

A Message from Governor Quinn



Pat Quinn, Governor

Dear Reader:

Traffic safety remains one of my top priorities for Illinois, and the most recent safety data, outlined in the accompanying report, shows a continued record of success through 2010. The number of reported motor vehicle crashes decreased from the previous year to fewer than 290,000 crashes in calendar year 2010. In addition, the number of persons injured in crashes dropped below 89,000 and the number of fatalities on Illinois roadways in 2010 totaled 927, among the lowest number of traffic fatalities in a single year since 1921.

In 2011, the statewide safety belt usage rate has reached a record high of 92.9 percent. In comparison, in 2003, when the primary safety belt law was signed, the safety belt usage rate was 76.2 percent with 1,454 roadway fatalities reported that year. Given this clear evidence that increased safety belt use saves life, I recently signed legislation that will require all passengers to wear safety belts regardless of where they ride in a vehicle.

As we strive to make Illinois roadways safer each year, please help us by driving responsibly, wearing your safety belt, not driving impaired, obeying posted speed limits and other traffic laws, and making sure children are properly restrained in safety seats.

With your help, we can continue to save lives and prevent injuries in the years ahead. Please drive safely and remind others to do the same.

Sincerely,

Pat Quinn
Governor

Dear Reader:

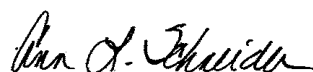
The Illinois Department of Transportation (IDOT) continues to focus its efforts on making travel on Illinois roadways safe. Programs such as *You Drink & Drive. You Lose*, *Operation Teen Safe Driving*, *Click It or Ticket*, *Start Seeing Motorcycles!*, *See Orange. Slow Down. Save Lives*, and *Drive Now Text Later* all contribute to reducing motor vehicle crashes, injuries, and fatalities in the state.

Safety belt usage in Illinois continued to increase in 2011 to a new record high of 92.9 percent – a laudable increase when compared to the 76.2 percent observed in 2003, when the primary safety belt law was passed and traffic-related fatalities totaled 1,454. In 2010, there were 927 fatalities – among the lowest number in Illinois since 1921. Injuries declined to fewer than 89,000, and total reportable crashes fell to under 290,000.

These accomplishments are illustrated in the “2010 Illinois Crash Facts & Statistics,” which summarizes Illinois’ crash experience and provides information about traffic safety programs and key events in the state’s history of traffic safety-related legislation.

IDOT will continue its efforts to provide a safe traveling environment on Illinois roadways. Please help us in these efforts by driving responsibly.

Sincerely,



Ann L. Schneider
Acting Secretary

A Message From Acting Secretary Schneider



Ann L. Schneider, Acting 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.



Ann L. Schneider
Acting Secretary of Transportation



Michael R. Stout
Director of Traffic Safety

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Crash Information Staff
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2010 Quick Facts

GENERAL

- 927 persons died in 858 crashes in Illinois during 2010.
- An additional 88,937 persons were injured in crashes.
- Travel increased by 0.01 percent compared to the previous year.
- The mileage death rate increased by 2.3 percent from 2009 to 2010.

ECONOMIC COSTS*

- The total estimated cost of crashes in Illinois for 2010 was \$5.3 billion.
- Each fatality was estimated to cost \$1,290,000.
- An incapacitating injury ("A" injury) was estimated to cost \$67,800.
- A nonincapacitating evident injury ("B" injury) was estimated to cost \$21,900.
- A possible injury ("C" injury) was estimated to cost \$12,400.
- A property damage crash was estimated to cost \$8,200.

FATAL

- 927 persons were killed in 858 fatal crashes in 2010.
- There was an average of 1.1 deaths per fatal crash.
- 25.6 percent of the fatal crashes occurred at intersections.
- 80.9 percent of the fatal crashes occurred on dry roadways.
- 49.0 percent of the fatal crashes occurred during daylight hours.
- 57.2 percent of the fatal crashes occurred on urban roadways.
- 27.4 percent of the fatal crashes involved a collision with a fixed object.

