

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

10/21/2009
 Page 1 of 9

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 |
| Richton Park | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 168 | 0 | 37 | 131 | 323 | 0 | 56 | 4 | 18 | 34 | 429 |
| Fog/Smoke/Haze | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| Rain | 27 | 0 | 8 | 19 | 49 | 0 | 9 | 0 | 4 | 5 | 55 |
| Snow | 31 | 0 | 7 | 24 | 60 | 0 | 12 | 0 | 2 | 10 | 62 |
| Unknown | 16 | 0 | 1 | 15 | 31 | 0 | 1 | 0 | 0 | 1 | 29 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Pedestrian | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 4 |
| Pedalcyclist | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 |
| Animal | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| Fixed object | 25 | 0 | 7 | 18 | 26 | 0 | 8 | 1 | 5 | 2 | 20 |
| Other object | 4 | 0 | 1 | 3 | 6 | 0 | 1 | 0 | 1 | 0 | 6 |
| Other non collision | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Parked motor vehicle | 24 | 0 | 1 | 23 | 49 | 0 | 1 | 0 | 0 | 1 | 32 |
| Rear end | 102 | 0 | 17 | 85 | 214 | 0 | 30 | 0 | 5 | 25 | 259 |
| Head on | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sideswipe same direction | 13 | 0 | 0 | 13 | 27 | 0 | 0 | 0 | 0 | 0 | 39 |
| Sideswipe opposite direction | 1 | 0 | 1 | 0 | 4 | 0 | 3 | 0 | 1 | 2 | 8 |
| Angle | 14 | 0 | 4 | 10 | 29 | 0 | 5 | 0 | 4 | 1 | 42 |
| Turning | 50 | 0 | 17 | 33 | 100 | 0 | 25 | 2 | 8 | 15 | 160 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| CLASS OF CITY | | | | | | | | | | | |
| 10,000 TO 25,000 | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 152 | 0 | 32 | 120 | 296 | 0 | 49 | 3 | 15 | 31 | 395 |
| Ice | 18 | 0 | 3 | 15 | 35 | 0 | 6 | 0 | 2 | 4 | 32 |
| Snow or Slush | 27 | 0 | 4 | 23 | 51 | 0 | 6 | 0 | 1 | 5 | 55 |
| Wet | 42 | 0 | 14 | 28 | 76 | 0 | 17 | 1 | 6 | 10 | 93 |
| Unknown | 5 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 13 | 0 | 0 | 13 | 18 | 0 | 0 | 0 | 0 | 0 | 18 |
| State Numbered Urban | 31 | 0 | 10 | 21 | 62 | 0 | 15 | 2 | 4 | 9 | 75 |
| Unmarked Highway Urban | 57 | 0 | 12 | 45 | 111 | 0 | 20 | 0 | 4 | 16 | 134 |
| City Streets Urban | 143 | 0 | 31 | 112 | 276 | 0 | 43 | 2 | 16 | 25 | 354 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |

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|---------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Richton Park | | | | | | | | | | | |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 17 | 0 | 4 | 13 | 32 | 0 | 7 | 0 | 1 | 6 | 36 |
| Monday | 49 | 0 | 7 | 42 | 96 | 0 | 16 | 1 | 6 | 9 | 116 |
| Tuesday | 45 | 0 | 14 | 31 | 87 | 0 | 19 | 2 | 5 | 12 | 124 |
| Wednesday | 39 | 0 | 6 | 33 | 76 | 0 | 8 | 0 | 2 | 6 | 75 |
| Thursday | 26 | 0 | 6 | 20 | 48 | 0 | 6 | 0 | 3 | 3 | 57 |
| Friday | 40 | 0 | 8 | 32 | 78 | 0 | 12 | 1 | 2 | 9 | 99 |
| Saturday | 28 | 0 | 8 | 20 | 50 | 0 | 10 | 0 | 5 | 5 | 74 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 4 | 0 | 1 | 3 | 7 | 0 | 2 | 0 | 0 | 2 | 5 |
| 1 AM | 7 | 0 | 1 | 6 | 8 | 0 | 1 | 1 | 0 | 0 | 8 |
| 2 AM | 5 | 0 | 2 | 3 | 8 | 0 | 2 | 0 | 1 | 1 | 9 |
| 3 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 AM | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5 AM | 6 | 0 | 1 | 5 | 12 | 0 | 1 | 0 | 0 | 1 | 9 |
| 6 AM | 8 | 0 | 1 | 7 | 14 | 0 | 1 | 0 | 0 | 1 | 13 |
| 7 AM | 27 | 0 | 5 | 22 | 51 | 0 | 7 | 1 | 5 | 1 | 80 |
| 8 AM | 9 | 0 | 0 | 9 | 19 | 0 | 0 | 0 | 0 | 0 | 29 |
| 9 AM | 6 | 0 | 0 | 6 | 11 | 0 | 0 | 0 | 0 | 0 | 15 |
| 10 AM | 7 | 0 | 3 | 4 | 14 | 0 | 4 | 0 | 4 | 0 | 16 |
| 11 AM | 8 | 0 | 2 | 6 | 14 | 0 | 3 | 0 | 0 | 3 | 19 |
| Noon | 12 | 0 | 1 | 11 | 24 | 0 | 2 | 0 | 1 | 1 | 24 |
| 1 PM | 9 | 0 | 4 | 5 | 18 | 0 | 4 | 0 | 1 | 3 | 24 |
| 2 PM | 17 | 0 | 3 | 14 | 33 | 0 | 3 | 0 | 0 | 3 | 52 |
| 3 PM | 26 | 0 | 5 | 21 | 52 | 0 | 13 | 0 | 3 | 10 | 63 |
| 4 PM | 21 | 0 | 5 | 16 | 46 | 0 | 9 | 1 | 2 | 6 | 59 |
| 5 PM | 30 | 0 | 8 | 22 | 62 | 0 | 13 | 0 | 3 | 10 | 72 |
| 6 PM | 12 | 0 | 3 | 9 | 21 | 0 | 3 | 1 | 1 | 1 | 28 |
| 7 PM | 7 | 0 | 1 | 6 | 13 | 0 | 2 | 0 | 0 | 2 | 18 |
| 8 PM | 6 | 0 | 3 | 3 | 10 | 0 | 4 | 0 | 2 | 2 | 11 |
| 9 PM | 7 | 0 | 3 | 4 | 12 | 0 | 3 | 0 | 1 | 2 | 9 |
| 10 PM | 4 | 0 | 1 | 3 | 7 | 0 | 1 | 0 | 0 | 1 | 8 |
| 11 PM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |

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|---|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Richton Park | | | | | | | | | | | |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 18 | 0 | 6 | 12 | 34 | 0 | 8 | 0 | 3 | 5 | 38 |
| Darkness, Lighted Road | 46 | 0 | 10 | 36 | 79 | 0 | 16 | 1 | 3 | 12 | 89 |
| Dawn | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| Daylight | 165 | 0 | 34 | 131 | 327 | 0 | 51 | 3 | 16 | 32 | 435 |
| Dusk | 4 | 0 | 2 | 2 | 7 | 0 | 2 | 0 | 1 | 1 | 6 |
| Unknown | 8 | 0 | 0 | 8 | 15 | 0 | 0 | 0 | 0 | 0 | 9 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| ROAD DEFECTS | | | | | | | | | | | |
| No Defects | 229 | 0 | 51 | 178 | 439 | 0 | 76 | 4 | 24 | 48 | 541 |
| Unknown | 15 | 0 | 2 | 13 | 28 | 0 | 2 | 0 | 0 | 2 | 40 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 18 | 0 | 2 | 16 | 30 | 0 | 3 | 0 | 1 | 2 | 32 |
| No Controls | 107 | 0 | 27 | 80 | 199 | 0 | 44 | 1 | 12 | 31 | 225 |
| Other Regualtory Sign | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 2 |
| School Zone | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| Stop Sign/Flasher | 17 | 0 | 4 | 13 | 30 | 0 | 4 | 2 | 1 | 1 | 57 |
| Traffic Signal | 90 | 0 | 17 | 73 | 183 | 0 | 21 | 1 | 9 | 11 | 223 |
| Yield | 4 | 0 | 2 | 2 | 8 | 0 | 5 | 0 | 1 | 4 | 29 |
| Unknown | 6 | 0 | 0 | 6 | 13 | 0 | 0 | 0 | 0 | 0 | 9 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 39 | 0 | 11 | 28 | 79 | 0 | 12 | 1 | 3 | 8 | 93 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 9 | 0 | 3 | 6 | 19 | 0 | 4 | 1 | 0 | 3 | 29 |
| Intersection of Ramp and Other Roadway | 18 | 0 | 2 | 16 | 34 | 0 | 3 | 0 | 1 | 2 | 40 |
| Not Applicable | 177 | 0 | 37 | 140 | 334 | 0 | 59 | 2 | 20 | 37 | 418 |
| Underpass | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 244 | 0 | 53 | 191 | 467 | 0 | 78 | 4 | 24 | 50 | 581 |

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|---------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Richton Park | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| Exhaust | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defect | 339 | 0 | 85 | 254 | 339 | 0 | 64 | 3 | 17 | 44 | 447 |
| Tires | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 123 | 0 | 12 | 111 | 123 | 0 | 9 | 0 | 6 | 3 | 130 |
| TOTALS | 467 | 0 | 98 | 369 | 467 | 0 | 74 | 3 | 24 | 47 | 581 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 36 |
| Bus up to 15 Passengers | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 0 | 2 | 27 |
| Motorcycle (over 150cc) | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Passenger | 309 | 0 | 69 | 240 | 309 | 0 | 54 | 1 | 18 | 35 | 349 |
| Pickup | 26 | 0 | 1 | 25 | 26 | 0 | 0 | 0 | 0 | 0 | 31 |
| SUV | 52 | 0 | 14 | 38 | 52 | 0 | 13 | 1 | 4 | 8 | 60 |
| Tractor with Semi-Trailer | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 0 | 1 | 1 | 4 |
| Truck Single Unit | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| Van/Mini-Van | 31 | 0 | 6 | 25 | 31 | 0 | 2 | 0 | 1 | 1 | 45 |
| Unknown | 28 | 0 | 1 | 27 | 28 | 0 | 0 | 0 | 0 | 0 | 21 |
| TOTALS | 467 | 0 | 98 | 369 | 467 | 0 | 74 | 3 | 24 | 47 | 581 |

