

# A Message from Governor Blagojevich



Rod R. Blagojevich, Governor

Dear Reader:

Traffic safety is a top priority in Illinois. Ensuring that individuals arrive to and from their destination safely is an important undertaking in Illinois, which is why Illinois' primary safety belt legislation was signed into law on July 3, 2003.

This law allows police agencies the authority to stop motorists, both drivers and passengers, who are not buckled up. In 2003, occupant fatalities totaled 1,083. Over the next two years, the occupant fatalities dropped to 1,005 in 2004 and 999 in 2005.

Restraint usage in the state has increased from 76 percent in June of 2003 to 88 percent in June of 2006. Illinois' goal is to surpass 90 percent safety belt compliance by the end of 2007.

The statistics clearly show this law has saved numerous lives over the last several years. With more individuals buckling up, we are saving lives everyday on our roadways.

Please remember to buckle up, every trip, every time.

Sincerely,

A handwritten signature in black ink that reads "Rod Blagojevich". The signature is written in a cursive style with a large, prominent "R" at the beginning.

Rod R. Blagojevich

Dear Reader:

The Illinois Department of Transportation (IDOT) is committed to keeping the motoring public safe while traveling on our state's highways and local roads. By educating the public on the importance of buckling up, slowing down and driving responsibly, people's lives are being saved everyday on our roadways.

The "2004-2005 Illinois Crash Facts & Statistics" publication is designed to provide the public with an overview of motor vehicle crashes that occur in Illinois. This publication not only consists of crash data but includes information about safety belt usage, key events in the history of traffic-related legislation, summaries of motorcycle helmet usage, and general information about programs and services offered by the Division of Traffic Safety. The intent of this publication is to help you understand the purpose of motor vehicle crash information in Illinois and for you to share this information with others.

By disseminating this information, the Department is continuing its effort to educate the motoring public about traffic safety issues in Illinois. Everyone who reads this publication will become more aware of these issues and will hopefully make people around them aware as well.

If you have a question about this publication, please feel free to contact the Illinois Department of Transportation, Division of Traffic Safety at 217/782-2575 or 217/524-4875 (TTY) or write to 3215 Executive Park Drive, P.O. Box 19245, Springfield, Illinois 62794-9245.

Let's continue to make the Illinois roadways safer. When you get in a vehicle, remember to buckle up every time.

Sincerely,

A handwritten signature in black ink that reads "Timothy W. Martin". The signature is written in a cursive style and is positioned above a thin vertical line.

Timothy W. Martin  
Secretary

## A Message from Secretary Martin

## Acknowledgments

The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the County Coroners and the Medical Examiner of Cook County for providing pertinent information. Without their efforts and cooperation, this publication would not have been possible.



Timothy W. Martin  
Secretary of Transportation



Mike Stout  
Director of Traffic Safety

Compiled by: Illinois Department of Transportation  
Division of Traffic Safety  
Crash Information Staff

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# 2004 Quick Facts

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## GENERAL

- 1,355 persons died in crashes in Illinois during 2004.
- An additional 121,670 persons were injured in crashes.
- Travel increased by 2.3 percent compared to the previous year.
- The mileage death rate decreased by 9.5 percent from 2003 to 2004.

## ECONOMIC COSTS\*

- The total estimated cost of crashes in Illinois for 2004 was \$7.8 billion.
- Each fatality was estimated to cost \$1,130,000.
- An incapacitating injury ("A" injury) was estimated to cost \$58,500.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$18,900.
- A possible injury ("C" injury) was estimated to cost \$10,700.
- A property damage crash was estimated to cost \$7,400.

## FATAL

- 1,355 persons were killed in 1,224 fatal crashes in 2004.
- There was an average of 1.1 deaths per fatal crash.

## PEDESTRIAN

- 156 pedestrians were killed in 2004.
- An additional 5,797 pedestrians were injured in crashes.

## PEDALCYCLE

- Riders under the age of 16 accounted for 44.0 percent of the pedalcyclist deaths and 37.3 percent of pedalcyclist injuries.

## MOTORCYCLE

- There were 4,302 motorcycle crashes in the year 2004.

## SCHOOL BUS

- No school-age passengers were killed in a school bus in 2004, although 117 were injured.
- No school bus drivers were killed in school buses; 114 were injured.

## WORK ZONE

- There were 30 fatal crashes in work zones in 2004, in which 38 people were killed.
- Two of the persons killed were roadway construction workers.

\* Based on estimates made by the National Safety Council for 2004. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

## GENERAL

- 1,363 persons died in crashes in Illinois during 2005.
- An additional 112,343 persons were injured in crashes.
- Travel decreased by 1.0 percent compared to the previous year.
- The mileage death rate increased by 1.6 percent from 2004 to 2005.

## ECONOMIC COSTS\*

- The total estimated cost of crashes in Illinois for 2005 was \$10.1 billion.
- Each fatality was estimated to cost \$1,150,000.
- An incapacitating injury ("A" injury) was estimated to cost \$60,500.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$19,638.
- A possible injury ("C" injury) was estimated to cost \$11,100.
- A property damage crash was estimated to cost \$7,500.

## FATAL

- 1,363 persons were killed in 1,233 fatal crashes in 2005.
- There was an average of 1.1 deaths per fatal crash.

## PEDESTRIAN

- 168 pedestrians were killed in 2005.
- An additional 5,701 pedestrians were injured in crashes.

## PEDALCYCLE

- Riders under the age of 16 accounted for 19.1 percent of the pedalcyclist deaths and 33.7 percent of pedalcyclist injuries.

## MOTORCYCLE

- There were 4,483 motorcycle crashes in the year 2005.

## SCHOOL BUS

- No school-age passengers were killed in a school bus in 2005, although 88 were injured.
- No school bus drivers were killed in school buses; 103 were injured.

## WORK ZONE

- There were 22 fatal crashes in work zones in 2005, in which 25 people were killed.
- One of the persons killed was a roadway construction worker.

\* Based on estimates made by the National Safety Council for 2005. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

The information contained in this publication, as well as historical crash data and trends, may be found at our website:  
[www.dot.il.gov/trafficsafety/crashreports.html](http://www.dot.il.gov/trafficsafety/crashreports.html)

# 2004 - 2005 Crash Data

**IMPORTANT**

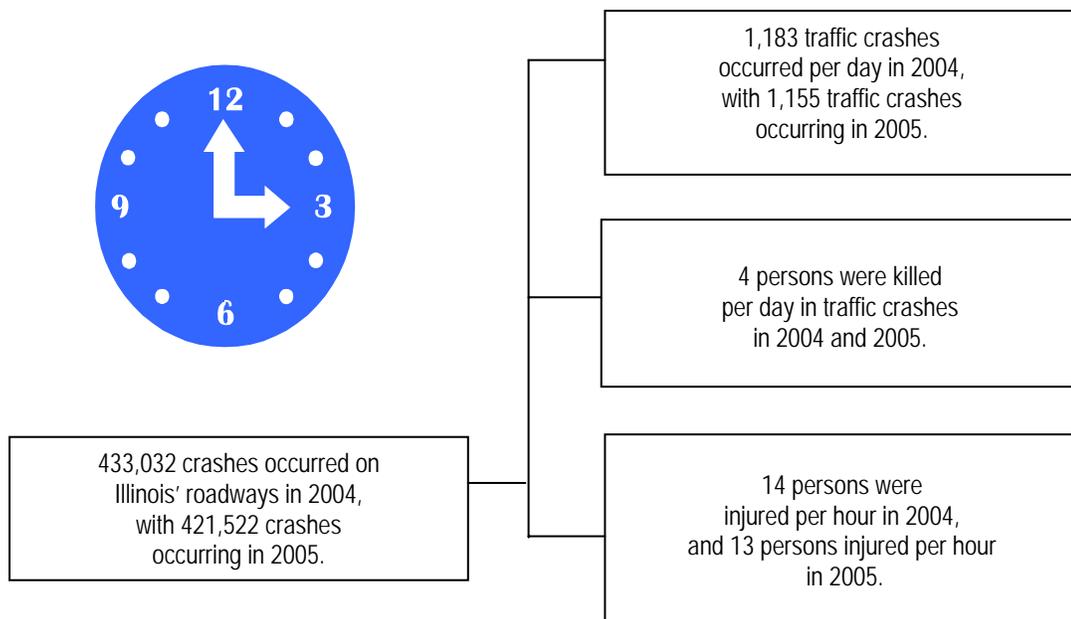
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

	2004	2005
Registered Motor Vehicles	9,700,569	9,851,017
Licensed Drivers	8,558,815	8,565,484
Vehicle Miles Traveled	108,909,763,399	107,859,974,525
Crashes	433,032	421,522
Injuries	121,670	112,343
Deaths	1,355	1,363
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	1.24	1.26

## Illinois' Highway Safety Clock



## 2004 – 2005 Crash Data

Refer to note on page 9 for definition of data included.

### Motor Vehicles Involved in Crashes 2004

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	1,161	116,962	593,369	771	86,744
Pickup truck	254	13,805	72,897	121	8,539
Van	164	14,087	68,566	89	9,914
Other single unit truck	35	1,924	12,648	7	678
Truck-tractor with semi-trailer	111	2,722	17,217	14	747
Farm tractor/farm equipment	9	77	285	2	31
School bus	2	350	2,229	0	297
Other bus	3	761	3,831	0	763
Motorcycle (under 150 cc)	9	349	596	8	346
Motorcycle (over 150 cc)	151	2,546	3,833	149	2,733
Other or unknown	58	4,175	41,383	13	1,827

### Motor Vehicles Involved in Crashes 2005

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	1,199	109,513	575,957	779	79,542
Pickup truck	231	12,772	68,980	115	7,673
Van	150	12,941	66,514	78	8,928
Other single unit truck	55	1,831	12,921	5	644
Truck-tractor with semi-trailer	153	2,771	17,902	22	781
Farm tractor/farm equipment	1	104	487	0	53
School bus	8	356	2,388	0	229
Other bus	6	689	3,901	2	568
Motorcycle (under 150 cc)	6	367	637	6	371
Motorcycle (over 150 cc)	152	2,642	3,982	152	2,820
Other or unknown	38	3,634	38,181	12	1,676

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Drivers Involved in Crashes By Age and Crash Severity 2004

AGE	CRASH SEVERITY						TOTAL LICENSED DRIVERS
	Fatal	Rate	Injury	Rate	Total	Rate	
15 or Younger	6	0.15	320	8.24	1,213	31.23	38,845
16	44	0.35	4,113	32.35	17,902	140.82	127,130
17	35	0.25	4,793	33.86	20,676	146.07	141,545
18	54	0.38	5,066	35.22	22,188	154.27	143,828
19	50	0.33	4,699	30.90	21,142	139.05	152,048
20-24	282	0.37	20,775	27.09	94,508	123.24	766,884
25-29	208	0.26	16,663	21.21	78,492	99.90	785,710
30-34	170	0.21	15,087	18.98	71,551	90.01	794,886
35-39	180	0.22	14,248	17.41	67,080	81.95	818,518
40-44	180	0.20	14,134	15.87	67,096	75.32	890,838
45-49	158	0.18	12,561	14.39	59,929	68.66	872,851
50-54	129	0.17	9,989	12.94	47,969	62.16	771,750
55-59	95	0.15	7,711	11.92	37,248	57.57	646,964
60-64	59	0.12	5,343	10.99	25,098	51.63	486,089
65-69	34	0.09	3,527	9.66	16,537	45.31	364,958
70-74	50	0.17	2,808	9.55	12,558	42.70	294,109
75 or Older	107	0.23	4,527	9.80	20,172	43.68	461,862
Unknown	51	--	7,647	--	78,325	--	--
<b>TOTAL</b>	<b>1,892</b>	<b>0.22</b>	<b>154,011</b>	<b>17.99</b>	<b>759,684</b>	<b>88.76</b>	<b>8,558,815</b>

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Drivers Involved in Crashes By Age and Crash Severity 2005

AGE	CRASH SEVERITY						TOTAL LICENSED DRIVERS
	Fatal	Rate	Injury	Rate	Total	Rate	
15 or Younger	12	0.30	321	7.92	1,232	30.41	40,508
16	35	0.27	3,694	28.98	16,600	130.25	127,452
17	34	0.24	4,317	30.04	19,617	136.49	143,722
18	54	0.37	4,594	31.49	20,676	141.74	145,868
19	61	0.41	4,242	28.50	19,096	128.29	148,848
20-24	297	0.39	19,002	24.91	88,748	116.32	762,963
25-29	202	0.25	15,159	19.13	74,897	94.53	792,303
30-34	156	0.20	13,540	17.72	66,652	87.24	764,035
35-39	171	0.21	12,935	15.91	63,701	78.34	813,128
40-44	161	0.19	12,918	14.93	63,789	73.73	865,191
45-49	182	0.21	11,739	13.42	58,621	67.00	874,894
50-54	131	0.17	9,783	12.43	47,652	60.56	786,903
55-59	102	0.15	7,550	11.15	37,182	54.92	677,050
60-64	86	0.17	5,158	10.44	24,756	50.11	493,996
65-69	63	0.17	3,307	8.92	16,161	43.60	370,646
70-74	55	0.19	2,545	8.69	11,852	40.48	292,775
75 or Older	103	0.22	4,358	9.37	20,523	44.12	465,202
Unknown	50	--	9,397	--	87,974	--	--
<b>TOTAL</b>	<b>1,955</b>	<b>0.23</b>	<b>144,559</b>	<b>16.88</b>	<b>739,729</b>	<b>86.36</b>	<b>8,565,484</b>

Rates are expressed as the number of drivers involved in a particular type of crash per 1,000 licensed drivers.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Drivers Involved in Crashes

	16-20 YEARS OF AGE		21-64 YEARS OF AGE		65 YEARS OR OLDER	
	2004	2005	2004	2005	2004	2005
Total Crashes	100,839	94,392	530,040	507,595	49,267	48,536
Fatal Crashes	237	233	1,407	1,439	191	221
Injury Crashes	22,915	20,937	112,267	103,694	10,862	10,210
Licensed Drivers	720,520	722,732	6,678,521	6,673,621	1,120,929	1,128,623
Fatal Crash Ratio <sup>1</sup>	2.35	2.47	2.65	2.83	3.88	4.55
Fatal Crash Rate <sup>2</sup>	0.33	0.32	0.21	0.22	0.17	0.20
Total Crash Rate <sup>3</sup>	139.95	130.60	79.36	76.06	43.95	43.00

<sup>1</sup> Drivers involved in fatal crashes per 1,000 total crashes.

<sup>2</sup> Drivers involved in fatal crashes per 1,000 licensed drivers.

<sup>3</sup> Drivers involved in all crashes per 1,000 licensed drivers.

