

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Salem                         | 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                         | 174               | 0        | 30        | 144             | 332            | 0            | 46            | 6               | 25        | 15        | 433        |
| Rain                          | 21                | 0        | 4         | 17              | 36             | 0            | 4             | 0               | 2         | 2         | 42         |
| Sleet/Hail                    | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 1          |
| Snow                          | 4                 | 0        | 1         | 3               | 6              | 0            | 1             | 0               | 1         | 0         | 9          |
| Unknown                       | 5                 | 0        | 0         | 5               | 8              | 0            | 0             | 0               | 0         | 0         | 8          |
| <b>TOTALS</b>                 | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>TYPE OF CRASH</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| Overturned                    | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 2          |
| Pedestrian                    | 1                 | 0        | 1         | 0               | 1              | 0            | 1             | 1               | 0         | 0         | 1          |
| Pedalcyclist                  | 2                 | 0        | 2         | 0               | 2              | 0            | 2             | 2               | 0         | 0         | 2          |
| Animal                        | 9                 | 0        | 0         | 9               | 9              | 0            | 0             | 0               | 0         | 0         | 12         |
| Fixed object                  | 18                | 0        | 4         | 14              | 18             | 0            | 5             | 1               | 4         | 0         | 19         |
| Other object                  | 3                 | 0        | 0         | 3               | 4              | 0            | 0             | 0               | 0         | 0         | 7          |
| Other non collision           | 4                 | 0        | 2         | 2               | 4              | 0            | 2             | 0               | 2         | 0         | 3          |
| Parked motor vehicle          | 25                | 0        | 0         | 25              | 52             | 0            | 0             | 0               | 0         | 0         | 40         |
| Rear end                      | 60                | 0        | 12        | 48              | 127            | 0            | 17            | 1               | 6         | 10        | 176        |
| Head on                       | 2                 | 0        | 1         | 1               | 4              | 0            | 1             | 0               | 0         | 1         | 7          |
| Sideswipe same direction      | 6                 | 0        | 0         | 6               | 12             | 0            | 0             | 0               | 0         | 0         | 18         |
| Sideswipe opposite direction  | 2                 | 0        | 0         | 2               | 4              | 0            | 0             | 0               | 0         | 0         | 7          |
| Angle                         | 28                | 0        | 5         | 23              | 57             | 0            | 7             | 1               | 6         | 0         | 82         |
| Turning                       | 44                | 0        | 8         | 36              | 89             | 0            | 16            | 0               | 10        | 6         | 117        |
| <b>TOTALS</b>                 | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>CLASS OF CITY</b>          |                   |          |           |                 |                |              |               |                 |           |           |            |
| 5,000 TO 10,000               | 205               | 0        | 35        | 170             | 384            | 0            | 51            | 6               | 28        | 17        | 493        |
| <b>TOTALS</b>                 | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>ROAD SURFACE CONDITION</b> |                   |          |           |                 |                |              |               |                 |           |           |            |
| Dry                           | 156               | 0        | 27        | 129             | 299            | 0            | 42            | 6               | 24        | 12        | 390        |
| Ice                           | 11                | 0        | 0         | 11              | 18             | 0            | 0             | 0               | 0         | 0         | 15         |
| Snow or Slush                 | 4                 | 0        | 1         | 3               | 6              | 0            | 1             | 0               | 1         | 0         | 11         |
| Wet                           | 28                | 0        | 6         | 22              | 50             | 0            | 6             | 0               | 3         | 3         | 63         |
| Unknown                       | 6                 | 0        | 1         | 5               | 11             | 0            | 2             | 0               | 0         | 2         | 14         |
| <b>TOTALS</b>                 | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>CLASS OF TRAFFICWAY</b>    |                   |          |           |                 |                |              |               |                 |           |           |            |
| Controlled Urban              | 5                 | 0        | 1         | 4               | 6              | 0            | 1             | 0               | 1         | 0         | 8          |
