

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>Rolling Meadows</b>											
<b>WEATHER CONDITION</b>											
Clear	912	3	145	764	1,819	3	189	26	92	71	2,105
Fog/Smoke/Haze	2	0	0	2	4	0	0	0	0	0	5
Rain	86	0	13	73	162	0	18	1	12	5	203
Severe Cross Wind	1	0	0	1	2	0	0	0	0	0	2
Sleet/Hail	1	0	0	1	2	0	0	0	0	0	2
Snow	138	0	21	117	241	0	25	0	14	11	247
Unknown	28	0	2	26	51	0	2	0	1	1	56
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>
<b>TYPE OF CRASH</b>											
Overturned	12	0	5	7	12	0	5	0	2	3	8
Pedestrian	8	2	5	1	8	2	6	1	4	1	17
Pedalcyclist	5	0	3	2	5	0	3	0	1	2	8
Animal	9	0	0	9	9	0	0	0	0	0	12
Fixed object	147	0	22	125	153	0	24	1	18	5	145
Other object	8	0	1	7	12	0	1	1	0	0	14
Other non collision	9	0	0	9	12	0	0	0	0	0	15
Parked motor vehicle	30	0	1	29	63	0	1	1	0	0	42
Rear end	581	1	82	498	1,269	1	103	5	47	51	1,511
Head on	6	0	3	3	13	0	4	3	1	0	13
Sideswipe same direction	146	0	12	134	302	0	19	5	11	3	342
Sideswipe opposite direction	4	0	1	3	8	0	2	0	2	0	8
Angle	45	0	14	31	90	0	19	6	8	5	94
Turning	158	0	32	126	325	0	47	4	25	18	391
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>
<b>CLASS OF CITY</b>											
10,000 TO 25,000	1,168	3	181	984	2,281	3	234	27	119	88	2,620
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>
<b>ROAD SURFACE CONDITION</b>											
Dry	793	3	132	658	1,588	3	173	25	83	65	1,825
Ice	36	0	6	30	59	0	6	0	3	3	62
Snow or Slush	131	0	20	111	232	0	25	1	14	10	250
Wet	172	0	20	152	335	0	26	1	17	8	409
Unknown	36	0	3	33	67	0	4	0	2	2	74
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>

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	TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL VEHICLES	TOTAL KILLED	TOTAL INJURED	A	B	C	O
<b>Rolling Meadows</b>											
<b>CLASS OF TRAFFICWAY</b>											
Controlled Urban	317	1	37	279	635	1	54	7	31	16	695
State Numbered Urban	332	1	54	277	666	1	65	7	26	32	829
Unmarked Highway Urban	153	0	33	120	308	0	41	4	18	19	362
Toll Roads Urban	85	1	16	68	161	1	22	1	18	3	171
City Streets Urban	279	0	41	238	505	0	52	8	26	18	557
Unmarked Highway Rural	2	0	0	2	6	0	0	0	0	0	6
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>
<b>DAY OF WEEK</b>											
Sunday	98	0	20	78	177	0	31	7	14	10	235
Monday	178	0	25	153	350	0	34	2	16	16	401
Tuesday	163	0	26	137	322	0	30	3	15	12	349
Wednesday	206	2	33	171	408	2	38	5	19	14	446
Thursday	207	0	31	176	422	0	42	5	18	19	462
Friday	194	0	26	168	379	0	30	0	21	9	440
Saturday	122	1	20	101	223	1	29	5	16	8	287
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>