## Holiday Traffic Crashes

HOLIDAY	YEAR	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
			Fatal	Injury	Total	Killed	Injured	
Memorial Day	2004	3.25	17	704	3,420	22	1,095	6.8
	2005	3.25	14	625	2,862	15	975	4.6
Fourth of July	2004	3.25	6	739	3,615	6	1,136	1.8
	2005	3.25	9	662	3,110	11	993	3.4
Labor Day	2004	3.25	11	681	2,833	12	1,056	3.7
	2005	3.25	17	638	2,759	17	944	5.2
Thanksgiving	2004	4.25	13	728	4,837	19	1,121	4.5
	2005	4.25	12	744	4,505	12	1,112	2.8
Christmas	2004	3.25	19	601	3,668	22	930	6.8
	2005	3.25	7	435	2,711	8	633	2.2
New Year's	2004	3.25	6	561	2,940	7	839	2.2
	2005	3.25	8	414	2,120	8	597	2.5

Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight on the last day of the holiday period.

## 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

### Crashes by Road Surface Condition

ROAD SURFACE CONDITION	CRASH SEVERITY							
	Fatal		Injury		Property Damage		Total	
	2004	2005	2004	2005	2004	2005	2004	2005
Dry	977	1,001	62,146	60,287	244,949	244,868	308,072	306,156
Wet	181	151	14,891	12,112	57,699	49,137	72,771	61,400
Ice/Snow	42	52	3,983	4,424	20,836	25,041	24,861	29,517
Muddy	2	1	164	122	408	358	574	481
Other	7	9	316	335	941	803	1,264	1,147
Unknown	15	19	2,460	2,145	23,015	20,657	25,490	22,821
<b>TOTAL</b>	<b>1,224</b>	<b>1,233</b>	<b>83,960</b>	<b>79,425</b>	<b>347,848</b>	<b>340,864</b>	<b>433,032</b>	<b>421,522</b>

### Crashes by Light Condition

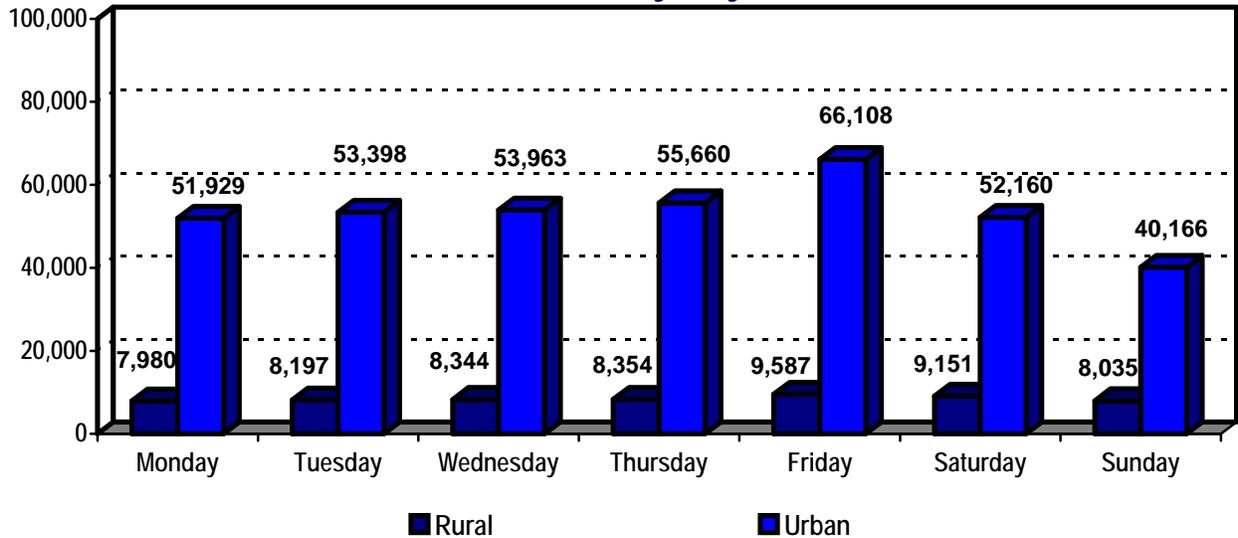
LIGHT CONDITION	CRASH SEVERITY							
	Fatal		Injury		Property Damage		Total	
	2004	2005	2004	2005	2004	2005	2004	2005
Daylight	556	572	56,437	53,395	221,698	218,812	278,691	272,779
Dawn	25	39	1,107	1,109	5,422	5,303	6,554	6,451
Dusk	32	23	1,935	1,808	8,534	8,079	10,501	9,910
Darkness	331	364	9,117	8,857	44,672	42,803	54,120	52,024
Darkness – Road Lighted	269	230	14,729	13,730	57,886	57,073	72,884	71,033
Unknown	11	5	635	526	9,636	8,794	10,282	9,325
<b>TOTAL</b>	<b>1,224</b>	<b>1,233</b>	<b>83,960</b>	<b>79,425</b>	<b>347,848</b>	<b>340,864</b>	<b>433,032</b>	<b>421,522</b>

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

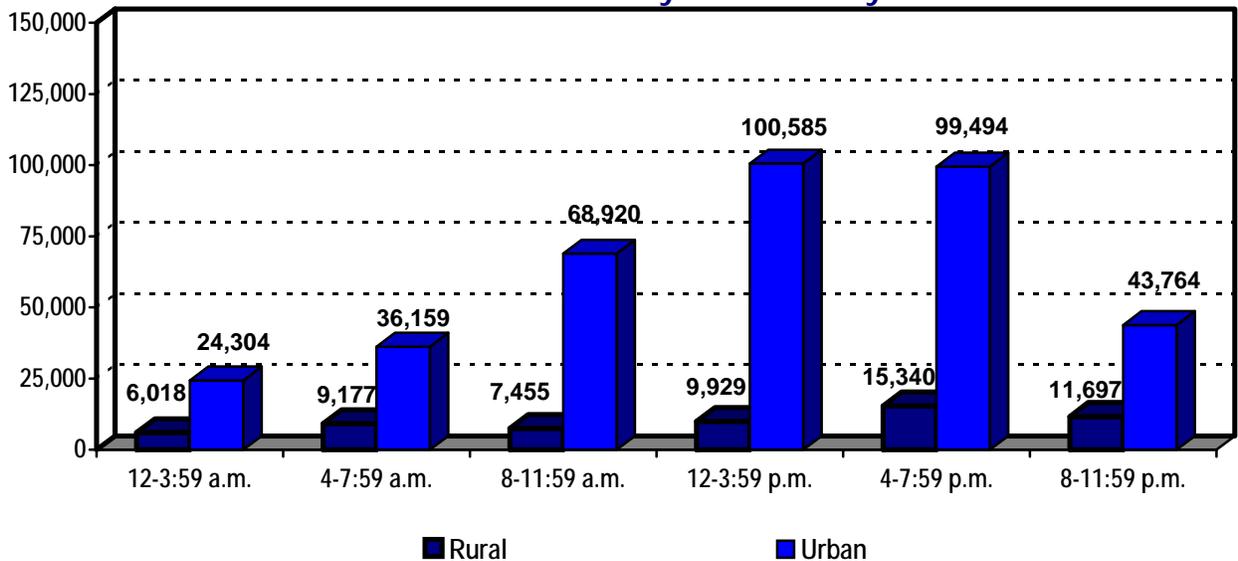
2004

## Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 66,108 crashes in urban locations and 9,587 crashes in rural locations. The second largest number of crashes occurred on Thursday.

## Crashes by Time of Day



Note: There were 190 crashes for which the time of day is unknown.

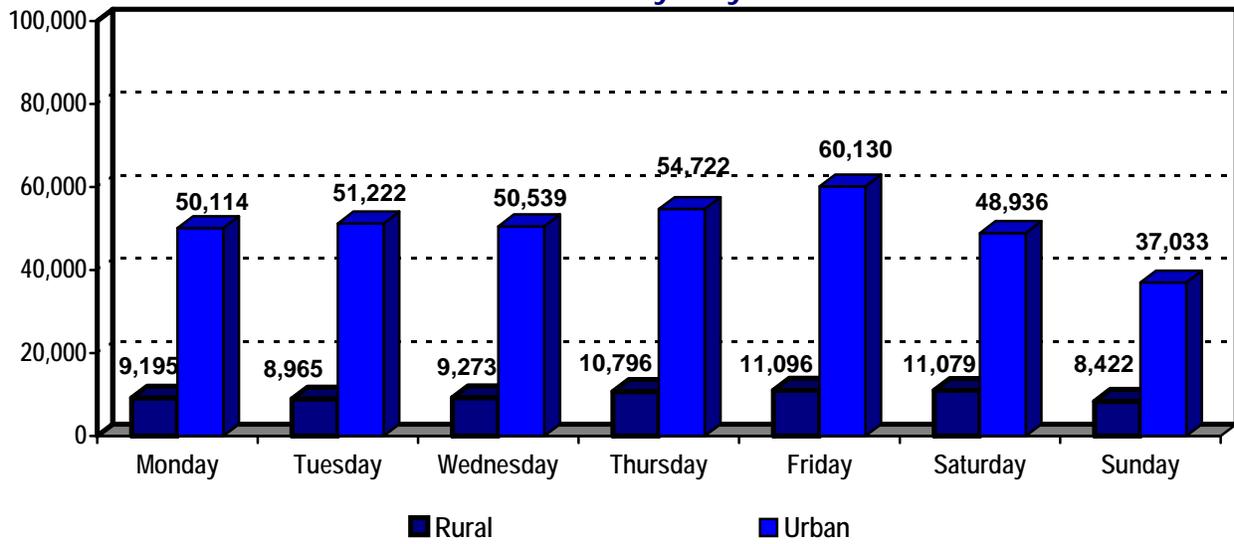
69.7 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m. 89.2 percent of these 301,723 crashes occurred on urban roadways.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

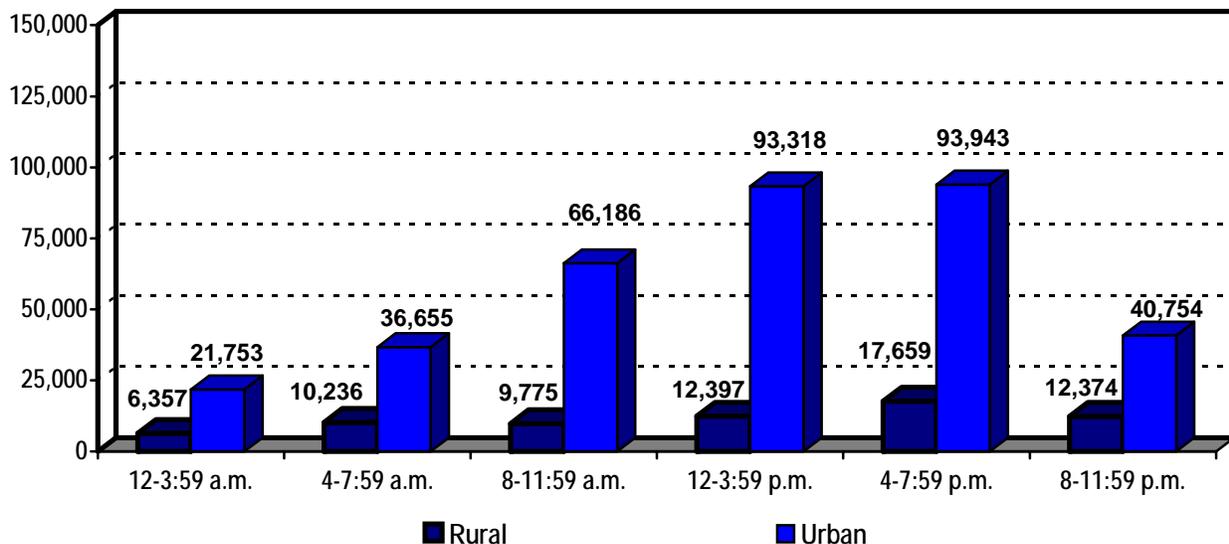
2005

## Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 60,130 crashes in urban locations and 11,096 crashes in rural locations. The second largest number of crashes occurred on Thursday.

## Crashes by Time of Day



Note: There were 115 crashes for which the time of day is unknown.

69.6 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m. 86.4 percent of these 293,278 crashes occurred on urban roadways.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Crashes by Type of Roadway 2004

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
<b>URBAN</b>						
State Highways	210	19,968	90,296	224	29,646	43
<i>Percent</i>	<i>17.2</i>	<i>23.8</i>	<i>20.9</i>	<i>16.5</i>	<i>24.4</i>	<i>27.6</i>
Interstate Type Roads	97	5,404	29,441	109	7,918	11
<i>Percent</i>	<i>7.9</i>	<i>6.4</i>	<i>6.8</i>	<i>8.0</i>	<i>6.5</i>	<i>7.1</i>
City Streets and Roads	311	40,019	227,249	333	56,790	70
<i>Percent</i>	<i>25.4</i>	<i>47.7</i>	<i>52.5</i>	<i>24.6</i>	<i>46.7</i>	<i>44.9</i>
Unmarked State Routes	84	5,978	26,398	90	8,660	15
<i>Percent</i>	<i>6.9</i>	<i>7.1</i>	<i>6.1</i>	<i>6.6</i>	<i>7.1</i>	<i>9.6</i>
<b>Urban Total</b>	<b>702</b>	<b>71,369</b>	<b>373,384</b>	<b>756</b>	<b>103,014</b>	<b>139</b>
<i>Percent</i>	<i>57.4</i>	<i>85.0</i>	<i>86.6</i>	<i>55.8</i>	<i>84.7</i>	<i>89.1</i>
<b>RURAL</b>						
State Highways	185	3,714	18,377	210	5,800	6
<i>Percent</i>	<i>15.1</i>	<i>4.4</i>	<i>4.2</i>	<i>15.5</i>	<i>4.8</i>	<i>3.8</i>
Interstate Type Roads	55	1,005	5,394	76	1,606	1
<i>Percent</i>	<i>4.5</i>	<i>1.2</i>	<i>1.2</i>	<i>5.6</i>	<i>1.3</i>	<i>0.6</i>
County and Local Roads	271	7,377	33,041	302	10,487	9
<i>Percent</i>	<i>22.1</i>	<i>8.8</i>	<i>7.6</i>	<i>22.3</i>	<i>8.6</i>	<i>5.8</i>
Unmarked State Routes	11	495	2,836	11	763	1
<i>Percent</i>	<i>0.9</i>	<i>0.6</i>	<i>0.7</i>	<i>0.8</i>	<i>0.6</i>	<i>0.6</i>
<b>Rural Total</b>	<b>522</b>	<b>12,591</b>	<b>59,648</b>	<b>599</b>	<b>18,656</b>	<b>17</b>
<i>Percent</i>	<i>42.6</i>	<i>15.0</i>	<i>13.8</i>	<i>44.2</i>	<i>15.3</i>	<i>10.9</i>
<b>TOTAL</b>	<b>1,224</b>	<b>83,960</b>	<b>433,032</b>	<b>1,355</b>	<b>121,670</b>	<b>156</b>
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

In 2004, there were 1,355 fatalities, including 156 that were pedestrians. 89.1 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 55.8 percent of all fatalities and 84.7 percent of all injuries resulted from crashes on urban roadways.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Crashes by Type of Roadway 2005