| State Numbered Urban          | 138               | 0        | 26        | 112             | 265            | 0            | 41            | 4               | 23        | 14        | 354        |
| City Streets Urban            | 62                | 0        | 8         | 54              | 113            | 0            | 9             | 2               | 4         | 3         | 131        |
| <b>TOTALS</b>                 | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |

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|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|                        | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>DAY OF WEEK</b>     |                   |          |           |                 |                |              |               |                 |           |           |            |
| Sunday                 | 15                | 0        | 4         | 11              | 29             | 0            | 5             | 1               | 3         | 1         | 40         |
| Monday                 | 26                | 0        | 2         | 24              | 45             | 0            | 2             | 1               | 1         | 0         | 60         |
| Tuesday                | 34                | 0        | 3         | 31              | 64             | 0            | 3             | 1               | 1         | 1         | 80         |
| Wednesday              | 26                | 0        | 4         | 22              | 48             | 0            | 4             | 0               | 2         | 2         | 57         |
| Thursday               | 38                | 0        | 9         | 29              | 72             | 0            | 18            | 2               | 9         | 7         | 93         |
| Friday                 | 40                | 0        | 6         | 34              | 77             | 0            | 8             | 0               | 4         | 4         | 94         |
| Saturday               | 26                | 0        | 7         | 19              | 49             | 0            | 11            | 1               | 8         | 2         | 69         |
| <b>TOTALS</b>          | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>TIME OF DAY</b>     |                   |          |           |                 |                |              |               |                 |           |           |            |
| 3 AM                   | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 1          |
| 4 AM                   | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 2          |
| 5 AM                   | 2                 | 0        | 0         | 2               | 2              | 0            | 0             | 0               | 0         | 0         | 2          |
| 6 AM                   | 2                 | 0        | 1         | 1               | 4              | 0            | 1             | 0               | 0         | 1         | 3          |
| 7 AM                   | 11                | 0        | 1         | 10              | 16             | 0            | 1             | 1               | 0         | 0         | 21         |
| 8 AM                   | 8                 | 0        | 0         | 8               | 16             | 0            | 0             | 0               | 0         | 0         | 17         |
| 9 AM                   | 9                 | 0        | 2         | 7               | 19             | 0            | 3             | 1               | 1         | 1         | 20         |
| 10 AM                  | 11                | 0        | 2         | 9               | 22             | 0            | 2             | 0               | 0         | 2         | 25         |
| 11 AM                  | 12                | 0        | 3         | 9               | 21             | 0            | 5             | 1               | 2         | 2         | 25         |
| Noon                   | 11                | 0        | 1         | 10              | 21             | 0            | 1             | 1               | 0         | 0         | 28         |
| 1 PM                   | 10                | 0        | 4         | 6               | 20             | 0            | 6             | 0               | 5         | 1         | 24         |
| 2 PM                   | 18                | 0        | 4         | 14              | 37             | 0            | 11            | 0               | 8         | 3         | 42         |
| 3 PM                   | 21                | 0        | 4         | 17              | 44             | 0            | 4             | 0               | 2         | 2         | 69         |
| 4 PM                   | 21                | 0        | 3         | 18              | 41             | 0            | 3             | 0               | 1         | 2         | 60         |
| 5 PM                   | 15                | 0        | 3         | 12              | 30             | 0            | 5             | 0               | 2         | 3         | 35         |
| 6 PM                   | 18                | 0        | 2         | 16              | 33             | 0            | 3             | 0               | 3         | 0         | 49         |
| 7 PM                   | 10                | 0        | 1         | 9               | 19             | 0            | 2             | 0               | 2         | 0         | 23         |
| 8 PM                   | 7                 | 0        | 2         | 5               | 11             | 0            | 2             | 1               | 1         | 0         | 13         |
| 9 PM                   | 8                 | 0        | 1         | 7               | 13             | 0            | 1             | 1               | 0         | 0         | 18         |
| 10 PM                  | 3                 | 0        | 0         | 3               | 3              | 0            | 0             | 0               | 0         | 0         | 3          |
| 11 PM                  | 6                 | 0        | 1         | 5               | 9              | 0            | 1             | 0               | 1         | 0         | 13         |
