

A Message from Secretary Martin



Timothy W. Martin, Secretary

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 2001," is designed to provide an overview of motor vehicle crash experience in Illinois. In addition to a plethora of crash data, the publication includes key events in the history of traffic-related legislation, summaries of motorcycle helmet usage and safety belt usage, and general information about programs and services offered by the Division of Traffic Safety. It is designed to serve your needs in understanding motor vehicle crash involvement in Illinois and to offer a means by which you can share such information with others.

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

Illinois continues to work toward reducing the occurrence of crash-related deaths and injuries on our roadways. With your help, we can make the travel environment safer for everyone.

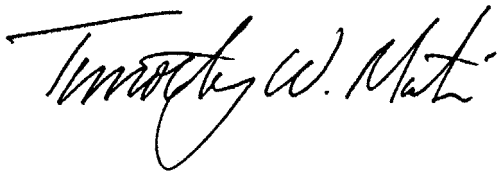
Sincerely,

A handwritten signature in cursive script that reads "Timothy W. Martin". The signature is written in dark ink and is positioned above the printed name.

Timothy W. Martin

Acknowledgments

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



Timothy W. Martin
Secretary of Transportation



Tom DiLello
Director of Traffic Safety

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

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Quick Facts

GENERAL

- 1,414 persons died in crashes in Illinois during 2001.
- An additional 124,631 persons were injured in crashes.
- Travel increased by 0.2 percent compared to the previous year.
- The mileage death rate decreased by 0.5 percent from 2000 to 2001.

ECONOMIC COSTS*

- The total estimated cost of crashes in Illinois for 2001 was \$8.3 billion.
- Each fatality was estimated to cost \$1,040,000.
- An incapacitating injury ("A" injury) was estimated to cost \$49,500.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$16,500.
- A possible injury ("C" injury) was estimated to cost \$9,400.
- A property damage crash was estimated to cost \$6,500.

FATAL

- 1,414 persons were killed in 1,274 fatal crashes in 2001.
- There was an average of 1.1 deaths per fatal crash.
- 26.0 percent of the fatal crashes occurred at intersections.
- 80.8 percent of the fatal crashes occurred on dry roadways.
- 46.2 percent of the fatal crashes occurred during daylight hours.
- 59.3 percent of the fatal crashes occurred on urban roadways.
- 27.4 percent of the fatal crashes involved a collision with a fixed object.

ALCOHOL

- 41.2 percent of all fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 44.8 percent of the fatally injured drivers 16-24 years of age who were tested had a positive BAC.

PEDESTRIAN

- 185 pedestrians were killed in 2001.
- An additional 6,409 pedestrians were injured in crashes.
- Over 11 percent of the pedestrians killed were under 15 years of age.
- Over 26 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 42.6 percent had a positive BAC.

* Based on estimates made by the National Safety Council for 2001. 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 18.5 percent of the pedalcyclist deaths and 37.2 percent of pedalcyclist injuries.

MOTORCYCLE

- There were 4,402 motorcycle crashes in the year 2001.
- The number of motorcyclists killed increased by 11.1 percent over the previous year.

SCHOOL BUS

- No school-age passengers were killed in school buses in 2001, although 140 were injured.
- No school bus drivers were killed in school buses; 103 were injured.

TRACTOR-TRAILER

- 152 persons were killed in tractor-trailer crashes.
- 12 of the persons killed were occupants of the tractor-trailer, while 125 were occupants of another type of vehicle.

TRAIN

- 38.9 percent of the fatal train crashes occurred at crossings with gates.
- 61.1 percent of the fatal train crashes occurred at crossings with flashers.

WORK ZONE

- There were 31 fatal crashes in work zones in 2001.
- One of the persons killed was a roadway construction worker.

DEER

- There were 22,933 crashes involving deer in 2001.
- Five of the deer crashes involved a fatality.

2001 Crash Data For All Roadways

IMPORTANT

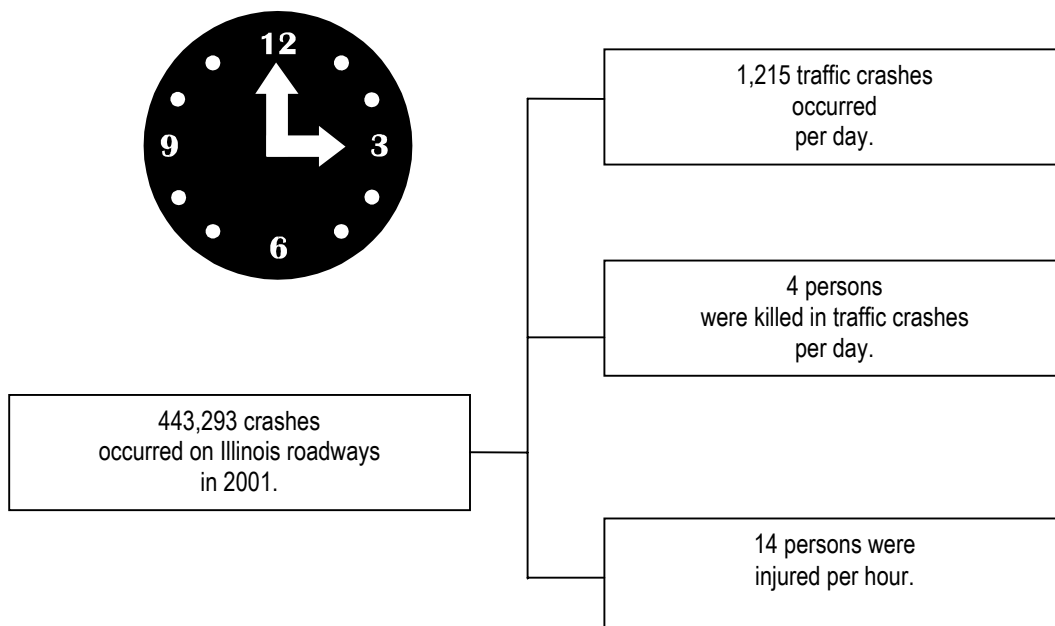
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois (hereinafter referred to as "All Roadways").

2001 Crash Data For All Roadways

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

Registered Motor Vehicles (Millions. Data obtained from Illinois Secretary of State.)	10.20
Licensed Drivers (Millions. Data obtained from Illinois Secretary of State.)	8.57
Vehicle Miles Traveled (Billions.)	103.12
Crashes (Thousands.)	443.29
Injuries (Thousands.)	124.63
Deaths	1,414
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled.)	1.4

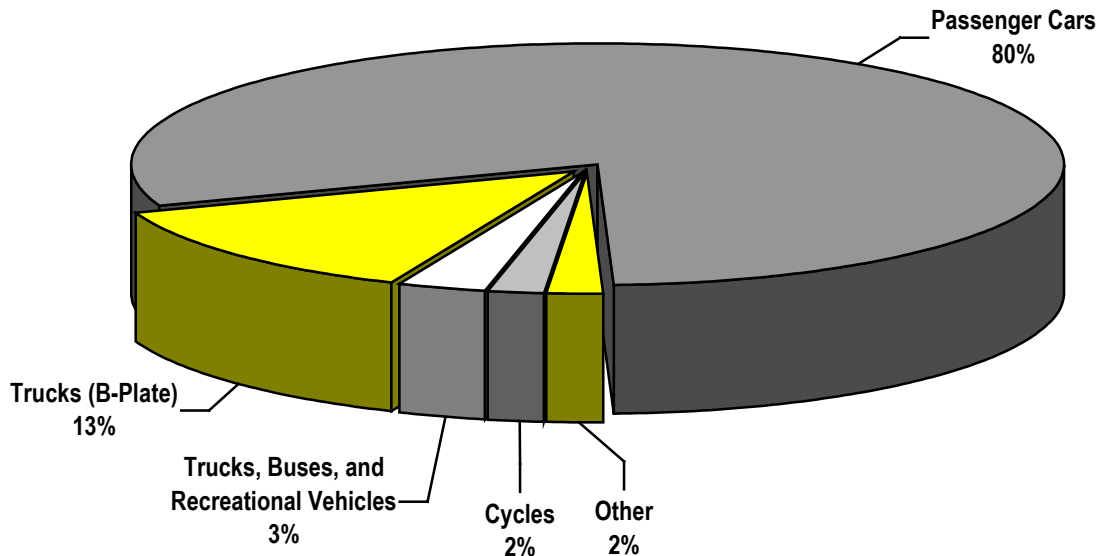
Illinois' Highway Safety Clock



2001 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	1,019	109,114	549,984	704	82,401
Pickup truck	270	14,430	74,315	144	8,787
Van	168	13,672	69,094	92	9,384
Other single unit truck	54	2,261	15,596	5	735
Truck-tractor with semi-trailer	132	2,581	17,313	12	689
Farm tractor/farm equipment	6	69	266	4	25
School bus	5	396	2,584	0	293
Other bus	8	826	4,566	2	686
Motorcycle (under 150 cc)	5	284	550	5	288
Motorcycle (over 150 cc)	133	2,114	4,247	135	2,244
Others or unknown	226	17,113	104,307	95	9,676