ALCOHOL

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

PEDESTRIAN

- 115 pedestrians were killed in 2010.
- An additional 5,174 pedestrians were injured in crashes.
- Approximately 7 percent of the pedestrians killed were under 15 years of age.
- Almost 17 percent of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested with known BAC test results, 46.9 percent had a positive BAC.

* Based on estimates made by the National Safety Council for 2010. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities. The 2010 estimated cost of crashes in Illinois was calculated by using injury severity and costs for those particular injuries.

PEDALCYCLE

- Riders under the age of 15 accounted for 12.5 percent of the pedalcyclist deaths and 21.5 percent of pedalcyclist injuries.

MOTORCYCLE

- There were 4,013 motorcycle crashes in the year 2010.
- The number of motorcyclists killed increased by less than 1 percent over the previous year.

SCHOOL BUS

- No school-age passengers were killed in a school bus in 2010, although 138 were injured.
- No school bus drivers were killed in school buses; 64 were injured.

TRACTOR-TRAILER

- 96 persons were killed in tractor-trailer crashes.
- 14 of the persons killed were occupants of the tractor-trailer, while 72 were occupants of another type of vehicle.

TRAIN

- 69.2 percent of the fatal train crashes occurred at crossings with gates.
- 30.8 percent of the fatal train crashes occurred at crossings with types of traffic control other than gates, stop sign/flashers, or warning signs.

WORK ZONE

- There were 28 fatal crashes in work zones in 2010, in which 32 people were killed.
- 3 of the persons killed were roadway construction workers.

DEER

- There were 17,132 crashes involving deer in 2010.
- Ten deer crashes involved a fatality.

IMPORTANT NOTE

The law regarding the reporting threshold for property damage only crashes was amended, effective January 1, 2009, as follows:

When all drivers involved in a crash are insured, the amount of damage to any one person's property that must be reported increased from \$500 to \$1,500. If any driver does not have insurance, the threshold remains at \$500. The change did not affect the reporting of injury or fatal crashes.

The noticeable decline in property damage crashes may have been influenced by IDOT's safety efforts; however, part of the decline is attributable to this change in the crash reporting threshold.

There were 85,604 crashes reported in 2010 for which damage to any one person's property totaled between \$501 and \$1,500.