| <b>TOTALS</b>          | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>LIGHT CONDITION</b> |                   |          |           |                 |                |              |               |                 |           |           |            |
| Darkness               | 18                | 0        | 3         | 15              | 26             | 0            | 4             | 1               | 3         | 0         | 31         |
| Darkness, Lighted Road | 21                | 0        | 3         | 18              | 37             | 0            | 4             | 0               | 2         | 2         | 53         |
| Dawn                   | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 1          |
| Daylight               | 160               | 0        | 29        | 131             | 310            | 0            | 43            | 5               | 23        | 15        | 399        |
| Dusk                   | 3                 | 0        | 0         | 3               | 6              | 0            | 0             | 0               | 0         | 0         | 7          |
| Unknown                | 2                 | 0        | 0         | 2               | 4              | 0            | 0             | 0               | 0         | 0         | 2          |
| <b>TOTALS</b>          | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |

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|---|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
|   | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A               | B         | C         | O          |
| <b>ROAD DEFECTS</b>                                   |                   |          |           |                 |                |              |               |                 |           |           |            |
| Debris on Roadway                                     | 1                 | 0        | 0         | 1               | 2              | 0            | 0             | 0               | 0         | 0         | 5          |
| No Defects  | 123               | 0        | 33        | 90              | 228            | 0            | 49            | 6               | 27        | 16        | 277        |
| Worn Surface  | 1                 | 0        | 0         | 1               | 1              | 0            | 0             | 0               | 0         | 0         | 2          |
| Unknown   | 80                | 0        | 2         | 78              | 153            | 0            | 2             | 0               | 1         | 1         | 209        |
| <b>TOTALS</b>   | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>TRAFFIC CONTROL</b>                                |                   |          |           |                 |                |              |               |                 |           |           |            |
| Lane Use Marking                                      | 9                 | 0        | 4         | 5               | 15             | 0            | 12            | 0               | 8         | 4         | 20         |
| No Controls   | 115               | 0        | 11        | 104             | 207            | 0            | 14            | 2               | 8         | 4         | 244        |
| Other Regualtory Sign                                 | 4                 | 0        | 2         | 2               | 8              | 0            | 2             | 1               | 0         | 1         | 9          |
| RR Crossing Gate                                      | 2                 | 0        | 0         | 2               | 4              | 0            | 0             | 0               | 0         | 0         | 6          |
| Stop Sign/Flasher                                     | 27                | 0        | 7         | 20              | 53             | 0            | 7             | 1               | 3         | 3         | 69         |
| Traffic Signal  | 46                | 0        | 11        | 35              | 94             | 0            | 16            | 2               | 9         | 5         | 140        |
| Unknown   | 2                 | 0        | 0         | 2               | 3              | 0            | 0             | 0               | 0         | 0         | 5          |
| <b>TOTALS</b>   | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</b> |
| <b>ROADWAY FEATURE</b>                                |                   |          |           |                 |                |              |               |                 |           |           |            |
| Bridge  | 3                 | 0        | 0         | 3               | 4              | 0            | 0             | 0               | 0         | 0         | 5          |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 8                 | 0        | 2         | 6               | 17             | 0            | 5             | 0               | 4         | 1         | 26         |
| Intersection of Mrked Rts & Pub Rd(Major Arterial)    | 3                 | 0        | 1         | 2               | 6              | 0            | 2             | 0               | 2         | 0         | 11         |
| Intersection of Mrked Rts & Pub Rd(Major Collector)   | 20                | 0        | 4         | 16              | 41             | 0            | 5             | 1               | 1         | 3         | 59         |
| Intersection of Ramp and Other Roadway                | 11                | 0        | 1         | 10              | 20             | 0            | 1             | 0               | 1         | 0         | 26         |
| Not Applicable  | 160               | 0        | 27        | 133             | 296            | 0            | 38            | 5               | 20        | 13        | 366        |