2001 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	1	0.02	585	10.11	2,440	42.18	57,853
16	48	0.37	4,496	34.64	18,863	145.32	129,801
17	54	0.38	5,083	36.13	21,258	151.09	140,701
18	70	0.48	5,345	36.92	22,908	158.23	144,776
19	61	0.40	4,983	32.46	21,216	138.19	153,523
20-24	286	0.37	21,230	27.55	94,055	122.06	770,586
25-29	200	0.25	17,176	21.31	79,839	99.05	806,012
30-34	172	0.20	16,162	18.75	75,623	87.73	861,986
35-39	189	0.21	15,501	17.39	73,024	81.94	891,208
40-44	193	0.21	14,960	16.17	68,990	74.59	924,929
45-49	156	0.18	12,181	14.43	57,104	67.63	844,416
50-54	103	0.14	9,912	13.37	46,156	62.25	741,504
55-59	94	0.17	6,865	12.05	32,343	56.77	569,674
60-64	58	0.13	4,840	11.15	22,382	51.57	434,008
65-69	62	0.18	3,534	10.20	16,268	46.97	346,333
70-74	49	0.16	2,984	9.68	13,453	43.66	308,114
75 or Older	115	0.26	4,642	10.56	20,418	46.45	439,597
Unknown	73	--	8,351	--	93,803	--	--
TOTAL	1,984	0.23	158,830	18.54	780,143	91.08	8,565,021

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

2001 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	104,039	529,722	50,139
Fatal Crashes	299	1,385	226
Injury Crashes	24,496	114,238	11,160
Licensed Drivers	727,632	6,685,492	1,094,044
Fatal Crash Ratio ¹	2.87	2.61	4.51
Fatal Crash Rate ²	0.41	0.21	0.21
Total Crash Rate ³	142.98	79.23	45.83

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	12	723	3,562	12	1,070	3.7
Fourth of July	1.25	4	284	2,260	4	412	3.2
Labor Day	3.25	13	716	2,960	13	1,144	4.0
Thanksgiving	4.25	17	890	4,844	17	1,316	4.0
Christmas	4.25	14	970	5,522	16	1,479	3.8
New Year's	4.25	23	624	3,542	25	959	5.9

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

2001 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	1,029	63,911	252,745	317,685
Wet	178	15,415	59,343	74,936
Ice/Snow	40	3,220	15,756	19,016
Muddy	2	203	587	792
Other	25	737	5,991	6,753
Unknown	0	2,857	21,254	24,111
TOTAL	1,274	86,343	355,676	443,293

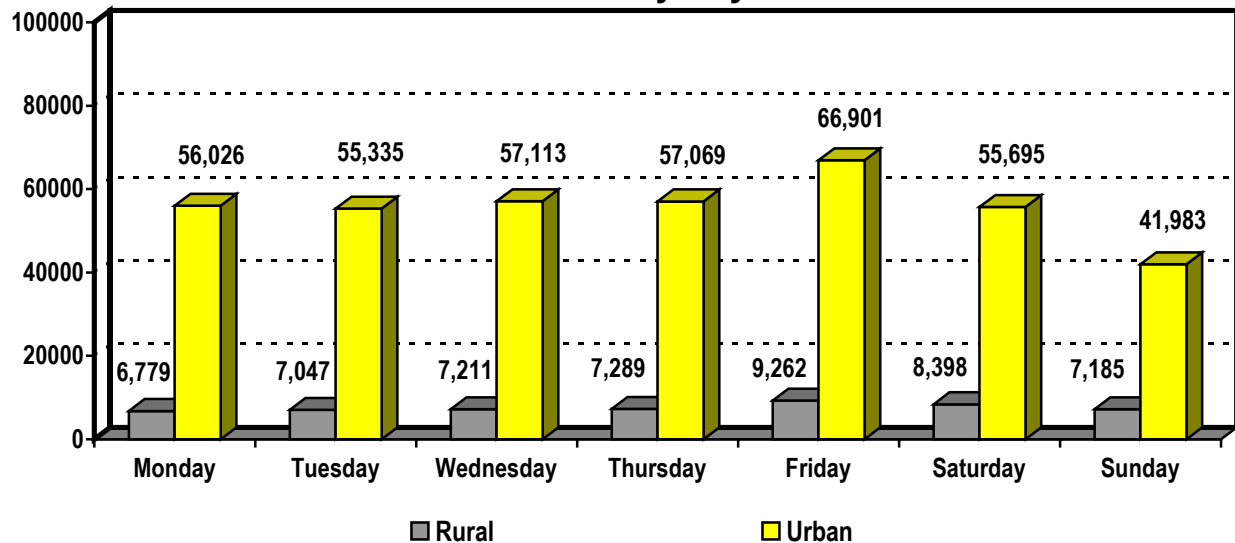
Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	588	57,801	230,301	288,690
Dawn	32	2,720	11,988	14,740
Dusk	15	2,011	8,740	10,766
Darkness	359	8,929	41,390	50,678
Darkness – Road Lighted	280	14,555	56,083	70,918
Unknown	0	327	7,174	7,501
TOTAL	1,274	86,343	355,676	443,293

2001 Crash Data For All Roadways

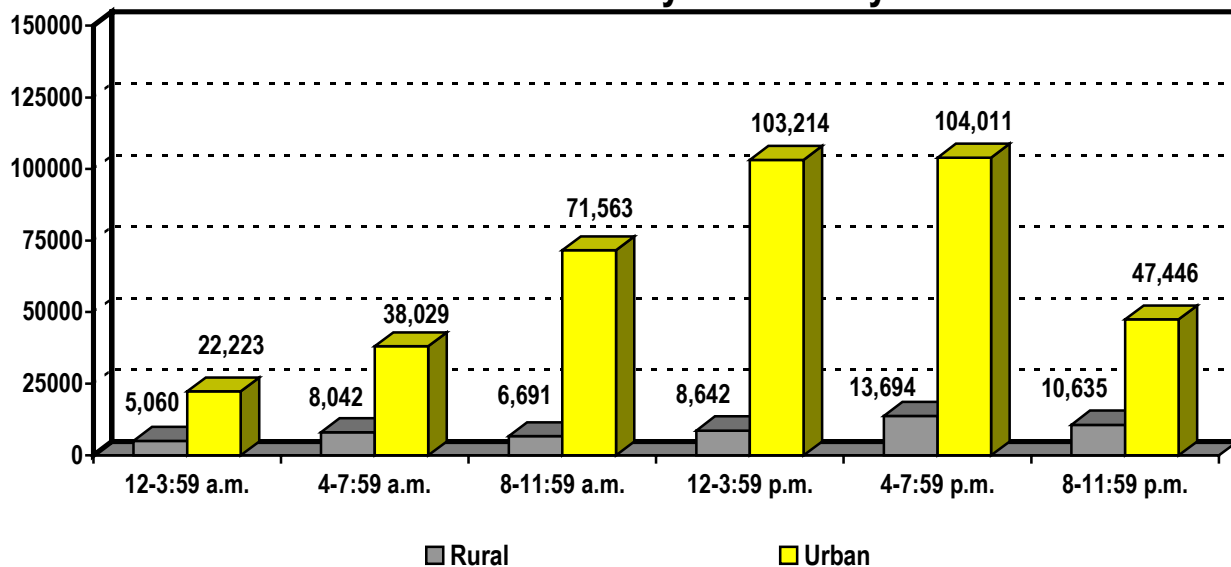
Refer to note on page 9 for definition of data included.

Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 66,901 crashes in urban locations and 9,262 crashes in rural locations. The second largest number of crashes occurred on Thursday.

Crashes by Time of Day



Note: There were 4,043 crashes for which the time of day is unknown.

70.1 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m. 90.6 percent of these 307,815 crashes occurred on urban roadways.

2001 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	
URBAN						
State Highways	207	21,631	94,867	220	32,078	40
Percent	16.2	25.1	21.4	15.6	25.7	21.6
Interstate Type Roads	109	6,612	34,335	133	9,338	10
Percent	8.6	7.7	7.7	9.4	7.5	5.4
City Streets and Roads	374	41,244	237,790	400	58,490	107
Percent	29.4	47.8	53.6	28.3	46.9	57.8
Unmarked State Routes	66	5,180	23,130	73	7,544	10
Percent	5.2	6.0	5.2	5.2	6.1	5.4
Urban Total	756	74,667	390,122	826	107,450	167
Percent	59.3	86.5	88.0	58.4	86.2	90.3
RURAL						
State Highways	217	4,245	20,135	245	6,627	11
Percent	17.0	4.9	4.5	17.3	5.3	5.9
Interstate Type Roads	64	1,276	6,308	87	1,950	3
Percent	5.0	1.5	1.4	6.2	1.6	1.6
County and Local Roads	224	5,880	25,548	241	8,208	3
Percent	17.6	6.8	5.8	17.0	6.6	1.6
Unmarked State Routes	13	275	1,180	15	396	1
Percent	1.0	0.3	0.3	1.1	0.3	0.5
Rural Total	518	11,676	53,171	588	17,181	18
Percent	40.7	13.5	12.0	41.6	13.8	9.7
TOTAL	1,274	86,343	443,293	1,414	124,631	185
Percent	100.0	100.0	100.0	100.0	100.0	100.0

In 2001, there were 1,414 fatalities, including 185 that were pedestrians. 90.3 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 58.4 percent of all fatalities and 86.2 percent of all injuries resulted from crashes on urban roadways.

2001 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	758	41,990	205,999	248,747
Stop Sign/Red Flasher	138	12,306	37,556	50,000
Traffic Control Signal	127	23,456	76,577	100,160
Yield Sign/Yellow Flasher	2	627	1,778	2,407
Police Officer/Flagman	6	209	610	825
RR Crossing Gates	7	144	736	887
Other RR Crossing Device	10	103	328	441
School Speed Zone	1	43	103	147
No Passing Zone	41	961	4,867	5,869
Other Regulatory Sign	10	352	1,220	1,582
Other Warning Sign	16	454	1,296	1,766
Lane Use Control Marking	138	4,649	17,554	22,341
Other/Unknown	20	1,049	7,052	8,121
TOTAL	1,274	86,343	355,676	443,293

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 59.5 percent of fatal crashes, 48.6 percent of injury crashes, 57.9 percent of property damage crashes, and 56.1 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was in effect (22.6 percent of total crashes).

2001 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	119	3,620	6,650	128	4,893
Pedestrian	176	6,166	6,431	179	6,466
Train	15	66	173	18	85
Pedalcyclist	27	2,955	3,203	27	3,101
Animal	8	915	23,865	8	1,025
Fixed Object	349	8,536	34,006	383	10,754
Other Object	7	805	5,247	7	983
Other Noncollision	15	1,211	4,586	15	1,438
Parked	17	2,061	53,871	17	2,476
Rear-End	79	24,843	125,109	87	35,845
Head-On	132	1,389	3,216	167	2,957
Sideswipe Same Direction	21	2,694	38,314	21	3,817
Sideswipe Opposite Direction	21	961	5,683	23	1,538
Angle	180	14,722	62,780	223	24,612
Turning	108	15,374	69,576	111	24,607
Other	--	25	583	--	34
TOTAL	1,274	86,343	443,293	1,414	124,631

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 27.4 percent of all fatalities. Rear-end collisions comprise the highest number of injury crashes, resulting in 28.8 percent of all injuries. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.2 percent of total crashes.

2001 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	0	0	0	0.0	827	912	1,739	5.2	827	912	1,739	1.5
5-9	0	0	0	0.0	1,219	1,381	2,600	7.8	1,219	1,381	2,600	2.3
10-14	101	75	176	0.2	1,258	1,752	3,010	9.1	1,359	1,827	3,186	2.8
15-19	5,431	5,575	11,006	13.4	2,617	3,636	6,253	18.8	8,048	9,211	17,259	15.0
20-24	6,208	5,649	11,857	14.5	1,865	2,130	3,995	12.0	8,073	7,779	15,852	13.8
25-34	9,414	8,579	17,993	21.9	1,882	2,557	4,439	13.4	11,296	11,136	22,432	19.5
35-44	8,375	7,971	16,346	19.9	1,152	2,112	3,264	9.8	9,527	10,083	19,610	17.0
45-54	6,159	5,907	12,066	14.7	761	1,710	2,471	7.4	6,920	7,617	14,537	12.6
55-64	3,328	3,033	6,361	7.8	392	1,092	1,484	4.5	3,720	4,125	7,845	6.8
65-74	1,828	1,604	3,432	4.2	244	818	1,062	3.2	2,072	2,422	4,494	3.9
75 or Older	1,247	1,290	2,537	3.1	927	1,559	2,486	7.5	2,174	2,849	5,023	4.4
Unknown	148	103	251	0.3	195	185	380	1.1	343	288	631	0.5
TOTAL	42,239	39,786	82,025	100.0	13,339	19,844	33,183	100.0	55,578	59,630	115,208	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	153	71	224	3.5	20	7	27	0.9	173	78	251	2.7
5-9	484	249	733	11.4	250	95	345	11.5	734	344	1,078	11.5
10-14	497	304	801	12.5	556	185	741	24.7	1,053	489	1,542	16.4
15-19	401	278	679	10.6	339	84	423	14.1	740	362	1,102	11.7
20-24	280	213	493	7.7	190	55	245	8.2	470	268	738	7.8
25-34	491	315	806	12.6	2,947	80	377	12.6	788	395	1,183	12.6
35-44	558	343	901	14.1	307	66	373	12.4	865	409	1,274	13.5
45-54	425	247	672	10.5	181	33	214	7.1	606	280	886	9.4
55-64	217	184	401	6.3	86	17	103	3.4	303	201	504	5.4
65-74	140	114	254	4.0	44	9	53	1.8	184	123	307	3.3
75 or Older	247	190	438	6.8	86	9	95	3.2	333	199	532	5.7
Unknown	6	2	8	0.1	0	0	0	0.0	6	2	8	0.1
TOTAL	3,899	2,510	6,409	100.0	2,356	640	2,996	100.0	6,255	3,150	9,405	100.0

Note: An additional 18 people were injured in motor vehicle crashes in 2001. Those additional 18 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 65.8 percent of all injuries in 2001.

Passengers represent 26.6 percent of the total number of injuries in 2001.

Pedestrians account for 5.1 percent of all injuries.

Pedalcyclists account for 2.4 percent of all injuries.

2001 Crash Data For All Roadways

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

Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
Total Crashes	6,574		3,228	
Fatal Crashes	185		27	
Injury Crashes	6,281		2,978	
Property Damage Crashes	108		223	
Number of Crashes by Light Condition				
Light Condition				
Daylight	4,070		2,425	
Dawn	233		109	
Dusk	214		123	
Darkness	588		156	
Darkness – Road Lighted	1,419		399	
Unknown	50		16	
TOTAL	6,574		3,228	
Number of Crashes by Type of Roadway				
Urban				
State Routes	861		546	
City Streets and Roads	5,290		2,378	
Unmarked State Routes	257		175	
Urban Total	6,408		3,099	
Rural				
State Routes	61		35	
County and Local Roads	99		91	
Unmarked State Routes	6		3	
Rural Total	166		129	
Number of Persons Killed and Injured by Age				
Age	Pedestrians		Pedalcyclists	
	Killed	Injured	Killed	Injured
4 or Younger	7	224	0	27
5-9	5	733	0	345
10-14	9	801	5	741
15-19	5	679	4	423
20-24	16	493	1	245
25-34	18	806	2	377
35-44	29	901	6	373
45-54	20	672	6	214
55-64	27	401	1	103
65 or Older	49	692	2	148
Unknown	0	8	0	0
TOTAL	185	6,409	27	2,996

2001 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 2001. The number of motorcyclists killed increased by 11.1 percent, from 126 in 2000 to 140 in 2001. These motorcycle fatalities account for 9.9 percent of all fatalities in 2001.

The number of motorcycles registered also increased, from 209,782 in 2000 to 222,607 in 2001.

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

Total Crashes	4,402
Fatal Crashes	135
Injury Crashes	2,336
Motorcyclists Killed	140
Motorcyclists Injured	2,532
Non-Motorcyclists Killed	1
Non-Motorcyclists Injured	259

OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	0	6
15-19	3	115
20-24	25	377
25-34	36	616
35-44	31	540
45 or Older	30	578
Unknown	0	7
TOTAL	125	2,239

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,422
Passing/Overtaking	97
Making Left Turn	206
Making Right Turn	150
Slow/Stopped in Traffic	591
Skidding/Control Loss	593
Changing Lanes	260
Other	262
Parked	216
TOTAL	4,797

2001 Crash Data For All Roadways

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

School Bus Crashes

In 2001, there were 2,559 school bus crashes. These crashes account for approximately 0.6 percent of the total crashes for the year.

Injury crashes involving school buses decreased by 13.1 percent, from 449 in 2000 to 390 in 2001. The number of fatalities also decreased, by 16.7 percent.

Total Crashes	2,559
Fatal Crashes	5
Injury Crashes	390
Property Damage Crashes	2,164
Urban Crashes	2,381
Rural Crashes	178

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	446
City Streets and Roads	1,823
Unmarked State Routes	112
Urban Total	2,381
RURAL	
State Routes	47
County and Local Roads	129
Unmarked State Routes	2
Rural Total	178

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	103
School Bus Passengers (School-Age)*	0	140
Other School Bus Passengers	0	50
Other Vehicle Occupants	5	346
Pedestrians (School-Age)*	0	24
Other Pedestrians	0	1
Pedalcyclists	0	1
TOTAL	5	665

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

2001 Crash Data For All Roadways

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

Tractor-Trailer Crashes

There were 16,481 crashes involving tractor-trailers in Illinois in the year 2001. These tractor-trailer crashes account for 3.7 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 9.9 percent of all fatal crashes. Fatal crashes increased by 6.8 percent, with the number of fatalities increasing by 10.9 percent, from 137 in 2000 to 152 in 2001.

Total Crashes	16,481
Fatal Crashes	126
Injury Crashes	2,464
Property Damage Crashes	13,891
Vehicle Miles Traveled (Millions)	7,131
Urban Crashes	14,244
Rural Crashes	2,237

CRASHES BY TYPE OF ROADWAY

URBAN	
Controlled Access Roads	3,425
State Routes	3,571
City Streets and Roads	5,126
Unmarked State Routes	709
Toll Roads	1,413
Urban Total	14,244

RURAL	
Controlled Access Roads	873
State Routes	864
County and Local Roads	293
Unmarked State Routes	34
Toll Roads	173
Rural Total	2,237

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	12	689
Other Vehicle Occupants	125	2,655
Pedestrians	14	26
Pedalcyclists	1	5
TOTAL	152	3,375

2001 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 1.8 percent of all crashes in 2001 and 2.4 percent of all fatal crashes.

Total Crashes	8,054
Fatal Crashes	31
Injury Crashes	2,191
Persons Killed	36
Persons Injured	3,081

CRASHES BY TYPE OF ROADWAY

URBAN	
Controlled Access Roads	814
State Routes	2,549
City Streets and Roads	3,046
Unmarked State Routes	444
Toll Roads	510
Urban Total	7,363

RURAL	
Controlled Access Roads	240
State Routes	275
County and Local Roads	141
Unmarked State Routes	15
Toll Roads	20
Rural Total	691

PERSONS INJURED BY TYPE OF ROADWAY

URBAN	
Controlled Access Roads	378
State Routes	966
City Streets and Roads	977
Unmarked State Routes	160
Toll Roads	252
Urban Total	2,733

RURAL	
Controlled Access Roads	97
State Routes	178
County and Local Roads	63
Unmarked State Routes	8
Toll Roads	2
Rural Total	348

2001 Crash Data For All Roadways

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

Deer Crashes

In 2001, there were 22,933 crashes involving deer. Deer crashes account for 5.2 percent of total crashes and 0.4 percent of all fatal crashes.

17.2 percent of deer crashes occurred during daylight hours; 62.6 percent occurred in darkness. Approximately 75.9 percent of deer crashes were on rural roadways, with 57.3 percent of these crashes on state routes.

CRASHES BY LIGHT CONDITION

Daylight	3,953
Dawn	2,078
Dusk	909
Darkness	14,349
Darkness – Road Lighted	902
Unknown	742
TOTAL	22,933

Total Crashes	22,933
Fatal Crashes	5
Injury Crashes	820
Persons Killed	5
Persons Injured	916

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	2,871
City Streets and Roads	2,351
Unmarked State Routes	296
Urban Total	5,518
RURAL	
State Routes	9,978
County and Local Roads	7,092
Unmarked State Routes	345
Rural Total	17,415

2001 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	2,096	9	543
Alexander	270	2	118
Bond	473	10	160
Boone	1,040	5	371
Brown	237	2	47
Bureau	1,084	9	316
Calhoun	250	2	55
Carroll	420	0	102
Cass	360	1	69
Champaign	4,266	26	1,303
Christian	869	2	289
Clark	540	6	154
Clay	475	4	153
Clinton	841	6	263
Coles	1,426	4	485
Cook	234,426	400	57,913
Crawford	699	0	135
Cumberland	322	3	84
DeKalb	2,199	15	731
DeWitt	404	8	132
Douglas	397	11	125
DuPage	28,377	60	8,360
Edgar	459	7	140
Edwards	167	3	17
Effingham	1,272	12	407
Fayette	613	5	163
Ford	315	10	136
Franklin	1,178	8	321
Fulton	1,036	5	256
Gallatin	100	1	39
Greene	424	1	128
Grundy	1,252	4	374
Hamilton	252	1	51
Hancock	513	4	121
Hardin	119	4	31
Henderson	298	2	81
Henry	1,236	11	365
Iroquois	864	8	366
Jackson	2,085	9	696
Jasper	318	2	91
Jefferson	1,386	15	395
Jersey	689	4	191
JoDaviess	743	4	158
Johnson	383	4	85
Kane	12,542	45	4,149
Kankakee	3,043	25	1,063
Kendall	1,444	13	561
Knox	1,290	4	483
Lake	20,623	53	6,625
LaSalle	3,160	20	975
Lawrence	576	5	140

2001 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	1,110	6	332
Livingston	1,010	8	321
Logan	780	4	246
McDonough	935	3	231
McHenry	6,883	27	2,374
McLean	4,327	10	1,366
Macon	3,452	13	1,331
Macoupin	1,114	10	367
Madison	7,842	39	2,551
Marion	1,239	3	359
Marshall	359	5	79
Mason	390	4	103
Massac	498	2	192
Menard	303	3	80
Mercer	286	3	96
Monroe	692	2	249
Montgomery	842	8	302
Morgan	1,036	8	330
Moultrie	331	5	118
Ogle	1,301	17	315
Peoria	6,342	15	2,174
Perry	676	6	258
Piatt	290	5	108
Pike	913	8	118
Pope	117	3	18
Pulaski	200	3	49
Putnam	221	1	74
Randolph	895	12	273
Richland	556	4	170
Rock Island	4,554	18	1,561
St. Clair	8,194	54	2,910
Saline	726	2	264
Sangamon	6,435	34	2,155
Schuyler	295	4	49
Scott	196	0	59
Shelby	538	11	156
Stark	131	0	28
Stephenson	1,517	3	406
Tazewell	3,463	9	1,199
Union	595	7	196
Vermilion	1,972	18	705
Wabash	327	2	58
Warren	589	2	187
Washington	505	8	146
Wayne	647	3	143
White	491	7	120
Whiteside	1,549	12	514
Will	13,223	67	4,592
Williamson	2,191	15	773
Winnebago	9,800	21	3,110
Woodford	564	6	200
TOTALS	443,293	1,414	124,631

2001 Fatal Crash Data For All Roadways

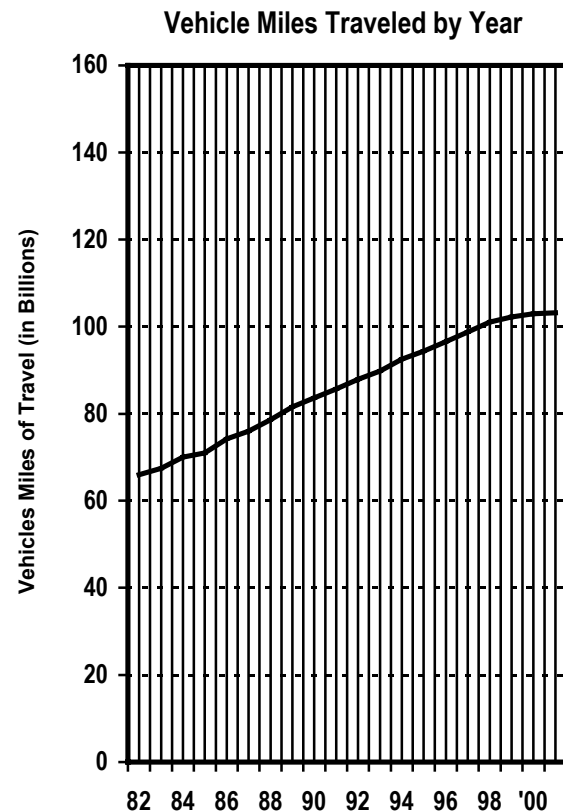
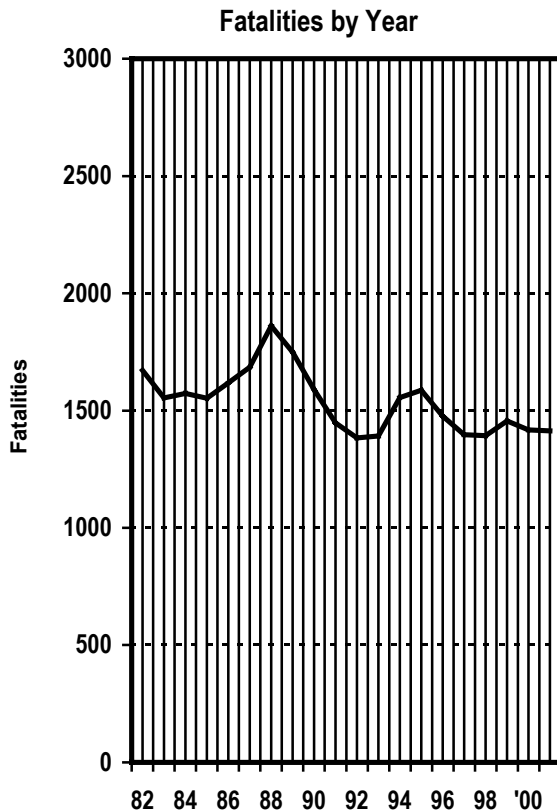
IMPORTANT

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.

2001 Fatal Crash Data For All Roadways

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

Illinois Fatalities and Vehicle Miles Traveled* 1982-2001



YEAR	FATALITIES	TRAVEL
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
1991	1,448	85.67

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	103.12

* Travel is stated in billions of miles.

2001 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

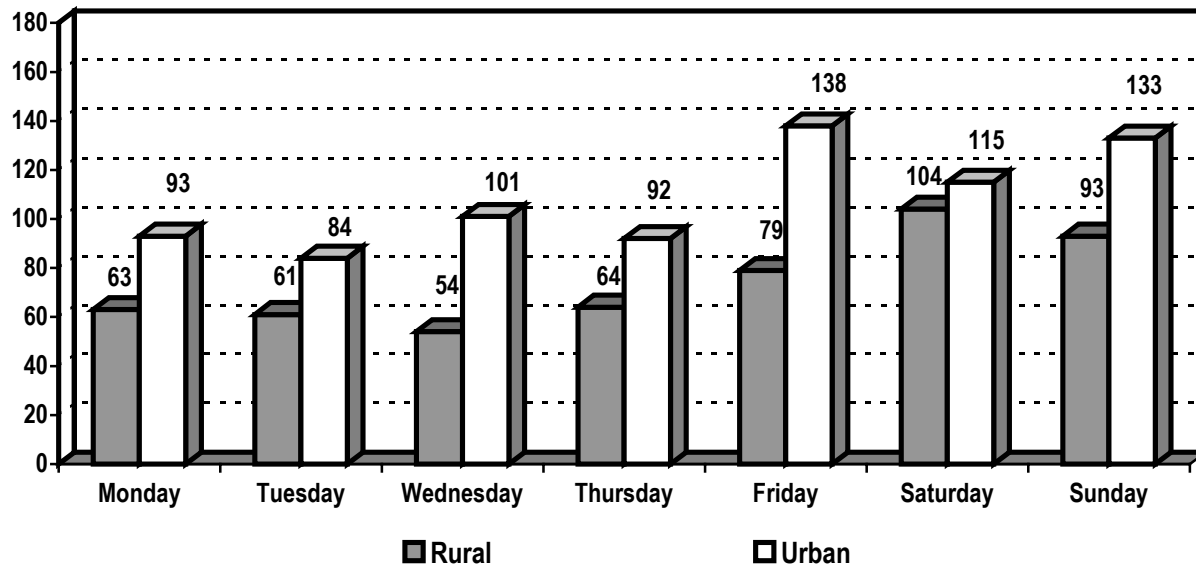
HOLIDAY PERIODS	NUMBER OF DAYS	CRASHES			FATALITIES		
		Alcohol Related*		Total	Alcohol Related*		Total
MEMORIAL DAY 6:00 p.m. on 05/25/01 – Midnight on 05/28/01	3.25	5	of 41.7%	12	5	of 41.7%	12
FOURTH OF JULY 6:00 p.m. on 07/03/01 – Midnight on 07/04/01	1.25	1	of 25.0%	4	1	of 25.0%	4
LABOR DAY 6:00 p.m. on 08/31/01 – Midnight on 09/03/01	3.25	3	of 23.1%	13	3	of 23.1%	13
THANKSGIVING 6:00 p.m. on 11/21/01 – Midnight on 11/25/01	4.25	8	of 47.1%	17	8	of 47.1%	17
CHRISTMAS 6:00 p.m. on 12/21/01 – Midnight on 12/25/01	4.25	6	of 42.9%	14	6	of 37.5%	16
NEW YEAR'S DAY 6:00 p.m. on 12/28/01 – Midnight on 01/01/02	4.25	14	of 60.9%	23	15	of 60.0%	25

* 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).

2001 Fatal Crash Data For All Roadways

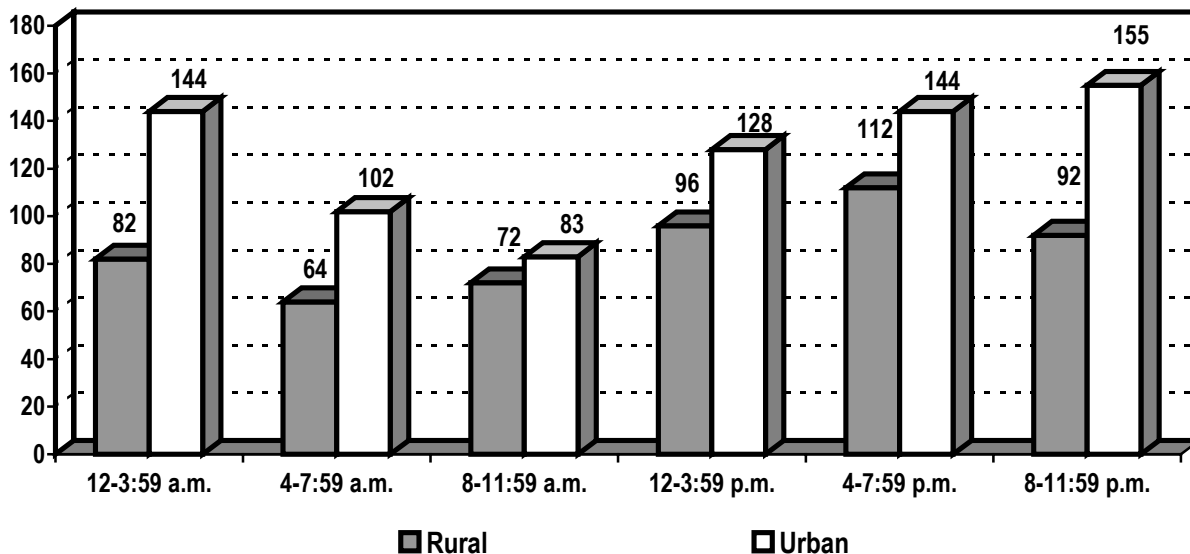
Refer to note on page 29 for definition of data included.

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Sunday, with 133 crashes in urban locations and 93 crashes in rural locations. The second largest number of fatal crashes occurred on Saturday.

Fatal Crashes by Time of Day



57.2 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 729 crashes occurred on urban roadways (443 crashes).

2001 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	7	6	13	3.7	7	6	13	1.0
5-9	0	0	0	0.0	7	5	12	3.4	7	5	12	1.0
10-14	1	0	1	0.1	12	3	15	4.3	13	3	16	1.3
15-19	67	37	104	12.3	44	25	69	19.6	111	62	173	14.4
20-24	96	24	120	14.2	48	13	61	17.3	144	37	181	15.1
25-34	122	23	145	17.1	28	25	53	15.1	150	48	198	16.5
35-44	124	35	159	18.8	18	15	33	9.4	142	50	192	16.0
45-54	93	22	115	13.6	8	16	24	6.8	101	38	139	11.6
55-64	56	15	71	8.4	3	13	16	4.5	59	28	87	7.3
65-74	34	20	54	6.4	6	12	18	5.1	40	32	72	6.0
75 or Older	44	33	77	9.1	7	30	37	10.5	51	63	114	9.5
Unknown	0	0	0	0.0	0	1	1	0.3	0	1	1	0.1
TOTAL	637	209	846	100.0	188	164	352	100.0	825	373	1,198	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	4	3	7	3.8	0	0	0	0.0	4	3	7	3.3
5-9	4	1	5	2.7	0	0	0	0.0	4	1	5	2.4
10-14	7	2	9	4.9	2	3	5	18.5	9	5	14	6.6
15-19	1	4	5	2.7	4	0	4	14.8	5	4	9	4.2
20-24	14	2	16	8.6	1	0	1	3.7	15	2	17	8.0
25-34	11	7	18	9.7	1	1	2	7.4	12	8	20	9.4
35-44	21	8	29	15.7	6	0	6	22.2	27	8	35	16.5
45-54	16	4	20	10.8	5	1	6	22.2	21	5	26	12.3
55-64	20	7	27	14.6	1	0	1	3.7	21	7	28	13.2
65-74	6	8	14	7.6	2	0	2	7.4	8	8	16	7.5
75 or Older	21	14	35	18.9	0	0	0	0.0	21	14	35	16.5
Unknown	0	0	0	0.0	0	0	0	0.0	0	0	0	0.0
TOTAL	125	60	185	100.0	22	5	27	100.0	147	65	212	100.0

Note: Four additional people were killed in motor vehicle crashes in Illinois in 2001. Those four people were occupants of non-motor vehicles.

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

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

Drivers killed amount to 59.8 percent of all fatalities in 2001. Driver fatalities decreased by 0.5 percent from 2000 to 2001.

Passengers represent 24.9 percent of the total number of fatalities in 2001. They decreased by 2.2 percent.

Pedestrians account for 13.1 percent of all fatalities. They decreased by 2.1 percent from 2000 to 2001.

Pedalcyclists, which account for 1.9 percent of all fatalities, increased by 50.0 percent from 2000 to 2001.

2001 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	343	196	539
Shoulder Belt	0	2	2
Lap Belt	1	0	1
Lap and Shoulder Belt	3	1	4
Child Safety Seat	0	4	4
Restraint Used – Type Unknown	238	76	314
Safety Belt Used Improperly	0	2	2
Child Safety Seat Used Improperly	0	1	1
Unknown	122	51	173
TOTAL	707	333	1,040

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	>20
None Used/Not Applicable	4	2	5	8	119	401
Shoulder Belt	0	0	0	0	1	1
Lap Belt	0	0	0	0	0	1
Lap and Shoulder Belt	0	0	0	0	1	3
Child Safety Seat	3	1	0	0	0	0
Restraint Used – Type Unknown	1	2	2	4	47	258
Safety Belt Used Improperly	0	0	1	1	0	0
Child Safety Seat Used Improperly	1	0	0	0	0	0
Unknown	2	0	2	2	36	131
TOTAL	11	5	10	15	204	795

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

2001 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	1	1	0	0	1	1
Percent	0.1	0.2	0.0	0.0	0.1	0.1
16	27	11	21	4	48	15
Percent	3.5	2.6	1.7	0.9	2.4	1.8
17	27	15	27	4	54	19
Percent	3.5	3.5	2.2	0.9	2.7	2.2
18	33	23	37	16	70	39
Percent	4.2	5.4	3.1	3.8	3.5	4.6
19	29	16	32	15	61	31
Percent	3.7	3.8	2.7	3.6	3.1	3.7
20-24	102	54	184	66	286	120
Percent	13.1	12.7	15.3	15.6	14.4	14.2
25-34	129	55	243	90	372	145
Percent	16.5	13.0	20.2	21.3	18.8	17.1
35-44	151	88	231	71	382	159
Percent	19.4	20.8	19.2	16.8	19.3	18.8
45-54	108	58	151	57	259	115
Percent	13.8	13.7	12.5	13.5	13.1	13.6
55-64	63	34	89	37	152	71
Percent	8.1	8.0	7.4	8.8	7.7	8.4
65-74	48	25	63	29	111	54
Percent	6.2	5.9	5.2	6.9	5.6	6.4
75 or Older	58	44	57	33	115	77
Percent	7.4	10.4	4.7	7.8	5.8	9.1
Unknown	4	0	69	0	73	0
Percent	0.5	0.0	5.7	0.0	3.7	0.0
TOTAL	780	424	1,204	422	1,984	846
Percent	100.0	100.0	100.0	100.0	100.0	100.0

In 2001, 50.1 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 35-44 age group. This age group accounts for 19.2 percent of the drivers involved in urban fatal crashes and 19.4 percent of the drivers involved in rural fatal crashes.

2001 Fatal Crash Data For All Roadways

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

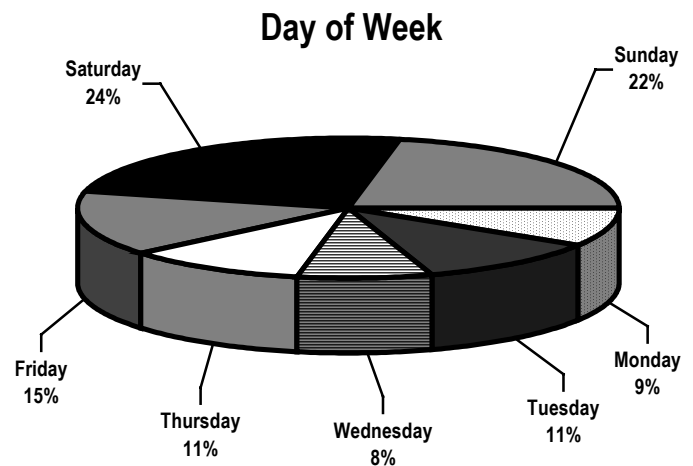
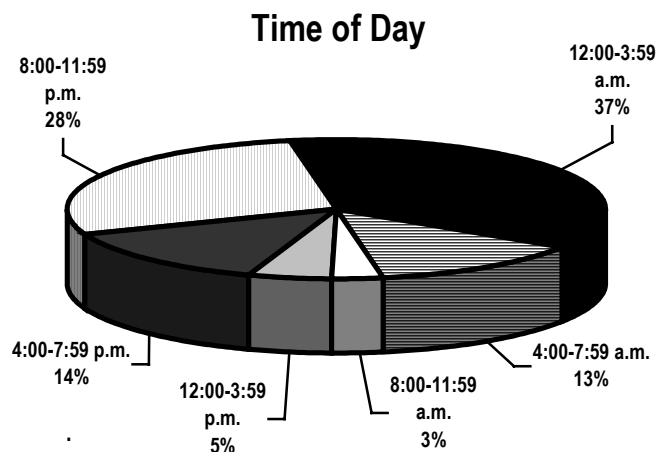
Drivers Killed by Age and BAC*

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			
15 or Younger	1	0	0	0	1	0	1
Percent	100.0	0.0	0.0	0.0	100.0	0.0	100.0
16-20	77	10	21	11	119	12	131
Percent	64.7	8.4	17.6	9.2	90.8	9.2	100.0
21-24	35	6	29	14	84	8	92
Percent	41.7	7.1	34.5	16.7	91.3	8.7	100.0
25-34	58	7	38	32	135	11	146
Percent	43.0	5.2	28.1	23.7	92.5	7.5	100.0
35-44	69	11	37	26	143	15	158
Percent	48.3	7.7	25.9	18.2	90.5	9.5	100.0
45-54	59	9	23	15	106	10	116
Percent	55.7	8.5	21.7	14.2	91.4	8.6	100.0
55-64	51	1	5	6	63	8	71
Percent	81.0	1.6	7.9	9.5	88.7	11.3	100.0
65-74	37	2	4	2	45	9	54
Percent	82.2	4.4	8.9	4.4	83.3	16.7	100.0
75 or Older	57	2	0	0	59	18	77
Percent	96.6	3.4	0.0	0.0	76.6	23.4	100.0
TOTAL	444	48	157	106	755	91	846
Percent	58.8	6.4	20.8	14.0	89.2	10.8	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 2001.



2001 Fatal Crash Data For All Roadways

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

Fatal Pedestrian and Pedalcycle Crashes

Fatal Pedestrian Crashes	185
Pedestrians Killed	185

Fatal Pedalcycle Crashes	27
Pedalcyclists Killed	27

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	2	0	0	6	8	0	0	0	0	0
5-9	1	0	0	4	5	0	0	0	0	0
10-15	6	0	1	4	11	4	0	0	4	8
16-20	3	1	1	1	6	1	0	0	0	1
21-24	4	4	3	1	12	1	0	0	0	1
25-34	8	1	6	2	17	2	0	0	0	2
35-44	8	4	14	3	29	2	1	2	2	7
45-54	4	2	11	4	21	3	0	2	1	6
55-64	15	3	5	4	27	1	0	0	0	1
65-74	9	0	1	4	14	1	0	0	0	1
75 or Older	21	1	2	11	35	0	0	0	0	0
TOTAL	81	16	44	44	185	15	1	4	7	27

* 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.

2001 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	
Fatal Crashes	135	URBAN	
Motorcyclists Killed	140	State Routes	41
Non-Motorcyclists Killed	1	City Streets and Roads	45
		Unmarked State Routes	8
		Urban Total	94
		RURAL	
		State Routes	24
		County and Local Roads	22
		Unmarked State Routes	1
		Rural Total	47

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
10-15	0	0	0	0	0	0
16-20	7	0	0	1	0	8
21-24	11	1	4	1	3	20
25-34	20	4	6	3	3	36
35-44	9	6	7	6	3	31
45 or Older	16	2	4	2	6	30
TOTAL	63	13	21	13	15	125

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

2001 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 9.9 percent of all fatal crashes and 10.7 percent of all fatalities for the year.

53.3 percent of these fatalities occurred on urban roadways, while 46.7 percent occurred on rural roadways.

Fatal Crashes	126
Persons Killed	152

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
Controlled Access Roads	23
State Routes	23
City Streets and Roads	21
Unmarked State Routes	6
Toll Roads	8
Urban Total	81

RURAL	
Controlled Access Roads	26
State Routes	43
County and Local Roads	0
Unmarked State Routes	0
Toll Roads	2
Rural Total	71

TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	0	0
21-24	7	0
25-34	29	2
35-44	38	4
45-54	23	2
55-64	14	2
65-69	6	0
70 or Older	1	0
Unknown	0	0
TOTAL	118	10

2001 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 1.2 percent of all fatal crashes for 2001. Fatalities resulting from train crashes account for 1.3 percent of all fatalities.

Fatal Crashes	15
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Persons Killed	18
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PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	7
RR Flashers	11
Warning Sign	0
Other Control	0
No Control	0
TOTAL	18

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	0
City Streets and Roads	10
Unmarked State Routes	1
Urban Total	11
RURAL	
State Routes	0
County and Local Roads	7
Unmarked State Routes	0
Rural Total	7

MOTOR VEHICLE 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	
15 or Younger	0	0	0	0	0	0
16-20	0	0	0	0	0	0
21-24	1	0	1	0	0	2
25-34	0	0	0	0	0	0
35-44	3	0	0	1	0	4
45-54	2	0	0	0	1	3
55-64	0	0	0	0	0	0
65-74	2	0	0	0	1	3
75 or Older	2	0	0	0	1	3
TOTAL	10	0	1	1	3	15

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

2001 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 2001, compared to previous years.

Fatal Crashes	31
Persons Killed	36
Drivers	23
Passengers	12
Workers	1
Pedestrians	0

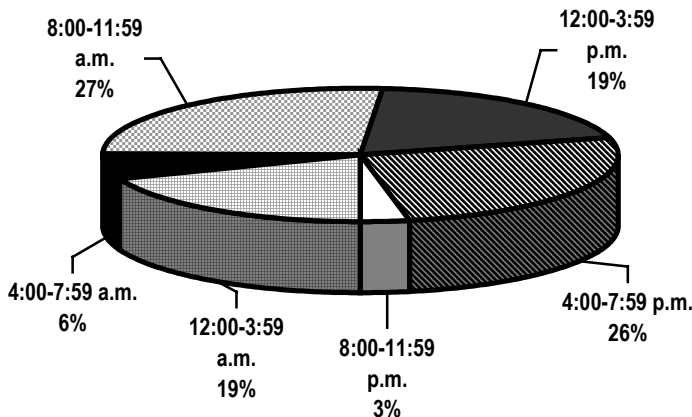
FATAL CRASHES BY TYPE OF ROADWAY

URBAN	
Controlled Access Roads	4
State Routes	5
City Streets and Roads	4
Unmarked State Routes	1
Toll Roads	0
Urban Total	14

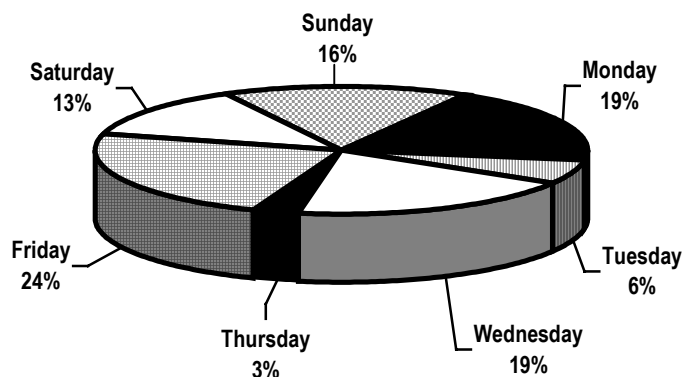
RURAL	
Controlled Access Roads	8
State Routes	6
County and Local Roads	2
Unmarked State Routes	0
Toll Roads	1
Rural Total	17

FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day



Day of Week



Appendix and Glossary

Appendix

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.

Illinois Traffic-Related Key Events

July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Initially, violation of the law was a primary offense.
January	1986	Color-coded license established for drivers to distinguish between drivers under 21 years of age and drivers aged 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
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.

Appendix

Illinois Traffic-Related Key Events

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.
January	2000	Law amended to require that results of blood or urine tests obtained from persons receiving medical treatment in a hospital for crash-related injuries be disclosed to law enforcement (previously allowed disclosure of test results but did not mandate disclosure).
August	2001	Increased penalties for repeat DUI offenders, including among other provisions, mandatory installation of ignition interlock devices in all vehicles owned by person committing a second or subsequent DUI offense (previously not mandatory).
August	2001	Increased penalties for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Also increased penalties for persons convicted of driving while the license has been suspended or revoked as the result of DUI, leaving the scene of a crash resulting in injury or death, reckless homicide, or failure to submit to chemical testing.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under the age of 16 in the vehicle.
January	2002	Child Passenger Protection Act amended to require that children between the ages of 4 and 15 years, inclusive, be restrained in a safety seat or by a safety belt (previously applicable only to 4 and 5 year-olds). Fines for failure to secure a child in a safety seat doubled.
January	2002	Increased fines for second and subsequent speed limit violations in work zones and school zones. Minimum increased from \$150 to \$300.