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
<b>URBAN</b>						
State Highways	227	21,024	97,885	250	30,238	38
<i>Percent</i>	<i>18.4</i>	<i>26.5</i>	<i>23.2</i>	<i>18.3</i>	<i>26.9</i>	<i>22.6</i>
Interstate Type Roads	99	5,299	31,439	107	7,619	13
<i>Percent</i>	<i>8.0</i>	<i>6.7</i>	<i>7.5</i>	<i>7.9</i>	<i>6.8</i>	<i>7.7</i>
City Streets and Roads	298	29,253	171,402	316	40,141	84
<i>Percent</i>	<i>24.2</i>	<i>36.8</i>	<i>40.7</i>	<i>23.2</i>	<i>35.7</i>	<i>50.0</i>
Unmarked State Routes	81	10,094	51,970	88	14,488	22
<i>Percent</i>	<i>6.6</i>	<i>12.7</i>	<i>12.3</i>	<i>6.5</i>	<i>12.9</i>	<i>13.1</i>
<b>Urban Total</b>	<b>705</b>	<b>65,670</b>	<b>352,696</b>	<b>761</b>	<b>92,486</b>	<b>157</b>
<i>Percent</i>	<i>57.2</i>	<i>82.7</i>	<i>83.7</i>	<i>55.8</i>	<i>82.3</i>	<i>93.5</i>
<b>RURAL</b>						
State Highways	212	3,927	19,705	238	6,127	6
<i>Percent</i>	<i>17.2</i>	<i>4.9</i>	<i>4.7</i>	<i>17.5</i>	<i>5.5</i>	<i>3.6</i>
Interstate Type Roads	53	986	5,449	68	1,477	1
<i>Percent</i>	<i>4.3</i>	<i>1.2</i>	<i>1.3</i>	<i>5.0</i>	<i>1.3</i>	<i>0.6</i>
County and Local Roads	262	5,619	24,363	294	7,898	4
<i>Percent</i>	<i>21.2</i>	<i>7.1</i>	<i>5.8</i>	<i>21.6</i>	<i>7.0</i>	<i>2.4</i>
Unmarked State Routes	1	3,223	19,309	2	4,355	0
<i>Percent</i>	<i>0.1</i>	<i>4.1</i>	<i>4.6</i>	<i>0.1</i>	<i>3.9</i>	<i>0.0</i>
<b>Rural Total</b>	<b>528</b>	<b>13,755</b>	<b>68,826</b>	<b>602</b>	<b>19,857</b>	<b>11</b>
<i>Percent</i>	<i>42.8</i>	<i>17.3</i>	<i>16.3</i>	<i>44.2</i>	<i>17.7</i>	<i>6.5</i>
<b>TOTAL</b>	<b>1,233</b>	<b>79,425</b>	<b>421,522</b>	<b>1,363</b>	<b>112,343</b>	<b>168</b>
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

In 2005, there were 1,363 fatalities, including 168 that were pedestrians. 93.5 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 55.8 percent of all fatalities and 82.3 percent of all injuries resulted from crashes on urban roadways.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY							
	Fatal		Injury		Property Damage		Total	
	2004	2005	2004	2005	2004	2005	2004	2005
No Controls	699	678	39,947	37,829	197,673	192,292	238,319	230,799
Stop Sign/Red Flasher	133	133	11,541	10,765	35,699	34,946	47,373	45,844
Traffic Control Signal	129	145	23,387	22,052	76,116	74,544	99,632	96,741
Yield Sign/Yellow Flasher	2	5	499	474	1,438	1,381	1,939	1,860
Police Officer/Flagman	1	0	173	139	407	431	581	570
RR Crossing Gates	7	3	137	131	657	665	801	799
Other RR Crossing Device	9	10	89	69	284	265	382	344
School Speed Zone	1	1	31	44	95	91	127	136
No Passing Zone	28	30	567	848	1,959	3,754	2,554	4,632
Other Regulatory Sign	12	7	360	330	1,188	1,333	1,560	1,670
Other Warning Sign	25	16	387	409	1,181	1,266	1,593	1,691
Lane Use Control Marking	159	175	5,424	5,300	21,638	22,593	27,221	28,068
Other/Unknown	19	30	1,418	1,035	9,513	7,303	10,950	8,368
<b>TOTAL</b>	<b>1,224</b>	<b>1,233</b>	<b>83,960</b>	<b>79,425</b>	<b>347,848</b>	<b>340,864</b>	<b>433,032</b>	<b>421,522</b>

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 57.1 percent of fatal crashes in 2004 and 55.0 percent of fatal crashes in 2005. The second largest number of crashes occurred where a traffic control signal was in effect (23.0 percent of total crashes in 2004 and 23.0 percent of total crashes in 2005).

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Crashes by Type of Collision

TYPE OF COLLISION	CRASH SEVERITY						PERSONS			
	Fatal		Injury		Total		Killed		Injured	
	2004	2005	2004	2005	2004	2005	2004	2005	2004	2005
Vehicle Overturned	134	113	3,626	3,788	6,441	6,731	145	123	4,982	5,021
Pedestrian	147	157	5,235	5,354	5,479	5,563	148	157	5,769	5,703
Train	15	15	52	41	140	133	18	18	70	50
Pedalcyclist	25	21	3,103	3,273	3,220	3,375	25	21	3,311	3,391
Animal	8	11	993	885	26,803	25,286	8	11	1,164	1,020
Fixed Object	333	351	9,438	8,863	39,620	39,496	368	382	11,924	10,968
Other Object	15	13	809	666	4,943	4,537	16	13	1,019	814
Other Noncollision	10	10	701	759	2,328	2,800	10	11	824	877
Parked	21	13	2,065	1,928	49,062	46,473	22	14	2,426	2,220
Rear-End	78	85	24,289	21,927	122,325	118,647	86	98	35,214	31,173
Head-On	122	127	1,236	1,234	2,708	2,661	149	155	2,629	2,579
Sideswipe - Same Direction	28	30	2,934	2,755	36,021	36,921	29	33	4,222	3,914
Sideswipe - Opposite Direction	17	25	989	905	5,140	4,649	20	30	1,589	1,463
Angle	154	160	13,562	11,671	53,378	49,022	182	179	22,725	18,984
Turning	116	102	14,657	14,881	73,402	71,824	128	118	23,392	23,482
Other	1	0	271	495	2,022	3,404	1	0	410	684
<b>TOTAL</b>	<b>1,224</b>	<b>1,233</b>	<b>83,960</b>	<b>79,425</b>	<b>433,032</b>	<b>421,522</b>	<b>1,355</b>	<b>1,363</b>	<b>121,670</b>	<b>112,343</b>

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 27.2 percent of all fatalities in 2004 and 28.0 percent of all fatalities in 2005. Rear-end collisions comprise the highest number of injury crashes, resulting in 28.9 percent of all injuries in 2004 and 27.8 percent of all injuries in 2005. Rear-end collisions are also responsible for the greatest number of total crashes, with 28.2 percent of total crashes in 2004 and 28.1 percent of total crashes in 2005.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Injuries by Person Type, Age, and Gender 2004

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	1,060	1,067	2,127	6.6	1,060	1,067	2,127	1.9
5-9	0	0	0	0.0	1,273	1,242	2,515	7.8	1,273	1,242	2,515	2.3
10-14	61	21	82	0.1	1,738	1,267	3,005	9.3	1,799	1,288	3,087	2.8
15-19	4,684	5,374	10,058	12.8	2,372	3,533	5,905	18.2	7,056	8,907	15,963	14.4
20-24	5,810	5,727	11,537	14.7	1,777	2,157	3,934	12.2	7,587	7,884	15,471	13.9
25-34	8,796	8,224	17,020	21.6	1,791	2,389	4,180	12.9	10,587	10,613	21,200	19.1
35-44	7,544	7,324	14,868	18.9	1,121	1,956	3,077	9.5	8,665	9,280	17,945	16.2
45-54	6,131	6,053	12,184	15.5	664	1,912	2,576	8.0	6,795	7,965	14,760	13.3
55-64	3,621	3,255	6,876	8.7	413	1,153	1,566	4.8	4,034	4,408	8,442	7.6
65-74	1,761	1,619	3,380	4.3	219	832	1,051	3.2	1,980	2,451	4,431	4.0
75 or Older	1,191	1,244	2,435	3.1	245	742	987	3.1	1,436	1,986	3,422	3.1
Unknown	172	120	292	0.4	571	863	1,434	4.4	743	983	1,726	1.6
<b>TOTAL</b>	<b>39,771</b>	<b>38,961</b>	<b>78,732</b>	<b>100.0</b>	<b>13,244</b>	<b>19,113</b>	<b>32,357</b>	<b>100.0</b>	<b>53,015</b>	<b>58,074</b>	<b>111,089</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	128	88	216	3.8	15	3	18	0.6	143	91	234	2.7
5-9	338	208	546	9.7	193	69	262	8.4	531	277	808	9.2
10-14	359	267	626	11.1	598	198	796	25.5	957	465	1,422	16.2
15-19	323	291	614	10.9	282	96	378	12.1	605	387	992	11.3
20-24	246	240	486	8.6	197	92	289	9.3	443	332	775	8.9
25-34	446	362	808	14.4	297	69	366	11.7	743	431	1,174	13.4
35-44	414	333	747	13.3	316	63	379	12.1	730	396	1,126	12.9
45-54	374	265	639	11.4	289	71	360	11.5	663	336	999	11.4
55-64	205	163	368	6.5	96	14	110	3.5	301	177	478	5.5
65-74	110	106	216	3.8	32	8	40	1.3	142	114	256	2.9
75 or Older	105	85	190	3.4	28	4	32	1.0	133	89	222	2.5
Unknown	94	77	171	3.0	79	15	94	3.0	173	92	265	3.0
<b>TOTAL</b>	<b>3,142</b>	<b>2,485</b>	<b>5,627</b>	<b>100.0</b>	<b>2,422</b>	<b>702</b>	<b>3,124</b>	<b>100.0</b>	<b>5,564</b>	<b>3,187</b>	<b>8,751</b>	<b>100.0</b>

Note: The above totals do not include 209 drivers, 1,321 passengers, 170 pedestrians, and 109 pedalcyclists whose age and gender were unknown. An additional 21 people were injured in motor vehicle crashes in 2004. Those additional 21 people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 64.9 percent of all injuries in 2004.

Passengers represent 27.7 percent of the total number of injuries in 2004.

Pedestrians account for 4.8 percent of all injuries.

Pedalcyclists account for 2.7 percent of all injuries.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Injuries by Person Type, Age, and Gender 2005

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	871	770	1,641	6.7	871	770	1,641	1.7
5-9	0	0	0	0.0	841	969	1,810	7.4	841	969	1,810	1.8
10-14	47	23	70	0.1	919	1,232	2,151	8.8	966	1,255	2,221	2.3
15-19	4,291	4,865	9,156	12.5	1,794	2,660	4,454	18.2	6,085	7,525	13,610	13.9
20-24	5,388	5,118	10,506	14.3	1,277	1,611	2,888	11.8	6,665	6,729	13,394	13.7
25-34	7,727	7,683	15,410	21.0	1,340	1,828	3,168	12.9	9,067	9,511	18,578	18.9
35-44	6,900	6,728	13,628	18.5	844	1,522	2,366	9.6	7,744	8,250	15,994	16.3
45-54	5,915	5,717	11,632	15.8	596	1,411	2,007	8.2	6,511	7,128	13,639	13.9
55-64	3,472	3,282	6,754	9.2	326	982	1,308	5.3	3,798	4,264	8,062	8.2
65-74	1,600	1,531	3,131	4.3	140	592	732	3.0	1,740	2,123	3,863	3.9
75 or Older	1,242	1,177	2,419	3.3	214	605	819	3.3	1,456	1,782	3,238	3.3
Unknown	425	385	810	1.1	497	686	1,183	4.8	922	1,071	1,993	2.0
<b>TOTAL</b>	<b>37,007</b>	<b>36,509</b>	<b>73,516</b>	<b>100.0</b>	<b>9,659</b>	<b>14,868</b>	<b>24,527</b>	<b>100.0</b>	<b>46,666</b>	<b>51,377</b>	<b>98,043</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	85	47	132	2.5	9	4	13	0.4	94	51	145	1.8
5-9	242	153	395	7.6	179	69	248	8.3	421	222	643	7.8
10-14	332	239	571	11.0	519	179	698	23.3	851	418	1,269	15.5
15-19	375	323	698	13.4	278	85	363	12.1	653	408	1,061	12.9
20-24	252	233	485	9.3	226	73	299	10.0	478	306	784	9.6
25-34	380	289	669	12.9	285	75	360	12.0	665	364	1,029	12.6
35-44	404	276	680	13.1	277	82	359	12.0	681	358	1,039	12.7
45-54	368	278	646	12.4	287	57	344	11.5	655	335	990	12.1
55-64	197	186	383	7.4	128	24	152	5.1	325	210	535	6.5
65-74	102	102	204	3.9	41	6	47	1.6	143	108	251	3.1
75 or Older	75	101	176	3.4	26	2	28	0.9	101	103	204	2.5
Unknown	99	65	164	3.2	69	14	83	2.8	168	79	247	3.0
<b>TOTAL</b>	<b>2,911</b>	<b>2,292</b>	<b>5,203</b>	<b>100.0</b>	<b>2,324</b>	<b>670</b>	<b>2,994</b>	<b>100.0</b>	<b>5,235</b>	<b>2,962</b>	<b>8,197</b>	<b>100.0</b>

Note: The totals above do not include 864 drivers, 4,378 passengers, 498 pedestrians, and 343 pedalcyclists whose age and gender were unknown. An additional 20 people were injured in motor vehicle crashes in 2005. Those additional 20 people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers injured amount to 66.2 percent of all injuries in 2005.

Passengers represent 25.7 percent of the total number of injuries in 2005.

Pedestrians account for 5.1 percent of all injuries.

