | 37 |
| 3 PM | 34 | 0 | 9 | 25 | 55 | 0 | 11 | 3 | 4 | 4 | 56 |
| 4 PM | 36 | 0 | 10 | 26 | 61 | 0 | 14 | 3 | 4 | 7 | 76 |
| 5 PM | 28 | 0 | 5 | 23 | 56 | 0 | 10 | 2 | 5 | 3 | 67 |
| 6 PM | 23 | 0 | 4 | 19 | 40 | 0 | 6 | 0 | 4 | 2 | 55 |
| 7 PM | 11 | 0 | 0 | 11 | 15 | 0 | 0 | 0 | 0 | 0 | 24 |
| 8 PM | 11 | 0 | 3 | 8 | 16 | 0 | 7 | 1 | 5 | 1 | 19 |
| 9 PM | 15 | 0 | 4 | 11 | 25 | 0 | 4 | 3 | 0 | 1 | 33 |
| 10 PM | 7 | 0 | 1 | 6 | 12 | 0 | 1 | 0 | 0 | 1 | 15 |
| 11 PM | 7 | 0 | 2 | 5 | 9 | 0 | 2 | 1 | 1 | 0 | 8 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 108 | 0 | 17 | 91 | 149 | 0 | 23 | 9 | 8 | 6 | 169 |
| Darkness, Lighted Road | 15 | 0 | 1 | 14 | 28 | 0 | 1 | 0 | 0 | 1 | 44 |
| Dawn | 18 | 0 | 0 | 18 | 25 | 0 | 0 | 0 | 0 | 0 | 27 |
| Daylight | 262 | 1 | 65 | 196 | 457 | 1 | 103 | 21 | 46 | 36 | 510 |
| Dusk | 14 | 0 | 1 | 13 | 26 | 0 | 1 | 0 | 1 | 0 | 38 |
| Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |

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City Summary

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| Barrington Hills | | | | | | | | | | | |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Debris on Roadway | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Defects | 400 | 1 | 82 | 317 | 655 | 1 | 126 | 30 | 54 | 42 | 750 |
| Worn Surface | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Unknown | 11 | 0 | 1 | 10 | 20 | 0 | 1 | 0 | 0 | 1 | 29 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 8 | 0 | 2 | 6 | 12 | 0 | 5 | 0 | 3 | 2 | 14 |
| No Controls | 273 | 1 | 49 | 223 | 410 | 1 | 67 | 15 | 26 | 26 | 469 |
| No Passing | 7 | 0 | 1 | 6 | 11 | 0 | 3 | 1 | 0 | 2 | 13 |
| Other Regualtory Sign | 7 | 0 | 2 | 5 | 9 | 0 | 4 | 0 | 3 | 1 | 9 |
| Other Warning Sign | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Police/Flagman | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| School Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Stop Sign/Flasher | 30 | 0 | 13 | 17 | 62 | 0 | 24 | 3 | 18 | 3 | 70 |
| Traffic Signal | 73 | 0 | 10 | 63 | 150 | 0 | 15 | 6 | 4 | 5 | 184 |
| Unknown | 17 | 0 | 7 | 10 | 25 | 0 | 10 | 5 | 1 | 4 | 21 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 82 | 0 | 9 | 73 | 164 | 0 | 12 | 3 | 3 | 6 | 198 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 7 | 0 | 2 | 5 | 16 | 0 | 3 | 0 | 3 | 0 | 18 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 5 | 0 | 2 | 3 | 8 | 0 | 3 | 1 | 0 | 2 | 8 |
| Not Applicable | 323 | 1 | 71 | 251 | 495 | 1 | 110 | 26 | 49 | 35 | 560 |
| TOTALS | 418 | 1 | 84 | 333 | 686 | 1 | 128 | 30 | 55 | 43 | 789 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Barrington Hills | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| No Defect | 620 | 0 | 136 | 484 | 620 | 0 | 114 | 29 | 49 | 36 | 716 |
| Steering | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Tires | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Unknown | 61 | 3 | 5 | 53 | 61 | 1 | 8 | 0 | 3 | 5 | 69 |
| TOTALS | 686 | 3 | 144 | 539 | 686 | 1 | 124 | 29 | 53 | 42 | 789 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 12 |
| Bus up to 15 Passengers | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| Motorcycle (over 150cc) | 4 | 0 | 4 | 0 | 4 | 0 | 5 | 4 | 1 | 0 | 0 |
| Other Vehicle with Trailer | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Passenger | 382 | 0 | 88 | 294 | 382 | 0 | 73 | 15 | 28 | 30 | 406 |
| Pickup | 49 | 1 | 7 | 41 | 49 | 1 | 5 | 0 | 5 | 0 | 51 |
| SUV | 148 | 0 | 30 | 118 | 148 | 0 | 35 | 9 | 15 | 11 | 177 |
| Tractor with Semi-Trailer | 17 | 2 | 2 | 13 | 17 | 0 | 2 | 0 | 2 | 0 | 16 |
| Tractor without Semi-Trailer | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Truck Single Unit | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 8 |
| Van/Mini-Van | 68 | 0 | 11 | 57 | 68 | 0 | 4 | 1 | 2 | 1 | 108 |
| Unknown | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 686 | 3 | 144 | 539 | 686 | 1 | 124 | 29 | 53 | 42 | 789 |

