

# A Message from Secretary Martin



Timothy W. Martin, Secretary

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 2002," 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,

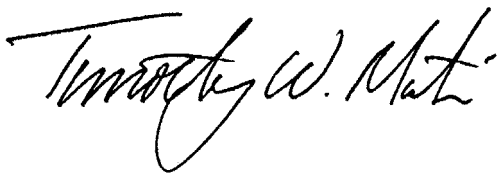
A handwritten signature in cursive script that reads "Timothy W. Martin".

Timothy W. Martin

The information contained in this publication, as well as historical crash data and trends, may be found at our website:  
[www.dot.state.il.us](http://www.dot.state.il.us)

## 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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# 2002 Quick Facts

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## GENERAL

- 1,420 persons died in crashes in Illinois during 2002.
- An additional 127,719 persons were injured in crashes.
- Travel increased by 3.0 percent compared to the previous year.
- The mileage death rate decreased by 2.5 percent from 2001 to 2002.

## ECONOMIC COSTS\*

- The total estimated cost of crashes in Illinois for 2002 was \$8.8 billion.
- Each fatality was estimated to cost \$1,090,000.
- An incapacitating injury ("A" injury) was estimated to cost \$52,100.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$17,200.
- A possible injury ("C" injury) was estimated to cost \$9,800.
- A property damage crash was estimated to cost \$6,200.

## FATAL

- 1,420 persons were killed in 1,273 fatal crashes in 2002.
- There was an average of 1.1 deaths per fatal crash.
- 28.9 percent of the fatal crashes occurred at intersections.
- 81.6 percent of the fatal crashes occurred on dry roadways.
- 44.2 percent of the fatal crashes occurred during daylight hours.
- 60.6 percent of the fatal crashes occurred on urban roadways.
- 31.0 percent of the fatal crashes involved a collision with a fixed object.

## ALCOHOL

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

## PEDESTRIAN

- 192 pedestrians were killed in 2002.
- An additional 6,438 pedestrians were injured in crashes.
- Over 8 percent of the pedestrians killed were under 15 years of age.
- Over 29 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 33.3 percent had a positive BAC.

\* Based on estimates made by the National Safety Council for 2002. 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 31.8 percent of the pedalcyclist deaths and 38.8 percent of pedalcyclist injuries.

## MOTORCYCLE

- There were 4,045 motorcycle crashes in the year 2002.
- The number of motorcyclists killed decreased by 28.6 percent from the previous year.

## SCHOOL BUS

- No school-age passengers were killed in school buses in 2002, although 140 were injured.
- No school bus drivers were killed in school buses; 113 were injured.

## TRACTOR-TRAILER

- 99 persons were killed in tractor-trailer crashes.
- 13 of the persons killed were occupants of the tractor-trailer, while 73 were occupants of another type of vehicle.

## TRAIN

- 42.9 percent of the fatal train crashes occurred at crossings with gates.
- 57.1 percent of the fatal train crashes occurred at crossings with flashers.

## WORK ZONE

- There were 30 fatal crashes in work zones in 2002.
- Two of the persons killed were roadway construction workers.

## DEER

- There were 23,645 crashes involving deer in 2002.
- Two of the deer crashes involved a fatality.





# 2002 Crash Data For All Roadways

**IMPORTANT**

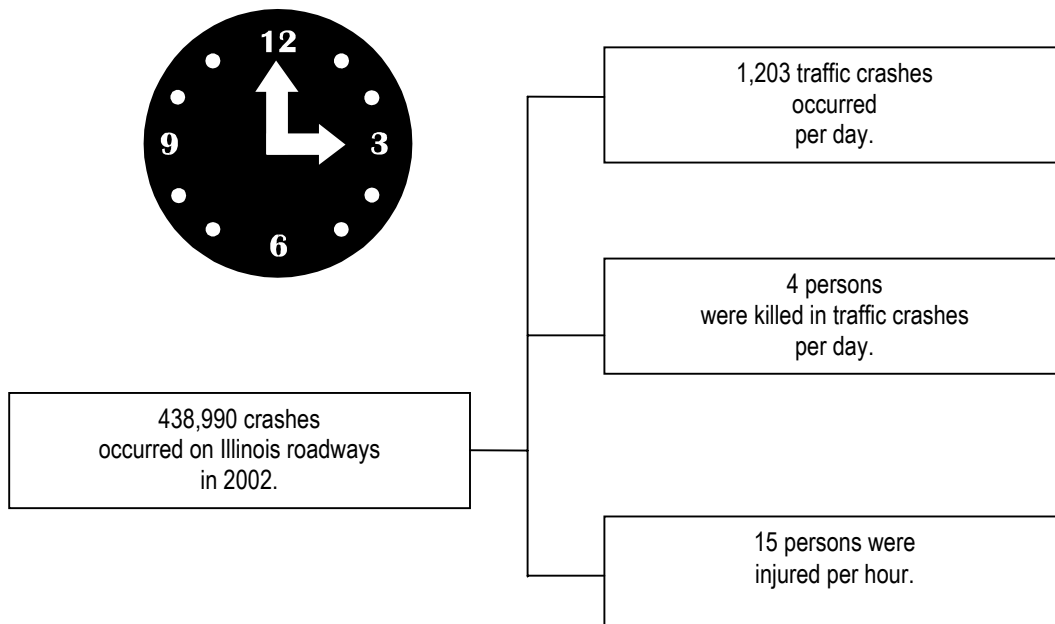
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois (hereinafter referred to as "All Roadways").

# 2002 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.)	10.03
<b>Licensed Drivers</b> (Millions. Data obtained from Illinois Secretary of State.)	8.53
<b>Vehicle Miles Traveled</b> (Billions.)	106.18
<b>Crashes</b> (Thousands.)	438.99
<b>Injuries</b> (Thousands.)	127.72
<b>Deaths</b>	1,420
<b>Mileage Death Rate</b> (Per Hundred Million Vehicle Miles Traveled.)	1.3

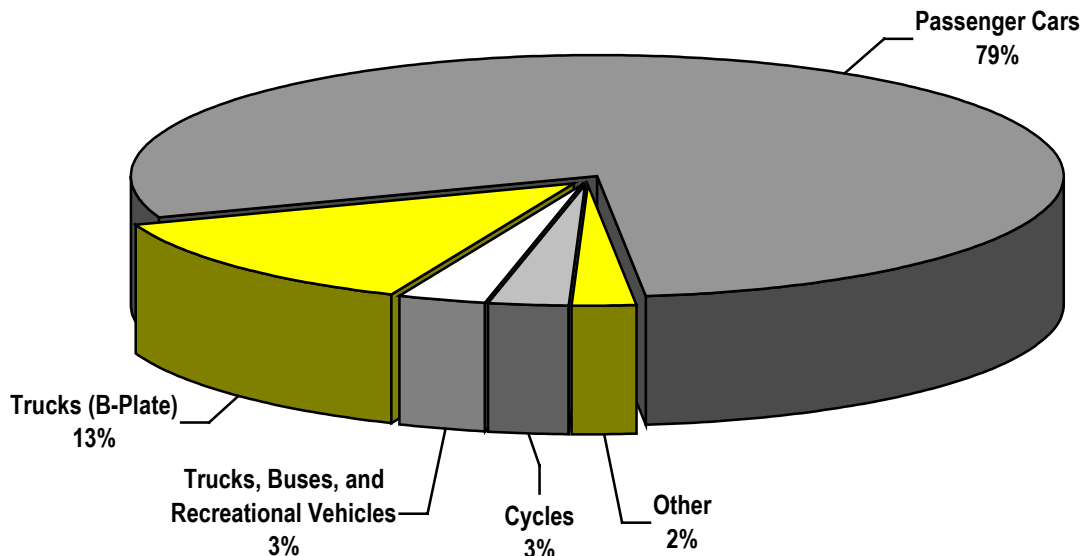
## Illinois' Highway Safety Clock



# 2002 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	1,043	109,401	539,120	736	83,448
Pickup truck	243	14,454	74,582	128	9,064
Van	186	13,993	69,015	101	9,898
Other single unit truck	55	1,984	14,348	9	670
Truck-tractor with semi-trailer	108	2,763	16,911	13	740
Farm tractor/farm equipment	8	67	268	0	33
School bus	3	419	2,346	0	324
Other bus	7	771	4,000	0	640
Motorcycle (under 150 cc)	3	260	473	3	270
Motorcycle (over 150 cc)	99	2,204	3,824	97	2,352
Other or unknown	250	17,788	105,654	116	10,762