2010 Crash Data

IMPORTANT

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

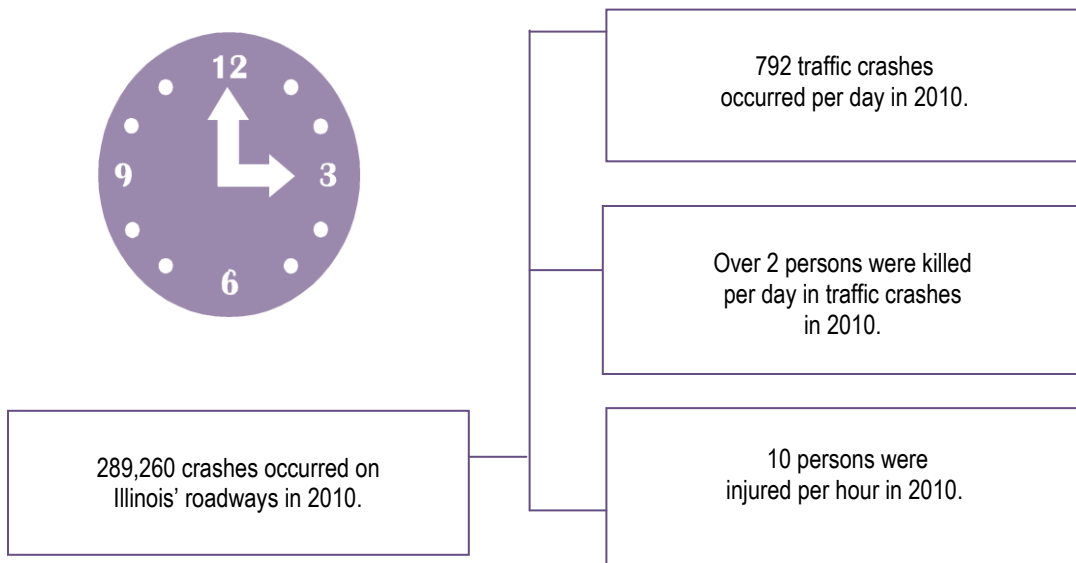
2010 Crash Data

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

Registered Motor Vehicles	10,001,047
Licensed Drivers	8,800,368
Vehicle Miles Traveled	105,742,171,123
Total Crashes	289,260
Total Injuries	88,937
“A” Type Injuries*	12,638
Total Deaths	927
Mileage Death Rate (Per Hundred Million Vehicle Miles Traveled)	0.88

* “A” Type Injury (Incapacitating Injury) is any injury, other than a fatal injury, which prevents the injured person from walking, driving, or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, and abdominal injuries.

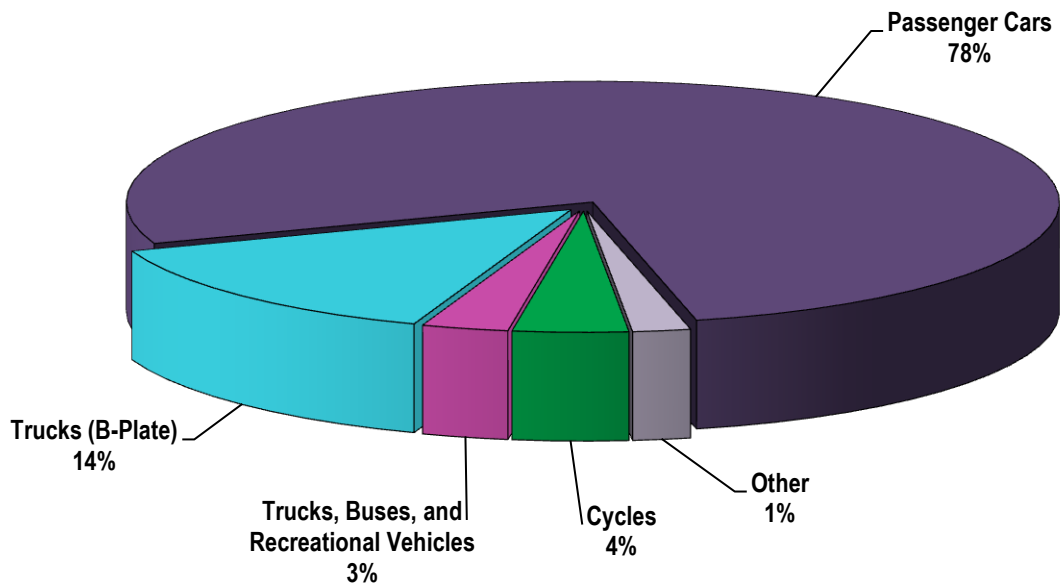
Illinois’ Highway Safety Clock



2010 Crash Data

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

Registered Motor Vehicles by Type



Motor Vehicles Involved in Crashes

TYPE OF MOTOR VEHICLE	CRASH SEVERITY			VEHICLE OCCUPANTS	
	Fatal	Injury	Total	Killed	Injured
Passenger car	764	88,556	403,254	485	62,813
Pickup truck	198	9,317	44,854	101	5,384
Van	85	9,163	38,965	37	6,526
Other single unit truck	23	1,253	7,167	5	410
Truck-tractor with semi-trailer	97	1,945	10,903	14	483
Farm tractor/farm equipment	6	70	284	0	24
School bus	3	304	1,530	0	226
Other bus	2	589	2,278	0	544
Motorcycle (under 150 cc)	1	482	608	1	497
Motorcycle (over 150 cc)	132	2,515	3,508	130	2,692
Other or unknown	35	1,959	23,588	13	678

