

Illinois Crash Data 2007-2011

IMPORTANT

The law regarding the reporting threshold for property damage only crashes was amended, effective January 1, 2009, as follows:

When all drivers involved in a crash are insured, the amount of damage to any one person's property that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. The change did not affect the reporting of injury or fatal crashes.

The noticeable decline in property damage crashes may have been influenced by IDOT's safety efforts; however, part of the decline is attributable to this change in the crash reporting threshold.

There were 78,495 crashes reported in 2011 for which damage to any one person's property totaled between \$501 and \$1,500.

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Illinois Crash Data 2007-2011

Five-Year Statistics

	2007	2008	2009	2010	2011	2011 vs. 2007
Registered Motor Vehicles ¹	10.21	10.15	10.01	10.00	10.04	-1.7
Licensed Drivers ¹	8.67	8.73	8.77	8.80	8.80	1.5
Vehicle Miles Traveled ²	107.40	105.64	105.73	105.74	103.37	-3.8
Crashes	422,778	408,258	292,106 ⁴	289,260 ⁴	281,788 ⁴	-33.3
Injuries	103,156	94,021	89,090	88,937	84,172	-18.4
Deaths	1,248	1,043	911	927	918	-26.4
Mileage Death Rate ³	1.16	0.99	0.86	0.88	0.89	-23.3

¹ Millions. Data obtained from Illinois Secretary of State.

² Miles of travel on all roadways within Illinois, expressed in billions. Data obtained from Illinois Department of Transportation, Office of Planning & Programming.

³ Per Hundred Million Vehicle Miles Traveled.

⁴ The noticeable decline in crashes is partially attributable to the change in crash reporting threshold effective January 1, 2009.

The number of motor vehicle registrations decreased 1.7 percent while the number of licensed drivers increased by 1.5 percent in 2011 compared to 2007. Vehicle miles traveled decreased by 3.8 percent as well as the number of fatalities and injuries, which also decreased by 26.4 percent and 18.4 percent.

The risk of being in a crash generally increases with miles traveled. The number of deaths and miles traveled are used to calculate the mileage death rate, which decreased by 23.3 percent in 2011 compared to 2007. Improvements in roadway engineering, enhanced enforcement, and efforts to increase occupant restraint usage have all contributed to this reduction.

Illinois Crash Data 2007-2011

Holiday Traffic Crashes

YEAR	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
MEMORIAL DAY							
2011	3.25	10	476	2,156	13	713	4.0
2010	3.25	14	538	2,201	16	799	4.9
2009	3.25	17	514	2,135	30	757	9.2
2008	3.25	7	509	2,654	8	726	2.5
2007	3.25	11	537	3,040	11	839	3.4
FOURTH OF JULY							
2011	3.25	12	572	2,105	13	875	4.0
2010	3.25	10	539	2,101	10	794	3.1
2009	3.25	11	535	2,239	13	813	4.0
2008	3.25	13	539	2,695	15	805	4.6
2007	1.25	4	224	1,262	4	308	3.2
LABOR DAY							
2011	3.25	9	496	1,961	9	709	2.8
2010	3.25	11	509	1,906	12	763	3.7
2009	3.25	5	469	1,866	6	700	1.8
2008	3.25	12	553	2,565	15	808	4.6
2007	3.25	17	647	2,975	20	995	6.2
THANKSGIVING							
2011	4.25	7	572	2,979	8	839	1.9
2010	4.25	13	501	2,780	15	743	3.5
2009	4.25	12	558	2,893	12	806	2.8
2008	4.25	9	643	3,846	10	964	2.4
2007	4.25	12	665	4,306	18	1,004	4.2
CHRISTMAS							
2011	3.25	9	322	1,642	13	502	4.0
2010	3.25	8	515	3,034	9	802	2.8
2009	3.25	3	496	3,059	4	775	1.2
2008	4.25	7	588	4,877	8	843	1.9
2007	4.25	13	663	4,390	13	969	3.1
NEW YEAR'S							
2011-2012	3.25	6	340	1,957	9	502	2.8
2010-2011	3.25	6	331	1,748	6	535	1.8
2009-2010	3.25	6	329	1,879	6	477	1.8
2008-2009	4.25	10	458	2,298	10	657	2.4
2007-2008	4.25	11	622	4,796	11	914	2.6

This table shows motor vehicle traffic crash experience in Illinois for the six major holiday periods from 2007 to New Year's Day 2012. Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at 11:59 p.m. of the last day of the holiday period. For example, since Memorial Day is a legal Monday holiday, the holiday period begins at 6 p.m. on Friday and continues until 11:59 p.m. on Monday.