| <b>TOTALS</b>   | <b>205</b>        | <b>0</b> | <b>35</b> | <b>170</b>      | <b>384</b>     | <b>0</b>     | <b>51</b>     | <b>6</b>        | <b>28</b> | <b>17</b> | <b>493</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>VEHICLE DEFECTS</b>     |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Brakes                     | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| No Defect                  | 211               | 0        | 56        | 155                | 211               | 0               | 38               | 3               | 21        | 14        | 256        |
| Steering                   | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 1          |
| Suspension                 | 1                 | 0        | 0         | 1                  | 1                 | 0               | 0                | 0               | 0         | 0         | 2          |
| Unknown                    | 170               | 0        | 8         | 162                | 170               | 0               | 10               | 0               | 7         | 3         | 232        |
| <b>TOTALS</b>              | <b>384</b>        | <b>0</b> | <b>64</b> | <b>320</b>         | <b>384</b>        | <b>0</b>        | <b>48</b>        | <b>3</b>        | <b>28</b> | <b>17</b> | <b>492</b> |
| <b>VEHICLE TYPE</b>        |                   |          |           |                    |                   |                 |                  |                 |           |           |            |
| Motorcycle (over 150cc)    | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0         | 0          |
| Other Vehicle with Trailer | 2                 | 0        | 1         | 1                  | 2                 | 0               | 1                | 0               | 0         | 1         | 3          |
| Passenger                  | 219               | 0        | 39        | 180                | 219               | 0               | 35               | 3               | 21        | 11        | 269        |
| Pickup                     | 71                | 0        | 9         | 62                 | 71                | 0               | 3                | 0               | 1         | 2         | 85         |
| SUV                        | 38                | 0        | 10        | 28                 | 38                | 0               | 7                | 0               | 4         | 3         | 53         |
| Tractor with Semi-Trailer  | 7                 | 0        | 1         | 6                  | 7                 | 0               | 0                | 0               | 0         | 0         | 8          |
| Truck Single Unit          | 4                 | 0        | 0         | 4                  | 4                 | 0               | 0                | 0               | 0         | 0         | 5          |
| Van/Mini-Van               | 33                | 0        | 3         | 30                 | 33                | 0               | 1                | 0               | 1         | 0         | 58         |
| Unknown                    | 9                 | 0        | 0         | 9                  | 9                 | 0               | 0                | 0               | 0         | 0         | 11         |
| <b>TOTALS</b>              | <b>384</b>        | <b>0</b> | <b>64</b> | <b>320</b>         | <b>384</b>        | <b>0</b>        | <b>48</b>        | <b>3</b>        | <b>28</b> | <b>17</b> | <b>492</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        | 5                 | 0        | 0         | 5                  | 5                 | 0               | 0                | 0               | 0         | 0         | 5          |
| Drug Impaired           | 2                 | 0        | 0         | 2                  | 2                 | 0               | 0                | 0               | 0         | 0         | 2          |
| Fatigued                | 1                 | 0        | 1         | 0                  | 1                 | 0               | 1                | 0               | 1         | 0         | 0          |
| Normal                  | 330               | 0        | 56        | 274                | 330               | 0               | 30               | 3               | 14        | 13        | 300        |
| Other/Unknown           | 20                | 0        | 7         | 13                 | 20                | 0               | 4                | 0               | 2         | 2         | 16         |
| <b>TOTALS</b>           | <b>358</b>        | <b>0</b> | <b>64</b> | <b>294</b>         | <b>358</b>        | <b>0</b>        | <b>35</b>        | <b>3</b>        | <b>17</b> | <b>15</b> | <b>323</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> |        |                   |       |        |                 |                |              |                 |   |   |   |    |
| 10-14                    | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 15                       | Male   | 1                 | 0     | 0      | 1               | 1              | 0            | 0               | 0 | 0 | 0 | 1  |
| 16                       | Female | 11                | 0     | 3      | 8               | 11             | 0            | 2               | 0 | 1 | 1 | 9  |
|                          | Male   | 6                 | 0     | 0      | 6               | 6              | 0            | 0               | 0 | 0 | 0 | 6  |
| 17                       | Female | 10                | 0     | 3      | 7               | 10             | 0            | 2               | 0 | 1 | 1 | 8  |
|                          | Male   | 10                | 0     | 2      | 8               | 10             | 0            | 2               | 0 | 2 | 0 | 8  |
| 18                       | Female | 2                 | 0     | 0      | 2               | 2              | 0            | 0               | 0 | 0 | 0 | 2  |
|                          | Male   | 7                 | 0     | 3      | 4               | 7              | 0            | 1               | 0 | 1 | 0 | 6  |
| 19                       | Female | 7                 | 0     | 1      | 6               | 7              | 0            | 1               | 0 | 0 | 1 | 6  |
|                          | Male   | 3                 | 0     | 1      | 2               | 3              | 0            | 0               | 0 | 0 | 0 | 3  |
| 20                       | Female | 6                 | 0     | 1      | 5               | 6              | 0            | 1               | 0 | 0 | 1 | 5  |
|                          | Male   | 11                | 0     | 2      | 9               | 11             | 0            | 0               | 0 | 0 | 0 | 11 |
| 21                       | Female | 4                 | 0     | 2      | 2               | 4              | 0            | 1               | 0 | 0 | 1 | 3  |
|                          | Male   | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3  |
| 22-24                    | Female | 5                 | 0     | 0      | 5               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
|                          | Male   | 14                | 0     | 0      | 14              | 14             | 0            | 0               | 0 | 0 | 0 | 14 |
| 25-29                    | Female | 18                | 0     | 5      | 13              | 18             | 0            | 3               | 0 | 1 | 2 | 15 |
|                          | Male   | 13                | 0     | 4      | 9               | 13             | 0            | 3               | 0 | 3 | 0 | 10 |
| 30-34                    | Female | 12                | 0     | 3      | 9               | 12             | 0            | 1               | 0 | 0 | 1 | 11 |
|                          | Male   | 14                | 0     | 2      | 12              | 14             | 0            | 1               | 0 | 0 | 1 | 13 |
| 35-39                    | Female | 11                | 0     | 4      | 7               | 11             | 0            | 4               | 1 | 3 | 0 | 7  |
|                          | Male   | 16                | 0     | 2      | 14              | 16             | 0            | 2               | 1 | 1 | 0 | 14 |
| 40-44                    | Female | 12                | 0     | 2      | 10              | 12             | 0            | 2               | 0 | 0 | 2 | 10 |
|                          | Male   | 13                | 0     | 2      | 11              | 13             | 0            | 0               | 0 | 0 | 0 | 13 |
| 45-49                    | Female | 11                | 0     | 0      | 11              | 11             | 0            | 0               | 0 | 0 | 0 | 11 |
|                          | Male   | 15                | 0     | 3      | 12              | 15             | 0            | 2               | 0 | 1 | 1 | 13 |
| 50-54                    | Female | 10                | 0     | 2      | 8               | 10             | 0            | 1               | 0 | 0 | 1 | 9  |
|                          | Male   | 9                 | 0     | 1      | 8               | 9              | 0            | 0               | 0 | 0 | 0 | 9  |
| 55-59                    | Female | 10                | 0     | 2      | 8               | 10             | 0            | 0               | 0 | 0 | 0 | 10 |
|                          | Male   | 8                 | 0     | 2      | 6               | 8              | 0            | 0               | 0 | 0 | 0 | 8  |
| 60-64                    | Female | 11                | 0     | 3      | 8               | 11             | 0            | 1               | 0 | 0 | 1 | 10 |
|                          | Male   | 11                | 0     | 0      | 11              | 11             | 0            | 0               | 0 | 0 | 0 | 11 |
| 65-69                    | Female | 8                 | 0     | 2      | 6               | 8              | 0            | 2               | 1 | 1 | 0 | 6  |
|                          | Male   | 7                 | 0     | 0      | 7               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
| 70-74                    | Female | 6                 | 0     | 1      | 5               | 6              | 0            | 1               | 0 | 1 | 0 | 5  |
|                          | Male   | 5                 | 0     | 1      | 4               | 5              | 0            | 0               | 0 | 0 | 0 | 5  |
| 75-79                    | Female | 3                 | 0     | 0      | 3               | 3              | 0            | 0               | 0 | 0 | 0 | 3  |
|                          | Male   | 7                 | 0     | 0      | 7               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
| 80-84                    | Female | 7                 | 0     | 1      | 6               | 7              | 0            | 0               | 0 | 0 | 0 | 7  |
|                          | Male   | 4                 | 0     | 0      | 4               | 4              | 0            | 0               | 0 | 0 | 0 | 4  |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Salem | DRIVER AGE/GENDER | NUMBER OF CRASHES |            |          |                 |                |              | INJURY SEVERITY |           |          |           |           |            |
|-------|-------------------|-------------------|------------|----------|-----------------|----------------|--------------|-----------------|-----------|----------|-----------|-----------|------------|
|       |                   | TOTAL             | FATAL      | INJURY   | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED   | A         | B        | C         | O         |            |
|       | 85-89             | Female            | 4          | 0        | 2               | 2              | 4            | 0               | 1         | 0        | 0         | 1         | 3          |
|       | 90-94             | Female            | 2          | 0        | 0               | 2              | 2            | 0               | 0         | 0        | 0         | 0         | 2          |
|       |                   | Male              | 1          | 0        | 0               | 1              | 1            | 0               | 0         | 0        | 0         | 0         | 1          |
