

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

|                               | NUMBER OF CRASHES |          |           |                 |                |              |               | INJURY SEVERITY |           |           |            |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|                               | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>Princeton</b>              |                   |          |           |                 |                |              |               |                 |           |           |            |
| <b>WEATHER CONDITION</b>      |                   |          |           |                 |                |              |               |                 |           |           |            |
| Clear                         | 175               | 0        | 31        | 144             | 322            | 0            | 45            | 1               | 31        | 13        | 377        |
| Fog/Smoke/Haze                | 2                 | 0        | 0         | 2               | 3              | 0            | 0             | 0               | 0         | 0         | 5          |
| Rain                          | 16                | 0        | 1         | 15              | 28             | 0            | 1             | 0               | 0         | 1         | 34         |
| Sleet/Hail                    | 3                 | 0        | 1         | 2               | 6              | 0            | 1             | 1               | 0         | 0         | 6          |
| Snow                          | 28                | 0        | 2         | 26              | 42             | 0            | 2             | 0               | 1         | 1         | 43         |
| Unknown                       | 5                 | 0        | 1         | 4               | 9              | 0            | 1             | 0               | 1         | 0         | 4          |
| <b>TOTALS</b>                 | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>      | <b>410</b>     | <b>0</b>     | <b>50</b>     | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>TYPE OF CRASH</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| Overturned                    | 4                 | 0        | 1         | 3               | 4              | 0            | 1             | 0               | 1         | 0         | 6          |
| Pedestrian                    | 1                 | 0        | 1         | 0               | 1              | 0            | 1             | 1               | 0         | 0         | 1          |
| Animal                        | 11                | 0        | 1         | 10              | 11             | 0            | 1             | 0               | 1         | 0         | 12         |
| Fixed object                  | 30                | 0        | 3         | 27              | 30             | 0            | 4             | 0               | 4         | 0         | 31         |
| Other object                  | 6                 | 0        | 1         | 5               | 6              | 0            | 1             | 0               | 1         | 0         | 8          |
| Other non collision           | 3                 | 0        | 0         | 3               | 3              | 0            | 0             | 0               | 0         | 0         | 4          |
| Parked motor vehicle          | 32                | 0        | 1         | 31              | 64             | 0            | 1             | 0               | 0         | 1         | 37         |
| Rear end                      | 54                | 0        | 11        | 43              | 114            | 0            | 18            | 1               | 9         | 8         | 146        |
| Head on                       | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| Sideswipe same direction      | 7                 | 0        | 0         | 7               | 14             | 0            | 0             | 0               | 0         | 0         | 19         |
| Sideswipe opposite direction  | 7                 | 0        | 1         | 6               | 14             | 0            | 2             | 0               | 2         | 0         | 21         |
| Angle                         | 48                | 0        | 10        | 38              | 97             | 0            | 11            | 0               | 7         | 4         | 126        |
| Turning                       | 25                | 0        | 6         | 19              | 50             | 0            | 10            | 0               | 8         | 2         | 56         |
| <b>TOTALS</b>                 | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>      | <b>410</b>     | <b>0</b>     | <b>50</b>     | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>CLASS OF CITY</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| 5,000 TO 10,000               | 229               | 0        | 36        | 193             | 410            | 0            | 50            | 2               | 33        | 15        | 469        |
| <b>TOTALS</b>                 | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>      | <b>410</b>     | <b>0</b>     | <b>50</b>     | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |           |                 |                |              |               |                 |           |           |            |
| Dry                           | 146               | 0        | 26        | 120             | 268            | 0            | 38            | 1               | 27        | 10        | 312        |
| Ice                           | 19                | 0        | 3         | 16              | 30             | 0            | 4             | 0               | 4         | 0         | 29         |
| Snow or Slush                 | 29                | 0        | 4         | 25              | 47             | 0            | 5             | 1               | 2         | 2         | 53         |
| Wet                           | 29                | 0        | 2         | 27              | 54             | 0            | 2             | 0               | 0         | 2         | 68         |
| Unknown                       | 6                 | 0        | 1         | 5               | 11             | 0            | 1             | 0               | 0         | 1         | 7          |
| <b>TOTALS</b>                 | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>      | <b>410</b>     | <b>0</b>     | <b>50</b>     | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |

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 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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|                            | 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>Princeton</b>           |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| <b>CLASS OF TRAFFICWAY</b> |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Controlled Urban           | 13                | 0        | 1         | 12                 | 17                | 0               | 1                | 0               | 0         | 1         | 22         |
| State Numbered Urban       | 104               | 0        | 20        | 84                 | 192               | 0               | 31               | 1               | 22        | 8         | 233        |
| Unmarked Highway Urban     | 6                 | 0        | 2         | 4                  | 10                | 0               | 3                | 0               | 2         | 1         | 12         |
| City Streets Urban         | 104               | 0        | 13        | 91                 | 188               | 0               | 15               | 1               | 9         | 5         | 198        |
| State Numbered Rural       | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 2          |
| Unmarked Highway Rural     | 1                 | 0        | 0         | 1                  | 2                 | 0               | 0                | 0               | 0         | 0         | 2          |
| <b>TOTALS</b>              | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>         | <b>410</b>        | <b>0</b>        | <b>50</b>        | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>DAY OF WEEK</b>         |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Sunday                     | 17                | 0        | 1         | 16                 | 29                | 0               | 1                | 0               | 1         | 0         | 35         |
| Monday                     | 32                | 0        | 6         | 26                 | 55                | 0               | 6                | 0               | 2         | 4         | 55         |
| Tuesday                    | 32                | 0        | 7         | 25                 | 56                | 0               | 9                | 1               | 6         | 2         | 63         |
| Wednesday                  | 37                | 0        | 5         | 32                 | 70                | 0               | 5                | 1               | 0         | 4         | 93         |
| Thursday                   | 46                | 0        | 4         | 42                 | 80                | 0               | 5                | 0               | 4         | 1         | 95         |
| Friday                     | 36                | 0        | 8         | 28                 | 68                | 0               | 16               | 0               | 14        | 2         | 70         |
| Saturday                   | 29                | 0        | 5         | 24                 | 52                | 0               | 8                | 0               | 6         | 2         | 58         |
| <b>TOTALS</b>              | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>         | <b>410</b>        | <b>0</b>        | <b>50</b>        | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |

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 ACCUMULATED TOTALS

City Summary

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

| Princeton              | 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>TIME OF DAY</b>     |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Midnight               | 1                 | 0        | 1         | 0                  | 2                 | 0               | 1                | 0               | 0         | 1         | 2          |
| 1 AM                   | 2                 | 0        | 1         | 1                  | 4                 | 0               | 1                | 0               | 0         | 1         | 1          |
| 2 AM                   | 3                 | 0        | 0         | 3                  | 3                 | 0               | 0                | 0               | 0         | 0         | 4          |
| 3 AM                   | 3                 | 0        | 0         | 3                  | 3                 | 0               | 0                | 0               | 0         | 0         | 3          |
| 4 AM                   | 2                 | 0        | 1         | 1                  | 2                 | 0               | 1                | 0               | 1         | 0         | 1          |
| 5 AM                   | 4                 | 0        | 0         | 4                  | 5                 | 0               | 0                | 0               | 0         | 0         | 6          |
| 6 AM                   | 6                 | 0        | 2         | 4                  | 8                 | 0               | 2                | 1               | 1         | 0         | 6          |
| 7 AM                   | 17                | 0        | 3         | 14                 | 32                | 0               | 4                | 0               | 2         | 2         | 39         |
| 8 AM                   | 8                 | 0        | 0         | 8                  | 16                | 0               | 0                | 0               | 0         | 0         | 25         |
| 9 AM                   | 10                | 0        | 1         | 9                  | 20                | 0               | 1                | 0               | 0         | 1         | 22         |
| 10 AM                  | 13                | 0        | 3         | 10                 | 23                | 0               | 4                | 0               | 2         | 2         | 31         |
| 11 AM                  | 6                 | 0        | 1         | 5                  | 11                | 0               | 1                | 0               | 1         | 0         | 10         |
| Noon                   | 16                | 0        | 3         | 13                 | 30                | 0               | 4                | 0               | 3         | 1         | 33         |
| 1 PM                   | 20                | 0        | 3         | 17                 | 36                | 0               | 6                | 0               | 4         | 2         | 40         |
| 2 PM                   | 17                | 0        | 3         | 14                 | 34                | 0               | 3                | 0               | 2         | 1         | 44         |
| 3 PM                   | 24                | 0        | 6         | 18                 | 47                | 0               | 9                | 0               | 6         | 3         | 58         |
| 4 PM                   | 20                | 0        | 1         | 19                 | 35                | 0               | 1                | 1               | 0         | 0         | 42         |
| 5 PM                   | 15                | 0        | 4         | 11                 | 27                | 0               | 4                | 0               | 3         | 1         | 24         |
| 6 PM                   | 12                | 0        | 0         | 12                 | 23                | 0               | 0                | 0               | 0         | 0         | 27         |
| 7 PM                   | 4                 | 0        | 0         | 4                  | 7                 | 0               | 0                | 0               | 0         | 0         | 8          |
| 8 PM                   | 4                 | 0        | 0         | 4                  | 5                 | 0               | 0                | 0               | 0         | 0         | 5          |
| 9 PM                   | 10                | 0        | 2         | 8                  | 18                | 0               | 7                | 0               | 7         | 0         | 19         |
| 10 PM                  | 7                 | 0        | 1         | 6                  | 12                | 0               | 1                | 0               | 1         | 0         | 12         |
| 11 PM                  | 5                 | 0        | 0         | 5                  | 7                 | 0               | 0                | 0               | 0         | 0         | 7          |
| <b>TOTALS</b>          | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>         | <b>410</b>        | <b>0</b>        | <b>50</b>        | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>LIGHT CONDITION</b> |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Darkness               | 19                | 0        | 1         | 18                 | 25                | 0               | 1                | 0               | 1         | 0         | 27         |
| Darkness, Lighted Road | 35                | 0        | 6         | 29                 | 58                | 0               | 9                | 1               | 6         | 2         | 56         |
| Dawn                   | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0               | 0         | 0         | 2          |
| Daylight               | 167               | 0        | 29        | 138                | 315               | 0               | 40               | 1               | 26        | 13        | 377        |
| Dusk                   | 4                 | 0        | 0         | 4                  | 6                 | 0               | 0                | 0               | 0         | 0         | 5          |
| Unknown                | 2                 | 0        | 0         | 2                  | 4                 | 0               | 0                | 0               | 0         | 0         | 2          |
| <b>TOTALS</b>          | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>         | <b>410</b>        | <b>0</b>        | <b>50</b>        | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |

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|---|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|   | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>Princeton</b>                                      |                   |          |           |                 |                |              |               |                 |           |           |            |
| <b>ROAD DEFECTS</b>                                   |                   |          |           |                 |                |              |               |                 |           |           |            |
| Construction Zone                                     | 2                 | 0        | 0         | 2               | 3              | 0            | 0             | 0               | 0         | 0         | 4          |
| Debris on Roadway                                     | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| No Defects  | 209               | 0        | 33        | 176             | 374            | 0            | 44            | 2               | 28        | 14        | 432        |
| Utility Work Zone                                     | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 2          |
| Unknown   | 16                | 0        | 3         | 13              | 31             | 0            | 6             | 0               | 5         | 1         | 30         |
| <b>TOTALS</b>   | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>      | <b>410</b>     | <b>0</b>     | <b>50</b>     | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>TRAFFIC CONTROL</b>                                |                   |          |           |                 |                |              |               |                 |           |           |            |
| No Controls   | 163               | 0        | 23        | 140             | 282            | 0            | 34            | 2               | 22        | 10        | 314        |
| Other Regualtory Sign                                 | 1                 | 0        | 1         | 0               | 2              | 0            | 1             | 0               | 1         | 0         | 1          |
| Other Warning Sign                                    | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 2          |
| RR Crossing Gate                                      | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| Stop Sign/Flasher                                     | 40                | 0        | 10        | 30              | 78             | 0            | 13            | 0               | 9         | 4         | 102        |
| Traffic Signal  | 18                | 0        | 2         | 16              | 36             | 0            | 2             | 0               | 1         | 1         | 41         |
| Unknown   | 5                 | 0        | 0         | 5               | 9              | 0            | 0             | 0               | 0         | 0         | 7          |
| <b>TOTALS</b>   | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>      | <b>410</b>     | <b>0</b>     | <b>50</b>     | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>ROADWAY FEATURE</b>                                |                   |          |           |                 |                |              |               |                 |           |           |            |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 10                | 0        | 1         | 9               | 20             | 0            | 1             | 0               | 1         | 0         | 29         |
| Intersection of Mrked Rts & Pub Rd(Major Arterial)    | 15                | 0        | 2         | 13              | 31             | 0            | 2             | 0               | 0         | 2         | 42         |
| Intersection of Mrked Rts & Pub Rd(Major Collector)   | 14                | 0        | 3         | 11              | 26             | 0            | 5             | 0               | 4         | 1         | 28         |
| Intersection of Ramp and Other Roadway                | 7                 | 0        | 0         | 7               | 10             | 0            | 0             | 0               | 0         | 0         | 14         |
| Not Applicable  | 182               | 0        | 30        | 152             | 321            | 0            | 42            | 2               | 28        | 12        | 354        |
| Railroad Crossing                                     | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| <b>TOTALS</b>   | <b>229</b>        | <b>0</b> | <b>36</b> | <b>193</b>      | <b>410</b>     | <b>0</b>     | <b>50</b>     | <b>2</b>        | <b>33</b> | <b>15</b> | <b>469</b> |