Illinois Crash Data 2007-2011

Young Drivers (16-20 Years of Age) Involved in Crashes

DRIVER INVOLVEMENT By Crash Severity	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)
Total Crashes	90,691	82,451	60,566 ⁵	58,392 ⁵	53,850 ⁵	73,025	-26.3
Fatal Crashes	251	144	119	143	121	164	-26.2
Injury Crashes	17,978	15,637	15,156	14,354	12,778	15,781	-19.0
Licensed Drivers ¹	737,605	734,095	728,458	721,183	705,666	730,335	-3.4
Fatal Crash Ratio ²	2.77	1.75	1.96	2.45	2.25	2.23	0.9
Fatal Crash Rate ³	0.34	0.20	0.16	0.20	0.17	0.23	-26.1
Total Crash Rate ⁴	122.95	112.32	83.14	80.97	76.31	99.85	-23.6

¹ Millions. Data obtained from Illinois Secretary of State.

² Drivers involved in fatal crashes per 1,000 total crashes.

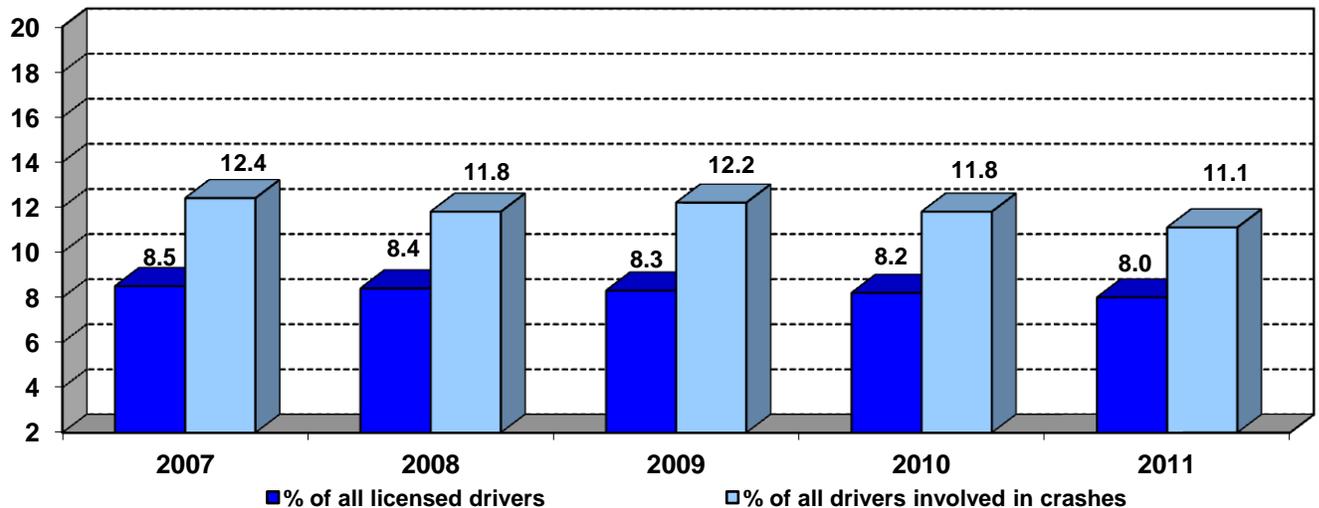
³ Drivers involved in fatal crashes per 1,000 licensed drivers.

⁴ Drivers involved in all crashes per 1,000 licensed drivers.

⁵ The noticeable decline in drivers involved in total crashes is partially attributable to the change in crash reporting threshold effective January 1, 2009.

Young drivers account for about 8 percent of all licensed drivers; their involvement in crashes, however, is considerably higher. This over-representation is shown in the graph below.

Young Drivers: Crash Involvement Relative to All Drivers



Illinois Crash Data 2007-2011

Senior Drivers (65 Years or Older) Involved in Crashes

DRIVER INVOLVEMENT By Crash Severity	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)
Total Crashes	49,508	48,697	35,672 ⁵	37,196 ⁵	36,771 ⁵	42,768	-14.0
Fatal Crashes	186	164	155	155	152	165	-7.9
Injury Crashes	9,823	9,448	9,049	9,451	9,048	9,443	-4.2
Licensed Drivers ¹	1,171,732	1,209,571	1,230,503	1,260,237	1,287,898	1,218,011	5.7
Fatal Crash Ratio ²	3.76	3.37	4.35	4.17	4.13	3.91	5.6
Fatal Crash Rate ³	0.16	0.14	0.13	0.12	0.12	0.14	-14.3
Total Crash Rate ⁴	42.25	40.26	28.99	29.52	28.55	35.26	-19.0

¹ Millions. Data obtained from Illinois Secretary of State.

² Drivers involved in fatal crashes per 1,000 total crashes.

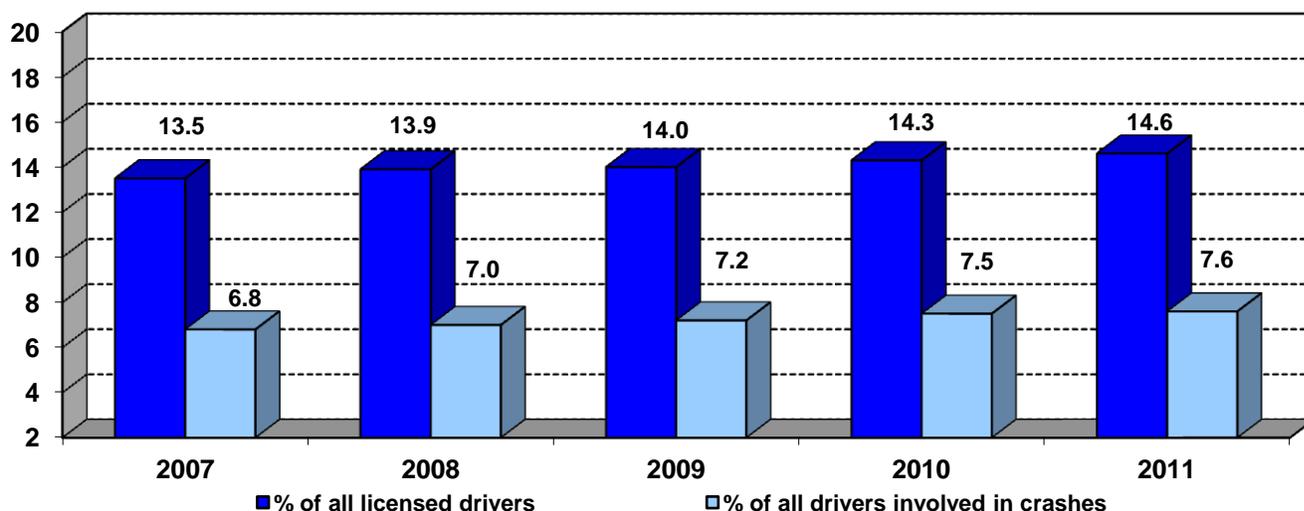
³ Drivers involved in fatal crashes per 1,000 licensed drivers.

⁴ Drivers involved in all crashes per 1,000 licensed drivers.

⁵ The noticeable decline in drivers involved in total crashes is partially attributable to the change in crash reporting threshold effective January 1, 2009.

Senior drivers account for 13-14 percent of all licensed drivers; their involvement in crashes, however, is considerably lower. This under-representation is shown in the graph below.

Senior Drivers: Crash Involvement Relative to All Drivers



Illinois Crash Data 2007-2011

Pedestrian Crashes

	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)
Total Crashes	6,191	5,877	5,313	5,215	4,978	5,649	-11.9
Pedestrians Killed	172	135	111	115	135	133	1.5
Pedestrians Injured	6,171	5,423	5,231	5,174	4,911	5,500	-10.7
Number of Fatal Crashes by Light Condition							
	2007	2008	2009	2010	2011		
Daylight	50	45	35	32	38		
Dawn	2	2	2	2	3		
Dusk	3	2	0	3	5		
Darkness	63	45	31	39	48		
Dark-Road Lighted	47	43	45	38	42		
Unknown	0	0	0	0	0		
TOTAL	165	137	113	114	136		
Number of Pedestrians Killed by Age							
	2007	2008	2009	2010	2011		
4 or Younger	6	2	2	1	4		
5-9	5	7	1	4	2		
10-14	3	3	2	3	2		
15-19	11	10	4	7	2		
20-24	15	10	5	12	11		
25-34	18	19	16	17	17		
35-44	31	30	16	15	19		
45-54	31	24	26	15	36		
55-64	20	10	16	22	12		
65-74	10	9	10	8	15		
75 or Older	21	11	13	11	15		
Unknown	1	0	0	0	0		
TOTAL	172	135	111	115	135		

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

Comparing 2011 to the previous 4-year average, the number of pedestrians killed increased by 1.5 percent, while pedestrians injured decreased by 10.7 percent.

Illinois Crash Data 2007-2011

Pedalcycle Crashes

	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)	
Total Crashes	3,888	3,853	3,255	3,599	3,107	3,649	-14.9	
Fatal Crashes	17	28	20	24	27	22	22.7	
Injury Crashes	3,836	3,331	3,100	3,444	2,912	3,428	-15.1	
Pedalcyclists Killed	18	27	20	24	27	22	22.7	
Pedalcyclists Injured	3,867	3,342	3,123	3,464	2,930	3,449	-15.0	
	Number of Pedalcyclists Killed by Type of Roadway							
	2007	2008	2009	2010	2011			
Urban								
State Routes	3	11	4	5	5			
Interstate Type Roads	0	0	0	2	0			
City Streets and Roads	3	13	10	9	13			
Urban Total	10	24	18	19	18			
Rural								
State Routes	2	1	1	2	0			
Interstate Type Roads	0	0	0	0	0			
County and Local Roads	5	2	1	2	9			
Rural Total	8	3	2	5	9			
	Pedalcyclists Killed				Pedalcyclists Injured			
	2010		2011		2010		2011	
4 or Younger	0	1		12	15			
5-9	1	3		192	125			
10-14	2	0		542	409			
15-19	2	1		505	439			
20-24	1	1		483	397			
25-34	3	4		561	536			
35-44	2	2		360	310			
45-54	6	3		401	343			
55-64	5	1		201	194			
65 or Older	2	11		79	86			
Unknown	0	0		128	76			
TOTAL	24	27		3,464	2,930			

The above figures include only crashes in which pedalcyclists are involved with motor vehicles. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

Comparing 2011 to the previous 4-year average, the number of pedalcyclists killed increased by 22.7 percent while the number of pedalcyclists injured decreased by 15.0 percent.

Illinois Crash Data 2007-2011

Motorcycle Crashes

	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)
Total Crashes	4,819	4,901	3,846	4,013	3,756	4,395	-14.5
Fatal Crashes	154	130	124	130	142	135	5.2
Injury Crashes	3,108	3,166	2,822	2,917	2,745	3,003	-8.6
Motorcyclists Killed	157	135	130	131	145	138	5.1
Motorcyclists Injured	3,390	3,463	3,152	3,189	3,020	3,299	-8.5
Non-Motorcyclists Killed	2	5	2	1	1	2	-50.0
Non-Motorcyclists Injured	253	229	172	205	200	215	-7.0
Number of Motorcyclists Involved in Crashes by Type of Maneuver							
	2007	2008	2009	2010	2011		
Going Straight Ahead	2,623	2,605	2,114	2,155	2,029		
Passing/Overtaking	104	109	109	110	88		
Making Left Turn	215	219	187	178	177		
Making Right Turn	170	183	103	130	114		
Slow/Stopped in Traffic	299	341	330	360	312		
Skidding/Control Loss	673	647	526	542	512		
Changing Lanes	51	63	47	57	39		
Other	629	665	442	461	457		
Parked	182	174	119	123	141		
TOTAL	4,946	5,006	3,977	4,116	3,869		
Operators Killed							
	2010	2011					
Operator Age							
9 or Younger	0	0		1	0		
10-14	0	1		8	0		
15-19	2	4		109	102		
20-24	10	13		360	365		
25-34	30	27		609	582		
35-44	23	22		598	564		
45 or Older	56	65		1,145	1,074		
Unknown	0	0		13	6		
TOTAL	121	132		2,843	2,693		
Operators Injured							
	2010	2011					

The above figures include motorcycles, motorscooters, motorbikes, and mopeds.

Comparing 2011 to the previous 4-average, the number of motorcyclists killed increased by 5.1 percent, while the number of motorcyclists injured decreased by 8.5 percent.

Illinois Crash Data 2007-2011

School Bus Crashes

	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)
Total Crashes	2,296	2,418	1,537	1,510	1,476	1,940	-23.9
Fatal Crashes	4	6	2	3	5	4	25.0
Injury Crashes	331	341	281	295	276	312	-11.5
Urban Crashes	2,079	2,158	1,344	1,368	1,333	1,737	-23.3
Rural Crashes	217	260	193	142	143	203	-29.6
Number of Persons Killed and Injured							
	2007	2008	2009	2010	2011		
Persons Killed							
School Bus Drivers	0	0	0	0	0		
School Bus Passengers (School-Age)*	0	0	0	0	0		
Other School Bus Passengers	0	0	0	0	0		
Other Vehicle Occupants	1	3	2	3	5		
Pedestrians (School-Age)*	0	1	0	0	0		
Other Pedestrians	3	2	0	0	1		
Pedalcyclists	0	0	0	0	0		
TOTAL	4	6	2	3	6		
Persons Injured							
School Bus Drivers	103	99	78	64	61		
School Bus Passengers (School-Age)*	178	123	133	138	80		
Other School Bus Passengers	57	71	31	36	50		
Other Vehicle Occupants	242	290	223	219	226		
Pedestrians (School-Age)*	4	1	7	5	7		
Other Pedestrians	14	11	2	15	13		
Pedalcyclists	6	6	8	11	7		
TOTAL	604	601	482	488	444		
Number of Crashes By Road Surface Condition							
	2007	2008	2009	2010	2011		
Dry	1,677	1,457	991	1,128	1,052		
Wet	327	404	293	191	253		
Ice or Snow	217	482	221	152	138		
Sand, Mud or Dirt	2	2	1	2	1		
Unknown	73	73	31	37	32		
TOTAL	2,296	2,418	1,537	1,510	1,476		

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

School bus crashes involving injury decreased by 11.5 percent in 2011 compared to the previous 4-year average.

Illinois Crash Data 2007-2011

Tractor-Trailer Crashes

	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)
Total Crashes	16,112	14,632	9,319	10,343	10,083	12,602	-20.0
Fatal Crashes	111	100	62	84	81	89	-9.0
Injury Crashes	2,248	2,084	1,603	1,836	1,750	1,943	-9.9
Vehicle Miles Traveled (Millions)	7,557	7,447	6,519	6,605	6,715	7,032	-4.5
Urban Crashes	13,650	12,101	7,599	8,297	8,054	10,412	-22.6
Rural Crashes	2,462	2,531	1,720	2,046	1,979	2,190	-9.6
Number of Persons Killed and Injured							
	2007	2008	2009	2010	2011		
Persons Killed							
Tractor-Trailer Occupants	12	5	3	14	15		
Other Vehicle Occupants	102	99	55	72	74		
Pedestrians	7	8	5	10	4		
Pedalcyclists	3	1	1	0	0		
Occupants of Non-Motor Vehicle	0	2	0	0	0		
TOTAL	124	115	64	96	93		
Persons Injured							
Tractor-Trailer Occupants	600	581	396	483	466		
Other Vehicle Occupants	2,552	2,298	1,820	2,112	2,010		
Pedestrians	35	30	23	35	23		
Pedalcyclists	8	11	6	12	16		
Occupants of Non-Motor Vehicle	0	20	0	1	0		
TOTAL	3,195	2,940	2,245	2,643	2,515		
Number of Persons Killed by Type of Roadway							
	2007	2008	2009	2010	2011		
Urban							
State Routes	20	16	7	16	10		
Interstate Type Roads	25	30	14	22	12		
City Streets and Roads	9	7	6	3	4		
Urban Total	61	60	29	41			
Rural							
State Routes	43	38	19	21	34		
Interstate Type Roads	12	11	11	25	18		
County and Local Roads	5	3	1	7	15		
Rural Total	63	55	35	55	67		

