A Message from Governor Blagojevich

Rod R. Blagojevich, Governor

Dear Reader:

Keeping people safe on Illinois roadways is a top priority for my administration.

When we signed the primary safety belt law in 2003, giving law enforcement the authority to pull motorists over for not wearing safety belts, we had one goal in mind – saving lives. At the end of 2006, Illinois had recorded 1,254 fatalities for the year, the lowest number of traffic fatalities in more than 80 years. And, occupant injuries were almost 18 percent lower than before the primary safety belt law went into effect.

Safety belt usage has reached an all-time high. Over 100 fewer people were killed on Illinois roadways during 2006 than 2005 and over 5,400 fewer people were injured, while at the same time, safety belt usage neared 90 percent.

These statistics present clear and convincing evidence to us that the law is working, and safety belts really do save lives.

Please remember to buckle up, every trip, every time.

Sincerely,

Rod R. Blagojevich

A Message from Secretary Sees

Milton R. Sees, Secretary

Dear Reader:

The Illinois Department of Transportation (IDOT) is committed to providing a safe travel environment for Illinois residents and other motorists traveling the state's highways and local roads. Being aware of traffic safety issues such as the use of safety belts, child safety seats and not driving impaired are major steps toward decreasing the occurrence and severity of motor vehicle crashes.

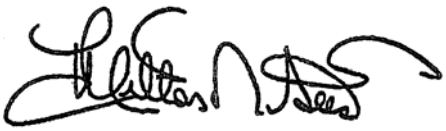
The year 2006 was the beginning of a celebration of two major accomplishments: 1) decreasing fatalities to the lowest level since 1924, and 2) surpassing the department's goal of 90 percent safety belt usage.

Fatalities on Illinois roadways have declined since 2003 when Governor Rod R. Blagojevich signed the primary safety belt law. In 2003, there were 1,454 fatalities, which have decreased to a low of 1,254 in 2006. During the same period, the use of safety belts increased from 76 percent in June 2003 to over 90 percent in June 2007.

The "2006 Illinois Crash Facts & Statistics" includes data that illustrate these accomplishments and also provides information about key events in the history of traffic safety-related legislation. Also included are summaries of motorcycle helmet usage and general information about programs and services offered by the Division of Traffic Safety.

Thank you for all you do to make Illinois roads safer.

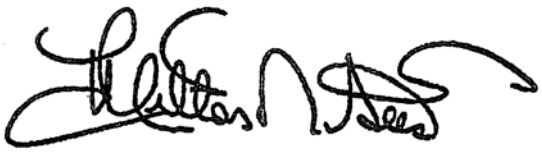
Sincerely,



Milton R. Sees, P.E.
Secretary

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.



Milton R. Sees, P.E.
Secretary of Transportation

Michael R. Stout
Director of Traffic Safety

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

Table of Contents

2006 Quick Facts 6

2006 Crash Data

Summary 10

Illinois' Highway Safety Clock 10

Registered Motor Vehicles by Type 11

Motor Vehicles Involved in Crashes 11

Drivers Involved in Crashes by Age and Crash Severity 12

Drivers Involved in Crashes 13

Holiday Traffic Crashes 13

Crashes by Road Surface Condition 14

Crashes by Light Condition 14

Crashes by Day of Week 15

Crashes by Time of Day 15

Crashes by Type of Roadway 16

Crashes by Type of Traffic Control 17

Crashes by Type of Collision 18

Injuries by Person Type, Age, and Gender 19

Pedestrian and Pedalcycle Crashes 20

Motorcycle Crashes 21

School Bus Crashes 22

Tractor-Trailer Crashes 23

Work Zone Crashes 24

Deer Crashes 25

County Motor Vehicle Crash Statistics 26

Table of Contents

2006 Fatal Crash Data

Illinois Fatalities and Vehicle Miles Traveled 1987-2006 30

Fatal Crashes During the Holidays: Total and Alcohol-Related 31

Fatal Crashes by Day of Week 32

Fatal Crashes by Time of Day 32

Fatalities by Person Type, Age, and Gender 33

Occupant Restraint Usage for Persons Killed 34

Drivers Involved in Fatal Crashes by Age and Location 35

Drivers Killed by Age and BAC 36

Fatal Pedestrian and Pedalcycle Crashes 37

Fatal Motorcycle Crashes 38

Fatal Tractor-Trailer Crashes 39

Fatal Train Crashes 40

Fatal Work Zone Crashes 41

Appendix and Glossary

Illinois Traffic-Related Key Events 44

Motorcycle Helmet Usage in Illinois 48

Safety Belt Usage in Illinois 49

Division of Traffic Safety Programs 51

Glossary 52

2006 Quick Facts

GENERAL

- 1,254 persons died in crashes in Illinois during 2006.
- An additional 106,918 persons were injured in crashes.
- Travel decreased by 1.0 percent compared to the previous year.
- The mileage death rate decreased by 7.1 percent from 2005 to 2006.

ECONOMIC COSTS*

- The total estimated cost of crashes in Illinois for 2006 was $10.7 billion.
- Each fatality was estimated to cost $1,200,000.
- An incapacitating injury ("A" injury) was estimated to cost $62,300.
- A nonincapacitating evident injury ("B" injury) was estimated to cost $20,200.
- A possible injury ("C" injury) was estimated to cost $11,400.
- A property damage crash was estimated to cost $7,700.

FATAL

- 1,254 persons were killed in 1,136 fatal crashes in 2006.
- There was an average of 1.1 deaths per fatal crash.
- 24.1 percent of the fatal crashes occurred at intersections.
- 81.0 percent of the fatal crashes occurred on dry roadways.
- 44.6 percent of the fatal crashes occurred during daylight hours.
- 56.4 percent of the fatal crashes occurred on urban roadways.
- 33.3 percent of the fatal crashes involved a collision with a fixed object.

ALCOHOL

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

PEDESTRIAN

- 137 pedestrians were killed in 2006.
- An additional 6,221 pedestrians were injured in crashes.
- Over 10 percent of the pedestrians killed were under 15 years of age.
- Over 25 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, 45.5 percent had a positive BAC.

* Based on estimates made by the National Safety Council for 2006. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

2006 Quick Facts

PEDALCYCLE

- Riders under the age of 15 accounted for 20.8 percent of the pedalcyclist deaths and 26.5 percent of pedalcyclist injuries.

MOTORCYCLE

- There were 4,119 motorcycle crashes in the year 2006.
- The number of motorcyclists killed decreased by 16.5 percent from the previous year.

SCHOOL BUS

- No school-age passengers were killed in a school bus in 2006, although 96 were injured.
- No school bus drivers were killed in school buses; 95 were injured.

TRACTOR-TRAILER

- 139 persons were killed in tractor-trailer crashes.
- 20 of the persons killed were occupants of the tractor-trailer, while 109 were occupants of another type of vehicle.

TRAIN

- 36.4 percent of the fatal train crashes occurred at crossings with gates.
- 10.5 percent of the fatal train crashes occurred at crossings with types of traffic control other than gates, flashers, or warning signs.

WORK ZONE

- There were 23 fatal crashes in work zones in 2006, in which 29 people were killed.
- One of the persons killed was a roadway construction worker.

DEER

- There were 25,491 crashes involving deer in 2006.
- One deer crash involved a fatality.

The information contained in this publication, as well as historical crash data and trends, may be found at our website:
www.dot.il.gov/trafficsafety/crashreports.html

2006
Crash Data

IMPORTANT

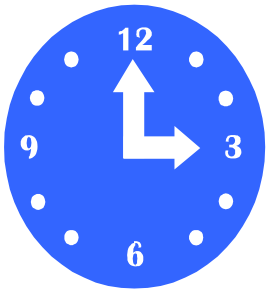
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois.

2006 Crash Data

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

	2006
Registered Motor Vehicles	10,082,190
Licensed Drivers	8,615,314
Vehicle Miles Traveled	106,812,529,371
Crashes	408,670
Injuries	106,918
Deaths	1,254
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	1.17

Illinois' Highway Safety Clock



408,670 crashes occurred on Illinois' roadways in 2006.

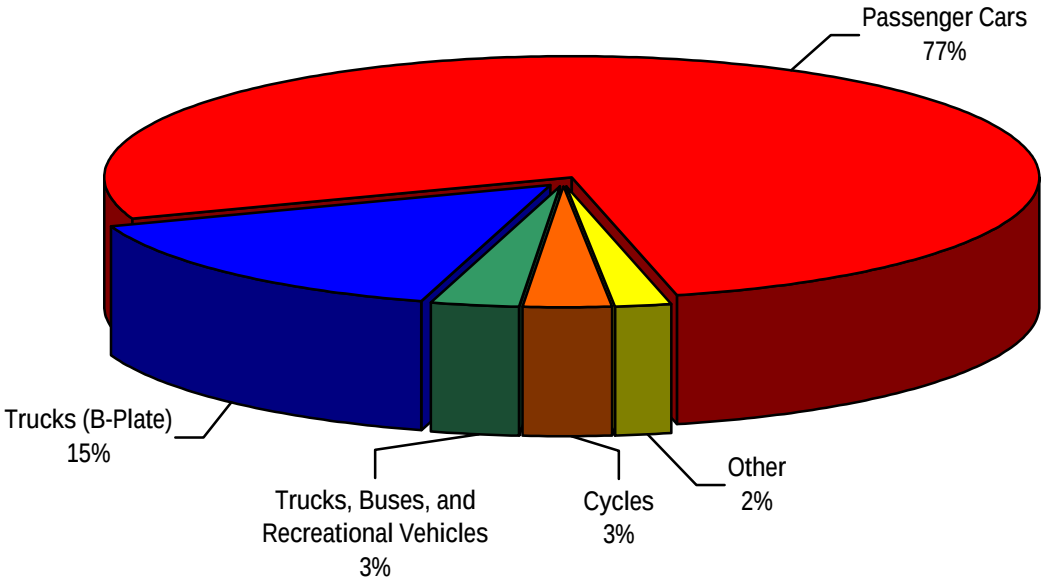
1,120 traffic crashes occurred per day in 2006.