Pedalcyclists account for 3.0 percent of all injuries.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE					
	2004	2005	2004	2005				
Total Crashes	5,695	5,753	3,239	3,407				
Fatal Crashes	158	171	25	21				
Injury Crashes	5,422	5,523	3,118	3,305				
Property Damage Crashes	115	59	96	81				
<b>Number of Crashes by Light Condition</b>								
<b>Light Condition</b>								
Daylight	3,499	3,481	2,540	2,591				
Dawn	65	87	19	35				
Dusk	194	190	118	147				
Darkness	494	517	158	192				
Darkness – Road Lighted	1,376	1,421	375	409				
Unknown	67	57	29	33				
<b>TOTAL</b>	<b>5,695</b>	<b>5,753</b>	<b>3,239</b>	<b>3,407</b>				
<b>Number of Crashes by Type of Roadway</b>								
<b>Urban</b>								
State Routes	721	849	470	595				
Interstate Type Roads	61	53	13	5				
City Streets and Roads	4,416	3,568	2,403	2,120				
Unmarked State Routes	343	944	247	472				
<b>Urban Total</b>	<b>5,541</b>	<b>5,414</b>	<b>3,133</b>	<b>3,192</b>				
<b>Rural</b>								
State Routes	31	37	33	38				
Interstate Type Roads	3	7	0	0				
County and Local Roads	113	65	67	63				
Unmarked State Routes	7	230	6	114				
<b>Rural Total</b>	<b>154</b>	<b>339</b>	<b>106</b>	<b>215</b>				
<b>Number of Persons Killed and Injured by Age</b>								
<b>Age</b>	Pedestrians				Pedalcyclists			
	Killed		Injured		Killed		Injured	
	2004	2005	2004	2005	2004	2005	2004	2005
4 or Younger	2	1	217	136	3	0	18	14
5-9	7	4	555	426	1	1	264	259
10-14	3	9	634	603	5	2	805	736
15-19	2	12	621	734	2	2	383	391
20-24	14	13	490	510	0	1	291	324
25-34	16	13	813	709	5	4	371	392
35-44	32	27	754	714	4	5	380	383
45-54	19	35	649	687	1	3	361	362
55-64	26	16	368	407	2	0	112	158
65 or Older	34	36	410	409	2	3	72	79
Unknown	1	2	286	366	0	0	176	239
<b>TOTAL</b>	<b>156</b>	<b>168</b>	<b>5,797</b>	<b>5,701</b>	<b>25</b>	<b>21</b>	<b>3,233</b>	<b>3,337</b>

# 2004 – 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Motorcycle Crashes

Motorcycle crashes increased from 4,302 crashes in 2004 to 4,483 crashes in 2005. The number of motorcyclists killed increased by 0.6 percent, from 157 in 2004 to 158 in 2005. These motorcycle fatalities account for 11.6 percent of all fatalities in both years.

The figures below include motorcycles, motor scooters, motorbikes, and mopeds.

	2004	2005
Total Crashes	4,302	4,483
Fatal Crashes	154	152
Injury Crashes	2,799	2,923
Motorcyclists Killed	157	158
Motorcyclists Injured	3,079	3,191
Non-Motorcyclists Killed	0	1
Non-Motorcyclists Injured	289	147

### OPERATORS KILLED AND INJURED BY AGE

Age	Killed		Injured	
	2004	2005	2004	2005
9 or Younger	0	0	0	0
10-14	0	2	14	8
15-19	5	2	145	127
20-24	18	24	401	420
25-34	39	33	744	653
35-44	36	33	617	669
45 or Older	48	50	781	902
Unknown	0	0	11	50
<b>TOTAL</b>	<b>146</b>	<b>144</b>	<b>2,713</b>	<b>2,829</b>

### MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved	
	2004	2005
Going Straight Ahead	2,268	2,364
Passing/Overtaking	122	115
Making Left Turn	191	229
Making Right Turn	145	167
Slow/Stopped in Traffic	387	372
Skidding/Control Loss	652	627
Changing Lanes	38	60
Other	487	525
Parked	139	160
<b>TOTAL</b>	<b>4,429</b>	<b>4,619</b>

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## School Bus Crashes

School bus crashes increased by 6.9 percent from 2,211 in 2004 to 2,364 in 2005. These crashes account for 0.5 of the total crashes in 2004, and 0.6 percent of the total crashes in 2005.

Injury crashes involving school buses also increased by 0.9 percent, from 349 in 2004 to 352 in 2005.

	2004	2005
Total Crashes	2,211	2,363
Fatal Crashes	2	7
Injury Crashes	349	352
Property Damage Crashes	1,860	2,004

### CRASHES BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	353	389
Interstate Type Roads	44	53
City Streets and Roads	1,524	1,345
Unmarked State Routes	124	275
<b>Urban Total</b>	<b>2,045</b>	<b>2,062</b>
<b>RURAL</b>		
State Routes	32	44
Interstate Type Roads	3	4
County and Local Roads	111	98
Unmarked State Routes	20	155
<b>Rural Total</b>	<b>166</b>	<b>301</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed		Injured	
	2004	2005	2004	2005
School Bus Drivers	0	0	114	103
School Bus Passengers (School-Age)*	0	0	117	88
Other School Bus Passengers	0	0	70	38
Other Vehicle Occupants	1	3	305	278
Pedestrians (School-Age)*	0	1	6	7
Other Pedestrians	1	3	16	10
Pedalcyclists	0	0	4	11
<b>TOTAL</b>	<b>2</b>	<b>7</b>	<b>632</b>	<b>535</b>

\* School-Age = Children 5-19 years of age.  
School Bus = Type 1 or Type 2.

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Tractor-Trailer Crashes

There were 16,215 crashes involving tractor-trailers in Illinois in the year 2004, and 16,860 in 2005. These tractor-trailer crashes account for 3.7 percent of the total crashes in 2004, and 4.0 of total crashes in 2005.

Fatal crashes involving tractor-trailers account for 8.6 percent of all fatal crashes in 2004, and 10.6 percent of all fatal crashes in 2005. Fatal crashes increased by 24.8 percent, with the number of fatalities also increasing by 22.3 percent, from 121 in 2004 to 148 in 2005.

	2004	2005
Total Crashes	16,215	16,860
Fatal Crashes	105	131
Injury Crashes	2,559	2,593
Property Damage Crashes	13,551	14,136
Vehicle Miles Traveled (Millions)	7,523	7,868

### CRASHES BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	3,190	3,523
Interstate Type Roads	3,646	4,057
City Streets and Roads	5,920	4,257
Unmarked State Routes	763	1,506
Toll Roads	325	830
<b>Urban Total</b>	<b>13,844</b>	<b>14,173</b>
<b>RURAL</b>		
State Routes	787	895
Interstate Type Roads	870	942
County and Local Roads	637	387
Unmarked State Routes	56	418
Toll Roads	21	45
<b>Rural Total</b>	<b>2,371</b>	<b>2,687</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed		Injured	
	2004	2005	2004	2005
Tractor-Trailer Occupants	14	22	747	781
Other Vehicle Occupants	99	112	2,764	2,777
Pedestrians	8	9	32	27
Pedalcyclists	0	4	8	13
Occupant of Non-Motor Vehicle	0	1	1	2
<b>TOTAL</b>	<b>121</b>	<b>148</b>	<b>3,552</b>	<b>3,600</b>

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included.

Work zone crashes account for 1.4 percent of all crashes in 2004 and 1.6 percent of all crashes in 2005.

	2004	2005
Total Crashes	6,015	6,648
Fatal Crashes	30	22
Injury Crashes	1,514	1,472
Persons Killed	38	25
Persons Injured	2,302	2,080

### CRASHES BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	1,556	1,162
Interstate Type Roads	719	1,330
City Streets and Roads	2,448	1,824
Unmarked State Routes	467	613
Toll Roads	235	1,037
<b>Urban Total</b>	<b>5,425</b>	<b>5,966</b>
<b>RURAL</b>		
State Routes	166	183
Interstate Type Roads	129	122
County and Local Roads	227	131
Unmarked State Routes	68	218
Toll Roads	0	28
<b>Rural Total</b>	<b>590</b>	<b>682</b>

### PERSONS INJURED BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	612	426
Interstate Type Roads	326	476
City Streets and Roads	814	513
Unmarked State Routes	137	233
Toll Roads	96	201
<b>Urban Total</b>	<b>1,985</b>	<b>1,849</b>
<b>RURAL</b>		
State Routes	99	92
Interstate Type Roads	82	36
County and Local Roads	109	51
Unmarked State Routes	27	48
Toll Roads	0	4
<b>Rural Total</b>	<b>317</b>	<b>231</b>

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## Deer Crashes

Deer crashes account for 6.0 percent of total crashes in 2004 and 5.7 percent of total crashes in 2005. Fatal crashes increased by 83.3 percent from 6 in 2004 to 11 in 2005.

The number of persons injured in deer crashes decreased by 15.6 percent from 1,069 in 2004 to 902 in 2005.

	2004	2005
Total Crashes	25,849	24,184
Fatal Crashes	6	11
Injury Crashes	915	780
Persons Killed	6	11
Persons Injured	1,069	902

### CRASHES BY LIGHT CONDITION

	2004	2005
Daylight	4,066	4,102
Dawn	1,607	1,450
Dusk	1,074	1,073
Darkness	17,171	15,947
Darkness – Road Lighted	1,055	1,014
Unknown	876	598
<b>TOTAL</b>	<b>25,849</b>	<b>24,184</b>

### CRASHES BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	2,312	2,430
Interstate Type Roads	764	767
City Streets and Roads	2,240	1,720
Unmarked State Routes	434	519
<b>Urban Total</b>	<b>5,750</b>	<b>5,436</b>
<b>RURAL</b>		
State Routes	7,745	8,042
Interstate Type Roads	1,895	1,976
County and Local Roads	10,310	6,929
Unmarked State Routes	149	1,801
<b>Rural Total</b>	<b>20,099</b>	<b>18,748</b>

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## County Motor Vehicle Crash Statistics

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	2004	2005	2004	2005	2004	2005
Adams	2,035	1,835	3	4	518	481
Alexander	240	222	4	1	106	89
Bond	528	481	7	2	168	129
Boone	1,207	1,197	6	14	487	455
Brown	246	266	2	1	48	29
Bureau	1,142	1,134	6	5	253	303
Calhoun	276	273	4	2	49	44
Carroll	518	483	5	5	121	141
Cass	434	345	1	2	104	67
Champaign	4,669	4,689	24	18	1,447	1,386
Christian	861	906	3	11	258	279
Clark	620	563	5	6	133	113
Clay	453	393	4	3	135	100
Clinton	756	708	9	11	217	231
Coles	1,469	1,431	14	11	339	393
Cook	217,592	209,165	353	378	54,463	49,430
Crawford	727	736	10	1	119	107
Cumberland	390	380	9	3	104	85
DeKalb	2,549	2,444	12	15	849	736
DeWitt	393	375	2	4	96	81
Douglas	408	371	4	6	138	99
DuPage	29,540	29,258	52	56	8,454	7,758
Edgar	527	456	1	3	129	112
Edwards	224	224	1	0	48	43
Effingham	1,468	1,299	14	8	480	367
Fayette	645	657	6	15	191	180
Ford	317	310	1	3	81	92
Franklin	1,298	1,197	8	9	395	392
Fulton	1,028	1,123	5	4	237	239
Gallatin	150	198	0	3	38	42
Greene	425	333	3	1	131	96
Grundy	1,306	1,250	17	14	425	389
Hamilton	234	250	2	0	43	74
Hancock	579	551	1	4	126	92
Hardin	105	114	0	1	43	43
Henderson	276	277	2	4	73	76
Henry	1,271	1,219	6	11	413	388
Iroquois	855	787	17	12	359	311
Jackson	2,141	1,908	10	17	709	564
Jasper	328	318	0	7	94	98
Jefferson	1,368	1,337	7	11	382	397
Jersey	815	791	9	5	208	193
JoDaviess	736	829	2	7	142	205
Johnson	392	370	4	3	98	67
Kane	14,174	14,284	39	35	4,629	4,472
Kankakee	3,097	2,963	25	21	1,063	1,032
Kendall	1,855	2,093	18	17	694	664
Knox	1,233	1,173	7	7	389	399
Lake	18,715	19,124	41	60	6,141	5,722
LaSalle	3,312	3,335	28	22	932	1,002
Lawrence	534	407	4	4	127	126

# 2004 - 2005 Crash Data

Refer to note on page 9 for definition of data included.

## County Statistics (continued)

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	2004	2005	2004	2005	2004	2005
Lee	1,194	1,211	7	8	335	363
Livingston	918	918	21	14	311	325
Logan	817	815	3	6	246	240
McDonough	887	847	2	3	217	153
McHenry	7,449	7,217	28	30	2,373	2,212
McLean	4,373	4,190	20	9	1,329	1,207
Macon	3,262	3,407	13	16	1,340	1,206
Macoupin	1,159	1,048	10	5	345	304
Madison	7,848	8,014	45	42	2,393	2,590
Marion	1,162	1,040	13	6	327	303
Marshall	369	399	4	6	127	122
Mason	393	381	1	6	99	108
Massac	525	508	7	15	158	149
Menard	299	264	1	3	53	41
Mercer	296	304	0	1	96	86
Monroe	790	809	4	6	215	248
Montgomery	823	824	5	5	286	313
Morgan	975	1,045	7	4	285	321
Moultrie	399	374	1	1	98	119
Ogle	1,329	1,389	15	12	400	370
Peoria	6,303	6,295	40	12	2,137	1,957
Perry	673	650	2	1	172	191
Piatt	279	262	2	2	121	92
Pike	975	878	4	6	139	122
Pope	106	115	2	3	25	25
Pulaski	212	195	2	1	61	80
Putnam	226	212	3	0	33	47
Randolph	963	915	9	6	278	242
Richland	517	504	1	4	154	149
Rock Island	4,196	4,123	14	9	1,443	1,244
St. Clair	7,980	7,863	48	32	2,870	2,521
Saline	711	731	3	1	216	203
Sangamon	6,433	6,354	19	24	1,964	2,045
Schuyler	358	326	2	0	65	58
Scott	221	200	0	0	54	22
Shelby	578	612	3	6	149	165
Stark	173	162	0	2	49	59
Stephenson	1,521	1,438	6	10	343	307
Tazewell	3,676	3,485	15	15	1,201	1,098
Union	554	519	9	3	195	141
Vermilion	2,072	1,975	14	13	738	663
Wabash	339	302	3	0	97	67
Warren	608	580	3	4	203	180
Washington	554	493	6	10	195	152
Wayne	703	621	4	5	142	145
White	611	551	3	5	132	97
Whiteside	1,691	1,539	8	9	558	483
Will	15,601	16,249	60	53	4,932	4,831
Williamson	2,249	1,952	16	18	856	582
Winnebago	9,567	8,919	24	38	3,461	2,977
Woodford	654	666	6	6	228	205
<b>TOTALS</b>	<b>433,032</b>	<b>421,522</b>	<b>1,355</b>	<b>1,363</b>	<b>121,670</b>	<b>112,343</b>



# 2004 - 2005 Fatal Crash Data

## IMPORTANT

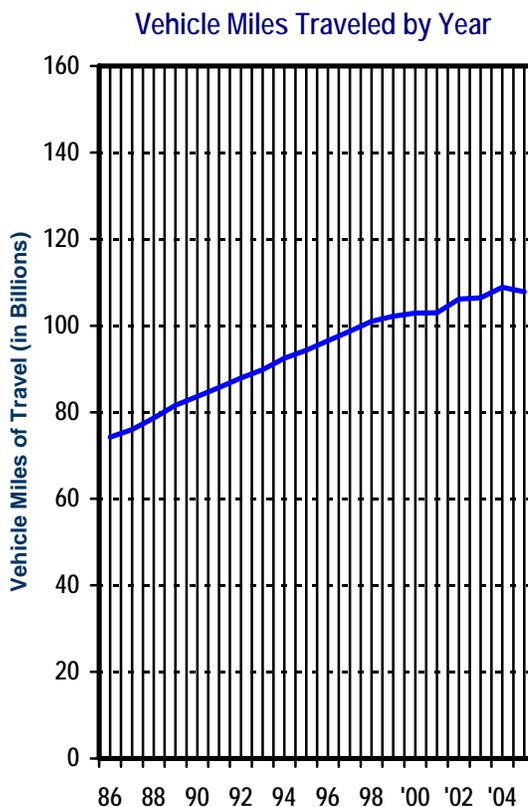
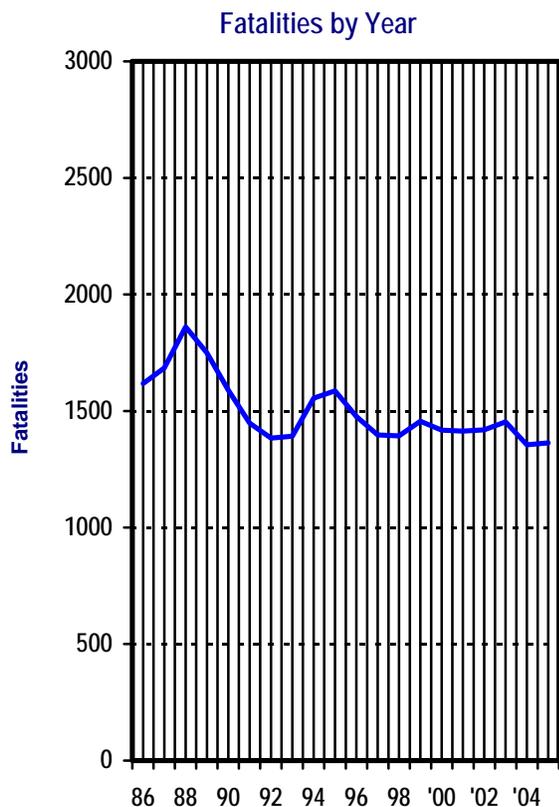
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois and which involved at least one fatality.

