

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Oak Lawn                      | NUMBER OF CRASHES |          |            |                 |                |              |               | INJURY SEVERITY |            |            |              |
|-------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                               | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>WEATHER CONDITION</b>      |                   |          |            |                 |                |              |               |                 |            |            |              |
| Clear                         | 1,366             | 1        | 250        | 1,115           | 2,742          | 1            | 333           | 30              | 123        | 180        | 3,194        |
| Fog/Smoke/Haze                | 13                | 0        | 3          | 10              | 24             | 0            | 4             | 0               | 2          | 2          | 29           |
| Rain                          | 183               | 1        | 40         | 142             | 365            | 1            | 53            | 5               | 20         | 28         | 436          |
| Sleet/Hail                    | 6                 | 0        | 0          | 6               | 12             | 0            | 0             | 0               | 0          | 0          | 16           |
| Snow                          | 154               | 0        | 12         | 142             | 299            | 0            | 15            | 1               | 2          | 12         | 343          |
| Unknown                       | 79                | 0        | 11         | 68              | 160            | 0            | 15            | 1               | 8          | 6          | 169          |
| <b>TOTALS</b>                 | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |
| <b>TYPE OF CRASH</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| Overturned                    | 2                 | 0        | 2          | 0               | 2              | 0            | 2             | 0               | 2          | 0          | 0            |
| Pedestrian                    | 24                | 1        | 21         | 2               | 24             | 1            | 21            | 2               | 12         | 7          | 28           |
| Pedalcyclist                  | 18                | 0        | 15         | 3               | 18             | 0            | 15            | 4               | 5          | 6          | 23           |
| Animal                        | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Fixed object                  | 96                | 0        | 19         | 77              | 99             | 0            | 22            | 1               | 16         | 5          | 95           |
| Other object                  | 9                 | 0        | 0          | 9               | 9              | 0            | 0             | 0               | 0          | 0          | 11           |
| Other non collision           | 5                 | 0        | 1          | 4               | 6              | 0            | 1             | 1               | 0          | 0          | 5            |
| Parked motor vehicle          | 221               | 0        | 14         | 207             | 450            | 0            | 14            | 3               | 7          | 4          | 297          |
| Rear end                      | 613               | 1        | 116        | 496             | 1,339          | 1            | 153           | 4               | 37         | 112        | 1,679        |
| Head on                       | 12                | 0        | 1          | 11              | 24             | 0            | 2             | 0               | 2          | 0          | 27           |
| Sideswipe same direction      | 170               | 0        | 6          | 164             | 344            | 0            | 6             | 0               | 1          | 5          | 458          |
| Sideswipe opposite direction  | 21                | 0        | 1          | 20              | 47             | 0            | 2             | 0               | 2          | 0          | 52           |
| Angle                         | 229               | 0        | 47         | 182             | 460            | 0            | 72            | 9               | 22         | 41         | 550          |
| Turning                       | 380               | 0        | 73         | 307             | 779            | 0            | 110           | 13              | 49         | 48         | 961          |
| <b>TOTALS</b>                 | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |
| <b>CLASS OF CITY</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| 50,000 and OVER               | 1,801             | 2        | 316        | 1,483           | 3,602          | 2            | 420           | 37              | 155        | 228        | 4,187        |
| <b>TOTALS</b>                 | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Dry                           | 1,225             | 1        | 234        | 990             | 2,461          | 1            | 310           | 29              | 117        | 164        | 2,867        |
| Ice                           | 77                | 0        | 6          | 71              | 154            | 0            | 7             | 0               | 1          | 6          | 176          |
| Snow or Slush                 | 155               | 0        | 11         | 144             | 304            | 0            | 19            | 1               | 3          | 15         | 353          |
| Wet                           | 282               | 1        | 57         | 224             | 567            | 1            | 72            | 7               | 26         | 39         | 672          |
| Unknown                       | 62                | 0        | 8          | 54              | 116            | 0            | 12            | 0               | 8          | 4          | 119          |
| <b>TOTALS</b>                 | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |
| <b>CLASS OF TRAFFICWAY</b>    |                   |          |            |                 |                |              |               |                 |            |            |              |
| State Numbered Urban          | 826               | 1        | 158        | 667             | 1,697          | 1            | 207           | 14              | 83         | 110        | 2,121        |
| Unmarked Highway Urban        | 259               | 0        | 47         | 212             | 522            | 0            | 61            | 3               | 20         | 38         | 631          |
| City Streets Urban            | 716               | 1        | 111        | 604             | 1,383          | 1            | 152           | 20              | 52         | 80         | 1,435        |
| <b>TOTALS</b>                 | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |

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|--------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                    | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>DAY OF WEEK</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Sunday             | 158               | 0        | 28         | 130             | 315            | 0            | 41            | 5               | 19         | 17         | 375          |
| Monday             | 276               | 0        | 52         | 224             | 546            | 0            | 73            | 8               | 33         | 32         | 634          |
| Tuesday            | 329               | 0        | 58         | 271             | 662            | 0            | 74            | 4               | 23         | 47         | 714          |
| Wednesday          | 264               | 1        | 39         | 224             | 526            | 1            | 54            | 5               | 16         | 33         | 608          |
