

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Ottawa                        | 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                         | 492               | 0        | 87        | 405             | 942            | 0            | 109           | 16              | 35        | 58        | 1,051        |
| Fog/Smoke/Haze                | 9                 | 0        | 4         | 5               | 15             | 0            | 6             | 0               | 0         | 6         | 14           |
| Rain                          | 60                | 0        | 7         | 53              | 115            | 0            | 7             | 2               | 1         | 4         | 140          |
| Sleet/Hail                    | 2                 | 0        | 0         | 2               | 3              | 0            | 0             | 0               | 0         | 0         | 2            |
| Snow                          | 59                | 0        | 0         | 59              | 96             | 0            | 0             | 0               | 0         | 0         | 120          |
| Unknown                       | 28                | 0        | 1         | 27              | 51             | 0            | 1             | 0               | 1         | 0         | 41           |
| <b>TOTALS</b>                 | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>TYPE OF CRASH</b>          |                   |          |           |                 |                |              |               |                 |           |           |              |
| Overturned                    | 4                 | 0        | 1         | 3               | 4              | 0            | 1             | 0               | 1         | 0         | 3            |
| Pedestrian                    | 9                 | 0        | 8         | 1               | 9              | 0            | 8             | 2               | 4         | 2         | 15           |
| Pedalcyclist                  | 11                | 0        | 7         | 4               | 11             | 0            | 7             | 1               | 3         | 3         | 19           |
| Animal                        | 9                 | 0        | 1         | 8               | 9              | 0            | 1             | 0               | 0         | 1         | 11           |
| Fixed object                  | 83                | 0        | 8         | 75              | 83             | 0            | 8             | 1               | 4         | 3         | 93           |
| Other non collision           | 4                 | 0        | 1         | 3               | 4              | 0            | 1             | 0               | 1         | 0         | 4            |
| Parked motor vehicle          | 126               | 0        | 4         | 122             | 257            | 0            | 4             | 0               | 4         | 0         | 142          |
| Rear end                      | 178               | 0        | 31        | 147             | 384            | 0            | 44            | 3               | 7         | 34        | 501          |
| Head on                       | 7                 | 0        | 2         | 5               | 14             | 0            | 2             | 0               | 1         | 1         | 14           |
| Sideswipe same direction      | 40                | 0        | 3         | 37              | 84             | 0            | 3             | 0               | 1         | 2         | 116          |
| Sideswipe opposite direction  | 3                 | 0        | 0         | 3               | 6              | 0            | 0             | 0               | 0         | 0         | 6            |
| Angle                         | 101               | 0        | 18        | 83              | 206            | 0            | 26            | 3               | 6         | 17        | 261          |
| Turning                       | 75                | 0        | 15        | 60              | 151            | 0            | 18            | 8               | 5         | 5         | 183          |
| <b>TOTALS</b>                 | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>CLASS OF CITY</b>          |                   |          |           |                 |                |              |               |                 |           |           |              |
| 10,000 TO 25,000              | 650               | 0        | 99        | 551             | 1,222          | 0            | 123           | 18              | 37        | 68        | 1,368        |
| <b>TOTALS</b>                 | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |           |                 |                |              |               |                 |           |           |              |
| Dry                           | 388               | 0        | 72        | 316             | 737            | 0            | 95            | 16              | 30        | 49        | 831          |
| Ice                           | 28                | 0        | 1         | 27              | 50             | 0            | 1             | 0               | 0         | 1         | 63           |
| Snow or Slush                 | 59                | 0        | 2         | 57              | 98             | 0            | 2             | 0               | 1         | 1         | 116          |
| Wet                           | 89                | 0        | 16        | 73              | 175            | 0            | 17            | 1               | 5         | 11        | 197          |
| Unknown                       | 86                | 0        | 8         | 78              | 162            | 0            | 8             | 1               | 1         | 6         | 161          |
| <b>TOTALS</b>                 | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>CLASS OF TRAFFICWAY</b>    |                   |          |           |                 |                |              |               |                 |           |           |              |
| Controlled Urban              | 11                | 0        | 1         | 10              | 14             | 0            | 1             | 0               | 1         | 0         | 20           |
| State Numbered Urban          | 351               | 0        | 63        | 288             | 692            | 0            | 82            | 9               | 17        | 56        | 864          |
| City Streets Urban            | 288               | 0        | 35        | 253             | 516            | 0            | 40            | 9               | 19        | 12        | 484          |
| <b>TOTALS</b>                 | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |

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 ACCUMULATED TOTALS

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

| Ottawa             | NUMBER OF CRASHES |          |           |                 |                |              |               | INJURY SEVERITY |           |           |              |
|--------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
|                    | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O            |
| <b>DAY OF WEEK</b> |                   |          |           |                 |                |              |               |                 |           |           |              |
| Sunday             | 57                | 0        | 9         | 48              | 100            | 0            | 11            | 3               | 4         | 4         | 117          |
| Monday             | 86                | 0        | 14        | 72              | 159            | 0            | 17            | 3               | 2         | 12        | 182          |
| Tuesday            | 98                | 0        | 20        | 78              | 185            | 0            | 29            | 10              | 8         | 11        | 201          |
| Wednesday          | 102               | 0        | 18        | 84              | 194            | 0            | 22            | 0               | 7         | 15        | 211          |
| Thursday           | 99                | 0        | 14        | 85              | 188            | 0            | 14            | 1               | 5         | 8         | 210          |
| Friday             | 111               | 0        | 8         | 103             | 210            | 0            | 8             | 0               | 3         | 5         | 242          |
| Saturday           | 97                | 0        | 16        | 81              | 186            | 0            | 22            | 1               | 8         | 13        | 205          |
| <b>TOTALS</b>      | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>TIME OF DAY</b> |                   |          |           |                 |                |              |               |                 |           |           |              |
| Midnight           | 12                | 0        | 1         | 11              | 24             | 0            | 1             | 1               | 0         | 0         | 17           |
| 1 AM               | 11                | 0        | 1         | 10              | 14             | 0            | 1             | 0               | 0         | 1         | 17           |
| 2 AM               | 11                | 0        | 2         | 9               | 15             | 0            | 2             | 0               | 1         | 1         | 12           |
| 3 AM               | 2                 | 0        | 0         | 2               | 2              | 0            | 0             | 0               | 0         | 0         | 2            |
| 4 AM               | 7                 | 0        | 1         | 6               | 10             | 0            | 1             | 1               | 0         | 0         | 9            |
| 5 AM               | 8                 | 0        | 1         | 7               | 12             | 0            | 1             | 0               | 1         | 0         | 11           |
| 6 AM               | 14                | 0        | 1         | 13              | 26             | 0            | 1             | 0               | 0         | 1         | 23           |
| 7 AM               | 37                | 0        | 4         | 33              | 74             | 0            | 4             | 1               | 3         | 0         | 79           |
| 8 AM               | 26                | 0        | 6         | 20              | 50             | 0            | 8             | 0               | 2         | 6         | 47           |
| 9 AM               | 21                | 0        | 4         | 17              | 43             | 0            | 4             | 0               | 1         | 3         | 44           |
| 10 AM              | 36                | 0        | 5         | 31              | 69             | 0            | 5             | 1               | 1         | 3         | 61           |
| 11 AM              | 40                | 0        | 2         | 38              | 75             | 0            | 2             | 0               | 0         | 2         | 81           |
| Noon               | 43                | 0        | 11        | 32              | 87             | 0            | 14            | 0               | 3         | 11        | 94           |
| 1 PM               | 40                | 0        | 8         | 32              | 79             | 0            | 11            | 3               | 5         | 3         | 94           |
| 2 PM               | 46                | 0        | 12        | 34              | 89             | 0            | 19            | 3               | 4         | 12        | 105          |
| 3 PM               | 71                | 0        | 8         | 63              | 134            | 0            | 10            | 1               | 2         | 7         | 166          |
| 4 PM               | 69                | 0        | 8         | 61              | 134            | 0            | 8             | 0               | 3         | 5         | 163          |
| 5 PM               | 53                | 0        | 10        | 43              | 103            | 0            | 13            | 3               | 3         | 7         | 136          |
| 6 PM               | 26                | 0        | 3         | 23              | 51             | 0            | 3             | 0               | 0         | 3         | 63           |
| 7 PM               | 12                | 0        | 1         | 11              | 21             | 0            | 1             | 0               | 1         | 0         | 29           |
| 8 PM               | 17                | 0        | 6         | 11              | 31             | 0            | 9             | 3               | 3         | 3         | 27           |
| 9 PM               | 14                | 0        | 3         | 11              | 24             | 0            | 3             | 1               | 2         | 0         | 33           |
| 10 PM              | 17                | 0        | 0         | 17              | 29             | 0            | 0             | 0               | 0         | 0         | 28           |
| 11 PM              | 17                | 0        | 1         | 16              | 26             | 0            | 2             | 0               | 2         | 0         | 27           |
| <b>TOTALS</b>      | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |

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|---|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|--------------|
|   | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O            |
| <b>LIGHT CONDITION</b>                                |                   |          |           |                 |                |              |               |                 |           |           |              |
| Darkness  | 44                | 0        | 7         | 37              | 76             | 0            | 8             | 2               | 3         | 3         | 74           |
| Darkness, Lighted Road                                | 102               | 0        | 13        | 89              | 168            | 0            | 17            | 4               | 6         | 7         | 194          |
| Dawn  | 6                 | 0        | 1         | 5               | 9              | 0            | 1             | 0               | 1         | 0         | 8            |
| Daylight  | 467               | 0        | 77        | 390             | 909            | 0            | 96            | 12              | 26        | 58        | 1,037        |
| Dusk  | 15                | 0        | 0         | 15              | 29             | 0            | 0             | 0               | 0         | 0         | 32           |
| Unknown   | 16                | 0        | 1         | 15              | 31             | 0            | 1             | 0               | 1         | 0         | 23           |
| <b>TOTALS</b>   | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>ROAD DEFECTS</b>                                   |                   |          |           |                 |                |              |               |                 |           |           |              |
| Construction Zone                                     | 2                 | 0        | 1         | 1               | 5              | 0            | 6             | 0               | 0         | 6         | 3            |
| Debris on Roadway                                     | 35                | 0        | 0         | 35              | 66             | 0            | 0             | 0               | 0         | 0         | 78           |
| No Defects  | 218               | 0        | 77        | 141             | 402            | 0            | 96            | 15              | 32        | 49        | 455          |
| Rut, Holes  | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 2            |
| Worn Surface  | 2                 | 0        | 1         | 1               | 3              | 0            | 1             | 0               | 1         | 0         | 2            |
| Unknown   | 392               | 0        | 20        | 372             | 745            | 0            | 20            | 3               | 4         | 13        | 828          |
| <b>TOTALS</b>   | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>TRAFFIC CONTROL</b>                                |                   |          |           |                 |                |              |               |                 |           |           |              |
| Lane Use Marking                                      | 18                | 0        | 2         | 16              | 31             | 0            | 2             | 1               | 0         | 1         | 30           |
| No Controls   | 365               | 0        | 52        | 313             | 661            | 0            | 67            | 10              | 25        | 32        | 677          |
| Police/Flagman  | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2            |
| RR Crossing Gate                                      | 3                 | 0        | 0         | 3               | 4              | 0            | 0             | 0               | 0         | 0         | 6            |
| School Zone   | 1                 | 0        | 1         | 0               | 1              | 0            | 1             | 1               | 0         | 0         | 2            |
| Stop Sign/Flasher                                     | 90                | 0        | 12        | 78              | 169            | 0            | 12            | 1               | 3         | 8         | 200          |
| Traffic Signal  | 161               | 0        | 30        | 131             | 335            | 0            | 37            | 5               | 8         | 24        | 435          |
| Yield   | 2                 | 0        | 1         | 1               | 3              | 0            | 1             | 0               | 1         | 0         | 3            |
| Unknown   | 9                 | 0        | 1         | 8               | 16             | 0            | 3             | 0               | 0         | 3         | 13           |
| <b>TOTALS</b>   | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |
| <b>ROADWAY FEATURE</b>                                |                   |          |           |                 |                |              |               |                 |           |           |              |
| Bridge  | 2                 | 0        | 1         | 1               | 4              | 0            | 3             | 2               | 0         | 1         | 3            |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 26                | 0        | 6         | 20              | 51             | 0            | 12            | 0               | 2         | 10        | 71           |
| Intersection of Mrked Rts & Pub Rd(Major Arterial)    | 36                | 0        | 4         | 32              | 73             | 0            | 6             | 3               | 0         | 3         | 96           |
| Intersection of Mrked Rts & Pub Rd(Major Collector)   | 75                | 0        | 17        | 58              | 148            | 0            | 18            | 1               | 6         | 11        | 186          |
| Intersection of Ramp and Other Roadway                | 9                 | 0        | 3         | 6               | 17             | 0            | 3             | 0               | 1         | 2         | 24           |
| Not Applicable  | 500               | 0        | 68        | 432             | 925            | 0            | 81            | 12              | 28        | 41        | 983          |
| Railroad Crossing                                     | 2                 | 0        | 0         | 2               | 4              | 0            | 0             | 0               | 0         | 0         | 5            |
| <b>TOTALS</b>   | <b>650</b>        | <b>0</b> | <b>99</b> | <b>551</b>      | <b>1,222</b>   | <b>0</b>     | <b>123</b>    | <b>18</b>       | <b>37</b> | <b>68</b> | <b>1,368</b> |

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 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