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<b>Rolling Meadows</b>											
<b>TIME OF DAY</b>											
Midnight	22	0	4	18	28	0	5	0	5	0	30
1 AM	12	0	1	11	16	0	1	0	1	0	15
2 AM	8	0	4	4	12	0	4	1	2	1	9
3 AM	8	0	0	8	9	0	0	0	0	0	13
4 AM	11	0	2	9	15	0	2	0	1	1	13
5 AM	6	0	1	5	8	0	1	0	0	1	7
6 AM	38	0	2	36	75	0	2	0	1	1	80
7 AM	88	0	13	75	167	0	13	2	5	6	178
8 AM	76	0	7	69	152	0	9	0	5	4	169
9 AM	45	0	0	45	90	0	0	0	0	0	102
10 AM	39	0	6	33	73	0	6	2	1	3	79
11 AM	51	0	10	41	103	0	11	2	6	3	110
Noon	56	0	9	47	112	0	13	2	5	6	131
1 PM	76	0	12	64	155	0	19	5	8	6	196
2 PM	77	0	14	63	161	0	17	0	7	10	207
3 PM	117	1	18	98	228	1	23	0	15	8	271
4 PM	97	0	16	81	194	0	20	3	11	6	215
5 PM	134	0	25	109	289	0	33	2	16	15	331
6 PM	69	0	12	57	151	0	15	2	6	7	178
7 PM	32	0	4	28	62	0	7	2	4	1	69
8 PM	35	1	9	25	66	1	20	1	14	5	89
9 PM	30	0	6	24	54	0	6	1	3	2	58
10 PM	19	1	4	14	31	1	5	2	2	1	36
11 PM	22	0	2	20	30	0	2	0	1	1	34
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>
<b>LIGHT CONDITION</b>											
Darkness	35	1	5	29	62	1	6	1	2	3	61
Darkness, Lighted Road	241	1	49	191	437	1	66	8	35	23	486
Dawn	9	0	0	9	12	0	0	0	0	0	14
Daylight	856	1	121	734	1,721	1	150	18	74	58	2,001
Dusk	17	0	5	12	33	0	11	0	7	4	43
Unknown	10	0	1	9	16	0	1	0	1	0	15
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>
<b>ROAD DEFECTS</b>											
Construction Zone	50	0	8	42	103	0	8	1	4	3	126
Debris on Roadway	21	0	1	20	41	0	1	0	1	0	45
No Defects	842	3	166	673	1,633	3	218	24	112	82	1,853
Unknown	255	0	6	249	504	0	7	2	2	3	596
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>

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<b>Rolling Meadows</b>											
<b>TRAFFIC CONTROL</b>											
Lane Use Marking	317	1	37	279	606	1	57	5	42	10	683
No Controls	421	2	61	358	803	2	71	11	32	28	867
Other Regualtory Sign	1	0	1	0	2	0	1	0	1	0	1
Other RR Crossing	1	0	0	1	2	0	0	0	0	0	3
Other Warning Sign	8	0	0	8	16	0	0	0	0	0	22
RR Crossing Gate	1	0	0	1	1	0	0	0	0	0	1
Stop Sign/Flasher	64	0	13	51	125	0	14	5	6	3	170
Traffic Signal	330	0	67	263	678	0	89	6	37	46	815
Yield	13	0	2	11	26	0	2	0	1	1	33
Unknown	12	0	0	12	22	0	0	0	0	0	25
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>
<b>ROADWAY FEATURE</b>											
Bridge	7	0	1	6	14	0	1	0	0	1	14
Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s	61	0	8	53	124	0	9	1	0	8	158
Intersection of Mrked Rts & Pub Rd(Major Arterial)	70	0	14	56	148	0	18	2	8	8	169
Intersection of Mrked Rts & Pub Rd(Major Collector)	32	0	4	28	67	0	6	1	3	2	92
Intersection of Ramp and Other Roadway	149	1	22	126	287	1	25	5	10	10	329
Not Applicable	846	2	131	713	1,635	2	174	18	98	58	1,852
Underpass	3	0	1	2	6	0	1	0	0	1	6
<b>TOTALS</b>	<b>1,168</b>	<b>3</b>	<b>181</b>	<b>984</b>	<b>2,281</b>	<b>3</b>	<b>234</b>	<b>27</b>	<b>119</b>	<b>88</b>	<b>2,620</b>

