

A Message from Governor Quinn



Pat Quinn, Governor

Greetings,

As Governor of the State of Illinois, I am committed to making Illinois roads safer. One way to accomplish this is by educating the motoring public about the importance of traffic safety in Illinois, which is why I am pleased to present this year's issue of *Illinois Crash Facts*.

This publication will explain what steps the State of Illinois has taken to make roads safer, while illustrating our success as a result of those measures. As you will note, motor vehicle crashes, particularly fatal accidents, saw a marked decrease over the past few years. In addition, safety belt usage reached a record 93.6 percent.

While we have much to celebrate, there is more to do. This past year I signed the "No Texting & Driving" Law, but we can never do enough to educate drivers about the dangers and consequences of distracted driving. If everyone drives responsibly, many lives can be saved on our roadways. I encourage all residents to always wear their seatbelt, keep children in properly installed safety seats, and to never drive impaired or distracted. With your help, we can continue on the road to success.

Sincerely,

A handwritten signature in black ink that reads "Pat Quinn". The signature is written in a cursive, flowing style.

Pat Quinn
Governor

Dear Reader:

The Illinois Department of Transportation (IDOT) is dedicated to keeping the motoring public safe on Illinois' roadways. Reducing motor vehicle crashes, injuries, and fatalities throughout the state is a top priority for the department.

Publications like this one, along with our various Safety programs, such as *Drive Sober or Get Pulled Over*, *Click It or Ticket*, and *Start Seeing Motorcycles* help educate motorists on the importance of driving safely on our roadways.

Safety belt usage in Illinois continued to increase in 2012 to a new record high of 93.6 percent. This is a significant increase when compared to the 76.2 percent observed in 2003, when the primary safety belt law was passed and traffic-related fatalities totaled 1,454.

In 2011, there were 918 fatalities – among the lowest number of traffic fatalities in Illinois since 1921. Injuries declined to fewer than 85,000, and total reportable crashes fell under 283,000.

The “2011 Illinois Crash Facts & Statistics” summarizes Illinois' crash experience and provides information about traffic safety programs and key events in the state's history of traffic-safety related legislation.

IDOT will continue its efforts to make our roadways safe by reducing the occurrence and severity of crashes in Illinois. Please remember to wear your seat belt and drive responsibly.

Sincerely,



Ann L. Schneider
Secretary

A Message From Secretary Schneider



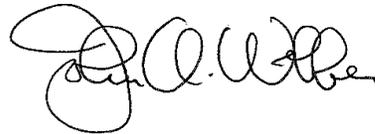
Ann L. Schneider, Secretary

Acknowledgments

The Illinois Department of Transportation would like to express its appreciation to the local, county and state law enforcement agencies for their assistance in investigating and reporting traffic crashes. Also, we thank 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.



Ann L. Schneider
Secretary



John A. Webber
Interim Director
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Compiled by: Illinois Department of Transportation
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2011 Quick Facts

GENERAL

- 281,788 crashes involving motor vehicles on Illinois roadways in 2011.
- 918 persons died in 835 crashes in Illinois during 2011
- An additional 84,172 persons were injured in crashes.
- Travel decreased by 2.2 percent compared to the previous year.
- The mileage death rate increased by 1.1 percent from 2010 to 2011.

ECONOMIC COSTS*

- The total estimated cost of crashes in Illinois for 2011 was \$5.5 billion.
- Each fatality was estimated to cost \$1,432,800.
- An incapacitating injury ("A" injury) was estimated to cost \$70,300.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$22,700.
- A possible injury ("C" injury) was estimated to cost \$12,800.
- A property damage crash was estimated to cost \$9,000.

FATAL

- 918 persons were killed in 835 fatal crashes in 2011.
- There was an average of 1.1 deaths per fatal crash.
- 26.3 percent of the fatal crashes occurred at intersections.
- 82.2 percent of the fatal crashes occurred on dry roadways.
- 49.5 percent of the fatal crashes occurred during daylight hours.
- 55.9 percent of the fatal crashes occurred on urban roadways.
- 31.5 percent of the fatal crashes involved a collision with a fixed object.

ALCOHOL

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

PEDESTRIAN

- 135 pedestrians were killed in 2011.
- An additional 4,911 pedestrians were injured in crashes.
- Approximately 6 percent of the pedestrians killed were under 15 years of age.
- Over 22 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, 50.5 percent had a positive BAC.

* Based on estimates made by the National Safety Council for 2011. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities. The 2011 estimated cost of crashes in Illinois was calculated by using injury severity and costs for those particular injuries.

PEDALCYCLE

- Riders under the age of 15 accounted for 14.8 percent of the pedalcyclist deaths and 18.7 percent of pedalcyclist injuries.

MOTORCYCLE

- There were 3,756 motorcycle crashes in the year 2011.
- The number of motorcyclists killed increased by 10.7 percent over the previous year.

SCHOOL BUS

- No school-age passengers were killed in a school bus in 2011, although 80 were injured.
- No school bus drivers were killed in school buses; 61 were injured.

TRACTOR-TRAILER

- 93 persons were killed in tractor-trailer crashes.
- 15 of the persons killed were occupants of the tractor-trailer, while 74 were occupants of another type of vehicle.

TRAIN

- 83.3 percent of the fatal train crashes occurred at crossings with gates.
- 16.7 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 21 fatal crashes in work zones in 2011, in which 24 people were killed.
- 2 of the persons killed were roadway construction workers.

DEER

- There were 18,037 crashes involving deer in 2011.
- 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 78,495 crashes reported in 2011 for which damage to any one person's property totaled between \$501 and \$1,500.

2011 Crash Data

IMPORTANT

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois. Crashes occurring on unmarked routes are included in the overall data but are no longer included as a specific dataset of their own.

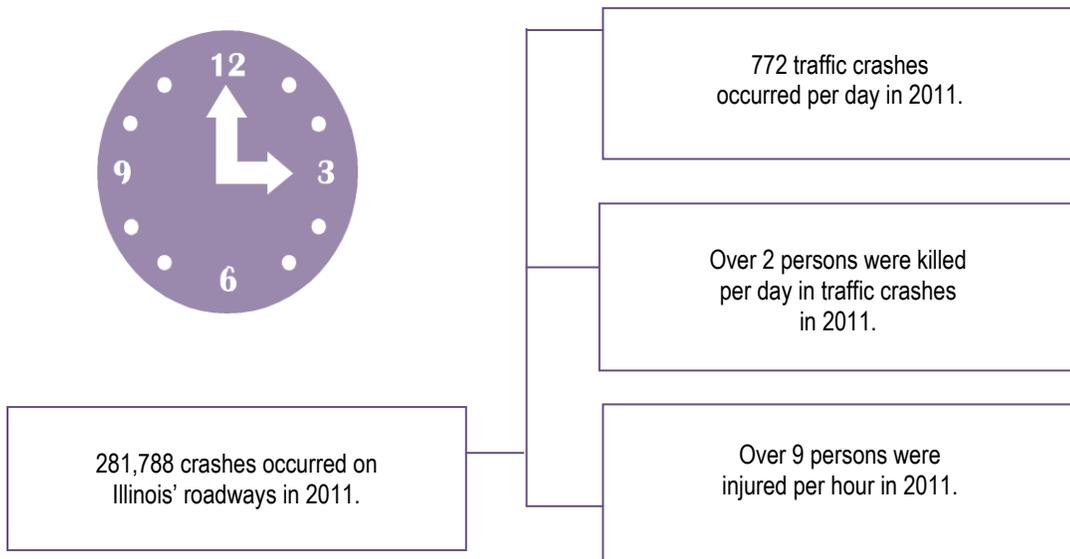
2011 Crash Data

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

Registered Motor Vehicles	10,047,694
Licensed Drivers	8,798,660
Vehicle Miles Traveled	103,369,436,684
Total Crashes	281,788
Total Injuries	84,172
“A” Type Injuries*	11,942
Total Deaths	918
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	0.89

* “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.