10/20/2009  
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City Summary

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

| Ottawa                     | NUMBER OF CRASHES |          |            |                 |                |              | INJURY SEVERITY |           |           |           |              |
|----------------------------|-------------------|----------|------------|-----------------|----------------|--------------|-----------------|-----------|-----------|-----------|--------------|
|                            | TOTAL             | FATAL    | INJURY     | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B         | C         | O            |
| <b>VEHICLE DEFECTS</b>     |                   |          |            |                 |                |              |                 |           |           |           |              |
| Brakes                     | 2                 | 0        | 0          | 2               | 2              | 0            | 0               | 0         | 0         | 0         | 3            |
| Engine/Motor               | 2                 | 0        | 1          | 1               | 2              | 0            | 1               | 0         | 0         | 1         | 1            |
| No Defect                  | 385               | 0        | 137        | 248             | 385            | 0            | 82              | 9         | 28        | 45        | 436          |
| Steering                   | 3                 | 0        | 3          | 0               | 3              | 0            | 4               | 3         | 1         | 0         | 2            |
| Tires                      | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0         | 0         | 1            |
| Wheels                     | 1                 | 0        | 0          | 1               | 1              | 0            | 0               | 0         | 0         | 0         | 2            |
| Windows                    | 2                 | 0        | 0          | 2               | 2              | 0            | 0               | 0         | 0         | 0         | 5            |
| Unknown                    | 826               | 0        | 45         | 781             | 826            | 0            | 21              | 3         | 1         | 17        | 913          |
| <b>TOTALS</b>              | <b>1,222</b>      | <b>0</b> | <b>186</b> | <b>1,036</b>    | <b>1,222</b>   | <b>0</b>     | <b>108</b>      | <b>15</b> | <b>30</b> | <b>63</b> | <b>1,363</b> |
| <b>VEHICLE TYPE</b>        |                   |          |            |                 |                |              |                 |           |           |           |              |
| Bus over 15 Passengers     | 4                 | 0        | 0          | 4               | 4              | 0            | 0               | 0         | 0         | 0         | 7            |
| Bus up to 15 Passengers    | 3                 | 0        | 1          | 2               | 3              | 0            | 0               | 0         | 0         | 0         | 8            |
| Motor Driven Cycle         | 6                 | 0        | 3          | 3               | 6              | 0            | 5               | 3         | 2         | 0         | 3            |
| Motorcycle (over 150cc)    | 8                 | 0        | 4          | 4               | 8              | 0            | 4               | 2         | 2         | 0         | 4            |
| Other Vehicle with Trailer | 2                 | 0        | 1          | 1               | 2              | 0            | 0               | 0         | 0         | 0         | 4            |
| Passenger                  | 687               | 0        | 107        | 580             | 687            | 0            | 72              | 6         | 19        | 47        | 751          |
| Pickup                     | 199               | 0        | 31         | 168             | 199            | 0            | 6               | 1         | 2         | 3         | 212          |
| SUV                        | 130               | 0        | 18         | 112             | 130            | 0            | 13              | 3         | 2         | 8         | 157          |
| Tractor with Semi-Trailer  | 19                | 0        | 1          | 18              | 19             | 0            | 0               | 0         | 0         | 0         | 18           |
| Truck Single Unit          | 12                | 0        | 2          | 10              | 12             | 0            | 0               | 0         | 0         | 0         | 13           |
| Van/Mini-Van               | 94                | 0        | 15         | 79              | 94             | 0            | 7               | 0         | 2         | 5         | 124          |
| Unknown                    | 58                | 0        | 3          | 55              | 58             | 0            | 1               | 0         | 1         | 0         | 62           |
| <b>TOTALS</b>              | <b>1,222</b>      | <b>0</b> | <b>186</b> | <b>1,036</b>    | <b>1,222</b>   | <b>0</b>     | <b>108</b>      | <b>15</b> | <b>30</b> | <b>63</b> | <b>1,363</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        | 25                | 0        | 7          | 18                 | 25                | 0               | 5                | 1               | 3         | 1         | 20           |
| Asleep/Fainted          | 3                 | 0        | 1          | 2                  | 3                 | 0               | 1                | 0               | 1         | 0         | 2            |
| Drug Impaired           | 4                 | 0        | 3          | 1                  | 4                 | 0               | 1                | 0               | 0         | 1         | 3            |
| Fatigued                | 2                 | 0        | 1          | 1                  | 2                 | 0               | 1                | 0               | 1         | 0         | 1            |
| Had Been Drinking       | 5                 | 0        | 2          | 3                  | 5                 | 0               | 1                | 0               | 0         | 1         | 4            |
| Illness                 | 1                 | 0        | 0          | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1            |
| Medicated               | 1                 | 0        | 1          | 0                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1            |
| Normal                  | 890               | 0        | 150        | 740                | 890               | 0               | 55               | 6               | 17        | 32        | 835          |
| Other/Unknown           | 154               | 0        | 15         | 139                | 154               | 0               | 6                | 0               | 1         | 5         | 148          |
| <b>TOTALS</b>           | <b>1,085</b>      | <b>0</b> | <b>180</b> | <b>905</b>         | <b>1,085</b>      | <b>0</b>        | <b>70</b>        | <b>7</b>        | <b>23</b> | <b>40</b> | <b>1,015</b> |

