

# A Message from Governor Ryan



George H. Ryan, Governor

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 2000," is designed to serve your needs in researching and reviewing motor vehicle crash involvement in Illinois.

Illinois continues to work to reduce traffic deaths and injuries through safety programs, such as education and enforcement of seat belt, child restraint and DUI laws.

Please share the information in this booklet with others. Public awareness of traffic safety problems is the first step toward creating a safer driving environment for Illinois motorists. Whether you represent the media, are working on a school project or are involved in other activities related to highway safety, you are important to this effort. If you have a question that this booklet does not answer, please feel free to contact the Illinois Department of Transportation's Division of Traffic Safety at 217/782-2575 or 217/524-4875 (TTY) or write to 3215 Executive Park Drive, P.O. Box 19245, Springfield, Illinois 62794-9245.

Your interest and involvement in traffic safety issues is appreciated. You may be assured that we will continue to work to reduce the toll of deaths and injuries that traffic crashes exact on our highways.

Sincerely,

A handwritten signature in cursive script that reads "George H. Ryan". The signature is written in dark ink and is positioned above the printed name.

George H. Ryan



# Acknowledgments

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



Kirk Brown  
Secretary of Transportation



Roger D. Sweet  
Director of Traffic Safety

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

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# Quick Facts

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## GENERAL

- 1,418 persons died in crashes in Illinois during 2000.
- An additional 134,256 persons were injured in crashes.
- Travel increased by 0.7 percent compared to the previous year.
- The mileage death rate decreased by 3.3 percent from 1999 to 2000.

## ECONOMIC COSTS\*

- The total estimated cost of crashes in Illinois for 2000 was \$8.5 billion.
- Each fatality was estimated to cost \$1,000,000.
- An incapacitating injury ("A" injury) was estimated to cost \$47,900.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$16,000.
- A possible injury ("C" injury) was estimated to cost \$9,100.
- A property damage crash was estimated to cost \$6,500.

## FATAL

- 1,418 persons were killed in 1,274 fatal crashes in 2000.
- There was an average of 1.1 deaths per fatal crash.
- 28.1 percent of the fatal crashes occurred at intersections.
- 77.3 percent of the fatal crashes occurred on dry roadways.
- 48.2 percent of the fatal crashes occurred during daylight hours.
- 62.0 percent of the fatal crashes occurred on urban roadways.
- 27.0 percent of the fatal crashes involved a collision with a fixed object.

## ALCOHOL

- 42.9 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 45.7 percent of the fatally injured drivers 15-24 years of age who were tested had a positive BAC.

## PEDESTRIAN

- 189 pedestrians were killed in 2000.
- An additional 6,545 pedestrians were injured in crashes.
- Over 12 percent of the pedestrians killed were under 15 years of age.
- Approximately 24 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 35.9 percent had a positive BAC.

\* Based on estimates made by the National Safety Council for 2000. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

## PEDALCYCLE

- Riders under the age of 15 accounted for 11.1 percent of the pedalcyclist deaths and 38.9 percent of pedalcyclist injuries.

## MOTORCYCLE

- There were 3,977 motorcycle crashes in the year 2000.
- The number of motorcyclists killed increased by 22.3 percent over the previous year.

## SCHOOL BUS

- No school-age passengers were killed in school buses in 2000, although 205 were injured.
- No school bus drivers were killed in school buses; 125 were injured.

## TRACTOR-TRAILER

- 137 persons were killed in tractor-trailer crashes.
- 9 of the persons killed were occupants of the tractor-trailer, while 118 were occupants of another type of vehicle.

## TRAIN

- 23.8 percent of the fatal train crashes occurred at crossings with gates.
- 76.2 percent of the fatal train crashes occurred at crossings with other railroad crossing devices.

## WORK ZONE

- There were 31 fatal crashes in work zones in 2000.
- 4 of the persons killed were roadway construction workers.

## DEER

- There were 19,731 crashes involving deer in 2000.
- 5 of the deer crashes involved a fatality.





# 2000 Crash Data For All Roadways

**IMPORTANT**

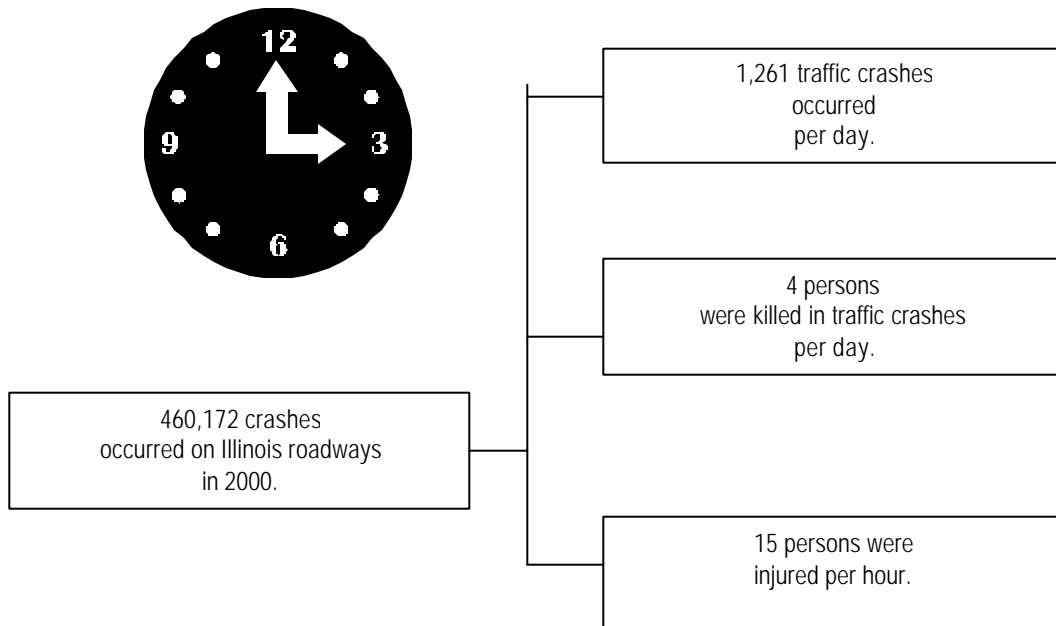
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois (hereinafter referred to as "All Roadways").

# 2000 Crash Data For All Roadways

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

<b>Registered Motor Vehicles</b> (Millions. Data obtained from Illinois Secretary of State.)	9.54
<b>Licensed Drivers</b> (Millions. Data obtained from Illinois Secretary of State.)	8.46
<b>Vehicle Miles Traveled</b> (Billions.)	102.94
<b>Crashes</b> (Thousands.)	460.17
<b>Injuries</b> (Thousands.)	134.26
<b>Deaths</b>	1,418
<b>Mileage Death Rate</b> (Per Hundred Million Vehicle Miles Traveled.)	1.4

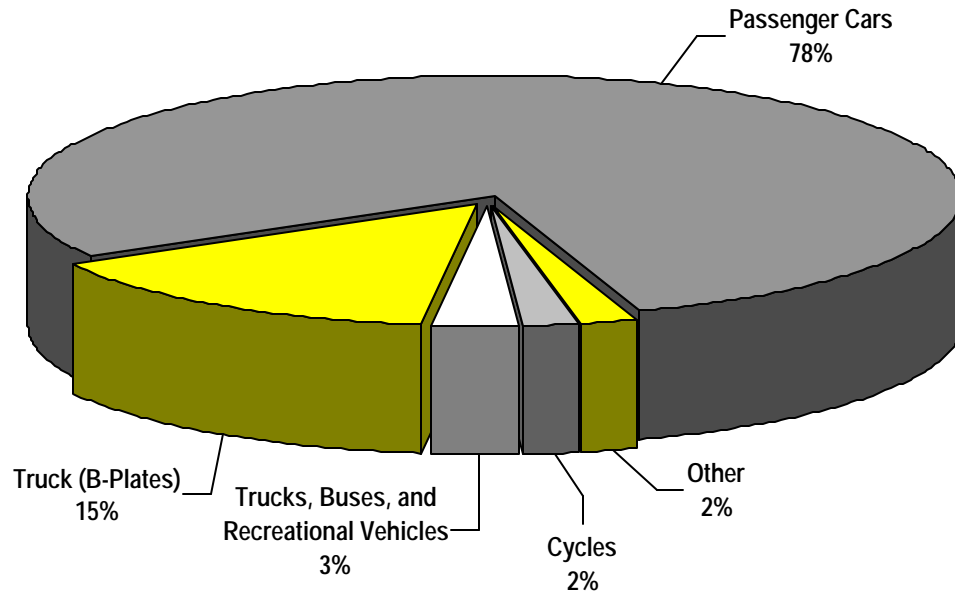
## Illinois' Highway Safety Clock



# 2000 Crash Data For All Roadways

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	1,025	115,247	573,549	682	88,954
Pickup truck	254	15,045	76,586	142	9,373
Van	208	14,171	71,482	111	10,118
Other single unit truck	52	2,430	17,328	11	804
Truck-tractor with semi-trailer	124	3,099	19,655	9	802
Farm tractor/farm equipment	4	66	326	1	21
School bus	4	459	2,814	0	409
Other bus	8	806	4,410	1	679
Motorcycle (under 150 cc)	11	280	564	10	286
Motorcycle (over 150 cc)	117	2,031	3,583	116	2,152
Others or unknown	217	19,234	108,125	127	10,817

# 2000 Crash Data For All Roadways

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	6	0.18	652	19.09	2,508	73.43	34,153
16	46	0.37	4,705	38.02	19,043	153.87	123,758
17	46	0.33	5,435	39.34	22,663	164.04	138,157
18	51	0.35	5,664	38.88	23,678	162.54	145,678
19	68	0.45	5,466	35.93	22,553	148.26	152,115
20-24	265	0.35	22,417	29.59	97,082	128.13	757,670
25-29	197	0.24	19,123	23.38	87,094	106.46	818,079
30-34	201	0.23	17,310	20.24	79,505	92.95	855,331
35-39	194	0.21	17,071	18.74	78,000	85.63	910,894
40-44	197	0.21	15,505	16.86	70,993	77.21	919,454
45-49	149	0.18	12,597	15.23	58,484	70.70	827,224
50-54	125	0.17	10,044	13.87	46,022	63.56	724,098
55-59	97	0.18	7,164	13.19	32,961	60.67	543,314
60-64	83	0.20	4,851	11.52	22,635	53.74	421,218
65-69	50	0.15	3,712	10.77	16,524	47.96	344,514
70-74	38	0.12	2,975	9.50	13,450	42.93	313,313
75 or Older	122	0.28	4,711	10.91	20,263	46.95	431,621
Unknown	49	--	9,045	--	97,530	--	--
<b>TOTAL</b>	<b>1,984</b>	<b>0.23</b>	<b>168,447</b>	<b>19.91</b>	<b>810,988</b>	<b>95.85</b>	<b>8,460,591</b>

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

# 2000 Crash Data For All Roadways

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	108,838	551,937	50,237
Fatal Crashes	260	1,460	210
Injury Crashes	26,187	121,172	11,398
Licensed Drivers	721,569	6,615,421	1,089,448
Fatal Crash Ratio <sup>1</sup>	2.39	2.65	4.18
Fatal Crash Rate <sup>2</sup>	0.36	0.22	0.19
Total Crash Rate <sup>3</sup>	150.84	83.43	46.11

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

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

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

## Holiday Traffic Crashes

HOLIDAY	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
Memorial Day	3.25	15	731	3,364	16	1,201	4.9
Fourth of July	4.25	22	991	4,410	25	1,521	5.9
Labor Day	3.25	14	682	2,973	23	1,067	7.1
Thanksgiving	4.25	20	840	4,660	22	1,282	5.2
Christmas	3.25	13	626	4,496	13	1,003	4.0
New Year's	3.25	6	578	4,097	6	873	1.8

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

# 2000 Crash Data For All Roadways

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	985	64,014	238,164	303,163
Wet	183	16,059	58,834	75,076
Ice/Snow	74	6,872	38,973	45,919
Muddy	2	180	566	748
Other	26	842	6,959	7,827
Unknown	4	3,505	23,930	27,439
<b>TOTAL</b>	<b>1,274</b>	<b>91,472</b>	<b>367,426</b>	<b>460,172</b>