|       | 95-98             | Female            | 1          | 0        | 0               | 1              | 1            | 0               | 0         | 0        | 0         | 0         | 1          |
|       |                   | Male              | 2          | 0        | 1               | 1              | 2            | 0               | 1         | 0        | 1         | 0         | 1          |
|       | Unknown           | Not Stated        | 6          | 0        | 1               | 5              | 6            | 0               | 0         | 0        | 0         | 0         | 6          |
|       | <b>TOTALS</b>     |                   | <b>358</b> | <b>0</b> | <b>64</b>       | <b>294</b>     | <b>358</b>   | <b>0</b>        | <b>35</b> | <b>3</b> | <b>17</b> | <b>15</b> | <b>323</b> |

IL DEPT OF TRANSPORTATION  
 DIVISION OF TRAFFIC SAFETY  
 ACCUMULATED TOTALS

City Summary

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

| Salem                       |            | 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     | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
|                             | Male       | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 1                           | Female     | 4                 | 0     | 0      | 4               | 4              | 0               | 0             | 0 | 0 | 0 | 4 |
|                             | Male       | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 2                           | Female     | 5                 | 0     | 3      | 2               | 5              | 0               | 1             | 0 | 1 | 0 | 4 |
|                             | Male       | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
|                             | Not Stated | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 3                           | Male       | 3                 | 0     | 0      | 3               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
| 4                           | Female     | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 5                           | Female     | 1                 | 0     | 1      | 0               | 1              | 0               | 1             | 0 | 1 | 0 | 0 |
| 6                           | Female     | 2                 | 0     | 1      | 1               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 2                 | 0     | 1      | 1               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 7                           | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 8                           | Female     | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1 | 0 | 1 |
|                             | Male       | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 9                           | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
| 10-14                       | Female     | 6                 | 0     | 2      | 4               | 6              | 0               | 1             | 0 | 0 | 1 | 5 |
|                             | Male       | 6                 | 0     | 3      | 3               | 6              | 0               | 1             | 0 | 1 | 0 | 5 |
| 15                          | Female     | 8                 | 0     | 3      | 5               | 8              | 0               | 0             | 0 | 0 | 0 | 8 |
|                             | Male       | 6                 | 0     | 0      | 6               | 6              | 0               | 0             | 0 | 0 | 0 | 6 |
| 16                          | Female     | 2                 | 0     | 1      | 1               | 2              | 0               | 1             | 0 | 1 | 0 | 1 |
|                             | Male       | 5                 | 0     | 1      | 4               | 5              | 0               | 1             | 0 | 1 | 0 | 4 |
| 17                          | Female     | 5                 | 0     | 2      | 3               | 5              | 0               | 1             | 0 | 1 | 0 | 4 |
|                             | Male       | 7                 | 0     | 0      | 7               | 7              | 0               | 0             | 0 | 0 | 0 | 7 |
| 18                          | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 5                 | 0     | 0      | 5               | 5              | 0               | 0             | 0 | 0 | 0 | 5 |
| 19                          | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
|                             | Male       | 1                 | 0     | 1      | 0               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
| 20                          | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |
|                             | Male       | 6                 | 0     | 1      | 5               | 6              | 0               | 0             | 0 | 0 | 0 | 6 |
| 21                          | Female     | 2                 | 0     | 0      | 2               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
|                             | Male       | 2                 | 0     | 1      | 1               | 2              | 0               | 0             | 0 | 0 | 0 | 2 |
| 22-24                       | Female     | 4                 | 0     | 1      | 3               | 4              | 0               | 1             | 0 | 1 | 0 | 3 |
|                             | Male       | 3                 | 0     | 1      | 2               | 3              | 0               | 0             | 0 | 0 | 0 | 3 |
| 25-29                       | Female     | 2                 | 0     | 2      | 0               | 2              | 0               | 2             | 0 | 1 | 1 | 0 |
|                             | Male       | 6                 | 0     | 1      | 5               | 6              | 0               | 1             | 0 | 1 | 0 | 5 |
| 30-34                       | Female     | 1                 | 0     | 0      | 1               | 1              | 0               | 0             | 0 | 0 | 0 | 1 |



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 |               |          |           |          |            |