| Thursday           | 257               | 0        | 42         | 215             | 514            | 0            | 51            | 4               | 19         | 28         | 590          |
| Friday             | 297               | 1        | 53         | 243             | 608            | 1            | 73            | 9               | 24         | 40         | 749          |
| Saturday           | 220               | 0        | 44         | 176             | 431            | 0            | 54            | 2               | 21         | 31         | 517          |
| <b>TOTALS</b>      | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |
| <b>TIME OF DAY</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Midnight           | 24                | 0        | 4          | 20              | 47             | 0            | 10            | 0               | 2          | 8          | 45           |
| 1 AM               | 23                | 0        | 4          | 19              | 40             | 0            | 4             | 0               | 3          | 1          | 38           |
| 2 AM               | 19                | 0        | 6          | 13              | 29             | 0            | 8             | 0               | 7          | 1          | 27           |
| 3 AM               | 20                | 0        | 2          | 18              | 31             | 0            | 2             | 0               | 2          | 0          | 28           |
| 4 AM               | 12                | 0        | 2          | 10              | 22             | 0            | 4             | 1               | 2          | 1          | 22           |
| 5 AM               | 16                | 0        | 4          | 12              | 28             | 0            | 4             | 1               | 1          | 2          | 26           |
| 6 AM               | 36                | 0        | 6          | 30              | 74             | 0            | 7             | 1               | 3          | 3          | 66           |
| 7 AM               | 88                | 0        | 10         | 78              | 174            | 0            | 11            | 2               | 1          | 8          | 206          |
| 8 AM               | 96                | 0        | 19         | 77              | 194            | 0            | 27            | 3               | 4          | 20         | 208          |
| 9 AM               | 67                | 0        | 14         | 53              | 132            | 0            | 21            | 3               | 8          | 10         | 142          |
| 10 AM              | 87                | 0        | 14         | 73              | 177            | 0            | 17            | 4               | 5          | 8          | 208          |
| 11 AM              | 88                | 0        | 17         | 71              | 174            | 0            | 25            | 2               | 5          | 18         | 187          |
| Noon               | 147               | 0        | 36         | 111             | 297            | 0            | 47            | 3               | 13         | 31         | 334          |
| 1 PM               | 106               | 0        | 19         | 87              | 220            | 0            | 25            | 1               | 10         | 14         | 265          |
| 2 PM               | 134               | 0        | 21         | 113             | 275            | 0            | 31            | 1               | 7          | 23         | 322          |
| 3 PM               | 184               | 0        | 37         | 147             | 371            | 0            | 44            | 3               | 14         | 27         | 437          |
| 4 PM               | 156               | 0        | 28         | 128             | 319            | 0            | 43            | 4               | 21         | 18         | 391          |
| 5 PM               | 128               | 0        | 23         | 105             | 262            | 0            | 28            | 2               | 11         | 15         | 315          |
| 6 PM               | 122               | 0        | 17         | 105             | 257            | 0            | 19            | 3               | 9          | 7          | 350          |
| 7 PM               | 75                | 1        | 7          | 67              | 149            | 1            | 9             | 0               | 6          | 3          | 194          |
| 8 PM               | 57                | 0        | 9          | 48              | 106            | 0            | 11            | 0               | 5          | 6          | 133          |
| 9 PM               | 46                | 0        | 7          | 39              | 90             | 0            | 12            | 1               | 10         | 1          | 106          |
| 10 PM              | 46                | 0        | 6          | 40              | 90             | 0            | 6             | 1               | 3          | 2          | 91           |
| 11 PM              | 24                | 1        | 4          | 19              | 44             | 1            | 5             | 1               | 3          | 1          | 46           |
| <b>TOTALS</b>      | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |

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|------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                        | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>Oak Lawn</b>        |                   |          |            |                 |                |              |               |                 |            |            |              |
| <b>LIGHT CONDITION</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Darkness               | 62                | 0        | 3          | 59              | 117            | 0            | 3             | 0               | 2          | 1          | 125          |
| Darkness, Lighted Road | 383               | 2        | 58         | 323             | 746            | 2            | 73            | 7               | 42         | 24         | 893          |
| Dawn                   | 11                | 0        | 0          | 11              | 21             | 0            | 0             | 0               | 0          | 0          | 18           |
| Daylight               | 1,274             | 0        | 252        | 1,022           | 2,576          | 0            | 338           | 30              | 108        | 200        | 2,997        |
| Dusk                   | 44                | 0        | 3          | 41              | 90             | 0            | 6             | 0               | 3          | 3          | 119          |
| Unknown                | 27                | 0        | 0          | 27              | 52             | 0            | 0             | 0               | 0          | 0          | 35           |
| <b>TOTALS</b>          | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |
| <b>ROAD DEFECTS</b>    |                   |          |            |                 |                |              |               |                 |            |            |              |
| Construction Zone      | 18                | 0        | 6          | 12              | 35             | 0            | 7             | 1               | 0          | 6          | 40           |
| Debris on Roadway      | 115               | 0        | 3          | 112             | 226            | 0            | 3             | 0               | 0          | 3          | 261          |
| Maintenance Zone       | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| No Defects             | 599               | 1        | 293        | 305             | 1,206          | 1            | 391           | 35              | 148        | 208        | 1,270        |
| Rut, Holes             | 3                 | 0        | 0          | 3               | 4              | 0            | 0             | 0               | 0          | 0          | 6            |