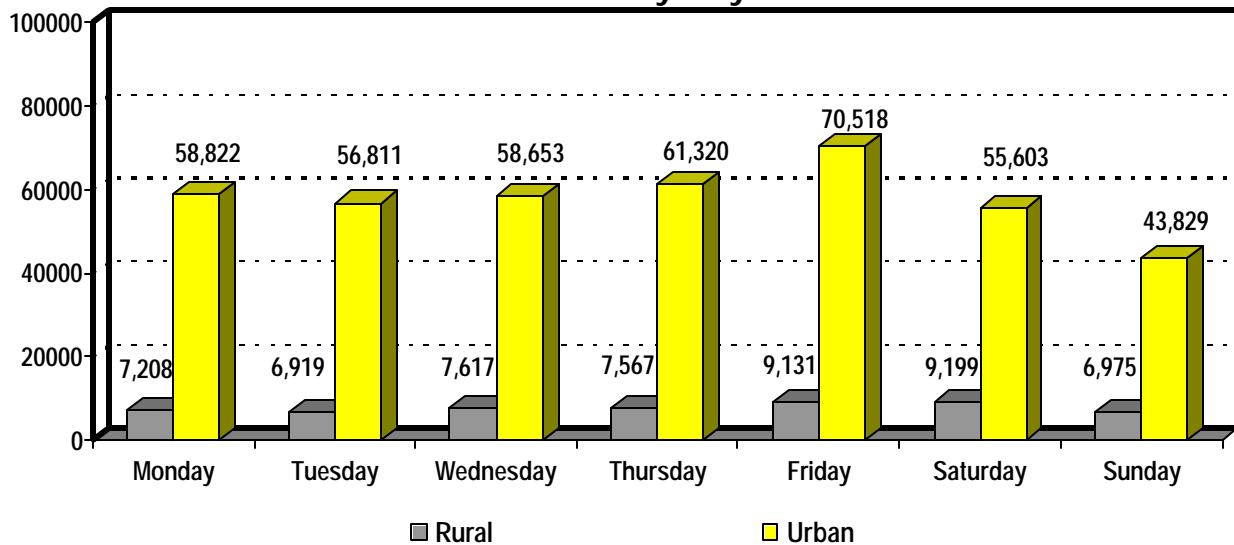
## Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	614	61,514	238,695	300,823
Dawn	27	2,944	13,276	16,247
Dusk	25	2,209	9,484	11,718
Darkness	337	9,418	40,655	50,410
Darkness – Road Lighted	271	14,996	57,520	72,787
Unknown	--	391	7,796	8,187
<b>TOTAL</b>	<b>1,274</b>	<b>91,472</b>	<b>367,426</b>	<b>460,172</b>

# 2000 Crash Data For All Roadways

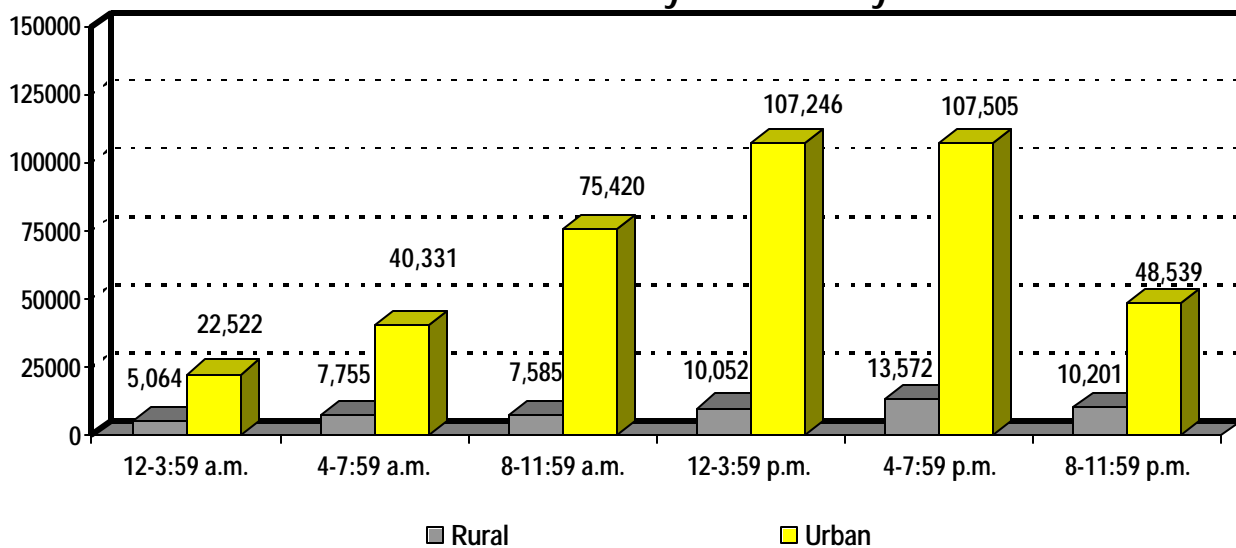
Refer to note on page 9 for definition of data included.

### Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 70,518 crashes in urban locations and 9,131 crashes in rural locations. The second largest number of crashes occurred on Thursday.

### Crashes by Time of Day



Note: There were 4,380 crashes for which the time of day is unknown.

70.5 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m. 90.3 percent of these 321,380 crashes occurred on urban roadways.

# 2000 Crash Data For All Roadways

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

## Crashes by Type of Roadway

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS KILLED
	Fatal	Injury	Total	Killed	Injured	
<b>URBAN</b>						
State Highways	233	22,390	97,658	251	34,007	47
<i>Percent</i>	<i>18.3</i>	<i>24.5</i>	<i>21.2</i>	<i>17.7</i>	<i>25.3</i>	<i>24.9</i>
Interstate Type Roads	109	7,557	37,711	126	10,903	7
<i>Percent</i>	<i>8.6</i>	<i>8.3</i>	<i>8.2</i>	<i>8.9</i>	<i>8.1</i>	<i>3.7</i>
City Streets and Roads	400	43,657	246,698	440	62,980	106
<i>Percent</i>	<i>31.4</i>	<i>47.7</i>	<i>53.6</i>	<i>31.0</i>	<i>46.9</i>	<i>56.1</i>
Unmarked State Routes	48	5,243	23,489	50	7,665	13
<i>Percent</i>	<i>3.8</i>	<i>5.7</i>	<i>5.1</i>	<i>3.5</i>	<i>5.7</i>	<i>6.9</i>
<b>Urban Total</b>	<b>790</b>	<b>78,847</b>	<b>405,556</b>	<b>867</b>	<b>115,555</b>	<b>173</b>
<i>Percent</i>	<i>62.0</i>	<i>86.2</i>	<i>88.1</i>	<i>61.1</i>	<i>86.1</i>	<i>91.5</i>
<b>RURAL</b>						
State Highways	198	4,637	20,593	232	7,188	5
<i>Percent</i>	<i>15.5</i>	<i>5.1</i>	<i>4.5</i>	<i>16.4</i>	<i>5.4</i>	<i>2.6</i>
Interstate Type Roads	77	1,656	7,623	90	2,531	5
<i>Percent</i>	<i>6.0</i>	<i>1.8</i>	<i>1.7</i>	<i>6.3</i>	<i>1.9</i>	<i>2.6</i>
County and Local Roads	197	6,061	25,369	215	8,549	5
<i>Percent</i>	<i>15.5</i>	<i>6.6</i>	<i>5.5</i>	<i>15.2</i>	<i>6.4</i>	<i>2.6</i>
Unmarked State Routes	12	271	1,031	14	433	1
<i>Percent</i>	<i>0.9</i>	<i>0.3</i>	<i>0.2</i>	<i>1.0</i>	<i>0.3</i>	<i>0.5</i>
<b>Rural Total</b>	<b>484</b>	<b>12,625</b>	<b>54,616</b>	<b>551</b>	<b>18,701</b>	<b>16</b>
<i>Percent</i>	<i>38.0</i>	<i>13.8</i>	<i>11.9</i>	<i>38.9</i>	<i>13.9</i>	<i>8.5</i>
<b>TOTAL</b>	<b>1,274</b>	<b>91,472</b>	<b>460,172</b>	<b>1,418</b>	<b>134,256</b>	<b>189</b>
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

In 2000, there were 1,418 fatalities, including 189 that were pedestrians. 91.5 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 61.1 percent of all fatalities and 86.1 percent of all injuries resulted from crashes on urban roadways.



# 2000 Crash Data For All Roadways

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

## Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY			
	Fatal	Injury	Property Damage	Total
No Controls	763	45,290	215,677	261,730
Stop Sign/Red Flasher	132	12,750	38,685	51,567
Traffic Control Signal	150	24,493	78,154	102,797
Yield Sign/Yellow Flasher	5	643	1,708	2,356
Police Officer/Flagman	2	232	604	838
RR Crossing Gates	7	135	745	887
Other RR Crossing Device	15	100	327	442
School Speed Zone	1	50	126	177
No Passing Zone	39	1,251	7,011	8,301
Other Regulatory Sign	7	471	1,523	2,001
Other Warning Sign	23	551	1,393	1,967
Lane Use Control Marking	114	4,514	15,511	20,139
Other/Unknown	16	992	5,962	6,970
<b>TOTAL</b>	<b>1,274</b>	<b>91,472</b>	<b>367,426</b>	<b>460,172</b>

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 59.9 percent of fatal crashes, 49.5 percent of injury crashes, 58.7 percent of property damage crashes, and 56.9 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was in effect (22.3 percent of total crashes).

# 2000 Crash Data For All Roadways

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	140	3,892	7,336	154	5,294
Pedestrian	181	6,292	6,626	186	6,601
Railroad Train	21	49	154	22	58
Pedalcyclist	17	3,201	3,454	17	3,354
Animal	5	800	20,560	5	931
Fixed Object	344	9,143	36,895	383	11,622
Other Object	10	786	5,134	10	959
Other Noncollision	11	1,212	4,588	11	1,460
Parked	16	2,154	53,499	20	2,691
Rear-End	71	26,221	130,127	81	38,973
Head-On	117	1,686	4,171	145	3,336
Sideswipe Same Direction	12	3,051	41,848	13	4,348
Sideswipe Opposite Direction	17	1,097	6,843	18	1,741
Angle	186	16,123	69,250	215	26,945
Turning	126	15,652	67,651	138	25,782
Other	--	113	2,036	--	161
<b>TOTAL</b>	<b>1,274</b>	<b>91,472</b>	<b>460,172</b>	<b>1,418</b>	<b>134,256</b>

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 27.0 percent of all fatalities. Rear-end collisions comprise the highest number of injury crashes, resulting in 29.0 percent of all injuries. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.3 percent of total crashes.

# 2000 Crash Data For All Roadways

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	1	0	1	0.0	1,030	1,030	2,060	5.5	1,031	1,030	2,061	1.7
5-9	0	2	2	0.0	1,372	1,505	2,877	7.7	1,372	1,507	2,879	2.3
10-14	128	90	218	0.3	1,469	1,928	3,397	9.1	1,597	2,018	3,615	2.9
15-19	5,848	6,072	11,920	13.7	3,051	4,099	7,150	19.2	8,899	10,171	19,070	15.3
20-24	6,603	6,011	12,614	14.5	1,961	2,303	4,264	11.4	8,564	8,314	16,878	13.6
25-34	10,261	9,517	19,778	22.7	2,087	2,783	4,870	13.1	12,348	12,300	24,648	19.8
35-44	8,957	8,436	17,393	20.0	1,494	2,391	3,885	10.4	10,451	10,827	21,278	17.1
45-54	6,317	5,928	12,245	14.0	830	1,877	2,707	7.3	7,147	7,805	14,952	12.0
55-64	3,348	3,051	6,399	7.3	375	1,156	1,531	4.1	3,723	4,207	7,930	6.4
65-74	1,921	1,582	3,503	4.0	299	843	1,142	3.1	2,220	2,425	4,645	3.7
75 or Older	1,328	1,235	2,563	2.9	1,053	1,885	2,938	7.9	2,381	3,120	5,501	4.4
Unknown	319	199	518	0.6	223	217	440	1.2	542	416	958	0.8
<b>TOTAL</b>	<b>45,031</b>	<b>42,123</b>	<b>87,154</b>	<b>100.0</b>	<b>15,244</b>	<b>22,017</b>	<b>37,261</b>	<b>100.0</b>	<b>60,275</b>	<b>64,140</b>	<b>124,415</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	159	84	243	3.7	25	4	29	0.9	184	88	272	2.8
5-9	524	271	795	12.1	311	120	431	13.1	835	391	1,226	12.5
10-14	436	318	754	11.5	617	199	816	24.9	1,053	517	1,570	16.0
15-19	350	321	671	10.3	360	85	445	13.6	710	406	1,116	11.4
20-24	291	200	491	7.5	224	60	284	8.7	515	260	775	7.9
25-34	520	334	854	13.0	326	84	410	12.5	846	418	1,264	12.9
35-44	566	377	943	14.4	305	85	390	11.9	871	462	1,333	13.6
45-54	434	279	713	10.9	179	36	215	6.5	613	315	928	9.4
55-64	221	171	392	6.0	88	19	107	3.3	309	190	499	5.1
65-74	128	124	252	3.9	41	8	49	1.5	169	132	301	3.1
75 or Older	213	209	422	6.4	87	18	105	3.2	300	227	527	5.4
Unknown	8	7	15	0.2	2	0	2	0.0	10	7	17	0.2
<b>TOTAL</b>	<b>3,850</b>	<b>2,695</b>	<b>6,545</b>	<b>100.0</b>	<b>2,565</b>	<b>718</b>	<b>3,283</b>	<b>100.0</b>	<b>6,415</b>	<b>3,413</b>	<b>9,828</b>	<b>100.0</b>

**Note:** An additional 13 people were injured in motor vehicle crashes in 2000. Those additional 13 people were occupants of non-motor vehicles.

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

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

Drivers injured amount to 64.9 percent of all injuries in 2000.

Passengers represent 27.8 percent of the total number of injuries in 2000.

Pedestrians account for 4.9 percent of all injuries

Pedalcyclists account for 2.4 percent of all injuries.

# 2000 Crash Data For All Roadways

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

## Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
<b>Total Crashes</b>	6,827		3,542	
<b>Fatal Crashes</b>	194		18	
<b>Injury Crashes</b>	6,451		3,267	
<b>Property Damage Crashes</b>	182		257	
<b>Number of Crashes by Light Condition</b>				
<b>Light Condition</b>				
Daylight	4,265		2,710	
Dawn	276		119	
Dusk	212		159	
Darkness	507		137	
Dark-Road Lighted	1,508		392	
Unknown	59		25	
<b>TOTAL</b>	<b>6,827</b>		<b>3,542</b>	
<b>Number of Crashes by Type of Roadway</b>				
<b>Urban</b>				
State Routes	941		529	
City Streets and Roads	5,524		2,698	
Unmarked State Routes	204		174	
<b>Urban Total</b>	<b>6,669</b>		<b>3,401</b>	
<b>Rural</b>				
State Routes	61		33	
County and Local Roads	93		105	
Unmarked State Routes	4		3	
<b>Rural Total</b>	<b>158</b>		<b>141</b>	
<b>Number of Persons Killed and Injured by Age</b>				
<b>Age</b>	<b>Pedestrians</b>		<b>Pedalcyclists</b>	
	<b>Killed</b>	<b>Injured</b>	<b>Killed</b>	<b>Injured</b>
4 or Younger	7	243	1	29
5-9	8	795	0	431
10-14	9	754	1	816
15-19	8	671	4	445
20-24	6	491	1	284
25-34	24	854	4	410
35-44	30	943	4	390
45-54	30	713	1	215
55-64	22	392	0	107
65 or Older	45	674	2	154
Unknown	0	15	0	2
<b>TOTAL</b>	<b>189</b>	<b>6,545</b>	<b>18</b>	<b>3,283</b>

# 2000 Crash Data For All Roadways

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

## Motorcycle Crashes

Motorcycle crashes account for approximately 1.0 percent of all crashes in the year 2000. The number of motorcyclists killed increased by 22.3 percent, from 103 in 1999 to 126 in 2000. These motorcycle fatalities account for 8.9 percent of all fatalities in 2000.

The number of motorcycles registered also increased, from 205,598 in 1999 to 209,782 in 2000.

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

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<b>Total Crashes</b>	3,978
<b>Fatal Crashes</b>	123
<b>Injury Crashes</b>	2,259
<b>Motorcyclists Killed</b>	126
<b>Motorcyclists Injured</b>	2,438
<b>Non-Motorcyclists Killed</b>	3
<b>Non-Motorcyclists Injured</b>	266

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### OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	1	8
15-19	3	146
20-24	23	358
25-34	44	639
35-44	24	509
45 or Older	20	489
Unknown	0	14
<b>TOTAL</b>	<b>115</b>	<b>2,163</b>

### MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,070
Passing/Overtaking	88
Making Left Turn	187
Making Right Turn	129
Slow/Stopped in Traffic	455
Skidding/Control Loss	548
Changing Lanes	254
Other	244
Parked	171
<b>TOTAL</b>	<b>4,146</b>

# 2000 Crash Data For All Roadways

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

## School Bus Crashes

In 2000, there were 2,778 school bus crashes. These crashes account for approximately 1.0 percent of the total crashes for the year.

Fatal crashes involving school buses decreased by 16.7 percent, from 6 in 1999 to 5 in 2000. The number of fatalities also decreased, by 14.3 percent.

<b>Total Crashes</b>	2,778
<b>Fatal Crashes</b>	5
<b>Injury Crashes</b>	449
<b>Property Damage Crashes</b>	2,324
<b>Urban Crashes</b>	2,603
<b>Rural Crashes</b>	175

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	433
City Streets and Roads	2,044
Unmarked State Routes	126
<b>Urban Total</b>	<b>2,603</b>
<b>RURAL</b>	
State Routes	57
County and Local Roads	116
Unmarked State Routes	2
<b>Rural Total</b>	<b>175</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	125
School Bus Passengers (School-Age)*	0	205
Other School Bus Passengers	0	79
Other Vehicle Occupants	5	399
Pedestrians (School-Age)*	0	6
Other Pedestrians	1	13
Pedalcyclists	0	5
<b>TOTAL</b>	<b>6</b>	<b>832</b>

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

# 2000 Crash Data For All Roadways

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

## Tractor-Trailer Crashes

There were 18,624 crashes involving tractor-trailers in Illinois in the year 2000. These tractor-trailer crashes account for 4.0 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 9.3 percent of all fatal crashes. Fatal crashes decreased by 18.6 percent, with the number of fatalities decreasing by 21.3 percent, from 174 in 1999 to 137 in 2000.

<b>Total Crashes</b>	18,624
<b>Fatal Crashes</b>	118
<b>Injury Crashes</b>	2,948
<b>Property Damage Crashes</b>	15,558
<b>Vehicle Miles Traveled (Millions)</b>	7,457
<b>Urban Crashes</b>	15,867
<b>Rural Crashes</b>	2,757

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
Controlled Access Roads	4,026
State Routes	3,679
City Streets and Roads	5,660
Unmarked State Routes	813
Toll Roads	1,689
<b>Urban Total</b>	<b>15,867</b>
<b>RURAL</b>	
Controlled Access Roads	1,210
State Routes	937
County and Local Roads	329
Unmarked State Routes	39
Toll Roads	242
<b>Rural Total</b>	<b>2,757</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	9	802
Other Vehicle Occupants	118	3,340
Pedestrians	9	38
Pedalcyclists	1	5
<b>TOTAL</b>	<b>137</b>	<b>4,185</b>

# 2000 Crash Data For All Roadways

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

## Work Zone Crashes

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

Work zone crashes account for 1.5 percent of all crashes in 2000 and 2.4 percent of all fatal crashes. The 31 fatal crashes represent an increase of 106.7 percent compared to the 15 fatal crashes in 1999.

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<b>Total Crashes</b>	6,804
<b>Fatal Crashes</b>	31
<b>Injury Crashes</b>	1,822
<b>Persons Killed</b>	38
<b>Persons Injured</b>	2,693

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### CRASHES BY TYPE OF ROADWAY

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<b>URBAN</b>	
Controlled Access Roads	716
State Routes	1,971
City Streets and Roads	2,574
Unmarked State Routes	382
Toll Roads	357
<b>Urban Total</b>	<b>6,000</b>
<b>RURAL</b>	
Controlled Access Roads	306
State Routes	272
County and Local Roads	146
Unmarked State Routes	11
Toll Roads	69
<b>Rural Total</b>	<b>804</b>

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### PERSONS INJURED BY TYPE OF ROADWAY

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<b>URBAN</b>	
Controlled Access Roads	355
State Routes	821
City Streets and Roads	825
Unmarked State Routes	139
Toll Roads	173
<b>Urban Total</b>	<b>2,313</b>
<b>RURAL</b>	
Controlled Access Roads	113
State Routes	155
County and Local Roads	72
Unmarked State Routes	3
Toll Roads	37
<b>Rural Total</b>	<b>380</b>

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# 2000 Crash Data For All Roadways

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

## Deer Crashes

In 2000, there were 19,731 crashes involving deer. These crashes account for 4.3 percent of total crashes and 0.4 percent of all fatal crashes.

17.8 percent of deer crashes occurred during daylight hours; 62.0 percent occurred in darkness. Approximately 77.5 percent of deer crashes were on rural roadways, with 57.0 percent of these crashes on state routes.

### CRASHES BY LIGHT CONDITION

Daylight	3,512
Dawn	1,762
Dusk	813
Darkness	12,242
Darkness – Road Lighted	680
Unknown	722
<b>TOTAL</b>	<b>19,731</b>

<b>Total Crashes</b>	19,731
<b>Fatal Crashes</b>	5
<b>Injury Crashes</b>	718
<b>Persons Killed</b>	5
<b>Persons Injured</b>	831

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	2,238
City Streets and Roads	1,998
Unmarked State Routes	209
<b>Urban Total</b>	<b>4,445</b>
<b>RURAL</b>	
State Routes	8,715
County and Local Roads	6,273
Unmarked State Routes	298
<b>Rural Total</b>	<b>15,286</b>

# 2000 Crash Data For All Roadways

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

## County Motor Vehicle Traffic Crash Statistics

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Adams	2,144	8	673
Alexander	261	4	132
Bond	532	6	171
Boone	1,226	14	439
Brown	271	1	43
Bureau	1,179	13	334
Calhoun	258	0	35
Carroll	480	2	117
Cass	406	1	86
Champaign	4,557	22	1,574
Christian	874	5	260
Clark	552	5	156
Clay	426	4	153
Clinton	697	10	249
Coles	1,573	6	528
Cook	246,553	450	63,242
Crawford	693	7	146
Cumberland	358	1	93
DeKalb	2,264	11	765
DeWitt	456	1	109
Douglas	429	2	142
DuPage	29,789	42	9,182
Edgar	494	8	148
Edwards	155	0	27
Effingham	1,360	11	489
Fayette	628	1	175
Ford	341	3	146
Franklin	1,231	18	408
Fulton	1,009	6	285
Gallatin	114	1	47
Greene	397	6	122
Grundy	1,229	9	441
Hamilton	234	3	57
Hancock	513	3	154
Hardin	109	4	51
Henderson	284	1	92
Henry	1,212	19	428
Iroquois	848	11	374
Jackson	1,846	11	626
Jasper	326	1	85
Jefferson	1,384	8	448
Jersey	637	3	196
JoDaviess	778	5	218
Johnson	334	5	80
Kane	13,105	39	4,398
Kankakee	3,274	12	1,191
Kendall	1,514	7	557
Knox	1,350	4	420
Lake	18,663	66	6,395
LaSalle	3,458	21	1,101
Lawrence	544	3	148

# 2000 Crash Data For All Roadways

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

## County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	1,288	10	377
Livingston	1,145	13	395
Logan	810	6	265
McDonough	969	7	225
McHenry	7,201	31	2,552
McLean	4,669	14	1,430
Macon	3,556	19	1,350
Macoupin	1,067	9	348
Madison	7,845	49	2,826
Marion	1,350	7	393
Marshall	339	1	92
Mason	411	0	126
Massac	562	0	170
Menard	250	3	70
Mercer	316	4	94
Monroe	675	3	228
Montgomery	907	1	320
Morgan	1,009	6	340
Moultrie	323	2	105
Ogle	1,478	6	352
Peoria	6,726	24	2,308
Perry	674	9	230
Piatt	298	4	108
Pike	855	3	159
Pope	96	0	28
Pulaski	190	0	51
Putnam	210	1	54
Randolph	890	7	285
Richland	534	3	196
Rock Island	4,650	15	1,673
St. Clair	8,633	47	3,316
Saline	753	5	290
Sangamon	6,399	32	2,246
Schuyler	293	0	59
Scott	176	0	29
Shelby	586	4	204
Stark	150	3	38
Stephenson	1,581	7	429
Tazewell	3,481	14	1,194
Union	662	6	197
Vermilion	2,132	10	814
Wabash	350	3	77
Warren	524	4	218
Washington	480	6	166
Wayne	595	1	165
White	463	1	94
Whiteside	1,810	7	611
Will	13,987	52	4,911
Williamson	2,024	15	739
Winnebago	9,841	32	3,150
Woodford	610	8	223
<b>TOTALS</b>	<b>460,172</b>	<b>1,418</b>	<b>134,256</b>



# 2000 Fatal Crash Data For All Roadways

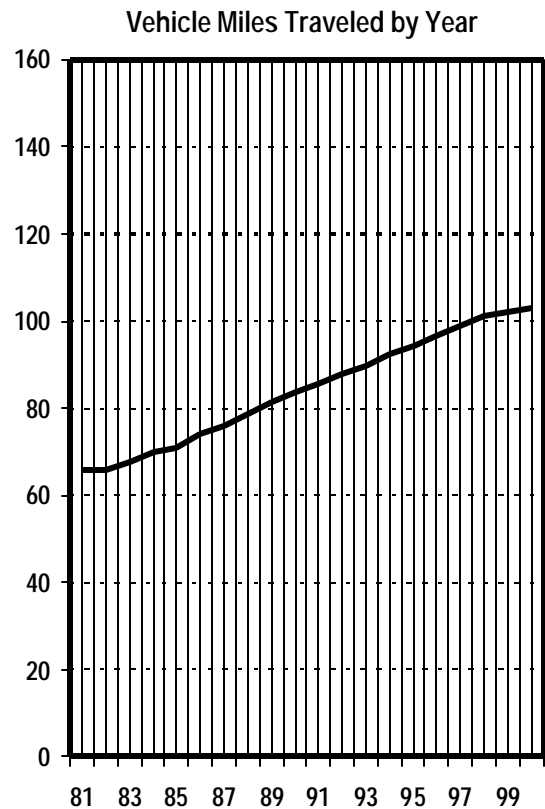
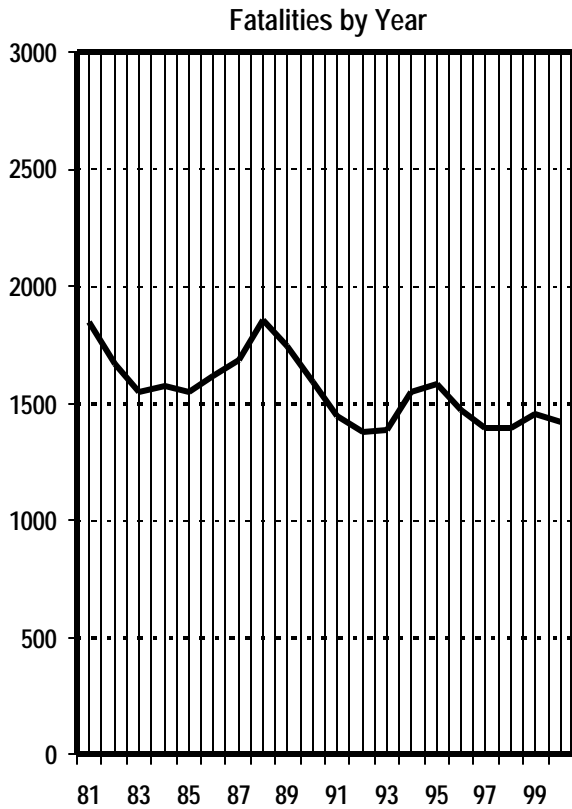
## **IMPORTANT**

The data provided in this section are based on reported crashes which occurred on public roadways within Illinois (hereinafter referred to as "All Roadways") and which involved at least one fatality.

# 2000 Fatal Crash Data For All Roadways

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

## Illinois Fatalities and Vehicle Miles Traveled\* 1981-2000



YEAR	FATALITIES	TRAVEL
1981	1,852	65.94
1982	1,671	65.95
1983	1,553	67.49
1984	1,572	70.01
1985	1,552	70.96
1986	1,617	74.26
1987	1,685	76.00
1988	1,860	78.62
1989	1,748	81.58
1990	1,589	83.64

YEAR	FATALITIES	TRAVEL
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
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

\* Travel is stated in billions of miles.

# 2000 Fatal Crash Data For All Roadways

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

## Fatal Crashes During Holidays Total and Alcohol-Related

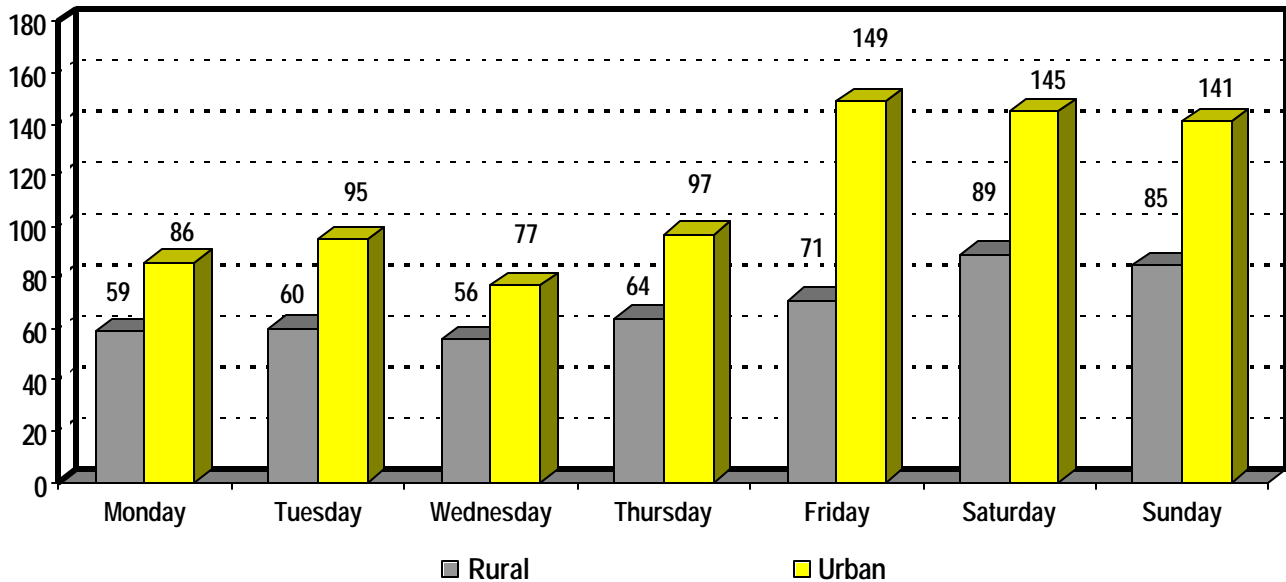
HOLIDAY PERIODS	NUMBER OF DAYS	CRASHES			FATALITIES		
		Alcohol Related*	of	Total	Alcohol Related*	of	Total
<b>MEMORIAL DAY</b> 6:00 p.m. on 05/26/00 – 12:00 p.m. on 05/29/00	3.25	10	of 66.7%	15	10	of 62.5%	16
<b>FOURTH OF JULY</b> 6:00 p.m. on 06/30/00 – 12:00 p.m. on 07/04/00	4.25	9	of 40.9%	22	11	of 44.0%	25
<b>LABOR DAY</b> 6:00 p.m. on 09/01/00 – 12:00 p.m. on 09/04/00	3.25	5	of 35.7%	14	9	of 39.1%	23
<b>THANKSGIVING</b> 6:00 p.m. on 11/22/00 – 12:00 p.m. on 11/26/00	4.25	13	of 65.0%	20	15	of 68.2%	22
<b>CHRISTMAS</b> 6:00 p.m. on 12/22/00 – 12:00 p.m. on 12/25/00	3.25	7	of 53.8%	13	7	of 53.8%	13
<b>NEW YEAR'S DAY -</b> 6:00 p.m. on 12/29/00 12:00 p.m. on 01/01/01	3.25	1	of 16.7%	6	1	of 16.7%	6

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

# 2000 Fatal Crash Data For All Roadways

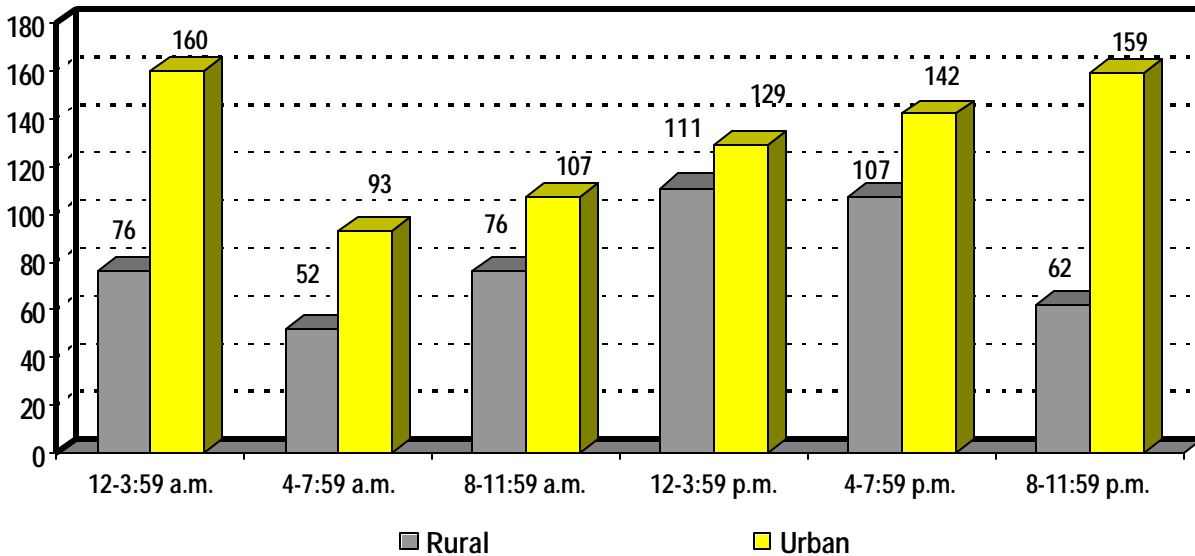
Refer to note on page 29 for definition of data included.

## Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 145 crashes in urban locations and 89 crashes in rural locations. The second largest number of fatal crashes occurred on Sunday.

## Fatal Crashes by Time of Day



55.4 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 706 crashes occurred on urban roadways (461 crashes).



# 2000 Fatal Crash Data For All Roadways

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	6	9	15	4.2	6	9	15	1.2
5-9	0	0	0	0.0	7	4	11	3.1	7	4	11	0.9
10-14	1	0	1	0.1	7	8	15	4.2	8	8	16	1.3
15-19	54	29	83	9.8	46	21	67	18.6	100	50	150	12.4
20-24	96	24	120	14.1	52	15	67	18.6	148	39	187	15.5
25-34	142	34	176	20.7	31	16	47	13.1	173	50	223	18.4
35-44	118	32	150	17.6	17	19	36	10.0	135	51	186	15.4
45-54	79	34	113	13.3	11	22	33	9.2	90	56	146	12.1
55-64	57	19	76	8.9	5	10	15	4.2	62	29	91	7.5
65-74	33	15	48	5.6	2	12	14	3.9	35	27	62	5.1
75 or Older	61	21	82	9.6	12	28	40	11.1	73	49	122	10.1
Unknown	1	0	1	0.1	0	0	0	0.0	1	0	1	0.1
<b>TOTAL</b>	<b>642</b>	<b>208</b>	<b>850</b>	<b>100.0</b>	<b>196</b>	<b>164</b>	<b>360</b>	<b>100.0</b>	<b>838</b>	<b>372</b>	<b>1,210</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	4	3	7	3.7	1	0	1	5.6	5	3	8	3.9
5-9	5	3	8	4.2	0	0	0	0.0	5	3	8	3.9
10-14	6	3	9	4.8	1	0	1	5.6	7	3	10	4.8
15-19	5	3	8	4.2	4	0	4	22.2	9	3	12	5.8
20-24	2	4	6	3.2	0	1	1	5.6	2	5	7	3.4
25-34	19	5	24	12.7	3	1	4	22.2	22	6	28	13.5
35-44	18	12	30	15.9	4	0	4	22.2	22	12	34	16.4
45-54	21	9	30	15.9	1	0	1	5.6	22	9	31	15.0
55-64	15	7	22	11.6	0	0	0	0.0	15	7	22	10.6
65-74	10	12	22	11.6	1	0	1	5.6	11	12	23	11.1
75 or Older	12	11	23	12.2	1	0	1	5.6	13	11	24	11.6
Unknown	0	0	0	0.0	0	0	0	0.0	0	0	0	0.0
<b>TOTAL</b>	<b>117</b>	<b>72</b>	<b>189</b>	<b>100.0</b>	<b>16</b>	<b>2</b>	<b>18</b>	<b>100.0</b>	<b>133</b>	<b>74</b>	<b>207</b>	<b>100.0</b>

**Note: One additional person was killed in a motor vehicle crash in Illinois in 2000. That one person was an occupant of a non-motor vehicle.**

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 59.9 percent of all fatalities in 2000. Driver fatalities decreased by 5.3 percent from 1999 to 2000.

Passengers represent 25.4 percent of the total number of fatalities in 2000. They increased by 5.3 percent.

Pedestrians account for 13.3 percent of all fatalities. They increased by 6.8 percent from 1999 to 2000.

Pedalcyclists, which account for 1.3 percent of all fatalities, decreased by 35.7 percent from 1999 to 2000.

# 2000 Fatal Crash Data For All Roadways

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	342	182	524
Shoulder Belt	2	1	3
Lap Belt	0	1	1
Lap and Shoulder Belt	1	0	1
Child Safety Seat	0	4	4
Restraint Used – Type Unknown	221	99	320
Safety Belt Used Improperly	0	0	0
Child Safety Seat Used Improperly	0	4	4
Unknown	159	56	215
<b>TOTAL</b>	<b>725</b>	<b>347</b>	<b>1,072</b>

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	>20
None Used/Not Applicable	3	1	4	10	85	421
Shoulder Belt	0	0	0	0	2	1
Lap Belt	0	0	0	0	1	0
Lap and Shoulder Belt	0	0	0	0	0	1
Child Safety Seat	4	0	0	0	0	0
Restraint Used – Type Unknown	2	1	3	2	40	272
Safety Belt Used Improperly	0	0	0	0	0	0
Child Safety Seat Used Improperly	4	0	0	0	0	0
Unknown	0	1	3	3	44	164
<b>TOTAL</b>	<b>13</b>	<b>3</b>	<b>10</b>	<b>15</b>	<b>172</b>	<b>859</b>

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

# 2000 Fatal Crash Data For All Roadways

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 Involved	Killed	Drivers Involved	Killed	Drivers Involved	Killed
15 or Younger	6	3	0	0	6	3
<i>Percent</i>	<i>0.8</i>	<i>0.8</i>	<i>0.0</i>	<i>0.0</i>	<i>0.3</i>	<i>0.4</i>
16	27	11	19	5	46	16
<i>Percent</i>	<i>3.7</i>	<i>2.9</i>	<i>1.5</i>	<i>1.1</i>	<i>2.3</i>	<i>1.9</i>
17	17	11	29	7	46	18
<i>Percent</i>	<i>2.3</i>	<i>2.9</i>	<i>2.3</i>	<i>1.5</i>	<i>2.3</i>	<i>2.1</i>
18	13	8	38	12	51	20
<i>Percent</i>	<i>1.8</i>	<i>2.1</i>	<i>3.0</i>	<i>2.6</i>	<i>2.6</i>	<i>2.4</i>
19	22	15	46	12	68	27
<i>Percent</i>	<i>3.0</i>	<i>3.9</i>	<i>3.7</i>	<i>2.6</i>	<i>3.4</i>	<i>3.2</i>
20-24	76	37	189	83	265	120
<i>Percent</i>	<i>10.4</i>	<i>9.7</i>	<i>15.1</i>	<i>17.7</i>	<i>13.4</i>	<i>14.1</i>
25-34	123	76	275	100	398	176
<i>Percent</i>	<i>16.8</i>	<i>20.0</i>	<i>22.0</i>	<i>21.3</i>	<i>20.1</i>	<i>20.7</i>
35-44	149	71	242	79	391	150
<i>Percent</i>	<i>20.3</i>	<i>18.7</i>	<i>19.3</i>	<i>16.8</i>	<i>19.7</i>	<i>17.6</i>
45-54	129	54	145	59	274	113
<i>Percent</i>	<i>17.6</i>	<i>14.2</i>	<i>11.6</i>	<i>12.6</i>	<i>13.8</i>	<i>13.3</i>
55-64	76	35	104	41	180	76
<i>Percent</i>	<i>10.4</i>	<i>9.2</i>	<i>8.3</i>	<i>8.7</i>	<i>9.1</i>	<i>8.9</i>
65-74	46	25	42	23	88	48
<i>Percent</i>	<i>6.3</i>	<i>6.6</i>	<i>3.4</i>	<i>4.9</i>	<i>4.4</i>	<i>5.6</i>
75 or Older	45	34	77	48	122	82
<i>Percent</i>	<i>6.1</i>	<i>8.9</i>	<i>6.2</i>	<i>10.2</i>	<i>6.1</i>	<i>9.6</i>
Unknown	4	0	45	1	49	1
<i>Percent</i>	<i>0.5</i>	<i>0.0</i>	<i>3.6</i>	<i>0.2</i>	<i>2.5</i>	<i>0.1</i>
<b>TOTAL</b>	<b>733</b>	<b>380</b>	<b>1,251</b>	<b>470</b>	<b>1,984</b>	<b>850</b>
<i>Percent</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>	<i>100.0</i>

In 2000, 44.7 percent of all driver fatalities occurred on rural roadways. The greatest number of drivers involved in fatal crashes, as well as those killed, was in the 25-34 age group. This age group accounts for 22.0 percent of the drivers involved in urban fatal crashes and 16.8 percent of the drivers involved in rural fatal crashes.

# 2000 Fatal Crash Data For All Roadways

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

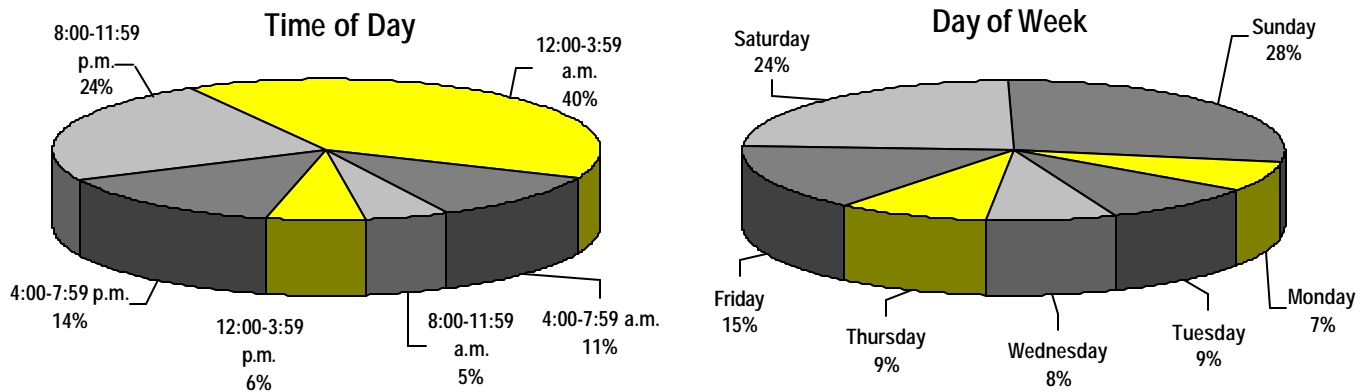
## Drivers Killed by Age and BAC\*

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			
14 or Younger <i>Percent</i>	0 0.0	0 0.0	0 0.0	0 0.0	0 0.0	2 100.0	2 100.0
15-19 <i>Percent</i>	51 69.0	5 6.8	13 17.6	5 6.8	74 88.1	10 11.9	84 100.0
20-24 <i>Percent</i>	50 44.6	13 11.6	35 31.3	14 12.5	112 93.3	8 6.7	120 100.0
25-34 <i>Percent</i>	68 43.0	10 6.3	47 29.7	33 20.9	158 89.8	18 10.2	176 100.0
35-44 <i>Percent</i>	61 43.6	7 5.0	44 31.4	28 20.0	140 94.0	9 6.0	149 100.0
45-54 <i>Percent</i>	61 62.2	5 5.1	19 19.4	13 13.3	98 86.7	15 13.3	113 100.0
55-64 <i>Percent</i>	53 79.1	2 3.0	7 10.4	5 7.5	67 88.2	9 11.8	76 100.0
65-74 <i>Percent</i>	32 76.2	2 4.8	5 11.9	3 7.1	42 87.5	6 12.5	48 100.0
75 or Older <i>Percent</i>	48 92.3	1 1.9	3 5.8	0 0.0	52 63.4	30 36.6	82 100.0
<b>TOTAL</b> <i>Percent</i>	<b>424</b> 57.1	<b>45</b> 6.1	<b>173</b> 23.3	<b>101</b> 13.6	<b>743</b> 87.4	<b>107</b> 12.6	<b>850</b> 100.0

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

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

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a BAC of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2000.



There were five crashes with time of day unknown.

# 2000 Fatal Crash Data For All Roadways

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

## Fatal Pedestrian and Pedalcycle Crashes

<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Fatal Pedestrian Crashes</td> <td style="text-align: right;">194</td> </tr> <tr> <td>Pedestrians Killed</td> <td style="text-align: right;">189</td> </tr> </table>	Fatal Pedestrian Crashes	194	Pedestrians Killed	189	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Fatal Pedalcycle Crashes</td> <td style="text-align: right;">18</td> </tr> <tr> <td>Pedalcyclists Killed</td> <td style="text-align: right;">18</td> </tr> </table>	Fatal Pedalcycle Crashes	18	Pedalcyclists Killed	18
Fatal Pedestrian Crashes	194								
Pedestrians Killed	189								
Fatal Pedalcycle Crashes	18								
Pedalcyclists Killed	18								

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

AGE	BAC TEST RESULTS									
	PEDESTRIANS					PEDALCYCLISTS				
	0.00	0.01-0.07	0.08 or above	No Test/ Unknown	Total	0.00	0.01-0.07	0.08 or above	No Test/ Unknown	Total
4 or Younger	4	0	0	3	7	1	0	0	0	1
5-9	3	0	0	5	8	0	0	0	0	0
10-14	2	0	0	7	9	1	0	0	0	1
15-19	7	0	1	1	9	3	0	1	0	4
20-24	1	0	2	3	6	1	0	0	0	1
25-34	12	1	8	2	23	1	1	1	1	4
35-44	13	3	10	4	30	2	1	1	0	4
45-54	12	3	10	4	29	1	0	0	0	1
55-64	8	0	8	7	23	0	0	0	0	0
65-74	18	0	3	2	23	1	0	0	0	1
75 or Older	10	1	1	9	21	1	0	0	0	1
Unknown	1	0	0	0	1	0	0	0	0	0
<b>TOTAL</b>	<b>91</b>	<b>8</b>	<b>43</b>	<b>47</b>	<b>189</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>18</b>

Note: There were two additional pedestrian fatalities involving occupants of non-motor vehicles (motorized wheelchairs) that are not reflected in the counts above.

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

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

# 2000 Fatal Crash Data For All Roadways

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

## Fatal Motorcycle Crashes

		PERSONS KILLED BY TYPE OF ROADWAY	
<b>Fatal Crashes</b>	123	<b>URBAN</b>	
<b>Motorcyclists Killed</b>	126	State Routes	40
<b>Non-Motorcyclists Killed</b>	3	City Streets and Roads	49
		Unmarked State Routes	3
		<b>Urban Total</b>	<b>92</b>
		<b>RURAL</b>	
		State Routes	19
		County and Local Roads	16
		Unmarked State Routes	2
		<b>Rural Total</b>	<b>37</b>

## MOTORCYCLE OPERATORS KILLED BY AGE AND BAC\*

AGE	BAC TEST RESULTS					Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	
9 or Younger	0	0	0	0	0	0
10-14	0	0	0	0	2	2
15-19	3	0	0	0	1	4
20-24	14	2	3	1	3	23
25-34	25	4	10	1	3	43
35-44	6	2	13	1	2	24
45 or Older	9	1	3	2	5	20
<b>TOTAL</b>	<b>57</b>	<b>9</b>	<b>29</b>	<b>5</b>	<b>16</b>	<b>116</b>

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

# 2000 Fatal Crash Data For All Roadways

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

## Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 9.3 percent of all fatal crashes and 9.7 percent of all fatalities for the year.

54.0 percent of these fatalities occurred on urban roadways, while 46.0 percent occurred on rural roadways.

<b>Fatal Crashes</b>	118
<b>Persons Killed</b>	137

### PERSONS KILLED BY TYPE OF ROADWAY

<b>URBAN</b>	
Controlled Access Roads	21
State Routes	20
City Streets and Roads	20
Unmarked State Routes	2
Toll Roads	11
<b>Urban Total</b>	<b>74</b>
<b>RURAL</b>	
Controlled Access Roads	20
State Routes	33
County and Local Roads	8
Unmarked State Routes	1
Toll Roads	1
<b>Rural Total</b>	<b>63</b>

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

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	1	0
21-24	2	0
25-34	20	0
35-44	40	3
45-54	34	3
55-64	17	2
65-69	4	0
70 or Older	0	0
Unknown	2	0
<b>TOTAL</b>	<b>120</b>	<b>8</b>

# 2000 Fatal Crash Data For All Roadways

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 1.6 percent of all fatal crashes for 2000. Fatalities resulting from train crashes account for 1.6 percent of all fatalities.

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<b>Fatal Crashes</b>	21
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<b>Persons Killed</b>	22
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### PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

---

RR Gates	6
RR Flashers	0
Warning Sign	0
Other Control	16
No Control	0
<b>TOTAL</b>	<b>22</b>

### PERSONS KILLED BY TYPE OF ROADWAY

---

<b>URBAN</b>	
State Routes	2
City Streets and Roads	3
Unmarked State Routes	0
<b>Urban Total</b>	<b>5</b>
<b>RURAL</b>	
State Routes	1
County and Local Roads	16
Unmarked State Routes	0
<b>Rural Total</b>	<b>17</b>

---

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

---

AGE	BAC TEST RESULTS					No Test/ Unknown	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15-19	1	0	0	0	1	2	
20-24	1	0	0	0	0	1	
25-34	2	0	1	0	1	4	
35-44	4	0	0	0	0	4	
45-54	3	1	1	0	0	5	
55-64	2	0	0	0	0	2	
65-74	3	0	0	0	0	3	
75 or Older	1	0	0	0	0	1	
<b>TOTAL</b>	<b>17</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>	

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



# 2000 Fatal Crash Data For All Roadways

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

## Fatal Work Zone Crashes

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included. Work zone crashes increased in 2000, compared to previous years.

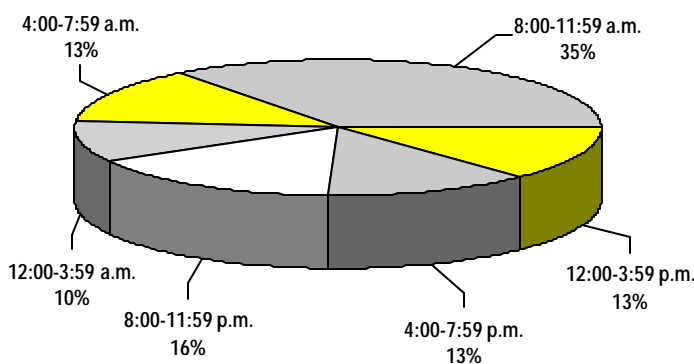
<b>Fatal Crashes</b>	31
<b>Persons Killed</b>	38
Drivers	23
Passengers	10
Workers	4
Pedestrians	1

## FATAL CRASHES BY TYPE OF ROADWAY

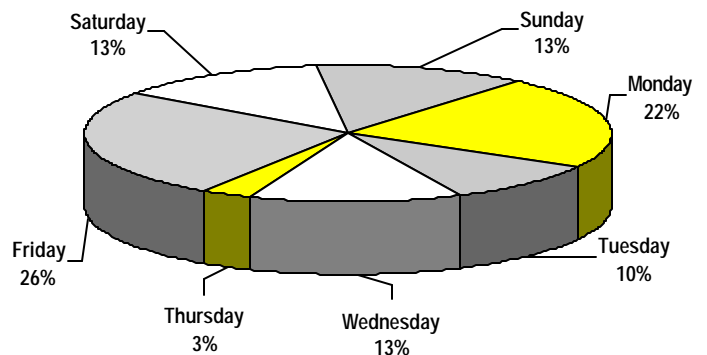
<b>URBAN</b>	
Controlled Access Roads	4
State Routes	8
City Streets and Roads	2
Unmarked State Routes	2
Toll Roads	1
<b>Urban Total</b>	<b>17</b>
<b>RURAL</b>	
Controlled Access Roads	5
State Routes	9
County and Local Roads	0
Unmarked State Routes	0
Toll Roads	0
<b>Rural Total</b>	<b>14</b>

## FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day



Day of Week





# Historical Data For State-Maintained Roadways

## **IMPORTANT**

The data provided in this section are based on reported crashes which occurred on state-maintained roadways or which involved a fatality and excludes all non-fatal crashes which occurred in the City of Chicago. Generally, state-maintained roadways include interstate-type roads, U.S., and State highways. Some city streets and local roads are also included in this category.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Five-Year Statistics

	1996	1997	1998	1999	2000	2000 vs 1996
Registered Motor Vehicles <sup>1</sup>	8.56	8.57	8.86	9.29	9.54	11.4
Licensed Drivers <sup>1</sup>	7.71	7.79	7.81	7.94	8.46	9.7
Vehicles Miles Traveled <sup>2</sup>	96.52	98.73	100.97	102.19	102.94	6.7
Crashes <sup>4</sup>	145.05	145.71	150.16	157.66	162.01	11.7
Injuries <sup>4</sup>	59.47	58.11	58.56	57.53	56.03	-5.8
Deaths	1,477	1,397	1,393	1,456	1,418	-4.0
Mileage Death Rate <sup>3</sup>	1.5	1.4	1.4	1.4	1.4	-10.0

<sup>1</sup> Millions. Data obtained from Illinois Secretary of State.

<sup>2</sup> Miles of travel on all roadways within Illinois, expressed in billions.

<sup>3</sup> Per Hundred Million Vehicle Miles Traveled.

<sup>4</sup> Thousands.

Note: Crash data in this publication are taken from the state's crash records system except where noted.

The numbers of motor vehicle registrations and of licensed drivers have increased by 11.4 and 9.7 percent, respectively, during the last five years. The number of crashes for 2000 has increased by 11.7 percent compared to the number of crashes for 1996.

The risk of being in a crash generally increases with miles traveled. The number of deaths and miles traveled are used to calculate the mileage death rate. When comparing 2000 with 1996, the number of vehicle miles traveled has increased by 6.7 percent. The mileage death rate, however, has declined by 10.0 percent. Improvements in roadways engineering, enhanced enforcement, and efforts to increase occupant restraint usage and to decrease alcohol-related fatalities have all contributed to this reduction.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Holiday Traffic Crashes

YEAR	TOTAL DAYS	CRASH SEVERITY			PERSONS		Average Killed Per Day
		Fatal	Injury	Total	Killed	Injured	
<b>MEMORIAL DAY</b>							
2000	3.25	15	265	1,050	16	442	4.9
1999	3.25	17	297	1,080	20	523	6.2
1998	3.25	9	253	914	10	410	3.1
1997	3.25	22	265	960	27	472	8.3
<b>FOURTH OF JULY</b>							
2000	4.25	22	360	1,357	25	605	5.9
1999	3.25	17	301	968	19	521	5.8
1998	3.25	17	307	1,028	20	541	6.2
1997	3.25	14	263	855	15	489	4.6
<b>LABOR DAY</b>							
2000	3.25	14	248	881	23	427	7.1
1999	3.25	13	276	871	15	479	4.6
1998	3.25	13	275	849	13	504	4.0
1997	3.25	14	297	917	18	509	5.5
<b>THANKSGIVING</b>							
2000	4.25	20	345	1,650	22	564	5.2
1999	4.25	23	325	1,495	23	536	5.4
1998	4.25	19	359	1,423	22	625	5.2
1997	4.25	16	401	1,739	23	648	5.4
<b>CHRISTMAS</b>							
2000	3.25	13	225	1,207	13	398	4.0
1999	3.25	16	306	1,534	19	506	5.8
1998	3.25	11	178	672	12	276	3.7
1997	4.25	12	223	1,055	15	387	3.5
<b>NEW YEAR'S</b>							
2000-2001	3.25	6	251	1,252	6	384	1.8
1999-2000	3.25	17	186	858	18	284	5.5
1998-1999	3.25	9	259	1,378	9	388	2.8
1997-1998	4.25	7	315	1,242	8	554	1.9

This table shows motor vehicle traffic crash experience in Illinois for the six major holiday periods from 1997 to New Year's Day 2001. Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight of the last day of the holiday period. For example, since Memorial Day has become a legal Monday holiday, the holiday period begins at 6 p.m. on Friday and continues through midnight on Monday.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

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

DRIVER INVOLVEMENT By Crash Severity	1996	1997	1998	1999	2000	Previous 4-Year Average	% Change (2000 vs. 4-Year Average)
Total Crashes	37,113	38,095	40,033	41,991	42,846	39,308	9.0
Fatal Crashes	278	278	271	282	260	277	-6.1
Injury Crashes	11,015	11,067	11,414	11,325	11,056	11,205	-1.3
Licensed Drivers	632,525	646,633	647,057	633,111	721,569	639,831	12.8
Fatal Crash Ratio <sup>1</sup>	7.49	7.30	6.77	6.72	6.07	7.05	-13.9
Fatal Crash Rate <sup>2</sup>	0.44	0.43	0.42	0.45	0.36	0.43	-16.8
Total Crash Rate <sup>3</sup>	58.67	58.91	61.87	66.32	59.38	61.43	-3.3

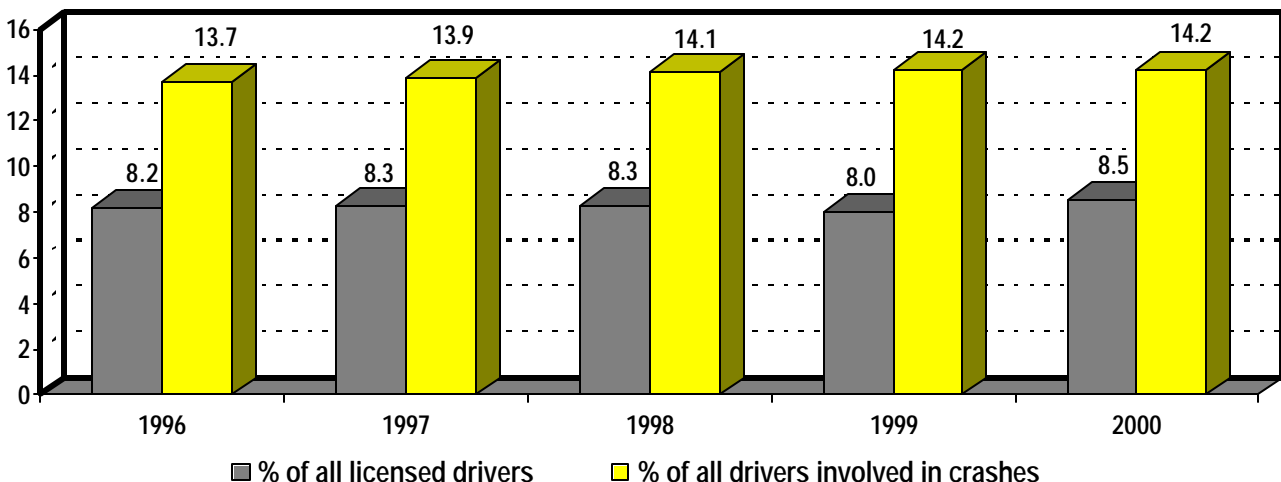
<sup>1</sup> Drivers involved in fatal crashes per 1,000 total crashes.

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

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

Comparing 2000 with the previous 4-year average, the number of young drivers involved in crashes increased by 9.0 percent. However, while young drivers account for about 8 percent of all licensed drivers, their involvement in crashes is considerably higher. This over-representation is shown in the graph below.

Young Drivers: Crash Involvement Relative to All Drivers



# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Senior Drivers (65 Years or Older) Involved in Crashes

DRIVER INVOLVEMENT By Crash Severity	1996	1997	1998	1999	2000	Previous 4-Year Average	% Change (2000 vs. 4-Year Average)
Total Crashes	19,620	19,488	21,156	21,271	21,146	20,384	3.7
Fatal Crashes	227	179	201	211	210	205	2.4
Injury Crashes	5,562	5,397	5,873	5,677	5,396	5,627	-4.1
Licensed Drivers	1,025,688	1,037,681	1,040,866	1,097,816	1,089,448	1,050,513	3.7
Fatal Crash Ratio <sup>1</sup>	11.57	9.19	9.50	9.92	9.93	10.06	-1.3
Fatal Crash Rate <sup>2</sup>	0.22	0.17	0.19	0.19	0.19	0.20	-1.2
Total Crash Rate <sup>3</sup>	19.13	18.78	20.33	19.38	19.41	19.40	0.0

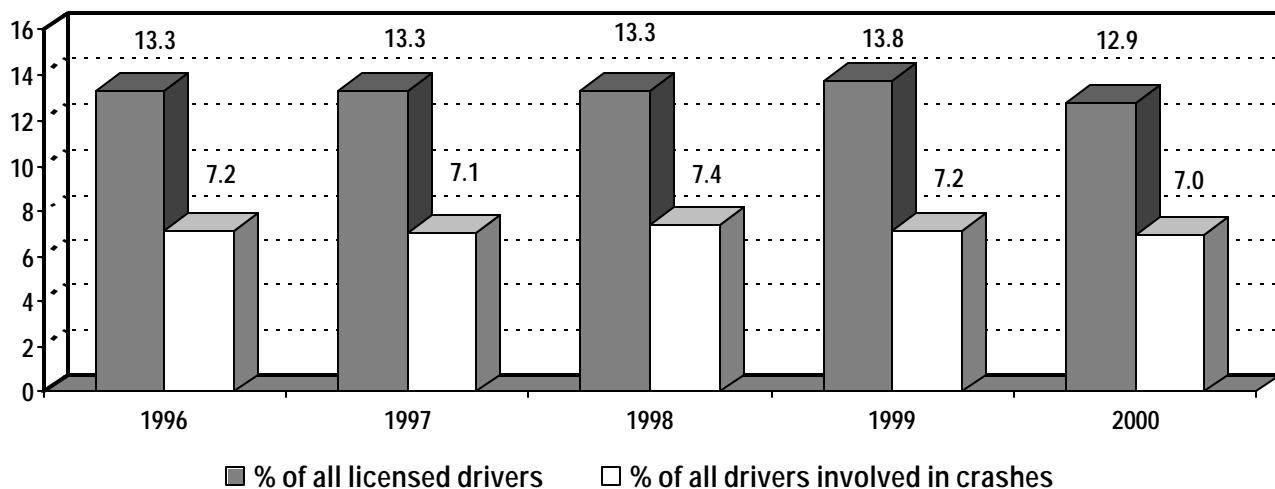
<sup>1</sup> Drivers involved in fatal crashes per 1,000 total crashes.

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

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

Comparing 2000 with the previous 4-year average, the number of senior drivers involved in crashes increased by 3.7 percent. However, while senior drivers account for about 13 percent of all licensed drivers, their involvement in crashes is considerably lower. This under-representation is shown in the graph below.

Senior Drivers: Crash Involvement Relative to All Drivers



# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Pedestrian Crashes

	1996	1997	1998	1999	2000
<b>Total Crashes</b>	1,105	1,100	1,092	1,044	1,006
<b>Pedestrians Killed</b>	203	200	188	177	189
<b>Pedestrians Injured</b>	843	892	867	866	815
	<b>Number of Fatal Crashes by Light Condition</b>				
<b>Light Condition</b>					
Daylight	71	78	67	64	74
Dawn	1	2	2	4	7
Dusk	7	5	5	5	5
Darkness	46	44	42	40	29
Dark – Road Lighted	75	69	72	64	79
<b>TOTAL</b>	<b>200</b>	<b>198</b>	<b>188</b>	<b>177</b>	<b>194</b>
	<b>Number of Pedestrians Killed by Age</b>				
<b>Pedestrian Age</b>					
4 or Younger	13	3	10	9	7
5-9	12	11	9	7	8
10-14	14	11	5	4	9
15-19	11	10	12	12	8
20-24	11	13	14	10	6
25-34	25	23	27	17	24
35-44	34	36	27	32	30
45-54	20	20	29	26	30
55-64	21	21	13	13	22
65-74	11	24	20	18	22
75 or Older	31	28	22	29	23
<b>TOTAL</b>	<b>203</b>	<b>200</b>	<b>188</b>	<b>177</b>	<b>189</b>

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

Pedestrian crashes decreased by 3.6 percent when comparing 2000 with 1999. In 2000, 38.1 percent of all fatal pedestrian crashes occurred in daylight.



# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Pedalcycle Crashes

	1996	1997	1998	1999	2000
<b>Total Crashes</b>	642	662	700	685	657
<b>Fatal Crashes</b>	29	35	35	28	18
<b>Injury Crashes</b>	526	554	584	573	593
<b>Property Damage Crashes</b>	87	73	81	84	46
<b>Pedalcyclists Killed</b>	29	34	34	28	18
<b>Pedalcyclists Injured</b>	532	554	592	571	594
	<b>Number of Pedalcyclists Killed by Type of Roadway</b>				
<b>Urban</b>					
State Routes	6	10	10	10	5
City Streets and Roads	15	15	11	13	9
Unmarked State Routes	1	2	2	1	1
<b>Urban Total</b>	<b>22</b>	<b>27</b>	<b>23</b>	<b>24</b>	<b>15</b>
<b>Rural</b>					
State Routes	2	3	4	2	3
County and Local Roads	4	4	6	2	0
Unmarked State Routes	1	0	1	0	0
<b>Rural Total</b>	<b>7</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>3</b>
	<b>Pedalcyclists Killed</b>		<b>Pedalcyclists Injured</b>		
<b>Pedalcyclist Age</b>	<b>1999</b>	<b>2000</b>	<b>1999</b>	<b>2000</b>	
4 or Younger	0	1	5	3	
5-9	3	0	36	30	
10-14	2	1	155	149	
15-19	0	4	96	116	
20-24	4	1	45	54	
25-34	4	4	77	63	
35-44	4	4	89	78	
45-54	3	1	36	49	
55-64	3	0	17	29	
65 or Older	5	2	15	23	
<b>TOTAL</b>	<b>28</b>	<b>18</b>	<b>571</b>	<b>594</b>	

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

In 2000, 30.1 percent of the pedalcyclists injured and 5.6 percent of the pedalcyclists killed were between the ages of 5 and 14.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Motorcycle Crashes

	1996	1997	1998	1999	2000
<b>Total Crashes</b>	1,183	1,251	1,517	1,521	1,426
<b>Fatal Crashes</b>	104	82	93	101	123
<b>Injury Crashes</b>	768	747	858	937	831
<b>Motorcyclists Killed</b>	109	84	99	103	126
<b>Motorcyclists Injured</b>	860	831	963	1,068	907
<b>Non-Motorcyclists Killed</b>	1	0	1	3	3
<b>Non-Motorcyclists Injured</b>	163	131	130	138	103
<b>Number of Motorcycles Involved in Crashes by Type of Maneuver</b>					
<b>Motorcycle Maneuver</b>					
Going Straight Ahead	597	600	778	765	713
Passing/Overtaking	34	29	32	48	23
Making left Turn	73	86	110	86	80
Making Right Turn	50	47	59	61	48
Slow/Stopped in Traffic	134	200	266	231	194
Skidding/Control Loss	179	165	200	194	241
Changing Lanes	60	41	69	69	47
Other	92	114	139	126	120
Parked	7	11	10	8	13
<b>TOTAL</b>	<b>1,226</b>	<b>1,293</b>	<b>1,663</b>	<b>1,588</b>	<b>1,479</b>
<b>Operators Killed</b>					
<b>Motorcycle Operator Age</b>	<b>1999</b>	<b>2000</b>	<b>Operators Injured</b>		
9 or Younger	0	0	<b>1999</b>	<b>2000</b>	
10-14	0	1	3	0	
15-19	5	3	50	35	
20-24	21	23	151	120	
25-34	34	44	225	226	
35-44	23	24	231	208	
45 or Older	13	20	244	221	
Unknown	0	0	0	4	
<b>TOTAL</b>	<b>96</b>	<b>115</b>	<b>904</b>	<b>814</b>	

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

In comparing 2000 with 1999, motorcycle crashes decreased by 6.2 percent. The number of motorcyclists killed increased by 22.3 percent, from 103 in 1999 to 126 in 2000.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## School Bus Crashes

	1996	1997	1998	1999	2000
<b>Total Crashes</b>	416	406	462	485	510
<b>Fatal Crashes</b>	3	6	5	6	5
<b>Injury Crashes</b>	98	86	104	107	104
<b>Property Damage Crashes</b>	315	314	353	372	402
<b>Urban Crashes</b>	354	347	405	436	451
<b>Rural Crashes</b>	62	59	57	49	59
<b>Number of Persons Killed and Injured</b>					
<b>Persons Killed</b>					
School Bus Drivers	0	0	1	0	0
School Bus Passengers (School-Age)*	0	0	0	0	0
Others School Bus Passengers	0	0	0	0	0
Other Vehicle Occupants	3	4	2	5	5
Pedestrians (School-Age)*	0	2	1	1	0
Other Pedestrians	0	0	0	1	1
Pedalcyclists	0	0	1	0	0
<b>TOTAL</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>6</b>
<b>Persons Injured</b>					
School Bus Drivers	29	23	37	38	30
School Bus Passengers (School-Age)*	31	51	59	40	25
Others School Bus Passengers	10	28	16	17	16
Other Vehicle Occupants	102	95	106	104	107
Pedestrians (School-Age)*	0	0	0	1	2
Other Pedestrians	0	1	0	0	2
Pedalcyclists	0	0	1	1	0
<b>TOTAL</b>	<b>172</b>	<b>198</b>	<b>219</b>	<b>201</b>	<b>182</b>
<b>Number of Crashes by Road Surface Condition</b>					
<b>Road Surface Condition</b>					
Dry	273	257	309	330	332
Wet	81	80	118	78	95
Snow/Ice	42	48	22	56	70
Other	4	8	2	4	2
Unknown	16	13	11	17	11
<b>TOTAL</b>	<b>416</b>	<b>406</b>	<b>462</b>	<b>485</b>	<b>510</b>

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

In 2000, there were 510 school bus crashes, which is an increase of 5.2 percent compared to 485 school bus crashes in 1999. Injuries decreased by 9.5 percent.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Tractor-Trailer Crashes

	1996	1997	1998	1999	2000
<b>Total Crashes</b>	8,571	8,955	9,478	10,465	10,119
<b>Fatal Crashes</b>	110	105	129	145	118
<b>Injury Crashes</b>	1,749	1,901	1,907	2,024	1,890
<b>Property Damage Crashes</b>	6,712	6,949	7,442	8,296	8,111
<b>Vehicle Miles Traveled (Millions)*</b>	7,307	7,716	7,562	8,353	7,457
<b>Urban Crashes</b>	6,615	6,839	7,285	8,086	7,684
<b>Rural Crashes</b>	1,956	2,116	2,193	2,379	2,435
	<b>Number of Persons Killed and Injured</b>				
<b>Persons Killed</b>					
Tractor-trailer Occupants	12	12	15	12	9
Other Vehicle Occupants	107	86	123	150	118
Pedestrians	8	13	8	8	9
Pedalcyclists	0	2	1	4	1
<b>TOTAL</b>	<b>127</b>	<b>113</b>	<b>147</b>	<b>174</b>	<b>137</b>
<b>Persons Injured</b>					
Tractor-trailer Occupants	541	567	651	671	592
Other Vehicle Occupants	2,011	2,197	2,136	2,205	2,060
Pedestrians	11	17	12	12	15
Pedalcyclists	4	3	6	6	1
<b>TOTAL</b>	<b>2,567</b>	<b>2,784</b>	<b>2,805</b>	<b>2,894</b>	<b>2,668</b>
	<b>Number of Persons Killed by Type of Roadway</b>				
<b>Urban</b>					
Controlled Access Roads	23	26	33	24	21
State Routes	23	15	27	29	20
City Streets and Roads	13	14	18	24	20
Unmarked State Routes	2	2	5	5	2
Toll Roads	4	6	3	8	11
<b>Urban Total</b>	<b>65</b>	<b>63</b>	<b>86</b>	<b>90</b>	<b>74</b>
<b>Rural</b>					
Controlled Access Roads	18	16	19	27	20
State Routes	38	27	35	41	33
County and Local Roads	4	5	3	10	8
Unmarked State Routes	0	0	1	1	1
Toll Roads	2	2	3	5	1
<b>TOTAL</b>	<b>62</b>	<b>50</b>	<b>61</b>	<b>84</b>	<b>63</b>

\* Method of determining truck vehicle miles traveled was revised in 2000, so direct comparison to previous years cannot be made.