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|                           | 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>Princeton</b>          |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| <b>VEHICLE DEFECTS</b>    |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Brakes                    | 4                 | 0        | 1         | 3                  | 4                 | 0               | 0                | 0               | 0         | 0         | 5          |
| No Defect                 | 330               | 0        | 55        | 275                | 330               | 0               | 37               | 1               | 25        | 11        | 395        |
| Restraint System          | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| Tires                     | 2                 | 0        | 1         | 1                  | 2                 | 0               | 2                | 0               | 2         | 0         | 1          |
| Unknown                   | 73                | 0        | 9         | 64                 | 73                | 0               | 10               | 0               | 6         | 4         | 67         |
| <b>TOTALS</b>             | <b>410</b>        | <b>0</b> | <b>66</b> | <b>344</b>         | <b>410</b>        | <b>0</b>        | <b>49</b>        | <b>1</b>        | <b>33</b> | <b>15</b> | <b>469</b> |
| <b>VEHICLE TYPE</b>       |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| ATV                       | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0               | 0         | 1         | 0          |
| Motor Driven Cycle        | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0         | 0          |
| Motorcycle (over 150cc)   | 3                 | 0        | 3         | 0                  | 3                 | 0               | 3                | 0               | 3         | 0         | 0          |
| Passenger                 | 208               | 0        | 33        | 175                | 208               | 0               | 26               | 1               | 17        | 8         | 230        |
| Pickup                    | 62                | 0        | 10        | 52                 | 62                | 0               | 4                | 0               | 4         | 0         | 67         |
| SUV                       | 50                | 0        | 6         | 44                 | 50                | 0               | 4                | 0               | 2         | 2         | 75         |
| Tractor with Semi-Trailer | 12                | 0        | 1         | 11                 | 12                | 0               | 0                | 0               | 0         | 0         | 12         |
| Truck Single Unit         | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| Van/Mini-Van              | 48                | 0        | 10        | 38                 | 48                | 0               | 9                | 0               | 5         | 4         | 68         |
| Unknown                   | 24                | 0        | 1         | 23                 | 24                | 0               | 1                | 0               | 1         | 0         | 16         |
| <b>TOTALS</b>             | <b>410</b>        | <b>0</b> | <b>66</b> | <b>344</b>         | <b>410</b>        | <b>0</b>        | <b>49</b>        | <b>1</b>        | <b>33</b> | <b>15</b> | <b>469</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>Princeton</b>        |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| <b>DRIVER CONDITION</b> |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Alcohol Impaired        | 6                 | 0        | 2         | 4                  | 6                 | 0               | 2                | 0               | 2         | 0         | 4          |
| Fatigued                | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| Had Been Drinking       | 2                 | 0        | 1         | 1                  | 2                 | 0               | 1                | 0               | 0         | 1         | 1          |
| Normal                  | 313               | 0        | 55        | 258                | 313               | 0               | 22               | 1               | 15        | 6         | 291        |
| Other/Unknown           | 55                | 0        | 7         | 48                 | 55                | 0               | 5                | 0               | 2         | 3         | 50         |
| <b>TOTALS</b>           | <b>377</b>        | <b>0</b> | <b>65</b> | <b>312</b>         | <b>377</b>        | <b>0</b>        | <b>30</b>        | <b>1</b>        | <b>19</b> | <b>10</b> | <b>347</b> |