|--|------------|------|-------------------|----------|-----------|-----------------|----------------|-----------------|---------------|----------|-----------|----------|------------|
| Salem  |            |      | TOTAL             | FATAL    | INJURY    | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED    | TOTAL INJURED | A        | B         | C        | O          |
| <b>PASSENGER AGE/GENDER</b>                  |            |      |                   |          |           |                 |                |                 |               |          |           |          |            |
| 30-34  | Male       |      | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 35-39  | Female     |      | 2                 | 0        | 0         | 2               | 2              | 0               | 0             | 0        | 0         | 0        | 2          |
|  | Male       |      | 3                 | 0        | 1         | 2               | 3              | 0               | 0             | 0        | 0         | 0        | 3          |
| 40-44  | Female     |      | 4                 | 0        | 1         | 3               | 4              | 0               | 0             | 0        | 0         | 0        | 4          |
|  | Male       |      | 4                 | 0        | 1         | 3               | 4              | 0               | 0             | 0        | 0         | 0        | 4          |
| 45-49  | Female     |      | 3                 | 0        | 3         | 0               | 3              | 0               | 1             | 0        | 1         | 0        | 2          |
|  | Male       |      | 3                 | 0        | 0         | 3               | 3              | 0               | 0             | 0        | 0         | 0        | 3          |
| 50-54  | Female     |      | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
|  | Male       |      | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 55-59  | Female     |      | 3                 | 0        | 0         | 3               | 3              | 0               | 0             | 0        | 0         | 0        | 3          |
|  | Male       |      | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 60-64  | Female     |      | 1                 | 0        | 1         | 0               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 65-69  | Female     |      | 2                 | 0        | 0         | 2               | 2              | 0               | 0             | 0        | 0         | 0        | 2          |
|  | Male       |      | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 70-74  | Female     |      | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
|  | Male       |      | 1                 | 0        | 0         | 1               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 75-79  | Female     |      | 2                 | 0        | 0         | 2               | 2              | 0               | 0             | 0        | 0         | 0        | 2          |
| 85-89  | Female     |      | 1                 | 0        | 1         | 0               | 1              | 0               | 0             | 0        | 0         | 0        | 1          |
| 90-94  | Female     |      | 1                 | 0        | 1         | 0               | 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 |      | 15                | 0        | 2         | 13              | 15             | 0               | 0             | 0        | 0         | 0        | 15         |
| <b>TOTALS</b>                                |            |      | <b>182</b>        | <b>0</b> | <b>42</b> | <b>140</b>      | <b>182</b>     | <b>0</b>        | <b>13</b>     | <b>0</b> | <b>11</b> | <b>2</b> | <b>169</b> |
| <b>PEDESTRIAN AGE/GENDER</b>                 |            |      |                   |          |           |                 |                |                 |               |          |           |          |            |
| 70-74  | Male       |      | 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>PEDAL CYCLIST AGE/GENDER</b>              |            |      |                   |          |           |                 |                |                 |               |          |           |          |            |
| 10-14  | Male       |      | 2                 | 0        | 2         | 0               | 2              | 0               | 2             | 2        | 0         | 0        | 0          |
| <b>TOTALS</b>                                |            |      | <b>2</b>          | <b>0</b> | <b>2</b>  | <b>0</b>        | <b>2</b>       | <b>0</b>        | <b>2</b>      | <b>2</b> | <b>0</b>  | <b>0</b> | <b>0</b>   |
| <b>PEDESTRIAN PRIOR ACTION AGE/GENDER</b>    |            |      |                   |          |           |                 |                |                 |               |          |           |          |            |
| Other  | 70-74      | Male | 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>PEDAL CYCLIST PRIOR ACTION AGE/GENDER</b> |            |      |                   |          |           |                 |                |                 |               |          |           |          |            |
| Crossing - With Signal                       | 10-14      | Male | 1                 | 0        | 1         | 0               | 1              | 0               | 1             | 1        | 0         | 0        | 0          |
| Entering/Leaving/Crossing                    |            | Male | 1                 | 0        | 1         | 0               | 1              | 0               | 1             | 1        | 0         | 0        | 0          |
| Unspecified Location                         |            |      |                   |          |           |                 |                |                 |               |          |           |          |            |
| <b>TOTALS</b>                                |            |      | <b>2</b>          | <b>0</b> | <b>2</b>  | <b>0</b>        | <b>2</b>       | <b>0</b>        | <b>2</b>      | <b>2</b> | <b>0</b>  | <b>0</b> | <b>0</b>   |