3 persons were killed per day in traffic crashes in 2006.

12 persons were injured per hour in 2006.

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	837	89,202	481,127	585	65,238
Pickup truck	218	11,959	65,711	119	7,061
Van	138	11,999	62,749	68	8,459
Other single unit truck	34	1,701	12,439	7	616
Truck-tractor with semi-trailer	135	2,450	17,013	20	700
Farm tractor/farm equipment	5	49	237	1	19
School bus	2	334	2,113	0	225
Other bus	9	751	3,919	3	654
Motorcycle (under 150 cc)	1	360	598	1	361
Motorcycle (over 150 cc)	132	2,281	3,631	131	2,427
Other or unknown	283	18,526	116,832	152	11,686

2006 Crash Data

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

Drivers Involved in Crashes
By Age and Crash Severity

AGE	CRASH SEVERITY						TOTAL LICENSED DRIVERS
	Fatal	Rate	Injury	Rate	Total	Rate	
15 or Younger	6	0.15	282	6.92	1,201	29.46	40,772
16	43	0.33	3,495	26.83	15,942	122.40	130,242
17	46	0.32	4,054	28.06	18,718	129.56	144,477
18	46	0.31	4,405	29.79	20,409	138.01	147,876
19	47	0.31	4,014	26.56	18,328	121.27	151,132
20-24	223	0.29	17,746	23.30	85,922	112.83	761,550
25-29	191	0.24	15,200	19.00	75,428	94.30	799,857
30-34	166	0.22	12,443	16.72	63,621	85.47	744,334
35-39	150	0.19	12,400	15.33	62,942	77.82	808,803
40-44	149	0.18	12,008	14.27	61,791	73.41	841,676
45-49	174	0.20	11,444	13.09	58,337	66.72	874,374
50-54	117	0.15	9,564	11.94	48,506	60.57	800,831
55-59	101	0.15	7,548	10.91	38,874	56.18	691,961
60-64	66	0.13	4,874	9.38	25,386	48.88	519,406
65-69	48	0.12	3,306	8.61	16,865	43.91	384,077
70-74	34	0.11	2,533	8.52	11,985	40.33	297,143
75 or Older	81	0.17	4,185	8.78	19,751	41.42	476,803
Unknown	53	--	6,547	--	69,096	--	--
TOTAL	1,741	0.20	136,048	15.79	713,102	82.77	8,615,314

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

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	90,895	503,309	48,601
Fatal Crashes	227	1,292	163
Injury Crashes	19,678	99,517	10,024
Licensed Drivers	727,629	6,688,890	1,158,023
Fatal Crash Ratio [1]	2.50	2.57	3.35
Fatal Crash Rate [2]	0.31	0.19	0.14
Total Crash Rate [3]	124.92	75.25	41.97

[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	20	659	3,158	20	1,004	6.2
Fourth of July	4.25	21	852	4,018	21	1,300	4.9
Labor Day	3.25	17	653	2,978	17	997	5.2
Thanksgiving	4.25	17	648	3,973	20	964	4.7
Christmas	3.25	9	396	2,636	10	587	3.1
New Year's	3.25	13	503	2,836	13	738	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.

2006 Crash Data

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

Crashes by Road Surface Condition

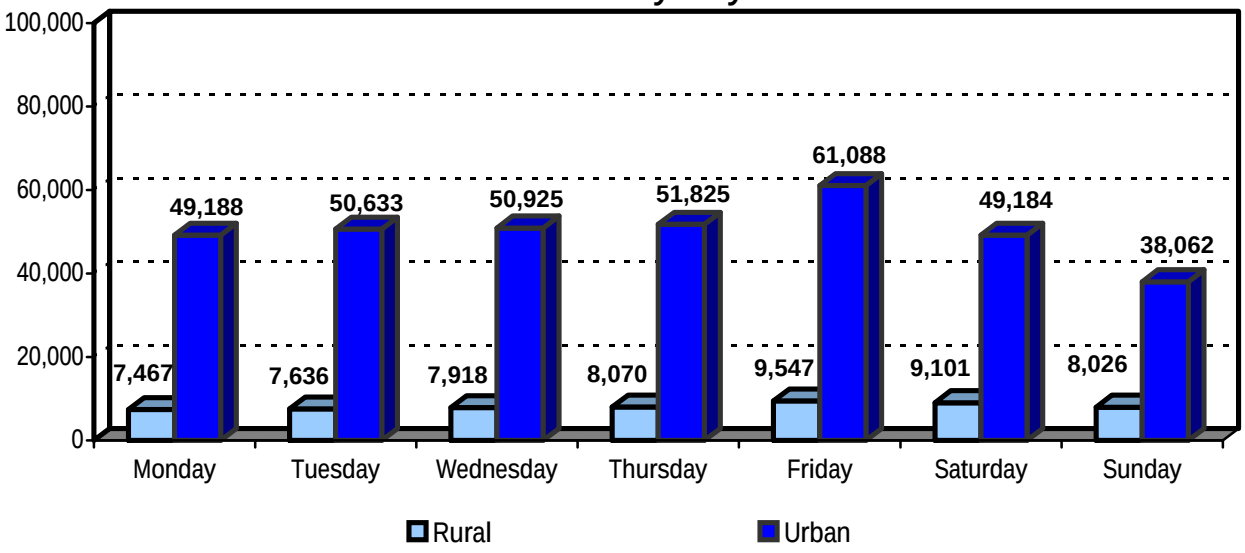
ROAD SURFACE CONDITION	CRASH SEVERITY Fatal	Injury	Property Damage	Total
Dry	920	56,862	240,320	298,102
Wet	169	14,188	58,582	72,939
Ice or Snow	23	1,972	10,581	12,576
Sand, Mud or Dirt	2	104	429	535
Other	6	292	671	969
Unknown	16	1,938	21,595	23,549
TOTAL	1,136	75,356	332,178	408,670

Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY Fatal	Injury	Property Damage	Total
Daylight	507	50,595	212,000	263,102
Dawn	22	1,069	5,298	6,389
Dusk	17	1,764	8,084	9,865
Darkness	339	8,456	43,600	52,395
Darkness – Road Lighted	249	13,112	55,750	69,111
Unknown	2	360	7,446	7,808
TOTAL	1,136	75,356	332,178	408,670

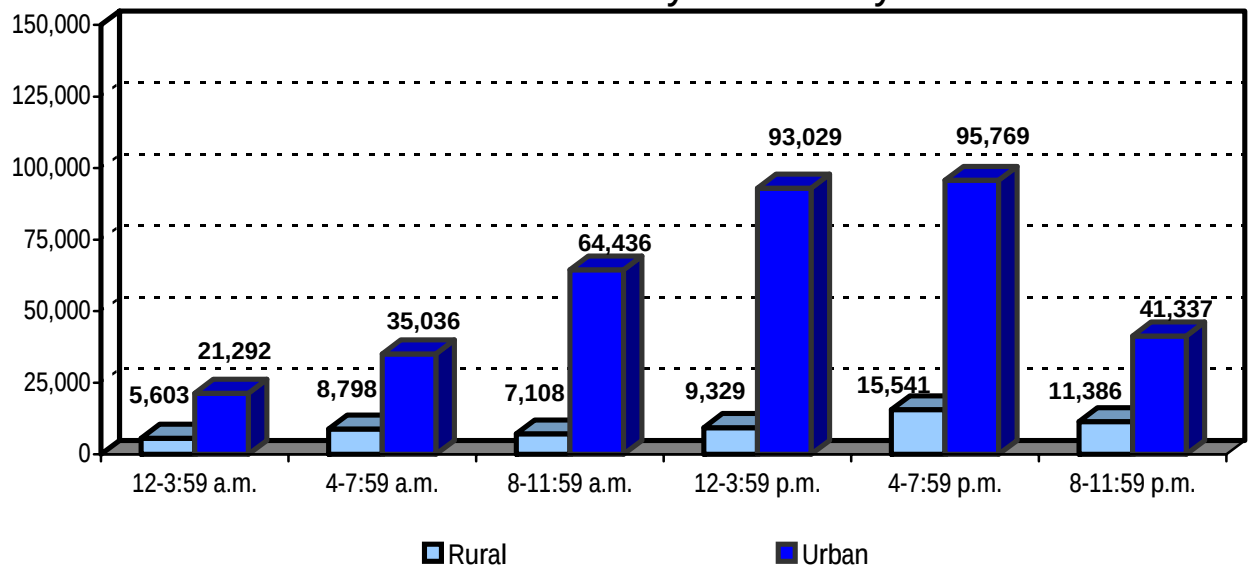
Refer to note on page 9 for definition of data included.

Crashes by Day of Week



The greatest number of crashes occurred on Friday, with 61,088 crashes in urban locations and 9,547 crashes in rural locations. The second largest number of crashes occurred on Thursday.

Crashes by Time of Day



Note: There were 6 crashes for which the time of day is unknown.

69.8 percent of all crashes for which the time of day is known occurred between 8:00 a.m. and 7:59 p.m. 88.8 percent of these 285,212 crashes occurred on urban roadways.

2006 Crash Data

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

Crashes by Type of Roadway

TYPE OF ROADWAY	CRASH SEVERITY			PERSONS		PEDESTRIANS
	Fatal	Injury	Total	Killed	Injured	KILLED
URBAN						
State Highways	187	19,479	93,190	207	28,216	29
Percent	*16.5*	*25.8*	*22.8*	*16.5*	*26.4*	*21.2*
Interstate Type Roads	96	4,302	26,429	98	6,150	6
Percent	*8.5*	*5.7*	*6.5*	*7.8*	*5.8*	*4.4*
City Streets and Roads	247	28,708	170,333	276	39,308	50
Percent	*21.7*	*38.1*	*41.7*	*22.0*	*36.8*	*36.5*
Unmarked State Routes	111	11,534	60,953	119	16,643	33
Percent	*9.8*	*15.3*	*14.9*	*9.5*	*15.6*	*24.1*
Urban Total	641	64,023	350,905	700	90,317	118
Percent	*56.4*	*85.0*	*85.9*	*55.8*	*84.5*	*86.1*
RURAL						
State Highways	171	3,435	18,723	198	5,318	7
Percent	*15.1*	*4.6*	*4.6*	*15.8*	*5.0*	*5.1*
Interstate Type Roads	46	747	4,530	57	1,199	1
Percent	*4.0*	*1.0*	*1.1*	*4.5*	*1.1*	*0.7*
County and Local Roads	258	6,744	32,527	278	9,508	9
Percent	*22.7*	*8.9*	*8.0*	*22.2*	*8.9*	*6.6*
Unmarked State Routes	20	407	1,985	21	576	2
Percent	*1.8*	*0.5*	*0.5*	*1.7*	*0.5*	*1.5*
Rural Total	495	11,333	57,765	554	16,601	19
Percent	*43.6*	*15.0*	*14.1*	*44.2*	*15.5*	*13.9*
TOTAL	1,136	75,356	408,670	1,254	106,918	137
Percent	*100.0*	*100.0*	*100.0*	*100.0*	*100.0*	*100.0*

In 2006, there were 1,254 fatalities, including 137 that were pedestrians. 86.1 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 55.8 percent of all fatalities and 84.5 percent of all injuries resulted from crashes on urban 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	653	35,589	185,953	222,195
Stop Sign/Red Flasher	115	10,413	32,921	43,449
Traffic Control Signal	115	20,981	73,333	94,429
Yield Sign/Yellow Flasher	7	457	1,350	1,814
Police Officer/Flagman	2	154	388	544
RR Crossing Gates	5	128	655	788
Other RR Crossing Device	4	78	236	318
School Speed Zone	0	34	94	128
No Passing Zone	28	920	3,972	4,920
Other Regulatory Sign	4	359	1,356	1,719
Other Warning Sign	14	346	1,153	1,513
Lane Use Control Marking	169	4,880	23,166	28,215
Other/Unknown	20	1,017	7,601	8,638
TOTAL	1,136	75,356	332,178	408,670

The greatest number of crashes occurred where no traffic controls were present. Such crashes account for 57.5 percent of fatal crashes, 47.2 percent of injury crashes, 56.0 percent of property damage crashes, and 54.4 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was in effect (23.1 percent of total crashes).

2006 Crash Data

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

Crashes by Type of Collision

TYPE OF COLLISION	CRASH SEVERITY			PERSONS	
	Fatal	Injury	Total	Killed	Injured
Vehicle Overturned	107	3,019	5,618	109	4,075
Pedestrian	127	5,917	6,055	129	6,254
Train	11	46	141	19	61
Pedalcyclist	25	3,152	3,185	25	3,266
Animal	2	917	26,605	2	1,055
Fixed Object	378	9,123	39,998	419	11,611
Other Object	5	296	2,864	5	360
Other Noncollision	8	741	2,904	8	890
Parked	16	1,837	44,714	19	2,244
Rear-End	62	20,714	116,370	65	29,754
Head-On	115	1,023	2,377	145	2,235
Sideswipe - Same Direction	26	2,697	36,966	26	3,777
Sideswipe - Opposite Direction	30	903	4,582	37	1,489
Angle	128	10,653	45,325	142	17,465
Turning	96	14,307	70,771	104	22,368
Other	0	11	195	0	14
TOTAL	1,136	75,356	408,670	1,254	106,918

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 33.4 percent of all fatalities in 2006. Rear-end collisions comprise the highest number of injury crashes, resulting in 27.8 percent of all injuries in 2006. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.5 percent of total crashes.

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	1,078	964	2,042	6.9	1,078	964	2,042	2.1
5-9	0	0	0	0.0	1,098	1,220	2,318	7.8	1,098	1,220	2,318	2.4
10-14	34	19	53	0.1	1,054	1,456	2,510	8.4	1,088	1,475	2,563	2.6
15-19	4,027	4,443	8,470	12.5	2,268	3,240	5,508	18.5	6,295	7,683	13,978	14.4
20-24	4,880	4,600	9,480	14.0	1,620	1,956	3,576	12.0	6,500	6,556	13,056	13.4
25-34	7,061	7,145	14,206	21.0	1,694	2,261	3,955	13.3	8,755	9,406	18,161	18.6
35-44	6,310	6,254	12,564	18.6	979	1,775	2,754	9.3	7,289	8,029	15,318	15.7
45-54	5,622	5,428	11,050	16.3	806	1,702	2,508	8.4	6,428	7,130	13,558	13.9
55-64	3,285	3,130	6,415	9.5	425	1,154	1,579	5.3	3,710	4,284	7,994	8.2
65-74	1,547	1,437	2,984	4.4	196	761	957	3.2	1,743	2,198	3,941	4.0
75 or Older	1,159	1,100	2,259	3.3	233	698	931	3.1	1,392	1,798	3,190	3.3
Unknown	131	57	188	0.3	451	631	1,082	3.6	582	688	1,270	1.3
TOTAL	34,056	33,613	67,669	100.0	11,902	17,818	29,720	100.0	45,958	51,431	97,389	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	120	55	175	2.8	10	5	15	0.5	130	60	190	2.0
5-9	307	161	468	7.5	160	65	225	7.1	467	226	693	7.4
10-14	405	266	671	10.8	486	119	605	19.2	891	385	1,276	13.6
15-19	371	348	719	11.6	301	92	393	12.4	672	440	1,112	11.9
20-24	313	252	565	9.1	225	115	340	10.8	538	367	905	9.7
25-34	454	374	828	13.3	325	124	449	14.2	779	498	1,277	13.6
35-44	445	343	788	12.7	278	75	353	11.2	723	418	1,141	12.2
45-54	440	342	782	12.6	309	62	371	11.8	749	404	1,153	12.3
55-64	251	243	494	8.0	126	24	150	4.8	377	267	644	6.9
65-74	126	137	263	4.2	69	6	75	2.4	195	143	338	3.6
75 or Older	90	94	184	3.0	22	9	31	1.0	112	103	215	2.3
Unknown	154	116	270	4.3	120	30	150	4.8	274	146	420	4.5
TOTAL	3,476	2,731	6,207	100.0	2,431	726	3,157	100.0	5,907	3,457	9,364	100.0

Note: The totals above do not include 98 drivers, 8 passengers, 14 pedestrians, and 31 pedalcyclists whose age and gender were unknown. An additional 12 occupants of non-motor vehicles and 2 equestrians were also injured.

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

Drivers injured amount to 63.3 percent of all injuries in 2006.

Passengers represent 27.8 percent of the total number of injuries in 2006.

Pedestrians account for 5.8 percent of all injuries.

Pedalcyclists account for 3.0 percent of all injuries.

2006 Crash Data

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

Pedestrian and Pedalcycle Crashes

	PEDESTRIAN	PEDALCYCLE
Total Crashes	6,212	3,204
Fatal Crashes	138	26
Injury Crashes	6,063	3,173
Property Damage Crashes	11	5
Number of Crashes by Light Condition		
Light Condition		
Daylight	3,861	2,449
Dawn	87	26
Dusk	190	108
Darkness	554	161
Darkness – Road Lighted	1,462	437
Unknown	58	23
TOTAL	6,212	3,204
Number of Crashes by Type of Roadway		
Urban		
State Routes	860	566
Interstate Type Roads	56	7
City Streets and Roads	3,778	1,951
Unmarked State Routes	1,344	566
Urban Total	6,038	3,090
Rural		
State Routes	41	18
Interstate Type Roads	5	0
County and Local Roads	121	94
Unmarked State Routes	7	2
Rural Total	174	114

Number of Persons Killed and Injured by Age

	Pedestrians		Pedalcyclists	
	Killed	Injured	Killed	Injured
Age				
4 or Younger	7	175	0	15
5-9	6	468	3	225
10-14	2	671	2	605
15-19	5	719	1	393
20-24	8	565	0	340
25-34	14	828	3	449
35-44	19	788	4	353
45-54	24	782	6	371
55-64	17	494	2	150
65 or Older	35	447	3	106
Unknown	0	284	0	181
TOTAL	137	6,221	24	3,188

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

Motorcycle Crashes

Motorcycle crashes account for 1.0 percent of all crashes in the year 2006. The number of motorcyclists killed decreased by 16.5 percent, from 158 in 2005 to 132 in 2006. These motorcycle fatalities account for 10.5 percent of all fatalities in 2006.