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

| Princeton                |            | 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>DRIVER AGE/GENDER</b> |            |                   |          |           |                    |                   |                 |                  |          |           |           |            |
| 80-84                    | Male       | 2                 | 0        | 1         | 1                  | 2                 | 0               | 0                | 0        | 0         | 0         | 2          |
| 85-89                    | Female     | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0        | 0         | 0         | 2          |
|                          | Male       | 3                 | 0        | 1         | 2                  | 3                 | 0               | 0                | 0        | 0         | 0         | 3          |
| 90-94                    | Female     | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0        | 0         | 0         | 1          |
|                          | Male       | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0        | 0         | 0         | 1          |
| Unknown                  | Female     | 5                 | 0        | 0         | 5                  | 5                 | 0               | 0                | 0        | 0         | 0         | 5          |
|                          | Male       | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0        | 0         | 0         | 2          |
|                          | Not Stated | 8                 | 0        | 0         | 8                  | 8                 | 0               | 0                | 0        | 0         | 0         | 8          |
| <b>TOTALS</b>            |            | <b>377</b>        | <b>0</b> | <b>65</b> | <b>312</b>         | <b>377</b>        | <b>0</b>        | <b>30</b>        | <b>1</b> | <b>19</b> | <b>10</b> | <b>347</b> |



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 |   |   |   |   |
|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| Princeton                   |        | TOTAL             | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A | B | C | O |
| <b>PASSENGER AGE/GENDER</b> |        |                   |       |        |                 |                |              |                 |   |   |   |   |
| 1                           | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 2                           | Female | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3 |
|                             | Male   | 2                 | 0     | 1      | 1               | 2              | 0            | 1               | 0 | 1 | 0 | 1 |
| 3                           | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| 4                           | Female | 5                 | 0     | 1      | 4               | 5              | 0            | 1               | 0 | 0 | 1 | 4 |
|                             | Male   | 4                 | 0     | 1      | 3               | 4              | 0            | 0               | 0 | 0 | 0 | 4 |
| 5                           | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 6                           | Female | 4                 | 0     | 1      | 3               | 4              | 0            | 1               | 0 | 1 | 0 | 3 |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| 7                           | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
|                             | Male   | 2                 | 0     | 2      | 0               | 2              | 0            | 1               | 0 | 1 | 0 | 1 |
| 8                           | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 9                           | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 10-14                       | Female | 8                 | 0     | 1      | 7               | 8              | 0            | 1               | 0 | 1 | 0 | 7 |
|                             | Male   | 5                 | 0     | 1      | 4               | 5              | 0            | 1               | 0 | 1 | 0 | 4 |
| 15                          | Female | 4                 | 0     | 1      | 3               | 4              | 0            | 0               | 0 | 0 | 0 | 4 |
|                             | Male   | 8                 | 0     | 2      | 6               | 8              | 0            | 2               | 0 | 2 | 0 | 6 |
| 16                          | Female | 5                 | 0     | 1      | 4               | 5              | 0            | 0               | 0 | 0 | 0 | 5 |
|                             | Male   | 6                 | 0     | 1      | 5               | 6              | 0            | 1               | 0 | 1 | 0 | 5 |
| 17                          | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
|                             | Male   | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3 |
| 18                          | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
|                             | Male   | 3                 | 0     | 1      | 2               | 3              | 0            | 1               | 0 | 0 | 1 | 2 |
| 19                          | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| 20                          | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 21                          | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| 22-24                       | Female | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| 25-29                       | Female | 1                 | 0     | 1      | 0               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
|                             | Male   | 6                 | 0     | 3      | 3               | 6              | 0            | 2               | 0 | 2 | 0 | 4 |
| 30-34                       | Female | 2                 | 0     | 1      | 1               | 2              | 0            | 1               | 0 | 1 | 0 | 1 |
|                             | Male   | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
| 35-39                       | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2 |
|                             | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1 |
| 40-44                       | Female | 2                 | 0     | 2      | 0               | 2              | 0            | 1               | 0 | 1 | 0 | 1 |
|                             | Male   | 3                 | 0     | 1      | 2               | 3              | 0            | 0               | 0 | 0 | 0 | 3 |
| 45-49                       | Female | 6                 | 0     | 0      | 6               | 6              | 0            | 0               | 0 | 0 | 0 | 6 |
|                             | Male   | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3 |