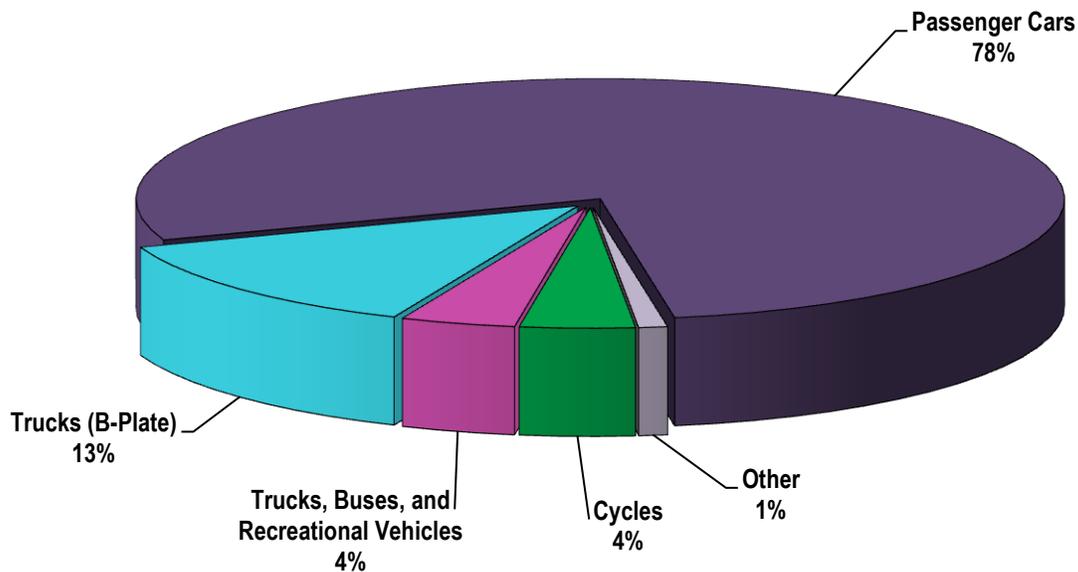
Illinois’ Highway Safety Clock



2011 Crash Data

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

Registered Motor Vehicles by Type



Motor Vehicles Involved in Crashes

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	758	84,518	396,467	474	60,037
Pickup truck	150	8,741	42,588	67	5,195
Van	73	8,368	36,231	40	5,894
Other single unit truck	25	1,148	7,036	1	380
Truck-tractor with semi-trailer	94	1,830	10,496	15	466
Farm tractor/farm equipment	6	69	259	2	26
School bus	5	279	1,490	0	191
Other bus	5	571	2,348	0	554
Motorcycle (under 150 cc)	2	421	544	2	444
Motorcycle (over 150 cc)	149	2,408	3,325	143	2,576
Other or unknown	21	1,647	22,014	7	535

2011 Crash Data

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

Drivers Involved in Crashes By Age and Crash Severity

AGE	CRASH SEVERITY						TOTAL LICENSED DRIVERS
	Fatal	Rate	Injury	Rate	Total	Rate	
15 or Younger	5	0.08	152	2.40	616	9.71	63,436
16	19	0.16	1,750	14.31	7,567	61.88	122,283
17	22	0.16	2,401	17.67	10,173	74.87	135,882
18	22	0.16	2,886	20.42	12,107	85.68	141,306
19	31	0.21	2,911	19.51	12,102	81.11	149,199
20-24	159	0.21	13,727	17.76	57,996	75.04	772,865
25-29	143	0.18	11,369	14.17	50,156	62.53	802,063
30-34	108	0.14	10,100	13.11	43,493	56.46	770,380
35-39	107	0.15	8,978	12.40	38,504	53.19	723,899
40-44	92	0.12	9,190	11.81	39,230	50.43	777,955
45-49	115	0.14	9,146	11.29	38,247	47.22	809,967
50-54	102	0.12	8,472	10.10	35,830	42.71	838,919
55-59	83	0.11	6,793	8.95	29,404	38.74	759,038
60-64	66	0.10	5,248	8.15	22,139	34.40	643,570
65-69	48	0.10	3,337	7.15	13,928	29.86	466,506
70-74	34	0.10	2,226	6.68	9,052	27.16	333,273
75 or Older	70	0.14	3,485	7.14	13,791	28.25	488,119
Unknown	21	--	5,102	--	50,005	--	--
TOTAL	1,247	0.14	107,273	12.19	484,340	55.05	8,798,660

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

2011 Crash Data

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

Drivers Involved in Crashes

	16-20 YEARS OF AGE	21-64 YEARS OF AGE	65 YEARS OR OLDER
Total Crashes	53,850	343,098	36,771
Fatal Crashes	121	948	152
Injury Crashes	12,778	801,963	9,048
Licensed Drivers	705,666	6,741,660	1,287,898
Fatal Crash Ratio ¹	2.25	2.76	4.13
Fatal Crash Rate ²	0.17	0.14	0.12
Total Crash Rate ³	76.31	50.89	28.55

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

HOLIDAY	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
Memorial Day	3.25	10	476	2,156	13	713	4.0
Fourth of July	3.25	12	572	2,105	13	875	4.0
Labor Day	3.25	9	496	1,961	9	709	2.8
Thanksgiving	4.25	7	572	2,979	8	839	1.9
Christmas	3.25	9	322	1,642	13	502	4.0
New Year's	3.25	6	340	1,957	9	502	2.8

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.

2011 Crash Data

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

Crashes by Road Surface Condition

ROAD SURFACE CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Dry	686	44,611	155,346	200,643
Wet	109	10,875	38,646	49,630
Ice or Snow	35	3,344	16,639	20,018
Sand, Mud or Dirt	1	75	187	263
Other	2	235	485	722
Unknown	2	896	9,614	10,512
TOTAL	835	60,036	220,917	281,788

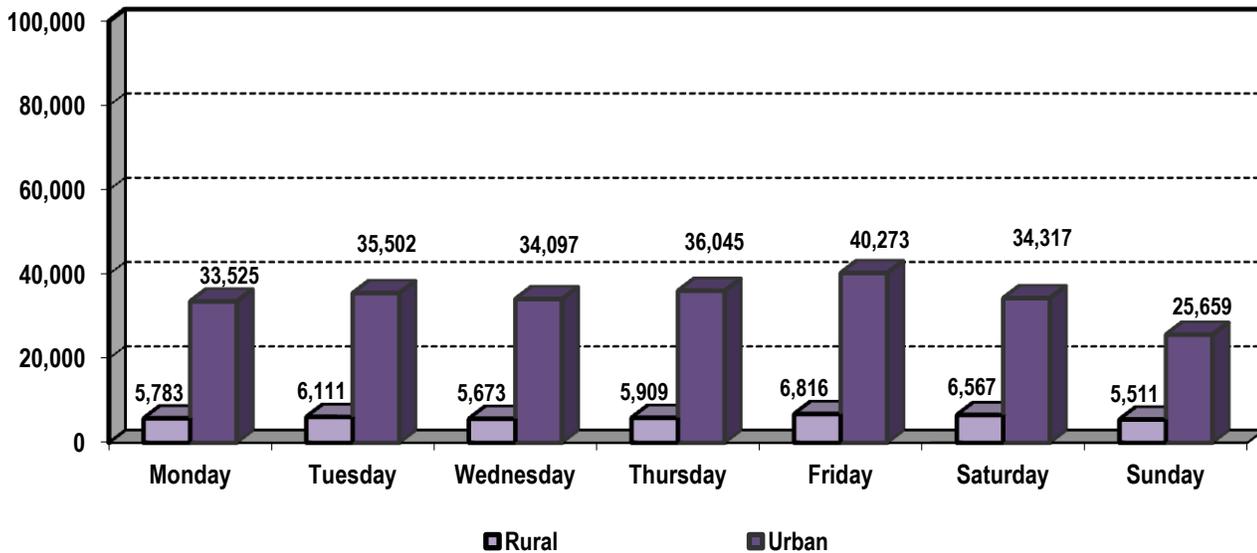
Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	413	40,605	138,242	179,260
Dawn	14	830	3,707	4,551
Dusk	24	1,345	5,017	6,386
Darkness	222	6,412	30,696	37,330
Darkness – Road Lighted	162	10,548	37,900	48,610
Unknown	0	296	5,355	5,651
TOTAL	835	60,036	220,917	281,788

2011 Crash Data

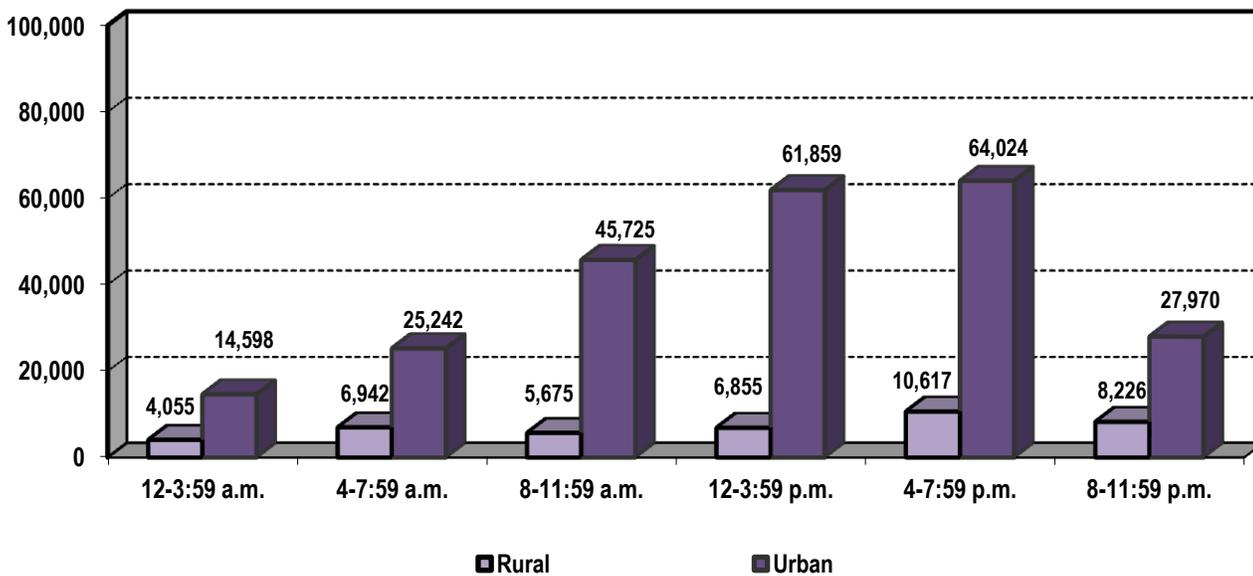
Refer to note on page 9 for definition of data included.