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<b>Rolling Meadows</b>											
<b>VEHICLE DEFECTS</b>											
Brakes	3	0	2	1	3	0	0	0	0	0	4
Engine/Motor	2	0	2	0	2	0	0	0	0	0	2
Exhaust	1	0	0	1	1	0	0	0	0	0	6
No Defect	1,035	5	277	753	1,035	1	172	23	85	64	1,202
Suspension	1	1	0	0	1	0	0	0	0	0	1
Tires	1	0	1	0	1	0	1	0	1	0	0
Trailer Coupling	1	0	0	1	1	0	0	0	0	0	1
Unknown	1,237	0	78	1,159	1,237	0	53	3	28	22	1,401
<b>TOTALS</b>	<b>2,281</b>	<b>6</b>	<b>360</b>	<b>1,915</b>	<b>2,281</b>	<b>1</b>	<b>226</b>	<b>26</b>	<b>114</b>	<b>86</b>	<b>2,617</b>
<b>VEHICLE TYPE</b>											
Bus over 15 Passengers	4	0	1	3	4	0	0	0	0	0	4
Bus up to 15 Passengers	3	0	1	2	3	0	2	0	2	0	11
Motor Driven Cycle	2	0	2	0	2	0	2	1	0	1	0
Motorcycle (over 150cc)	10	0	7	3	10	0	7	2	3	2	3
Other Vehicle with Trailer	2	0	0	2	2	0	0	0	0	0	2
Passenger	1,462	3	224	1,235	1,462	1	145	17	74	54	1,631
Pickup	116	0	12	104	116	0	6	0	2	4	132
SUV	331	1	64	266	331	0	38	5	20	13	413
Tractor with Semi-Trailer	65	2	5	58	65	0	2	0	0	2	64
Truck Single Unit	39	0	6	33	39	0	1	0	1	0	41
Van/Mini-Van	194	0	35	159	194	0	23	1	12	10	258
Unknown	53	0	3	50	53	0	0	0	0	0	58
<b>TOTALS</b>	<b>2,281</b>	<b>6</b>	<b>360</b>	<b>1,915</b>	<b>2,281</b>	<b>1</b>	<b>226</b>	<b>26</b>	<b>114</b>	<b>86</b>	<b>2,617</b>

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<b>Rolling Meadows</b>											
<b>DRIVER CONDITION</b>											
Alcohol Impaired	27	0	12	15	27	0	7	1	6	0	20
Asleep/Fainted	1	0	0	1	1	0	0	0	0	0	1
Drug Impaired	3	0	2	1	3	0	2	1	1	0	1
Had Been Drinking	3	0	1	2	3	0	1	0	1	0	2
Illness	3	0	2	1	3	0	1	1	0	0	2
Medicated	1	0	1	0	1	0	1	0	0	1	0
Normal	2,060	6	328	1,726	2,060	1	160	15	81	64	1,899
Other/Unknown	145	0	13	132	145	0	4	0	3	1	141
<b>TOTALS</b>	<b>2,243</b>	<b>6</b>	<b>359</b>	<b>1,878</b>	<b>2,243</b>	<b>1</b>	<b>176</b>	<b>18</b>	<b>92</b>	<b>66</b>	<b>2,066</b>

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<b>Rolling Meadows</b>												
<b>DRIVER AGE/GENDER</b>												
15	Female	1	0	0	1	1	0	0	0	0	0	1
16	Female	11	0	1	10	11	0	0	0	0	0	11
	Male	9	0	1	8	9	0	0	0	0	0	9
17	Female	24	0	5	19	24	0	2	1	1	0	22
	Male	23	0	3	20	23	0	1	0	0	1	22
18	Female	18	0	2	16	18	0	1	0	0	1	17
	Male	23	0	3	20	23	0	1	0	0	1	22
19	Female	25	0	2	23	25	0	0	0	0	0	25
	Male	28	0	2	26	28	0	0	0	0	0	28
20	Female	24	0	4	20	24	0	1	0	1	0	23
	Male	32	0	6	26	32	0	2	1	1	0	30
21	Female	21	0	3	18	21	0	1	1	0	0	20
	Male	21	0	2	19	21	0	1	0	1	0	20
22-24	Female	79	0	17	62	79	0	13	0	9	4	66
	Male	95	0	17	78	95	0	7	0	6	1	88
25-29	Female	123	0	21	102	123	0	14	2	11	1	109
	Male	166	0	25	141	166	0	11	0	9	2	155
30-34	Female	99	0	20	79	99	0	8	0	2	6	91
	Male	115	1	18	96	115	0	10	3	4	3	105
35-39	Female	80	0	13	67	80	0	6	2	3	1	74
	Male	132	1	21	110	132	0	9	1	6	2	123
40-44	Female	81	1	12	68	81	1	7	0	3	4	73
	Male	135	1	11	123	135	0	7	2	2	3	128
45-49	Female	89	0	17	72	89	0	10	0	6	4	79
	Male	131	0	19	112	131	0	8	0	4	4	123
50-54	Female	82	0	20	62	82	0	11	0	4	7	71
	Male	95	1	19	75	95	0	6	2	3	1	89
55-59	Female	64	0	13	51	64	0	10	0	4	6	54
	Male	82	1	13	68	82	0	6	1	1	4	76
60-64	Female	37	0	5	32	37	0	4	1	1	2	33
	Male	68	0	9	59	68	0	5	0	3	2	63
65-69	Female	19	0	4	15	19	0	2	0	1	1	17
	Male	30	0	6	24	30	0	2	0	0	2	28
70-74	Female	12	0	3	9	12	0	2	0	1	1	10
	Male	23	0	3	20	23	0	1	0	0	1	22
75-79	Female	14	0	2	12	14	0	2	0	1	1	12
	Male	14	0	1	13	14	0	0	0	0	0	14
80-84	Female	6	0	2	4	6	0	2	1	1	0	4
	Male	10	0	4	6	10	0	2	0	2	0	8
85-89	Female	4	0	1	3	4	0	0	0	0	0	4