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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
|                          |        | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A | B | C | O  |
| <b>DRIVER AGE/GENDER</b> |        |                   |       |        |                 |                |              |                 |   |   |   |    |
| 15                       | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
|                          | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 16                       | Female | 28                | 0     | 5      | 23              | 28             | 0            | 2               | 0 | 0 | 2 | 26 |
|                          | Male   | 13                | 0     | 2      | 11              | 13             | 0            | 0               | 0 | 0 | 0 | 13 |
| 17                       | Female | 16                | 0     | 0      | 16              | 16             | 0            | 0               | 0 | 0 | 0 | 16 |
|                          | Male   | 17                | 0     | 3      | 14              | 17             | 0            | 0               | 0 | 0 | 0 | 17 |
| 18                       | Female | 19                | 0     | 4      | 15              | 19             | 0            | 2               | 0 | 2 | 0 | 17 |
|                          | Male   | 25                | 0     | 3      | 22              | 25             | 0            | 1               | 0 | 0 | 1 | 24 |
| 19                       | Female | 18                | 0     | 3      | 15              | 18             | 0            | 1               | 0 | 0 | 1 | 17 |
|                          | Male   | 19                | 0     | 2      | 17              | 19             | 0            | 2               | 0 | 1 | 1 | 17 |
| 20                       | Female | 15                | 0     | 2      | 13              | 15             | 0            | 1               | 0 | 1 | 0 | 14 |
|                          | Male   | 16                | 0     | 2      | 14              | 16             | 0            | 1               | 0 | 1 | 0 | 15 |
| 21                       | Female | 16                | 0     | 2      | 14              | 16             | 0            | 2               | 1 | 1 | 0 | 14 |
|                          | Male   | 12                | 0     | 1      | 11              | 12             | 0            | 1               | 0 | 0 | 1 | 11 |
| 22-24                    | Female | 26                | 0     | 7      | 19              | 26             | 0            | 3               | 0 | 0 | 3 | 23 |
|                          | Male   | 32                | 0     | 7      | 25              | 32             | 0            | 2               | 0 | 1 | 1 | 30 |
| 25-29                    | Female | 49                | 0     | 12     | 37              | 49             | 0            | 7               | 0 | 3 | 4 | 42 |
|                          | Male   | 52                | 0     | 6      | 46              | 52             | 0            | 2               | 0 | 1 | 1 | 50 |
| 30-34                    | Female | 40                | 0     | 6      | 34              | 40             | 0            | 1               | 0 | 0 | 1 | 39 |
|                          | Male   | 39                | 0     | 12     | 27              | 39             | 0            | 4               | 2 | 0 | 2 | 35 |
| 35-39                    | Female | 42                | 0     | 7      | 35              | 42             | 0            | 6               | 1 | 3 | 2 | 36 |
|                          | Male   | 50                | 0     | 7      | 43              | 50             | 0            | 2               | 0 | 1 | 1 | 48 |
| 40-44                    | Female | 44                | 0     | 10     | 34              | 44             | 0            | 1               | 0 | 0 | 1 | 43 |
|                          | Male   | 46                | 0     | 8      | 38              | 46             | 0            | 2               | 0 | 0 | 2 | 44 |
| 45-49                    | Female | 41                | 0     | 3      | 38              | 41             | 0            | 1               | 0 | 0 | 1 | 40 |
|                          | Male   | 56                | 0     | 12     | 44              | 56             | 0            | 4               | 1 | 1 | 2 | 52 |
| 50-54                    | Female | 26                | 0     | 5      | 21              | 26             | 0            | 3               | 0 | 1 | 2 | 23 |
|                          | Male   | 39                | 0     | 3      | 36              | 39             | 0            | 0               | 0 | 0 | 0 | 39 |
| 55-59                    | Female | 37                | 0     | 5      | 32              | 37             | 0            | 2               | 0 | 0 | 2 | 35 |
|                          | Male   | 27                | 0     | 5      | 22              | 27             | 0            | 3               | 1 | 0 | 2 | 24 |
| 60-64                    | Female | 22                | 0     | 7      | 15              | 22             | 0            | 4               | 0 | 2 | 2 | 18 |
|                          | Male   | 35                | 0     | 5      | 30              | 35             | 0            | 2               | 1 | 0 | 1 | 33 |
| 65-69                    | Female | 13                | 0     | 1      | 12              | 13             | 0            | 1               | 0 | 0 | 1 | 12 |
|                          | Male   | 16                | 0     | 4      | 12              | 16             | 0            | 0               | 0 | 0 | 0 | 16 |
| 70-74                    | Female | 15                | 0     | 5      | 10              | 15             | 0            | 3               | 0 | 1 | 2 | 12 |
|                          | Male   | 9                 | 0     | 4      | 5               | 9              | 0            | 0               | 0 | 0 | 0 | 9  |
| 75-79                    | Female | 11                | 0     | 4      | 7               | 11             | 0            | 1               | 0 | 1 | 0 | 10 |
|                          | Male   | 12                | 0     | 1      | 11              | 12             | 0            | 0               | 0 | 0 | 0 | 12 |
| 80-84                    | Female | 11                | 0     | 2      | 9               | 11             | 0            | 1               | 0 | 0 | 1 | 10 |
|                          | Male   | 10                | 0     | 1      | 9               | 10             | 0            | 1               | 0 | 1 | 0 | 9  |

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<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A        | B         | C         | O            |
| <b>Ottawa</b>            |            |                   |          |            |                    |                   |                 |                  |          |           |           |              |
| <b>DRIVER AGE/GENDER</b> |            |                   |          |            |                    |                   |                 |                  |          |           |           |              |
| 85-89                    | Female     | 8                 | 0        | 1          | 7                  | 8                 | 0               | 1                | 0        | 1         | 0         | 7            |
|                          | Male       | 3                 | 0        | 0          | 3                  | 3                 | 0               | 0                | 0        | 0         | 0         | 3            |
| 90-94                    | Female     | 2                 | 0        | 0          | 2                  | 2                 | 0               | 0                | 0        | 0         | 0         | 2            |
|                          | Male       | 2                 | 0        | 0          | 2                  | 2                 | 0               | 0                | 0        | 0         | 0         | 2            |
| Unknown                  | Not Stated | 54                | 0        | 1          | 53                 | 54                | 0               | 0                | 0        | 0         | 0         | 54           |
| <b>TOTALS</b>            |            | <b>1,085</b>      | <b>0</b> | <b>180</b> | <b>905</b>         | <b>1,085</b>      | <b>0</b>        | <b>70</b>        | <b>7</b> | <b>23</b> | <b>40</b> | <b>1,015</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Ottawa                      |            | 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     | 4                 | 0     | 1      | 3               | 4              | 0               | 0             | 0 | 0 | 0 | 4  |
|                             | Male       | 4                 | 0     | 0      | 4               | 4              | 0               | 0             | 0 | 0 | 0 | 4  |
| 1                           | Female     | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
|                             | Male       | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 1 | 0 | 0 | 1  |
| 2                           | Female     | 6                 | 0     | 1      | 5               | 6              | 0               | 1             | 0 | 0 | 1 | 5  |
|                             | Male       | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 3                           | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
|                             | Male       | 6                 | 0     | 0      | 6               | 6              | 0               | 0             | 0 | 0 | 0 | 6  |
| 4                           | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
|                             | Male       | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 5                           | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
|                             | Male       | 4                 | 0     | 1      | 3               | 4              | 0               | 0             | 0 | 0 | 0 | 4  |
| 6                           | Female     | 5                 | 0     | 2      | 3               | 5              | 0               | 0             | 0 | 0 | 0 | 5  |
|                             | Male       | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
| 7                           | Female     | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
|                             | Male       | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 8                           | Female     | 6                 | 0     | 0      | 6               | 6              | 0               | 0             | 0 | 0 | 0 | 6  |
|                             | Male       | 2                 | 0     | 1      | 1               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 9                           | Female     | 3                 | 0     | 2      | 1               | 3              | 0               | 1             | 0 | 0 | 1 | 2  |
|                             | Male       | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
| 10-14                       | Female     | 21                | 0     | 5      | 16              | 21             | 0               | 2             | 1 | 0 | 1 | 19 |
|                             | Male       | 22                | 0     | 6      | 16              | 22             | 0               | 5             | 2 | 0 | 3 | 17 |
|                             | Not Stated | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2  |
| 15                          | Female     | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
|                             | Male       | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 16                          | Female     | 7                 | 0     | 2      | 5               | 7              | 0               | 1             | 1 | 0 | 0 | 6  |
|                             | Male       | 9                 | 0     | 3      | 6               | 9              | 0               | 0             | 0 | 0 | 0 | 9  |
| 17                          | Female     | 7                 | 0     | 3      | 4               | 7              | 0               | 1             | 1 | 0 | 0 | 6  |
|                             | Male       | 6                 | 0     | 1      | 5               | 6              | 0               | 0             | 0 | 0 | 0 | 6  |
| 18                          | Female     | 5                 | 0     | 3      | 2               | 5              | 0               | 1             | 0 | 0 | 1 | 4  |
|                             | Male       | 4                 | 0     | 0      | 4               | 4              | 0               | 0             | 0 | 0 | 0 | 4  |
| 19                          | Female     | 3                 | 0     | 2      | 1               | 3              | 0               | 1             | 0 | 1 | 0 | 2  |
|                             | Male       | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 20                          | Female     | 1                 | 0     | 1      | 0               | 1              | 0               | 1             | 0 | 1 | 0 | 0  |
|                             | Male       | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1  |
| 21                          | Female     | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3  |
|                             | Male       | 5                 | 0     | 0      | 5               | 5              | 0               | 0             | 0 | 0 | 0 | 5  |
| 22-24                       | Female     | 5                 | 0     | 2      | 3               | 5              | 0               | 1             | 0 | 0 | 1 | 4  |
|                             | Male       | 7                 | 0     | 1      | 6               | 7              | 0               | 0             | 0 | 0 | 0 | 7  |



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 ACCUMULATED TOTALS

City Summary

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

|                              |            | NUMBER OF CRASHES |          |           |                    |                   |                 | INJURY SEVERITY  |          |          |           |            |
|------------------------------|------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|----------|----------|-----------|------------|
| Ottawa                       |            | TOTAL             | FATAL    | INJURY    | PROPERTY<br>DAMAGE | TOTAL<br>VEHICLES | TOTAL<br>KILLED | TOTAL<br>INJURED | A        | B        | C         | O          |
| <b>PASSENGER AGE/GENDER</b>  |            |                   |          |           |                    |                   |                 |                  |          |          |           |            |
| 25-29                        | Female     | 9                 | 0        | 2         | 7                  | 9                 | 0               | 1                | 0        | 0        | 1         | 8          |
|                              | Male       | 10                | 0        | 2         | 8                  | 10                | 0               | 1                | 0        | 0        | 1         | 9          |
| 30-34                        | Female     | 5                 | 0        | 1         | 4                  | 5                 | 0               | 0                | 0        | 0        | 0         | 5          |
|                              | Male       | 3                 | 0        | 0         | 3                  | 3                 | 0               | 0                | 0        | 0        | 0         | 3          |
| 35-39                        | Female     | 5                 | 0        | 1         | 4                  | 5                 | 0               | 0                | 0        | 0        | 0         | 5          |
|                              | Male       | 4                 | 0        | 2         | 2                  | 4                 | 0               | 1                | 0        | 0        | 1         | 3          |
| 40-44                        | Female     | 11                | 0        | 4         | 7                  | 11                | 0               | 3                | 0        | 1        | 2         | 8          |
|                              | Male       | 5                 | 0        | 0         | 5                  | 5                 | 0               | 0                | 0        | 0        | 0         | 5          |
| 45-49                        | Female     | 7                 | 0        | 3         | 4                  | 7                 | 0               | 2                | 0        | 0        | 2         | 5          |
|                              | Male       | 6                 | 0        | 4         | 2                  | 6                 | 0               | 1                | 0        | 0        | 1         | 5          |
| 50-54                        | Female     | 6                 | 0        | 4         | 2                  | 6                 | 0               | 3                | 1        | 1        | 1         | 3          |
|                              | Male       | 4                 | 0        | 1         | 3                  | 4                 | 0               | 1                | 0        | 1        | 0         | 3          |
| 55-59                        | Female     | 10                | 0        | 1         | 9                  | 10                | 0               | 1                | 0        | 1        | 0         | 9          |
|                              | Male       | 4                 | 0        | 1         | 3                  | 4                 | 0               | 1                | 0        | 1        | 0         | 3          |
| 60-64                        | Female     | 3                 | 0        | 1         | 2                  | 3                 | 0               | 1                | 0        | 0        | 1         | 2          |
|                              | Male       | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0        | 0        | 0         | 2          |
| 65-69                        | Female     | 2                 | 0        | 1         | 1                  | 2                 | 0               | 1                | 0        | 0        | 1         | 1          |
|                              | Male       | 2                 | 0        | 2         | 0                  | 2                 | 0               | 1                | 0        | 0        | 1         | 1          |
| 70-74                        | Female     | 4                 | 0        | 2         | 2                  | 4                 | 0               | 1                | 1        | 0        | 0         | 3          |
| 75-79                        | Female     | 3                 | 0        | 0         | 3                  | 3                 | 0               | 0                | 0        | 0        | 0         | 3          |
|                              | Male       | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0        | 0        | 0         | 1          |
| 80-84                        | Female     | 2                 | 0        | 1         | 1                  | 2                 | 0               | 1                | 0        | 0        | 1         | 1          |
| 85-89                        | Female     | 3                 | 0        | 1         | 2                  | 3                 | 0               | 1                | 0        | 0        | 1         | 2          |
| Unknown                      | Female     | 12                | 0        | 1         | 11                 | 12                | 0               | 1                | 0        | 0        | 1         | 11         |
|                              | Male       | 4                 | 0        | 0         | 4                  | 4                 | 0               | 0                | 0        | 0        | 0         | 4          |
|                              | Not Stated | 84                | 0        | 16        | 68                 | 84                | 0               | 0                | 0        | 0        | 0         | 84         |
| <b>TOTALS</b>                |            | <b>386</b>        | <b>0</b> | <b>95</b> | <b>291</b>         | <b>386</b>        | <b>0</b>        | <b>38</b>        | <b>8</b> | <b>7</b> | <b>23</b> | <b>348</b> |
| <b>PEDESTRIAN AGE/GENDER</b> |            |                   |          |           |                    |                   |                 |                  |          |          |           |            |
| 5                            | Male       | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0         | 0          |
| 8                            | Male       | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 1        | 0        | 0         | 0          |
| 10-14                        | Female     | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0         | 0          |
|                              | Male       | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0         | 0          |
| 22-24                        | Female     | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 1        | 0         | 0          |
| 30-34                        | Male       | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0        | 0        | 0         | 1          |
| 50-54                        | Male       | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0        | 0        | 1         | 0          |
| 55-59                        | Male       | 2                 | 0        | 2         | 0                  | 2                 | 0               | 2                | 1        | 0        | 1         | 0          |
| <b>TOTALS</b>                |            | <b>9</b>          | <b>0</b> | <b>8</b>  | <b>1</b>           | <b>9</b>          | <b>0</b>        | <b>8</b>         | <b>2</b> | <b>4</b> | <b>2</b>  | <b>1</b>   |

IL DEPT OF TRANSPORTATION  
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 ACCUMULATED TOTALS

City Summary

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

|  |            |            | NUMBER OF CRASHES |          |          |                 |                | INJURY SEVERITY |               |          |          |          |          |
|--|------------|------------|-------------------|----------|----------|-----------------|----------------|-----------------|---------------|----------|----------|----------|----------|
| Ottawa   |            |            | TOTAL             | FATAL    | INJURY   | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A        | B        | C        | O        |
| <b>PEDAL CYCLIST AGE/GENDER</b>                |            |            |                   |          |          |                 |                |                 |               |          |          |          |          |
| 10-14  | Male       |            | 2                 | 0        | 1        | 1               | 2              | 0               | 1             | 0        | 1        | 0        | 1        |
| 15   | Female     |            | 2                 | 0        | 2        | 0               | 2              | 0               | 2             | 0        | 1        | 1        | 0        |
|  | Male       |            | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
| 21   | Male       |            | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
| 25-29  | Female     |            | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 0        | 1        | 0        |
| 45-49  | Male       |            | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 0        | 1        | 0        |
| 65-69  | Male       |            | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 1        | 0        | 0        | 0        |
| 70-74  | Male       |            | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
| Unknown  | Not Stated |            | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
| <b>TOTALS</b>                                  |            |            | <b>11</b>         | <b>0</b> | <b>7</b> | <b>4</b>        | <b>11</b>      | <b>0</b>        | <b>7</b>      | <b>1</b> | <b>3</b> | <b>3</b> | <b>4</b> |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>      |            |            |                   |          |          |                 |                |                 |               |          |          |          |          |
| Crossing - Against Signal                      | 50-54      | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 0        | 1        | 0        |
| Crossing - With Signal                         | 55-59      | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 0        | 1        | 0        |
| Entering/Leaving/Crossing Unspecified Location | 10-14      | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
| Other  | 5          | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
|  | 8          | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 1        | 0        | 0        | 0        |
|  | 55-59      | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 1        | 0        | 0        | 0        |
| Walking/Riding against Traffic                 | 10-14      | Female     | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
| Unknown  | 22-24      | Female     | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
|  | 30-34      | Male       | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
| <b>TOTALS</b>                                  |            |            | <b>9</b>          | <b>0</b> | <b>8</b> | <b>1</b>        | <b>9</b>       | <b>0</b>        | <b>8</b>      | <b>2</b> | <b>4</b> | <b>2</b> | <b>1</b> |
| <b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b>   |            |            |                   |          |          |                 |                |                 |               |          |          |          |          |
| Crossing - Against Signal                      | 10-14      | Male       | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
|  | 15         | Female     | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
| Crossing - With Signal                         | 25-29      | Female     | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 0        | 1        | 0        |
| Other  | 15         | Male       | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
|  | 21         | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
| Walking/Riding against Traffic                 | 65-69      | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 1        | 0        | 0        | 0        |
| Walking/Riding with Traffic                    | 70-74      | Male       | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
| Unknown  | 10-14      | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 1        | 0        | 0        |
|  | 15         | Female     | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 0        | 1        | 0        |
|  | 45-49      | Male       | 1                 | 0        | 1        | 0               | 1              | 0               | 1             | 0        | 0        | 1        | 0        |
|  | Unknown    | Not Stated | 1                 | 0        | 0        | 1               | 1              | 0               | 0             | 0        | 0        | 0        | 1        |
| <b>TOTALS</b>                                  |            |            | <b>11</b>         | <b>0</b> | <b>7</b> | <b>4</b>        | <b>11</b>      | <b>0</b>        | <b>7</b>      | <b>1</b> | <b>3</b> | <b>3</b> | <b>4</b> |