# 2002 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	0.17	525	14.67	1,996	55.79	35,778
16	58	0.47	4,657	37.76	18,948	153.65	123,319
17	42	0.30	5,267	37.21	22,236	157.09	141,546
18	60	0.42	5,465	37.82	22,861	158.19	144,512
19	67	0.45	5,102	34.05	21,753	145.17	149,842
20-24	288	0.38	21,780	28.51	94,850	124.16	763,907
25-29	208	0.26	17,062	21.58	78,678	99.51	790,653
30-34	205	0.24	16,150	19.22	75,338	89.65	840,378
35-39	164	0.19	15,225	17.64	71,377	82.71	862,989
40-44	162	0.18	14,768	16.19	68,310	74.90	911,957
45-49	147	0.17	12,523	14.65	58,368	68.26	855,072
50-54	120	0.16	10,067	13.53	46,682	62.73	744,134
55-59	78	0.13	7,316	12.25	34,093	57.10	597,068
60-64	61	0.13	4,988	10.94	23,034	50.51	456,036
65-69	59	0.17	3,547	10.11	15,766	44.93	350,907
70-74	52	0.17	2,882	9.47	13,021	42.78	304,401
75 or Older	101	0.22	4,715	10.39	20,289	44.71	453,823
Unknown	67	--	7,870	--	82,927	--	--
<b>TOTAL</b>	<b>1,945</b>	<b>0.23</b>	<b>159,909</b>	<b>18.75</b>	<b>770,527</b>	<b>90.37</b>	<b>8,526,322</b>

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

# 2002 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	105,547	530,982	49,076
Fatal Crashes	279	1,381	212
Injury Crashes	25,096	115,274	11,144
Licensed Drivers	717,565	6,663,848	1,109,131
Fatal Crash Ratio <sup>1</sup>	2.64	2.60	4.32
Fatal Crash Rate <sup>2</sup>	0.39	0.21	0.19
Total Crash Rate <sup>3</sup>	147.09	79.68	44.25

<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	718	3,163	18	1,088	5.5
Fourth of July	4.25	21	964	4,275	27	1,499	6.4
Labor Day	3.25	17	702	2,937	18	1,120	5.5
Thanksgiving	4.25	16	715	3,964	18	1,108	4.2
Christmas	1.25	4	269	1,792	4	434	3.2
New Year's	1.25	5	171	835	5	276	4.0

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.

# 2002 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	1,039	65,869	253,034	319,942
Wet	157	14,034	51,587	65,778
Ice/Snow	41	3,880	20,327	24,248
Muddy	2	180	518	700
Other	24	814	6,661	7,499
Unknown	10	2,681	18,132	20,823
<b>TOTAL</b>	<b>1,273</b>	<b>87,458</b>	<b>350,259</b>	<b>438,990</b>

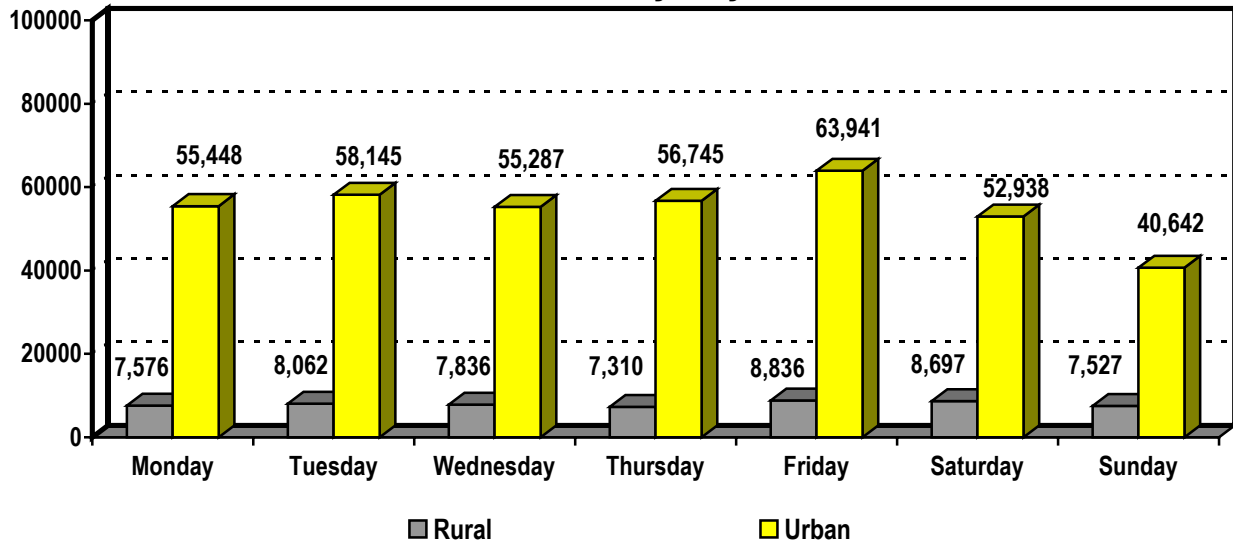
## Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	563	58,774	228,346	287,683
Dawn	26	1,607	7,385	9,018
Dusk	29	2,139	8,603	10,771
Darkness	391	9,594	42,951	52,936
Darkness – Road Lighted	263	15,052	56,307	71,622
Unknown	1	292	6,667	6,960
<b>TOTAL</b>	<b>1,273</b>	<b>87,458</b>	<b>350,259</b>	<b>438,990</b>

# 2002 Crash Data For All Roadways

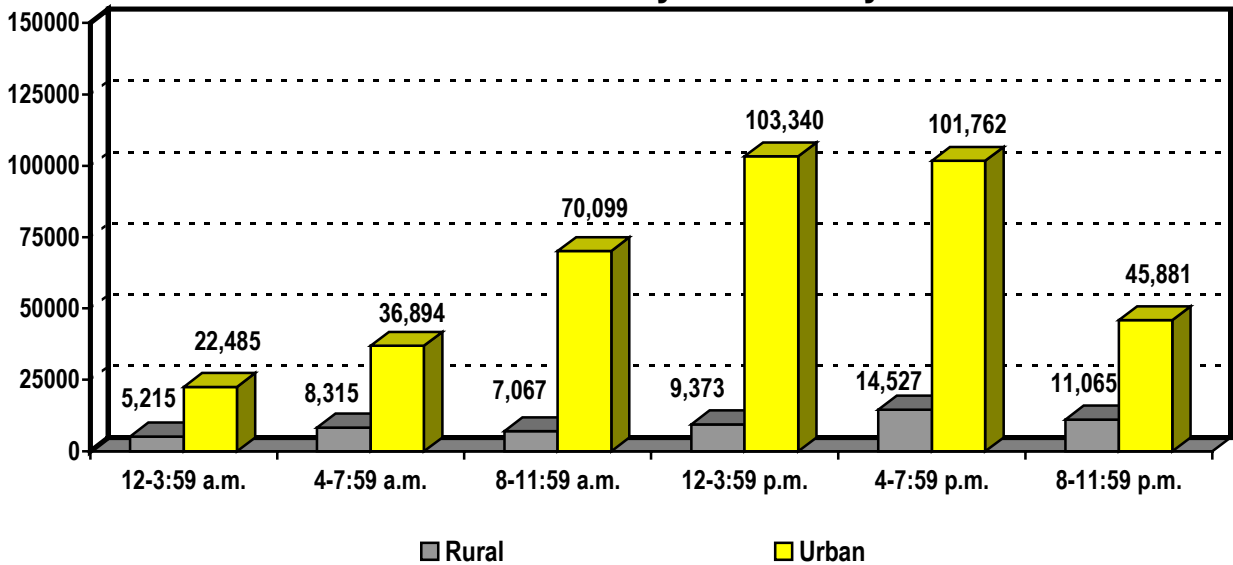
Refer to note on page 9 for definition of data included.

### Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 63,941 crashes in urban locations and 8,836 crashes in rural locations. The second largest number of crashes occurred on Thursday.

### Crashes by Time of Day



Note: There were 2,967 crashes for which the time of day is unknown.

70.2 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m.  
89.9 percent of these 306,168 crashes occurred on urban roadways.

# 2002 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	252	23,410	103,752	273	34,779	50
<i>Percent</i>	19.8	26.8	23.6	19.2	27.2	26.0
Interstate Type Roads	97	4,970	26,346	106	7,262	11
<i>Percent</i>	7.6	5.7	6.0	7.5	5.7	5.7
City Streets and Roads	375	41,463	230,274	417	59,575	99
<i>Percent</i>	29.5	47.4	52.5	29.4	46.6	51.6
Unmarked State Routes	47	5,200	22,774	49	7,744	14
<i>Percent</i>	3.7	5.9	5.2	3.5	6.1	7.3
<b>Urban Total</b>	<b>771</b>	<b>75,043</b>	<b>383,146</b>	<b>845</b>	<b>109,360</b>	<b>174</b>
<i>Percent</i>	60.6	85.8	87.3	59.5	85.6	90.6
<b>RURAL</b>						
State Highways	196	4,733	22,325	227	7,339	7
<i>Percent</i>	15.4	5.4	5.1	16.0	5.7	3.6
Interstate Type Roads	59	1,209	5,944	66	1,830	4
<i>Percent</i>	4.6	1.4	1.4	4.6	1.4	2.1
County and Local Roads	225	6,164	26,260	260	8,718	6
<i>Percent</i>	17.7	7.0	6.0	18.3	6.8	3.1
Unmarked State Routes	22	309	1,315	22	472	1
<i>Percent</i>	1.7	0.4	0.3	1.5	0.4	0.5
<b>Rural Total</b>	<b>502</b>	<b>12,415</b>	<b>55,844</b>	<b>575</b>	<b>18,359</b>	<b>18</b>
<i>Percent</i>	39.4	14.2	12.7	40.5	14.4	9.4
<b>TOTAL</b>	<b>1,273</b>	<b>87,458</b>	<b>438,990</b>	<b>1,420</b>	<b>127,719</b>	<b>192</b>
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2002, there were 1,420 fatalities, including 192 that were pedestrians. 90.6 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 59.5 percent of all fatalities and 85.6 percent of all injuries resulted from crashes on urban roadways.



# 2002 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	748	42,450	201,858	245,056
Stop Sign/Red Flasher	150	12,184	37,135	49,469
Traffic Control Signal	139	23,933	75,280	99,352
Yield Sign/Yellow Flasher	3	615	1,611	2,229
Police Officer/Flagman	1	213	538	752
RR Crossing Gates	3	141	740	884
Other RR Crossing Device	4	94	299	397
School Speed Zone	0	51	103	154
No Passing Zone	27	868	3,785	4,680
Other Regulatory Sign	9	359	1,200	1,568
Other Warning Sign	21	474	1,194	1,689
Lane Use Control Marking	142	4,955	19,373	24,470
Other/Unknown	26	1,121	7,143	8,290
<b>TOTAL</b>	<b>1,273</b>	<b>87,458</b>	<b>350,259</b>	<b>438,990</b>

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 58.8 percent of fatal crashes, 48.5 percent of injury crashes, 57.6 percent of property damage crashes, and 55.8 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).

# 2002 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	118	3,810	6,715	126	5,147
Pedestrian	180	6,119	6,353	183	6,512
Train	7	53	132	14	73
Pedalcyclist	22	3,035	3,307	22	3,182
Animal	5	969	24,676	5	1,125
Fixed Object	394	9,204	37,076	439	11,739
Other Object	9	823	5,298	9	980
Other Noncollision	8	1,243	4,529	11	1,485
Parked	16	2,095	50,847	16	2,534
Rear-End	71	24,146	122,059	75	35,385
Head-On	115	1,311	2,942	147	2,729
Sideswipe Same Direction	21	2,661	35,080	24	3,829
Sideswipe Opposite Direction	12	815	4,080	14	1,333
Angle	193	14,489	59,996	227	24,566
Turning	102	16,662	75,640	108	27,067
Other	--	23	260	--	33
<b>TOTAL</b>	<b>1,273</b>	<b>87,458</b>	<b>438,990</b>	<b>1,420</b>	<b>127,719</b>

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 30.9 percent of all fatalities. Rear-end collisions comprise the highest number of injury crashes, resulting in 27.7 percent of all injuries. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 27.8 percent of total crashes.

# 2002 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	934	887	1,821	5.2	934	887	1,821	1.5
5-9	0	0	0	0.0	1,310	1,504	2,814	8.0	1,310	1,504	2,814	2.4
10-14	83	55	138	0.2	1,377	1,830	3,207	9.1	1,460	1,885	3,345	2.8
15-19	5,592	5,931	11,523	13.9	2,867	3,961	6,828	19.4	8,459	9,892	18,351	15.5
20-24	6,376	5,820	12,196	14.7	1,917	2,309	4,226	12.0	8,293	8,129	16,422	13.9
25-34	9,307	8,759	18,066	21.8	1,841	2,600	4,441	12.6	11,148	11,359	22,507	19.0
35-44	8,138	7,848	15,986	19.2	1,276	2,169	3,445	9.8	9,414	10,017	19,431	16.4
45-54	6,287	5,979	12,266	14.8	815	1,894	2,709	7.7	7,102	7,873	14,975	12.7
55-64	3,442	3,235	6,677	8.0	409	1,119	1,528	4.3	3,851	4,354	8,205	6.9
65-74	1,817	1,660	3,477	4.2	225	939	1,164	3.3	2,042	2,599	4,641	3.9
75 or Older	1,309	1,301	2,610	3.1	911	1,628	2,539	7.2	2,220	2,929	5,149	4.4
Unknown	77	44	121	0.1	207	212	419	1.2	284	256	540	0.5
<b>TOTAL</b>	<b>42,428</b>	<b>40,632</b>	<b>83,060</b>	<b>100.0</b>	<b>14,089</b>	<b>21,052</b>	<b>35,141</b>	<b>100.0</b>	<b>56,517</b>	<b>61,684</b>	<b>118,201</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	142	88	230	3.6	16	5	21	0.7	158	93	251	2.6
5-9	502	226	728	11.3	268	101	369	12.1	770	327	1,097	11.6
10-14	478	334	812	12.6	624	171	795	26.0	1,102	505	1,607	16.9
15-19	352	318	670	10.4	298	69	367	12.0	650	387	1,037	10.9
20-24	262	231	493	7.7	176	63	239	7.8	438	294	732	7.7
25-34	517	373	890	13.8	300	73	373	12.2	817	446	1,263	13.3
35-44	530	348	878	13.6	338	62	400	13.1	868	410	1,278	13.5
45-54	405	298	703	10.9	187	44	231	7.6	592	342	934	9.8
55-64	212	179	391	6.1	84	20	104	3.4	296	199	495	5.2
65-74	97	106	203	3.2	47	8	55	1.8	144	114	258	2.7
75 or Older	248	189	437	6.8	90	14	104	3.4	338	203	541	5.7
Unknown	2	1	3	0.0	0	0	0	0.0	2	1	3	0.0
<b>TOTAL</b>	<b>3,747</b>	<b>2,691</b>	<b>6,438</b>	<b>100.0</b>	<b>2,428</b>	<b>630</b>	<b>3,058</b>	<b>100.0</b>	<b>6,175</b>	<b>3,321</b>	<b>9,496</b>	<b>100.0</b>

**Note:** An additional 22 people were injured in motor vehicle crashes in 2001. These include 19 occupants of non-motor vehicles and 3 equestrians.

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 65.0 percent of all injuries in 2002.

Passengers represent 27.5 percent of the total number of injuries in 2002.

Pedestrians account for 5.0 percent of all injuries.

Pedalcyclists account for 2.4 percent of all injuries.

# 2002 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>	6,521		3,320
<b>Fatal Crashes</b>	191		22	
<b>Injury Crashes</b>	6,270		3,048	
<b>Property Damage Crashes</b>	60		250	
<b>Number of Crashes by Light Condition</b>				
<b>Light Condition</b>				
Daylight	4,127		2,556	
Dawn	122		46	
Dusk	242		121	
Darkness	553		165	
Darkness – Road Lighted	1,435		416	
Unknown	42		16	
<b>TOTAL</b>	<b>6,521</b>		<b>3,320</b>	
<b>Number of Crashes by Type of Roadway</b>				
<b>Urban</b>				
State Routes	930		531	
City Streets and Roads	5,167		2,473	
Unmarked State Routes	264		203	
<b>Urban Total</b>	<b>6,361</b>		<b>3,207</b>	
<b>Rural</b>				
State Routes	64		33	
County and Local Roads	94		72	
Unmarked State Routes	2		8	
<b>Rural Total</b>	<b>160</b>		<b>113</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	4	230	0	21
5-9	6	728	2	369
10-14	6	812	5	795
15-19	7	670	2	367
20-24	5	493	1	239
25-34	31	890	3	373
35-44	28	878	4	400
45-54	36	703	1	231
55-64	13	391	2	104
65 or Older	56	640	2	159
Unknown	0	3	0	0
<b>TOTAL</b>	<b>192</b>	<b>6,438</b>	<b>22</b>	<b>3,058</b>

# 2002 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 2002. The number of motorcyclists killed decreased by 28.6 percent, from 140 in 2001 to 100 in 2002. These motorcycle fatalities account for 7.0 percent of all fatalities in 2002.