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

Total Crashes	4,119
Fatal Crashes	128
Injury Crashes	2,573
Motorcyclists Killed	132
Motorcyclists Injured	2,788
Non-Motorcyclists Killed	0
Non-Motorcyclists Injured	207

OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	0
10-14	0	7
15-19	2	120
20-24	18	374
25-34	28	544
35-44	25	546
45 or Older	48	863
Unknown	0	7
TOTAL	121	2,461

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,214
Passing/Overtaking	108
Making Left Turn	193
Making Right Turn	152
Slow/Stopped in Traffic	261
Skidding/Control Loss	550
Changing Lanes	46
Other	550
Parked	155
TOTAL	4,229

2006 Crash Data

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

School Bus Crashes

In 2006, there were 2,069 school bus crashes. These crashes account for 0.5 percent of the total crashes for the year.

Injury crashes involving school buses decreased by 7.7 percent, from 352 in 2005 to 325 in 2006. The number of fatalities decreased by 71.4 percent.

Total Crashes	2,069
Fatal Crashes	2
Injury Crashes	325
Property Damage Crashes	1,742
Urban Crashes	1,878
Rural Crashes	191

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	359
Interstate Type Roads	38
City Streets and Roads	1,172
Unmarked State Routes	309
Urban Total	1,878
RURAL	
State Routes	35
Interstate Type Roads	4
County and Local Roads	148
Unmarked State Routes	4
Rural Total	191

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	95
School Bus Passengers (School-Age)*	0	96
Other School Bus Passengers	0	47
Other Vehicle Occupants	2	277
Pedestrians (School-Age)*	0	12
Other Pedestrians	0	9
Pedalcyclists	0	3
TOTAL	2	539

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

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

Tractor-Trailer Crashes

There were 16,064 crashes involving tractor-trailers in Illinois in the year 2006. These tractor-trailer crashes account for 3.9 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 10.1 percent of all fatal crashes. Fatal crashes decreased by 12.2 percent, with the number of fatalities decreasing by 6.1 percent, from 148 in 2005 to 139 in 2006.

Total Crashes	16,064
Fatal Crashes	115
Injury Crashes	2,310
Property Damage Crashes	13,639
Vehicle Miles Traveled (Millions)	7,507

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	3,400
Interstate Type Roads	4,179
City Streets and Roads	4,283
Unmarked State Routes	1,751
Urban Total	13,613
RURAL	
State Routes	814
Interstate Type Roads	819
County and Local Roads	741
Unmarked State Routes	77
Rural Total	2,451

PERSONS KILLED AND INJURED
BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	20	700
Other Vehicle Occupants	109	2,567
Pedestrians	8	35
Pedalcyclists	2	9
TOTAL	139	3,311

2006 Crash Data

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, maintenance, or utility workers or designated work zone areas are included.

Work zone crashes account for 2.0 percent of all crashes in 2006.

Total Crashes	8,326
Fatal Crashes	23
Injury Crashes	1,586
Persons Killed	29
Persons Injured	2,268

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	1,217
Interstate Type Roads	3,571
City Streets and Roads	2,453
Unmarked State Routes	585
Urban Total	7,826
RURAL	
State Routes	124
Interstate Type Roads	123
County and Local Roads	229
Unmarked State Routes	24
Rural Total	500

PERSONS INJURED BY TYPE OF ROADWAY

URBAN	
State Routes	469
Interstate Type Roads	847
City Streets and Roads	626
Unmarked State Routes	160
Urban Total	2,102
RURAL	
State Routes	62
Interstate Type Roads	28
County and Local Roads	62
Unmarked State Routes	14
Rural Total	166

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

Deer Crashes

In 2006, there were 25,491 crashes involving deer. Deer crashes account for 6.2 percent of the total crashes.

17.0 percent of deer crashes occurred during daylight hours; 66.5 percent occurred in darkness. Approximately 78.2 percent of deer crashes were on rural roadways, with 42.0 percent of these crashes on state routes.

Total Crashes	25,491
Fatal Crashes	1
Injury Crashes	832
Persons Killed	1
Persons Injured	939

CRASHES BY LIGHT CONDITION

Daylight	4,321
Dawn	1,501
Dusk	1,092
Darkness	16,960
Darkness – Road Lighted	1,097
Unknown	520
TOTAL	25,491

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	2,470
Interstate Type Roads	698
City Streets and Roads	1,883
Unmarked State Routes	517
Urban Total	5,568
RURAL	
State Routes	8,371
Interstate Type Roads	1,658
County and Local Roads	9,296
Unmarked State Routes	598
Rural Total	19,923

2006 Crash Data

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

County Motor Vehicle Crash Statistics

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Adams	1,754	5	448
Alexander	183	4	64
Bond	458	4	130
Boone	1,292	7	466
Brown	267	3	51
Bureau	1,188	8	294
Calhoun	291	4	38
Carroll	452	1	122
Cass	360	2	60
Champaign	4,303	16	1,318
Christian	868	6	262
Clark	513	6	99
Clay	403	0	88
Clinton	726	8	208
Coles	1,296	4	358
Cook	203,035	362	47,323
Crawford	701	6	84
Cumberland	359	3	60
DeKalb	2,302	8	736
DeWitt	387	0	93
Douglas	346	9	107
DuPage	28,074	36	7,363
Edgar	437	2	115
Edwards	208	3	28
Effingham	1,291	9	361
Fayette	638	9	158
Ford	280	5	99
Franklin	1,226	14	422
Fulton	1,057	9	250
Gallatin	151	2	41
Greene	405	2	98
Grundy	1,363	2	432
Hamilton	227	0	56
Hancock	515	2	102
Hardin	141	7	54
Henderson	270	7	70
Henry	1,040	11	285
Iroquois	795	6	311
Jackson	1,930	11	535
Jasper	243	3	90
Jefferson	1,514	6	421
Jersey	712	5	181
JoDaviess	716	4	186
Johnson	376	3	57
Kane	13,828	56	4,354
Kankakee	2,879	8	925
Kendall	2,067	9	654
Knox	1,276	4	354
Lake	18,249	38	5,539
LaSalle	3,040	23	889
Lawrence	416	7	67

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

County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	1,081	8	293
Livingston	731	8	252
Logan	826	5	222
McDonough	884	3	172
McHenry	7,222	32	2,190
McLean	3,938	17	1,132
Macon	3,117	10	1,024
Macoupin	1,080	7	259
Madison	6,854	31	2,081
Marion	1,226	8	313
Marshall	322	5	91
Mason	349	1	81
Massac	488	2	130
Menard	276	1	35
Mercer	306	2	118
Monroe	766	6	229
Montgomery	765	8	238
Morgan	936	1	283
Moultrie	355	4	112
Ogle	1,414	22	347
Peoria	6,037	17	1,854
Perry	687	2	159
Piatt	257	0	82
Pike	932	5	112
Pope	126	2	26
Pulaski	173	2	35
Putnam	203	3	38
Randolph	921	4	227
Richland	496	3	160
Rock Island	4,098	9	1,230
St. Clair	7,820	51	2,519
Saline	584	7	147
Sangamon	6,326	16	1,935
Schuyler	339	1	48
Scott	199	1	51
Shelby	557	1	124
Stark	155	1	36
Stephenson	1,365	8	321
Tazewell	3,326	18	998
Union	522	2	112
Vermilion	1,938	11	622
Wabash	318	1	66
Warren	549	3	133
Washington	508	6	147
Wayne	596	5	152
White	570	0	129
Whiteside	1,544	7	417
Will	16,229	66	4,783
Williamson	2,009	19	637
Winnebago	8,910	27	2,922
Woodford	592	6	188
TOTALS	408,670	1,254	106,918

2006
Fatal Crash Data

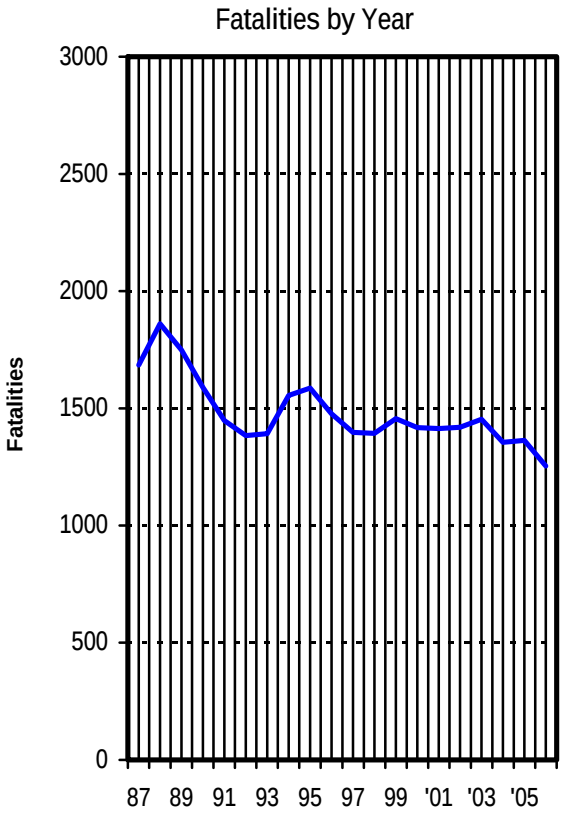
IMPORTANT

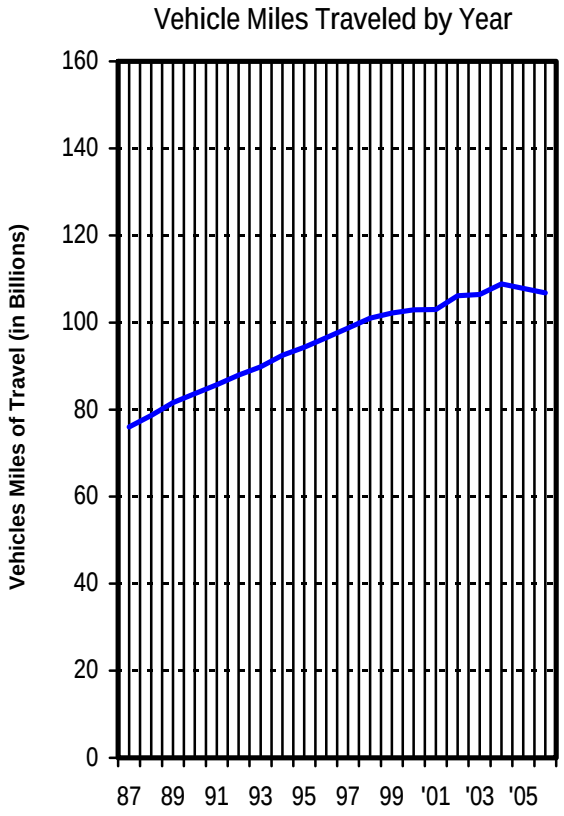
The data provided in this section are based on reported crashes which occurred on public roadways within Illinois and which involved at least one fatality.

2006 Fatal Crash Data

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

Illinois Fatalities and Vehicle Miles Traveled* 1987-2006





YEAR	FATALITIES	TRAVEL
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
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52

YEAR	FATALITIES	TRAVEL
1997	1,397	98.73
1998	1,393	100.97
1999	1,456	102.19
2000	1,418	102.94
2001	1,414	103.01
2002	1,420	106.18
2003	1,454	106.46
2004	1,355	108.91
2005	1,363	107.86
2006	1,254	106.81

* Travel is stated in billions of miles.

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

Fatal Crashes During the Holidays
Total and Alcohol-Related*

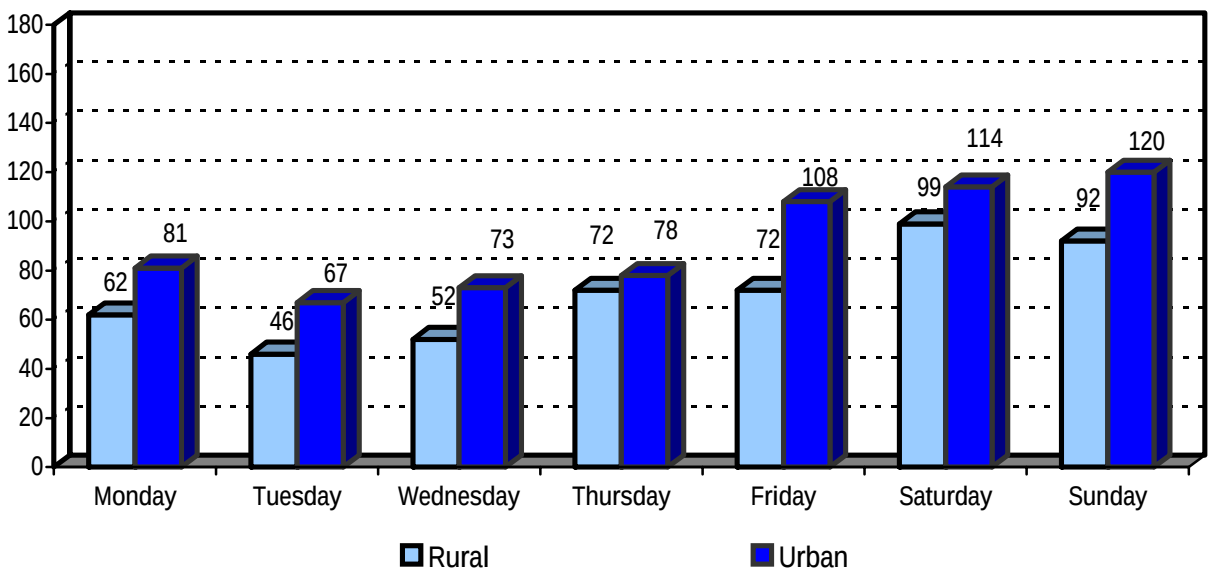
HOLIDAY PERIODS	NUMBER OF DAYS	FATAL CRASHES			FATALITIES		
		Alcohol-Related*		Total	Alcohol-Related*		Total
Memorial Day							
6:00 p.m. on 05/26/06 - Midnight on 05/29/06	3.25	10	of 50.0%	20	10	of 50.0%	20
Fourth of July							
6:00 p.m. on 06/30/06 - Midnight on 07/04/06	4.25	8	of 38.1%	21	8	of 38.1%	21
Labor Day							
6:00 p.m. on 09/01/06 - Midnight on 09/04/06	3.25	5	of 29.4%	17	5	of 29.4%	17
Thanksgiving							
6:00 p.m. on 11/22/06 - Midnight on 11/26/06	4.25	7	of 41.2%	17	7	of 35.0%	20
Christmas							
6:00 p.m. on 12/22/06 - Midnight on 12/25/06	3.25	7	of 77.8%	9	8	of 80.0%	10
New Year's							
6:00 p.m. on 12/29/06 - Midnight on 01/01/07	3.25	6	of 46.2%	13	6	of 46.2%	13

* 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).

2006 Fatal Crash Data

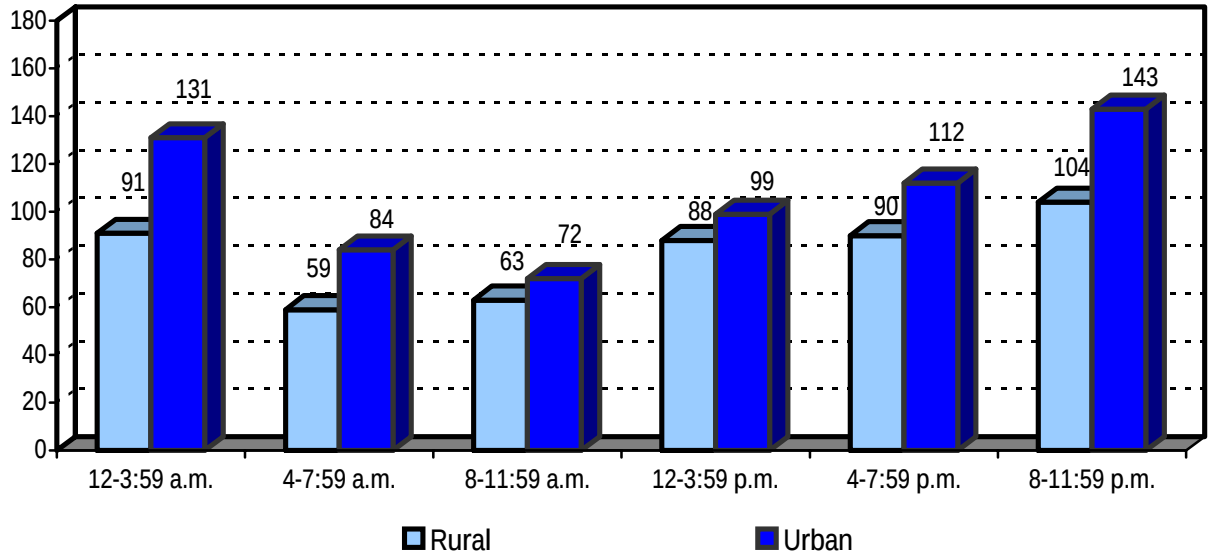
Refer to note on page 29 for definition of data included.

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday, with 114 crashes in urban locations and 99 crashes in rural locations. The second largest number of fatal crashes occurred on Sunday, with 120 crashes occurring in urban locations and 92 crashes occurring in rural locations.

Fatal Crashes by Time of Day



57.5 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 671 crashes occurred on urban roadways (386 crashes).