Crashes by Day of Week



The greatest number of crashes occurred on Friday with 40,273 crashes in urban locations and 6,816 crashes in rural locations. The second largest number of crashes occurred on Thursday.

Crashes by Time of Day



69.1 percent of all crashes occurred between 8:00 a.m. and 7:59 p.m. 88.1 percent of these crashes occurred on urban roadways.

2011 Crash Data

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

Crashes by Type of Roadway

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
URBAN						
State Highways	139	16,223	65,525	144	23,275	33
<i>Percent</i>	16.6	27.0	23.2	15.7	27.7	24.4
Interstate Type Roads	66	3,974	22,964	75	5,812	10
<i>Percent</i>	7.9	6.6	8.1	8.2	6.9	7.5
City Streets and Roads	262	30,930	150,929	281	42,356	74
<i>Percent</i>	31.4	51.5	53.6	30.6	50.3	54.8
Urban Total	467	51,127	239,418	500	71,443	117
<i>Percent</i>	55.9	85.2	85.0	54.5	84.9	86.7
RURAL						
State Highways	141	2,799	14,081	165	4,213	7
<i>Percent</i>	16.9	4.7	5.0	18.0	5.0	5.2
Interstate Type Roads	30	693	4,402	34	1,105	3
<i>Percent</i>	3.6	1.2	1.6	3.7	1.3	2.2
County and Local Roads	197	5,417	23,887	219	7,411	8
<i>Percent</i>	23.6	9.0	8.5	23.9	8.8	5.9
Rural Total	368	8,909	42,370	418	12,729	18
<i>Percent</i>	44.1	14.8	15.0	45.5	15.1	13.3
TOTAL	835	60,036	281,788	918	84,172	135
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2011, there were 918 fatalities, including 135 that were pedestrians. 86.7 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 54.5 percent of all fatalities and 84.9 percent of all injuries resulted from crashes on urban roadways.

Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
No Controls	376	26,345	118,123	144,844
Stop Sign/Red Flasher	95	7,872	20,993	28,960
Traffic Control Signal	90	17,890	47,354	65,334
Yield Sign/Yellow Flasher	1	294	912	1,207
Police Officer/Flagman	0	81	220	301
RR Crossing Gates	7	94	378	479
Other RR Crossing Device	2	60	150	212
School Speed Zone	0	19	35	54
No Passing Zone	6	24	36	66
Other Regulatory Sign	5	220	766	991
Other Warning Sign	22	264	853	1,139
Lane Use Control Marking	219	5,869	25,562	31,650
Delineators	0	20	74	94
Other/Unknown	12	984	5,461	6,457
TOTAL	835	60,036	220,917	281,788

The greatest number of crashes occurred where no controls were present. Such crashes account for 45.0 percent of fatal crashes, 43.9 percent of injury crashes, 53.5 percent of property damage crashes, and 51.4 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was present (23.2 percent of total crashes).

2011 Crash Data

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

Crashes by Type of Collision

TYPE OF COLLISION	CRASH SEVERITY			PERSONS	
	Fatal	Injury	Total	Killed	Injured
Vehicle Overturned	62	2,118	3,881	66	2,715
Pedestrian	127	4,634	4,837	127	4,895
Train	6	15	59	8	20
Pedalcyclist	26	2,906	3,099	26	2,984
Animal	7	604	18,818	7	689
Fixed Object	263	8,021	32,407	289	10,025
Other Object	11	335	2,191	13	383
Other Noncollision	5	629	2,524	5	736
Parked	17	1,471	32,866	17	1,805
Rear-End	43	17,535	79,674	48	24,970
Head-On	84	974	2,174	107	2,062
Sideswipe – Same Direction	9	2,163	23,652	9	3,095
Sideswipe – Opposite Direction	15	641	3,096	19	1,024
Angle	74	7,831	29,539	87	12,786
Turning	86	10,159	42,971	90	15,983
TOTAL	835	60,036	281,788	918	84,172

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 31.5 percent of all fatalities in 2011. Rear-end collisions comprise the highest number of injury crashes, resulting in 29.7 percent of all injuries in 2011. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.3 percent of total crashes.

2011 Crash Data

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

Injuries by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	800	807	1,607	7.0	800	807	1,607	2.1
5-9	0	0	0	0.0	824	937	1,761	7.7	824	937	1,761	2.3
10-14	3	2	5	0.0	760	1,091	1,851	8.1	763	1,093	1,856	2.4
15-19	2,280	2,747	5,027	9.4	1,412	2,181	3,593	15.8	3,692	4,928	8,620	11.3
20-24	3,602	3,742	7,344	13.8	1,106	1,657	2,763	12.1	4,708	5,399	10,107	13.3
25-34	5,281	5,840	11,121	20.8	1,293	1,851	3,144	13.8	6,574	7,691	14,265	18.7
35-44	4,555	4,756	9,311	17.4	752	1,419	2,171	9.5	5,307	6,175	11,482	15.1
45-54	4,700	4,662	9,362	17.5	725	1,465	2,190	9.6	5,425	6,127	11,552	15.2
55-64	3,264	3,037	6,301	11.8	368	1,130	1,498	6.6	3,632	4,167	7,799	10.2
65-74	1,502	1,430	2,932	5.5	181	686	867	3.8	1,683	2,116	3,799	5.0
75 or Older	970	909	1,879	3.5	182	587	769	3.4	1,152	1,496	2,648	3.5
Unknown	82	31	113	0.2	237	361	598	2.6	319	392	711	0.9
TOTAL	26,239	27,156	53,395	100.0	8,640	14,172	22,812	100.0	34,879	41,328	76,207	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	72	57	129	2.6	13	2	15	0.5	85	59	144	1.8
5-9	188	98	286	5.8	100	25	125	4.3	288	123	411	5.3
10-14	261	161	422	8.6	315	94	409	14.1	576	255	831	10.7
15-19	288	269	557	11.4	330	109	439	15.1	618	378	996	12.8
20-24	282	300	582	11.9	277	120	397	13.6	559	420	979	12.6
25-34	420	338	758	15.5	383	153	536	18.4	803	491	1,294	16.6
35-44	320	223	543	11.1	241	69	310	10.7	561	292	853	10.9
45-54	370	275	645	13.2	282	61	343	11.8	652	336	988	12.7
55-64	243	248	491	10.0	154	40	194	6.7	397	288	685	8.9
65-74	112	107	219	4.5	56	11	67	2.3	168	118	286	3.7
75 or Older	58	75	133	2.7	17	2	19	0.7	75	77	152	1.9
Unknown	73	52	125	2.6	39	17	56	1.9	112	69	181	2.3
TOTAL	2,687	2,203	4,890	100.0	2,207	703	2,910	100.0	4,894	2,906	7,800	100.0

Note: The totals above do not include 26 drivers, 65 passengers, 21 pedestrians, and 20 pedalcyclists whose gender was unknown. An additional 31 occupants of non-motor vehicles and 2 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 63.6 percent of all injuries in 2011.

Passengers represent 27.2 percent of the total number of injuries in 2011.

Pedestrians account for 5.8 percent of all injuries.

Pedalcyclists account for 3.5 percent of all injuries.

2011 Crash Data

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

Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
Total Crashes	4,978		3,107	
Fatal Crashes	136		27	
Injury Crashes	4,752		2,912	
Property Damage Crashes	90		168	
Number of Crashes by Light Condition				
Light Condition				
Daylight	2,923		2,358	
Dawn	76		25	
Dusk	140		89	
Darkness	560		143	
Darkness – Road Lighted	1,220		469	
Unknown	59		23	
TOTAL	4,978		3,107	
Number of Crashes by Type of Roadway				
Urban				
State Routes	713		532	
Interstate Type Roads	40		2	
City Streets and Roads	4,072		2,479	
Urban Total	4,825		3,013	
Rural				
State Routes	39		16	
Interstate Type Roads	7		0	
County and Local Roads	107		78	
Rural Total	153		94	
Number of Persons Killed and Injured by Age				
Age	Pedestrians		Pedalcyclists	
	Killed	Injured	Killed	Injured
4 or Younger	4	129	1	15
5-9	2	286	3	125
10-14	2	422	0	409
15-19	2	557	1	439
20-24	11	582	1	397
25-34	17	758	4	536
35-44	19	543	2	310
45-54	36	645	3	343
55-64	12	491	1	194
65 or Older	30	352	11	86
Unknown	0	146	0	76
TOTAL	135	4,911	27	2,930

2011 Crash Data

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

Motorcycle Crashes

Motorcycle crashes account for 1.3 percent of all crashes in the year 2011. The number of motorcyclists killed increased by 10.7 percent, from 131 in 2010 to 145 in 2011. These motorcycle fatalities account for 15.8 percent of all fatalities in 2011.

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

Total Crashes	3,756
Fatal Crashes	142
Injury Crashes	2,745
Motorcyclists Killed	145
Motorcyclists Injured	3,020
Non-Motorcyclists Killed	1
Non-Motorcyclists Injured	200

OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	1	0
15-19	4	102
20-24	13	365
25-34	27	582
35-44	22	564
45 or Older	65	1,074
Unknown	0	6
TOTAL	132	2,693

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,029
Passing/Overtaking	88
Making Left Turn	177
Making Right Turn	114
Slow/Stopped in Traffic	312
Skidding/Control Loss	512
Changing Lanes	39
Other	457
Parked	141
TOTAL	3,869

2011 Crash Data

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

School Bus Crashes

In 2011, there were 1,476 school bus crashes. These crashes account for 0.5 percent of the total crashes for the year.

Injury crashes involving school buses decreased by 6.4 percent, from 295 in 2010 to 276 in 2011. The number of injuries also decreased.

Total Crashes	1,476
Fatal Crashes	5
Injury Crashes	276
Property Damage Crashes	1,195
Urban Crashes	1,333
Rural Crashes	143

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	270
Interstate Type Roads	39
City Streets and Roads	1,024
Urban Total	1,333
RURAL	
State Routes	26
Interstate Type Roads	4
County and Local Roads	113
Rural Total	143

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	61
School Bus Passengers (School-Age)*	0	80
Other School Bus Passengers	0	50
Other Vehicle Occupants	5	226
Pedestrians (School-Age)*	0	7
Other Pedestrians	1	13
Pedalcyclists	0	7
TOTAL	6	444

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

Tractor-Trailer Crashes

There were 10,033 crashes involving tractor-trailers in Illinois in the year 2011. These tractor-trailer crashes account for 3.6 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 9.7 percent of all fatal crashes. Fatal crashes decreased by 3.6 percent, with the number of fatalities decreasing by 3.1 percent, from 96 in 2010 to 93 in 2011.

Total Crashes	10,033
Fatal Crashes	81
Injury Crashes	1,750
Property Damage Crashes	8,202
Vehicle Miles Traveled (Millions)	6,715

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	2,088
Interstate Type Roads	2,957
City Streets and Roads	3,009
Urban Total	8,054
RURAL	
State Routes	604
Interstate Type Roads	925
County and Local Roads	450
Rural Total	1,979

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	15	466
Other Vehicle Occupants	74	2,010
Pedestrians	4	23
Pedalcyclists	0	16
TOTAL	93	2,515

2011 Crash Data

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

Work Zone Crashes

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

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

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

CRASHES BY TYPE OF ROADWAY

CRASHES BY TYPE OF ROADWAY	
URBAN	
State Routes	1,238
Interstate Type Roads	1,358
City Streets and Roads	1,810
Urban Total	4,406
RURAL	
State Routes	97
Interstate Type Roads	236
County and Local Roads	124
Rural Total	457

PERSONS INJURED BY TYPE OF ROADWAY

PERSONS INJURED BY TYPE OF ROADWAY	
URBAN	
State Routes	456
Interstate Type Roads	356
City Streets and Roads	558
Urban Total	1,370
RURAL	
State Routes	40
Interstate Type Roads	60
County and Local Roads	55
Rural Total	155

Total Crashes	4,863
Fatal Crashes	21
Injury Crashes	1,092
Persons Killed	24
Persons Injured	1,525

Deer Crashes

In 2011, there were 18,037 crashes involving deer. Deer crashes account for 6.4 percent of the total crashes.

18.5 percent of deer crashes occurred during daylight hours; 70.5 percent occurred in darkness. Approximately 77.2 percent of deer crashes were on rural roadways, with 45.4 percent of these crashes on state routes.

Total Crashes	18,037
Fatal Crashes	6
Injury Crashes	536
Persons Killed	6
Persons Injured	613

CRASHES BY LIGHT CONDITION

Daylight	3,328
Dawn	1,113
Dusk	694
Darkness	11,875
Darkness – Road Lighted	843
Unknown	184
TOTAL	18,037

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	2,060
Interstate Type Roads	804
City Streets and Roads	1,243
Urban Total	4,107
RURAL	
State Routes	6,324
Interstate Type Roads	1,519
County and Local Roads	6,087
Rural Total	13,930

2011 Crash Data

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

County Motor Vehicle Crash Statistics

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Adams	1,461	9	397
Alexander	171	1	44
Bond	361	4	102
Boone	807	8	290
Brown	183	0	23
Bureau	791	3	227
Calhoun	147	0	19
Carroll	299	4	73
Cass	275	3	70
Champaign	3,083	12	942
Christian	587	5	184
Clark	415	1	87
Clay	277	6	59
Clinton	561	9	147
Coles	997	12	321
Cook	133,400	234	36,923
Crawford	510	4	90
Cumberland	359	3	85
DeKalb	1,524	6	566
DeWitt	287	2	74
Douglas	277	7	79
DuPage	18,331	27	5,569
Edgar	358	5	97
Edwards	155	1	21
Effingham	1,060	9	265
Fayette	532	0	151
Ford	211	2	91
Franklin	943	6	314
Fulton	892	8	179
Gallatin	127	3	47
Greene	229	4	72
Grundy	893	5	288
Hamilton	163	0	32
Hancock	413	4	88
Hardin	85	2	25
Henderson	171	0	60
Henry	782	10	219
Iroquois	598	11	230
Jackson	1,411	11	548
Jasper	218	3	44
Jefferson	1,115	10	370
Jersey	551	7	145
JoDaviess	570	4	151
Johnson	275	2	74
Kane	9,471	24	3,383
Kankakee	2,240	16	880
Kendall	1,583	7	654
Knox	864	7	285
Lake	11,922	27	4,309
LaSalle	2,223	17	678
Lawrence	355	5	98

2011 Crash Data

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

County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	851	10	217
Livingston	620	8	228
Logan	603	3	150
McDonough	596	2	136
McHenry	4,783	14	1,625
McLean	3,252	10	978
Macon	2,510	12	763
Macoupin	793	2	221
Madison	5,461	23	1,886
Marion	873	3	273
Marshall	237	3	63
Mason	245	3	58
Massac	417	5	122
Menard	153	0	28
Mercer	223	6	73
Monroe	633	11	206
Montgomery	561	6	198
Morgan	686	2	174
Moultrie	258	6	85
Ogle	799	4	262
Peoria	4,896	10	1,611
Perry	462	3	141
Piatt	229	3	59
Pike	585	3	91
Pope	105	2	34
Pulaski	135	0	21
Putnam	177	1	40
Randolph	667	9	196
Richland	357	0	106
Rock Island	3,200	2	967
St. Clair	5,775	31	1,917
Saline	608	3	161
Sangamon	4,869	22	1,704
Schuyler	261	2	39
Scott	132	1	35
Shelby	429	0	108
Stark	120	0	32
Stephenson	936	6	237
Tazewell	2,507	10	863
Union	418	5	130
Vermilion	1,476	6	571
Wabash	166	0	39
Warren	362	3	85
Washington	415	5	122
Wayne	478	3	83
White	448	2	87
Whiteside	1,122	4	309
Will	12,171	38	3,800
Williamson	1,629	13	544
Winnebago	6,121	25	1,971
Woodford	465	3	154
TOTALS	281,788	918	84,172

2011 Fatal Crash Data

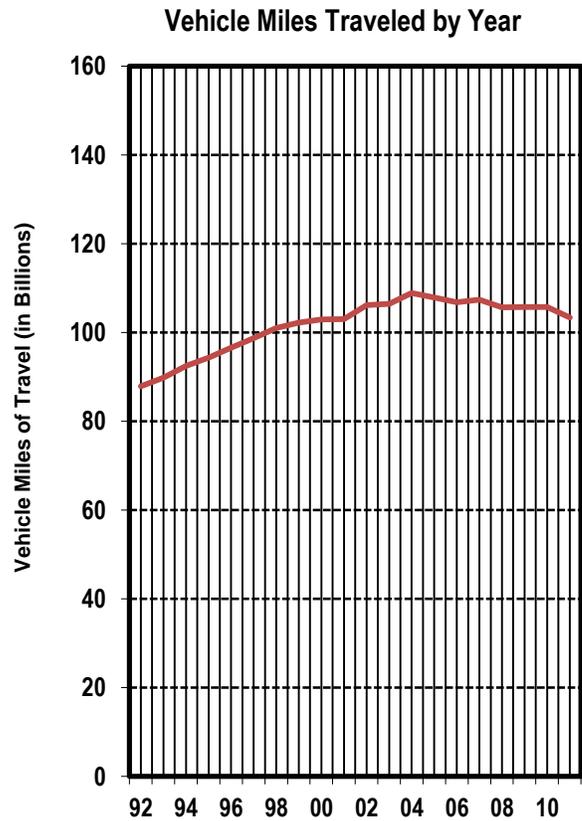
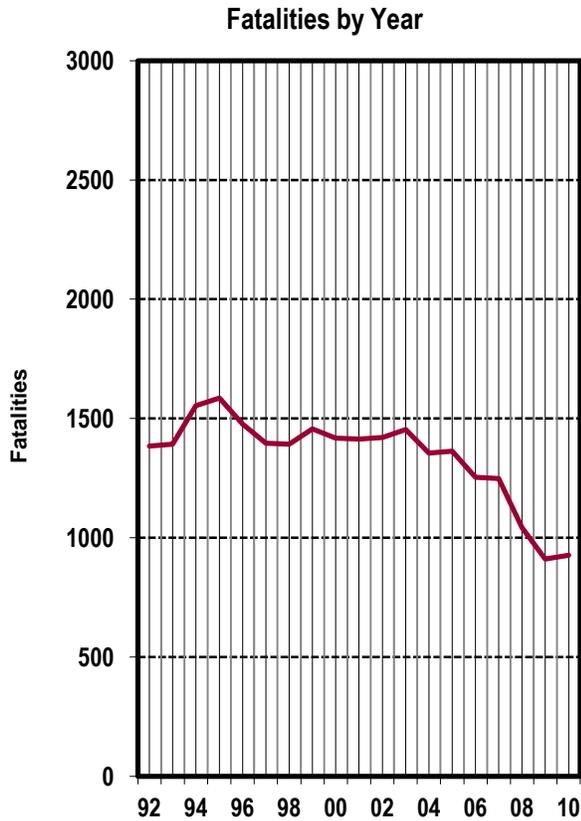
IMPORTANT

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.

2011 Fatal Crash Data

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

Illinois Fatalities and Vehicle Miles Traveled* 1992-2011



YEAR	FATALITIES	TRAVEL
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97
1999	1,456	102.19
2000	1,418	102.94
2001	1,414	103.01

YEAR	FATALITIES	TRAVEL
2002	1,420	106.18
2003	1,454	106.46
2004	1,355	108.91
2005	1,363	107.86
2006	1,254	106.81
2007	1,248	107.40
2008	1,043	105.64
2009	911	105.73
2010	927	105.74
2011	918	103.37

* Travel is stated in billions of miles.

2011 Fatal Crash Data

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

Fatal Crashes and Fatalities by Month

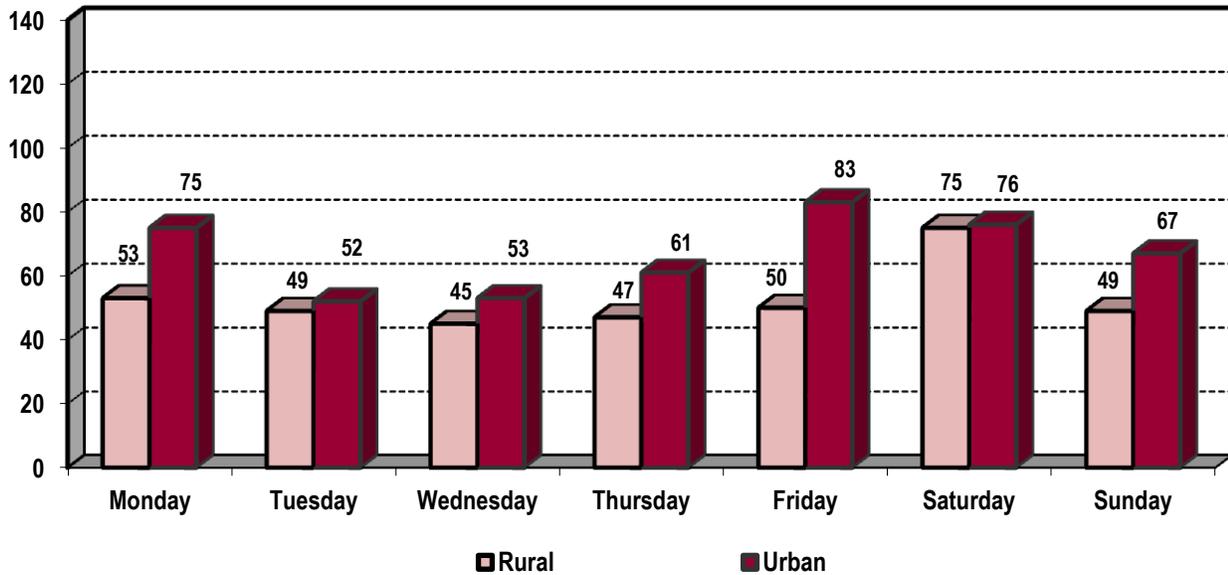
MONTH	FATAL CRASHES	FATALITIES
January	57	67
February	46	51
March	52	53
April	50	57
May	73	79
June	80	93
July	96	101
August	89	99
September	87	90
October	80	85
November	52	58
December	73	85
TOTAL	835	918

The greatest number of fatal crashes occurred in the month of July, having 96 fatal crashes with 101 fatalities. The fatalities for the month of July account for 11.0 percent of the total fatalities for the year.

2011 Fatal Crash Data

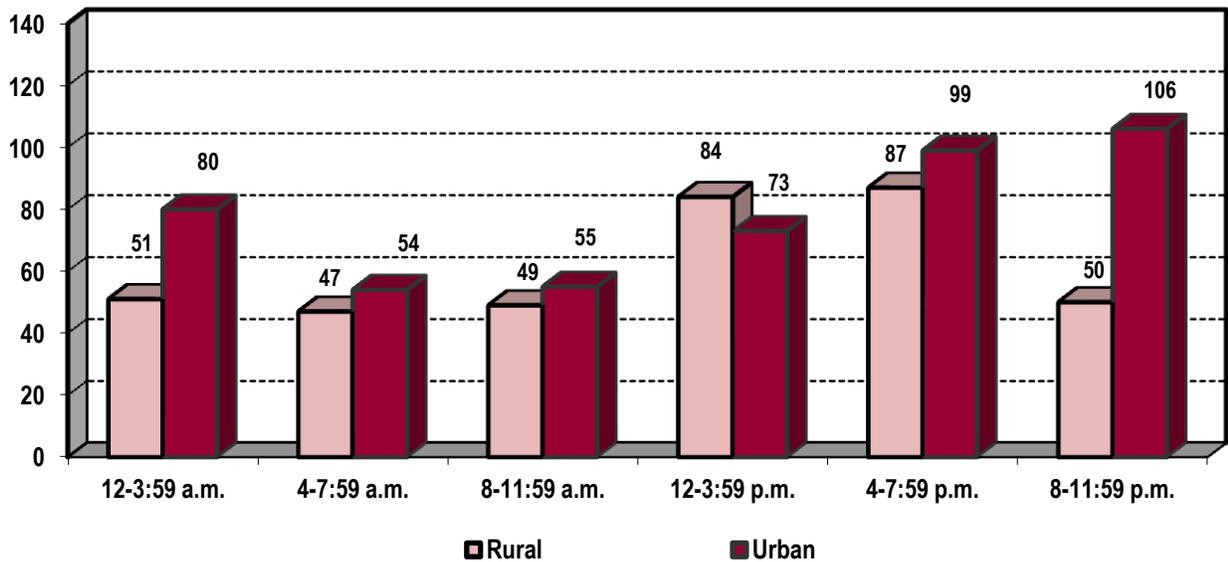
Refer to note on page 29 for definition of data included.

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday with 76 crashes in urban locations and 75 crashes in rural locations. The second largest number of fatal crashes occurred on Friday with 83 crashes occurring in urban locations and 50 crashes occurring in rural locations.

Fatal Crashes by Time of Day



56.6 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 473 crashes occurred on urban roadways (285 crashes).

2011 Fatal Crash Data

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

Fatalities by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	2	6	8	4.4	2	6	8	1.1
5-9	0	0	0	0.0	5	1	6	3.3	5	1	6	0.8
10-14	3	1	4	0.7	1	4	5	2.7	4	5	9	1.2
15-19	33	16	49	8.6	19	16	35	19.1	52	32	84	11.2
20-24	51	16	67	11.8	10	16	26	14.2	61	32	93	12.4
25-34	79	19	98	17.3	15	16	31	16.9	94	35	129	17.2
35-44	73	23	96	16.9	7	8	15	8.2	80	31	111	14.8
45-54	65	23	88	15.5	5	13	18	9.8	70	36	106	14.1
55-64	53	17	70	12.3	2	7	9	4.9	55	24	79	10.5
65-74	33	16	49	8.6	4	8	12	6.6	37	24	61	8.1
75 or Older	24	23	47	8.3	8	10	18	9.8	32	33	65	8.7
TOTAL	414	154	568	100.0	78	105	183	100.0	492	259	751	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	2	2	4	3.1	0	1	1	3.7	2	3	5	3.1
5-9	1	1	2	1.5	2	1	3	11.1	3	2	5	3.1
10-14	2	0	2	1.5	0	0	0	0.0	2	0	2	1.2
15-19	1	1	2	1.5	1	0	1	3.7	2	1	3	1.9
20-24	10	1	11	8.1	1	0	1	3.7	11	1	12	7.4
25-34	12	5	17	12.6	3	1	4	14.8	15	6	21	13.0
35-44	14	5	19	14.1	2	0	2	7.4	16	5	21	13.0
45-54	28	8	36	26.7	1	2	3	11.1	29	10	39	24.1
55-64	8	4	12	8.9	1	0	1	3.7	9	4	13	8.0
65-74	10	5	15	11.1	6	0	6	22.2	16	5	21	13.0
75 or Older	5	10	15	11.1	5	0	5	18.5	10	10	20	12.3
TOTAL	93	42	135	100.0	22	5	27	100.0	115	47	162	100.0

Note: Five occupants of a non-motor vehicle were also killed in 2011.

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

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

Drivers killed amount to 61.9 percent of all fatalities in 2011. Driver fatalities decreased by 6.4 percent from 2010 to 2011.

Passengers represent 19.9 percent of the total number of fatalities in 2011. Passengers killed increased by 2.2 percent from 2010 to 2011.

Pedestrians account for 14.7 percent of all fatalities. They increased by 17.4 percent from 2010 to 2011.

Pedalcyclists, which account for 2.9 percent of all fatalities, increased by 12.5 percent from 2010 to 2011.

2011 Fatal Crash Data

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

Occupant Restraint Usage for Persons Killed

TYPE OF RESTRAINT	DRIVER	PASSENGER	TOTAL
None Used/Not Applicable	188	90	278
Safety Belt Used	223	64	287
Child Restraint Used	0	5	5
Safety Belt Used Improperly	0	0	0
Child Restraint Used Improperly	0	0	0
Unknown	17	10	27
TOTAL	428	169	597

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	21 or Older
None Used/Not Applicable	4	0	0	5	53	216
Safety Belt Used	0	1	4	1	35	246
Child Restraint Used	3	1	1	0	0	0
Safety Belt Used Improperly	0	0	0	0	0	0
Child Restraint Used Improperly	0	0	0	0	0	0
Unknown	0	0	0	0	4	23
TOTAL	7	2	5	6	92	485

Excludes buses, motorcycles, and miscellaneous vehicles.

2011 Fatal Crash Data

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

Drivers Involved in Fatal Crashes by Age and Location

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers		Drivers		Drivers	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	3	3	2	1	5	4
Percent	0.6	1.0	0.3	0.4	0.4	0.7
16	8	6	11	6	19	12
Percent	1.5	2.1	1.5	2.2	1.5	2.1
17	12	7	10	2	22	9
Percent	2.2	2.4	1.4	0.7	1.8	1.6
18	13	9	9	4	22	13
Percent	2.4	3.1	1.3	1.4	1.8	2.3
19	13	7	18	8	31	15
Percent	2.4	2.4	2.5	2.9	2.5	2.6
20-24	68	36	91	31	159	67
Percent	12.7	12.5	12.8	11.1	12.8	11.8
25-34	101	45	150	53	251	98
Percent	18.8	15.6	21.1	19.0	20.1	17.3
35-44	70	45	129	51	199	96
Percent	13.1	15.6	18.1	18.3	16.0	16.9
45-54	98	44	119	44	217	88
Percent	18.3	15.2	16.7	15.8	17.4	15.5
55-64	72	33	77	37	149	70
Percent	13.4	11.4	10.8	13.3	11.9	12.3
65-74	41	30	41	19	82	49
Percent	7.6	10.4	5.8	6.8	6.6	8.6
75 or Older	36	24	34	23	70	47
Percent	6.7	8.3	4.8	8.2	5.6	8.3
Unknown	1	0	20	0	21	0
Percent	0.2	0.0	2.8	0.0	1.7	0.0
TOTAL	536	289	711	279	1,247	568
Percent	100.0	100.0	100.0	100.0	100.0	100.0

Drivers age 25-34 were involved in more fatal crashes than any other age group. These drivers also account for the most drivers killed, with 45 killed on rural roadways and 53 killed on urban roadways.

2011 Fatal Crash Data

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

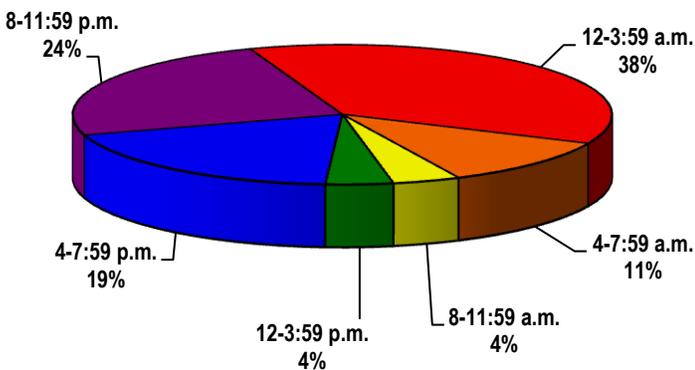
Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	3	0	0	0	3	1	4
16-20	40	2	8	0	50	6	56
21-24	24	3	19	11	57	3	60
25-34	42	7	29	13	91	7	98
35-44	46	2	27	13	88	8	96
45-54	49	8	13	10	80	8	88
55-64	45	3	9	4	61	9	70
65-74	34	2	2	1	39	10	49
75 or Older	22	1	1	0	24	23	47
TOTAL	305	28	108	52	493	75	568

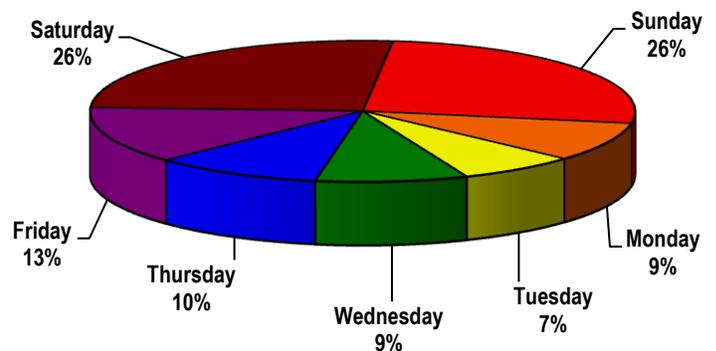
Fatal Alcohol-Related Crashes by Time of Day and Day of Week

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 2011.

TIME OF DAY



DAY OF WEEK



2011 Fatal Crash Data

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

Fatal Crashes During the Holidays Total and Alcohol-Related*

HOLIDAY PERIODS	NUMBER OF DAYS	FATAL CRASHES			FATALITIES		
		Alcohol-Related*		Total	Alcohol-Related*		Total
Memorial Day 6:00 p.m. on 05/27/11 – 11:59 p.m. on 05/30/11	3.25	5	of 50.0%	10	6	of 46.2%	13
Fourth of July 6:00 p.m. on 07/01/11 – 11:59 p.m. on 07/04/11	3.25	8	of 66.7%	12	9	of 69.2%	13
Labor Day 6:00 p.m. on 09/02/11 – 11:59 p.m. on 09/05/11	3.25	3	of 33.3%	9	3	of 33.3%	9
Thanksgiving 6:00 p.m. on 11/23/11 – 11:59 p.m. on 11/27/11	4.25	4	of 57.1%	7	4	of 50.0%	8
Christmas 6:00 p.m. on 12/23/11 – 11:59 p.m. on 12/26/11	3.25	3	of 33.3%	9	5	of 38.5%	13
New Year's 6:00 p.m. on 12/30/11 – 11:59 p.m. on 01/02/12	3.25	3	of 50.0%	6	3	of 33.3%	9

* 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.

2011 Fatal Crash Data

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

Teen Fatalities by Age and Person Type

AGE	PERSON TYPE					TOTAL
	DRIVER	OCCUPANT	PEDESTRIAN	PEDALCYCLIST	OCCUPANT OF NON-MOTOR VEHICLE	
16	12	9	0	1	0	22
17	9	6	0	0	0	15
18	13	9	2	0	0	24
19	15	4	0	0	0	19
TOTAL	49	28	2	1	0	80

Teen Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	OVER 0.20			
16	7	1	1	0	9	3	12
17	8	0	1	0	9	0	9
18	9	1	2	0	12	1	13
19	10	0	3	0	13	2	15
TOTAL	34	2	7	0	43	6	49

2011 Fatal Crash Data

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

Fatal Pedestrian and Pedalcycle Crashes

Fatal Pedestrian Crashes	136	Fatal Pedalcycle Crashes	27
Pedestrians Killed	135	Pedalcyclists Killed	27

PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS				Not Tested Or Unknown If Tested	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20		
Pedestrians						
4 or Younger	0	0	0	0	4	4
5-9	0	0	0	0	2	2
10-15	1	0	0	0	1	2
16-20	0	0	2	1	2	5
21-24	1	0	3	4	0	8
25-34	6	0	7	2	2	17
35-44	9	3	1	4	2	19
45-54	11	4	10	8	3	36
55-64	6	0	2	2	2	12
65-74	10	2	1	0	2	15
75 or Older	11	0	0	0	4	15
TOTAL	55	9	26	21	24	135
Pedalcyclists						
4 or Younger	0	0	0	0	1	1
5-9	1	0	0	0	2	3
10-15	0	0	0	0	0	0
16-20	1	0	0	0	1	2
21-24	0	0	0	0	0	0
25-34	1	2	1	0	0	4
35-44	0	0	0	1	1	2
45-54	3	0	0	0	0	3
55-64	1	0	0	0	0	1
65-74	4	0	0	0	2	6
75 or Older	3	1	0	0	1	5
TOTAL	14	3	1	1	8	27

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.

2011 Fatal Crash Data

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

Fatal Motorcycle Crashes

PERSONS KILLED BY TYPE OF ROADWAY

Fatal Crashes	142	URBAN	
Motorcyclists Killed	145	State Routes	37
Non-Motorcyclists Killed	1	Interstate Type Roads	7
		City Streets and Roads	41
		Urban Total	85
		RURAL	
		State Routes	28
		Interstate Type Roads	2
		County and Local Roads	31
		Rural Total	61

MOTORCYCLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					Not Tested Or Unknown If Tested	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
9 or Younger	0	0	0	0	0	0	0
10-15	1	0	0	0	0	0	1
16-20	3	0	0	0	0	1	4
21-24	8	0	4	1	0	0	13
25-34	11	3	8	1	4	0	27
35-44	8	0	8	0	6	0	22
45 or Older	37	6	8	5	9	0	65
TOTAL	68	9	28	7	20	0	132

2011 Fatal Crash Data

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

Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 9.7 percent of all fatal crashes and 10.1 percent of all fatalities for the year.

28.0 percent of these fatalities occurred on urban roadways, while 72.0 percent occurred on rural roadways.

Fatal Crashes	81
Persons Killed	93

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	10
Interstate Type Roads	12
City Streets and Roads	4
Urban Total	26
RURAL	
State Routes	34
Interstate Type Roads	18
County and Local Roads	15
Rural Total	67

TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	1	0
21-24	2	1
25-34	13	0
35-44	15	2
45-54	32	5
55-64	20	5
65 or Older	4	2
Unknown	2	0
TOTAL	89	15

2011 Fatal Crash Data

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

Fatal Train Crashes

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

Fatal crashes involving trains account for 0.7 percent of all fatal crashes for 2011. Fatalities resulting from train crashes account for 0.9 percent of all fatalities.

Fatal Crashes	6
Persons Killed	8

PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	6
Other RR Crossing Device	2
Warning Sign	0
Stop Sign/Flasher	0
No Control	0
TOTAL	8

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	1
City Streets and Roads	4
Urban Total	5
RURAL	
State Routes	0
County and Local Roads	3
Rural Total	3

MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					Not Tested Or Unknown If Tested	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-24	0	0	0	0	0	0	0
25-34	0	0	0	0	0	0	0
35-44	0	0	0	0	0	0	0
45-54	1	0	0	0	0	0	1
55-64	2	0	0	0	0	0	2
65-74	0	0	0	0	0	0	0
75 or Older	1	1	0	0	0	0	2
TOTAL	4	1	0	0	0	0	5

2011 Fatal Crash Data

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

Fatal Work Zone Crashes

A work zone crash is a motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone. Workers do not have to be present at the time of the crash to be considered a work zone crash.

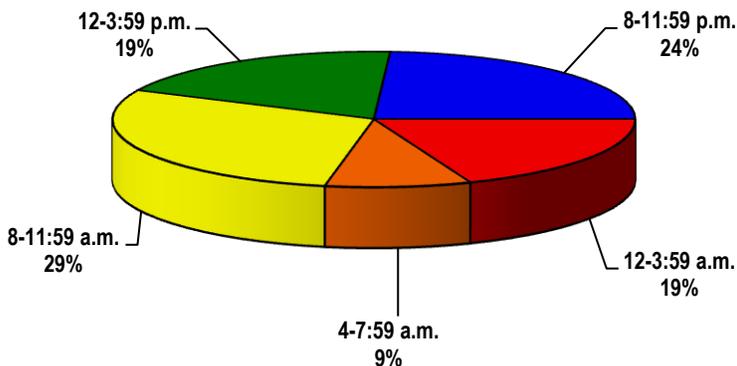
Fatal Crashes	21
Persons Killed	24
Drivers	18
Passengers	3
Workers	2
Pedestrians	1
Pedalcyclists	0

FATAL CRASHES BY TYPE OF ROADWAY

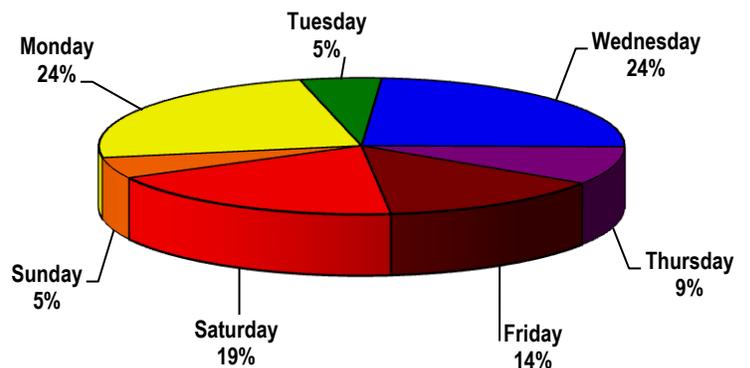
URBAN	
State Routes	3
Interstate Type Roads	9
City Streets and Roads	4
Urban Total	16
RURAL	
State Routes	2
Interstate Type Roads	3
County and Local Roads	0
Rural Total	5

FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day



Day of Week



There were no fatal work zone crashes occurring between 4:00-7:59 p.m.

Appendix and Glossary

Appendix

Illinois Traffic-Related Key Events

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

Illinois Traffic-Related Key Events

January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1992	Crash reporting threshold increased to damage in excess of \$500 (previously \$250).
April	1992	Commercial driver's license required if operating a Class A or Class B vehicle.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
January	1995	Minimum fine for speeding in construction or maintenance zones or school zones doubled (to \$150).
August	1995	Penalties increased for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash are reportable to police for the purpose of determining alcohol and/or drug content.
July	1997	Illegal per se lowered to 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems lose the school bus driver permit.
January	1998	Graduated Driver's License established for drivers under 21 years of age.
January	1999	Use of ignition interlock devices established as a regular option for the sanction of certain repeat DUI offenders.
August	2001	Penalties increased for repeat DUI offenders. Installation of ignition interlock devices became mandatory in all vehicles owned by a person committing a second or subsequent DUI offense.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under age 16 in the vehicle.
August	2001	Penalties increased for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Penalties also increased for persons convicted of driving with a license suspended or revoked for DUI, leaving the scene of a personal injury crash, reckless homicide, or failure to submit to chemical testing.
January	2002	Child Passenger Protection Act amended to require that children between the ages of 4 and 15 years, inclusive, be restrained in a safety seat or by a safety belt (previously applicable only to 4 and 5 year-olds). Fines for failure to secure a child in a safety seat doubled.

Appendix

Illinois Traffic-Related Key Events

January	2002	"Scott's Law" enacted, requiring drivers approaching a stationary authorized emergency vehicle displaying flashing warning lights to yield the right-of-way by making a lane change if safe to do so, or otherwise reduce speed and proceed with caution. Included fines and possible license suspension for failure to do so.
January	2002	Minimum fine doubled (to \$300) for second and subsequent speed limit violations in construction or maintenance zones or school zones.
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.

Illinois Traffic-Related Key Events

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.
July	2005	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.
May	2006	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.
June	2006	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.
January	2007	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.
January	2007	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.
July	2007	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.
July	2007	Driver's license cancellation for persons age 18 or younger who fail to attend school or are habitually truant.
August	2007	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).

Appendix

Illinois Traffic-Related Key Events

January	2008	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.
January	2008	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.
January	2008	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.
January	2008	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.
January	2008	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.
June	2008	Penalties increased for reckless driving with bodily harm to a child or school crossing guard performing official duties.
August	2008	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.
August	2008	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).
January	2009	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 BAID 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.
January	2009	Crash reporting threshold increased to damage in excess of \$1,500 when <u>all</u> drivers are insured. If any driver is uninsured and there is damage over \$500 to any one person's property, all drivers must report.
January	2009	"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.

Illinois Traffic-Related Key Events

January	2009	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.
January	2009	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.
January	2009	School bus drivers must open the service door and driver's window of the bus before crossing railroad tracks.
January	2010	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.
January	2010	Using a wireless phone in a school speed zone or construction or maintenance zone is prohibited while operating a motor vehicle.
January	2010	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.
January	2010	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.
January	2010	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.
July	2010	Motorists must stop and yield the right-of-way to pedestrians lawfully in a crosswalk when traffic signals are not in place or not in operation (previously drivers only had to yield by slowing down or stopping if necessary).
July	2010	Driving a motor vehicle recklessly close to, toward, or near a bicyclist, pedestrian, horseback rider, or animal-drawn vehicle is a class A misdemeanor. If violation results in great bodily harm, permanent disability, or disfigurement, it is a Class 3 felony.
July	2010	IDOT is required upon request to furnish copies of written crash reports to federal, state, and local agencies engaged in highway safety research and studies. Reports are for the privileged use of such agencies and shall be held confidential.
January	2011	Child Passenger Protection Act amended to increase fines to \$75 for first offense (previously \$50) and \$200 for a second or subsequent offense (previously \$100). If violation is for not restraining a child under the age of 8 in a proper restraint system, violators can avoid a first conviction if they show, in court, proof of completion of an instructional course on the installation of a child restraint system, in addition to the required possession of a proper child restraint system (previously only possession of the child restraint system was required).