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|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|-----------|------------|
| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Richton Park | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Asleep/Fainted | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Had Been Drinking | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Illness | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| Medicated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Normal | 378 | 0 | 87 | 291 | 378 | 0 | 45 | 3 | 16 | 26 | 333 |
| Other/Unknown | 54 | 0 | 6 | 48 | 54 | 0 | 4 | 0 | 4 | 0 | 50 |
| TOTALS | 442 | 0 | 97 | 345 | 442 | 0 | 52 | 3 | 21 | 28 | 390 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Richton Park | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 15 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17 | Female | 10 | 0 | 4 | 6 | 10 | 0 | 2 | 0 | 0 | 2 | 8 |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 2 | 0 | 1 | 1 | 4 |
| 18 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 19 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 20 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| | Male | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 0 | 1 | 1 | 4 |
| 21 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22-24 | Female | 14 | 0 | 3 | 11 | 14 | 0 | 2 | 0 | 1 | 1 | 12 |
| | Male | 13 | 0 | 2 | 11 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| 25-29 | Female | 27 | 0 | 7 | 20 | 27 | 0 | 3 | 0 | 2 | 1 | 24 |
| | Male | 23 | 0 | 3 | 20 | 23 | 0 | 3 | 0 | 0 | 3 | 20 |
| 30-34 | Female | 19 | 0 | 5 | 14 | 19 | 0 | 4 | 1 | 1 | 2 | 15 |
| | Male | 18 | 0 | 5 | 13 | 18 | 0 | 3 | 0 | 1 | 2 | 15 |
| 35-39 | Female | 17 | 0 | 3 | 14 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Male | 23 | 0 | 7 | 16 | 23 | 0 | 4 | 1 | 1 | 2 | 19 |
| 40-44 | Female | 21 | 0 | 3 | 18 | 21 | 0 | 1 | 0 | 0 | 1 | 20 |
| | Male | 22 | 0 | 6 | 16 | 22 | 0 | 3 | 0 | 1 | 2 | 19 |
| 45-49 | Female | 15 | 0 | 2 | 13 | 15 | 0 | 1 | 0 | 1 | 0 | 14 |
| | Male | 19 | 0 | 4 | 15 | 19 | 0 | 2 | 1 | 1 | 0 | 17 |
| 50-54 | Female | 18 | 0 | 4 | 14 | 18 | 0 | 3 | 0 | 2 | 1 | 15 |
| | Male | 25 | 0 | 5 | 20 | 25 | 0 | 2 | 0 | 1 | 1 | 23 |
| 55-59 | Female | 14 | 0 | 2 | 12 | 14 | 0 | 2 | 0 | 1 | 1 | 12 |
| | Male | 10 | 0 | 0 | 10 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 60-64 | Female | 8 | 0 | 2 | 6 | 8 | 0 | 2 | 0 | 2 | 0 | 6 |
| | Male | 12 | 0 | 3 | 9 | 12 | 0 | 1 | 0 | 0 | 1 | 11 |
| 65-69 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 0 | 2 | 3 |
| | Male | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 70-74 | Female | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 1 | 1 | 2 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| 75-79 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 80-84 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 90-94 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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| | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Richton Park | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 95-98 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | 34 | 0 | 3 | 31 | 34 | 0 | 1 | 0 | 1 | 0 | 33 |
| TOTALS | | 442 | 0 | 97 | 345 | 442 | 0 | 52 | 3 | 21 | 28 | 390 |

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| Richton Park | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 2 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 3 | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | Female | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 6 | Female | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 7 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 8 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | Female | 34 | 0 | 24 | 10 | 34 | 0 | 5 | 0 | 0 | 5 | 29 |
| | Male | 20 | 0 | 10 | 10 | 20 | 0 | 1 | 0 | 0 | 1 | 19 |
| 15 | Female | 3 | 0 | 3 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | Female | 6 | 0 | 3 | 3 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| | Male | 11 | 0 | 6 | 5 | 11 | 0 | 2 | 0 | 1 | 1 | 9 |
| 18 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 19 | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 20 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 21 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 25-29 | Female | 5 | 0 | 2 | 3 | 5 | 0 | 2 | 0 | 0 | 2 | 3 |
| | Male | 8 | 0 | 4 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 30-34 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| 35-39 | Female | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 0 | 2 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |

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| Richton Park | | | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | | |
| 45-49 | Female | | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | | 7 | 0 | 4 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 50-54 | Female | | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 55-59 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | Female | | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 70-74 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 75-79 | Female | | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 95-98 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Female | | 9 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Not Stated | | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | | | 213 | 0 | 86 | 127 | 213 | 0 | 22 | 0 | 3 | 19 | 191 |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | | |
| 10-14 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 17 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 21 | Male | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 0 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | | |
| 10-14 | Female | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Crossing - Against Signal | 17 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Other | 10-14 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | 21 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 0 | 2 | 0 |
| PEDAL CYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | | | |
| Walking/Riding against Traffic | 10-14 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |