Dear Reader:

In 2009, the state of Illinois became a safer place to travel in an automobile as a result of our successful efforts to improve traffic safety. Illinois finished the year with 911 fatalities – the lowest number of people killed in auto crashes since 1921 – and fewer than 89,100 injuries. Motorists wearing safety belts in 2009 reached an all-time high, with a 91.7 percent usage rate, and then increased even more to a record-breaking 92.6 percent in subsequent months.

Illinois’ primary safety belt law was signed in 2003, and our efforts to increase traffic safety since then are saving lives and preventing injuries. For example, in 2003 just over 76 percent of drivers were wearing their safety belts. At that time, Illinois saw 1,454 fatalities and more than 131,000 injuries.

By doing everything we can to get people to fasten their safety belts and by educating the public about driving responsibly, we are making travel on Illinois roadways safer.

With your help, we continue to save more lives and keep even more drivers safe. Please, remember to buckle up and drive responsibly every trip, every time.

Sincerely,

Pat Quinn
Governor
Dear Reader:

The Illinois Department of Transportation (IDOT) is committed to providing a safe travel environment for motorists traveling Illinois roadways. Programs such as Operation Teen Safe Driving and public awareness campaigns about driving responsibly, using safety belts and child restraint seats have been effective in reducing the occurrence and severity of motor vehicle crashes.

Safety belt usage in Illinois increased to a record high of 92.6 percent in 2010 – a substantial increase when compared to 76.2 percent observed in 2003 when the primary safety belt law was passed and fatalities numbered 1,454. In 2009, Illinois ended the year with 911 fatalities, the lowest number of traffic-related deaths since 1921. Injuries declined in 2009 as well, with fewer than 89,100 reported.

Another noticeable decline, in property damage only crashes, may have been influenced by IDOT’s safety efforts. However, part of the decline is attributable to a change in the crash reporting threshold that became effective January 1, 2009.

The “2009 Illinois Crash Facts & Statistics” includes data that illustrate Illinois’ safety accomplishments and provides information about traffic safety programs and key events in the history of traffic-safety related legislation.

IDOT will continue its efforts to reduce the occurrence and severity of crashes on Illinois roadways. With your help, we can make travel safer for everyone.

Sincerely,

Gary Hannig
Secretary
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.

Gary Hannig
Secretary of Transportation

Michael R. Stout
Director of Traffic Safety

Compiled by: Illinois Department of Transportation
Division of Traffic Safety
Crash Information Staff
Crash Records Staff
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2009 Quick Facts

GENERAL

- 911 persons died in crashes in Illinois during 2009.
- An additional 89,090 persons were injured in crashes.
- Travel increased by .09 percent compared to the previous year.
- The mileage death rate decreased by 13.1 percent from 2008 to 2009.

ECONOMIC COSTS*

- The total estimated cost of crashes in Illinois for 2009 was $5.3 billion.
- Each fatality was estimated to cost $1,300,000.
- An incapacitating injury (“A” injury) was estimated to cost $66,900.
- A nonincapacitating evident injury (“B” injury) was estimated to cost $21,700.
- A possible injury (“C” injury) was estimated to cost $12,300.
- A property damage crash was estimated to cost $8,300.

FATAL

- 911 persons were killed in 832 fatal crashes in 2009.
- There was an average of 1.1 deaths per fatal crash.
- 25.7 percent of the fatal crashes occurred at intersections.
- 77.2 percent of the fatal crashes occurred on dry roadways.
- 48.3 percent of the fatal crashes occurred during daylight hours.
- 56.4 percent of the fatal crashes occurred on urban roadways.
- 31.7 percent of the fatal crashes involved a collision with a fixed object.

ALCOHOL

- 41.2 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 35.8 percent of the fatally injured drivers 16-20 years of age who were tested had a positive BAC.

PEDESTRIAN

- 111 pedestrians were killed in 2009.
- An additional 5,231 pedestrians were injured in crashes.
- Approximately 5 percent of the pedestrians killed were under 15 years of age.
- Almost 21 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested with known BAC test results, 43.2 percent had a positive BAC.

* Based on estimates made by the National Safety Council for 2009. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities. The 2009 estimated cost of crashes in Illinois was calculated by using injury severity and costs for those particular injuries.
2009 Quick Facts

PEDALCYCLE

- Riders under the age of 15 accounted for 20.0 percent of the pedalcyclist deaths and 21.1 percent of pedalcyclist injuries.

MOTORCYCLE

- There were 3,846 motorcycle crashes in the year 2009.
- The number of motorcyclists killed decreased by 3.7 percent from the previous year.

SCHOOL BUS

- No school-age passengers were killed in a school bus in 2009, although 133 were injured.
- No school bus drivers were killed in school buses; 78 were injured.

TRACTOR-TRAILER

- 64 persons were killed in tractor-trailer crashes.
- 3 of the persons killed were occupants of the tractor-trailer, while 55 were occupants of another type of vehicle.

TRAIN

- 25.0 percent of the fatal train crashes occurred at crossings with gates.
- 75.0 percent of the fatal train crashes occurred at crossings with types of traffic control other than gates, stop sign/flashers, or warning signs.

WORK ZONE

- There were 31 fatal crashes in work zones in 2009, in which 31 people were killed.
- Five of the persons killed were roadway construction workers.

DEER

- There were 18,831 crashes involving deer in 2009.
- Six deer crashes involved a fatality.
IMPORTANT NOTE

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 122,556 crashes reported in 2009 for which damage to any one person’s property totaled between $501 and $1,500.
2009 Crash Data

IMPORTANT

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois.
2009 Crash Data
Refer to note on page 9 for definition of data included.

Registered Motor Vehicles 10,009,485
Licensed Drivers 8,767,459
Vehicle Miles Traveled 105,734,665,833
Total Crashes 292,106
Total Injuries 89,090
“A” Type Injuries* 12,997
Total Deaths 911
Mileage Death Rate 0.86
(Per Hundred Million Vehicle Miles Traveled)

* “A” Type Injury (Incapacitating Injury) is 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.

Illinois’ Highway Safety Clock

- 800 traffic crashes occurred per day in 2009.
- Over 2 persons were killed per day in traffic crashes in 2009.
- 10 persons were injured per hour in 2009.
2009 Crash Data

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

Registered Motor Vehicles by Type

Motor Vehicles Involved in Crashes

<table>
<thead>
<tr>
<th>TYPE OF MOTOR VEHICLE</th>
<th>CRASH SEVERITY</th>
<th>VEHICLE OCCUPANTS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
</tr>
<tr>
<td>Passenger car</td>
<td>794</td>
<td>87,071</td>
</tr>
<tr>
<td>Pickup truck</td>
<td>172</td>
<td>9,661</td>
</tr>
<tr>
<td>Van</td>
<td>92</td>
<td>9,222</td>
</tr>
<tr>
<td>Other single unit truck</td>
<td>23</td>
<td>1,246</td>
</tr>
<tr>
<td>Truck-tractor with semi-trailer</td>
<td>67</td>
<td>1,673</td>
</tr>
<tr>
<td>Farm tractor/farm equipment</td>
<td>5</td>
<td>64</td>
</tr>
<tr>
<td>School bus</td>
<td>2</td>
<td>291</td>
</tr>
<tr>
<td>Other bus</td>
<td>7</td>
<td>608</td>
</tr>
<tr>
<td>Motorcycle (under 150 cc)</td>
<td>3</td>
<td>411</td>
</tr>
<tr>
<td>Motorcycle (over 150 cc)</td>
<td>138</td>
<td>2,510</td>
</tr>
<tr>
<td>Other or unknown</td>
<td>23</td>
<td>2,426</td>
</tr>
</tbody>
</table>
### Drivers Involved in Crashes
#### By Age and Crash Severity

<table>
<thead>
<tr>
<th>AGE</th>
<th>Fatal</th>
<th>Rate</th>
<th>CRASH SEVERITY</th>
<th>Rate</th>
<th>Total</th>
<th>Rate</th>
<th>TOTAL LICENSED DRIVERS</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 or Younger</td>
<td>3</td>
<td>0.05</td>
<td>237</td>
<td>3.73</td>
<td>795</td>
<td>12.52</td>
<td>63,484</td>
</tr>
<tr>
<td>16</td>
<td>9</td>
<td>0.07</td>
<td>2,125</td>
<td>17.07</td>
<td>8,464</td>
<td>67.99</td>
<td>124,491</td>
</tr>
<tr>
<td>17</td>
<td>24</td>
<td>0.17</td>
<td>3,021</td>
<td>21.77</td>
<td>11,999</td>
<td>86.46</td>
<td>138,778</td>
</tr>
<tr>
<td>18</td>
<td>34</td>
<td>0.23</td>
<td>3,538</td>
<td>23.96</td>
<td>14,290</td>
<td>96.79</td>
<td>147,639</td>
</tr>
<tr>
<td>19</td>
<td>26</td>
<td>0.16</td>
<td>3,399</td>
<td>21.52</td>
<td>13,482</td>
<td>85.35</td>
<td>157,967</td>
</tr>
<tr>
<td>20-24</td>
<td>157</td>
<td>0.20</td>
<td>14,146</td>
<td>18.37</td>
<td>58,980</td>
<td>76.57</td>
<td>770,239</td>
</tr>
<tr>
<td>25-29</td>
<td>148</td>
<td>0.18</td>
<td>12,443</td>
<td>15.23</td>
<td>52,635</td>
<td>64.42</td>
<td>817,077</td>
</tr>
<tr>
<td>30-34</td>
<td>135</td>
<td>0.18</td>
<td>10,211</td>
<td>13.52</td>
<td>43,822</td>
<td>58.02</td>
<td>755,242</td>
</tr>
<tr>
<td>35-39</td>
<td>119</td>
<td>0.16</td>
<td>9,864</td>
<td>12.87</td>
<td>41,580</td>
<td>54.23</td>
<td>766,709</td>
</tr>
<tr>
<td>40-44</td>
<td>106</td>
<td>0.14</td>
<td>9,468</td>
<td>12.12</td>
<td>40,002</td>
<td>51.19</td>
<td>781,390</td>
</tr>
<tr>
<td>45-49</td>
<td>112</td>
<td>0.13</td>
<td>9,534</td>
<td>11.17</td>
<td>40,070</td>
<td>46.95</td>
<td>853,419</td>
</tr>
<tr>
<td>50-54</td>
<td>99</td>
<td>0.12</td>
<td>8,696</td>
<td>10.42</td>
<td>35,823</td>
<td>42.93</td>
<td>834,526</td>
</tr>
<tr>
<td>55-59</td>
<td>86</td>
<td>0.12</td>
<td>6,553</td>
<td>8.99</td>
<td>27,679</td>
<td>37.98</td>
<td>728,864</td>
</tr>
<tr>
<td>60-64</td>
<td>57</td>
<td>0.10</td>
<td>4,932</td>
<td>8.26</td>
<td>20,307</td>
<td>34.01</td>
<td>597,131</td>
</tr>
<tr>
<td>65-69</td>
<td>40</td>
<td>0.09</td>
<td>3,196</td>
<td>7.36</td>
<td>12,913</td>
<td>29.72</td>
<td>434,478</td>
</tr>
<tr>
<td>70-74</td>
<td>28</td>
<td>0.09</td>
<td>2,184</td>
<td>6.91</td>
<td>8,791</td>
<td>27.80</td>
<td>316,267</td>
</tr>
<tr>
<td>75 or Older</td>
<td>87</td>
<td>0.18</td>
<td>3,669</td>
<td>7.65</td>
<td>13,968</td>
<td>29.11</td>
<td>479,758</td>
</tr>
<tr>
<td>Unknown</td>
<td>26</td>
<td>--</td>
<td>5,152</td>
<td>--</td>
<td>52,743</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,296</td>
<td>0.15</td>
<td>112,368</td>
<td>12.82</td>
<td>498,343</td>
<td>56.84</td>
<td>8,767,459</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th></th>
<th>16-20 YEARS OF AGE</th>
<th>21-64 YEARS OF AGE</th>
<th>65 YEARS OR OLDER</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>60,566</td>
<td>348,567</td>
<td>35,672</td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>119</td>
<td>993</td>
<td>155</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>15,156</td>
<td>82,774</td>
<td>9,049</td>
</tr>
<tr>
<td>Licensed Drivers</td>
<td>728,458</td>
<td>6,745,014</td>
<td>1,230,503</td>
</tr>
<tr>
<td>Fatal Crash Ratio 1</td>
<td>1.96</td>
<td>2.85</td>
<td>4.35</td>
</tr>
<tr>
<td>Fatal Crash Rate 2</td>
<td>0.16</td>
<td>0.15</td>
<td>0.13</td>
</tr>
<tr>
<td>Total Crash Rate 3</td>
<td>83.14</td>
<td>51.68</td>
<td>28.99</td>
</tr>
</tbody>
</table>

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

Holiday Traffic Crashes

<table>
<thead>
<tr>
<th>HOLIDAY</th>
<th>TOTAL DAYS</th>
<th>CRASH SEVERITY</th>
<th>PERSONS</th>
<th>Average Killed Per Day</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Fatal</td>
<td>Injury</td>
<td>Total</td>
</tr>
<tr>
<td>Memorial Day</td>
<td>3.25</td>
<td>17</td>
<td>514</td>
<td>2,135</td>
</tr>
<tr>
<td>Fourth of July</td>
<td>3.25</td>
<td>11</td>
<td>535</td>
<td>2,239</td>
</tr>
<tr>
<td>Labor Day</td>
<td>3.25</td>
<td>5</td>
<td>469</td>
<td>1,866</td>
</tr>
<tr>
<td>Thanksgiving</td>
<td>4.25</td>
<td>12</td>
<td>558</td>
<td>2,893</td>
</tr>
<tr>
<td>Christmas</td>
<td>3.25</td>
<td>3</td>
<td>496</td>
<td>3,059</td>
</tr>
<tr>
<td>New Year's</td>
<td>3.25</td>
<td>6</td>
<td>329</td>
<td>1,879</td>
</tr>
</tbody>
</table>

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. on the last day of the holiday period.
### 2009 Crash Data

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

#### Crashes by Road Surface Condition

<table>
<thead>
<tr>
<th>ROAD SURFACE CONDITION</th>
<th>CRASH SEVERITY</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
<td>Property Damage</td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>Dry</td>
<td>642</td>
<td>44,523</td>
<td>150,136</td>
<td>195,301</td>
<td></td>
</tr>
<tr>
<td>Wet</td>
<td>128</td>
<td>12,522</td>
<td>42,239</td>
<td>54,889</td>
<td></td>
</tr>
<tr>
<td>Ice or Snow</td>
<td>45</td>
<td>4,844</td>
<td>24,663</td>
<td>29,552</td>
<td></td>
</tr>
<tr>
<td>Sand, Mud or Dirt</td>
<td>1</td>
<td>97</td>
<td>174</td>
<td>272</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>5</td>
<td>289</td>
<td>569</td>
<td>863</td>
<td></td>
</tr>
<tr>
<td>Unknown</td>
<td>11</td>
<td>1,010</td>
<td>10,208</td>
<td>11,229</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>832</strong></td>
<td><strong>63,285</strong></td>
<td><strong>227,989</strong></td>
<td><strong>292,106</strong></td>
<td></td>
</tr>
</tbody>
</table>

#### Crashes by Light Condition

<table>
<thead>
<tr>
<th>LIGHT CONDITION</th>
<th>CRASH SEVERITY</th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
<td>Property Damage</td>
<td>Total</td>
<td></td>
</tr>
<tr>
<td>Daylight</td>
<td>402</td>
<td>42,952</td>
<td>142,363</td>
<td>185,717</td>
<td></td>
</tr>
<tr>
<td>Dawn</td>
<td>10</td>
<td>837</td>
<td>3,706</td>
<td>4,553</td>
<td></td>
</tr>
<tr>
<td>Dusk</td>
<td>19</td>
<td>1,430</td>
<td>5,345</td>
<td>6,794</td>
<td></td>
</tr>
<tr>
<td>Darkness</td>
<td>222</td>
<td>7,279</td>
<td>32,772</td>
<td>40,273</td>
<td></td>
</tr>
<tr>
<td>Darkness – Road Lighted</td>
<td>179</td>
<td>10,490</td>
<td>37,965</td>
<td>48,634</td>
<td></td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>297</td>
<td>5,838</td>
<td>6,135</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>832</strong></td>
<td><strong>63,285</strong></td>
<td><strong>227,989</strong></td>
<td><strong>292,106</strong></td>
<td></td>
</tr>
</tbody>
</table>
The greatest number of crashes occurred on Friday with 41,348 crashes in urban locations and 7,530 crashes in rural locations. The second largest number of crashes occurred on Thursday.

68.9 percent of all crashes occurred between 8:00 a.m. and 7:59 p.m. 86.4 percent of these crashes occurred on urban roadways.
### 2009 Crash Data
Refer to note on page 9 for definition of data included.

#### Crashes by Type of Roadway

<table>
<thead>
<tr>
<th>TYPE OF ROADWAY</th>
<th>CRASH SEVERITY</th>
<th>PERSONS</th>
<th>PEDESTRIANS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
<td>Total</td>
</tr>
<tr>
<td>URBAN</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Highways</td>
<td>150</td>
<td>16,614</td>
<td>65,910</td>
</tr>
<tr>
<td>Percent</td>
<td>18.0</td>
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<td>22.6</td>
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<tr>
<td>Interstate Type Roads</td>
<td>79</td>
<td>4,159</td>
<td>23,803</td>
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<tr>
<td>Percent</td>
<td>9.5</td>
<td>6.6</td>
<td>8.1</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>166</td>
<td>23,063</td>
<td>117,683</td>
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<tr>
<td>Percent</td>
<td>20.0</td>
<td>36.4</td>
<td>40.3</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>74</td>
<td>8,566</td>
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<tr>
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<td>8.9</td>
<td>13.5</td>
<td>12.3</td>
</tr>
<tr>
<td>Urban Total</td>
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<td>52,402</td>
<td>243,189</td>
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<tr>
<td>Percent</td>
<td>56.4</td>
<td>82.8</td>
<td>83.3</td>
</tr>
<tr>
<td>RURAL</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>State Highways</td>
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<tr>
<td>Percent</td>
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<td>5.1</td>
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<tr>
<td>Interstate Type Roads</td>
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<td>Percent</td>
<td>4.8</td>
<td>1.2</td>
<td>1.5</td>
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<tr>
<td>County and Local Roads</td>
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<td>24,042</td>
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<tr>
<td>Percent</td>
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<tr>
<td>Percent</td>
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<td>2.0</td>
<td>1.9</td>
</tr>
<tr>
<td>Rural Total</td>
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<td>48,917</td>
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<tr>
<td>Percent</td>
<td>43.6</td>
<td>17.2</td>
<td>16.7</td>
</tr>
<tr>
<td>TOTAL</td>
<td>832</td>
<td>63,285</td>
<td>292,106</td>
</tr>
<tr>
<td>Percent</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

In 2009, there were 911 fatalities, including 111 that were pedestrians. 82.9 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 55.5 percent of all fatalities and 82.4 percent of all injuries resulted from crashes on urban roadways.
Crashes by Type of Traffic Control

<table>
<thead>
<tr>
<th>TYPE OF TRAFFIC CONTROL</th>
<th>Fatal</th>
<th>Injury</th>
<th>Property Damage</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>No Controls</td>
<td>451</td>
<td>28,946</td>
<td>126,889</td>
<td>156,286</td>
</tr>
<tr>
<td>Stop Sign/Red Flasher</td>
<td>83</td>
<td>8,467</td>
<td>22,084</td>
<td>30,634</td>
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<tr>
<td>Traffic Control Signal</td>
<td>97</td>
<td>18,024</td>
<td>47,526</td>
<td>65,647</td>
</tr>
<tr>
<td>Yield Sign/Yellow Flasher</td>
<td>0</td>
<td>355</td>
<td>909</td>
<td>1,264</td>
</tr>
<tr>
<td>Police Officer/Flagman</td>
<td>4</td>
<td>148</td>
<td>298</td>
<td>450</td>
</tr>
<tr>
<td>RR Crossing Gates</td>
<td>2</td>
<td>86</td>
<td>347</td>
<td>435</td>
</tr>
<tr>
<td>Other RR Crossing Device</td>
<td>8</td>
<td>42</td>
<td>151</td>
<td>201</td>
</tr>
<tr>
<td>School Speed Zone</td>
<td>0</td>
<td>32</td>
<td>58</td>
<td>90</td>
</tr>
<tr>
<td>No Passing Zone</td>
<td>19</td>
<td>257</td>
<td>676</td>
<td>952</td>
</tr>
<tr>
<td>Other Regulatory Sign</td>
<td>6</td>
<td>262</td>
<td>820</td>
<td>1,088</td>
</tr>
<tr>
<td>Other Warning Sign</td>
<td>9</td>
<td>277</td>
<td>755</td>
<td>1,041</td>
</tr>
<tr>
<td>Lane Use Control Marking</td>
<td>144</td>
<td>5,522</td>
<td>22,595</td>
<td>28,261</td>
</tr>
<tr>
<td>Delineators</td>
<td>0</td>
<td>15</td>
<td>41</td>
<td>56</td>
</tr>
<tr>
<td>Other/Unknown</td>
<td>9</td>
<td>852</td>
<td>4,840</td>
<td>5,701</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>832</strong></td>
<td><strong>63,285</strong></td>
<td><strong>227,989</strong></td>
<td><strong>292,106</strong></td>
</tr>
</tbody>
</table>

The greatest number of crashes occurred where no controls were present. Such crashes account for 54.2 percent of fatal crashes, 45.7 percent of injury crashes, 55.7 percent of property damage crashes, and 53.5 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was present (22.5 percent of total crashes).
### 2009 Crash Data

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

#### Crashes by Type of Collision

<table>
<thead>
<tr>
<th>TYPE OF COLLISION</th>
<th>CRASH SEVERITY</th>
<th>PERSONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatal</td>
<td>Injury</td>
</tr>
<tr>
<td>Vehicle Overturned</td>
<td>63</td>
<td>2,491</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>103</td>
<td>4,974</td>
</tr>
<tr>
<td>Train</td>
<td>8</td>
<td>21</td>
</tr>
<tr>
<td>Pedalcyclist</td>
<td>19</td>
<td>3,093</td>
</tr>
<tr>
<td>Animal</td>
<td>6</td>
<td>688</td>
</tr>
<tr>
<td>Fixed Object</td>
<td>264</td>
<td>8,682</td>
</tr>
<tr>
<td>Other Object</td>
<td>3</td>
<td>288</td>
</tr>
<tr>
<td>Other Noncollision</td>
<td>6</td>
<td>649</td>
</tr>
<tr>
<td>Parked</td>
<td>11</td>
<td>1,518</td>
</tr>
<tr>
<td>Rear-End</td>
<td>64</td>
<td>17,906</td>
</tr>
<tr>
<td>Head-On</td>
<td>81</td>
<td>1,132</td>
</tr>
<tr>
<td>Sideswipe – Same Direction</td>
<td>16</td>
<td>2,201</td>
</tr>
<tr>
<td>Sideswipe – Opposite Direction</td>
<td>17</td>
<td>770</td>
</tr>
<tr>
<td>Angle</td>
<td>99</td>
<td>8,419</td>
</tr>
<tr>
<td>Turning</td>
<td>72</td>
<td>10,453</td>
</tr>
<tr>
<td>TOTAL</td>
<td>832</td>
<td>63,285</td>
</tr>
</tbody>
</table>

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 31.3 percent of all fatalities in 2009. Rear-end collisions comprise the highest number of injury crashes, resulting in 28.8 percent of all injuries in 2009. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 27.4 percent of total crashes.
## Injuries by Person Type, Age, and Gender

### Total Occupant Injuries

<table>
<thead>
<tr>
<th>AGE</th>
<th>DRIVERS Male</th>
<th>Female</th>
<th>Total</th>
<th>%</th>
<th>PASSENGERS Male</th>
<th>Female</th>
<th>Total</th>
<th>%</th>
<th>Pedalcyclists Male</th>
<th>Female</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 or Younger</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
<td>891</td>
<td>829</td>
<td>1,720</td>
<td>7.1</td>
<td>891</td>
<td>829</td>
<td>1,720</td>
<td>2.1</td>
</tr>
<tr>
<td>5-9</td>
<td>0</td>
<td>0</td>
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<td>0.0</td>
<td>892</td>
<td>930</td>
<td>1,822</td>
<td>7.5</td>
<td>892</td>
<td>930</td>
<td>1,822</td>
<td>2.3</td>
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<tr>
<td>10-14</td>
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<td>14</td>
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<td>917</td>
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<td>2,067</td>
<td>8.5</td>
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<td>1,164</td>
<td>2,102</td>
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<tr>
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<td>3,332</td>
<td>6,107</td>
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<td>1,684</td>
<td>2,441</td>
<td>4,125</td>
<td>17.0</td>
<td>4,459</td>
<td>5,773</td>
<td>10,232</td>
<td>12.7</td>
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<td>7,564</td>
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<td>1,218</td>
<td>1,553</td>
<td>2,771</td>
<td>11.4</td>
<td>4,846</td>
<td>5,489</td>
<td>10,335</td>
<td>12.8</td>
</tr>
<tr>
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<td>6,120</td>
<td>11,911</td>
<td>21.1</td>
<td>1,383</td>
<td>1,990</td>
<td>3,373</td>
<td>13.9</td>
<td>7,174</td>
<td>8,110</td>
<td>15,284</td>
<td>18.9</td>
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<tr>
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<td>5,167</td>
<td>10,135</td>
<td>17.9</td>
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<td>1,444</td>
<td>2,281</td>
<td>9.4</td>
<td>5,805</td>
<td>6,611</td>
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<td>5,572</td>
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<td>448</td>
<td>831</td>
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<td>14,674</td>
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<td>43,504</td>
<td>80,694</td>
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</table>

### Total Non-Occupant Injuries

<table>
<thead>
<tr>
<th>AGE</th>
<th>PEDESTRIANS Male</th>
<th>Female</th>
<th>Total</th>
<th>%</th>
<th>PEDALCYCLISTS Male</th>
<th>Female</th>
<th>Total</th>
<th>%</th>
<th>TOTAL NON-OCCUPANT INJURIES Male</th>
<th>Female</th>
<th>Total</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>4 or Younger</td>
<td>69</td>
<td>51</td>
<td>120</td>
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<td>10</td>
<td>3</td>
<td>13</td>
<td>0.4</td>
<td>79</td>
<td>54</td>
<td>133</td>
<td>1.6</td>
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<tr>
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<td>347</td>
<td>6.6</td>
<td>145</td>
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<td>189</td>
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<td>154</td>
<td>536</td>
<td>6.4</td>
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<tr>
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<td>91</td>
<td>456</td>
<td>14.6</td>
<td>651</td>
<td>291</td>
<td>942</td>
<td>11.3</td>
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<td>303</td>
<td>586</td>
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<td>335</td>
<td>120</td>
<td>455</td>
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<td>12.5</td>
</tr>
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<td>20-24</td>
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<td>513</td>
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<td>278</td>
<td>117</td>
<td>395</td>
<td>12.7</td>
<td>544</td>
<td>364</td>
<td>908</td>
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<td>1,296</td>
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<tr>
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<td>293</td>
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<td>12.2</td>
<td>706</td>
<td>331</td>
<td>1,037</td>
<td>12.4</td>
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<tr>
<td>55-64</td>
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<td>246</td>
<td>488</td>
<td>9.3</td>
<td>154</td>
<td>28</td>
<td>182</td>
<td>5.8</td>
<td>396</td>
<td>274</td>
<td>670</td>
<td>8.0</td>
</tr>
<tr>
<td>65-74</td>
<td>123</td>
<td>114</td>
<td>237</td>
<td>4.5</td>
<td>45</td>
<td>5</td>
<td>50</td>
<td>1.6</td>
<td>168</td>
<td>119</td>
<td>287</td>
<td>3.4</td>
</tr>
<tr>
<td>75 or Older</td>
<td>79</td>
<td>113</td>
<td>190</td>
<td>3.7</td>
<td>27</td>
<td>3</td>
<td>30</td>
<td>1.0</td>
<td>106</td>
<td>116</td>
<td>222</td>
<td>2.7</td>
</tr>
<tr>
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<td>83</td>
<td>180</td>
<td>3.4</td>
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<td>16</td>
<td>89</td>
<td>2.9</td>
<td>168</td>
<td>99</td>
<td>267</td>
<td>3.2</td>
</tr>
<tr>
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<td>2,375</td>
<td>5,223</td>
<td>100.0</td>
<td>2,420</td>
<td>699</td>
<td>3,119</td>
<td>100.0</td>
<td>5,268</td>
<td>3,074</td>
<td>8,342</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Note: The totals above do not include 16 drivers, 6 passengers, 8 pedestrians, and 4 pedalcyclists whose age and/or gender were unknown. An additional 17 occupants of non-motor vehicles and 3 equestrians were also injured.

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 63.4 percent of all injuries in 2009.

Passengers represent 27.2 percent of the total number of injuries in 2009.

Pedestrians account for 5.9 percent of all injuries.

Pedalcyclists account for 3.5 percent of all injuries.
## 2009 Crash Data

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

### Pedestrian and Pedalcycle Crashes

<table>
<thead>
<tr>
<th></th>
<th>PEDESTRIAN</th>
<th>PEDALCYCLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Crashes</td>
<td>5,313</td>
<td>3,255</td>
</tr>
<tr>
<td>Fatal Crashes</td>
<td>113</td>
<td>20</td>
</tr>
<tr>
<td>Injury Crashes</td>
<td>5,095</td>
<td>3,100</td>
</tr>
<tr>
<td>Property Damage Crashes</td>
<td>105</td>
<td>135</td>
</tr>
</tbody>
</table>

### Number of Crashes by Light Condition

<table>
<thead>
<tr>
<th>Light Condition</th>
<th>PEDESTRIAN</th>
<th>PEDALCYCLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylight</td>
<td>3,299</td>
<td>2,460</td>
</tr>
<tr>
<td>Dawn</td>
<td>56</td>
<td>48</td>
</tr>
<tr>
<td>Dusk</td>
<td>181</td>
<td>120</td>
</tr>
<tr>
<td>Darkness</td>
<td>465</td>
<td>170</td>
</tr>
<tr>
<td>Darkness – Road Lighted</td>
<td>1,243</td>
<td>438</td>
</tr>
<tr>
<td>Unknown</td>
<td>69</td>
<td>19</td>
</tr>
<tr>
<td>TOTAL</td>
<td>5,313</td>
<td>3,255</td>
</tr>
</tbody>
</table>

### Number of Crashes by Type of Roadway

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>PEDESTRIAN</th>
<th>PEDALCYCLE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban</td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Routes</td>
<td>718</td>
<td>538</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>45</td>
<td>6</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>3,203</td>
<td>2,030</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>1,018</td>
<td>538</td>
</tr>
<tr>
<td>Urban Total</td>
<td>4,984</td>
<td>3,112</td>
</tr>
<tr>
<td>Rural</td>
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<td></td>
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<tr>
<td>State Routes</td>
<td>44</td>
<td>23</td>
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<tr>
<td>Interstate Type Roads</td>
<td>7</td>
<td>0</td>
</tr>
<tr>
<td>County and Local Roads</td>
<td>162</td>
<td>73</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>116</td>
<td>47</td>
</tr>
<tr>
<td>Rural Total</td>
<td>329</td>
<td>143</td>
</tr>
</tbody>
</table>

### Number of Persons Killed and Injured by Age

<table>
<thead>
<tr>
<th>Age</th>
<th>Pedestrians</th>
<th></th>
<th>Pedestrians</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Killed</td>
<td>Injured</td>
<td>Killed</td>
<td>Injured</td>
</tr>
<tr>
<td>4 or Younger</td>
<td>2</td>
<td>120</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>5-9</td>
<td>1</td>
<td>347</td>
<td>1</td>
<td>189</td>
</tr>
<tr>
<td>10-14</td>
<td>2</td>
<td>486</td>
<td>3</td>
<td>456</td>
</tr>
<tr>
<td>15-19</td>
<td>4</td>
<td>586</td>
<td>1</td>
<td>455</td>
</tr>
<tr>
<td>20-24</td>
<td>5</td>
<td>513</td>
<td>1</td>
<td>395</td>
</tr>
<tr>
<td>25-34</td>
<td>16</td>
<td>764</td>
<td>4</td>
<td>532</td>
</tr>
<tr>
<td>35-44</td>
<td>16</td>
<td>657</td>
<td>4</td>
<td>346</td>
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<tr>
<td>45-54</td>
<td>26</td>
<td>655</td>
<td>3</td>
<td>382</td>
</tr>
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<td>55-64</td>
<td>16</td>
<td>488</td>
<td>1</td>
<td>182</td>
</tr>
<tr>
<td>65 or Older</td>
<td>23</td>
<td>427</td>
<td>2</td>
<td>80</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>188</td>
<td>0</td>
<td>93</td>
</tr>
<tr>
<td>TOTAL</td>
<td>111</td>
<td>5,231</td>
<td>20</td>
<td>3,123</td>
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</tbody>
</table>
Motorcycle Crashes

Motorcycle crashes account for 1.3 percent of all crashes in the year 2009. The number of motorcyclists killed decreased by 3.7 percent, from 135 in 2008 to 130 in 2009. These motorcycle fatalities account for 14.3 percent of all fatalities in 2009.

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

**OPERATORS KILLED AND INJURED BY AGE**

<table>
<thead>
<tr>
<th>Age</th>
<th>Killed</th>
<th>Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 or Younger</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10-14</td>
<td>0</td>
<td>9</td>
</tr>
<tr>
<td>15-19</td>
<td>2</td>
<td>130</td>
</tr>
<tr>
<td>20-24</td>
<td>12</td>
<td>337</td>
</tr>
<tr>
<td>25-34</td>
<td>31</td>
<td>610</td>
</tr>
<tr>
<td>35-44</td>
<td>24</td>
<td>623</td>
</tr>
<tr>
<td>45 or Older</td>
<td>47</td>
<td>1,058</td>
</tr>
<tr>
<td>Unknown</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>116</strong></td>
<td><strong>2,774</strong></td>
</tr>
</tbody>
</table>

**MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER**

<table>
<thead>
<tr>
<th>Motorcycle Maneuver</th>
<th>Motorcycles Involved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Going Straight Ahead</td>
<td>2,114</td>
</tr>
<tr>
<td>Passing/Overtaking</td>
<td>109</td>
</tr>
<tr>
<td>Making Left Turn</td>
<td>187</td>
</tr>
<tr>
<td>Making Right Turn</td>
<td>103</td>
</tr>
<tr>
<td>Slow/Stopped in Traffic</td>
<td>330</td>
</tr>
<tr>
<td>Skidding/Control Loss</td>
<td>526</td>
</tr>
<tr>
<td>Changing Lanes</td>
<td>47</td>
</tr>
<tr>
<td>Other</td>
<td>442</td>
</tr>
<tr>
<td>Parked</td>
<td>119</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>3,977</strong></td>
</tr>
</tbody>
</table>
2009 Crash Data
Refer to note on page 9 for definition of data included.

School Bus Crashes

In 2009, there were 1,537 school bus crashes. These crashes account for 0.5 percent of the total crashes for the year.

Injury crashes involving school buses decreased by 17.6 percent, from 341 in 2008 to 281 in 2009. The number of fatalities also decreased by 66.7 percent.

### CRASHES BY TYPE OF ROADWAY

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Total Crashes</th>
<th>Urban Crashes</th>
<th>Rural Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Crashes</strong></td>
<td>1,537</td>
<td>1,344</td>
<td>193</td>
</tr>
<tr>
<td><strong>Fatal Crashes</strong></td>
<td>2</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Injury Crashes</strong></td>
<td>281</td>
<td>269</td>
<td>12</td>
</tr>
<tr>
<td><strong>Property Damage Crashes</strong></td>
<td>1,254</td>
<td>269</td>
<td>23</td>
</tr>
</tbody>
</table>

#### URBAN

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Routes</td>
<td>269</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>23</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>863</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>189</td>
</tr>
<tr>
<td>Urban Total</td>
<td>1,344</td>
</tr>
</tbody>
</table>

#### RURAL

<table>
<thead>
<tr>
<th>Roadway Type</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Routes</td>
<td>35</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>1</td>
</tr>
<tr>
<td>County and Local Roads</td>
<td>129</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>28</td>
</tr>
<tr>
<td>Rural Total</td>
<td>193</td>
</tr>
</tbody>
</table>

### PERSONS KILLED AND INJURED BY PERSON TYPE

<table>
<thead>
<tr>
<th>Person Type</th>
<th>Killed</th>
<th>Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>School Bus Drivers</td>
<td>0</td>
<td>78</td>
</tr>
<tr>
<td>School Bus Passengers (School-Age)*</td>
<td>0</td>
<td>133</td>
</tr>
<tr>
<td>Other School Bus Passengers</td>
<td>0</td>
<td>31</td>
</tr>
<tr>
<td>Other Vehicle Occupants</td>
<td>2</td>
<td>223</td>
</tr>
<tr>
<td>Pedestrians (School-Age)*</td>
<td>0</td>
<td>7</td>
</tr>
<tr>
<td>Other Pedestrians</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Pedalcyclists</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>2</strong></td>
<td><strong>482</strong></td>
</tr>
</tbody>
</table>

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

There were 9,319 crashes involving tractor-trailers in Illinois in the year 2009. These tractor-trailer crashes account for 3.2 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 7.5 percent of all fatal crashes. Fatal crashes decreased by 38.0 percent, with the number of fatalities decreasing by 44.3 percent, from 115 in 2008 to 64 in 2009.

CRASHES BY TYPE OF ROADWAY

<table>
<thead>
<tr>
<th>Type of Roadway</th>
<th>Total Crashes</th>
<th>Urban Total</th>
<th>Rural Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Routes</td>
<td>2,007</td>
<td>1,377</td>
<td>630</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>2,940</td>
<td>2,057</td>
<td>883</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>1,905</td>
<td>1,332</td>
<td>573</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>747</td>
<td>574</td>
<td>173</td>
</tr>
<tr>
<td><strong>Urban Total</strong></td>
<td>7,599</td>
<td><strong>7,835</strong></td>
<td><strong>729</strong></td>
</tr>
<tr>
<td>State Routes</td>
<td>578</td>
<td>384</td>
<td>194</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>662</td>
<td>458</td>
<td>204</td>
</tr>
<tr>
<td>County and Local Roads</td>
<td>342</td>
<td>261</td>
<td>81</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>138</td>
<td>115</td>
<td>23</td>
</tr>
<tr>
<td><strong>Rural Total</strong></td>
<td>1,720</td>
<td><strong>1,898</strong></td>
<td><strong>822</strong></td>
</tr>
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</table>

PERSONS KILLED AND INJURED BY PERSON TYPE

<table>
<thead>
<tr>
<th>Person Type</th>
<th>Killed</th>
<th>Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tractor-Trailer Occupants</td>
<td>3</td>
<td>396</td>
</tr>
<tr>
<td>Other Vehicle Occupants</td>
<td>55</td>
<td>1,820</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>5</td>
<td>23</td>
</tr>
<tr>
<td>Pedalcyclists</td>
<td>1</td>
<td>6</td>
</tr>
<tr>
<td>Occupants of Non-Motor Vehicles</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>64</td>
<td>2,245</td>
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</tbody>
</table>
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, maintenance, or utility workers or designated work zone areas are included.

Work zone crashes account for 2.1 percent of all crashes in 2009.

CRASHES BY TYPE OF ROADWAY

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN</td>
<td>6,197</td>
</tr>
<tr>
<td>State Routes</td>
<td>1,352</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>2,557</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>1,196</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>601</td>
</tr>
<tr>
<td>Urban Total</td>
<td>5,706</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>RURAL</td>
<td>491</td>
</tr>
<tr>
<td>State Routes</td>
<td>154</td>
</tr>
</tbody>
</table>
| Interstate Type Roads | 115
| County and Local Roads | 132   |
| Unmarked State Routes | 90        |
| Rural Total    | 491           |

PERSONS INJURED BY TYPE OF ROADWAY

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN</td>
<td>2,101</td>
</tr>
<tr>
<td>State Routes</td>
<td>570</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>724</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>375</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>230</td>
</tr>
<tr>
<td>Urban Total</td>
<td>1,899</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injured</th>
</tr>
</thead>
<tbody>
<tr>
<td>RURAL</td>
<td>202</td>
</tr>
<tr>
<td>State Routes</td>
<td>84</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>42</td>
</tr>
<tr>
<td>County and Local Roads</td>
<td>48</td>
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<tr>
<td>Unmarked State Routes</td>
<td>28</td>
</tr>
<tr>
<td>Rural Total</td>
<td>202</td>
</tr>
</tbody>
</table>
Deer Crashes

In 2009, there were 18,831 crashes involving deer. Deer crashes account for 6.4 percent of the total crashes.

17.8 percent of deer crashes occurred during daylight hours; 66.6 percent occurred in darkness. Approximately 77.5 percent of deer crashes were on rural roadways, with 46.6 percent of these crashes on state routes.

CRASHES BY LIGHT CONDITION

<table>
<thead>
<tr>
<th>Light Condition</th>
<th>Crashes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daylight</td>
<td>3,359</td>
</tr>
<tr>
<td>Dawn</td>
<td>1,146</td>
</tr>
<tr>
<td>Dusk</td>
<td>782</td>
</tr>
<tr>
<td>Darkness</td>
<td>12,539</td>
</tr>
<tr>
<td>Darkness — Road Lighted</td>
<td>800</td>
</tr>
<tr>
<td>Unknown</td>
<td>205</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>18,831</strong></td>
</tr>
</tbody>
</table>

CRASHES BY TYPE OF ROADWAY

**URBAN**
- State Routes: 1,983
- Interstate Type Roads: 930
- City Streets and Roads: 1,027
- Unmarked State Routes: 292
- **Urban Total**: 4,232

**RURAL**
- State Routes: 6,801
- Interstate Type Roads: 1,520
- County and Local Roads: 5,804
- Unmarked State Routes: 474
- **Rural Total**: 14,599
## 2009 Crash Data

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

### County Motor Vehicle Crash Statistics

<table>
<thead>
<tr>
<th>COUNTY</th>
<th>CRASHES</th>
<th>PERSONS KILLED</th>
<th>PERSONS INJURED</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams</td>
<td>1,436</td>
<td>4</td>
<td>479</td>
</tr>
<tr>
<td>Alexander</td>
<td>170</td>
<td>1</td>
<td>73</td>
</tr>
<tr>
<td>Bond</td>
<td>405</td>
<td>0</td>
<td>107</td>
</tr>
<tr>
<td>Boone</td>
<td>776</td>
<td>6</td>
<td>301</td>
</tr>
<tr>
<td>Brown</td>
<td>237</td>
<td>0</td>
<td>26</td>
</tr>
<tr>
<td>Bureau</td>
<td>858</td>
<td>7</td>
<td>243</td>
</tr>
<tr>
<td>Calhoun</td>
<td>189</td>
<td>0</td>
<td>24</td>
</tr>
<tr>
<td>Carroll</td>
<td>314</td>
<td>5</td>
<td>84</td>
</tr>
<tr>
<td>Cass</td>
<td>253</td>
<td>2</td>
<td>63</td>
</tr>
<tr>
<td>Champaign</td>
<td>3,395</td>
<td>12</td>
<td>1,134</td>
</tr>
<tr>
<td>Christian</td>
<td>716</td>
<td>10</td>
<td>226</td>
</tr>
<tr>
<td>Clark</td>
<td>467</td>
<td>5</td>
<td>125</td>
</tr>
<tr>
<td>Clay</td>
<td>282</td>
<td>2</td>
<td>70</td>
</tr>
<tr>
<td>Clinton</td>
<td>621</td>
<td>6</td>
<td>195</td>
</tr>
<tr>
<td>Coles</td>
<td>1,117</td>
<td>11</td>
<td>306</td>
</tr>
<tr>
<td>Cook</td>
<td>138,297</td>
<td>264</td>
<td>38,697</td>
</tr>
<tr>
<td>Crawford</td>
<td>497</td>
<td>0</td>
<td>103</td>
</tr>
<tr>
<td>Cumberland</td>
<td>324</td>
<td>5</td>
<td>94</td>
</tr>
<tr>
<td>DeKalb</td>
<td>1,686</td>
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<td>603</td>
</tr>
<tr>
<td>DeWitt</td>
<td>357</td>
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<td>79</td>
</tr>
<tr>
<td>Douglas</td>
<td>287</td>
<td>4</td>
<td>76</td>
</tr>
<tr>
<td>DuPage</td>
<td>18,677</td>
<td>23</td>
<td>5,718</td>
</tr>
<tr>
<td>Edgar</td>
<td>407</td>
<td>6</td>
<td>106</td>
</tr>
<tr>
<td>Edwards</td>
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<td>0</td>
<td>20</td>
</tr>
<tr>
<td>Effingham</td>
<td>979</td>
<td>4</td>
<td>323</td>
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<tr>
<td>Fayette</td>
<td>483</td>
<td>2</td>
<td>142</td>
</tr>
<tr>
<td>Ford</td>
<td>231</td>
<td>1</td>
<td>105</td>
</tr>
<tr>
<td>Franklin</td>
<td>913</td>
<td>5</td>
<td>335</td>
</tr>
<tr>
<td>Fulton</td>
<td>1,025</td>
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<td>234</td>
</tr>
<tr>
<td>Gallatin</td>
<td>140</td>
<td>1</td>
<td>30</td>
</tr>
<tr>
<td>Greene</td>
<td>264</td>
<td>2</td>
<td>81</td>
</tr>
<tr>
<td>Grundy</td>
<td>1,063</td>
<td>10</td>
<td>375</td>
</tr>
<tr>
<td>Hamilton</td>
<td>182</td>
<td>0</td>
<td>47</td>
</tr>
<tr>
<td>Hancock</td>
<td>460</td>
<td>5</td>
<td>85</td>
</tr>
<tr>
<td>Hardin</td>
<td>55</td>
<td>2</td>
<td>28</td>
</tr>
<tr>
<td>Henderson</td>
<td>187</td>
<td>1</td>
<td>68</td>
</tr>
<tr>
<td>Henry</td>
<td>920</td>
<td>5</td>
<td>266</td>
</tr>
<tr>
<td>Iroquois</td>
<td>609</td>
<td>7</td>
<td>215</td>
</tr>
<tr>
<td>Jackson</td>
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### County Statistics (continued)

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**TOTALS**  | **292,106** | **911** | **89,090**
2009 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.
2009 Fatal Crash Data
Refer to note on page 29 for definition of data included.

Illinois Fatalities and Vehicle Miles Traveled* 1990-2009

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<tr>
<th>YEAR</th>
<th>FATALITIES</th>
<th>TRAVEL</th>
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<tr>
<td>1991</td>
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<td>85.67</td>
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<tr>
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<td>89.82</td>
</tr>
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<td>1,554</td>
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<td>1999</td>
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<td>2005</td>
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<td>2008</td>
<td>1,043</td>
<td>105.64</td>
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<td>2009</td>
<td>911</td>
<td>105.73</td>
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* Travel is stated in billions of miles.
### Fatal Crashes and Fatalities by Month

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<td>53</td>
<td>63</td>
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<td>May</td>
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<td>104</td>
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<td>June</td>
<td>80</td>
<td>86</td>
</tr>
<tr>
<td>July</td>
<td>84</td>
<td>94</td>
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<td>81</td>
<td>85</td>
</tr>
<tr>
<td>December</td>
<td>71</td>
<td>73</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>832</strong></td>
<td><strong>911</strong></td>
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</table>

The greatest number of fatal crashes occurred in the months of May and July with each month having 84 fatal crashes. May had 104 fatalities, while July had 94 fatalities. The fatalities for these two months combined account for 21.7 percent of the total fatalities for the year.
The greatest number of fatal crashes occurred on Sunday with 96 crashes in urban locations and 73 crashes in rural locations. The second largest number of fatal crashes occurred on Saturday with 99 crashes occurring in urban locations and 68 crashes occurring in rural locations.

56.0 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 466 crashes occurred on urban roadways (285 crashes).
Fatalities by Person Type, Age, and Gender

<table>
<thead>
<tr>
<th>AGE</th>
<th>DRIVERS</th>
<th>PASSENGERS</th>
<th>TOTAL OCCUPANT FATALITIES</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Male</td>
<td>Female</td>
<td>Total %</td>
</tr>
<tr>
<td>4 or Younger</td>
<td>0</td>
<td>0</td>
<td>0.0</td>
</tr>
<tr>
<td>5-9</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>10-14</td>
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<td>0</td>
<td>0</td>
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<tr>
<td>15-19</td>
<td>38</td>
<td>7</td>
<td>45</td>
</tr>
<tr>
<td>20-24</td>
<td>64</td>
<td>9</td>
<td>73</td>
</tr>
<tr>
<td>25-34</td>
<td>87</td>
<td>20</td>
<td>107</td>
</tr>
<tr>
<td>35-44</td>
<td>72</td>
<td>21</td>
<td>93</td>
</tr>
<tr>
<td>45-54</td>
<td>76</td>
<td>22</td>
<td>98</td>
</tr>
<tr>
<td>55-64</td>
<td>50</td>
<td>12</td>
<td>62</td>
</tr>
<tr>
<td>65-74</td>
<td>24</td>
<td>10</td>
<td>34</td>
</tr>
<tr>
<td>75 or Older</td>
<td>37</td>
<td>25</td>
<td>62</td>
</tr>
<tr>
<td>TOTAL</td>
<td>449</td>
<td>126</td>
<td>575</td>
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<table>
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<th>PEDESTRIANS</th>
<th>PEDALCYCLISTS</th>
<th>TOTAL NON-OCCUPANT FATALITIES</th>
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<tr>
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<td>Total %</td>
</tr>
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<td>2</td>
</tr>
<tr>
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<td>10-14</td>
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<td>15-19</td>
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<td>2</td>
<td>4</td>
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<td>20-24</td>
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<td>6</td>
<td>16</td>
</tr>
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<td>16</td>
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<td>45-54</td>
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<td>26</td>
</tr>
<tr>
<td>55-64</td>
<td>15</td>
<td>1</td>
<td>16</td>
</tr>
<tr>
<td>65-74</td>
<td>5</td>
<td>5</td>
<td>10</td>
</tr>
<tr>
<td>75 or Older</td>
<td>8</td>
<td>5</td>
<td>13</td>
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<tr>
<td>TOTAL</td>
<td>79</td>
<td>32</td>
<td>111</td>
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</table>

Note: One occupant of a non-motor vehicle was also killed in 2009.

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

Drivers killed amount to 63.1 percent of all fatalities in 2009. Driver fatalities decreased by 12.2 percent from 2008 to 2009.

Passengers represent 22.4 percent of the total number of fatalities in 2009.

Pedestrians account for 12.2 percent of all fatalities. They decreased by 17.8 percent from 2008 to 2009.

Pedalcyclists, which account for 2.2 percent of all fatalities, decreased by 25.9 percent from 2008 to 2009.
**2009 Fatal Crash Data**  
Refer to note on page 29 for definition of data included.

### Occupant Restraint Usage for Persons Killed

<table>
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<th>DRIVER</th>
<th>PASSENGER</th>
<th>TOTAL</th>
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<tr>
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<td>85</td>
<td>271</td>
</tr>
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<td>223</td>
<td>75</td>
<td>298</td>
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<tr>
<td>Child Restraint Used</td>
<td>0</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Safety Belt Used Improperly</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
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<td>4</td>
</tr>
<tr>
<td>Unknown</td>
<td>40</td>
<td>16</td>
<td>56</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>449</strong></td>
<td><strong>186</strong></td>
<td><strong>635</strong></td>
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Excludes buses, motorcycles, and miscellaneous vehicles.

### AGE GROUPS

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<th>6-9</th>
<th>10-14</th>
<th>15-20</th>
<th>21 or Older</th>
</tr>
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<tr>
<td>None Used/Not Applicable</td>
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<td>3</td>
<td>3</td>
<td>3</td>
<td>47</td>
<td>215</td>
</tr>
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<td>Safety Belt Used</td>
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<td>2</td>
<td>1</td>
<td>36</td>
<td>259</td>
</tr>
<tr>
<td>Child Restraint Used</td>
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<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Safety Belt Used Improperly</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Child Restraint Used Improperly</td>
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<td>1</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>4</td>
<td>51</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>6</strong></td>
<td><strong>5</strong></td>
<td><strong>7</strong></td>
<td><strong>5</strong></td>
<td><strong>87</strong></td>
<td><strong>525</strong></td>
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Drivers Involved in Fatal Crashes by Age and Location

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<th>AGE</th>
<th>RURAL ROADWAYS Drivers</th>
<th>URBAN ROADWAYS Drivers</th>
<th>TOTAL Drivers</th>
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<td></td>
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<td>Killed</td>
<td>Involved</td>
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<tr>
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<td>9</td>
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<td>0</td>
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<td>17</td>
<td>17</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Percent</td>
<td>3.2</td>
<td>2.4</td>
<td>0.9</td>
</tr>
<tr>
<td>18</td>
<td>20</td>
<td>9</td>
<td>14</td>
</tr>
<tr>
<td>Percent</td>
<td>3.7</td>
<td>3.1</td>
<td>1.8</td>
</tr>
<tr>
<td>19</td>
<td>11</td>
<td>6</td>
<td>15</td>
</tr>
<tr>
<td>Percent</td>
<td>2.1</td>
<td>2.1</td>
<td>2.0</td>
</tr>
<tr>
<td>20-24</td>
<td>66</td>
<td>37</td>
<td>91</td>
</tr>
<tr>
<td>Percent</td>
<td>12.4</td>
<td>12.9</td>
<td>11.9</td>
</tr>
<tr>
<td>25-34</td>
<td>93</td>
<td>39</td>
<td>190</td>
</tr>
<tr>
<td>Percent</td>
<td>17.4</td>
<td>13.6</td>
<td>24.9</td>
</tr>
<tr>
<td>35-44</td>
<td>91</td>
<td>52</td>
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<tr>
<td>Percent</td>
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<td>18.1</td>
<td>17.6</td>
</tr>
<tr>
<td>45-54</td>
<td>91</td>
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<td>120</td>
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<tr>
<td>Percent</td>
<td>17.0</td>
<td>17.4</td>
<td>15.7</td>
</tr>
<tr>
<td>55-64</td>
<td>65</td>
<td>30</td>
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<tr>
<td>Percent</td>
<td>12.2</td>
<td>10.5</td>
<td>10.2</td>
</tr>
<tr>
<td>65-74</td>
<td>33</td>
<td>19</td>
<td>35</td>
</tr>
<tr>
<td>Percent</td>
<td>6.2</td>
<td>6.6</td>
<td>4.6</td>
</tr>
<tr>
<td>75 or Older</td>
<td>37</td>
<td>31</td>
<td>50</td>
</tr>
<tr>
<td>Percent</td>
<td>6.9</td>
<td>10.8</td>
<td>6.6</td>
</tr>
<tr>
<td>Unknown</td>
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<td>0</td>
<td>25</td>
</tr>
<tr>
<td>Percent</td>
<td>0.2</td>
<td>0.0</td>
<td>3.3</td>
</tr>
<tr>
<td>TOTAL</td>
<td>534</td>
<td>287</td>
<td>762</td>
</tr>
<tr>
<td>Percent</td>
<td>100.0</td>
<td>100.0</td>
<td>100.0</td>
</tr>
</tbody>
</table>

Drivers aged 25-34 were involved in more fatal crashes than any other age group. Drivers aged 16-24 account for the most drivers killed with 66 killed on rural roadways and 51 killed on urban roadways.
2009 Fatal Crash Data
Refer to note on page 29 for definition of data included.

Drivers Killed by Age and BAC

<table>
<thead>
<tr>
<th>AGE</th>
<th>0.00</th>
<th>0.01-0.07</th>
<th>0.08-0.20</th>
<th>Over 0.20</th>
<th>TOTAL TESTED</th>
<th>NOT TESTED OR UNKNOWN</th>
<th>TOTAL KILLED</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 or Younger</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>16-20</td>
<td>34</td>
<td>6</td>
<td>9</td>
<td>4</td>
<td>53</td>
<td>0</td>
<td>53</td>
</tr>
<tr>
<td>21-24</td>
<td>19</td>
<td>5</td>
<td>20</td>
<td>15</td>
<td>59</td>
<td>5</td>
<td>64</td>
</tr>
<tr>
<td>25-34</td>
<td>46</td>
<td>10</td>
<td>34</td>
<td>11</td>
<td>101</td>
<td>6</td>
<td>107</td>
</tr>
<tr>
<td>35-44</td>
<td>40</td>
<td>9</td>
<td>20</td>
<td>20</td>
<td>89</td>
<td>4</td>
<td>93</td>
</tr>
<tr>
<td>45-54</td>
<td>54</td>
<td>7</td>
<td>18</td>
<td>12</td>
<td>91</td>
<td>7</td>
<td>98</td>
</tr>
<tr>
<td>55-64</td>
<td>44</td>
<td>3</td>
<td>6</td>
<td>1</td>
<td>54</td>
<td>8</td>
<td>62</td>
</tr>
<tr>
<td>65-74</td>
<td>26</td>
<td>0</td>
<td>2</td>
<td>0</td>
<td>28</td>
<td>6</td>
<td>34</td>
</tr>
<tr>
<td>75 or Older</td>
<td>41</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>43</td>
<td>19</td>
<td>62</td>
</tr>
<tr>
<td>TOTAL</td>
<td>305</td>
<td>42</td>
<td>109</td>
<td>63</td>
<td>519</td>
<td>56</td>
<td>575</td>
</tr>
</tbody>
</table>

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 Blood Alcohol Concentration (BAC) of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2009.

TIME OF DAY

8-11:59 p.m. 22%
4-7:59 p.m. 15%
12-3:59 p.m. 5%
8-11:59 a.m. 3%
12-3:59 a.m. 39%
4-7:59 a.m. 16%

DAY OF WEEK

Sunday 29%
Monday 9%
Tuesday 4%
Wednesday 8%
Thursday 8%
Friday 18%
Saturday 24%
## Fatal Crashes During the Holidays

### Total and Alcohol-Related*

<table>
<thead>
<tr>
<th>HOLIDAY PERIODS</th>
<th>NUMBER OF DAYS</th>
<th>FATAL CRASHES</th>
<th>FATALITIES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Alcohol-Related*</td>
<td>Total</td>
</tr>
<tr>
<td>Memorial Day</td>
<td>3.25</td>
<td>9 of 52.9%</td>
<td>17</td>
</tr>
<tr>
<td>6:00 p.m. on 05/22/09 – 11:59 p.m. on 05/25/09</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fourth of July</td>
<td>3.25</td>
<td>4 of 36.4%</td>
<td>11</td>
</tr>
<tr>
<td>6:00 p.m. on 07/02/09 – 11:59 p.m. on 07/05/09</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor Day</td>
<td>3.25</td>
<td>2 of 40.0%</td>
<td>5</td>
</tr>
<tr>
<td>6:00 p.m. on 09/04/09 – 11:59 p.m. on 09/07/09</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thanksgiving</td>
<td>4.25</td>
<td>5 of 41.7%</td>
<td>12</td>
</tr>
<tr>
<td>6:00 p.m. on 11/25/09 – 11:59 p.m. on 11/29/09</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Christmas</td>
<td>3.25</td>
<td>1 of 33.3%</td>
<td>3</td>
</tr>
<tr>
<td>6:00 p.m. on 12/24/09 – 11:59 p.m. on 12/27/09</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Year’s</td>
<td>3.25</td>
<td>3 of 50.0%</td>
<td>6</td>
</tr>
<tr>
<td>6:00 p.m. on 12/31/09 – 11:59 p.m. on 01/03/10</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

* Fatal crashes or fatalities resulting from crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration (BAC) of 0.01 or greater.
## 2009 Fatal Crash Data

Refer to note on page 29 for definition of data included.

### Teen Fatalities by Age and Person Type

<table>
<thead>
<tr>
<th>AGE</th>
<th>DRIVER</th>
<th>OCCUPANT</th>
<th>PEDESTRIAN</th>
<th>PEDALCYCLIST</th>
<th>OCCUPANT OF NON-MOTOR VEHICLE</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
<td>7</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>17</td>
<td>8</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>14</td>
</tr>
<tr>
<td>18</td>
<td>16</td>
<td>16</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>34</td>
</tr>
<tr>
<td>19</td>
<td>13</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>18</td>
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<tr>
<td></td>
<td>TOTAL</td>
<td>44</td>
<td>30</td>
<td>4</td>
<td>1</td>
<td>79</td>
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</table>

### Teen Drivers Killed by Age and BAC

<table>
<thead>
<tr>
<th>AGE</th>
<th>0.00</th>
<th>0.01-0.07</th>
<th>0.08-0.20</th>
<th>OVER 0.20</th>
<th>TOTAL TESTED</th>
<th>NOT TESTED OR UNKNOWN IF TESTED</th>
<th>TOTAL KILLED</th>
</tr>
</thead>
<tbody>
<tr>
<td>16</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
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<td>18</td>
<td>7</td>
<td>3</td>
<td>3</td>
<td>3</td>
<td>16</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td>19</td>
<td>7</td>
<td>3</td>
<td>2</td>
<td>1</td>
<td>13</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td></td>
<td>TOTAL</td>
<td>28</td>
<td>6</td>
<td>6</td>
<td>4</td>
<td>44</td>
<td>44</td>
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</tbody>
</table>
# Fatal Pedestrian and Pedalcycle Crashes

<table>
<thead>
<tr>
<th></th>
<th>Fatal Pedestrian Crashes</th>
<th>Pedestrians Killed</th>
<th>Fatal Pedalcycle Crashes</th>
<th>Pedalcyclists Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian Crashes</td>
<td>113</td>
<td>111</td>
<td>20</td>
<td>20</td>
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</tbody>
</table>

## PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC

<table>
<thead>
<tr>
<th>AGE</th>
<th>0.00</th>
<th>0.01-0.07</th>
<th>0.08-0.20</th>
<th>Over 0.20</th>
<th>No Test/Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pedestrians</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4 or Younger</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>5-9</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>10-15</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>16-20</td>
<td>4</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>5</td>
<td>1</td>
</tr>
<tr>
<td>21-24</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>3</td>
<td>4</td>
<td>4</td>
</tr>
<tr>
<td>25-34</td>
<td>6</td>
<td>0</td>
<td>3</td>
<td>7</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td>35-44</td>
<td>6</td>
<td>1</td>
<td>4</td>
<td>2</td>
<td>3</td>
<td>16</td>
</tr>
<tr>
<td>45-54</td>
<td>8</td>
<td>1</td>
<td>5</td>
<td>8</td>
<td>4</td>
<td>26</td>
</tr>
<tr>
<td>55-64</td>
<td>13</td>
<td>2</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>16</td>
</tr>
<tr>
<td>65-74</td>
<td>6</td>
<td>1</td>
<td>1</td>
<td>0</td>
<td>2</td>
<td>10</td>
</tr>
<tr>
<td>75 or Older</td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>4</td>
<td>13</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>54</td>
<td>6</td>
<td>14</td>
<td>21</td>
<td>16</td>
<td>111</td>
</tr>
</tbody>
</table>

| **Pedalcyclists** |       |           |           |           |                 |       |
| 4 or Younger       | 0     | 0         | 0         | 0         | 0               | 0     |
| 5-9                | 0     | 0         | 0         | 0         | 1               | 1     |
| 10-15              | 1     | 0         | 0         | 0         | 2               | 3     |
| 16-20              | 2     | 0         | 0         | 0         | 2               | 2     |
| 21-24              | 0     | 0         | 0         | 0         | 0               | 0     |
| 25-34              | 1     | 0         | 1         | 2         | 0               | 4     |
| 35-44              | 1     | 1         | 2         | 0         | 4               | 4     |
| 45-54              | 1     | 1         | 0         | 0         | 1               | 3     |
| 55-64              | 1     | 0         | 0         | 0         | 0               | 1     |
| 65-74              | 1     | 0         | 0         | 0         | 1               | 1     |
| 75 or Older        | 0     | 0         | 0         | 0         | 1               | 1     |
| **TOTAL**          | 8     | 2         | 3         | 2         | 5               | 20    |

---

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 that involve only pedalcyclists are not reported to the Illinois Department of Transportation.
### Fatal Motorcycle Crashes

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Fatal Crashes</td>
<td>124</td>
</tr>
<tr>
<td>Motorcyclists Killed</td>
<td>130</td>
</tr>
<tr>
<td>Non-Motorcyclists Killed</td>
<td>2</td>
</tr>
</tbody>
</table>

### Persons Killed by Type of Roadway

**URBAN**
- State Routes: 24
- Interstate Type Roads: 11
- City Streets and Roads: 30
- Unmarked State Routes: 6
- **Urban Total**: 71

**RURAL**
- State Routes: 26
- Interstate Type Roads: 4
- County and Local Roads: 28
- Unmarked State Routes: 3
- **Rural Total**: 61

### Motorcycle Operators Killed by Age and BAC

<table>
<thead>
<tr>
<th>AGE</th>
<th>0.00</th>
<th>0.01-0.07</th>
<th>0.08-0.20</th>
<th>Over 0.20</th>
<th>No Test/Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 or Younger</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10-15</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>21-24</td>
<td>6</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>11</td>
</tr>
<tr>
<td>25-34</td>
<td>20</td>
<td>2</td>
<td>5</td>
<td>0</td>
<td>4</td>
<td>31</td>
</tr>
<tr>
<td>35-44</td>
<td>9</td>
<td>3</td>
<td>7</td>
<td>4</td>
<td>1</td>
<td>24</td>
</tr>
<tr>
<td>45 or Older</td>
<td>22</td>
<td>5</td>
<td>11</td>
<td>2</td>
<td>7</td>
<td>47</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>60</td>
<td>11</td>
<td>24</td>
<td>7</td>
<td>14</td>
<td>116</td>
</tr>
</tbody>
</table>
Fatal Tractor-TRailer Crashes

Fatal crashes involving tractor-trailers account for 7.5 percent of all fatal crashes and 7.0 percent of all fatalities for the year.

45.3 percent of these fatalities occurred on urban roadways, while 54.7 percent occurred on rural roadways.

<table>
<thead>
<tr>
<th></th>
<th>URBAN</th>
<th>RURAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Routes</td>
<td>7</td>
<td>19</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>14</td>
<td>11</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>6</td>
<td>1</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Urban Total</td>
<td>29</td>
<td>35</td>
</tr>
</tbody>
</table>

| TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE |
|---------------|---|---|
| AGE           | INVOLVED | KILLED |
| 15 or Younger | 0  | 0   |
| 16-20         | 0  | 0   |
| 21-24         | 1  | 0   |
| 25-34         | 8  | 0   |
| 35-44         | 19 | 2   |
| 45-54         | 17 | 1   |
| 55-64         | 17 | 0   |
| 65 or Older   | 2  | 0   |
| TOTAL         | 64 | 3   |
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 1.0 percent of all fatal crashes for 2009. Fatalities resulting from train crashes account for 1.2 percent of all fatalities.

PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

<table>
<thead>
<tr>
<th>Type of Traffic Control</th>
<th>Persons Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td>RR Gates</td>
<td>3</td>
</tr>
<tr>
<td>Other RR Crossing Device</td>
<td>8</td>
</tr>
<tr>
<td>Warning Sign</td>
<td>0</td>
</tr>
<tr>
<td>Stop Sign/Flasher</td>
<td>0</td>
</tr>
<tr>
<td>No Control</td>
<td>0</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>11</strong></td>
</tr>
</tbody>
</table>

PERSONS KILLED BY TYPE OF ROADWAY

<table>
<thead>
<tr>
<th>Type of Roadway</th>
<th>Persons Killed</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>URBAN</strong></td>
<td></td>
</tr>
<tr>
<td>State Routes</td>
<td>0</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>3</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>0</td>
</tr>
<tr>
<td><strong>Urban Total</strong></td>
<td><strong>3</strong></td>
</tr>
<tr>
<td><strong>RURAL</strong></td>
<td></td>
</tr>
<tr>
<td>State Routes</td>
<td>0</td>
</tr>
<tr>
<td>County and Local Roads</td>
<td>8</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>0</td>
</tr>
<tr>
<td><strong>Rural Total</strong></td>
<td><strong>8</strong></td>
</tr>
</tbody>
</table>

MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC

<table>
<thead>
<tr>
<th>Age</th>
<th>0.00</th>
<th>0.01-0.07</th>
<th>0.08-0.20</th>
<th>Over 0.20</th>
<th>No Test/Unknown</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>15 or Younger</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16-20</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>21-24</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>25-34</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>35-44</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>45-54</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>55-64</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>65-74</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>75 or Older</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td>5</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>7</td>
</tr>
</tbody>
</table>
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, maintenance, or utility workers or designated work zone areas are included.

| Fatal Crashes | 31 |
| Persons Killed | 31 |
| Drivers | 21 |
| Passengers | 3 |
| Workers | 5 |
| Pedestrians | 2 |

FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>12-3:59 a.m.</th>
<th>4-7:59 a.m.</th>
<th>8-11:59 a.m.</th>
<th>4-7:59 p.m.</th>
<th>8-11:59 p.m.</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-3:59 a.m.</td>
<td>29%</td>
<td>16%</td>
<td>10%</td>
<td>6%</td>
<td>23%</td>
</tr>
</tbody>
</table>

Day of Week

<table>
<thead>
<tr>
<th>Day of Week</th>
<th>Monday</th>
<th>Tuesday</th>
<th>Wednesday</th>
<th>Thursday</th>
<th>Friday</th>
<th>Saturday</th>
<th>Sunday</th>
</tr>
</thead>
<tbody>
<tr>
<td>12-3:59 a.m.</td>
<td>16%</td>
<td>13%</td>
<td>19%</td>
<td>19%</td>
<td>16%</td>
<td>19%</td>
<td>16%</td>
</tr>
<tr>
<td>4-7:59 a.m.</td>
<td>6%</td>
<td>7%</td>
<td>10%</td>
<td>19%</td>
<td>10%</td>
<td>10%</td>
<td>16%</td>
</tr>
<tr>
<td>8-11:59 a.m.</td>
<td>16%</td>
<td>16%</td>
<td>19%</td>
<td>19%</td>
<td>16%</td>
<td>19%</td>
<td>16%</td>
</tr>
</tbody>
</table>

FATAL CRASHES BY TYPE OF ROADWAY

<table>
<thead>
<tr>
<th>Type of Roadway</th>
<th>Urban Total</th>
<th>Rural Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN State Routes</td>
<td>8</td>
<td>6</td>
</tr>
<tr>
<td>Interstate Type Roads</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>City Streets and Roads</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Unmarked State Routes</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Rural Total</td>
<td>15</td>
<td>15</td>
</tr>
</tbody>
</table>
Appendix and Glossary
Illinois Traffic-Related Key Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1933</td>
<td>Legal age for alcohol consumption established at age 21 for males and 18 for females.</td>
</tr>
<tr>
<td>January 1946</td>
<td>Illinois safety responsibility law enacted.</td>
</tr>
<tr>
<td>January 1958</td>
<td>BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.</td>
</tr>
<tr>
<td>January 1963</td>
<td>Legal minimum drinking age established at 21 years of age.</td>
</tr>
<tr>
<td>January 1967</td>
<td>Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.</td>
</tr>
<tr>
<td>January 1967</td>
<td>Illegal presumption of being under the influence of alcohol lowered to 0.10.</td>
</tr>
<tr>
<td>January 1968</td>
<td>Mandatory motorcycle helmet usage law enacted for all riders.</td>
</tr>
<tr>
<td>May 1969</td>
<td>Motorcycle helmet usage law repealed.</td>
</tr>
<tr>
<td>October 1972</td>
<td>Implied consent law implemented.</td>
</tr>
<tr>
<td>January 1973</td>
<td>Legal minimum drinking age changed to allow 19 and 20-year-olds the right to purchase and consume beer and wine.</td>
</tr>
<tr>
<td>February 1974</td>
<td>Maximum speed limit reduced to 55 m.p.h.</td>
</tr>
<tr>
<td>October 1977</td>
<td>Crash reporting threshold increased to damage in excess of $250 (previously $100).</td>
</tr>
<tr>
<td>January 1980</td>
<td>Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.</td>
</tr>
<tr>
<td>January 1982</td>
<td>New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.</td>
</tr>
<tr>
<td>July 1983</td>
<td>Child Passenger Protection Act became effective and required children under the age of 4 to be secured in a child safety seat and 4 and 5-year-olds to be secured in a safety seat or by a safety belt.</td>
</tr>
<tr>
<td>July 1985</td>
<td>Safety belt law enacted to require safety belt use by drivers and front seat passengers. Violation of the law is a primary offense.</td>
</tr>
<tr>
<td>January 1986</td>
<td>Color-coded driver's license established to distinguish between drivers under 21 years of age and drivers 21 and older.</td>
</tr>
<tr>
<td>January 1986</td>
<td>Statutory summary suspension established to strengthen DUI laws.</td>
</tr>
<tr>
<td>May 1987</td>
<td>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.</td>
</tr>
<tr>
<td>January 1988</td>
<td>Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.</td>
</tr>
<tr>
<td>January 1990</td>
<td>Mandatory insurance law enacted to require minimum liability limits.</td>
</tr>
</tbody>
</table>


**Illinois Traffic-Related Key Events**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>Crash reporting threshold increased to damage in excess of $500</td>
</tr>
<tr>
<td>1992</td>
<td>(previously $250).</td>
</tr>
<tr>
<td>April</td>
<td>Commercial driver’s license required if operating a Class A or Class B</td>
</tr>
<tr>
<td>1992</td>
<td>vehicle.</td>
</tr>
<tr>
<td>January</td>
<td>Zero Tolerance law enacted for drivers under the age of 21.</td>
</tr>
<tr>
<td>1995</td>
<td>Minimum fine for speeding in construction or maintenance zones or</td>
</tr>
<tr>
<td></td>
<td>school zones doubled (to $150).</td>
</tr>
<tr>
<td>August</td>
<td>Penalties increased for drivers who do not stop when a school bus</td>
</tr>
<tr>
<td>1995</td>
<td>has stopped to load or unload passengers.</td>
</tr>
<tr>
<td>November</td>
<td>Changes in federal legislation allowed Illinois to raise speed limits</td>
</tr>
<tr>
<td>1995</td>
<td>on certain interstate and freeway-type roads.</td>
</tr>
<tr>
<td>January</td>
<td>Results of blood or urine tests of drivers receiving medical</td>
</tr>
<tr>
<td>1997</td>
<td>treatment in hospital emergency rooms for injuries resulting from</td>
</tr>
<tr>
<td></td>
<td>a crash are reportable to police for the purpose of determining</td>
</tr>
<tr>
<td></td>
<td>alcohol and/or drug content.</td>
</tr>
<tr>
<td>July</td>
<td>Illegal per se lowered to 0.08 (previously 0.10).</td>
</tr>
<tr>
<td>January</td>
<td>School bus drivers caught driving a school bus with any trace of</td>
</tr>
<tr>
<td>1998</td>
<td>alcohol in their systems lose the school bus driver permit.</td>
</tr>
<tr>
<td>January</td>
<td>Graduated Driver’s License established for drivers under 21 years</td>
</tr>
<tr>
<td>1998</td>
<td>of age.</td>
</tr>
<tr>
<td>January</td>
<td>Use of ignition interlock devices established as a regular option</td>
</tr>
<tr>
<td>1999</td>
<td>for the sanction of certain repeat DUI offenders.</td>
</tr>
<tr>
<td>August</td>
<td>Penalties increased for repeat DUI offenders. Installation of</td>
</tr>
<tr>
<td>2001</td>
<td>ignition interlock devices became mandatory in all vehicles owned</td>
</tr>
<tr>
<td></td>
<td>by a person committing a second or subsequent DUI offense.</td>
</tr>
<tr>
<td>August</td>
<td>Additional penalties imposed for persons convicted of DUI with a</td>
</tr>
<tr>
<td>2001</td>
<td>BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child</td>
</tr>
<tr>
<td></td>
<td>under age 16 in the vehicle.</td>
</tr>
<tr>
<td>August</td>
<td>Penalties increased for persons convicted of a second or subsequent</td>
</tr>
<tr>
<td>2001</td>
<td>violation of driving with a suspended or revoked license. Penalties</td>
</tr>
<tr>
<td></td>
<td>also increased for persons convicted of driving with a license</td>
</tr>
<tr>
<td></td>
<td>suspended or revoked for DUI, leaving the scene of a personal</td>
</tr>
<tr>
<td></td>
<td>injury crash, reckless homicide, or failure to submit to chemical</td>
</tr>
<tr>
<td></td>
<td>testing.</td>
</tr>
<tr>
<td>January</td>
<td>Child Passenger Protection Act amended to require that children</td>
</tr>
<tr>
<td>2002</td>
<td>between the ages of 4 and 15 years, inclusive, be restrained in a</td>
</tr>
<tr>
<td></td>
<td>safety seat or by a safety belt (previously applicable only to 4 and</td>
</tr>
<tr>
<td></td>
<td>5 year-olds). Fines for failure to secure a child in a safety seat</td>
</tr>
<tr>
<td></td>
<td>doubled.</td>
</tr>
<tr>
<td>January</td>
<td>“Scott’s Law” enacted, requiring drivers approaching a stationary</td>
</tr>
<tr>
<td>2002</td>
<td>authorized emergency vehicle displaying flashing warning lights to</td>
</tr>
<tr>
<td></td>
<td>yield the right-of-way by making a lane change if safe to do so, or</td>
</tr>
<tr>
<td></td>
<td>otherwise reduce speed and proceed with caution. Included fines and</td>
</tr>
<tr>
<td></td>
<td>possible license suspension for failure to do so.</td>
</tr>
<tr>
<td>January</td>
<td>Minimum fine doubled (to $300) for second and subsequent speed limit</td>
</tr>
<tr>
<td>2002</td>
<td>violations in construction or maintenance zones or school zones.</td>
</tr>
</tbody>
</table>
Illinois Traffic-Related Key Events

January 2003  “Scott’s Law” extended to require drivers entering a construction or maintenance zone where workers are present to make a lane change if safe to do so, or if impossible or unsafe to change lanes, to reduce speed and proceed with caution. Violation of this provision is punishable by a fine of up to $10,000. DUI while committing the offense is a factor in aggravation. Driving privileges suspended for 90 days to one year for property damage; for 180 days to two years if another person is injured; for two years if another person dies.

January 2003  Law amended to allow for seizure and forfeiture of the vehicle of a person convicted of driving while a license has been suspended or revoked for DUI, leaving the scene of a personal injury crash, reckless homicide, or a statutory summary suspension related to use of alcohol, drugs, or intoxicating compounds.

January 2003  Persons driving a bus for any school-related activity must have a valid school bus permit.

July 2003  Statewide Traffic Stop Statistical Study established to collect data to identify racial bias.

July 2003  Safety belt law amended to provide for mandatory (primary) enforcement.

July 2003  Law amended to allow for seizure and forfeiture of the vehicle of a person who drives without a license and insurance and causes death or injury to another person.

January 2004  Persons under age 18 who obtain a Graduated Driver’s License may not drive during the first 6 months of the license, or until the person reaches age 18, with more than one person under age 20 in the vehicle (siblings, step-siblings, children, and step-children excluded).

June 2004  Criminal Code amended to provide that if a defendant commits reckless homicide in a construction or maintenance zone and kills a worker, the defendant is guilty of a Class 2 felony, punishable by imprisonment for 3-14 years. If two or more persons are killed, the defendant may be sentenced to 6-28 years of imprisonment.

August 2004  Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act became effective, allowing speed limit enforcement in construction and maintenance zones through the use of photographs or other recorded images.

August 2004  Fines and other penalties for speeding in a construction or maintenance zone increased. For a second or subsequent conviction within two years of the previous violation, driver’s license is suspended for 90 days.

January 2005  Penalties increased for persons who leave the scene of personal injury crash. A person leaving the scene must report the crash at a police station or sheriff’s office within ½ hour of the crash (previously one hour).

January 2005  Offense of bribery to obtain driving privileges created, with penalties.

January 2005  Vehicle registration application or renewal must include the liability insurance policy number, expiration date, and name of insurer.

January 2005  Reckless driving and aggravated reckless driving offenses expanded to include causing a vehicle to become airborne by using an incline in a roadway (such as a railroad crossing, bridge approach, or hill). If as a result an individual is unintentionally killed, it is a reckless homicide. If two or more are killed, it is a Class 2 felony.
<table>
<thead>
<tr>
<th>Month</th>
<th>Year</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>July</td>
<td>2005</td>
<td>Persons under age 18 who have an instruction permit or Graduated Driver’s License may not use a wireless phone while driving except for emergency purposes to contact law enforcement, health care provider, or emergency services agency.</td>
</tr>
<tr>
<td>May</td>
<td>2006</td>
<td>Madison County, St. Clair County, Cook County, the collar counties, and the municipalities within those counties may establish by ordinance a photo enforcement system for red light running at intersections. Suspension of driving privileges is allowed as a result of 5 unpaid photo enforcement traffic violations. This photo enforcement system may not be used for recording speed.</td>
</tr>
<tr>
<td>June</td>
<td>2006</td>
<td>Graduated Driver’s License provisions amended to require 50 (previously 25) hours of behind-the-wheel instruction, with at least 10 of the hours at night.</td>
</tr>
<tr>
<td>January</td>
<td>2007</td>
<td>Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act amended to require proof that workers were present when a citation is issued based on evidence obtained through automated photo enforcement. Photo enforcement other than in such zones may not be used for recording speed.</td>
</tr>
<tr>
<td>January</td>
<td>2007</td>
<td>Automated enforcement cameras allowed at rail grade crossings to capture photos of vehicles and drivers that drive around lowered gates or stop on railroad tracks.</td>
</tr>
<tr>
<td>July</td>
<td>2007</td>
<td>Persons convicted of driving an uninsured vehicle, in addition to any other penalty imposed, shall have the driving privileges suspended for 3 months and until a $100 reinstatement fee is paid. If conviction for a similar violation occurs during the suspension, the driving privileges are suspended for an additional 6 months and until the reinstatement fee is paid.</td>
</tr>
<tr>
<td>July</td>
<td>2007</td>
<td>Driver’s license cancellation for persons age 18 or younger who fail to attend school or are habitually truant.</td>
</tr>
<tr>
<td>August</td>
<td>2007</td>
<td>Illinois Liquor Control Act amended to disallow parents/guardians to knowingly permit the consumption of alcohol by underage invitees at their residence. If violation leads directly or indirectly to great bodily harm or death of any person, violation is a Class 4 felony (previously Class A misdemeanor).</td>
</tr>
<tr>
<td>January</td>
<td>2008</td>
<td>Persons under age 21 who receive court supervision for transfer, possession, or consumption of alcohol are subject to a 3-month driver’s license suspension.</td>
</tr>
<tr>
<td>January</td>
<td>2008</td>
<td>Graduated Driver’s License provisions strengthened. Person must have learner’s permit for at least 9 months (previously 3 months) before GDL is issued. Persons holding a GDL may not drive during the first year (previously 6 months), or until reaching age 18, with more than one person under age 20 in the vehicle. Persons under age 19 (previously 18) may not use a wireless phone while driving except for emergency purposes.</td>
</tr>
<tr>
<td>January</td>
<td>2008</td>
<td>The Secretary of State may allow, without fee, the parent or guardian of a person under age 18 who has a Graduated Driver’s License or instruction permit to view the person’s driving record online.</td>
</tr>
<tr>
<td>January</td>
<td>2008</td>
<td>Child Passenger Protection Act strengthened to require any driver transporting a child to restrain the child in a child passenger restraint system (previously required a driver who was not the parent or guardian to restrain the child only if restraint was provided by the parent or guardian). Any person transporting a child under age 8 in a truck or truck tractor equipped with safety belts is required to restrain the child in the appropriate child restraint.</td>
</tr>
</tbody>
</table>
# Appendix

## Illinois Traffic-Related Key Events

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 2008</td>
<td>Penalties increased for a driver involved in a personal injury crash who fails to stop at or as close to the scene as possible or report to a nearby police station or sheriff’s office as soon as possible.</td>
</tr>
<tr>
<td>June 2008</td>
<td>Penalties increased for reckless driving with bodily harm to a child or school crossing guard performing official duties.</td>
</tr>
<tr>
<td>August 2008</td>
<td>Persons convicted of a second violation of driving with a suspended or revoked license are guilty of a Class 4 felony and shall serve a minimum of 30 days imprisonment or 300 hours community service if original suspension or revocation was for DUI or leaving the scene.</td>
</tr>
<tr>
<td>August 2008</td>
<td>A wine bottle that has been opened but resealed for removal and transportation from a restaurant must be transported in the trunk of the vehicle or behind the last upright seat of a vehicle with no trunk (previously allowed transportation of resealed bottle in passenger compartment).</td>
</tr>
<tr>
<td>January 2009</td>
<td>First-time DUI offenders who wish to drive during the statutory summary suspension period must have a Breath Alcohol Ignition Interlock Device installed on the vehicle and a Monitoring Device Driving Permit. Offenders who decline to obtain a MDDP and BAIID and are caught driving during license suspension are guilty of a Class 4 felony. Commercial vehicle drivers are not eligible for a MDDP to operate a commercial vehicle during the suspension period.</td>
</tr>
<tr>
<td>January 2009</td>
<td>Crash reporting threshold increased to damage in excess of $1,500 when all drivers are insured. If any driver is uninsured and there is damage over $500 to any one person’s property, all drivers must report.</td>
</tr>
<tr>
<td>January 2009</td>
<td>“Scott’s Law” amended to allow suspension or revocation of a person’s driving privileges for failing to yield the right-of-way or reduce speed for a stationary authorized emergency vehicle, if the violation resulted in another person’s death or injury or in damage to another person’s property.</td>
</tr>
<tr>
<td>January 2009</td>
<td>Criminal Code amended to allow a judge or jury to infer that a defendant’s act was reckless homicide and a Class 2 felony if the defendant also violated Scott’s Law pertaining to yielding the right-of-way to a stationary authorized emergency vehicle.</td>
</tr>
<tr>
<td>January 2009</td>
<td>Persons who enter a rail grade crossing and obstruct passage of other vehicles, pedestrians, train, or railroad equipment shall have driving privileges suspended, in addition to $500 fine or 50 hours community service.</td>
</tr>
<tr>
<td>January 2009</td>
<td>School bus drivers must open the service door and driver’s window of the bus before crossing railroad tracks.</td>
</tr>
<tr>
<td>January 2010</td>
<td>Using a device to write, send, or read an electronic communication of any kind (text messages, emails, etc.) is prohibited while operating a motor vehicle.</td>
</tr>
<tr>
<td>January 2010</td>
<td>Using a wireless phone in a school speed zone or construction or maintenance zone is prohibited while operating a motor vehicle.</td>
</tr>
<tr>
<td>January 2010</td>
<td>Law amended to allow for seizure and forfeiture of the vehicle driven by a person while the license is suspended or revoked for reckless homicide.</td>
</tr>
<tr>
<td>January 2010</td>
<td>Maximum speed limit for trucks raised to 65 m.p.h. on interstates outside of the Counties of Cook, DuPage, Kane, Lake, McHenry, and Will.</td>
</tr>
<tr>
<td>January 2010</td>
<td>Motor vehicles not specifically designed to be operated on a public highway are subject to mandatory insurance provisions when operated on a street, road, or highway.</td>
</tr>
</tbody>
</table>
**Motorcycle Helmet Usage in Illinois**  
June 2010 Observational Survey Results

**SURVEY DESIGN**

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2010 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 interstate highways, freeways, county roads, state highways and a random sample of residential streets within selected areas.

There were 1,435 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 33.7 percent were wearing helmets.

<table>
<thead>
<tr>
<th>MOTORCYCLE HELMET USAGE RATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATEWIDE</td>
</tr>
<tr>
<td>-----------</td>
</tr>
<tr>
<td><strong>Regions</strong></td>
</tr>
<tr>
<td>City of Chicago (46)</td>
</tr>
<tr>
<td>Cook County (40) (excluding Chicago)</td>
</tr>
<tr>
<td>Collar Counties (118)</td>
</tr>
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</tr>
<tr>
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</tr>
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</tr>
<tr>
<td><strong>Day of Week</strong></td>
</tr>
<tr>
<td>Weekends (115)</td>
</tr>
<tr>
<td>Weekdays (143)</td>
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</tbody>
</table>

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

Safety Belt Usage in Illinois
2010 Observational Survey Results

SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2010 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 interstate highways, freeways, county roads, state highways, and a random sample of residential streets within selected areas.

There were 136,674 front seat occupants observed during the June 2010 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.

<table>
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<th>SAFETY BELT USAGE RATES</th>
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<tr>
<td>TOTAL</td>
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<tr>
<td>ACTUAL USAGE RATE</td>
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<td>(excluding Chicago)</td>
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<tr>
<td>Weekdays (143)</td>
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</table>
Appendix

Safety Belt Usage in Illinois
2010 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 almost 77 percentage points, peaking at 92.6 percent in June 2010.

On July 3, 2003, the primary safety belt legislation was signed into law (Public Act 93-099), taking effect immediately. Under this law, police officers can stop vehicles in which occupants fail to buckle up and issue citations.

Note: Surveys for 1998-2010 include occupants of pickup trucks, which tend to have lower usage rates.
Appendix

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. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 1340 North 9th Street, Springfield, IL 62702, or by visiting our website at www.dot.il.gov.

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.
- Distracted Driving.
- Bicycle/Pedestrian Safety.

Occupant Protection Survey Information
(217) 785-1181

Commercial Vehicle Safety
(217) 785-1181
- Motor Carrier Safety.
- Commercial Vehicle Safety Audits.
- Periodic Vehicle Inspection.
- School Bus Safety Inspection.

Operation Teen Safe Driving (OTSD)
(217) 782-9641

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.outreach.niu.edu/mcycle/

B. Illinois State University
Motorcycle Safety Education
Campus Box 5221
Normal, IL 61790-5221
(800) 322-7619
(309) 438-2352
www.motorcyclesafety.ilstu.edu/

C. University of Illinois
Motorcycle Rider Program
#4 Gerty Drive
Champaign, IL 61820
(800) 252-3348
(217) 333-7856
www.mrp.uiuc.edu

D. Southern Illinois University Carbondale
Motorcycle Rider Program
Safety Center-Mail Code 6731
1435 Douglas Drive
Carbondale, IL 62901
(800) 642-9589
(618) 453-2877
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.
**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 (non-incapacitating 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.