Tractor-trailer crashes decreased by 3.3 percent from 1999 to 2000. Fatal crashes involving tractor-trailers decreased by 18.6 percent in 2000.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## Work Zone Crashes

	1996	1997	1998	1999	2000
<b>Total Crashes</b>	3,364	3,322	3,279	4,379	3,696
<b>Fatal Crashes</b>	29	33	18	15	31
<b>Injury Crashes</b>	1,196	1,066	1,089	1,400	1,048
<b>Persons Killed</b>	33	38	20	17	38
<b>Persons Injured</b>	1,878	1,674	1,745	2,047	1,590
	<b>Number of Crashes by Type of Roadway</b>				
<b>Urban</b>					
Controlled Access Roads	750	576	499	764	494
State Routes	1,593	1,729	1,320	1,975	1,814
City Streets and Roads	15	9	4	4	2
Unmarked State Routes	309	380	361	459	372
Toll Roads	155	166	504	621	357
<b>Urban Total</b>	<b>2,822</b>	<b>2,860</b>	<b>2,688</b>	<b>3,823</b>	<b>3,039</b>
<b>Rural</b>					
Controlled Access Roads	151	185	249	199	306
State Routes	282	248	229	345	272
County and Local Roads	3	3	1	0	0
Unmarked State Routes	7	14	12	8	10
Toll Roads	99	12	100	4	69
<b>Rural Total</b>	<b>542</b>	<b>462</b>	<b>591</b>	<b>556</b>	<b>657</b>

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included. Work zone crashes decreased in 2000, compared to previous years.

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## County Motor Vehicle Traffic Crash Statistics

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1999	2000	1999	2000	1999	2000
Adams	729	834	12	8	232	296
Alexander	133	156	1	4	76	74
Bond	268	292	5	6	75	113
Boone	358	457	12	14	193	196
Brown	112	139	0	1	24	23
Bureau	598	628	4	13	218	186
Calhoun	96	112	1	0	11	12
Carroll	231	222	7	2	78	56
Cass	131	137	4	1	43	40
Champaign	1,709	1,820	17	22	750	751
Christian	374	318	8	5	129	92
Clark	278	260	3	5	88	70
Clay	139	164	3	4	32	65
Clinton	346	331	15	10	139	142
Coles	796	779	14	6	306	295
Cook	56,751	61,063	398	450	18,976	19,336
Crawford	265	268	3	7	52	65
Cumberland	235	256	5	1	88	73
DeKalb	877	874	14	11	436	348
DeWitt	240	241	3	1	73	57
Douglas	203	239	8	2	83	88
DuPage	13,469	13,016	54	42	4,878	4,413
Edgar	221	250	2	8	64	80
Edwards	86	86	2	0	21	7
Effingham	988	893	19	11	353	341
Fayette	362	375	8	1	115	102
Ford	160	174	2	3	71	76
Franklin	770	737	13	18	272	257
Fulton	572	507	10	6	157	169
Gallatin	42	54	3	1	21	22
Greene	185	196	2	6	42	63
Grundy	633	601	12	9	235	256
Hamilton	112	120	2	3	44	29
Hancock	263	263	1	3	63	87
Hardin	78	66	1	4	28	36
Henderson	157	151	4	1	61	56
Henry	781	712	8	19	297	286
Iroquois	483	497	20	11	253	199
Jackson	1,079	972	10	11	440	340
Jasper	159	145	3	1	48	37
Jefferson	879	838	8	8	329	292
Jersey	415	387	9	3	173	115
JoDaviess	356	320	10	5	120	107
Johnson	260	235	2	5	74	57
Kane	4,644	4,926	41	39	1,784	1,771
Kankakee	1,495	1,640	25	12	734	666
Kendall	746	806	13	7	300	289
Knox	609	578	3	4	271	180
Lake	11,931	10,713	54	66	4,249	3,991
LaSalle	1,495	1,730	27	21	530	610
Lawrence	217	283	6	3	73	84

# Historical Data For State-Maintained Roadways

Refer to note on page 43 for definition of data included.

## County Statistics (continued)

COUNTY	CRASHES		PERSONS KILLED		PERSONS INJURED	
	1999	2000	1999	2000	1999	2000
Lee	583	594	5	10	211	207
Livingston	477	585	9	13	214	210
Logan	446	411	8	6	152	151
McDonough	381	379	3	7	105	100
McHenry	3,197	3,358	33	31	1,240	1,310
McLean	1,889	2,100	13	14	724	714
Macon	1,713	1,590	7	19	657	640
Macoupin	452	473	8	9	164	162
Madison	4,396	4,180	41	49	1,913	1,733
Marion	712	738	5	7	232	234
Marshall	207	213	6	1	60	67
Mason	129	133	1	0	31	47
Massac	287	266	4	0	76	79
Menard	113	109	8	3	33	27
Mercer	140	144	2	4	48	49
Monroe	382	339	4	3	139	139
Montgomery	432	448	9	1	149	171
Morgan	448	461	8	6	152	172
Moultrie	173	165	5	2	56	54
Ogle	676	728	11	6	188	198
Peoria	2,737	2,853	24	24	1,125	1,129
Perry	366	352	4	9	110	122
Piatt	136	143	3	4	59	48
Pike	571	517	10	3	102	89
Pope	71	76	0	0	10	12
Pulaski	136	114	3	0	32	35
Putnam	99	121	6	1	37	35
Randolph	399	490	6	7	129	161
Richland	313	281	1	3	140	101
Rock Island	2,030	2,050	18	15	836	865
St. Clair	4,782	4,872	53	47	2,190	1,985
Saline	459	426	6	5	160	149
Sangamon	2,484	2,663	21	32	889	971
Schuyler	178	160	1	0	57	34
Scott	73	100	1	0	11	15
Shelby	222	210	2	4	76	76
Stark	85	80	2	3	64	17
Stephenson	617	645	8	7	225	197
Tazewell	1,813	1,679	6	14	706	617
Union	344	393	3	6	123	123
Vermilion	909	870	18	10	439	372
Wabash	126	116	2	3	25	23
Warren	208	182	5	4	90	88
Washington	321	324	11	6	106	128
Wayne	285	270	5	1	96	64
White	278	272	1	1	71	54
Whiteside	795	858	4	7	284	341
Will	6,555	7,027	60	52	2,670	2,624
Williamson	1,022	986	13	15	436	406
Winneshago	3,079	3,246	47	32	1,299	1,174
Woodford	415	357	11	8	191	130
<b>TOTALS</b>	<b>157,657</b>	<b>162,008</b>	<b>1,456</b>	<b>1,418</b>	<b>57,534</b>	<b>56,045</b>





# Appendix and Glossary

# Appendix

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## Illinois Traffic-Related Key Events

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

## Illinois Traffic-Related Key Events

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

# Appendix

## Safety Belt Usage in Illinois July 2001 Observational Survey Results

### SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during July 2001 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

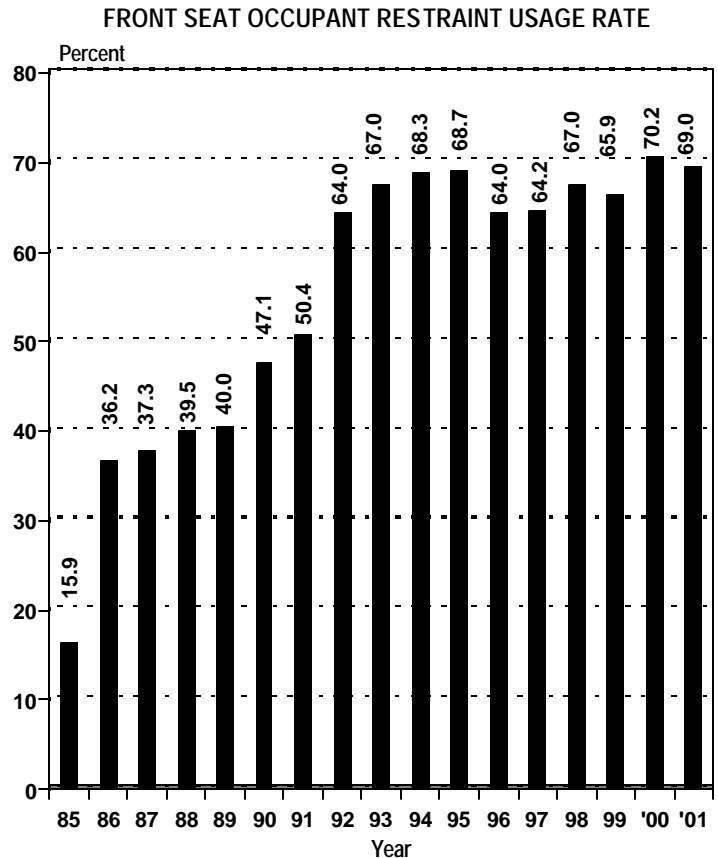
1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.
2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.
3. Only the use of a shoulder harness was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

There were 117,806 front seat occupants at 258 locations statewide observed in this 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.

### 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 usage rate increased to 36.2 percent. Since that time, the usage rate has shown a gradual increase, peaking in July 2000 at 70.2 percent, followed by a slight decrease to its present level of 69.0 percent. This is an increase of over 53 percentage points since the first survey was conducted in April 1985



Note: 1998, 1999, 2000, and 2001 surveys include occupants of pickup trucks, which tend to have lower usage rates.

## Motorcycle Helmet Usage in Illinois July 2001 Observational Survey Results

### SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-state random) observational survey conducted statewide during July 2001 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

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

There were 819 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 22.0 percent were wearing helmets. This compares to usage rates of 29.1 percent in July 1999 and 27.7 percent in July 2000.

### MOTORCYCLE HELMET USAGE RATES

	TOTAL OBSERVED	ACTUAL USAGE RATE
<b>STATEWIDE</b>	<b>819</b>	<b>22.0%</b>
<b>Regions</b>		
City of Chicago (46)	98	18.4%
Cook County (40) (excluding Chicago)	41	12.2%
Collar Counties (118)	429	22.1%
Downstate (54)	251	24.7%
<b>Road Type</b>		
Residential (190)	367	17.7%
U.S./Illinois Highways (40)	178	14.6%
Interstate Highways (28)	274	32.5%
<b>Time Of Day</b>		
Morning Rush Hours (55)	104	34.6%
Noon Rush Hours (45)	164	15.9%
Evening Rush Hours (23)	107	13.1%
Non-Rush Hours (135)	444	23.4%
<b>Day Of Week</b>		
Weekends (115)	617	18.3%
Weekdays (143)	202	33.2%

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

# 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 or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield, IL 62794-9245.

### 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.

### Safety Projects

(217) 782-5865

- Safety belt and child passenger safety.
- Alcohol/impaired driving programs.
- Safe Communities Program.
- Traffic law enforcement.
- Operation Buckle Down.
- Traffic Sign Upgrades and Rural Reference System.

### Occupant Restraint Survey Information

(217) 785-1181

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

### Commercial Vehicle Safety

(217) 785-1181

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

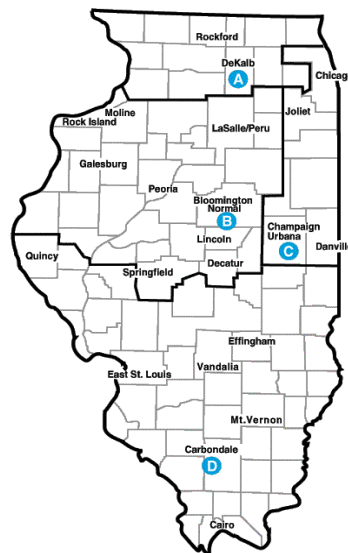
## Cycle Rider Safety Training Program\*

### A. Northern Illinois University

Motorcycle Safety Project  
Division of Continuing Education  
DeKalb IL 60115-2854  
(800) 892-9607  
(815) 753-1683  
[www.online.niu.edu/mcycle](http://www.online.niu.edu/mcycle)

### B. Illinois State University

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



### C. University of Illinois

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

### D. Southern Illinois University

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

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

**BLOOD ALCOHOL CONCENTRATION (BAC)**

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

**CRASH**

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

**DRIVER**

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

**FARS (Fatality Analysis Reporting System)**

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

**FATALITY VS. FATAL CRASH**

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

**INJURY CRASH**

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

**“A” INJURY (incapacitating injury)**

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

**“B” INJURY (nonincapacitating injury)**

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

**“C” INJURY (possible injury)**

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

**LOCATION (URBAN)**

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

**LOCATION (RURAL)**

Includes all locations not classified as urban.

**MILEAGE DEATH RATE**

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

**MOTORCYCLIST**

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

**PEDALCYCLIST**

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

**PEDESTRIAN**

Any person who is not in or on a vehicle.

**SENIOR DRIVER**

Any driver who is 65 years of age or older.

**TRACTOR-TRAILER**

Alternative term for semi-truck.

**TRAVEL**

Vehicle miles driven.

**WORK ZONE CRASHES**

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

**YOUNG DRIVER**

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