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

Fatalities by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	6	6	12	4.2	6	6	12	1.1
5-9	0	0	0	0.0	0	6	6	2.1	0	6	6	0.6
10-14	0	0	0	0.0	5	10	15	5.3	5	10	15	1.4
15-19	68	28	96	12.0	37	29	66	23.2	105	57	162	14.9
20-24	87	21	108	13.5	24	18	42	14.7	111	39	150	13.8
25-34	116	37	153	19.1	16	14	30	10.5	132	51	183	16.8
35-44	99	37	136	17.0	13	20	33	11.6	112	57	169	15.5
45-54	99	34	133	16.6	12	14	26	9.1	111	48	159	14.6
55-64	71	14	85	10.6	5	9	14	4.9	76	23	99	9.1
65-74	31	9	40	5.0	3	8	11	3.9	34	17	51	4.7
75 or Older	37	14	51	6.4	10	20	30	10.5	47	34	81	7.5
TOTAL	608	194	802	100.0	131	154	285	100.0	739	348	1,087	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	2	5	7	5.1	0	0	0	0.0	2	5	7	4.3
5-9	6	0	6	4.4	3	0	3	12.5	9	0	9	5.6
10-14	2	0	2	1.5	1	1	2	8.3	3	1	4	2.5
15-19	3	2	5	3.6	1	0	1	4.2	4	2	6	3.7
20-24	3	5	8	5.8	0	0	0	0.0	3	5	8	5.0
25-34	13	1	14	10.2	3	0	3	12.5	16	1	17	10.6
35-44	13	6	19	13.9	4	0	4	16.7	17	6	23	14.3
45-54	18	6	24	17.5	5	1	6	25.0	23	7	30	18.6
55-64	8	9	17	12.4	2	0	2	8.3	10	9	19	11.8
65-74	11	4	15	10.9	0	0	0	0.0	11	4	15	9.3
75 or Older	9	11	20	14.6	3	0	3	12.5	12	11	23	14.3
TOTAL	88	49	137	100.0	22	2	24	100.0	110	51	161	100.0

Note: Six additional people were killed in motor vehicle crashes in Illinois in 2006. Those six 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 64.0 percent of all fatalities in 2006. Driver fatalities decreased by 4.8 percent from 2005 to 2006.

Passengers represent 22.7 percent of the total number of fatalities in 2006. They decreased by 13.4 percent.

Pedestrians account for 10.9 percent of all fatalities. They decreased by 18.5 percent from 2005 to 2006.

Pedalcyclists, which account for 1.9 percent of all fatalities, increased by 14.3 percent from 2005 to 2006.

2006 Fatal Crash Data

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

Occupant Restraint Usage for Persons Killed

TYPE OF RESTRAINT	DRIVER	PASSENGER	TOTAL
None Used/Not Applicable	347	116	463
Shoulder Belt	1	0	1
Lap Belt	0	3	3
Lap and Shoulder Belt	276	107	383
Child Safety Seat	0	7	7
Restraint Used – Type Unknown	0	0	0
Safety Belt Used Improperly	2	2	4
Child Safety Seat Used Improperly	0	1	1
Unknown	42	34	76
TOTAL	668	270	938

	AGE GROUPS					
TYPE OF RESTRAINT	0-3	4-5	6-9	10-14	15-20	21 or Older
None Used/Not Applicable	1	0	1	7	100	354
Shoulder Belt	0	0	0	0	0	1
Lap Belt	0	0	0	0	0	3
Lap and Shoulder Belt	0	0	4	6	60	313
Child Safety Seat	6	1	0	0	0	0
Restraint Used – Type Unknown	0	0	0	0	0	0
Safety Belt Used Improperly	0	1	0	0	0	3
Child Safety Seat Used Improperly	1	0	0	0	0	0
Unknown	2	0	0	1	16	57
TOTAL	10	2	5	14	176	731

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

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

Drivers Involved in Fatal Crashes by Age and Location

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers		Drivers		Drivers	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	4	4	2	2	6	6
Percent	*0.6*	*1.0*	*0.2*	*0.5*	*0.3*	*0.7*
16	23	7	20	8	43	15
Percent	*3.2*	*1.7*	*2.0*	*2.0*	*2.5*	*1.9*
17	22	14	24	12	46	26
Percent	*3.0*	*3.5*	*2.4*	*3.0*	*2.6*	*3.2*
18	17	11	29	13	46	24
Percent	*2.3*	*2.7*	*2.9*	*3.3*	*2.6*	*3.0*
19	27	17	20	8	47	25
Percent	*3.7*	*4.2*	*2.0*	*2.0*	*2.7*	*3.1*
20-24	88	53	135	55	223	108
Percent	*12.1*	*13.2*	*13.3*	*13.8*	*12.8*	*13.5*
25-34	131	69	226	84	357	153
Percent	*18.0*	*17.2*	*22.3*	*21.0*	*20.5*	*19.1*
35-44	132	71	167	65	299	136
Percent	*18.2*	*17.7*	*16.5*	*16.3*	*17.2*	*17.0*
45-54	116	64	175	69	291	133
Percent	*16.0*	*15.9*	*17.3*	*17.3*	*16.7*	*16.6*
55-64	90	50	77	35	167	85
Percent	*12.4*	*12.4*	*7.6*	*8.8*	*9.6*	*10.6*
65-74	39	22	43	18	82	40
Percent	*5.4*	*5.5*	*4.2*	*4.5*	*4.7*	*5.0*
75 or Older	33	20	48	31	81	51
Percent	*4.5*	*5.0*	*4.7*	*7.8*	*4.7*	*6.4*
Unknown	5	0	48	0	53	0
Percent	*0.7*	*0.0*	*4.7*	*0.0*	*3.0*	*0.0*
TOTAL	727	402	1,014	400	1,741	802
Percent	*100.0*	*100.0*	*100.0*	*100.0*	*100.0*	*100.0*

In 2006, 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 16-24 age group. This age group accounts for 24.3 percent of the drivers involved in rural fatal crashes and 22.5 percent of the drivers involved in urban fatal crashes.

2006 Fatal Crash Data

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

Drivers Killed by Age and BAC*

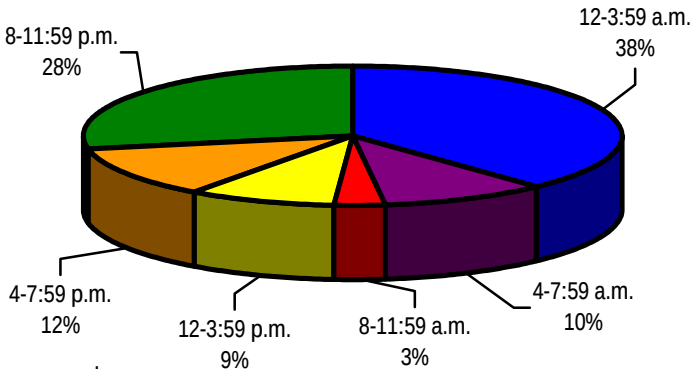
AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	5	0	0	0	5	1	6
16-20	52	16	24	3	95	13	108
21-24	25	9	33	12	79	11	90
25-34	59	7	47	25	138	15	153
35-44	50	10	32	26	118	18	136
45-54	70	10	19	20	119	14	133
55-64	48	4	9	9	70	15	85
65-74	30	3	1	0	34	6	40
75 or Older	32	4	0	1	37	14	51
TOTAL	371	63	165	96	695	107	802

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

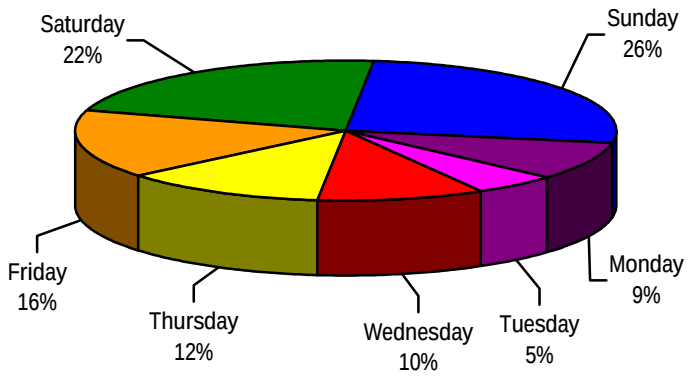
Fatal Alcohol-Related Crashes by Time of Day and Day of Week

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 2006.

TIME OF DAY



DAY OF WEEK



2006 Fatal Crash Data

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

Fatal Pedestrian and Pedalcycle Crashes

Fatal Pedestrian Crashes	138
Pedestrians Killed	137

Fatal Pedalcycle Crashes	26
Pedalcyclists Killed	24

PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC*

	BAC TEST RESULTS					
AGE	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total
Pedestrians						
4 or Younger	2	0	0	0	5	7
5-9	1	0	0	0	5	6
10-15	2	0	0	0	0	2
16-20	1	0	2	1	1	5
21-24	1	0	5	0	2	8
25-34	7	1	2	3	1	14
35-44	7	1	4	8	0	20
45-54	9	2	4	7	1	23
55-64	8	1	3	3	2	17
65-74	10	4	0	0	1	15
75 or Older	13	0	0	0	7	20
TOTAL	61	9	20	22	25	137
Pedalcyclists						
4 or Younger	0	0	0	0	0	0
5-9	2	0	0	0	1	3
10-15	2	0	0	0	0	2
16-20	0	0	0	0	1	1
21-24	0	0	0	0	0	0
25-34	2	0	1	0	0	3
35-44	0	2	0	1	1	4
45-54	3	0	1	1	1	6
55-64	2	0	0	0	0	2
65-74	0	0	0	0	0	0
75 or Older	3	0	0	0	0	3
TOTAL	14	2	2	2	4	24

* 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.