2010 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	2	0.03	213	3.37	743	11.74	63,294
16	28	0.22	1,965	15.79	8,070	64.84	124,467
17	18	0.13	2,766	20.20	11,248	82.16	136,904
18	33	0.23	3,332	23.10	13,473	93.42	144,226
19	26	0.17	3,285	21.46	13,288	86.80	153,095
20-24	177	0.23	14,408	18.66	59,632	77.23	772,185
25-29	147	0.18	12,479	15.39	51,783	63.87	810,778
30-34	124	0.16	10,299	13.47	43,861	57.35	764,744
35-39	93	0.13	9,658	13.01	40,535	54.62	742,120
40-44	106	0.14	9,588	12.29	39,609	50.75	780,408
45-49	119	0.14	9,554	11.46	39,557	47.44	833,918
50-54	102	0.12	8,684	10.35	35,877	42.74	839,372
55-59	98	0.13	6,920	9.28	28,787	38.59	745,917
60-64	55	0.09	5,360	8.53	21,685	34.49	628,703
65-69	42	0.09	3,349	7.53	13,687	30.76	445,019
70-74	31	0.10	2,291	7.07	9,110	28.12	323,959
75 or Older	82	0.17	3,811	7.76	14,399	29.31	491,259
Unknown	29	--	5,404	--	51,540	--	--
TOTAL	1,312	0.15	113,366	12.88	496,884	56.46	8,800,368

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

2010 Crash Data

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

Drivers Involved in Crashes

	16-20 YEARS OF AGE	21-64 YEARS OF AGE	65 YEARS OR OLDER
Total Crashes	58,392	349,013	37,196
Fatal Crashes	143	983	155
Injury Crashes	14,354	83,944	9,451
Licensed Drivers	721,183	6,755,654	1,260,237
Fatal Crash Ratio ¹	2.45	2.82	4.17
Fatal Crash Rate ²	0.20	0.15	0.12
Total Crash Rate ³	80.97	51.66	29.52

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	14	538	2,201	16	799	4.9
Fourth of July	3.25	10	539	2,101	10	794	3.1
Labor Day	3.25	11	509	1,906	12	763	3.7
Thanksgiving	4.25	13	501	2,780	15	743	3.5
Christmas	3.25	8	515	3,034	9	802	2.8
New Year's	3.25	6	331	1,748	6	535	1.8

Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at 11:59 p.m. on the last day of the holiday period.

2010 Crash Data

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

Crashes by Road Surface Condition

ROAD SURFACE CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Dry	694	48,846	162,410	211,950
Wet	91	9,252	31,017	40,360
Ice or Snow	59	4,027	20,940	25,026
Sand, Mud or Dirt	2	74	210	286
Other	5	263	509	777
Unknown	7	1,080	9,774	10,861
TOTAL	858	63,542	224,860	289,260