| Utility Work Zone      | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 4            |
| Worn Surface           | 1                 | 0        | 1          | 0               | 1              | 0            | 3             | 0               | 3          | 0          | 1            |
| Unknown                | 1,063             | 1        | 13         | 1,049           | 2,126          | 1            | 16            | 1               | 4          | 11         | 2,603        |
| <b>TOTALS</b>          | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |
| <b>TRAFFIC CONTROL</b> |                   |          |            |                 |                |              |               |                 |            |            |              |
| Delineators            | 2                 | 0        | 1          | 1               | 3              | 0            | 2             | 0               | 2          | 0          | 5            |
| Lane Use Marking       | 48                | 1        | 5          | 42              | 98             | 1            | 6             | 2               | 1          | 3          | 128          |
| No Controls            | 1,012             | 1        | 147        | 864             | 2,006          | 1            | 187           | 14              | 64         | 109        | 2,251        |
| Other Regualtory Sign  | 1                 | 0        | 0          | 1               | 2              | 0            | 0             | 0               | 0          | 0          | 2            |
| Other RR Crossing      | 2                 | 0        | 0          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 4            |
| Other Warning Sign     | 3                 | 0        | 0          | 3               | 4              | 0            | 0             | 0               | 0          | 0          | 4            |
| Police/Flagman         | 3                 | 0        | 2          | 1               | 4              | 0            | 2             | 0               | 2          | 0          | 4            |
| RR Crossing Gate       | 5                 | 0        | 2          | 3               | 10             | 0            | 2             | 0               | 2          | 0          | 8            |
| Stop Sign/Flasher      | 198               | 0        | 43         | 155             | 383            | 0            | 56            | 7               | 18         | 31         | 481          |
| Traffic Signal         | 505               | 0        | 113        | 392             | 1,044          | 0            | 161           | 14              | 63         | 84         | 1,249        |
| Yield                  | 16                | 0        | 2          | 14              | 34             | 0            | 3             | 0               | 2          | 1          | 38           |
| Unknown                | 6                 | 0        | 1          | 5               | 11             | 0            | 1             | 0               | 1          | 0          | 13           |
| <b>TOTALS</b>          | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>    | <b>3,602</b>   | <b>2</b>     | <b>420</b>    | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |

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|--|-------------------|----------|------------|--------------------|-------------------|-----------------|------------------|-----------------|------------|------------|--------------|
|  | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B          | C          | O            |
| <b>Oak Lawn</b>  |                   |          |            |                    |                   |                 |                  |                 |            |            |              |
| <b>ROADWAY FEATURE</b>                                   |                   |          |            |                    |                   |                 |                  |                 |            |            |              |
| Intersctn of 2 Mrked Rts OR Mrked<br>Rt and 8# OR 2 8#'s | 69                | 0        | 18         | 51                 | 143               | 0               | 28               | 0               | 9          | 19         | 164          |
| Intersection of Mrked Rts & Pub<br>Rd(Major Arterial)    | 137               | 0        | 22         | 115                | 287               | 0               | 29               | 3               | 8          | 18         | 347          |
| Intersection of Mrked Rts & Pub<br>Rd(Major Collector)   | 39                | 0        | 11         | 28                 | 82                | 0               | 17               | 0               | 10         | 7          | 95           |
| Intersection of Ramp and Other<br>Roadway                | 3                 | 0        | 1          | 2                  | 5                 | 0               | 1                | 0               | 0          | 1          | 5            |
| Not Applicable   | 1,552             | 2        | 264        | 1,286              | 3,083             | 2               | 345              | 34              | 128        | 183        | 3,572        |
| Railroad Crossing  | 1                 | 0        | 0          | 1                  | 2                 | 0               | 0                | 0               | 0          | 0          | 4            |
| <b>TOTALS</b>  | <b>1,801</b>      | <b>2</b> | <b>316</b> | <b>1,483</b>       | <b>3,602</b>      | <b>2</b>        | <b>420</b>       | <b>37</b>       | <b>155</b> | <b>228</b> | <b>4,187</b> |

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|------------------------------|-------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|------------|------------|--------------|
|                              | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B          | C          | O            |
| <b>VEHICLE DEFECTS</b>       |                   |          |            |                 |                |              |               |                 |            |            |              |
| Brakes                       | 15                | 0        | 8          | 7               | 15             | 0            | 5             | 0               | 1          | 4          | 20           |
| Lights                       | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 0            |
| No Defect                    | 1,121             | 3        | 563        | 555             | 1,121          | 1            | 353           | 28              | 130        | 195        | 1,186        |
| Restraint System             | 1                 | 0        | 1          | 0               | 1              | 0            | 1             | 0               | 0          | 1          | 0            |
| Signals                      | 4                 | 0        | 2          | 2               | 4              | 0            | 2             | 0               | 1          | 1          | 2            |
| Steering                     | 2                 | 0        | 0          | 2               | 2              | 0            | 0             | 0               | 0          | 0          | 3            |
| Suspension                   | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 1            |
| Tires                        | 1                 | 0        | 0          | 1               | 1              | 0            | 0             | 0               | 0          | 0          | 2            |
| Trailer Coupling             | 3                 | 0        | 1          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 6            |
| Unknown                      | 2,453             | 0        | 56         | 2,397           | 2,453          | 0            | 23            | 3               | 6          | 14         | 2,960        |
| <b>TOTALS</b>                | <b>3,602</b>      | <b>3</b> | <b>631</b> | <b>2,968</b>    | <b>3,602</b>   | <b>1</b>     | <b>384</b>    | <b>31</b>       | <b>138</b> | <b>215</b> | <b>4,180</b> |
| <b>VEHICLE TYPE</b>          |                   |          |            |                 |                |              |               |                 |            |            |              |
| Bus over 15 Passengers       | 10                | 0        | 2          | 8               | 10             | 0            | 1             | 0               | 0          | 1          | 26           |
| Bus up to 15 Passengers      | 5                 | 0        | 0          | 5               | 5              | 0            | 0             | 0               | 0          | 0          | 11           |
| Motorcycle (over 150cc)      | 15                | 1        | 12         | 2               | 15             | 1            | 11            | 2               | 8          | 1          | 5            |
| Other Vehicle with Trailer   | 4                 | 0        | 1          | 3               | 4              | 0            | 0             | 0               | 0          | 0          | 8            |
| Passenger                    | 2,252             | 0        | 398        | 1,854           | 2,252          | 0            | 260           | 17              | 90         | 153        | 2,568        |
| Pickup                       | 240               | 0        | 38         | 202             | 240            | 0            | 14            | 0               | 7          | 7          | 251          |
| SUV                          | 548               | 1        | 98         | 449             | 548            | 0            | 55            | 5               | 18         | 32         | 660          |
| Tractor with Semi-Trailer    | 32                | 0        | 1          | 31              | 32             | 0            | 0             | 0               | 0          | 0          | 35           |
| Tractor without Semi-Trailer | 3                 | 0        | 1          | 2               | 3              | 0            | 0             | 0               | 0          | 0          | 3            |
| Truck Single Unit            | 49                | 0        | 7          | 42              | 49             | 0            | 2             | 0               | 1          | 1          | 55           |
| Van/Mini-Van                 | 311               | 1        | 65         | 245             | 311            | 0            | 38            | 5               | 14         | 19         | 419          |
| Unknown                      | 133               | 0        | 8          | 125             | 133            | 0            | 3             | 2               | 0          | 1          | 139          |
| <b>TOTALS</b>                | <b>3,602</b>      | <b>3</b> | <b>631</b> | <b>2,968</b>    | <b>3,602</b>   | <b>1</b>     | <b>384</b>    | <b>31</b>       | <b>138</b> | <b>215</b> | <b>4,180</b> |

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|                         | TOTAL             | FATAL    | INJURY     | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A               | B         | C          | O            |
| <b>DRIVER CONDITION</b> |                   |          |            |                    |                   |                 |                  |                 |           |            |              |
| Alcohol Impaired        | 31                | 1        | 12         | 18                 | 31                | 0               | 8                | 2               | 6         | 0          | 23           |
| Asleep/Fainted          | 3                 | 0        | 2          | 1                  | 3                 | 0               | 1                | 0               | 1         | 0          | 2            |
| Drug Impaired           | 2                 | 0        | 1          | 1                  | 2                 | 0               | 0                | 0               | 0         | 0          | 2            |
| Fatigued                | 9                 | 0        | 4          | 5                  | 9                 | 0               | 2                | 0               | 0         | 2          | 7            |
| Had Been Drinking       | 6                 | 0        | 2          | 4                  | 6                 | 0               | 1                | 0               | 1         | 0          | 5            |
| Illness                 | 7                 | 0        | 3          | 4                  | 7                 | 0               | 3                | 1               | 2         | 0          | 4            |
| Normal                  | 2,818             | 2        | 565        | 2,251              | 2,818             | 0               | 255              | 17              | 83        | 155        | 2,563        |
| Other/Unknown           | 491               | 0        | 26         | 465                | 491               | 0               | 9                | 3               | 3         | 3          | 482          |
| <b>TOTALS</b>           | <b>3,367</b>      | <b>3</b> | <b>615</b> | <b>2,749</b>       | <b>3,367</b>      | <b>0</b>        | <b>279</b>       | <b>23</b>       | <b>96</b> | <b>160</b> | <b>3,088</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Oak Lawn | DRIVER AGE/GENDER | NUMBER OF CRASHES |       |        |                 |                |              | INJURY SEVERITY |   |   |    |     |
|----------|-------------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|----|-----|
|          |                   | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A | B | C  | O   |
|          | 15 Male           | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0  | 2   |
|          | 16 Female         | 39                | 0     | 9      | 30              | 39             | 0            | 2               | 0 | 2 | 0  | 37  |
|          | 16 Male           | 29                | 0     | 2      | 27              | 29             | 0            | 0               | 0 | 0 | 0  | 29  |
|          | 17 Female         | 40                | 0     | 8      | 32              | 40             | 0            | 2               | 0 | 2 | 0  | 38  |
|          | 17 Male           | 66                | 0     | 11     | 55              | 66             | 0            | 3               | 0 | 1 | 2  | 63  |
|          | 18 Female         | 50                | 0     | 10     | 40              | 50             | 0            | 9               | 2 | 3 | 4  | 41  |
|          | 18 Male           | 63                | 0     | 7      | 56              | 63             | 0            | 3               | 0 | 3 | 0  | 60  |
|          | 19 Female         | 41                | 0     | 5      | 36              | 41             | 0            | 2               | 0 | 1 | 1  | 39  |
|          | 19 Male           | 55                | 0     | 9      | 46              | 55             | 0            | 3               | 0 | 3 | 0  | 52  |
|          | 20 Female         | 47                | 0     | 13     | 34              | 47             | 0            | 7               | 0 | 4 | 3  | 40  |
|          | 20 Male           | 53                | 0     | 4      | 49              | 53             | 0            | 0               | 0 | 0 | 0  | 53  |
|          | 21 Female         | 39                | 0     | 8      | 31              | 39             | 0            | 3               | 1 | 1 | 1  | 36  |
|          | 21 Male           | 45                | 0     | 11     | 34              | 45             | 0            | 7               | 0 | 4 | 3  | 38  |
|          | 22-24 Female      | 111               | 0     | 14     | 97              | 111            | 0            | 9               | 0 | 3 | 6  | 102 |
|          | 22-24 Male        | 126               | 0     | 26     | 100             | 126            | 0            | 10              | 1 | 2 | 7  | 116 |
|          | 25-29 Female      | 177               | 0     | 32     | 145             | 177            | 0            | 16              | 0 | 6 | 10 | 161 |
|          | 25-29 Male        | 171               | 0     | 30     | 141             | 171            | 0            | 10              | 0 | 5 | 5  | 161 |
|          | 30-34 Female      | 150               | 0     | 29     | 121             | 150            | 0            | 15              | 1 | 5 | 9  | 135 |
