

IL DEPT OF TRANSPORTATION
 DIVISION OF TRAFFIC SAFETY
 ACCUMULATED TOTALS

10/23/2009
 Page 1 of 12

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 |
| Schaumburg | | | | | | | | | | | |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 2,265 | 1 | 475 | 1,789 | 4,575 | 1 | 680 | 48 | 251 | 381 | 5,274 |
| Fog/Smoke/Haze | 18 | 0 | 8 | 10 | 36 | 0 | 16 | 3 | 2 | 11 | 34 |
| Rain | 249 | 1 | 48 | 200 | 492 | 1 | 62 | 5 | 23 | 34 | 580 |
| Severe Cross Wind | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Sleet/Hail | 12 | 0 | 2 | 10 | 21 | 0 | 4 | 0 | 0 | 4 | 23 |
| Snow | 388 | 0 | 43 | 345 | 721 | 0 | 48 | 2 | 16 | 30 | 841 |
| Unknown | 186 | 1 | 17 | 168 | 357 | 1 | 23 | 1 | 9 | 13 | 428 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| TYPE OF CRASH | | | | | | | | | | | |
| Overturned | 13 | 0 | 7 | 6 | 14 | 0 | 9 | 1 | 5 | 3 | 8 |
| Pedestrian | 11 | 0 | 10 | 1 | 12 | 0 | 11 | 2 | 8 | 1 | 13 |
| Pedalcyclist | 17 | 0 | 15 | 2 | 17 | 0 | 15 | 0 | 10 | 5 | 21 |
| Animal | 12 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 21 |
| Fixed object | 267 | 1 | 54 | 212 | 279 | 1 | 62 | 8 | 31 | 23 | 277 |
| Other object | 29 | 0 | 0 | 29 | 30 | 0 | 0 | 0 | 0 | 0 | 43 |
| Other non collision | 16 | 0 | 1 | 15 | 17 | 0 | 1 | 0 | 1 | 0 | 17 |
| Parked motor vehicle | 138 | 0 | 5 | 133 | 282 | 0 | 9 | 0 | 3 | 6 | 173 |
| Rear end | 1,479 | 0 | 271 | 1,208 | 3,200 | 0 | 358 | 13 | 92 | 253 | 3,877 |
| Head on | 19 | 0 | 7 | 12 | 40 | 0 | 11 | 1 | 5 | 5 | 38 |
| Sideswipe same direction | 281 | 0 | 21 | 260 | 591 | 0 | 29 | 2 | 8 | 19 | 738 |
| Sideswipe opposite direction | 28 | 0 | 6 | 22 | 58 | 0 | 7 | 0 | 2 | 5 | 65 |
| Angle | 271 | 1 | 71 | 199 | 561 | 1 | 118 | 14 | 48 | 56 | 620 |
| Turning | 539 | 1 | 125 | 413 | 1,092 | 1 | 203 | 18 | 88 | 97 | 1,272 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| CLASS OF CITY | | | | | | | | | | | |
| 50,000 and OVER | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 1,915 | 1 | 416 | 1,498 | 3,900 | 1 | 606 | 46 | 229 | 331 | 4,501 |
| Ice | 173 | 0 | 28 | 145 | 326 | 0 | 32 | 0 | 9 | 23 | 341 |
| Sand, Mud, Dirt | 5 | 0 | 1 | 4 | 11 | 0 | 2 | 0 | 2 | 0 | 14 |
| Snow or Slush | 383 | 0 | 48 | 335 | 713 | 0 | 57 | 2 | 13 | 42 | 807 |
| Wet | 471 | 2 | 92 | 377 | 927 | 2 | 126 | 11 | 42 | 73 | 1,105 |
| Unknown | 173 | 0 | 8 | 165 | 328 | 0 | 10 | 0 | 6 | 4 | 415 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |

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| | TOTAL | FATAL | INJURY | PROPERTY DAMAGE | TOTAL VEHICLES | TOTAL KILLED | TOTAL INJURED | A | B | C | O |
| Schaumburg | | | | | | | | | | | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | |
| Controlled Urban | 340 | 1 | 57 | 282 | 704 | 1 | 81 | 6 | 41 | 34 | 897 |
| State Numbered Urban | 965 | 1 | 183 | 781 | 1,984 | 1 | 249 | 23 | 85 | 141 | 2,335 |
| Unmarked Highway Urban | 194 | 0 | 42 | 152 | 397 | 0 | 66 | 3 | 20 | 43 | 455 |
| Toll Roads Urban | 73 | 0 | 10 | 63 | 137 | 0 | 16 | 0 | 15 | 1 | 149 |
| City Streets Urban | 1,546 | 1 | 300 | 1,245 | 2,979 | 1 | 420 | 26 | 140 | 254 | 3,344 |
| Unmarked Highway Rural | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 1 | 0 | 0 | 3 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 261 | 1 | 45 | 215 | 499 | 1 | 65 | 7 | 23 | 35 | 659 |
| Monday | 482 | 1 | 96 | 385 | 951 | 1 | 126 | 9 | 44 | 73 | 1,054 |
| Tuesday | 502 | 0 | 93 | 409 | 980 | 0 | 125 | 6 | 39 | 80 | 1,081 |
| Wednesday | 528 | 0 | 101 | 427 | 1,063 | 0 | 146 | 6 | 49 | 91 | 1,133 |
| Thursday | 487 | 0 | 104 | 383 | 974 | 0 | 137 | 15 | 45 | 77 | 1,064 |
| Friday | 495 | 0 | 84 | 411 | 1,023 | 0 | 113 | 6 | 53 | 54 | 1,200 |
| Saturday | 365 | 1 | 70 | 294 | 715 | 1 | 121 | 10 | 48 | 63 | 992 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |

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| Schaumburg | | | | | | | | | | | |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 27 | 0 | 6 | 21 | 46 | 0 | 6 | 0 | 2 | 4 | 65 |
| 1 AM | 25 | 0 | 4 | 21 | 39 | 0 | 4 | 1 | 2 | 1 | 40 |
| 2 AM | 20 | 0 | 6 | 14 | 30 | 0 | 9 | 0 | 4 | 5 | 27 |
| 3 AM | 16 | 0 | 4 | 12 | 23 | 0 | 5 | 0 | 5 | 0 | 19 |
| 4 AM | 14 | 0 | 3 | 11 | 24 | 0 | 5 | 1 | 3 | 1 | 24 |
| 5 AM | 30 | 0 | 6 | 24 | 55 | 0 | 8 | 3 | 4 | 1 | 51 |
| 6 AM | 71 | 0 | 12 | 59 | 134 | 0 | 18 | 4 | 6 | 8 | 127 |
| 7 AM | 195 | 0 | 36 | 159 | 396 | 0 | 45 | 3 | 12 | 30 | 402 |
| 8 AM | 191 | 1 | 28 | 162 | 389 | 1 | 35 | 3 | 10 | 22 | 392 |
| 9 AM | 130 | 0 | 27 | 103 | 244 | 0 | 34 | 2 | 9 | 23 | 245 |
| 10 AM | 123 | 0 | 30 | 93 | 236 | 0 | 39 | 3 | 12 | 24 | 250 |
| 11 AM | 124 | 0 | 24 | 100 | 249 | 0 | 34 | 4 | 11 | 19 | 285 |
| Noon | 225 | 0 | 39 | 186 | 453 | 0 | 59 | 3 | 22 | 34 | 543 |
| 1 PM | 219 | 0 | 43 | 176 | 439 | 0 | 59 | 1 | 12 | 46 | 540 |
| 2 PM | 206 | 0 | 50 | 156 | 412 | 0 | 67 | 6 | 25 | 36 | 463 |
| 3 PM | 267 | 0 | 40 | 227 | 542 | 0 | 62 | 1 | 26 | 35 | 676 |
| 4 PM | 255 | 1 | 44 | 210 | 527 | 1 | 56 | 5 | 15 | 36 | 644 |
| 5 PM | 335 | 0 | 69 | 266 | 716 | 0 | 97 | 3 | 38 | 56 | 860 |
| 6 PM | 223 | 0 | 42 | 181 | 452 | 0 | 55 | 4 | 19 | 32 | 588 |
| 7 PM | 133 | 0 | 32 | 101 | 264 | 0 | 54 | 4 | 16 | 34 | 310 |
| 8 PM | 102 | 1 | 11 | 90 | 193 | 1 | 22 | 4 | 13 | 5 | 230 |
| 9 PM | 106 | 0 | 16 | 90 | 198 | 0 | 27 | 2 | 13 | 12 | 249 |
| 10 PM | 53 | 0 | 16 | 37 | 92 | 0 | 25 | 2 | 17 | 6 | 95 |
| 11 PM | 30 | 0 | 5 | 25 | 52 | 0 | 8 | 0 | 5 | 3 | 58 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 118 | 1 | 22 | 95 | 222 | 1 | 31 | 0 | 17 | 14 | 241 |
| Darkness, Lighted Road | 621 | 0 | 122 | 499 | 1,176 | 0 | 182 | 18 | 73 | 91 | 1,423 |
| Dawn | 20 | 0 | 3 | 17 | 33 | 0 | 4 | 0 | 2 | 2 | 36 |
| Daylight | 2,222 | 2 | 430 | 1,790 | 4,503 | 2 | 590 | 39 | 200 | 351 | 5,158 |
| Dusk | 74 | 0 | 13 | 61 | 147 | 0 | 23 | 2 | 8 | 13 | 178 |
| Unknown | 65 | 0 | 3 | 62 | 124 | 0 | 3 | 0 | 1 | 2 | 147 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |

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| Schaumburg | | | | | | | | | | | |
| ROAD DEFECTS | | | | | | | | | | | |
| Construction Zone | 65 | 0 | 18 | 47 | 139 | 0 | 33 | 3 | 9 | 21 | 165 |
| Debris on Roadway | 145 | 0 | 2 | 143 | 285 | 0 | 2 | 0 | 0 | 2 | 386 |
| Maintenance Zone | 4 | 0 | 1 | 3 | 8 | 0 | 3 | 0 | 0 | 3 | 8 |
| No Defects | 1,308 | 3 | 527 | 778 | 2,614 | 3 | 745 | 52 | 281 | 412 | 2,716 |
| Rut, Holes | 11 | 0 | 2 | 9 | 16 | 0 | 2 | 0 | 1 | 1 | 17 |
| Work Zone - Unknown | 2 | 0 | 2 | 0 | 4 | 0 | 2 | 0 | 1 | 1 | 3 |
| Worn Surface | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 8 |
| Unknown | 1,582 | 0 | 41 | 1,541 | 3,134 | 0 | 46 | 4 | 9 | 33 | 3,880 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 220 | 0 | 25 | 195 | 427 | 0 | 31 | 4 | 23 | 4 | 499 |
| No Controls | 1,233 | 1 | 221 | 1,011 | 2,386 | 1 | 297 | 20 | 114 | 163 | 2,637 |
| Other Regualtory Sign | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Other Warning Sign | 11 | 0 | 1 | 10 | 24 | 0 | 1 | 0 | 1 | 0 | 28 |
| Police/Flagman | 4 | 0 | 1 | 3 | 8 | 0 | 2 | 1 | 1 | 0 | 13 |
| Stop Sign/Flasher | 283 | 0 | 44 | 239 | 558 | 0 | 57 | 1 | 18 | 38 | 709 |
| Traffic Signal | 1,315 | 2 | 298 | 1,015 | 2,700 | 2 | 436 | 33 | 143 | 260 | 3,176 |
| Yield | 2 | 0 | 1 | 1 | 5 | 0 | 7 | 0 | 0 | 7 | 2 |
| Unknown | 50 | 0 | 2 | 48 | 94 | 0 | 2 | 0 | 1 | 1 | 116 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 15 | 0 | 1 | 14 | 28 | 0 | 1 | 0 | 0 | 1 | 30 |
| Intersctn of 2 Mrked Rts OR Mrked Rt and 8# OR 2 8#'s | 57 | 0 | 13 | 44 | 117 | 0 | 17 | 2 | 4 | 11 | 132 |
| Intersection of Mrked Rts & Pub Rd(Major Arterial) | 231 | 0 | 43 | 188 | 471 | 0 | 55 | 2 | 14 | 39 | 536 |
| Intersection of Mrked Rts & Pub Rd(Major Collector) | 93 | 0 | 21 | 72 | 188 | 0 | 30 | 6 | 8 | 16 | 215 |
| Intersection of Ramp and Other Roadway | 54 | 0 | 12 | 42 | 110 | 0 | 19 | 0 | 13 | 6 | 131 |
| Not Applicable | 2,669 | 3 | 503 | 2,163 | 5,290 | 3 | 711 | 49 | 262 | 400 | 6,138 |
| Underpass | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 3,120 | 3 | 593 | 2,524 | 6,205 | 3 | 833 | 59 | 301 | 473 | 7,183 |