2006 Fatal Crash Data

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

Fatal Motorcycle Crashes

Fatal Crashes	128
Motorcyclists Killed	132
Non-Motorcyclists Killed	0

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	31
Interstate Type Roads	13
City Streets and Roads	23
Unmarked State Routes	9
Urban Total	76
RURAL	
State Routes	24
Interstate Type Roads	3
County and Local Roads	25
Unmarked State Routes	4
Rural Total	56

MOTORCYCLE OPERATORS KILLED BY AGE AND BAC*

	BAC TEST RESULTS					
AGE	0.00	0.01-0.07	0.08 -0.20	Over 0.20	No Test/ Unknown	Total
9 or Younger	0	0	0	0	0	0
10-15	0	0	0	0	0	0
16-20	2	2	2	0	0	6
21-24	8	1	3	0	2	14
25-34	11	3	8	1	5	28
35-44	7	2	8	4	4	25
45 or Older	20	6	7	7	8	48
TOTAL	48	14	28	12	19	121

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

Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 10.1 percent of all fatal crashes and 11.1 percent of all fatalities for the year.

46.8 percent of these fatalities occurred on urban roadways, while 53.2 percent occurred on rural roadways.

Fatal Crashes	115
Persons Killed	139

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	16
Interstate Type Roads	25
City Streets and Roads	13
Unmarked State Routes	11
Urban Total	65
RURAL	
State Routes	40
Interstate Type Roads	23
County and Local Roads	8
Unmarked State Routes	3
Rural Total	74

TRACTOR-TRAILER OPERATORS
INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	0	0
21-24	6	0
25-34	19	2
35-44	33	4
45-54	35	8
55-64	11	5
65 or Older	6	1
TOTAL	110	20

2006 Fatal Crash Data

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

Fatal Train Crashes

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

Fatal crashes involving trains account for 1.0 percent of all fatal crashes for 2006. Fatalities resulting from train crashes account for 1.5 percent of all fatalities.

Fatal Crashes	11
Persons Killed	19

PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	7
RR Flashers	7
Warning Sign	3
Other Control	0
No Control	2
TOTAL	19

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	1
City Streets and Roads	7
Unmarked State Routes	0
Urban Total	8
RURAL	
State Routes	0
County and Local Roads	10
Unmarked State Routes	1
Rural Total	11

MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC*

	BAC TEST RESULTS					
AGE	0.00	0.01-0.07	0.08-0.20	Over 0.20	No Test/ Unknown	Total
15 or Younger	0	0	0	0	0	0
16-20	0	0	0	0	0	0
21-24	0	0	0	0	0	0
25-34	1	0	0	0	1	2
35-44	3	1	0	1	0	5
45-54	1	0	0	0	1	2
55-64	0	0	0	0	0	0
65-74	0	0	0	0	0	0
75 or Older	0	1	0	0	0	1
TOTAL	5	2	0	1	2	10

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

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, maintenance, or utility workers or designated work zone areas are included.

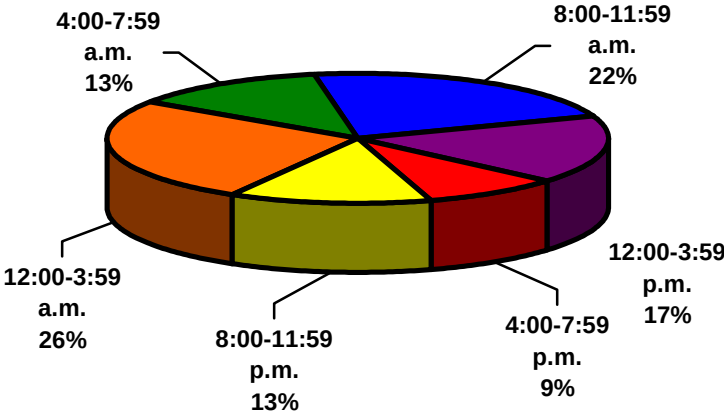
Fatal Crashes	23
Persons Killed	29
Drivers	20
Passengers	7
Workers	1
Pedestrians	1

FATAL CRASHES BY TYPE OF ROADWAY

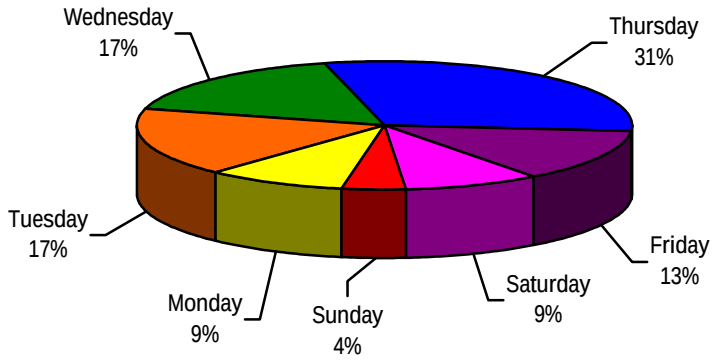
URBAN	
State Routes	1
Interstate Type Roads	10
City Streets and Roads	2
Unmarked State Routes	1
Urban Total	14
RURAL	
State Routes	3
Interstate Type Roads	4
County and Local Roads	2
Unmarked State Routes	0
Rural Total	9

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	Crash reporting threshold increased to damage in excess of $250 (previously $100).
.		
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required children under the age of 4 to be secured in a child restraint system and 4 and 5-year-olds to be secured in a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Violation of the law 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.

Appendix

Illinois Traffic-Related Key Events

January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
April	1992	Commercial driver's license required if operating a Class A or Class B vehicle.
January	1995	Zero Tolerance law enacted for drivers under the age of 21.
January	1995	Minimum fine for speeding in construction or school zones doubled (to $150).
August	1995	Penalties increased for drivers who do not stop when a school bus has stopped to load or unload passengers.
November	1995	Changes in federal legislation allowed Illinois to raise speed limits on certain interstate and freeway-type roads.
January	1997	Results of blood or urine tests of drivers receiving medical treatment in hospital emergency rooms for injuries resulting from a crash are reportable to law enforcement for the purpose of determining alcohol and/or drug content.
July	1997	Illegal per se lowered to 0.08 (previously 0.10).
January	1998	School bus drivers caught driving a school bus with any trace of alcohol in their systems will result in a loss of their school bus driver permit.
January	1998	Graduated driver's license established for drivers under 21 years of age.
January	1999	Use of ignition interlock devices established as a regular option for the sanction of certain repeat DUI offenders.
January	2000	Law amended to require that the 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 but did not mandate disclosure of test results).
August	2001	Penalties increased for repeat DUI offenders. Installation of ignition interlock devices in all vehicles owned by a person committing a second or subsequent DUI offense became mandatory.
August	2001	Additional penalties imposed for persons convicted of DUI with a BAC of 0.16 or higher, or with a BAC of 0.08 or higher and a child under age 16 in the vehicle.
August	2001	Penalties increased for persons convicted of a second or subsequent violation of driving with a suspended or revoked license. Penalties also increased for persons convicted of driving 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.

Appendix

Illinois Traffic-Related Key Events

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	Minimum fine for second and subsequent speed limit violations in highway work zones or school zones doubled (to $300).
January	2002	"Scott's Law" enacted, requiring drivers approaching a stationary authorized emergency vehicle displaying flashing warning lights to yield the right-of-way by making a lane change if safe to do so or otherwise reduce speed and proceed with caution. Included fines and possible license suspension for failure to do so.
January	2003	"Scott's Law" extended to require drivers entering a construction or maintenance zone where workers are present to make a lane change if safe to do so, or if impossible or unsafe to change lanes, to reduce speed and proceed with caution. Violation of this provision is punishable by a fine of up to $10,000. Driving under the influence while committing the offense is a factor in aggravation. Driving privileges suspended for 90 days to one year for property damage; for 180 days to two years if another person is injured; for two years if another person dies.
January	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person convicted of driving on A revoked or suspended license that is revoked or suspended as the result of a conviction for DUI, leaving the scene of a personal injury crash, reckless homicide, or a statutory summary suspension related to use of alcohol, drugs, or intoxicating compounds.
January	2003	No person may drive a bus for any school-related activity without a valid school bus permit.
July	2003	Statewide Traffic Stop Statistical Study established to collect data to identify racial bias.
July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to provide that the vehicle of a person who operates a vehicle without a license and Insurance and causes death or personal injury to another person is subject to seizure and forfeiture.
January	2004	Persons under the age of 18 who obtain a Graduated Driver's License may not drive during the first 6 months of the license or until the person reaches age 18 with more then one person in the vehicle who is under the age of 20 (siblings, step-siblings, children, and step-children excluded).
June	2004	Criminal Code amended to provide that if a defendant commits reckless homicide in a construction or maintenance zone and kills a worker, the defendant is guilty of a Class 2 felony, punishable by imprisonment for 3-14 years. If two or more persons are killed, the defendant may be sentenced to 6-28 years of imprisonment.
August	2004	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act became effective, allowing speed limit enforcement through the use of photographs or other recorded images in construction and maintenance zones.