Motorcycle Helmet Usage in Illinois July 2002 Observational Survey Results

SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during July 2002 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 931 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 26.3 percent were wearing helmets.

MOTORCYCLE HELMET USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	931	26.3%
Regions		
City of Chicago (46)	43	23.3%
Cook County (40)		
(excluding Chicago)	39	28.2%
Collar Counties (118)	634	28.2%
Downstate (54)	215	20.9%
Road Type		
Residential (190)	387	25.6%
U.S./Illinois Highways (40)	289	26.3%
Interstate Highways (28)	255	27.5%
Time of Day		
Morning Rush Hours (55)	118	37.3%
Noon Rush Hours (45)	192	29.7%
Evening Rush Hours (23)	176	18.8%
Non-Rush Hours (135)	445	24.9%
Day of Week		
Weekends (115)	827	24.2%
Weekdays (143)	104	43.3%

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

Appendix

Safety Belt Usage in Illinois 2002 Observational Survey Results

SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2002 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 118,375 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.

SAFETY BELT USAGE RATES

	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	118,375	73.8%
Regions		
City of Chicago (46)	25,917	67.7%
Cook County (40) (excluding Chicago)	15,041	71.0%
Collar Counties (118)	53,524	77.5%
Downstate (54)	23,893	73.9%
Road Type		
Residential (190)	72,422	70.4%
U.S./Illinois Highways (40)	21,765	75.0%
Interstate Highways (28)	24,188	83.1%
Time Of Day		
Morning Rush Hours (55)	23,422	72.5%
Noon Rush Hours (45)	21,395	72.6%
Evening Rush Hours (23)	10,400	74.0%
Non-Rush Hours (135)	63,158	74.7%
Day Of Week		
Weekends (115)	55,600	74.7%
Weekdays (143)	62,775	73.1%

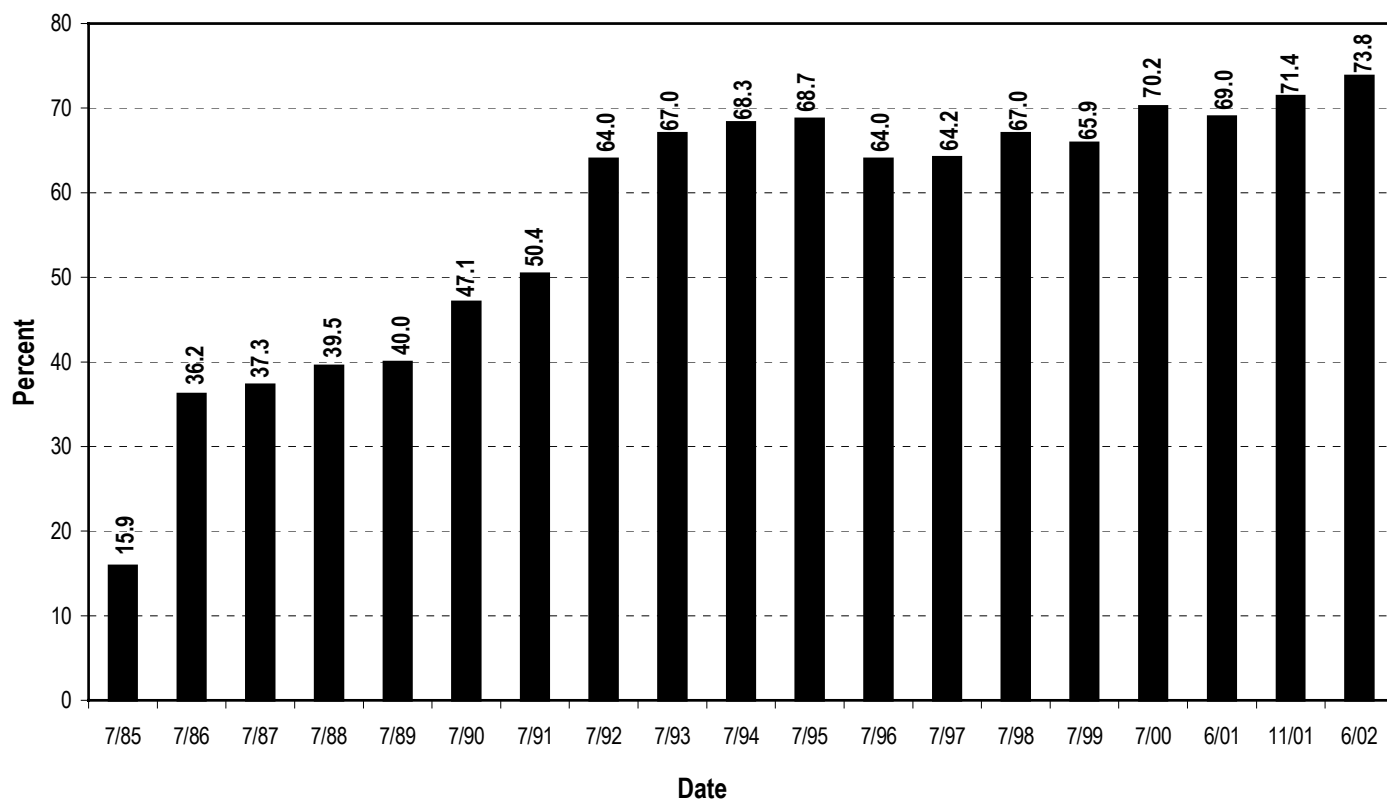
Safety Belt Usage in Illinois 2002 Observational Survey Results

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 usage rate increased to 36.2 percent. Since that time, the usage rate has shown a gradual increase, peaking in June 2002 at a level of 73.8 percent. This is an increase of approximately 58 percentage points since the first survey was conducted in April 1985.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998 - 2002 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 or (217) 524-4875 (TTY) Ameritech relay number. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 3215 Executive Park Drive, P.O. Box 19245, Springfield, IL 62794-9245, or by visiting our website at www.dot.state.il.us.

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
University Outreach Services
DeKalb IL 60115-2854

(800) 892-9607

(815) 753-1683

www.online.niu.edu/mcycle

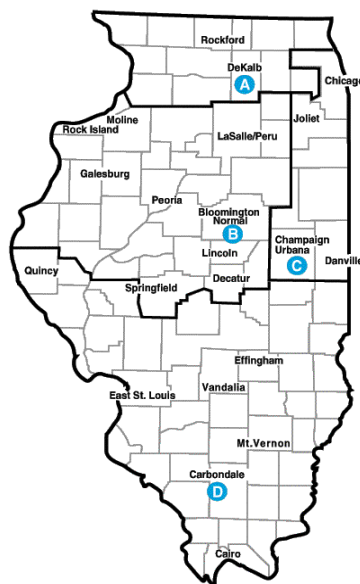
B. Illinois State University

Motorcycle Safety Education
Health Science Department
Normal IL 61790-5221

(800) 322-7619

(309) 438-2352

www.ilstu.edu/depts/mcsafety



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

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

* 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.

BLOOD ALCOHOL CONCENTRATION (BAC)

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

CRASH

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

DRIVER

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

FARS (Fatality Analysis Reporting System)

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

FATALITY VS. FATAL CRASH

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

INJURY CRASH

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

“A” INJURY (incapacitating injury)

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

“B” INJURY (nonincapacitating injury)

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

“C” INJURY (possible injury)

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

LOCATION (URBAN)

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

LOCATION (RURAL)

Includes all locations not classified as urban.

MILEAGE DEATH RATE

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

MOTORCYCLIST

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

PEDALCYCLIST

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

PEDESTRIAN

Any person who is not in or on a vehicle.

SENIOR DRIVER

Any driver who is 65 years of age or older.

TRACTOR-TRAILER

Alternative term for semi-truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

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

YOUNG DRIVER

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