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 |               |          |           |          |            |
|---|------------|--------|-------------------|----------|-----------|-----------------|----------------|-----------------|---------------|----------|-----------|----------|------------|
| Princeton                                 |            |        | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A        | B         | C        | O          |
| <b>PASSENGER AGE/GENDER</b>               |            |        |                   |          |           |                 |                |                 |               |          |           |          |            |
| 50-54                                     | Female     |        | 7                 | 0        | 2         | 5               | 7              | 0               | 1             | 0        | 0         | 1        | 6          |
| 55-59                                     | Female     |        | 3                 | 0        | 3         | 0               | 3              | 0               | 2             | 0        | 1         | 1        | 1          |
| 60-64                                     | Female     |        | 1                 | 0        | 1         | 0               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
|   | Male       |        | 2                 | 0        | 0         | 2               | 2              | 0               | 0             | 0        | 0         | 0        | 2          |
| 65-69                                     | Female     |        | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 70-74                                     | Female     |        | 1                 | 0        | 1         | 0               | 1              | 0               | 1             | 0        | 0         | 1        | 0          |
|   | Male       |        | 2                 | 0        | 1         | 1               | 2              | 0               | 1             | 0        | 1         | 0        | 1          |
| 75-79                                     | Female     |        | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
|   | Male       |        | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 80-84                                     | Female     |        | 3                 | 0        | 0         | 3               | 3              | 0               | 0             | 0        | 0         | 0        | 3          |
| 85-89                                     | Female     |        | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 90-94                                     | Male       |        | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| Unknown                                   | Female     |        | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
|   | Male       |        | 2                 | 0        | 0         | 2               | 2              | 0               | 0             | 0        | 0         | 0        | 2          |
|   | Not Stated |        | 1                 | 0        | 1         | 0               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| <b>TOTALS</b>                             |            |        | <b>141</b>        | <b>0</b> | <b>31</b> | <b>110</b>      | <b>141</b>     | <b>0</b>        | <b>19</b>     | <b>0</b> | <b>14</b> | <b>5</b> | <b>122</b> |
| <b>PEDESTRIAN AGE/GENDER</b>              |            |        |                   |          |           |                 |                |                 |               |          |           |          |            |
| 10-14                                     | Female     |        | 1                 | 0        | 1         | 0               | 1              | 0               | 1             | 1        | 0         | 0        | 0          |
| <b>TOTALS</b>                             |            |        | <b>1</b>          | <b>0</b> | <b>1</b>  | <b>0</b>        | <b>1</b>       | <b>0</b>        | <b>1</b>      | <b>1</b> | <b>0</b>  | <b>0</b> | <b>0</b>   |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b> |            |        |                   |          |           |                 |                |                 |               |          |           |          |            |
| Entering/Leaving/Crossing Vehicle         | 10-14      | Female | 1                 | 0        | 1         | 0               | 1              | 0               | 1             | 1        | 0         | 0        | 0          |
| <b>TOTALS</b>                             |            |        | <b>1</b>          | <b>0</b> | <b>1</b>  | <b>0</b>        | <b>1</b>       | <b>0</b>        | <b>1</b>      | <b>1</b> | <b>0</b>  | <b>0</b> | <b>0</b>   |