|          | 30-34 Male        | 140               | 1     | 31     | 108             | 140            | 0            | 11              | 1 | 4 | 6  | 129 |
|          | 35-39 Female      | 131               | 0     | 27     | 104             | 131            | 0            | 12              | 0 | 3 | 9  | 119 |
|          | 35-39 Male        | 130               | 0     | 29     | 101             | 130            | 0            | 16              | 2 | 6 | 8  | 114 |
|          | 40-44 Female      | 118               | 0     | 27     | 91              | 118            | 0            | 16              | 2 | 5 | 9  | 102 |
|          | 40-44 Male        | 140               | 0     | 24     | 116             | 140            | 0            | 7               | 1 | 2 | 4  | 133 |
|          | 45-49 Female      | 116               | 1     | 26     | 89              | 116            | 0            | 12              | 1 | 1 | 10 | 104 |
|          | 45-49 Male        | 144               | 0     | 20     | 124             | 144            | 0            | 8               | 1 | 2 | 5  | 136 |
|          | 50-54 Female      | 120               | 0     | 32     | 88              | 120            | 0            | 22              | 2 | 6 | 14 | 98  |
|          | 50-54 Male        | 139               | 0     | 20     | 119             | 139            | 0            | 4               | 1 | 1 | 2  | 135 |
|          | 55-59 Female      | 76                | 0     | 12     | 64              | 76             | 0            | 6               | 0 | 1 | 5  | 70  |
|          | 55-59 Male        | 111               | 1     | 19     | 91              | 111            | 0            | 10              | 1 | 3 | 6  | 101 |
|          | 60-64 Female      | 63                | 0     | 11     | 52              | 63             | 0            | 6               | 1 | 3 | 2  | 57  |
|          | 60-64 Male        | 70                | 0     | 12     | 58              | 70             | 0            | 5               | 0 | 2 | 3  | 65  |
|          | 65-69 Female      | 50                | 0     | 16     | 34              | 50             | 0            | 10              | 0 | 0 | 10 | 40  |
|          | 65-69 Male        | 65                | 0     | 8      | 57              | 65             | 0            | 4               | 1 | 2 | 1  | 61  |
|          | 70-74 Female      | 41                | 0     | 9      | 32              | 41             | 0            | 7               | 1 | 2 | 4  | 34  |
|          | 70-74 Male        | 36                | 0     | 8      | 28              | 36             | 0            | 4               | 0 | 2 | 2  | 32  |
|          | 75-79 Female      | 33                | 0     | 8      | 25              | 33             | 0            | 5               | 0 | 4 | 1  | 28  |
|          | 75-79 Male        | 25                | 0     | 6      | 19              | 25             | 0            | 2               | 0 | 1 | 1  | 23  |
|          | 80-84 Female      | 38                | 0     | 12     | 26              | 38             | 0            | 6               | 2 | 0 | 4  | 32  |
|          | 80-84 Male        | 35                | 0     | 12     | 23              | 35             | 0            | 2               | 0 | 1 | 1  | 33  |
|          | 85-89 Female      | 11                | 0     | 2      | 9               | 11             | 0            | 1               | 1 | 0 | 0  | 10  |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Oak Lawn      | DRIVER AGE/GENDER  | NUMBER OF CRASHES |          |            |                 |                |              | INJURY SEVERITY |           |           |            |              |
|---------------|--------------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|-----------|------------|--------------|
|               |                    | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B         | C          | O            |
|               | 85-89 Male         | 12                | 0        | 3          | 9               | 12             | 0            | 2               | 0         | 0         | 2          | 10           |
|               | 90-94 Female       | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0         | 0          | 1            |
|               | 90-94 Male         | 2                 | 0        | 0          | 2               | 2              | 0            | 0               | 0         | 0         | 0          | 2            |
|               | 95-98 Male         | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0         | 0          | 1            |
|               | Unknown Female     | 5                 | 0        | 2          | 3               | 5              | 0            | 0               | 0         | 0         | 0          | 5            |
|               | Unknown Male       | 9                 | 0        | 1          | 8               | 9              | 0            | 0               | 0         | 0         | 0          | 9            |
|               | Unknown Not Stated | 201               | 0        | 10         | 191             | 201            | 0            | 0               | 0         | 0         | 0          | 201          |
| <b>TOTALS</b> |                    | <b>3,367</b>      | <b>3</b> | <b>615</b> | <b>2,749</b>    | <b>3,367</b>   | <b>0</b>     | <b>279</b>      | <b>23</b> | <b>96</b> | <b>160</b> | <b>3,088</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Oak Lawn                    |            | NUMBER OF CRASHES |       |        |                 |                | INJURY SEVERITY |               |   |   |   |    |
|-----------------------------|------------|-------------------|-------|--------|-----------------|----------------|-----------------|---------------|---|---|---|----|
|                             |            | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A | B | C | O  |
| <b>PASSENGER AGE/GENDER</b> |            |                   |       |        |                 |                |                 |               |   |   |   |    |
| 0                           | Female     | 13                | 0     | 4      | 9               | 13             | 0               | 1             | 0 | 0 | 1 | 12 |
|                             | Male       | 14                | 0     | 4      | 10              | 14             | 0               | 3             | 0 | 2 | 1 | 11 |
| 1                           | Female     | 19                | 0     | 5      | 14              | 19             | 0               | 1             | 0 | 0 | 1 | 18 |
|                             | Male       | 15                | 0     | 2      | 13              | 15             | 0               | 1             | 0 | 0 | 1 | 14 |
| 2                           | Female     | 9                 | 0     | 0      | 9               | 9              | 0               | 0             | 0 | 0 | 0 | 9  |
|                             | Male       | 18                | 0     | 4      | 14              | 18             | 0               | 1             | 0 | 1 | 0 | 17 |
| 3                           | Female     | 19                | 0     | 0      | 19              | 19             | 0               | 0             | 0 | 0 | 0 | 19 |
|                             | Male       | 9                 | 0     | 1      | 8               | 9              | 0               | 0             | 0 | 0 | 0 | 9  |
| 4                           | Female     | 16                | 0     | 8      | 8               | 16             | 0               | 2             | 0 | 1 | 1 | 14 |
|                             | Male       | 8                 | 0     | 2      | 6               | 8              | 0               | 1             | 0 | 1 | 0 | 7  |
| 5                           | Female     | 15                | 0     | 4      | 11              | 15             | 0               | 2             | 0 | 1 | 1 | 13 |
|                             | Male       | 13                | 0     | 6      | 7               | 13             | 0               | 1             | 0 | 1 | 0 | 12 |
| 6                           | Female     | 12                | 0     | 4      | 8               | 12             | 0               | 0             | 0 | 0 | 0 | 12 |