# 2004 - 2005

## Fatal Crash Data

Refer to note on page 33 for definition of data included.

### Illinois Fatalities and Vehicle Miles Traveled\* 1986-2005



YEAR	FATALITIES	TRAVEL
1986	1,617	74.26
1987	1,685	76.00
1988	1,860	78.62
1989	1,748	81.58
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32

YEAR	FATALITIES	TRAVEL
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97
1999	1,456	102.19
2000	1,418	102.94
2001	1,414	103.01
2002	1,420	106.18
2003	1,454	106.46
2004	1,355	108.91
2005	1,363	107.86

\* Travel is stated in billions of miles.

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatal Crashes During the Holidays Total and Alcohol-Related

YEAR	HOLIDAY	NUMBER OF DAYS	FATAL CRASHES			FATALITIES		
			Alcohol-Related	Total		Alcohol-Related	Fatalities	
<b>Memorial Day</b>								
2004	6:00 p.m. 05/28/04 - 11:59 p.m. 05/31/04	3.25	6	of 35.3%	17	7	of 31.8%	22
2005	6:00 p.m. 05/27/05 - 11:59 p.m. 05/30/05	3.25	6	of 42.9%	14	6	of 40.0%	15
<b>Fourth of July</b>								
2004	6:00 p.m. 07/02/04 - 11:59 p.m. 07/05/04	3.25	4	of 67.7%	6	4	of 67.7%	6
2005	6:00 p.m. 07/01/05 - 11:59 p.m. 07/04/05	3.25	5	of 55.6%	9	7	of 63.6%	11
<b>Labor Day</b>								
2004	6:00 p.m. 09/03/04 - 11:59 p.m. 09/06/04	3.25	4	of 36.4%	11	5	of 41.7%	12
2005	6:00 p.m. 09/02/05 - 11:59 p.m. 09/05/05	3.25	9	of 52.9%	17	9	of 52.9%	17
<b>Thanksgiving</b>								
2004	6:00 p.m. 11/24/04 - 11:59 p.m. 11/28/04	4.25	2	of 15.4%	13	3	of 15.8%	19
2005	6:00 p.m. 11/23/05 - 11:59 p.m. 11/27/05	4.25	8	of 66.7%	12	8	of 66.7%	12
<b>Christmas</b>								
2004	6:00 p.m. 12/23/04 - 11:59 p.m. 12/26/04	3.25	9	of 47.4%	19	10	of 45.5%	22
2005	6:00 p.m. 12/23/05 - 11:59 p.m. 12/26/05	3.25	2	of 28.6%	7	3	of 37.5%	8
<b>New Year's</b>								
2004	6:00 p.m. 12/30/04 - 11:59 p.m. 01/02/05	3.25	2	of 33.3%	6	3	of 42.9%	7
2005	6:00 p.m. 12/30/05 - 11:59 p.m. 01/02/06	3.25	4	of 50.0%	8	4	of 50.0%	8

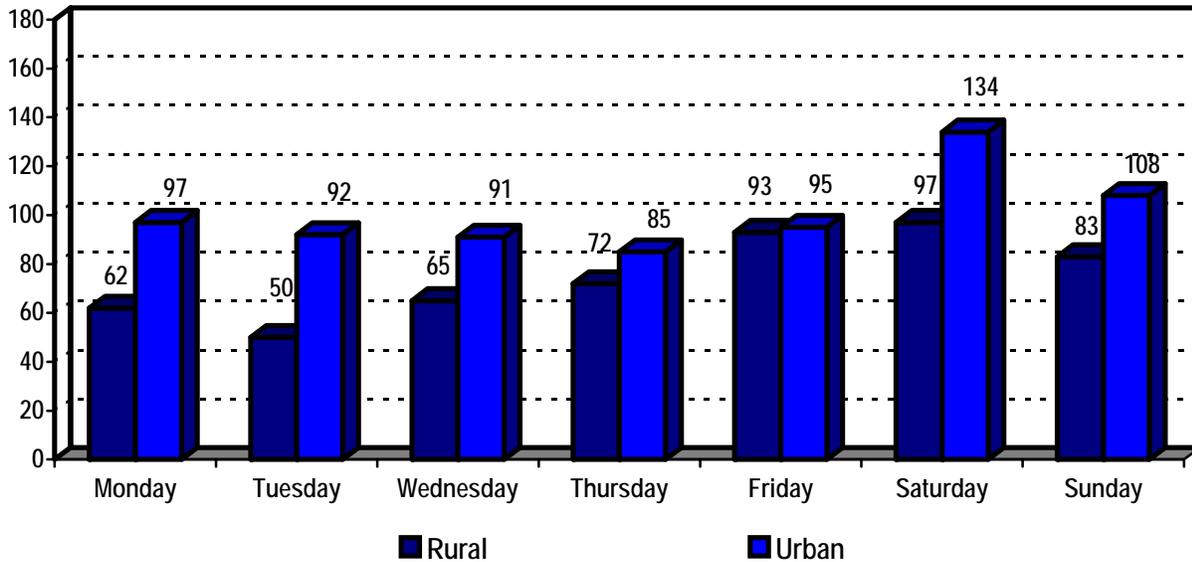
\* Fatal crashes or fatalities resulting from crashes in which a driver had a Blood Alcohol Concentration (BAC) of 0.01 or greater. Information was obtained from the Fatality Analysis Reporting System (FARS).

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

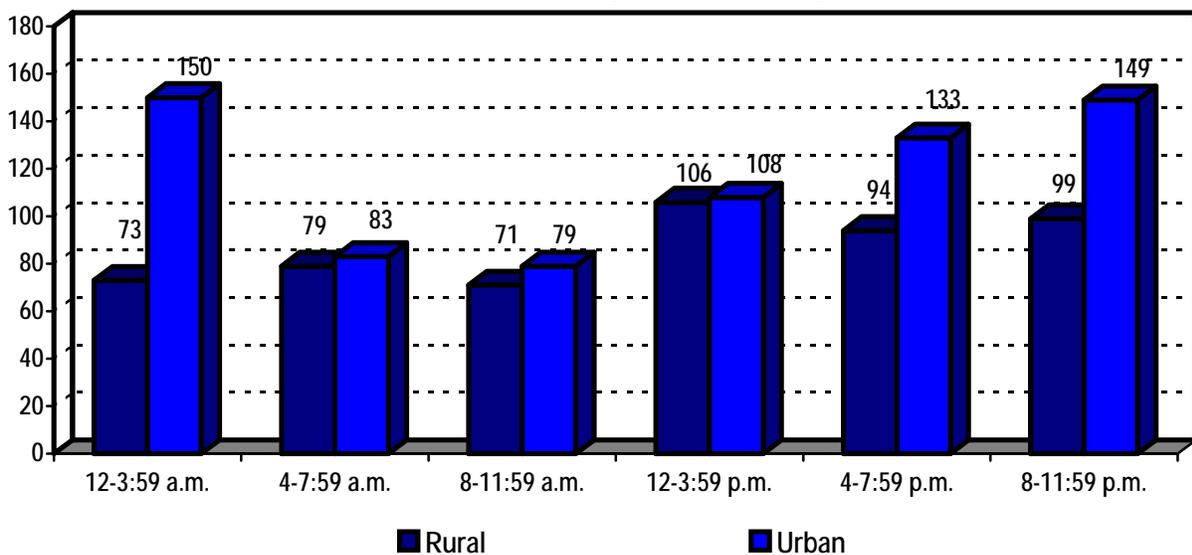
2004

## Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 134 crashes in urban locations and 97 crashes in rural locations. The second largest number of fatal crashes occurred on Sunday, with 108 crashes occurring in urban locations and 83 crashes occurring in rural locations.

## Fatal Crashes by Time of Day



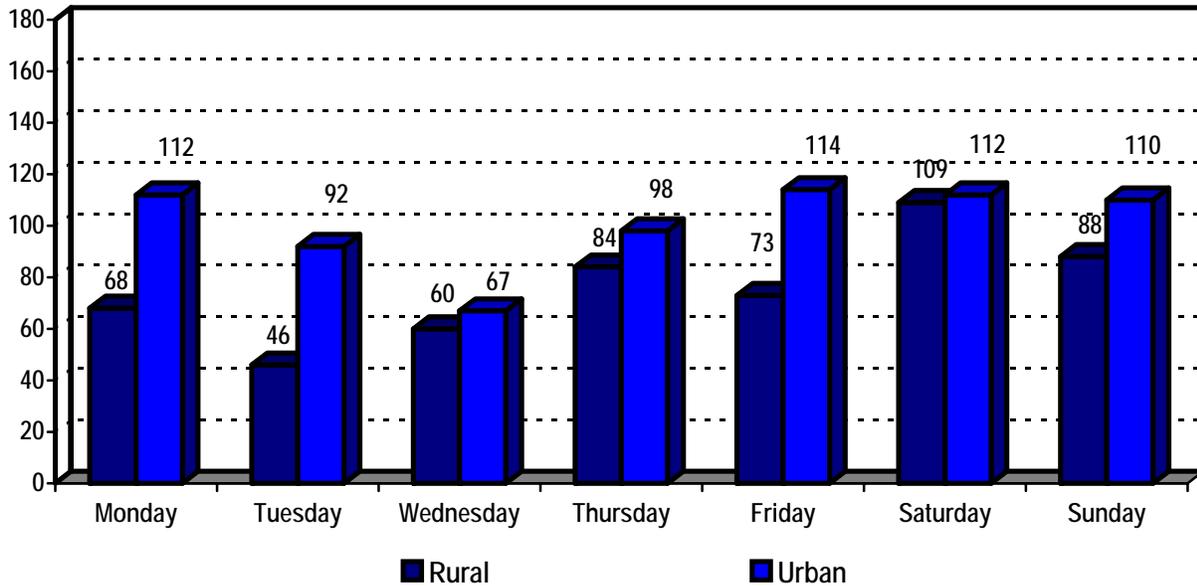
57.0 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 698 crashes occurred on urban roadways (432 crashes).

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

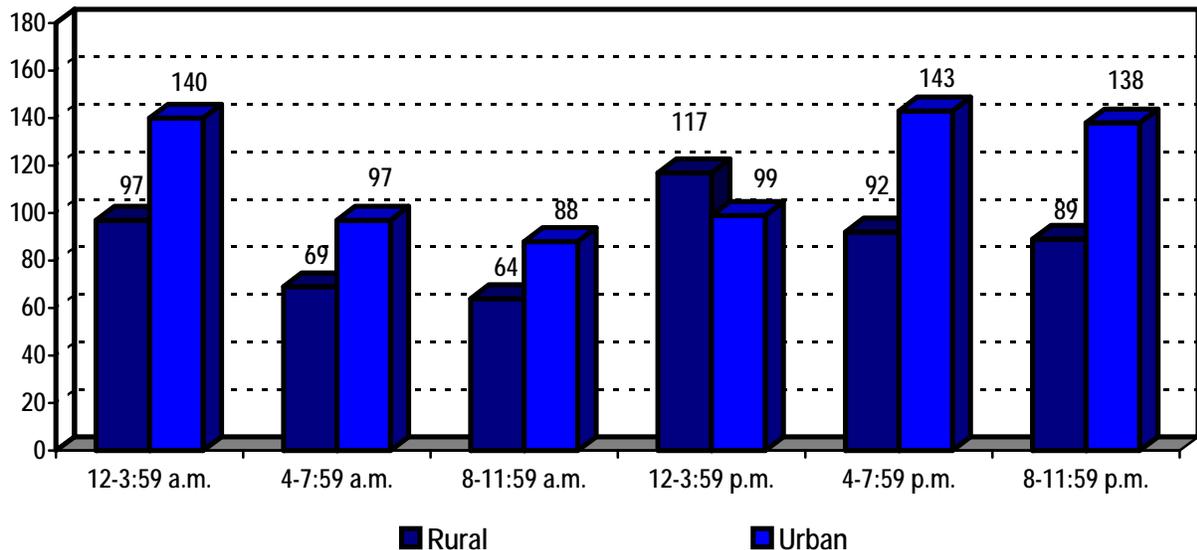
2005

## Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 112 crashes in urban locations and 109 crashes in rural locations. The second largest number of fatal crashes occurred on Sunday, with 110 crashes in urban locations and 88 crashes in rural locations.

## Fatal Crashes by Time of Day



56.7 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 699 crashes occurred on urban roadways (421 crashes).

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatalities by Person Type, Age, and Gender 2004

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	5	8	13	3.9	5	8	13	1.1
5-9	0	0	0	0.0	3	4	7	2.1	3	4	7	0.6
10-14	2	0	2	0.2	7	10	17	5.2	9	10	19	1.6
15-19	53	21	74	8.8	35	27	62	18.8	88	48	136	11.6
20-24	110	30	140	16.6	26	20	46	13.9	136	50	186	15.8
25-34	122	42	164	19.4	27	19	46	13.9	149	61	210	17.9
35-44	122	19	141	16.7	15	21	36	10.9	137	40	177	15.1
45-54	106	26	132	15.6	17	14	31	9.4	123	40	163	13.9
55-64	57	22	79	9.4	7	12	19	5.8	64	34	98	8.3
65-74	29	10	39	4.6	2	12	14	4.2	31	22	53	4.5
75 or Older	54	19	73	8.6	12	25	37	11.2	66	44	110	9.4
Unknown	0	0	0	0.0	2	0	2	0.6	2	0	2	0.2
<b>TOTAL</b>	<b>655</b>	<b>189</b>	<b>844</b>	<b>100.0</b>	<b>158</b>	<b>172</b>	<b>330</b>	<b>100.0</b>	<b>813</b>	<b>361</b>	<b>1,174</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	2	0	2	1.3	2	1	3	12.0	4	1	5	2.8
5-9	4	3	7	4.5	1	0	1	4.0	5	3	8	4.4
10-14	1	2	3	1.9	5	0	5	20.0	6	2	8	4.4
15-19	1	1	2	1.3	1	1	2	8.0	2	2	4	2.2
20-24	8	6	14	9.0	0	0	0	0.0	8	6	14	7.7
25-34	9	7	16	10.3	4	1	5	20.0	13	8	21	11.6
35-44	20	12	32	20.5	4	0	4	16.0	24	12	36	19.9
45-54	16	3	19	12.2	1	0	1	4.0	17	3	20	11.0
55-64	16	10	26	16.7	1	1	2	8.0	17	11	28	15.5
65-74	9	5	14	9.0	1	0	1	4.0	10	5	15	8.3
75 or Older	10	10	20	12.8	1	0	1	4.0	11	10	21	11.6
Unknown	1	0	1	0.6	0	0	0	0.0	1	0	1	0.6
<b>TOTAL</b>	<b>97</b>	<b>59</b>	<b>156</b>	<b>100.0</b>	<b>21</b>	<b>4</b>	<b>25</b>	<b>100.0</b>	<b>118</b>	<b>63</b>	<b>181</b>	<b>100.0</b>

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 62.3 percent of all fatalities in 2004. Driver fatalities decreased by 5.0 percent from 2003 to 2004.

Passengers represent 24.4 percent of the total number of fatalities in 2004. They decreased by 7.6 percent.

Pedestrians account for 11.5 percent of all fatalities. They decreased by 17.9 percent from 2003 to 2004.

Pedalcyclists, which account for 1.8 percent of all fatalities, increased by 47.1 percent from 2003 to 2004.

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatalities by Person Type, Age, and Gender 2005

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	6	10	16	4.9	6	10	16	1.4
5-9	0	0	0	0.0	8	2	10	3.0	8	2	10	0.9
10-14	4	1	5	0.6	4	4	8	2.4	8	5	13	1.1
15-19	55	30	85	10.1	32	27	59	17.9	87	57	144	12.3
20-24	108	21	129	15.3	50	13	63	19.1	158	34	192	16.4
25-34	121	31	152	18.1	30	15	45	13.7	151	46	197	16.8
35-44	99	35	134	15.9	11	20	31	9.4	110	55	165	14.1
45-54	88	24	112	13.3	9	15	24	7.3	97	39	136	11.6
55-64	62	24	86	10.2	4	13	17	5.2	66	37	103	8.8
65-74	45	24	69	8.2	4	13	17	5.2	49	37	86	7.3
75 or Older	41	28	69	8.2	11	25	36	10.9	52	53	105	9.0
Unknown	1	0	1	0.1	2	1	3	0.9	3	1	4	0.3
<b>TOTAL</b>	<b>624</b>	<b>218</b>	<b>842</b>	<b>100.0</b>	<b>171</b>	<b>158</b>	<b>329</b>	<b>100.0</b>	<b>795</b>	<b>376</b>	<b>1,171</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	1	0	1	0.6	0	0	0	0.0	1	0	1	0.5
5-9	2	2	4	2.4	1	0	1	4.8	3	2	5	2.6
10-14	6	3	9	5.4	2	0	2	9.5	8	3	11	5.8
15-19	8	4	12	7.1	2	0	2	9.5	10	4	14	7.4
20-24	9	4	13	7.7	1	0	1	4.8	10	4	14	7.4
25-34	9	4	13	7.7	3	1	4	19.0	12	5	17	9.0
35-44	22	5	27	16.1	5	0	5	23.8	27	5	32	16.9
45-54	26	9	35	20.8	3	0	3	14.3	29	9	38	20.1
55-64	10	6	16	9.5	0	0	0	0.0	10	6	16	8.5
65-74	11	2	13	7.7	2	1	3	14.3	13	3	16	8.5
75 or Older	15	8	23	13.7	0	0	0	0.0	15	8	23	12.2
Unknown	2	0	2	1.2	0	0	0	0.0	2	0	2	1.1
<b>TOTAL</b>	<b>121</b>	<b>47</b>	<b>168</b>	<b>100.0</b>	<b>19</b>	<b>2</b>	<b>21</b>	<b>100.0</b>	<b>140</b>	<b>49</b>	<b>189</b>	<b>100.0</b>

Note: Three additional people were killed in motor vehicle crashes in Illinois in 2005. Those three people were occupants of non-motor vehicles.

Occupant: Any person who is part of a transport vehicle.

Non-occupant: Any person who is part of a pedalcycle in transport (pedalcyclist) or any person who is not an occupant (pedestrian).

Drivers killed amount to 61.8 percent of all fatalities in 2005. Driver fatalities decreased by 0.2 percent from 2004 to 2005.

Passengers represent 24.1 percent of the total number of fatalities in 2005. They decreased by 0.3 percent.

Pedestrians account for 12.3 percent of all fatalities. They increased by 7.7 percent from 2004 to 2005.

Pedalcyclists, which account for 1.5 percent of all fatalities, decreased by 16.0 percent from 2004 to 2005.

## 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

### Drivers Involved in Fatal Crashes by Age and Location 2004

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers		Drivers		Drivers	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	6	3	0	0	6	3
<i>Percent</i>	<i>0.8</i>	<i>0.7</i>	<i>0.0</i>	<i>0.0</i>	<i>0.3</i>	<i>0.4</i>
16	24	8	20	6	44	14
<i>Percent</i>	<i>3.1</i>	<i>1.9</i>	<i>1.8</i>	<i>1.4</i>	<i>2.3</i>	<i>1.7</i>
17	16	10	19	3	35	13
<i>Percent</i>	<i>2.0</i>	<i>2.4</i>	<i>1.7</i>	<i>0.7</i>	<i>1.8</i>	<i>1.5</i>
18	27	16	27	10	54	26
<i>Percent</i>	<i>3.4</i>	<i>3.9</i>	<i>2.4</i>	<i>2.3</i>	<i>2.9</i>	<i>3.1</i>
19	25	11	25	9	50	20
<i>Percent</i>	<i>3.2</i>	<i>2.7</i>	<i>2.3</i>	<i>2.1</i>	<i>2.6</i>	<i>2.4</i>
20-24	117	69	165	71	282	140
<i>Percent</i>	<i>14.9</i>	<i>16.7</i>	<i>14.9</i>	<i>16.5</i>	<i>14.9</i>	<i>16.6</i>
25-34	135	74	243	90	378	164
<i>Percent</i>	<i>17.2</i>	<i>17.9</i>	<i>21.9</i>	<i>20.9</i>	<i>20.0</i>	<i>19.4</i>
35-44	156	69	204	72	360	141
<i>Percent</i>	<i>19.9</i>	<i>16.7</i>	<i>18.4</i>	<i>16.7</i>	<i>19.0</i>	<i>16.7</i>
45-54	118	67	169	65	287	132
<i>Percent</i>	<i>15.1</i>	<i>16.2</i>	<i>15.2</i>	<i>15.1</i>	<i>15.2</i>	<i>15.6</i>
55-64	71	37	83	42	154	79
<i>Percent</i>	<i>9.1</i>	<i>9.0</i>	<i>7.5</i>	<i>9.7</i>	<i>8.1</i>	<i>9.4</i>
65-74	41	19	43	20	84	39
<i>Percent</i>	<i>5.2</i>	<i>4.6</i>	<i>3.9</i>	<i>4.6</i>	<i>4.4</i>	<i>4.6</i>
75 or Older	45	30	62	43	107	73
<i>Percent</i>	<i>5.7</i>	<i>7.3</i>	<i>5.6</i>	<i>10.0</i>	<i>5.7</i>	<i>8.6</i>
Unknown	2	0	49	0	51	0
<i>Percent</i>	<i>0.3</i>	<i>0.0</i>	<i>4.4</i>	<i>0.0</i>	<i>2.7</i>	<i>0.0</i>
<b>TOTAL</b>	<b>783</b>	<b>413</b>	<b>1,109</b>	<b>431</b>	<b>1,892</b>	<b>844</b>
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

In 2004, 51.1 percent of all driver fatalities occurred on urban roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 16-24 age group. This age group accounts for 23.1 percent of the drivers involved in urban fatal crashes and 26.7 percent of the drivers involved in rural fatal crashes.

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Drivers Involved in Fatal Crashes by Age and Location 2005

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	9	6	3	1	12	7
<i>Percent</i>	<i>1.1</i>	<i>1.4</i>	<i>0.3</i>	<i>0.2</i>	<i>0.6</i>	<i>0.8</i>
16	21	11	14	8	35	19
<i>Percent</i>	<i>2.7</i>	<i>2.6</i>	<i>1.2</i>	<i>1.9</i>	<i>1.8</i>	<i>2.3</i>
17	17	9	17	2	34	11
<i>Percent</i>	<i>2.2</i>	<i>2.2</i>	<i>1.5</i>	<i>0.5</i>	<i>1.7</i>	<i>1.3</i>
18	30	15	24	11	54	26
<i>Percent</i>	<i>3.8</i>	<i>3.6</i>	<i>2.1</i>	<i>2.6</i>	<i>2.8</i>	<i>3.1</i>
19	22	10	39	17	61	27
<i>Percent</i>	<i>2.8</i>	<i>2.4</i>	<i>3.3</i>	<i>4.0</i>	<i>3.1</i>	<i>3.2</i>
20-24	105	51	192	78	297	129
<i>Percent</i>	<i>13.3</i>	<i>12.2</i>	<i>16.5</i>	<i>18.4</i>	<i>15.2</i>	<i>15.3</i>
25-34	133	76	225	76	358	152
<i>Percent</i>	<i>16.8</i>	<i>18.2</i>	<i>19.3</i>	<i>17.9</i>	<i>18.3</i>	<i>18.1</i>
35-44	140	73	192	61	332	134
<i>Percent</i>	<i>17.7</i>	<i>17.5</i>	<i>16.5</i>	<i>14.4</i>	<i>17.0</i>	<i>15.9</i>
45-54	131	58	182	54	313	112
<i>Percent</i>	<i>16.6</i>	<i>13.9</i>	<i>15.6</i>	<i>12.7</i>	<i>16.0</i>	<i>13.3</i>
55-64	78	43	110	43	188	86
<i>Percent</i>	<i>9.9</i>	<i>10.3</i>	<i>9.4</i>	<i>10.1</i>	<i>9.6</i>	<i>10.2</i>
65-74	60	37	58	32	118	69
<i>Percent</i>	<i>7.6</i>	<i>8.9</i>	<i>5.0</i>	<i>7.5</i>	<i>6.0</i>	<i>8.2</i>
75 or Older	44	29	59	40	103	69
<i>Percent</i>	<i>5.6</i>	<i>6.9</i>	<i>5.1</i>	<i>9.4</i>	<i>5.3</i>	<i>8.2</i>
Unknown	0	0	50	1	50	1
<i>Percent</i>	<i>0.0</i>	<i>0.0</i>	<i>4.3</i>	<i>0.2</i>	<i>2.6</i>	<i>0.1</i>
<b>TOTAL</b>	<b>790</b>	<b>418</b>	<b>1,165</b>	<b>424</b>	<b>1,955</b>	<b>842</b>
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

In 2005, 50.4 percent of all driver fatalities occurred on urban roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 16-24 age group. This age group accounts for 24.5 percent of the drivers involved in urban fatal crashes and 24.7 percent of the drivers involved in rural fatal crashes.

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Drivers Killed by Age and BAC\* 2004

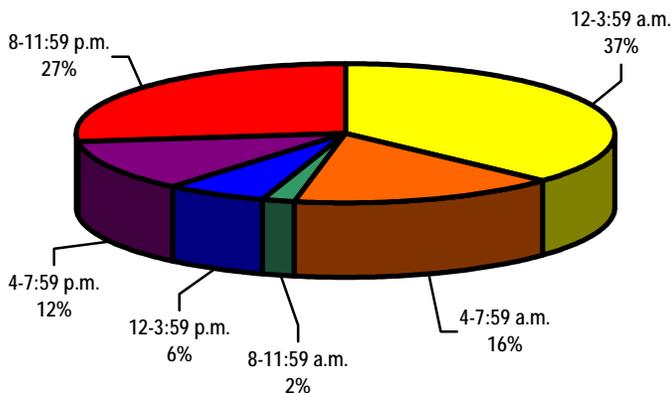
AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	0	0	1	0	1	2	3
16-20	50	9	22	9	90	4	94
21-24	41	8	41	18	108	10	118
25-34	74	9	45	21	149	16	165
35-44	64	8	40	21	133	9	142
45-54	67	11	28	14	120	11	131
55-64	49	5	10	1	65	15	80
65-74	25	2	3	1	31	8	39
75 or Older	56	2	0	0	58	14	72
<b>TOTAL</b>	<b>426</b>	<b>54</b>	<b>190</b>	<b>85</b>	<b>755</b>	<b>89</b>	<b>844</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

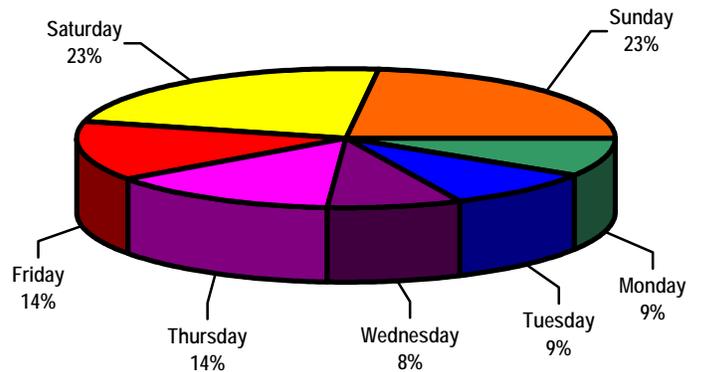
## Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2004.

**TIME OF DAY**



**DAY OF WEEK**



# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Drivers Killed by Age and BAC\* 2005

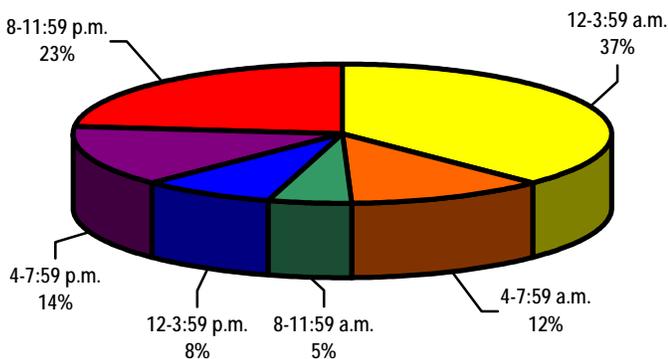
AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	4	0	1	0	5	2	7
16-20	59	10	18	12	99	6	105
21-24	43	5	36	14	98	8	106
25-34	67	13	37	26	143	11	154
35-44	59	6	35	25	125	9	134
45-54	62	7	14	9	92	19	111
55-64	48	8	12	4	72	13	85
65-74	50	4	3	1	58	12	70
75 or Older	45	3	1	1	50	20	70
<b>TOTAL</b>	<b>437</b>	<b>56</b>	<b>157</b>	<b>92</b>	<b>742</b>	<b>100</b>	<b>842</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

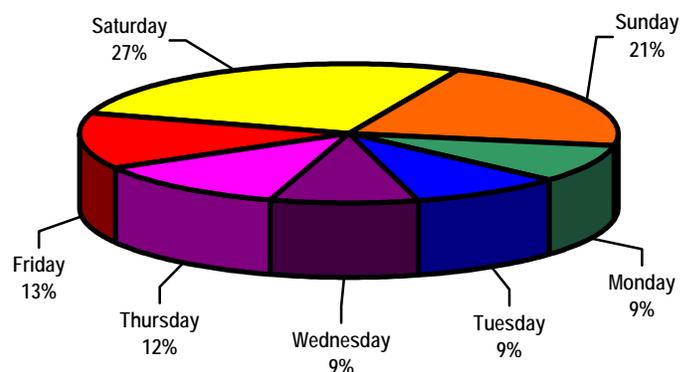
## Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2005.

**TIME OF DAY**



**DAY OF WEEK**



# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Occupant Restraint Usage for Persons Killed

TYPE OF RESTRAINT	DRIVER		PASSENGER		TOTAL	
	2004	2005	2004	2005	2004	2005
None Used/Not Applicable	321	310	160	152	481	462
Shoulder Belt	1	1	0	1	1	2
Lap Belt	1	4	3	2	4	6
Lap and Shoulder Belt	270	303	105	110	375	413
Child Safety Seat	0	0	6	9	6	9
Restraint Used – Type Unknown	35	4	9	1	44	5
Safety Belt Used Improperly	0	0	0	0	0	0
Child Safety Seat Used Improperly	0	0	3	4	3	4
Unknown	62	69	29	29	91	98
<b>TOTAL</b>	<b>690</b>	<b>691</b>	<b>315</b>	<b>308</b>	<b>1,005</b>	<b>999</b>

TYPE OF RESTRAINT	AGE GROUPS											
	2004						2005					
	0-3	4-5	6-9	10-14	15-20	>20	0-3	4-5	6-9	10-14	15-19	>20
None Used/Not Applicable	3	2	2	9	86	379	2	1	2	5	91	361
Shoulder Belt	0	0	0	0	0	1	0	0	1	0	1	0
Lap Belt	0	0	1	0	0	3	0	0	0	0	0	6
Lap and Shoulder Belt	1	0	1	5	41	327	0	0	4	3	60	347
Child Safety Seat	6	0	0	0	0	0	4	5	0	0	0	0
Restraint Used – Type Unknown	0	0	1	0	4	39	1	0	0	0	1	3
Safety Belt Used Improperly	0	0	0	0	0	0	0	0	0	0	0	0
Child Safety Seat Used Improperly	3	0	0	0	0	0	4	0	0	0	0	0
Unknown	1	0	1	2	23	64	0	1	0	1	15	80
<b>TOTAL</b>	<b>14</b>	<b>2</b>	<b>6</b>	<b>16</b>	<b>154</b>	<b>813</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>168</b>	<b>797</b>

Source: Fatality Analysis Reporting System (FARS).  
Excludes buses, motorcycles, and miscellaneous vehicles.

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatal Pedestrian and Pedalcycle Crashes

	2004	2005		2004	2005
Fatal Pedestrian Crashes	158	171	Fatal Pedalcycle Crashes	25	21
Pedestrians Killed	156	168	Pedalcyclists Killed	25	21

### PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC\*

AGE	BAC TEST RESULTS									
	2004					2005				
	0.00	0.01-0.07	0.08 or above	No Test/ Unknown	Total	0.00	0.01-0.07	0.08 or above	No Test/ Unknown	Total
<b>Pedestrians</b>										
4 or Younger	1	0	0	1	2	0	0	0	1	1
5-9	3	0	0	5	8	1	0	0	2	3
10-15	2	0	0	0	2	7	0	0	4	11
16-20	2	0	1	1	4	8	2	0	1	11
21-24	5	2	4	1	12	4	0	7	1	12
25-34	7	1	7	2	17	6	1	6	0	13
35-44	12	1	15	4	32	14	2	8	3	27
45-54	7	0	9	3	19	19	1	12	3	35
55-64	17	1	6	3	27	12	1	2	2	17
65-74	6	1	4	3	14	9	0	0	4	13
75 or Older	15	0	1	3	19	19	0	1	4	24
Unknown	0	0	0	0	0	1	0	0	0	1
<b>TOTAL</b>	<b>77</b>	<b>6</b>	<b>47</b>	<b>26</b>	<b>156</b>	<b>100</b>	<b>7</b>	<b>36</b>	<b>25</b>	<b>168</b>
<b>Pedalcyclists</b>										
4 or Younger	0	0	0	3	3	0	0	0	0	0
5-9	1	0	0	0	1	1	0	0	0	1
10-15	6	0	0	1	7	3	0	0	0	3
16-20	0	0	0	0	0	0	0	1	0	1
21-24	0	0	0	0	0	1	0	0	0	1
25-34	1	1	1	1	4	2	0	1	1	4
35-44	2	0	1	1	4	1	1	3	0	5
45-54	1	0	0	0	1	1	1	0	1	3
55-64	2	0	0	0	2	0	0	0	0	0
65-74	1	0	0	0	1	3	0	0	0	3
75 or Older	2	0	0	0	2	0	0	0	0	0
<b>TOTAL</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>6</b>	<b>25</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>21</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

A pedestrian crash is any crash in which the first harmful event is the collision of a pedestrian and a motor vehicle.

A pedalcycle crash is any crash in which a pedalcyclist is involved with a motor vehicle. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatal Motorcycle Crashes

### PERSONS KILLED BY TYPE OF ROADWAY

	2004	2005
Fatal Crashes	154	152
Motorcyclists Killed	157	158
Non-Motorcyclists Killed	0	1

	2004	2005
<b>URBAN</b>		
State Routes	40	38
Interstate Type Roads	11	8
City Streets and Roads	43	44
Unmarked State Routes	11	8
<b>Urban Total</b>	<b>105</b>	<b>98</b>
<b>RURAL</b>		
State Routes	17	29
Interstate Type Roads	0	3
County and Local Roads	35	29
Unmarked State Routes	0	0
<b>Rural Total</b>	<b>52</b>	<b>61</b>

### MOTORCYCLE OPERATORS KILLED BY AGE AND BAC\*

AGE	BAC TEST RESULTS											
	2004						2005					
	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total
9 or Younger	0	0	0	0	0	0	0	0	0	0	0	0
10-15	0	0	0	0	0	0	2	0	0	0	1	3
16-20	6	1	1	1	2	11	3	0	2	0	0	5
21-24	6	1	3	0	3	13	12	0	6	1	0	19
25-34	25	2	7	5	1	40	15	3	6	2	8	34
35-44	13	3	12	5	2	35	13	2	12	3	3	33
45 or Older	21	6	12	2	6	47	25	7	7	3	8	50
<b>TOTAL</b>	<b>71</b>	<b>13</b>	<b>35</b>	<b>13</b>	<b>14</b>	<b>146</b>	<b>70</b>	<b>12</b>	<b>33</b>	<b>9</b>	<b>20</b>	<b>144</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 8.6 percent of all fatal crashes in 2004 and 10.6 percent of fatal crashes in 2005.

The number of fatalities increased 22.3 percent from 121 in 2004 to 148 in 2005.

	2004	2005
Fatal Crashes	105	131
Persons Killed	121	148

### PERSONS KILLED BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	16	28
Interstate Type Roads	18	27
City Streets and Roads	17	24
Unmarked State Routes	6	4
Toll Roads	2	2
<b>Urban Total</b>	<b>59</b>	<b>85</b>
<b>RURAL</b>		
State Routes	32	39
Interstate Type Roads	19	16
County and Local Roads	11	8
Unmarked State Routes	0	0
Toll Roads	0	0
<b>Rural Total</b>	<b>62</b>	<b>63</b>

### TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	2004		2005	
	INVOLVED	KILLED	INVOLVED	KILLED
15 or Younger	0	0	0	0
16-20	0	0	0	0
21-24	1	0	4	0
25-34	17	2	19	1
35-44	32	5	35	3
45-54	23	3	45	10
55-64	22	4	18	4
65 or Older	2	0	6	1
<b>TOTAL</b>	<b>97</b>	<b>14</b>	<b>127</b>	<b>19</b>

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatal Train Crashes

Train crashes are crashes in which motor vehicles are involved with trains. Pedestrians and pedalcyclists hit by trains are not included.

Fatal crashes involving trains account for 1.2 percent of all fatal crashes for 2004 and 2005. Fatalities resulting from train crashes account for 1.3 percent of all fatalities in both years.

### PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

	2004	2005
RR Gates	8	3
RR Flashers	0	1
Warning Sign	0	0
Other Control	10	12
No Control	0	0
Unknown	0	2
<b>TOTAL</b>	<b>18</b>	<b>18</b>

	2004	2005
Fatal Crashes	15	15
Persons Killed	18	18

### PERSONS KILLED BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	0	0
City Streets and Roads	3	6
Unmarked State Routes	2	0
<b>Urban Total</b>	<b>5</b>	<b>6</b>
<b>RURAL</b>		
State Routes	4	0
County and Local Roads	9	12
Unmarked State Routes	0	0
<b>Rural Total</b>	<b>13</b>	<b>12</b>

### MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC\*

AGE	BAC TEST RESULTS											
	2004						2005					
	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total
0-15	0	0	0	0	0	0	0	0	0	0	0	0
16-20	0	0	1	0	0	1	1	0	0	0	0	1
21-24	1	0	0	1	0	2	0	0	0	0	0	0
25-34	0	0	1	1	0	2	0	1	0	0	0	1
35-44	0	0	0	0	0	0	0	0	1	0	1	2
45-54	2	0	0	0	0	2	3	0	0	0	0	3
55-64	0	2	1	0	0	3	1	0	0	0	0	1
65-74	1	0	0	0	0	1	2	0	0	1	0	3
75 or Older	1	0	0	0	1	2	3	0	0	0	0	3
<b>TOTAL</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>14</b>

\* Blood Alcohol Concentration (BAC) information was obtained from the Fatality Analysis Reporting System (FARS).

# 2004 - 2005 Fatal Crash Data

Refer to note on page 33 for definition of data included.

## Fatal Work Zone Crashes

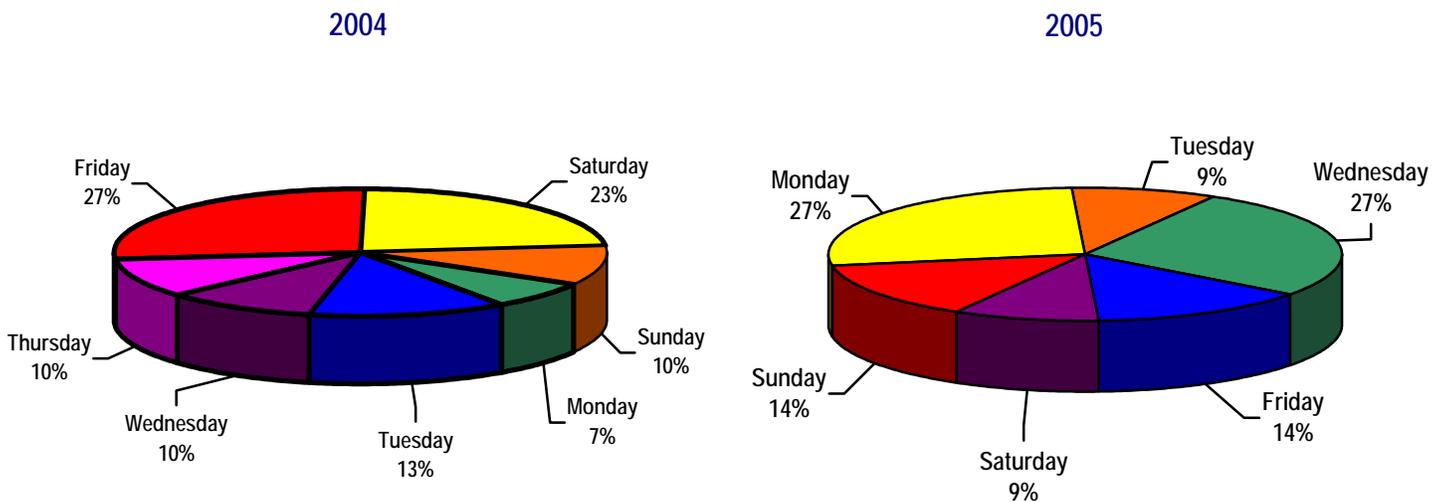
Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included.

	2004	2005
<b>Fatal Crashes</b>	30	22
<b>Persons Killed</b>	38	25
Drivers	22	17
Passengers	8	5
Workers	2	1
Pedestrians	6	1
Pedalcyclists	0	1

### FATAL CRASHES BY TYPE OF ROADWAY

	2004	2005
<b>URBAN</b>		
State Routes	4	3
Interstate Type Roads	8	8
City Streets and Roads	7	6
Unmarked State Routes	1	1
Toll Roads	2	0
<b>Urban Total</b>	<b>22</b>	<b>18</b>
<b>RURAL</b>		
State Routes	3	3
Interstate Type Roads	5	1
County and Local Roads	0	0
Unmarked State Routes	0	0
Toll Roads	0	0
<b>Rural Total</b>	<b>8</b>	<b>4</b>

### FATAL CRASHES BY DAY OF WEEK



There were no fatal crashes occurring in work zones on Thursday in 2005.



# Appendix and Glossary

## Appendix

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### Illinois Traffic-Related Key Events

January	1933	Legal age for alcohol consumption established at 21 years of age for males and 18 years of age for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20-year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Law amended to report crashes with damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required that children under age 4 must be secured in a child restraint system and that 4 and 5-year-olds must be secured in either a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Initially, violation of the law was a primary offense.
January	1986	Color-coded license established for drivers to distinguish between drivers under 21 years of age and drivers aged 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.

### Illinois Traffic-Related Key Events

January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1991	Child Passenger Protection Act amended to require any person who transports a child to do so according to the established law. Parents or legal guardians are responsible for providing the safety seat.
January	1992	Law amended to report crashes with damage in excess of \$500 (previously \$250).
April	1992	Law enacted to require commercial driver's license if operating a Class A or Class B vehicle.
January	1994	Amended the Child Passenger Protection Act to remove the Illinois residency requirement and medical exemption clause.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
January	1995	Doubled the minimum fine (to \$150) for speeding in construction or school zones.
August	1995	Increased penalties for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash may be reported to law enforcement for the purpose of determining alcohol and/or drug content.
July	1997	DUI/implied consent law amended to establish illegal per se at 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems will lose the school bus driver permit.
January	1998	Graduated driver's license established for drivers under 21 years of age.
January	1999	Increased the reinstatement fee for a person whose license is suspended or revoked a second or subsequent time.
January	1999	Established the use of ignition interlock devices as a regular option for the sanction of DUI offenders, allowing the Secretary of State to require the use of such devices when granting driving relief to individuals committing a second or subsequent DUI offense.