Appendix

Illinois Traffic-Related Key Events

January	2011	Driving privileges shall be immediately revoked of a person convicted of any offense against the provisions of the Illinois Vehicle Code or local ordinance regulating the movement of traffic that resulted in the death of another person (previously revocation was discretionary). The revoked offender may request an administrative hearing to have the revocation terminated or time reduced.
January	2011	Eligibility for Restricted Driving Permit (RDP) expanded to allow transportation of elderly or disabled persons needing travel to/from daycare (previously allowed transportation to/from daycare for children only). Persons transported must live with the driver issued the RDP.
January	2011	Persons charged with speeding 40 mph or more over the limit are not eligible for court supervision.
January	2011	Persons convicted of reckless driving or speeding 40 mph or more over the limit may be assessed up to \$100 (up to \$500 for a second or subsequent conviction) for each agency forced to initiate an emergency response as a result of the violation.
July	2011	Statutory Summary Revocation created (previously Secretary of State administratively suspended driving privileges as Statutory Summary Suspension). Refusal to submit to chemical test after being involved in a personal injury crash will result in the statutory summary revocation of driving privileges and disqualification of commercial vehicle driving privileges if the person has Commercial Driver's License (CDL). Offenders may apply for reinstatement after one year of revocation.
January	2012	Law strengthened to allow an employer, upon reasonable suspicion, to test a school bus driver permit holder for the presence of drugs, alcohol, or intoxicating compounds. If the driver refuses or test positive, the Secretary of State shall suspend the permit for 3 years.
January	2012	Safety belt law amended to require all motor vehicle occupants to wear a safety belt unless otherwise exempted by law.
January	2012	No person may ride in a trailer, semitrailer, farm wagon, or other vehicle while it is being towed on a public roadway Unless: the occupancy of the towed vehicle is necessary to avoid personal danger due to extreme weather conditions or other emergency situation: the vehicle does not exceed 15 mph and is being used in a parade, farming-related activity, or similar activity; or the vehicle does not exceed 15 mph and the passenger is over age 18.
January	2012	In municipalities other than the City of Chicago, when the light at an intersection fails to cycle to green after a "reasonable period of time", motorcycles and bicycles may proceed on a red light following the rules applicable at a stop sign. Municipalities with red light running equipment may not issue violations to such motorcyclists for disobeying a traffic control device.
January	2012	Maximum speed limit for trucks raised to 65 mph on all Illinois tollways, and for all or part of highways (previously interstates only) having at least four lanes of traffic with a separation between the roadways moving in opposite directions establishing a uniform speed limit in all counties except Cook, DuPage, Kane, Lake, McHenry and Will. The speed limit for large trucks in those counties will remain 55 mph

Motorcycle Helmet Usage in Illinois June 2012 Observational Survey Results

SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2012 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 1,982 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 36.1 percent were wearing helmets.

MOTORCYCLE HELMET USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	1,982	36.1%
Regions		
City of Chicago (46)	135	49.6%
Cook County (40) (excluding Chicago)	78	42.3%
Collar Counties (118)	1,360	35.6%
Downstate (54)	409	32.0%
Road Type		
Residential (190)	795	34.8%
U.S./Illinois Highways (40)	413	37.1%
Interstate Highways (28)	774	36.8%
Day of Week		
Weekends (115)	1,466	32.9%
Weekdays (143)	516	45.2%

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

Safety Belt Usage in Illinois 2012 Observational Survey Results

SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2012 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 121,910 front seat occupants observed during the June 2012 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.

SAFETY BELT USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	121,910	93.6%
Regions		
City of Chicago (46)	18,538	89.0%
Cook County (40)	15,641	92.2%
(excluding Chicago)		
Collar Counties (118)	64,079	94.5%
Downstate (54)	23,652	94.4%
Road Type		
Residential (190)	65,133	91.7%
U.S./Illinois Highways (40)	23,485	92.9%
Interstate Highways (28)	33,292	96.9%
Day Of Week		
Weekends (115)	59,684	94.7%
Weekdays (143)	62,226	92.1%

Safety Belt Usage in Illinois 2012 Observational Survey Results

HISTORICAL TRENDS

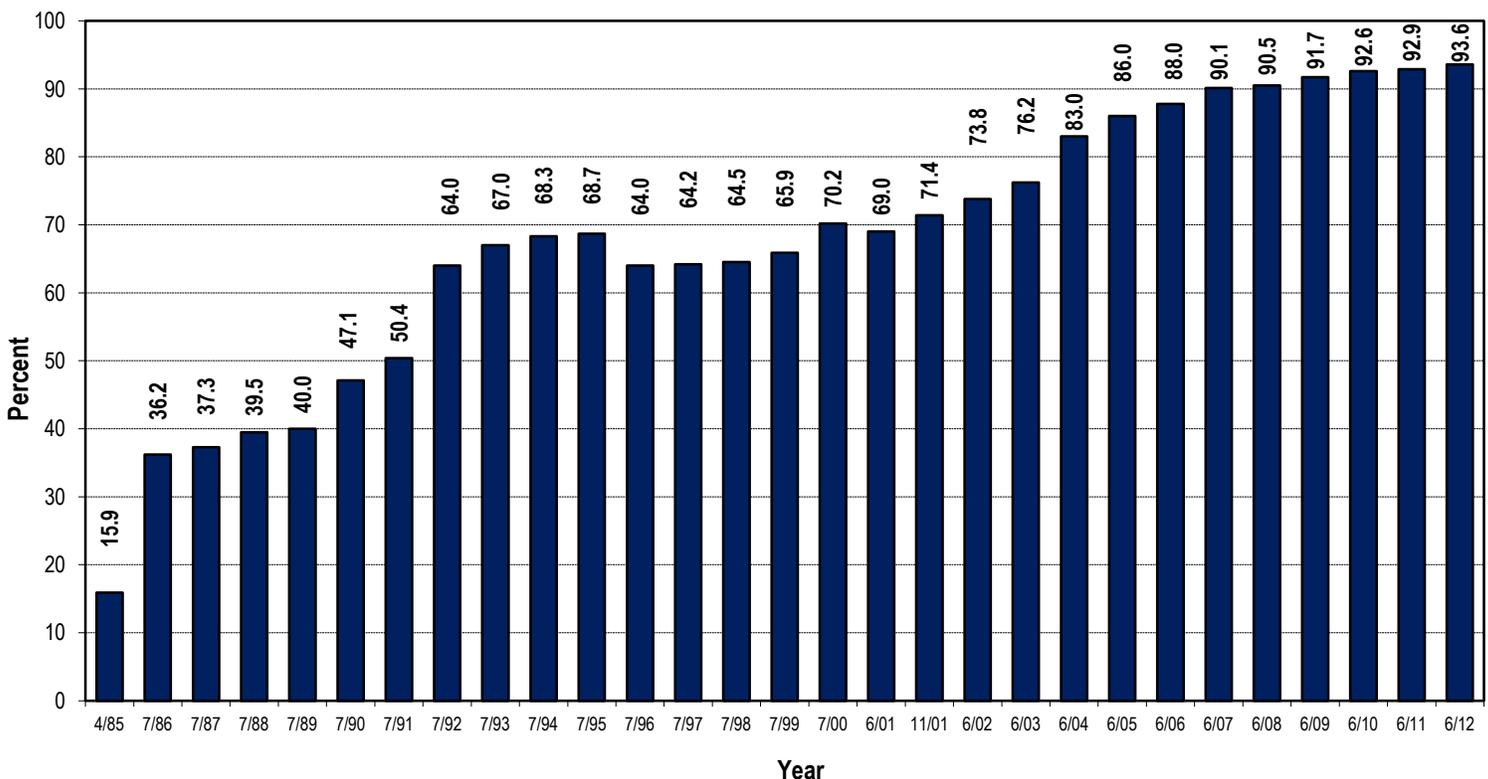
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

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 77 percentage points, peaking at 93.6 percent in June 2012.

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.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998-2012 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.

Occupant Protection Survey Information

(217) 785-1181

Operation Teen Safe Driving (OTSD)

(217) 558-2497

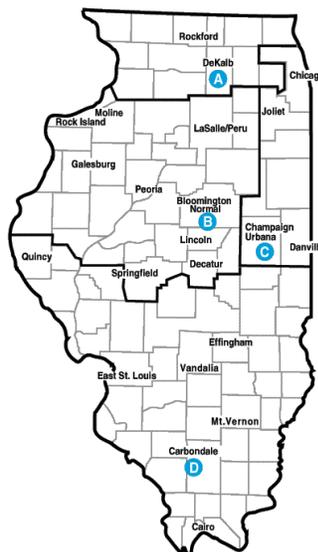
Cycle Rider Safety Training Program*

A. Northern Illinois University

NIU Outreach
155 N. 3rd Ave, Suite 408
DeKalb, IL 60115-2854
(800) 892-9607
(815) 753-1683
www.outreach.niu.edu/mcycycle

B. Illinois State University

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



Highway Safety Programs

(217) 782-4972

- Occupant Protection.
- Impaired Driving.
- Traffic Records.
- Traffic Law Enforcement.
- Motorcycle Safety.
- Distracted Driving.
- Bicycle/Pedestrian Safety.

Commercial Vehicle Safety

(217) 785-1181

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

C. University of Illinois

Motorcycle Rider Program
#4 Gerty Drive
Champaign, IL 61820
(800) 252-3348 (inside Illinois)
(217) 333-7856
www.mrp.illinois.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.mrp.siu.edu

*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.

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

A motor vehicle traffic crash in which the first harmful event occurs within the boundaries of a work zone or on an approach to or exit from a work zone, resulting from an activity, behavior, or control related to the movement of the traffic units through the work zone. (For a full definition of a work zone, see page 24).