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| Schaumburg | | | | | | | | | | | |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 15 | 0 | 6 | 9 | 15 | 0 | 2 | 0 | 0 | 2 | 17 |
| Engine/Motor | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Defect | 2,326 | 5 | 1,067 | 1,254 | 2,326 | 3 | 726 | 47 | 265 | 414 | 2,360 |
| Restraint System | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Signals | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Steering | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Suspension | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Tires | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 1 | 1 | 0 | 8 |
| Wheels | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | 3,850 | 0 | 156 | 3,694 | 3,850 | 0 | 77 | 8 | 17 | 52 | 4,785 |
| TOTALS | 6,205 | 5 | 1,232 | 4,968 | 6,205 | 3 | 808 | 57 | 283 | 468 | 7,177 |
| VEHICLE TYPE | | | | | | | | | | | |
| Bus over 15 Passengers | 22 | 0 | 3 | 19 | 22 | 0 | 3 | 0 | 2 | 1 | 45 |
| Bus up to 15 Passengers | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 17 |
| Motor Driven Cycle | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Motorcycle (over 150cc) | 21 | 1 | 15 | 5 | 21 | 1 | 15 | 5 | 7 | 3 | 6 |
| Other Vehicle with Trailer | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| Passenger | 4,237 | 2 | 827 | 3,408 | 4,237 | 1 | 577 | 33 | 200 | 344 | 4,740 |
| Pickup | 319 | 0 | 74 | 245 | 319 | 0 | 42 | 1 | 21 | 20 | 364 |
| SUV | 891 | 2 | 184 | 705 | 891 | 1 | 110 | 7 | 35 | 68 | 1,088 |
| Tractor with Semi-Trailer | 58 | 0 | 5 | 53 | 58 | 0 | 0 | 0 | 0 | 0 | 57 |
| Truck Single Unit | 66 | 0 | 11 | 55 | 66 | 0 | 2 | 0 | 0 | 2 | 71 |
| Van/Mini-Van | 454 | 0 | 101 | 353 | 454 | 0 | 56 | 11 | 17 | 28 | 648 |
| Unknown | 124 | 0 | 9 | 115 | 124 | 0 | 2 | 0 | 1 | 1 | 135 |
| TOTALS | 6,205 | 5 | 1,232 | 4,968 | 6,205 | 3 | 808 | 57 | 283 | 468 | 7,177 |

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| Schaumburg | | | | | | | | | | | |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 39 | 1 | 18 | 20 | 39 | 0 | 13 | 2 | 9 | 2 | 26 |
| Asleep/Fainted | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 1 | 1 | 1 |
| Drug Impaired | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Fatigued | 7 | 0 | 3 | 4 | 7 | 0 | 3 | 0 | 2 | 1 | 4 |
| Had Been Drinking | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Illness | 7 | 0 | 6 | 1 | 7 | 0 | 4 | 3 | 0 | 1 | 3 |
| Medicated | 4 | 0 | 3 | 1 | 4 | 0 | 2 | 0 | 1 | 1 | 2 |
| Normal | 5,465 | 4 | 1,125 | 4,336 | 5,465 | 1 | 573 | 38 | 193 | 342 | 4,891 |
| Other/Unknown | 521 | 0 | 64 | 457 | 521 | 0 | 24 | 3 | 8 | 13 | 497 |
| TOTALS | 6,055 | 5 | 1,222 | 4,828 | 6,055 | 1 | 621 | 46 | 214 | 361 | 5,433 |

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| Schaumburg | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 15 | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| 16 | Female | 52 | 0 | 9 | 43 | 52 | 0 | 3 | 0 | 0 | 3 | 49 |
| | Male | 66 | 0 | 13 | 53 | 66 | 0 | 7 | 0 | 2 | 5 | 59 |
| 17 | Female | 62 | 0 | 15 | 47 | 62 | 0 | 4 | 0 | 2 | 2 | 58 |
| | Male | 87 | 0 | 20 | 67 | 87 | 0 | 5 | 0 | 4 | 1 | 82 |
| 18 | Female | 86 | 0 | 21 | 65 | 86 | 0 | 12 | 0 | 6 | 6 | 74 |
| | Male | 112 | 0 | 22 | 90 | 112 | 0 | 9 | 2 | 3 | 4 | 103 |
| 19 | Female | 77 | 0 | 13 | 64 | 77 | 0 | 3 | 0 | 2 | 1 | 74 |
| | Male | 104 | 0 | 19 | 85 | 104 | 0 | 8 | 0 | 4 | 4 | 96 |
| 20 | Female | 64 | 0 | 14 | 50 | 64 | 0 | 9 | 1 | 2 | 6 | 55 |
| | Male | 84 | 0 | 18 | 66 | 84 | 0 | 5 | 0 | 3 | 2 | 79 |
| 21 | Female | 60 | 0 | 10 | 50 | 60 | 0 | 7 | 1 | 2 | 4 | 53 |
| | Male | 85 | 0 | 11 | 74 | 85 | 0 | 5 | 1 | 2 | 2 | 80 |
| 22-24 | Female | 201 | 1 | 44 | 156 | 201 | 0 | 27 | 0 | 11 | 16 | 174 |
| | Male | 257 | 0 | 51 | 206 | 257 | 0 | 17 | 1 | 7 | 9 | 240 |
| 25-29 | Female | 311 | 0 | 70 | 241 | 311 | 0 | 45 | 3 | 17 | 25 | 266 |
| | Male | 423 | 0 | 88 | 335 | 423 | 0 | 35 | 0 | 19 | 16 | 388 |
| 30-34 | Female | 262 | 1 | 57 | 204 | 262 | 0 | 40 | 2 | 12 | 26 | 222 |
| | Male | 309 | 0 | 54 | 255 | 309 | 0 | 29 | 3 | 12 | 14 | 280 |
| 35-39 | Female | 267 | 0 | 48 | 219 | 267 | 0 | 24 | 1 | 4 | 19 | 243 |
| | Male | 323 | 1 | 57 | 265 | 323 | 1 | 27 | 1 | 9 | 17 | 295 |
| 40-44 | Female | 270 | 1 | 55 | 214 | 270 | 0 | 32 | 4 | 10 | 18 | 238 |
| | Male | 290 | 0 | 56 | 234 | 290 | 0 | 28 | 1 | 13 | 14 | 262 |
| 45-49 | Female | 252 | 0 | 49 | 203 | 252 | 0 | 32 | 4 | 7 | 21 | 220 |
| | Male | 296 | 0 | 62 | 234 | 296 | 0 | 37 | 6 | 12 | 19 | 259 |
| 50-54 | Female | 219 | 1 | 53 | 165 | 219 | 0 | 34 | 2 | 11 | 21 | 185 |
| | Male | 261 | 0 | 53 | 208 | 261 | 0 | 21 | 2 | 7 | 12 | 240 |
| 55-59 | Female | 166 | 0 | 50 | 116 | 166 | 0 | 27 | 1 | 7 | 19 | 139 |
| | Male | 192 | 0 | 35 | 157 | 192 | 0 | 11 | 2 | 2 | 7 | 181 |
| 60-64 | Female | 96 | 0 | 22 | 74 | 96 | 0 | 14 | 3 | 3 | 8 | 82 |
| | Male | 150 | 0 | 30 | 120 | 150 | 0 | 15 | 0 | 6 | 9 | 135 |
| 65-69 | Female | 72 | 0 | 13 | 59 | 72 | 0 | 7 | 1 | 2 | 4 | 65 |
| | Male | 80 | 0 | 27 | 53 | 80 | 0 | 18 | 3 | 5 | 10 | 62 |
| 70-74 | Female | 43 | 0 | 7 | 36 | 43 | 0 | 6 | 0 | 1 | 5 | 37 |
| | Male | 48 | 0 | 12 | 36 | 48 | 0 | 5 | 0 | 3 | 2 | 43 |
| 75-79 | Female | 25 | 0 | 5 | 20 | 25 | 0 | 4 | 0 | 2 | 2 | 21 |
| | Male | 22 | 0 | 3 | 19 | 22 | 0 | 2 | 0 | 0 | 2 | 20 |
| 80-84 | Female | 15 | 0 | 3 | 12 | 15 | 0 | 2 | 0 | 0 | 2 | 13 |
| | Male | 16 | 0 | 3 | 13 | 16 | 0 | 2 | 0 | 0 | 2 | 14 |

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| Schaumburg | | | | | | | | | | | | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 85-89 | | | | | | | | | | | | |
| | Female | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 0 | 0 | 1 | 6 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 90-94 | | | | | | | | | | | | |
| | Female | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 95-98 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | | | | | | | | | | | | |
| | Female | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 16 | 0 | 2 | 14 | 16 | 0 | 0 | 0 | 0 | 0 | 16 |
| | Not Stated | 198 | 0 | 23 | 175 | 198 | 0 | 0 | 0 | 0 | 0 | 198 |
| TOTALS | | 6,055 | 5 | 1,222 | 4,828 | 6,055 | 1 | 621 | 46 | 214 | 361 | 5,433 |

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| Schaumburg | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 0 | Female | 21 | 0 | 3 | 18 | 21 | 0 | 0 | 0 | 0 | 0 | 21 |
| | Male | 22 | 0 | 1 | 21 | 22 | 0 | 0 | 0 | 0 | 0 | 22 |
| 1 | Female | 18 | 0 | 5 | 13 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| | Male | 12 | 0 | 4 | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 2 | Female | 18 | 0 | 2 | 16 | 18 | 0 | 0 | 0 | 0 | 0 | 18 |
| | Male | 20 | 0 | 8 | 12 | 20 | 0 | 2 | 0 | 0 | 2 | 18 |
| 3 | Female | 21 | 1 | 6 | 14 | 21 | 0 | 5 | 0 | 1 | 4 | 16 |
| | Male | 12 | 0 | 2 | 10 | 12 | 0 | 1 | 0 | 0 | 1 | 11 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4 | Female | 29 | 0 | 5 | 24 | 29 | 0 | 2 | 0 | 1 | 1 | 27 |
| | Male | 26 | 0 | 8 | 18 | 26 | 0 | 1 | 0 | 0 | 1 | 25 |
| 5 | Female | 13 | 0 | 4 | 9 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| | Male | 17 | 0 | 7 | 10 | 17 | 0 | 1 | 0 | 0 | 1 | 16 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 | Female | 17 | 0 | 0 | 17 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| | Male | 14 | 0 | 6 | 8 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| 7 | Female | 15 | 0 | 5 | 10 | 15 | 0 | 1 | 0 | 0 | 1 | 14 |
| | Male | 12 | 0 | 5 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 8 | Female | 15 | 0 | 2 | 13 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| | Male | 13 | 0 | 4 | 9 | 13 | 0 | 1 | 0 | 1 | 0 | 12 |
| 9 | Female | 10 | 0 | 3 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| | Male | 12 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10-14 | Female | 79 | 0 | 23 | 56 | 79 | 0 | 7 | 1 | 3 | 3 | 72 |
| | Male | 82 | 0 | 27 | 55 | 82 | 0 | 9 | 2 | 1 | 6 | 73 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 15 | Female | 34 | 0 | 9 | 25 | 34 | 0 | 3 | 0 | 1 | 2 | 31 |
| | Male | 13 | 0 | 5 | 8 | 13 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16 | Female | 56 | 0 | 14 | 42 | 56 | 0 | 5 | 0 | 2 | 3 | 51 |
| | Male | 32 | 0 | 9 | 23 | 32 | 0 | 1 | 0 | 0 | 1 | 31 |
| 17 | Female | 45 | 0 | 9 | 36 | 45 | 0 | 4 | 1 | 1 | 2 | 41 |
| | Male | 31 | 0 | 11 | 20 | 31 | 0 | 3 | 0 | 2 | 1 | 28 |
| 18 | Female | 43 | 0 | 15 | 28 | 43 | 0 | 6 | 0 | 2 | 4 | 37 |
| | Male | 25 | 0 | 5 | 20 | 25 | 0 | 0 | 0 | 0 | 0 | 25 |
| 19 | Female | 33 | 0 | 10 | 23 | 33 | 0 | 5 | 0 | 1 | 4 | 28 |
| | Male | 20 | 0 | 7 | 13 | 20 | 0 | 3 | 0 | 2 | 1 | 17 |
| 20 | Female | 18 | 0 | 4 | 14 | 18 | 0 | 1 | 0 | 0 | 1 | 17 |
| | Male | 14 | 0 | 2 | 12 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| 21 | Female | 18 | 0 | 4 | 14 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| | Male | 18 | 0 | 3 | 15 | 18 | 0 | 1 | 0 | 1 | 0 | 17 |
| 22-24 | Female | 44 | 0 | 15 | 29 | 44 | 0 | 10 | 1 | 5 | 4 | 34 |

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 |
| Schaumburg | | | | | | | | | | | | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 22-24 | Male | 42 | 0 | 8 | 34 | 42 | 0 | 1 | 0 | 1 | 0 | 41 |
| 25-29 | Female | 75 | 0 | 24 | 51 | 75 | 0 | 15 | 0 | 7 | 8 | 60 |
| | Male | 60 | 1 | 18 | 41 | 60 | 1 | 6 | 1 | 2 | 3 | 53 |
| 30-34 | Female | 43 | 0 | 13 | 30 | 43 | 0 | 7 | 2 | 2 | 3 | 36 |
| | Male | 37 | 0 | 11 | 26 | 37 | 0 | 6 | 0 | 2 | 4 | 31 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 35-39 | Female | 43 | 0 | 14 | 29 | 43 | 0 | 10 | 0 | 3 | 7 | 33 |
| | Male | 26 | 0 | 4 | 22 | 26 | 0 | 1 | 0 | 1 | 0 | 25 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | Female | 31 | 0 | 9 | 22 | 31 | 0 | 5 | 1 | 2 | 2 | 26 |
| | Male | 24 | 0 | 4 | 20 | 24 | 0 | 1 | 0 | 1 | 0 | 23 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | Female | 39 | 0 | 10 | 29 | 39 | 0 | 5 | 0 | 1 | 4 | 34 |
| | Male | 19 | 0 | 7 | 12 | 19 | 0 | 4 | 0 | 2 | 2 | 15 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 50-54 | Female | 45 | 0 | 11 | 34 | 45 | 0 | 7 | 1 | 4 | 2 | 38 |
| | Male | 28 | 0 | 10 | 18 | 28 | 0 | 4 | 0 | 1 | 3 | 24 |
| 55-59 | Female | 37 | 0 | 9 | 28 | 37 | 0 | 6 | 0 | 1 | 5 | 31 |
| | Male | 11 | 0 | 1 | 10 | 11 | 0 | 1 | 0 | 0 | 1 | 10 |
| 60-64 | Female | 36 | 0 | 8 | 28 | 36 | 0 | 3 | 1 | 0 | 2 | 33 |
| | Male | 18 | 0 | 7 | 11 | 18 | 0 | 4 | 0 | 0 | 4 | 14 |
| 65-69 | Female | 24 | 0 | 6 | 18 | 24 | 0 | 5 | 0 | 2 | 3 | 19 |
| | Male | 11 | 0 | 1 | 10 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 70-74 | Female | 15 | 0 | 7 | 8 | 15 | 0 | 4 | 0 | 2 | 2 | 11 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| 75-79 | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| | Male | 4 | 0 | 3 | 1 | 4 | 0 | 2 | 0 | 2 | 0 | 2 |
| 80-84 | Female | 7 | 0 | 3 | 4 | 7 | 0 | 3 | 0 | 1 | 2 | 4 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 1 | 1 | 1 |
| 85-89 | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 3 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 2 |
| 90-94 | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| Unknown | Female | 42 | 0 | 8 | 34 | 42 | 0 | 4 | 0 | 3 | 1 | 38 |
| | Male | 32 | 0 | 6 | 26 | 32 | 0 | 2 | 0 | 0 | 2 | 30 |
| | Not Stated | 212 | 0 | 27 | 185 | 212 | 0 | 0 | 0 | 0 | 0 | 212 |
| TOTALS | | 1,933 | 3 | 490 | 1,440 | 1,933 | 2 | 187 | 11 | 69 | 107 | 1,744 |

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 |
| Schaumburg | | | | | | | | | | | | |
| PEDESTRIAN AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 15 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 16 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 45-49 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 70-74 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 12 | 0 | 10 | 2 | 12 | 0 | 10 | 2 | 8 | 0 | 2 |
| PEDAL CYCLIST AGE/GENDER | | | | | | | | | | | | |
| 10-14 | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 18 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 21 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 22-24 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 25-29 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 30-34 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 35-39 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 45-49 | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 60-64 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Unknown | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 17 | 0 | 15 | 2 | 17 | 0 | 15 | 0 | 10 | 5 | 2 |