Tractor-trailer crashes involving injury or death decreased by 9.9 percent and 9.0 percent in 2011 compared to the previous 4-year average.

Illinois Crash Data 2007-2011

Work Zone Crashes

	2007	2008	2009	2010	2011	Previous 4-Year Average	% Change (2011 vs. 4-Year Average)
Total Crashes	7,729	7,813	6,197	6,011	4,863	6,938	-29.9
Fatal Crashes	18	31	31	28	21	27	-22.2
Injury Crashes	1,431	1,386	1,478	1,405	1,092	1,425	-23.4
Persons Killed	21	31	31	32	24	29	-17.2
Persons Injured	2,007	1,985	2,101	2,041	1,525	2,034	-25.0
	Number of Crashes by Type of Roadway						
	2007	2008	2009	2010	2011		
Urban							
State Routes	1,145	1,217	1,352	1,432	1,238		
Interstate Type Roads	3,636	3,927	2,557	2,127	1,358		
City Streets and Roads	1,825	1,511	1,196	1,320	1,810		
Urban Total	7,261	7,360	5,706	5,512	4,406		
Rural							
State Routes	166	157	154	180	97		
Interstate Type Roads	55	56	115	143	236		
County and Local Roads	220	205	132	156	124		
Rural Total	468	453	491	499	457		

A work zone is an area of a trafficway where construction, maintenance, or utility work activities are identified by warning signs, signals and indicators, including those on transport devices that mark the beginning and end of a construction, maintenance, or utility work activity. It extends from the first warning sign, signal or flashing lights to the END ROAD WORK sign or the last traffic control device pertinent for that work activity. Work zones also include roadway sections where there is ongoing, moving work activity such as lane line painting or roadside mowing only if the beginning of the ongoing, moving work activity is designated by warning signs or signals.

A work zone crash is a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone, or an approach to or exit from a work zone, resulting in activity, behavior, or control related to the movement of the traffic units through the work zone.

Workers do not have to be present at the time of the crash to be considered a work zone crash.

Illinois Crash Data 2007-2011

County Motor Vehicle Crash Statistics

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	2010	2011	2010	2011	2010	2011
Adams	1,511	1,461	2	9	430	397
Alexander	162	171	4	1	71	44
Bond	407	361	5	4	129	102
Boone	791	807	3	8	306	290
Brown	189	183	1	0	17	23
Bureau	892	791	6	3	248	227
Calhoun	180	147	0	0	26	19
Carroll	334	299	3	4	92	73
Cass	259	275	1	3	75	70
Champaign	3,353	3,083	19	12	1,009	942
Christian	694	587	6	5	245	184
Clark	422	415	6	1	94	87
Clay	265	277	2	6	83	59
Clinton	651	561	10	9	243	147
Coles	1,085	997	12	12	341	321
Cook	137,391	133,400	236	234	38,887	36,923
Crawford	509	510	2	4	61	90
Cumberland	303	359	7	3	74	85
DeKalb	1,450	1,524	7	6	516	566
DeWitt	319	287	3	2	64	74
Douglas	316	277	2	7	106	79
DuPage	18,411	18,331	38	27	5,777	5,569
Edgar	384	358	4	5	115	97
Edwards	137	155	2	1	26	21
Effingham	1,053	1,060	12	9	339	265
Fayette	527	532	6	0	157	151
Ford	256	211	1	2	84	91
Franklin	1,010	943	9	6	428	314
Fulton	925	892	5	8	215	179
Gallatin	144	127	3	3	52	47
Greene	250	229	2	4	60	72
Grundy	1,020	893	8	5	323	288
Hamilton	187	163	0	0	43	32
Hancock	419	413	3	4	98	88
Hardin	76	85	2	2	59	25
Henderson	238	171	1	0	70	60
Henry	901	782	4	10	278	219
Iroquois	651	598	11	11	227	230
Jackson	1,462	1,411	5	11	564	548
Jasper	227	218	1	3	57	44
Jefferson	1,034	1,115	8	10	323	370
Jersey	568	551	8	7	183	145
JoDaviess	544	570	4	4	159	151
Johnson	267	275	2	2	68	74
Kane	8,688	9,471	21	24	3,177	3,383
Kankakee	2,322	2,240	7	16	874	880
Kendall	1,408	1,583	6	7	553	654
Knox	1,008	864	5	7	332	285
Lake	11,765	11,922	34	27	4,450	4,309
LaSalle	2,466	2,223	13	17	734	678
Lawrence	309	355	2	5	122	98