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<b>Rolling Meadows</b>												
<b>DRIVER AGE/GENDER</b>												
85-89	Male	4	0	0	4	4	0	0	0	0	0	4
90-94	Female	1	0	1	0	1	0	1	0	1	0	0
95-98	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown	Female	7	0	1	6	7	0	0	0	0	0	7
	Male	9	0	0	9	9	0	0	0	0	0	9
	Not Stated	76	0	7	69	76	0	0	0	0	0	76
<b>TOTALS</b>		<b>2,243</b>	<b>6</b>	<b>359</b>	<b>1,878</b>	<b>2,243</b>	<b>1</b>	<b>176</b>	<b>18</b>	<b>92</b>	<b>66</b>	<b>2,066</b>



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<b>Rolling Meadows</b>												
<b>PASSENGER AGE/GENDER</b>												
0	Female	2	0	1	1	2	0	0	0	0	0	2
	Male	3	0	0	3	3	0	0	0	0	0	3
1	Female	8	0	3	5	8	0	1	0	1	0	7
	Male	7	0	3	4	7	0	3	0	3	0	4
2	Female	3	0	1	2	3	0	1	0	1	0	2
	Male	8	0	2	6	8	0	0	0	0	0	8
3	Female	8	0	3	5	8	0	1	0	1	0	7
	Male	7	0	5	2	7	0	3	2	1	0	4
4	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2
5	Female	5	0	2	3	5	0	0	0	0	0	5
	Male	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	0	0	0	0	3
7	Female	5	0	1	4	5	0	0	0	0	0	5
	Male	1	0	0	1	1	0	0	0	0	0	1
8	Female	3	0	0	3	3	0	0	0	0	0	3
	Male	5	0	3	2	5	0	0	0	0	0	5
9	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	6	0	0	6	6	0	0	0	0	0	6
10-14	Female	16	0	9	7	16	0	1	0	1	0	15
	Male	14	0	3	11	14	0	0	0	0	0	14
15	Female	7	0	3	4	7	0	0	0	0	0	7
	Male	10	0	3	7	10	0	0	0	0	0	10
16	Female	6	0	0	6	6	0	0	0	0	0	6
	Male	9	0	6	3	9	0	0	0	0	0	9
17	Female	7	0	2	5	7	0	2	2	0	0	5
	Male	10	0	4	6	10	0	1	0	0	1	9
18	Female	6	0	2	4	6	0	1	0	0	1	5
	Male	6	0	2	4	6	0	1	0	0	1	5
19	Female	4	0	1	3	4	0	0	0	0	0	4
	Male	5	0	1	4	5	0	1	0	0	1	4
20	Female	6	0	1	5	6	0	1	0	1	0	5
	Male	5	0	0	5	5	0	0	0	0	0	5
21	Female	7	0	4	3	7	0	0	0	0	0	7
	Male	4	0	1	3	4	0	0	0	0	0	4
22-24	Female	16	0	4	12	16	0	0	0	0	0	16
	Male	18	0	3	15	18	0	0	0	0	0	18
25-29	Female	34	1	8	25	34	0	4	0	1	3	30
	Male	20	0	6	14	20	0	4	1	2	1	16