# Appendix

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## Illinois Traffic-Related Key Events

January	2000	Law amended to require that results of blood or urine tests obtained from persons receiving medical treatment in a hospital for crash-related injuries be disclosed to law enforcement (previously allowed but did not mandate disclosure of test results).
August	2001	Increased penalties for repeat DUI offenders, including among other provisions, mandatory installation of ignition interlock devices in all vehicles owned by a person committing a second or subsequent DUI offense (previously not mandatory).
August	2001	Increased penalties for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Also increased penalties for persons convicted of driving while the license has been suspended or revoked as the result of DUI, leaving the scene of a crash resulting in injury or death, reckless homicide, or failure to submit to chemical testing.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under the age of 16 in the vehicle.
January	2002	Child Passenger Protection Act amended to require that children between the ages of 4 and 15 years, inclusive, be restrained in a safety seat or by a safety belt (previously applicable only to 4 and 5-year-olds). Fines for failure to secure a child in a safety seat doubled.
January	2002	"Scott's Law" provided that a driver shall yield the right-of-way by making a lane change if it is safe to do so or otherwise reduce speed and proceed with caution when approaching a stationary authorized emergency vehicle displaying flashing warning lights. Included fines and possible license suspension for failure to do so.
January	2002	Doubled the minimum fine (to \$300) for second and subsequent speed limit violations in highway work zones or school zones.
January	2003	"Scott's Law" extended to include the provision that a person entering a construction or maintenance zone where workers are present must make a lane change if it is safe to do so, or if impossible or unsafe to change lanes, must reduce speed and proceed with caution. Violation of this provision is punishable by a fine of up to \$10,000. If the person committed the offense while under the influence of alcohol, drugs, or intoxicating compounds, it is a factor in aggravation. Driving privileges will be suspended for up to a year but not less than 90 days for damaging another person's property; for 180 days to two years if another person is injured; for two years if there is death of another person.
January	2003	Law amended to allow for the seizure and forfeiture of the vehicle of a person convicted of driving on a revoked or suspended license that is revoked or suspended as the result of a conviction for DUI, leaving the scene of a personal injury crash, reckless homicide, or statutory summary suspension related to use of alcohol, drugs, or intoxicating compounds.
January	2003	Law amended to provide that no person may drive a bus for any school-related activity unless that person has a valid school bus permit.
July	2003	Traffic Stop Statistical Study established, requiring a four-year statewide study of traffic stops to identify racial bias.

## Illinois Traffic-Related Key Events

July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to provide that the vehicle of a person who operates a vehicle without a license and insurance and causes death or personal injury to another person is subject to seizure and forfeiture.
March	2004	Law amended to authorize the Secretary of State to suspend or revoke the driving privileges of a person without preliminary hearing upon a showing that the person violated Illinois Vehicle Code provisions concerning driving in a construction or maintenance zone.
August	2004	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act created, allowing speed limit enforcement through the use of photographs or other recorded images.
August	2004	Increased penalties for speeding in a highway construction/work zone. Fine for first offense increased from \$150 to \$250; fine for second or subsequent offense increased from \$300 to \$750. The surcharges to hire back off-duty State Police officers also increased. For a second or subsequent conviction for speeding in a work zone, the offender's driving privileges are suspended for 90 days.
January	2005	Law strengthened to provide that a person who fails to remain at the scene of a crash involving personal injury or death is guilty of a Class 4 felony (rather than a Class A misdemeanor). Shortened from one hour to 1/2 hour the time in which a person who failed to remain at the scene of a crash must report the crash at a police station or sheriff's office. Violation of this provision is a Class 3 (rather than Class 4) felony if the crash does not result in the death of any person.
January	2005	Secretary of State given the authority to suspend a person's driving privileges for speeding in a highway construction or maintenance zone.
January	2005	Law amended to provide that application for vehicle registration renewal must include the liability insurance policy number, expiration date, and name of insurer.
January	2005	Offense of bribery to obtain driving privileges created, with penalties.
January	2005	Provisions regarding reckless driving and aggravated reckless driving amended to include using an incline in a roadway (such as railroad crossing, bridge approach, hill) while driving a vehicle to cause the vehicle to become airborne. Reckless homicide results if a driver causes a vehicle to become airborne in such manner and an individual is unintentionally killed. If two or more persons are killed, the penalty is a Class 2 felony.
July	2005	Law amended to provide that a person under the age of 18 who holds an instruction permit or graduated license may not use a wireless phone while driving, except when the phone is used to contact a law enforcement agency, health care provider, or emergency services agency for emergency purposes.

# Appendix

## Motorcycle Helmet Usage in Illinois June 2006 Observational Survey Results

### SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2006 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

There were 1,135 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 37.6 percent were wearing helmets.

MOTORCYCLE HELMET USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	1,135	37.6%
<b>Regions</b>		
City of Chicago (46)	101	43.6%
Cook County (40) (excluding Chicago)	114	37.7%
Collar Counties (118)	631	37.9%
Downstate (54)	289	34.9%
<b>Road Type</b>		
Residential (190)	490	36.1%
U.S./Illinois Highways (40)	227	38.8%
Interstate Highways (28)	418	38.8%
<b>Day of Week</b>		
Weekends (115)	727	38.1%
Weekdays (143)	408	36.8%

Note: The number in ( ) indicates the number of survey sites.

## Safety Belt Usage in Illinois 2006 Observational Survey Results

### SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2006 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.
4. The survey sites included all interstate highways and freeways and a random sample of residential streets within selected areas.

There were 132,056 front seat occupants observed during the June 2006 observational survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

<b>SAFETY BELT USAGE RATES</b>		
	<b>TOTAL OBSERVED</b>	<b>ACTUAL USAGE RATE</b>
<b>STATEWIDE</b>	132,056	87.8%
<b>Regions</b>		
City of Chicago (46)	24,466	84.4%
Cook County (40) (excluding Chicago)	16,686	85.6%
Collar Counties (118)	63,486	89.0%
Downstate (54)	27,418	87.2%
<b>Road Type</b>		
Residential (190)	77,108	85.6%
U.S./Illinois Highways (40)	21,685	87.1%
Interstate Highways (28)	33,263	94.0%
<b>Day Of Week</b>		
Weekends (115)	61,512	89.0%
Weekdays (143)	70,544	86.9%

# Appendix

## Safety Belt Usage in Illinois 2006 Observational Survey Results

### HISTORICAL TRENDS

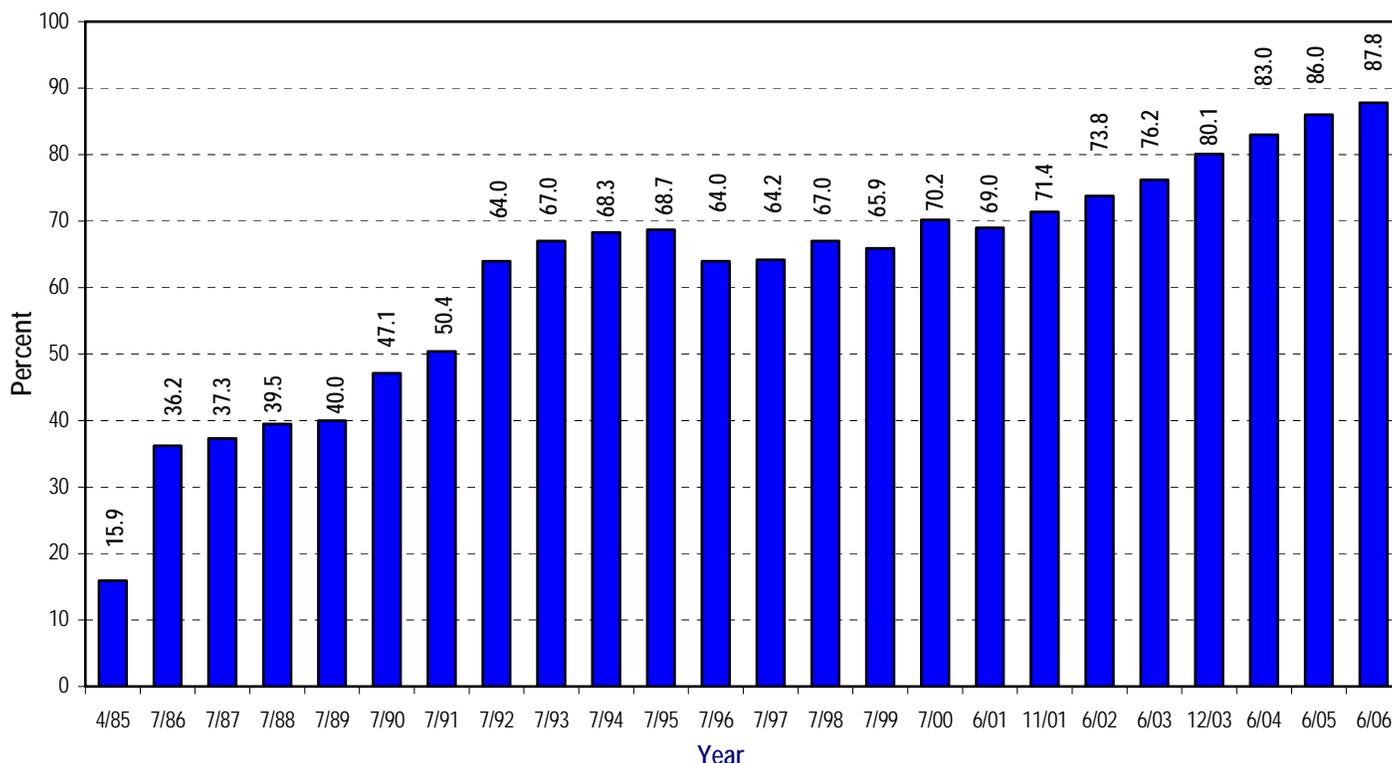
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed rate increased to 36.2 percent.

Since the first survey was conducted in April 1985, the safety belt usage rate has increased by approximately 72 percentage points, peaking at 87.8 percent in June 2006.

Governor Blagojevich was instrumental in increasing safety belt usage when he signed the primary safety belt legislation (Public Act 93-099) into law. Under this law, which became effective on July 3, 2003, police officers can stop vehicles in which occupants fail to buckle up and issue citations.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998-2006 include occupants of pickup trucks, which tend to have lower usage rates.

## Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield, IL 62794-9245, or by visiting our website at [www.dot.state.il.us](http://www.dot.state.il.us).

### Crash Information

(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

### Highway Safety Programs

(217) 782-4972

- Occupant Protection.
- Impaired Driving.
- Traffic Records.
- Traffic Law Enforcement.
- Motorcycle Safety.

### Occupant Restraint Survey Information

(217) 785-1181

- Safety belt and child safety seat usage observational surveys.
- Motorcycle helmet usage observational surveys.
- Opinion surveys.

### Commercial Vehicle Safety

(217) 785-1181

- Motor Carrier Safety.
- Hazardous Materials Transportation.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

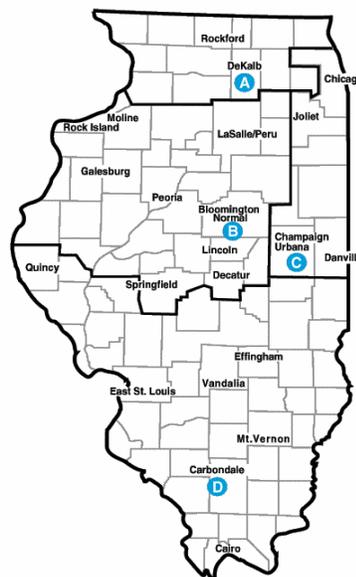
## Cycle Rider Safety Training Program\*

### A. Northern Illinois University

Motorcycle Safety Project  
University Outreach Services  
DeKalb, IL 60115-2854  
(800) 892-9607  
(815) 753-1683  
[www.online.niu.edu/mcycle](http://www.online.niu.edu/mcycle)

### B. Illinois State University

Motorcycle Safety Program  
Health Science Department  
Normal, IL 61790-5221  
(800) 322-7619  
(309) 438-2352  
[www.ilstu.edu/depts/mcsafety](http://www.ilstu.edu/depts/mcsafety)



### C. University of Illinois

Motorcycle Rider Program  
Department of Community Health  
#4 Gerty Drive  
Mail Code 678  
Champaign, IL 61820  
(800) 252-3348  
(217) 333-7856  
[www.mrc.uiuc.edu](http://www.mrc.uiuc.edu)

### D. Southern Illinois University

Motorcycle Rider Program  
Center for Injury Control  
and Worksite Health Promotion  
Carbondale, IL 62901-6731  
(800) 642-9589  
(618) 453-2877  
[www.siu.edu/~cycle](http://www.siu.edu/~cycle)

\* For motorcycle training course enrollment and information on course starting dates, times, and locations, contact a Regional Center by telephone or visit our website at [www.dot.il.gov](http://www.dot.il.gov).

# Glossary

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## **BLOOD ALCOHOL CONCENTRATION (BAC)**

On July 2, 1997, a BAC of 0.08 or greater became the level at which a driver is considered legally intoxicated in Illinois. Prior to July 2, 1997, the level was 0.10.

## **CRASH**

An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of \$500.

## **DRIVER**

An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles, and buses.

## **FARS (Fatality Analysis Reporting System)**

Nationwide database maintained by the National Highway Traffic Safety Administration, U.S. Department of Transportation.

## **FATALITY VS. FATAL CRASH**

A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons.

## **INJURY CRASH**

Any motor vehicle crash that results in one or more non-fatal injuries.

## **"A" INJURY (incapacitating injury)**

Any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

## **"B" INJURY (nonincapacitating injury)**

Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the crash. Includes lump on head, abrasions, bruises, minor lacerations.

## **"C" INJURY (possible injury)**

Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

## **LOCATION (URBAN)**

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

## **LOCATION (RURAL)**

Includes all locations not classified as urban.

## **MILEAGE DEATH RATE**

Fatalities per 100 million vehicle miles of travel (VMT).

## **MOTORCYCLIST**

Any occupant, either operator (driver) or passenger, of a motorcycle.

## **PEDALCYCLIST**

Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

## **PEDESTRIAN**

Any person who is not in or on a vehicle.

## **SENIOR DRIVER**

Any driver who is 65 years of age or older.

## **TRACTOR-TRAILER**

Alternative term for semi-truck.

## **TRAVEL**

Vehicle miles driven.

## **WORK ZONE CRASHES**

Determined by location only. These are the crashes that occur in the vicinity of roadway construction workers or designated work zone areas.

## **YOUNG DRIVER**

Any driver who is between the ages of 16 and 20, inclusive.