Illinois Crash Data 2007-2011

County Statistics (continued)

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	2010	2011	2010	2011	2010	2011
Lee	865	851	6	10	219	217
Livingston	705	620	6	8	302	228
Logan	662	603	3	3	180	150
McDonough	669	596	4	2	164	136
McHenry	4,768	4,783	15	14	1,671	1,625
McLean	3,363	3,252	12	10	1,102	978
Macon	2,371	2,510	4	12	850	763
Macoupin	885	793	8	2	260	221
Madison	5,762	5,461	27	23	1,850	1,886
Marion	946	873	5	3	304	273
Marshall	317	237	2	3	99	63
Mason	262	245	3	3	64	58
Massac	345	417	5	5	106	122
Menard	191	153	0	0	58	28
Mercer	226	223	2	6	74	73
Monroe	615	633	6	11	185	206
Montgomery	664	561	4	6	206	198
Morgan	700	686	4	2	192	174
Moultrie	336	258	2	6	94	85
Ogle	807	799	9	4	280	262
Peoria	5,133	4,896	19	10	1,770	1,611
Perry	478	462	4	3	146	141
Piatt	221	229	0	3	66	59
Pike	619	585	0	3	79	91
Pope	82	105	2	2	20	34
Pulaski	161	135	1	0	55	21
Putnam	171	177	0	1	33	40
Randolph	659	667	8	9	239	196
Richland	372	357	0	0	88	106
Rock Island	3,377	3,200	8	2	1,082	967
St. Clair	6,155	5,775	26	31	2,134	1,917
Saline	611	608	3	3	189	161
Sangamon	5,284	4,869	22	22	1,940	1,704
Schuyler	292	261	1	2	69	39
Scott	138	132	0	1	34	35
Shelby	461	429	7	0	146	108
Stark	138	120	1	0	48	32
Stephenson	1,043	936	3	6	263	237
Tazewell	2,634	2,507	8	10	954	863
Union	426	418	2	5	166	130
Vermilion	1,579	1,476	12	6	570	571
Wabash	199	166	2	0	56	39
Warren	401	362	2	3	104	85
Washington	378	415	3	5	110	122
Wayne	440	478	7	3	111	83
White	417	448	0	2	91	87
Whiteside	1,160	1,122	6	4	428	309
Will	12,082	12,171	48	38	3,747	3,800
Williamson	1,676	1,629	5	13	607	544
Winnebago	6,365	6,121	30	25	2,124	1,971
Woodford	509	465	6	3	144	154
TOTALS	289,260	281,788	927	918	88,937	84,172

Glossary

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 takes place on a public roadway, involves a moving motor vehicle and produces death, injury, or damage in excess of \$1,500 to any one person's property when all drivers in the crash are insured. If any driver does not have insurance, the threshold is \$500. (The change in the threshold was effective on January 1, 2009).

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.

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 an “A” or “B” injury. 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.

TRACTOR-TRAILER

Alternative term for semi truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

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