|                             | Male       | 19                | 0     | 4      | 15              | 19             | 0               | 1             | 1 | 0 | 0 | 18 |
| 7                           | Female     | 9                 | 0     | 3      | 6               | 9              | 0               | 2             | 0 | 2 | 0 | 7  |
|                             | Male       | 8                 | 0     | 4      | 4               | 8              | 0               | 1             | 0 | 0 | 1 | 7  |
| 8                           | Female     | 16                | 0     | 4      | 12              | 16             | 0               | 1             | 0 | 0 | 1 | 15 |
|                             | Male       | 9                 | 0     | 2      | 7               | 9              | 0               | 0             | 0 | 0 | 0 | 9  |
| 9                           | Female     | 11                | 0     | 4      | 7               | 11             | 0               | 1             | 0 | 0 | 1 | 10 |
|                             | Male       | 8                 | 0     | 1      | 7               | 8              | 0               | 0             | 0 | 0 | 0 | 8  |
| 10-14                       | Female     | 62                | 0     | 19     | 43              | 62             | 0               | 7             | 0 | 3 | 4 | 55 |
|                             | Male       | 57                | 1     | 14     | 42              | 57             | 0               | 6             | 1 | 0 | 5 | 51 |
| 15                          | Female     | 21                | 0     | 5      | 16              | 21             | 0               | 4             | 0 | 3 | 1 | 17 |
|                             | Male       | 18                | 0     | 1      | 17              | 18             | 0               | 0             | 0 | 0 | 0 | 18 |
| 16                          | Female     | 25                | 0     | 6      | 19              | 25             | 0               | 2             | 1 | 1 | 0 | 23 |
|                             | Male       | 17                | 0     | 2      | 15              | 17             | 0               | 0             | 0 | 0 | 0 | 17 |
| 17                          | Female     | 27                | 0     | 6      | 21              | 27             | 0               | 2             | 0 | 1 | 1 | 25 |
|                             | Male       | 32                | 0     | 3      | 29              | 32             | 0               | 1             | 0 | 0 | 1 | 31 |
| 18                          | Female     | 24                | 0     | 3      | 21              | 24             | 0               | 1             | 0 | 0 | 1 | 23 |
|                             | Male       | 19                | 0     | 2      | 17              | 19             | 0               | 1             | 0 | 1 | 0 | 18 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 19                          | Female     | 16                | 0     | 6      | 10              | 16             | 0               | 3             | 0 | 1 | 2 | 13 |
|                             | Male       | 14                | 0     | 5      | 9               | 14             | 0               | 1             | 0 | 1 | 0 | 13 |
| 20                          | Female     | 17                | 0     | 2      | 15              | 17             | 0               | 1             | 0 | 1 | 0 | 16 |
|                             | Male       | 21                | 0     | 1      | 20              | 21             | 0               | 0             | 0 | 0 | 0 | 21 |
| 21                          | Female     | 11                | 0     | 0      | 11              | 11             | 0               | 0             | 0 | 0 | 0 | 11 |
|                             | Male       | 11                | 0     | 5      | 6               | 11             | 0               | 1             | 0 | 1 | 0 | 10 |
| 22-24                       | Female     | 32                | 0     | 9      | 23              | 32             | 0               | 4             | 0 | 3 | 1 | 28 |
|                             | Male       | 24                | 0     | 5      | 19              | 24             | 0               | 0             | 0 | 0 | 0 | 24 |
| 25-29                       | Female     | 38                | 0     | 5      | 33              | 38             | 0               | 0             | 0 | 0 | 0 | 38 |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Oak Lawn                    |            | NUMBER OF CRASHES |          |            |                 |                |              | INJURY SEVERITY |          |           |           |              |
|-----------------------------|------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|----------|-----------|-----------|--------------|
|                             |            | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A        | B         | C         | O            |
| <b>PASSENGER AGE/GENDER</b> |            |                   |          |            |                 |                |              |                 |          |           |           |              |
| 25-29                       | Male       | 40                | 0        | 10         | 30              | 40             | 0            | 3               | 0        | 1         | 2         | 37           |
| 30-34                       | Female     | 15                | 1        | 5          | 9               | 15             | 1            | 4               | 0        | 2         | 2         | 10           |
|                             | Male       | 21                | 0        | 1          | 20              | 21             | 0            | 0               | 0        | 0         | 0         | 21           |
| 35-39                       | Female     | 22                | 0        | 4          | 18              | 22             | 0            | 4               | 0        | 3         | 1         | 18           |
|                             | Male       | 12                | 0        | 1          | 11              | 12             | 0            | 0               | 0        | 0         | 0         | 12           |
| 40-44                       | Female     | 21                | 0        | 6          | 15              | 21             | 0            | 2               | 0        | 1         | 1         | 19           |
|                             | Male       | 12                | 0        | 3          | 9               | 12             | 0            | 1               | 0        | 0         | 1         | 11           |
| 45-49                       | Female     | 26                | 0        | 9          | 17              | 26             | 0            | 6               | 0        | 1         | 5         | 20           |
|                             | Male       | 15                | 1        | 3          | 11              | 15             | 0            | 1               | 0        | 0         | 1         | 14           |
| 50-54                       | Female     | 21                | 0        | 6          | 15              | 21             | 0            | 1               | 0        | 1         | 0         | 20           |
|                             | Male       | 15                | 0        | 5          | 10              | 15             | 0            | 3               | 0        | 1         | 2         | 12           |
| 55-59                       | Female     | 25                | 0        | 8          | 17              | 25             | 0            | 5               | 0        | 1         | 4         | 20           |
|                             | Male       | 13                | 0        | 4          | 9               | 13             | 0            | 2               | 1        | 1         | 0         | 11           |
| 60-64                       | Female     | 18                | 0        | 3          | 15              | 18             | 0            | 2               | 0        | 1         | 1         | 16           |
|                             | Male       | 5                 | 0        | 1          | 4               | 5              | 0            | 1               | 0        | 1         | 0         | 4            |
| 65-69                       | Female     | 13                | 0        | 6          | 7               | 13             | 0            | 1               | 0        | 1         | 0         | 12           |
|                             | Male       | 8                 | 0        | 4          | 4               | 8              | 0            | 1               | 1        | 0         | 0         | 7            |
| 70-74                       | Female     | 9                 | 0        | 5          | 4               | 9              | 0            | 3               | 0        | 1         | 2         | 6            |
| 75-79                       | Female     | 12                | 0        | 4          | 8               | 12             | 0            | 2               | 1        | 0         | 1         | 10           |
|                             | Male       | 6                 | 0        | 4          | 2               | 6              | 0            | 3               | 1        | 0         | 2         | 3            |
| 80-84                       | Female     | 14                | 0        | 5          | 9               | 14             | 0            | 3               | 1        | 1         | 1         | 11           |
|                             | Male       | 4                 | 0        | 0          | 4               | 4              | 0            | 0               | 0        | 0         | 0         | 4            |
| 85-89                       | Female     | 5                 | 0        | 1          | 4               | 5              | 0            | 1               | 0        | 0         | 1         | 4            |
|                             | Male       | 3                 | 0        | 1          | 2               | 3              | 0            | 0               | 0        | 0         | 0         | 3            |
| 90-94                       | Female     | 2                 | 0        | 1          | 1               | 2              | 0            | 1               | 0        | 0         | 1         | 1            |
|                             | Male       | 1                 | 0        | 1          | 0               | 1              | 0            | 1               | 0        | 0         | 1         | 0            |
| 95-98                       | Male       | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0        | 0         | 0         | 1            |
| Unknown                     | Female     | 9                 | 0        | 3          | 6               | 9              | 0            | 1               | 0        | 0         | 1         | 8            |
|                             | Male       | 4                 | 0        | 1          | 3               | 4              | 0            | 0               | 0        | 0         | 0         | 4            |
|                             | Not Stated | 81                | 0        | 11         | 70              | 81             | 0            | 0               | 0        | 0         | 0         | 81           |
| <b>TOTALS</b>               |            | <b>1,200</b>      | <b>3</b> | <b>281</b> | <b>916</b>      | <b>1,200</b>   | <b>1</b>     | <b>105</b>      | <b>8</b> | <b>42</b> | <b>55</b> | <b>1,094</b> |

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City Summary

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

| Oak Lawn                        |        | NUMBER OF CRASHES |          |           |                 |                |              | INJURY SEVERITY |          |           |          |          |
|---------------------------------|--------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|----------|----------|
|                                 |        | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A        | B         | C        | O        |
| <b>PEDESTRIAN AGE/GENDER</b>    |        |                   |          |           |                 |                |              |                 |          |           |          |          |
| 6                               | Female | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
|                                 | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 1        | 0         | 0        | 0        |
| 10-14                           | Male   | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0        | 2         | 0        | 0        |
| 15                              | Female | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 16                              | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
| 18                              | Female | 2                 | 1        | 1         | 0               | 2              | 1            | 1               | 0        | 1         | 0        | 0        |
|                                 | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 22-24                           | Female | 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        |
| 30-34                           | Female | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
| 35-39                           | Female | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 45-49                           | Male   | 3                 | 0        | 3         | 0               | 3              | 0            | 3               | 0        | 3         | 0        | 0        |
| 50-54                           | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 60-64                           | Female | 1                 | 0        | 0         | 1               | 1              | 0            | 0               | 0        | 0         | 0        | 1        |
|                                 | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
| 65-69                           | Female | 2                 | 0        | 2         | 0               | 2              | 0            | 2               | 0        | 1         | 1        | 0        |
| 80-84                           | Female | 1                 | 0        | 0         | 1               | 1              | 0            | 0               | 0        | 0         | 0        | 1        |
|                                 | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
| <b>TOTALS</b>                   |        | <b>24</b>         | <b>1</b> | <b>21</b> | <b>2</b>        | <b>24</b>      | <b>1</b>     | <b>21</b>       | <b>2</b> | <b>12</b> | <b>7</b> | <b>2</b> |
| <b>PEDAL CYCLIST AGE/GENDER</b> |        |                   |          |           |                 |                |              |                 |          |           |          |          |
| 8                               | Female | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 10-14                           | Female | 2                 | 0        | 1         | 1               | 2              | 0            | 1               | 1        | 0         | 0        | 1        |
|                                 | Male   | 4                 | 0        | 3         | 1               | 4              | 0            | 3               | 1        | 1         | 1        | 1        |
| 15                              | Female | 2                 | 0        | 1         | 1               | 2              | 0            | 1               | 1        | 0         | 0        | 1        |
|                                 | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
| 16                              | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 22-24                           | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 30-34                           | Male   | 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        |
| 55-59                           | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 60-64                           | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 0         | 1        | 0        |
| 70-74                           | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