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| Barrington Hills | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 12 | 0 | 5 | 7 | 12 | 0 | 4 | 0 | 2 | 2 | 8 |
| Asleep/Fainted | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 1 | 1 | 0 | 2 |
| Drug Impaired | 1 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Illness | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Normal | 638 | 2 | 130 | 506 | 638 | 1 | 82 | 16 | 33 | 33 | 555 |
| Other/Unknown | 26 | 0 | 7 | 19 | 26 | 0 | 6 | 4 | 1 | 1 | 20 |
| TOTALS | 683 | 3 | 144 | 536 | 683 | 1 | 95 | 21 | 38 | 36 | 587 |

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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| Barrington Hills | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 15 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| | Male | 12 | 0 | 6 | 6 | 12 | 0 | 2 | 1 | 1 | 0 | 10 |
| 17 | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 11 | 0 | 3 | 8 | 11 | 0 | 2 | 0 | 1 | 1 | 9 |
| 18 | Female | 14 | 0 | 4 | 10 | 14 | 0 | 3 | 0 | 2 | 1 | 11 |
| | Male | 11 | 0 | 2 | 9 | 11 | 0 | 2 | 2 | 0 | 0 | 9 |
| 19 | Female | 11 | 0 | 4 | 7 | 11 | 0 | 2 | 0 | 1 | 1 | 9 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 20 | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21 | Female | 6 | 0 | 4 | 2 | 6 | 0 | 2 | 0 | 0 | 2 | 4 |
| | Male | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 22-24 | Female | 17 | 0 | 6 | 11 | 17 | 0 | 3 | 1 | 1 | 1 | 14 |
| | Male | 27 | 0 | 5 | 22 | 27 | 0 | 4 | 0 | 0 | 4 | 23 |
| 25-29 | Female | 35 | 0 | 8 | 27 | 35 | 0 | 5 | 0 | 4 | 1 | 30 |
| | Male | 39 | 0 | 11 | 28 | 39 | 0 | 7 | 1 | 4 | 2 | 32 |
| 30-34 | Female | 30 | 0 | 9 | 21 | 30 | 0 | 4 | 1 | 1 | 2 | 26 |
| | Male | 41 | 0 | 4 | 37 | 41 | 0 | 1 | 0 | 1 | 0 | 40 |
| 35-39 | Female | 23 | 0 | 6 | 17 | 23 | 0 | 6 | 0 | 3 | 3 | 17 |
| | Male | 43 | 1 | 8 | 34 | 43 | 0 | 7 | 2 | 3 | 2 | 36 |
| 40-44 | Female | 30 | 0 | 9 | 21 | 30 | 0 | 4 | 0 | 1 | 3 | 26 |
| | Male | 29 | 0 | 6 | 23 | 29 | 0 | 6 | 1 | 1 | 4 | 23 |
| 45-49 | Female | 30 | 0 | 7 | 23 | 30 | 0 | 5 | 2 | 2 | 1 | 25 |
| | Male | 44 | 1 | 9 | 34 | 44 | 0 | 6 | 3 | 2 | 1 | 38 |
| 50-54 | Female | 23 | 0 | 5 | 18 | 23 | 0 | 4 | 0 | 1 | 3 | 19 |
| | Male | 37 | 0 | 7 | 30 | 37 | 0 | 4 | 1 | 2 | 1 | 33 |
| 55-59 | Female | 16 | 0 | 3 | 13 | 16 | 0 | 2 | 2 | 0 | 0 | 14 |
| | Male | 35 | 1 | 2 | 32 | 35 | 1 | 1 | 0 | 1 | 0 | 33 |
| 60-64 | Female | 8 | 0 | 2 | 6 | 8 | 0 | 2 | 1 | 1 | 0 | 6 |
| | Male | 22 | 0 | 4 | 18 | 22 | 0 | 3 | 1 | 1 | 1 | 19 |
| 65-69 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 9 | 0 | 1 | 8 | 9 | 0 | 1 | 1 | 0 | 0 | 8 |
| 70-74 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 75-79 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 80-84 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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| Barrington Hills | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| Unknown | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| | Male | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| | Not Stated | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | | 683 | 3 | 144 | 536 | 683 | 1 | 95 | 21 | 38 | 36 | 587 |

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

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| | | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Barrington Hills | | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | | |
| 30-34 | Male | | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 35-39 | Female | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 40-44 | Female | | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 45-49 | Female | | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 1 | 1 | 0 | 4 |
| | Male | | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 50-54 | Female | | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| | Male | | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 55-59 | Female | | 9 | 0 | 3 | 6 | 9 | 0 | 2 | 0 | 2 | 0 | 7 |
| | Male | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | Female | | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 65-69 | Female | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | | 15 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| TOTALS | | | 231 | 0 | 52 | 179 | 231 | 0 | 29 | 8 | 15 | 6 | 202 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | | |
| 45-49 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 55-59 | Male | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| TOTALS | | | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 2 | 1 | 0 |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Turning Left | 45-49 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Walking/Riding with Traffic | 55-59 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| Unknown | | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 2 | 1 | 0 |