Appendix

Illinois Traffic-Related Key Events

August	2004	Fines and other penalties for speeding in a construction/work zone increased. Surcharges to hire back off-duty State Police officers also increased. For a second or subsequent conviction for speeding in a work zone, offender's driving privileges suspended for 90 days.
January	2005	Penalties increased for persons who fail to remain at the scene of a crash involving personal injury or death. A person leaving the scene must report the crash at a police station or sheriff's office within ½ hour of the crash (previously one hour).
January	2005	Reckless driving and aggravated reckless driving expanded to include using an incline in a roadway (such as railroad crossing, bridge approach, hill) while driving a vehicle to cause the vehicle to become airborne. If as a result an individual is unintentionally killed, it is reckless homicide. If two or more are killed, it is a Class 2 felony.
January	2005	Offense of bribery to obtain driving privileges created, with penalties.
January	2005	Application for vehicle registration or registration renewal must include the liability insurance policy number, expiration date, and name of insurer.
July	2005	Persons under the age of 18 who have an instruction permit or Graduated Driver's License may not use a wireless phone while driving except for emergency purposes to contact law enforcement, health care provider, or emergency services agency.
May	2006	Madison County, St. Clair County, Cook County, the collar counties, and the municipalities within those counties may establish by ordinance a photo enforcement system for red light running at intersections. Suspension of driving privileges is allowed as a result of 5 unpaid photo enforcement traffic violations. This photo enforcement system may not be used for recording speed.
June	2006	Graduated Driver's License provisions amended to require 50 (previously 25) hours of behind-the-wheel instruction, with at least 10 of the hours at night.
January	2007	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act amended to require proof that workers were present when a citation is issued based on evidence obtained through automated photo enforcement. Photo enforcement other than in construction zones may not be used to record vehicle speeds to enforce any law.
January	2007	Automated enforcement cameras allowed at rail grade crossings to capture photos of vehicles and drivers that drive around lowered gates or stop on railroad tracks.
July	2007	A person convicted of driving an uninsured vehicle, in addition to any other penalty imposed, shall have the driving privileges suspended for 3 months and until a reinstatement fee of $100 is paid. If conviction for a similar violation occurs during the suspension, the driving privileges are suspended for an additional 6 months and until the reinstatement fee is paid.
July	2007	Driver's license cancellation for persons 18 years old or younger who fail to attend school or are habitually truant.

Appendix

Motorcycle Helmet Usage in Illinois
June 2007 Observational Survey Results

SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2007 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.

2. The survey sites included interstate highways and freeways, state highways, and a random sample of residential streets within selected areas.

There were 1,404 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 35.5 percent were wearing helmets.

MOTORCYCLE HELMET USAGE RATES

	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	1,404	35.5%
Regions		
City of Chicago (46)	67	29.9%
Cook County (40) (excluding Chicago)	77	31.2%
Collar Counties (118)	841	36.3%
Downstate (54)	419	35.6%
Road Type		
Residential (190)	459	34.6%
U.S./Illinois Highways (40)	351	34.8%
Interstate Highways (28)	594	36.5%
Day of Week		
Weekends (115)	1,166	34.0%
Weekdays (143)	238	42.9%

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

Safety Belt Usage in Illinois
2007 Observational Survey Results

SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2007 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

1. The survey was conducted between 7:00 a.m. and 6:30 p.m. when the light was adequate for observation.

2. The survey observations were restricted to front seat occupants (drivers and passengers) of cars, sport utility vehicles, taxis, vans, and pickup trucks.

3. Only the use of a shoulder harness was observed since vehicles passed an observation point without stopping.

4. The survey sites included interstate highways and freeways, state highways, and a random sample of residential streets within selected areas.

There were 135,722 front seat occupants observed during the June 2007 observational survey. The survey provided a statistically representative sample of the state as a whole. For more information on survey design, refer to the original report entitled "Design of the New Safety Belt Usage Survey in Illinois," Division of Traffic Safety, Illinois Department of Transportation (IDOT), January 1994.

SAFETY BELT USAGE RATES

	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	135,722	90.1%
Regions		
City of Chicago (46)	23,826	86.8%
Cook County (40) (excluding Chicago)	16,319	88.2%
Collar Counties (118)	65,088	92.3%
Downstate (54)	30,489	89.4%
Road Type		
Residential (190)	76,696	88.7%
U.S./Illinois Highways (40)	23,571	90.5%
Interstate Highways (28)	35,455	93.3%
Day Of Week		
Weekends (115)	66,322	91.8%
Weekdays (143)	69,400	88.7%

Appendix

Safety Belt Usage in Illinois
2007 Observational Survey Results

HISTORICAL TRENDS

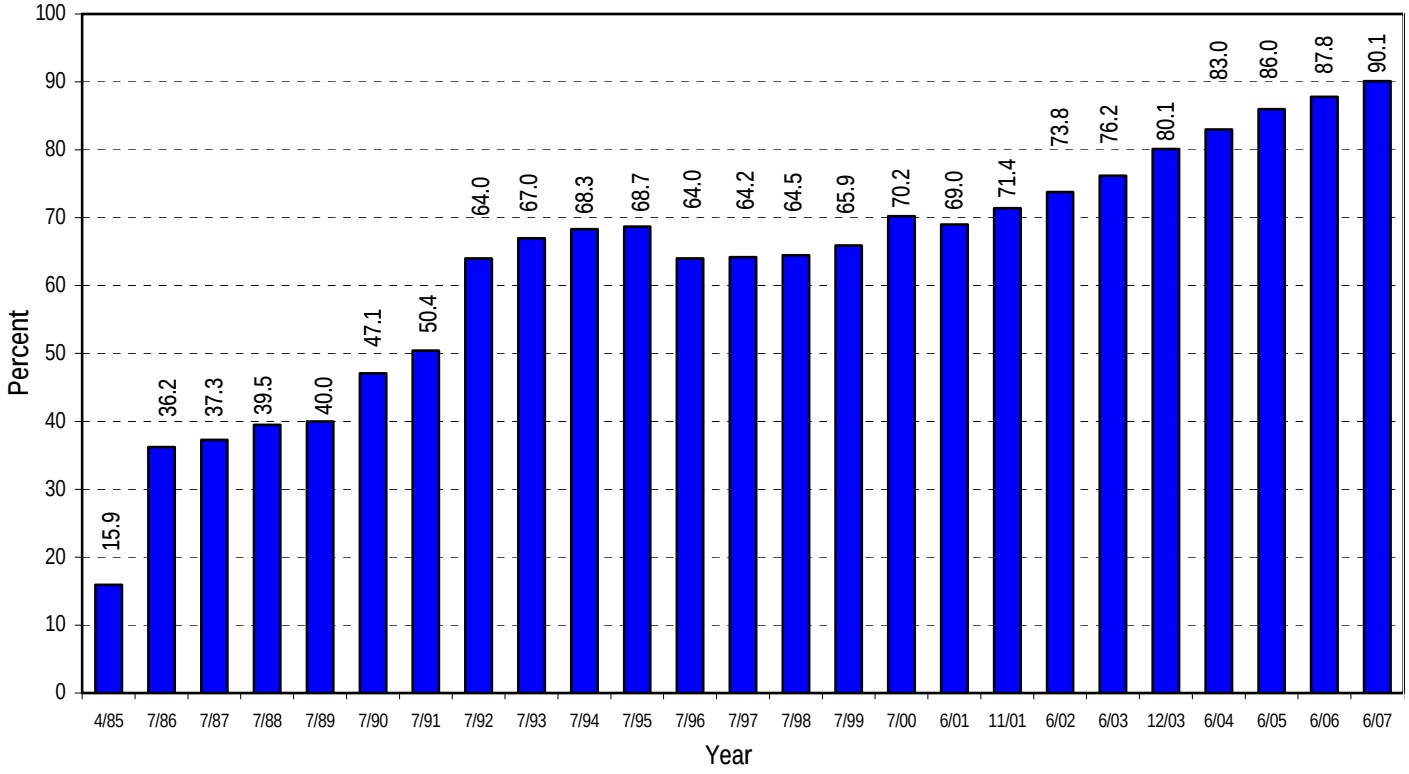
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

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

Since the first survey was conducted in April 1985, the safety belt usage rate has increased by approximately 74 percentage points, peaking at 90.1 percent in June 2007.

Governor Blagojevich was instrumental in increasing safety belt usage when he signed the primary safety belt legislation (Public Act 93-099) into law. Under this law, which became effective on July 3, 2003, police officers can stop vehicles in which occupants fail to buckle up and issue citations.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998-2007 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.il.gov.

Crash Information
(217) 782-2575

- Local Accident Reference System (LARS) program.
- State route crash data.
- Crash data, such as that found in this publication.
- Fatality Analysis Reporting System (FARS), including alcohol and drug-related fatal crash data.

Occupant Restraint Survey Information
(217) 785-1181

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

Highway Safety Programs
(217) 782-4972

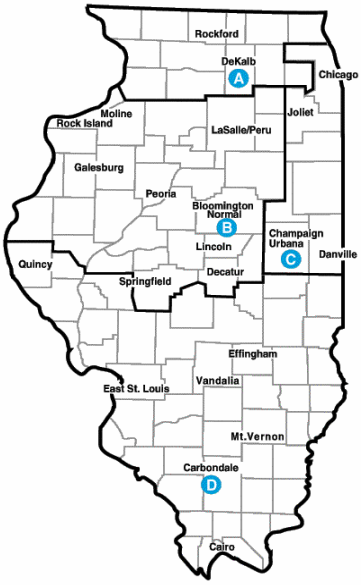
- Occupant Protection.
- Impaired Driving.
- Traffic Records.
- Traffic Law Enforcement.
- Motorcycle Safety.

Commercial Vehicle Safety
(217) 785-1181

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

Cycle Rider Safety Training Program*

A. Northern Illinois University
Motorcycle Safety Project
Division of Continuing Education
DeKalb, IL 60115-2854
(800) 892-9607
(815) 753-1683
www.outreach.niu.edu/mcycle/



B. Illinois State University
Motorcycle Safety Program
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.mrp.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.il.gov.

Glossary

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

CRASH
An occurrence which 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, maintenance, or utility workers or designated work zone areas.

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