| Unknown                         | Male   | 1                 | 0        | 1         | 0               | 1              | 0            | 1               | 0        | 1         | 0        | 0        |
| <b>TOTALS</b>                   |        | <b>18</b>         | <b>0</b> | <b>15</b> | <b>3</b>        | <b>18</b>      | <b>0</b>     | <b>15</b>       | <b>4</b> | <b>5</b>  | <b>6</b> | <b>3</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Oak Lawn                                       | NUMBER OF CRASHES |        |           |                 |                |              |               | INJURY SEVERITY |           |          |           |          |          |
|--|-------------------|--------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|-----------|----------|----------|
|  | TOTAL             | FATAL  | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C        | O         |          |          |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>      |                   |        |           |                 |                |              |               |                 |           |          |           |          |          |
| Crossing - Against Signal                      | 65-69             | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1         | 0        | 0        |
| Crossing - With Signal                         | 16                | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1         | 0        | 0        |
|  | 18                | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0         | 1        | 0        |
|  | 35-39             | 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        |
| Entering/Leaving/Crossing Unspecified Location | 6                 | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1         | 0        | 0        |
|  | 18                | Female | 1         | 1               | 0              | 0            | 1             | 1               | 0         | 0        | 0         | 0        | 0        |
|  | 25-29             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 1        | 0         | 0        | 0        |
| Other  | 6                 | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 1        | 0         | 0        | 0        |
|  | 10-14             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1         | 0        | 0        |
|  | 22-24             | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0         | 1        | 0        |
|  | 60-64             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1         | 0        | 0        |
|  | 65-69             | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0         | 1        | 0        |
|  | 80-84             | Female | 1         | 0               | 0              | 1            | 1             | 0               | 0         | 0        | 0         | 0        | 1        |
| Standing in Roadway                            | 10-14             | Male   | 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        |
| Walking/Riding against Traffic                 | 15                | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0         | 1        | 0        |
| Walking/Riding with Traffic                    | 50-54             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0         | 1        | 0        |
| Working in Roadway                             | 45-49             | Male   | 2         | 0               | 2              | 0            | 2             | 0               | 2         | 0        | 2         | 0        | 0        |
| Unknown  | 18                | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1         | 0        | 0        |
|  | 22-24             | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0         | 1        | 0        |
|  | 60-64             | Female | 1         | 0               | 0              | 1            | 1             | 0               | 0         | 0        | 0         | 0        | 1        |
|  | 80-84             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1         | 0        | 0        |
| <b>TOTALS</b>                                  |                   |        | <b>24</b> | <b>1</b>        | <b>21</b>      | <b>2</b>     | <b>24</b>     | <b>1</b>        | <b>21</b> | <b>2</b> | <b>12</b> | <b>7</b> | <b>2</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Oak Lawn                                     | NUMBER OF CRASHES |        |           |                 |                |              |               | INJURY SEVERITY |           |          |          |          |          |
|--|-------------------|--------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|----------|----------|----------|
|  | TOTAL             | FATAL  | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C        | O        |          |          |
| <b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b> |                   |        |           |                 |                |              |               |                 |           |          |          |          |          |
| Crossing - Against Signal                    | 10-14             | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 1        | 0        | 0        | 0        |
|  |                   | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1        | 0        | 0        |
|  | 15                | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 1        | 0        | 0        | 0        |
|  | Unknown           | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1        | 0        | 0        |
| Crossing - With Signal                       | 15                | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1        | 0        | 0        |
|  | 22-24             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0        | 1        | 0        |
|  | 30-34             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1        | 0        | 0        |
| Enter from Drive/Alley                       | 10-14             | Male   | 1         | 0               | 0              | 1            | 1             | 0               | 0         | 0        | 0        | 0        | 1        |
| Entering/Leaving/Crossing                    | 8                 | Female | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0        | 1        | 0        |
| Unspecified Location                         |                   |        |           |                 |                |              |               |                 |           |          |          |          |          |
| Other  | 10-14             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0        | 1        | 0        |
| Walking/Riding against Traffic               | 60-64             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0        | 1        | 0        |
|  | 70-74             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 1        | 0        | 0        |
| Walking/Riding with Traffic                  | 40-44             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 1        | 0        | 0        | 0        |
| Unknown                                      | 10-14             | Female | 1         | 0               | 0              | 1            | 1             | 0               | 0         | 0        | 0        | 0        | 1        |
|  |                   | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 1        | 0        | 0        | 0        |
|  | 15                | Female | 1         | 0               | 0              | 1            | 1             | 0               | 0         | 0        | 0        | 0        | 1        |
|  | 16                | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0        | 1        | 0        |
|  | 55-59             | Male   | 1         | 0               | 1              | 0            | 1             | 0               | 1         | 0        | 0        | 1        | 0        |
| <b>TOTALS</b>                                |                   |        | <b>18</b> | <b>0</b>        | <b>15</b>      | <b>3</b>     | <b>18</b>     | <b>0</b>        | <b>15</b> | <b>4</b> | <b>5</b> | <b>6</b> | <b>3</b> |