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>Rolling Meadows</b>												
<b>PASSENGER AGE/GENDER</b>												
30-34	Female	15	0	2	13	15	0	1	0	0	1	14
	Male	17	0	4	13	17	0	0	0	0	0	17
35-39	Female	15	0	5	10	15	0	4	0	1	3	11
	Male	6	0	2	4	6	0	1	1	0	0	5
40-44	Female	7	0	5	2	7	0	3	1	1	1	4
	Male	5	0	1	4	5	0	1	0	1	0	4
45-49	Female	11	0	4	7	11	0	2	0	0	2	9
	Male	5	0	1	4	5	0	0	0	0	0	5
50-54	Female	12	0	3	9	12	0	1	1	0	0	11
	Male	1	0	0	1	1	0	0	0	0	0	1
55-59	Female	9	0	6	3	9	0	3	0	2	1	6
	Male	2	0	0	2	2	0	0	0	0	0	2
60-64	Female	17	0	4	13	17	0	1	0	1	0	16
	Male	3	0	0	3	3	0	0	0	0	0	3
65-69	Female	8	0	2	6	8	0	1	0	0	1	7
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
70-74	Female	7	0	4	3	7	0	2	0	2	0	5
	Male	2	0	1	1	2	0	0	0	0	0	2
75-79	Female	6	0	3	3	6	0	2	0	1	1	4
	Male	2	0	0	2	2	0	0	0	0	0	2
80-84	Female	3	0	2	1	3	0	1	0	0	1	2
85-89	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	1	1	2	0	1	0	0	1	1
90-94	Female	1	0	1	0	1	0	0	0	0	0	1
Unknown	Female	12	0	1	11	12	0	1	0	1	0	11
	Male	8	0	0	8	8	0	0	0	0	0	8
	Not Stated	129	0	19	110	129	0	0	0	0	0	129
<b>TOTALS</b>		<b>601</b>	<b>1</b>	<b>162</b>	<b>438</b>	<b>601</b>	<b>0</b>	<b>50</b>	<b>8</b>	<b>22</b>	<b>20</b>	<b>551</b>
<b>PEDESTRIAN AGE/GENDER</b>												
10-14	Female	1	0	1	0	1	0	1	0	1	0	0
30-34	Male	2	0	2	0	2	0	2	1	1	0	0
40-44	Male	2	1	0	1	2	1	0	0	0	0	1
45-49	Male	1	0	1	0	1	0	1	0	1	0	0
60-64	Male	1	0	1	0	1	0	1	0	1	0	0
85-89	Male	1	1	0	0	1	1	0	0	0	0	0
<b>TOTALS</b>		<b>8</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</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					
			TOTAL	FATAL	INJURY	PROPERTY DAMAGE	TOTAL VEHICLES	TOTAL KILLED	TOTAL INJURED	A	B	C	O
<b>Rolling Meadows</b>													
<b>PEDAL CYCLIST AGE/GENDER</b>													
10-14	Male		2	0	1	1	2	0	1	0	1	0	1
22-24	Female		1	0	1	0	1	0	1	0	0	1	0
30-34	Male		1	0	0	1	1	0	0	0	0	0	1
45-49	Male		1	0	1	0	1	0	1	0	0	1	0
<b>TOTALS</b>			<b>5</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>
<b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>													
Crossing - With Signal	60-64	Male	1	0	1	0	1	0	1	0	1	0	0
Entering/Leaving/Crossing	30-34	Male	1	0	1	0	1	0	1	1	0	0	0
Unspecified Location	85-89	Male	1	1	0	0	1	1	0	0	0	0	0
Other	45-49	Male	1	0	1	0	1	0	1	0	1	0	0
Standing in Roadway	30-34	Male	1	0	1	0	1	0	1	0	1	0	0
Walking/Riding against Traffic	10-14	Female	1	0	1	0	1	0	1	0	1	0	0
Walking/Riding to/from Disabled Vehicle	40-44	Male	1	1	0	0	1	1	0	0	0	0	0
Unknown		Male	1	0	0	1	1	0	0	0	0	0	1
<b>TOTALS</b>			<b>8</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>
<b>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b>													
Crossing - Against Signal	22-24	Female	1	0	1	0	1	0	1	0	0	1	0
Crossing - With Signal	30-34	Male	1	0	0	1	1	0	0	0	0	0	1
Other	10-14	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown		Male	1	0	1	0	1	0	1	0	1	0	0
	45-49	Male	1	0	1	0	1	0	1	0	0	1	0
<b>TOTALS</b>			<b>5</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>2</b>