The number of motorcycles registered also increased, from 222,607 in 2001 to 237,319 in 2002.

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

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<b>Total Crashes</b>	4,045
<b>Fatal Crashes</b>	97
<b>Injury Crashes</b>	2,396
<b>Motorcyclists Killed</b>	100
<b>Motorcyclists Injured</b>	2,622
<b>Non-Motorcyclists Killed</b>	0
<b>Non-Motorcyclists Injured</b>	264

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### OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	0	5
15-19	6	119
20-24	15	309
25-34	22	478
35-44	16	443
45 or Older	33	589
Unknown	0	1
<b>TOTAL</b>	<b>92</b>	<b>1,944</b>

### MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,149
Passing/Overtaking	85
Making Left Turn	215
Making Right Turn	136
Slow/Stopped in Traffic	504
Skidding/Control Loss	588
Changing Lanes	83
Other	389
Parked	148
<b>TOTAL</b>	<b>4,297</b>

# 2002 Crash Data For All Roadways

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

## School Bus Crashes

In 2002, there were 2,312 school bus crashes. These crashes account for approximately 0.5 percent of the total crashes for the year.

Injury crashes involving school buses increased by 4.1 percent, from 390 in 2001 to 406 in 2002. The number of fatalities decreased by 40.0 percent.

<b>Total Crashes</b>	2,312
<b>Fatal Crashes</b>	3
<b>Injury Crashes</b>	406
<b>Property Damage Crashes</b>	1,903
<b>Urban Crashes</b>	2,164
<b>Rural Crashes</b>	148

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	420
City Streets and Roads	1,637
Unmarked State Routes	107
<b>Urban Total</b>	<b>2,164</b>
<b>RURAL</b>	
State Routes	43
County and Local Roads	101
Unmarked State Routes	4
<b>Rural Total</b>	<b>148</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	113
School Bus Passengers (School-Age)*	0	140
Other School Bus Passengers	0	71
Other Vehicle Occupants	3	345
Pedestrians (School-Age)*	0	9
Other Pedestrians	0	16
Pedalcyclists	0	4
<b>TOTAL</b>	<b>3</b>	<b>698</b>

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

# 2002 Crash Data For All Roadways

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

## Tractor-Trailer Crashes

There were 16,040 crashes involving tractor-trailers in Illinois in the year 2002. These tractor-trailer crashes account for 3.7 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 7.2 percent of all fatal crashes. Fatal crashes decreased by 27.0 percent, with the number of fatalities decreasing by 34.9 percent, from 152 in 2001 to 99 in 2002.

<b>Total Crashes</b>	16,040
<b>Fatal Crashes</b>	92
<b>Injury Crashes</b>	2,605
<b>Property Damage Crashes</b>	13,343
<b>Vehicle Miles Traveled (Millions)</b>	7,361
<b>Urban Crashes</b>	13,506
<b>Rural Crashes</b>	2,534

### CRASHES BY TYPE OF ROADWAY

<b>URBAN</b>	
Controlled Access Roads	3,555
State Routes	3,290
City Streets and Roads	4,605
Unmarked State Routes	657
Toll Roads	1,399
<b>Urban Total</b>	<b>13,506</b>
<b>RURAL</b>	
Controlled Access Roads	1,110
State Routes	877
County and Local Roads	309
Unmarked State Routes	42
Toll Roads	196
<b>Rural Total</b>	<b>2,534</b>

### PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	13	740
Other Vehicle Occupants	73	2,851
Pedestrians	11	37
Pedalcyclists	0	3
Occupant of Non-Motor Vehicle	2	2
<b>TOTAL</b>	<b>99</b>	<b>3,633</b>

# 2002 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 1.6 percent of all crashes in 2002 and 2.4 percent of all fatal crashes.

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<b>Total Crashes</b>	6,982
<b>Fatal Crashes</b>	30
<b>Injury Crashes</b>	2,026
<b>Persons Killed</b>	31
<b>Persons Injured</b>	3,020

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### CRASHES BY TYPE OF ROADWAY

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<b>URBAN</b>	
Controlled Access Roads	706
State Routes	2,286
City Streets and Roads	2,540
Unmarked State Routes	244
Toll Roads	386
<b>Urban Total</b>	<b>6,162</b>

<b>RURAL</b>	
Controlled Access Roads	361
State Routes	265
County and Local Roads	165
Unmarked State Routes	12
Toll Roads	17
<b>Rural Total</b>	<b>820</b>

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### PERSONS INJURED BY TYPE OF ROADWAY

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<b>URBAN</b>	
Controlled Access Roads	356
State Routes	991
City Streets and Roads	931
Unmarked State Routes	89
Toll Roads	238
<b>Urban Total</b>	<b>2,605</b>

<b>RURAL</b>	
Controlled Access Roads	170
State Routes	138
County and Local Roads	82
Unmarked State Routes	5
Toll Roads	20
<b>Rural Total</b>	<b>415</b>

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# 2002 Crash Data For All Roadways

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

## Deer Crashes

In 2002, there were 23,645 crashes involving deer. Deer crashes account for 5.4 percent of total crashes and 0.2 percent of all fatal crashes.

Of the deer crashes with known light condition, 17.1 percent occurred in daylight and 68.2 percent occurred in darkness. Approximately 77.1 percent of all deer crashes were on rural roadways, with 57.3 percent of these crashes on state routes.

### CRASHES BY LIGHT CONDITION

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Daylight	3,920
Dawn	1,550
Dusk	971
Darkness	15,607
Darkness – Road Lighted	843
Unknown	754
<b>TOTAL</b>	<b>23,645</b>

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Total Crashes	23,645
Fatal Crashes	2
Injury Crashes	845
 Persons Killed	 2
Persons Injured	976

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### CRASHES BY TYPE OF ROADWAY

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<b>URBAN</b>	
State Routes	2,825
City Streets and Roads	2,277
Unmarked State Routes	322
<b>Urban Total</b>	<b>5,424</b>
 <b>RURAL</b>	
State Routes	10,436
County and Local Roads	7,391
Unmarked State Routes	394
<b>Rural Total</b>	<b>18,221</b>

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# 2002 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	2,177	8	552
Alexander	277	0	129
Bond	536	3	195
Boone	1,127	16	404
Brown	267	4	46
Bureau	1,166	13	340
Calhoun	311	0	41
Carroll	422	1	112
Cass	427	1	113
Champaign	4,543	24	1,451
Christian	919	7	295
Clark	568	4	134
Clay	479	2	158
Clinton	823	8	261
Coles	1,426	8	455
Cook	225,773	426	58,335
Crawford	730	5	126
Cumberland	394	4	122
DeKalb	2,143	10	777
DeWitt	386	8	105
Douglas	441	3	127
DuPage	28,971	40	9,088
Edgar	480	1	107
Edwards	202	3	25
Effingham	1,365	11	457
Fayette	722	5	226
Ford	317	5	118
Franklin	1,399	11	456
Fulton	1,038	6	272
Gallatin	125	3	48
Greene	409	4	115
Grundy	1,420	11	529
Hamilton	243	0	61
Hancock	536	1	152
Hardin	116	0	29
Henderson	271	3	88
Henry	1,219	10	401
Iroquois	893	11	394
Jackson	2,003	4	622
Jasper	380	5	90
Jefferson	1,444	18	415
Jersey	715	5	234
JoDaviess	742	5	163
Johnson	411	3	87
Kane	13,431	39	4,497
Kankakee	3,027	20	1,037
Kendall	1,495	17	521
Knox	1,231	9	405
Lake	19,267	61	6,243
LaSalle	3,280	22	1,046
Lawrence	590	5	154

# 2002 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	1,196	13	353
Livingston	957	17	329
Logan	766	9	217
McDonough	952	2	251
McHenry	7,144	36	2,419
McLean	4,408	23	1,456
Macon	3,434	18	1,345
Macoupin	1,217	8	401
Madison	8,346	49	2,713
Marion	1,260	13	384
Marshall	383	10	109
Mason	428	3	125
Massac	493	1	176
Menard	198	2	52
Mercer	330	1	132
Monroe	783	7	279
Montgomery	1,017	9	380
Morgan	969	4	278
Moultrie	334	0	96
Ogle	1,329	13	347
Peoria	6,620	11	2,430
Perry	712	2	191
Piatt	307	2	115
Pike	1,032	4	166
Pope	155	1	24
Pulaski	250	2	84
Putnam	216	3	67
Randolph	956	5	273
Richland	570	2	164
Rock Island	4,240	13	1,522
St. Clair	8,311	34	2,967
Saline	626	4	229
Sangamon	6,635	27	2,180
Schuyler	308	2	66
Scott	188	0	40
Shelby	611	3	184
Stark	174	3	66
Stephenson	1,513	12	395
Tazewell	3,677	13	1,236
Union	585	7	154
Vermilion	2,193	11	854
Wabash	339	0	88
Warren	543	4	156
Washington	570	10	209
Wayne	671	2	161
White	509	7	107
Whiteside	1,562	5	549
Will	13,920	56	4,707
Williamson	2,185	15	818
Winnebago	9,207	28	3,100
Woodford	584	1	217
<b>TOTALS</b>	<b>438,990</b>	<b>1,420</b>	<b>127,719</b>



# 2002 Fatal Crash Data For All Roadways

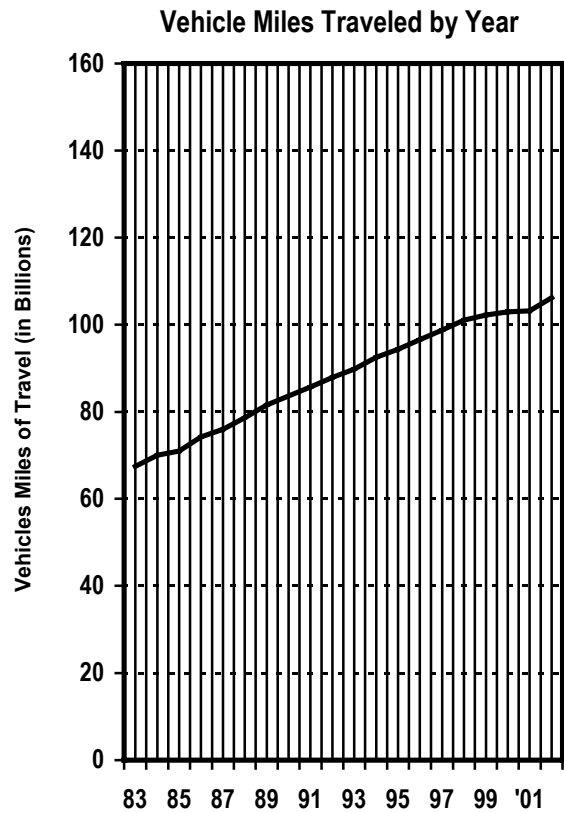
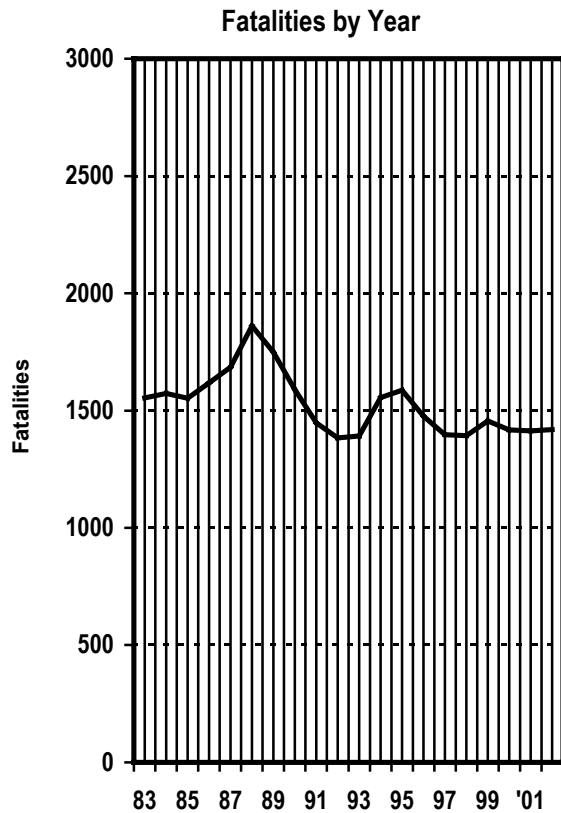
## IMPORTANT

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.

# 2002 Fatal Crash Data For All Roadways

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

## Illinois Fatalities and Vehicle Miles Traveled\* 1983-2002



YEAR	FATALITIES	TRAVEL
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
1992	1,384	87.90

YEAR	FATALITIES	TRAVEL
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
2002	1,420	106.18

\* Travel is stated in billions of miles.

# 2002 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

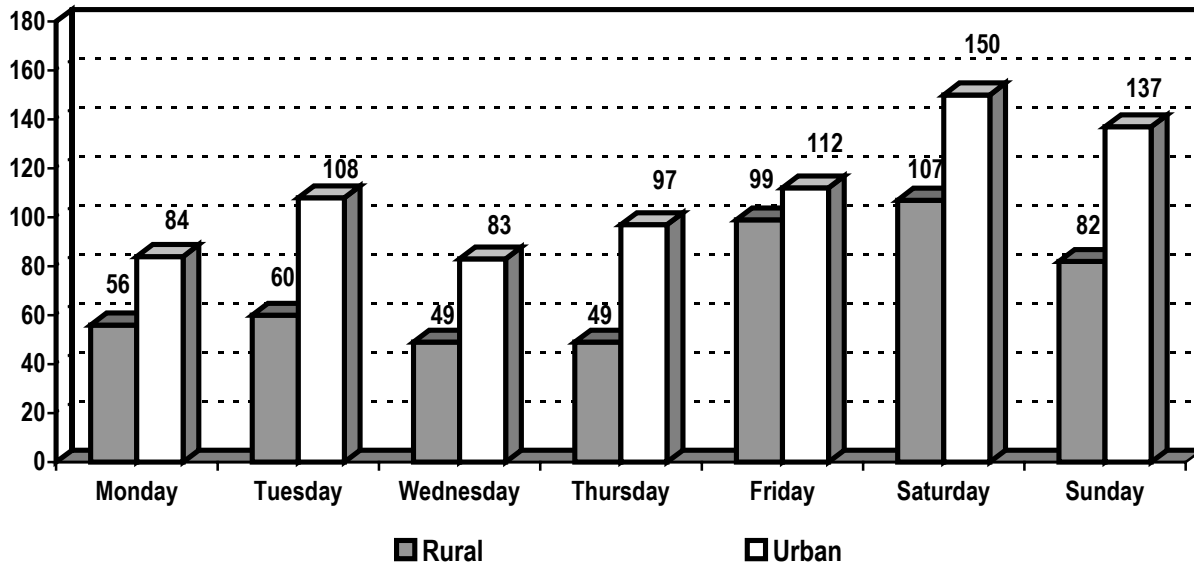
HOLIDAY PERIODS	NUMBER OF DAYS	CRASHES			FATALITIES		
		Alcohol Related*	of	Total	Alcohol Related*	of	Total
<b>MEMORIAL DAY</b> 6:00 p.m. on 05/24/02 – Midnight on 05/27/02	3.25	8	of 53.3%	15	9	of 50.0%	18
<b>FOURTH OF JULY</b> 6:00 p.m. on 07/03/02 – Midnight on 07/07/02	4.25	9	of 42.9%	21	13	of 48.1%	27
<b>LABOR DAY</b> 6:00 p.m. on 08/30/02 – Midnight on 09/02/02	3.25	6	of 35.3%	17	6	Of 33.3%	18
<b>THANKSGIVING</b> 6:00 p.m. on 11/27/02 – Midnight on 12/01/02	4.25	6	of 37.5%	16	6	Of 33.3%	18
<b>CHRISTMAS</b> 6:00 p.m. on 12/24/02 – Midnight on 12/25/02	1.25	2	of 50.0%	4	2	Of 50.0%	4
<b>NEW YEAR'S DAY</b> 6:00 p.m. on 12/31/02 – Midnight on 01/01/03	1.25	3	of 60.0%	5	3	Of 60.0%	5

\* 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).

# 2002 Fatal Crash Data For All Roadways

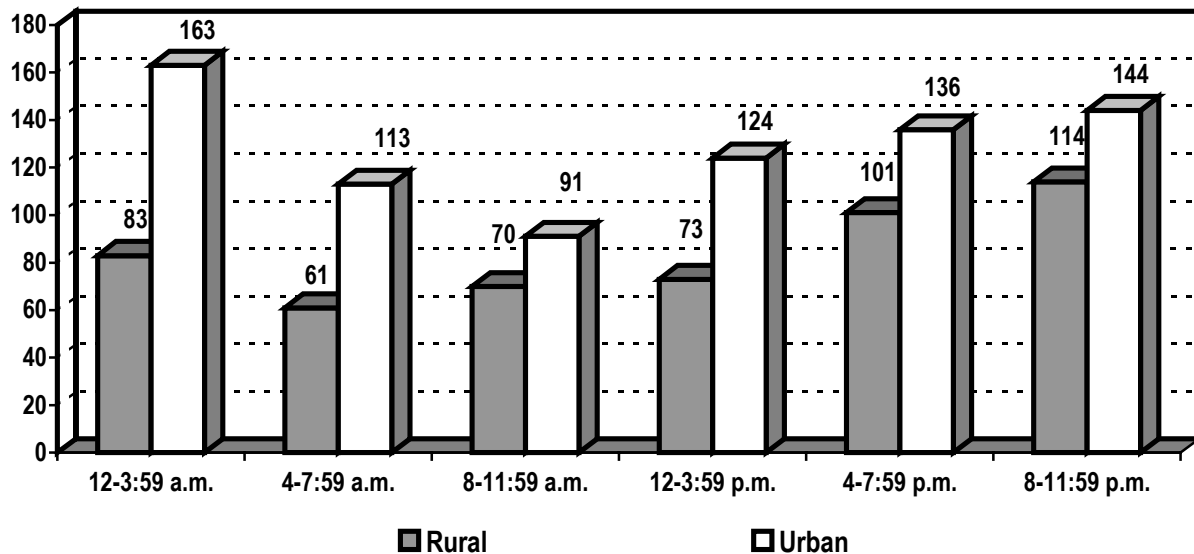
Refer to note on page 29 for definition of data included.

## Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 150 crashes in urban locations and 107 crashes in rural locations. The second largest number of fatal crashes occurred on Sunday.

## Fatal Crashes by Time of Day



58.2 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 741 crashes occurred on urban roadways (443 crashes).



# 2002 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	5	4	9	2.7	5	4	9	0.7
5-9	0	0	0	0.0	6	5	11	3.2	6	5	11	0.9
10-14	1	0	1	0.1	13	8	21	6.2	14	8	22	1.8
15-19	66	31	97	11.2	54	30	84	24.8	120	61	181	15.0
20-24	127	24	151	17.5	29	14	43	12.7	156	38	194	16.1
25-34	148	31	179	20.7	27	9	36	10.6	175	40	215	17.9
35-44	88	39	127	14.7	16	18	34	10.0	104	57	161	13.4
45-54	82	19	101	11.7	8	20	28	8.3	90	39	129	10.7
55-64	47	20	67	7.8	3	14	17	5.0	50	34	84	7.0
65-74	46	22	68	7.9	4	21	25	7.4	50	43	93	7.7
75 or Older	52	21	73	8.4	5	26	31	9.1	57	47	104	8.6
<b>TOTAL</b>	<b>657</b>	<b>207</b>	<b>864</b>	<b>100.0</b>	<b>170</b>	<b>169</b>	<b>339</b>	<b>100.0</b>	<b>827</b>	<b>376</b>	<b>1,203</b>	<b>100.0</b>

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	2	2	4	2.1	0	0	0	0.0	2	2	4	1.9
5-9	4	2	6	3.1	2	0	2	9.1	6	2	8	3.7
10-14	3	3	6	3.1	4	1	5	22.7	7	4	11	5.1
15-19	5	2	7	3.6	2	0	2	9.1	7	2	9	4.2
20-24	4	1	5	2.6	1	0	1	4.5	5	1	6	2.8
25-34	19	12	31	16.1	2	1	3	13.6	21	13	34	15.9
35-44	15	13	28	14.6	4	0	4	18.2	19	13	32	15.0
45-54	27	9	36	18.8	1	0	1	4.5	28	9	37	17.3
55-64	10	3	13	6.8	1	1	2	9.1	11	4	15	7.0
65-74	13	9	22	11.5	1	0	1	4.5	14	9	23	10.7
75 or Older	23	11	34	17.7	1	0	1	4.5	24	11	35	16.4
<b>TOTAL</b>	<b>125</b>	<b>67</b>	<b>192</b>	<b>100.0</b>	<b>19</b>	<b>3</b>	<b>22</b>	<b>100.0</b>	<b>144</b>	<b>70</b>	<b>214</b>	<b>100.0</b>

**Note:** Three additional people were killed in motor vehicle crashes in Illinois in 2002. Those three 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 60.8 percent of all fatalities in 2002. Driver fatalities increased by 2.1 percent from 2001 to 2002.

Passengers represent 23.9 percent of the total number of fatalities in 2002. They decreased by 3.7 percent.

Pedestrians account for 13.5 percent of all fatalities. They increased by 3.8 percent from 2001 to 2002.

Pedalcyclists, which account for 1.5 percent of all fatalities, decreased by 18.5 percent from 2001 to 2002.

# 2002 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	399	171	570
Shoulder Belt	0	0	0
Lap Belt	1	1	2
Lap and Shoulder Belt	5	1	6
Child Safety Seat	0	2	2
Restraint Used – Type Unknown	224	95	319
Safety Belt Used Improperly	0	0	0
Child Safety Seat Used Improperly	0	1	1
Unknown	129	59	188
<b>TOTAL</b>	<b>758</b>	<b>330</b>	<b>1,088</b>

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	21 and Older
None Used/Not Applicable	3	1	4	5	122	435
Shoulder Belt	0	0	0	0	0	0
Lap Belt	0	0	1	0	1	0
Lap and Shoulder Belt	0	0	0	0	0	6
Child Safety Seat	2	0	0	0	0	0
Restraint Used – Type Unknown	0	0	0	0	0	0
Safety Belt Used Improperly	1	0	0	0	0	0
Child Safety Seat Used Improperly	2	1	4	10	45	261
Unknown	0	0	1	6	32	149
<b>TOTAL</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>21</b>	<b>200</b>	<b>851</b>

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

# 2002 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	3	2	3	3	6	5
Percent	0.4	0.5	0.2	0.6	0.3	0.6
16	32	14	26	11	58	25
Percent	4.4	3.5	2.1	2.4	3.0	2.9
17	19	13	23	7	42	20
Percent	2.6	3.3	1.9	1.5	2.2	2.3
18	20	12	40	14	60	26
Percent	2.8	3.0	3.3	3.0	3.1	3.0
19	25	9	42	13	67	22
Percent	3.4	2.3	3.4	2.8	3.4	2.5
20-24	106	58	182	93	288	151
Percent	14.6	14.6	14.9	19.9	14.8	17.5
25-34	143	79	270	100	413	179
Percent	19.7	19.9	22.2	21.4	21.2	20.7
35-44	117	57	209	70	326	127
Percent	16.1	14.4	17.2	15.0	16.8	14.7
45-54	102	52	165	49	267	101
Percent	14.0	13.1	13.5	10.5	13.7	11.7
55-64	62	34	77	33	139	67
Percent	8.5	8.6	6.3	7.1	7.1	7.8
65-74	45	30	66	38	111	68
Percent	6.2	7.6	5.4	8.1	5.7	7.9
75 or Older	46	37	55	36	101	73
Percent	6.3	9.3	4.5	7.7	5.2	8.4
Unknown	7	0	60	0	67	0
Percent	1.0	0.0	4.9	0.0	3.4	0.0
<b>TOTAL</b>	<b>727</b>	<b>397</b>	<b>1,218</b>	<b>467</b>	<b>1,945</b>	<b>864</b>
Percent	100.0	100.0	100.0	100.0	100.0	100.0

In 2002, 45.9 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 22.2 percent of the drivers involved in urban fatal crashes and 19.7 percent of the drivers involved in rural fatal crashes.

# 2002 Fatal Crash Data For All Roadways

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

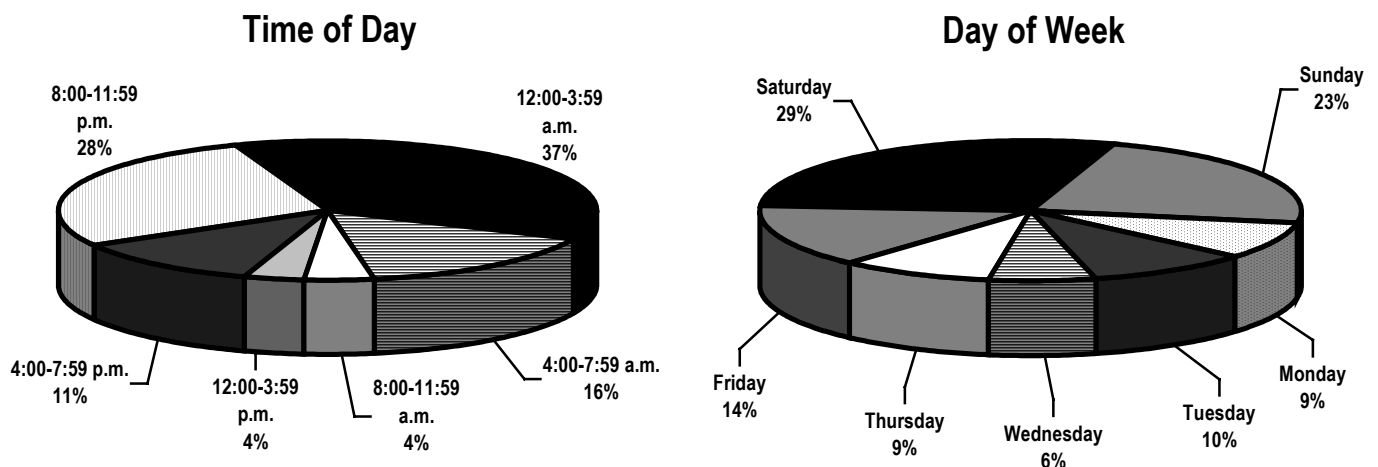
## Drivers Killed by Age and BAC\*

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	4	0	0	0	4	1	5
Percent	100.0	0.0	0.0	0.0	80.0	20.0	100.0
16-20	69	5	27	8	109	9	118
Percent	63.3	4.6	24.8	7.3	92.4	7.6	100.0
21-24	40	11	39	32	122	4	126
Percent	32.8	9.0	32.0	26.2	96.8	3.2	100.0
25-34	65	10	61	33	169	10	179
Percent	38.5	5.9	36.1	19.5	94.4	5.6	100.0
35-44	53	4	30	30	117	10	127
Percent	45.3	3.4	25.6	25.6	92.1	7.9	100.0
45-54	51	10	18	14	93	8	101
Percent	54.8	10.8	19.4	15.1	92.1	7.9	100.0
55-64	40	5	5	6	56	11	67
Percent	71.4	8.9	8.9	10.7	83.6	16.4	100.0
65-74	51	2	3	1	57	11	68
Percent	89.5	3.5	5.3	1.8	83.8	16.2	100.0
75 or Older	49	2	0	1	52	21	73
Percent	94.2	3.8	0.0	1.9	71.2	28.8	100.0
<b>TOTAL</b>	<b>422</b>	<b>49</b>	<b>183</b>	<b>125</b>	<b>779</b>	<b>85</b>	<b>864</b>
Percent	54.2	6.3	23.5	16.0	90.2	9.8	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 2002.



# 2002 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%;"><b>Fatal Pedestrian Crashes</b></td> <td style="text-align: right;">191</td> </tr> <tr> <td><b>Pedestrians Killed</b></td> <td style="text-align: right;">192</td> </tr> </table>	<b>Fatal Pedestrian Crashes</b>	191	<b>Pedestrians Killed</b>	192	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;"><b>Fatal Pedalcycle Crashes</b></td> <td style="text-align: right;">22</td> </tr> <tr> <td><b>Pedalcyclists Killed</b></td> <td style="text-align: right;">22</td> </tr> </table>	<b>Fatal Pedalcycle Crashes</b>	22	<b>Pedalcyclists Killed</b>	22
<b>Fatal Pedestrian Crashes</b>	191								
<b>Pedestrians Killed</b>	192								
<b>Fatal Pedalcycle Crashes</b>	22								
<b>Pedalcyclists Killed</b>	22								

### 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	2	4	0	0	0	0	0
5-9	2	0	0	4	6	2	0	0	0	2
10-15	6	0	0	3	9	4	0	0	1	5
16-20	3	0	1	0	4	1	0	1	0	2
21-24	1	1	3	0	5	0	0	1	0	1
25-34	12	4	11	4	31	3	0	0	0	3
35-44	11	1	13	3	28	2	1	0	1	4
45-54	20	0	10	6	36	0	0	1	0	1
55-64	7	0	3	3	13	0	1	0	1	2
65-74	14	2	2	4	22	1	0	0	0	1
75 or Older	24	0	0	10	34	1	0	0	0	1
<b>TOTAL</b>	<b>102</b>	<b>8</b>	<b>43</b>	<b>39</b>	<b>192</b>	<b>14</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>22</b>

\* 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.

# 2002 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>	97	<b>URBAN</b>	
<b>Motorcyclists Killed</b>	100	State Routes	37
<b>Non-Motorcyclists Killed</b>	0	City Streets and Roads	36
		Unmarked State Routes	1
		<b>Urban Total</b>	<b>74</b>
		<b>RURAL</b>	
		State Routes	12
		County and Local Roads	13
		Unmarked State Routes	1
		<b>Rural Total</b>	<b>26</b>

## MOTORCYCLE 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			
9 or Younger	0	0	0	0	0	0	0
10-15	0	0	0	0	0	0	0
16-20	6	1	1	0	0	0	8
21-24	7	0	5	0	1	1	13
25-34	10	3	6	1	2	2	22
35-44	6	0	4	3	3	3	16
45 or Older	17	4	4	3	5	5	33
<b>TOTAL</b>	<b>46</b>	<b>8</b>	<b>20</b>	<b>7</b>	<b>11</b>	<b>11</b>	<b>92</b>

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

# 2002 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 7.2 percent of all fatal crashes and 7.0 percent of all fatalities for the year.

59.6 percent of these fatalities occurred on urban roadways, while 40.4 percent occurred on rural roadways.

<b>Fatal Crashes</b>	92
<b>Persons Killed</b>	99

### PERSONS KILLED BY TYPE OF ROADWAY

<b>URBAN</b>	
Controlled Access Roads	20
State Routes	19
City Streets and Roads	15
Unmarked State Routes	1
Toll Roads	4
<b>Urban Total</b>	<b>59</b>

<b>RURAL</b>	
Controlled Access Roads	10
State Routes	24
County and Local Roads	1
Unmarked State Routes	2
Toll Roads	3
<b>Rural Total</b>	<b>40</b>

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

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	0	0
21-24	5	0
25-34	28	4
35-44	25	3
45-54	22	2
55-64	14	1
65 or Older	2	2
<b>TOTAL</b>	<b>96</b>	<b>12</b>

# 2002 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 0.5 percent of all fatal crashes for 2002. Fatalities resulting from train crashes account for 1.0 percent of all fatalities.

<b>Fatal Crashes</b>	7
<b>Persons Killed</b>	14

### PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	4
RR Flashers	10
Warning Sign	0
Other Control	0
No Control	0
<b>TOTAL</b>	<b>14</b>

### PERSONS KILLED BY TYPE OF ROADWAY

<b>URBAN</b>	
State Routes	2
City Streets and Roads	2
Unmarked State Routes	0
<b>Urban Total</b>	<b>4</b>
<b>RURAL</b>	
State Routes	2
County and Local Roads	8
Unmarked State Routes	0
<b>Rural Total</b>	<b>10</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 or Younger	0	0	0	0	0	0	0
16-20	0	0	0	0	0	0	0
21-24	1	0	0	0	0	0	1
25-34	0	0	0	1	0	0	1
35-44	1	0	1	0	0	0	2
45-54	1	0	0	0	0	0	1
55-64	0	0	0	0	0	0	0
65-74	0	0	0	0	0	0	0
75 or Older	2	0	0	0	0	0	2
<b>TOTAL</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>

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



# 2002 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 2002, compared to previous years.

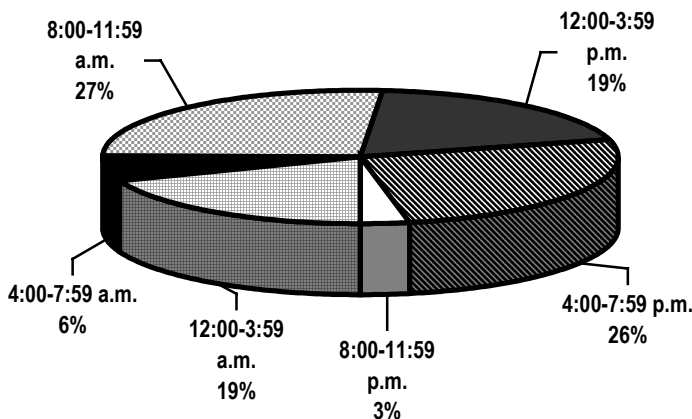
<b>Fatal Crashes</b>	30
<b>Persons Killed</b>	31
Drivers	22
Passengers	4
Workers	2
Pedestrians	3

## FATAL CRASHES BY TYPE OF ROADWAY

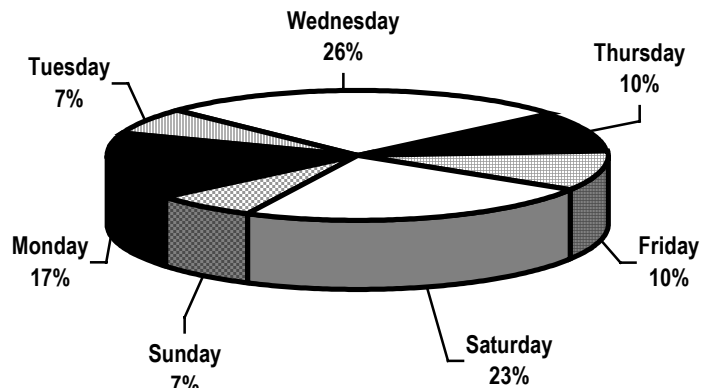
<b>URBAN</b>	
Controlled Access Roads	9
State Routes	4
City Streets and Roads	7
Unmarked State Routes	0
Toll Roads	1
<b>Urban Total</b>	<b>21</b>
<b>RURAL</b>	
Controlled Access Roads	5
State Routes	2
County and Local Roads	2
Unmarked State Routes	0
Toll Roads	0
<b>Rural Total</b>	<b>9</b>

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

**Time of Day**



**Day of Week**





# 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.

## Illinois Traffic-Related Key Events

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.
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 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.

# Appendix

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## Illinois Traffic-Related Key Events

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.
January	2003	Increased penalties for drivers who disobey railroad crossing signals, adding the option of 25 hours of community service for a first conviction and authorizing suspension of driving privileges for a minimum of six months for a second or subsequent conviction.
July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person who drives without a license and without insurance and who causes death or personal injury to another person.

## Motorcycle Helmet Usage in Illinois June 2003 Observational Survey

### SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2003 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 722 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 35.9 percent were wearing helmets.

<b>MOTORCYCLE HELMET USAGE RATES</b>		
	<b>TOTAL OBSERVED</b>	<b>ACTUAL USAGE RATE</b>
<b>STATEWIDE</b>	<b>722</b>	<b>35.9%</b>
<b>Regions</b>		
City of Chicago (46)	49	24.5%
Cook County (40) (excluding Chicago)	58	31.0%
Collar Counties (118)	474	30.8%
Downstate (54)	141	58.9%
<b>Road Type</b>		
Residential (190)	306	33.0%
U.S./Illinois Highways (40)	85	48.2%
Interstate Highways (28)	331	35.3%
<b>Time of Day</b>		
Morning Rush Hours (55)	86	48.8%
Noon Rush Hours (45)	115	30.4%
Evening Rush Hours (23)	98	26.5%
Non-Rush Hours (135)	423	36.9%
<b>Day of Week</b>		
Weekends (115)	524	32.4%
Weekdays (143)	198	44.9%

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

# Appendix

## Safety Belt Usage in Illinois December 2003 Observational Survey

### SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during December 2003 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 4:00 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 111,154 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
<b>STATEWIDE</b>	111,154	80.1%
<b>Regions</b>		
City of Chicago (46)	21,032	74.4%
Cook County (40) (excluding Chicago)	13,572	75.0%
Collar Counties (118)	51,593	81.2%
Downstate (54)	24,957	85.3%
<b>Road Type</b>		
Residential (190)	64,779	76.4%
U.S./Illinois Highways (40)	19,287	79.6%
Interstate Highways (28)	27,088	89.3%
<b>Day Of Week</b>		
Weekends (115)	55,464	82.6%
Weekdays (143)	55,690	77.6%



## Safety Belt Usage in Illinois Observational Survey Results

### HISTORICAL TRENDS

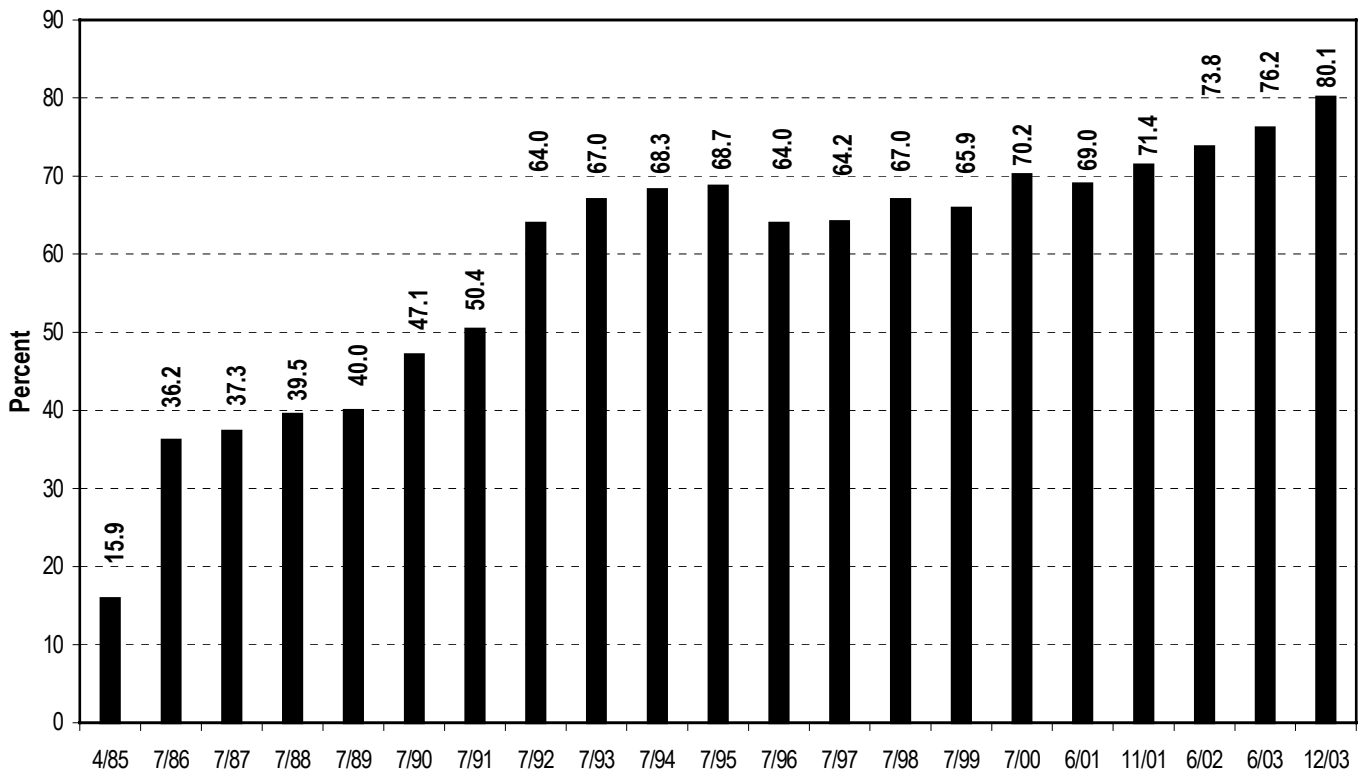
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

The base line (April 1985) occupant restraint usage rate for all front seat occupants (drivers and passengers) observed in Illinois was 15.9 percent. During the first twelve months after the safety belt law became effective, the observed rate increased to 36.2 percent.

Since that time, the usage rate has shown a gradual increase, peaking during the period of secondary enforcement (January 1988 - June 2003) at 76.2 percent. The safety belt law was amended to provide for mandatory (primary) enforcement beginning July 3, 2003.

The first survey conducted following this change in law indicates a usage rate of 80.1 percent. This represents an increase of over 64 percentage points since the first survey was conducted in April 1985.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998 - 2003 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](http://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.

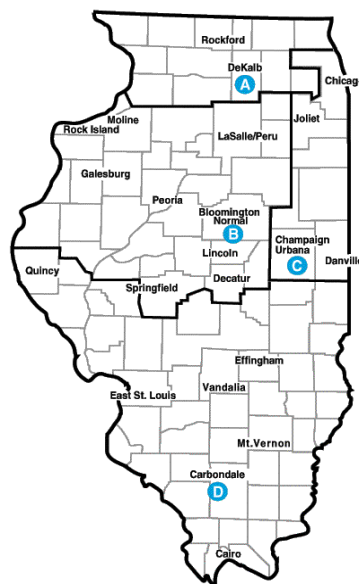
### Cycle Rider Safety Training Program\*

#### A. Northern Illinois University

Motorcycle Safety Project  
University Outreach Services  
DeKalb IL 60115-2854  
(800) 892-9607  
(815) 753-1683  
[www.online.niu.edu/mcycycle](http://www.online.niu.edu/mcycycle)

#### 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.

**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.