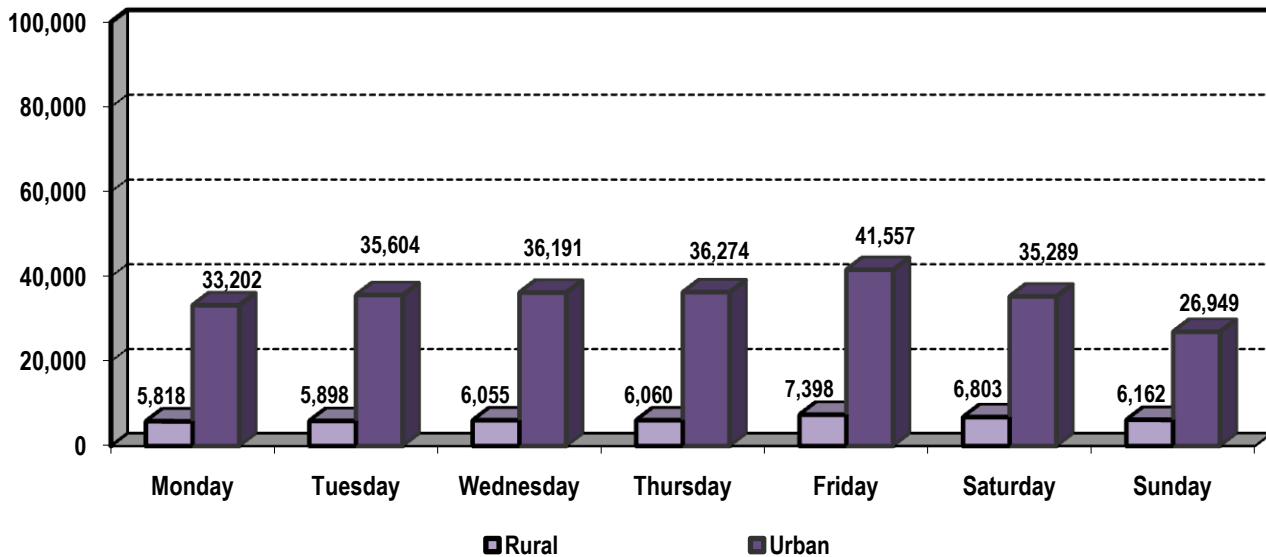
Crashes by Light Condition

LIGHT CONDITION	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
Daylight	420	43,904	142,258	186,582
Dawn	17	764	3,316	4,097
Dusk	23	1,420	5,018	6,461
Darkness	239	6,645	30,801	37,685
Darkness – Road Lighted	159	10,494	37,978	48,631
Unknown	0	315	5,489	5,804
TOTAL	858	63,542	224,860	289,260

2010 Crash Data

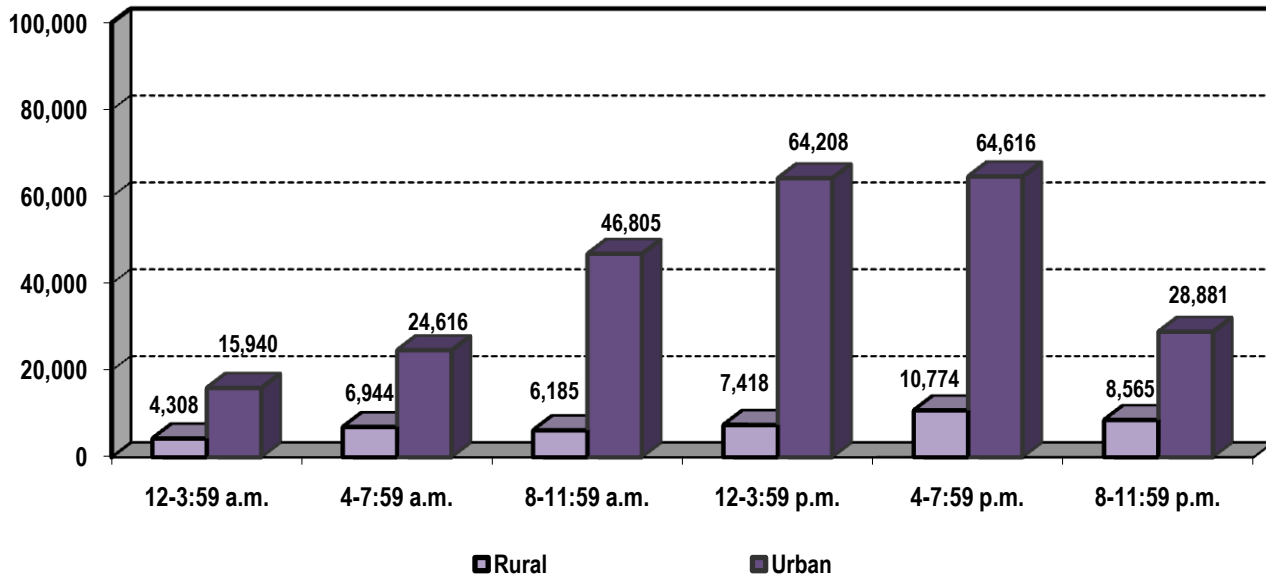
Refer to note on page 9 for definition of data included.

Crashes by Day of Week



The greatest number of crashes occurred on Friday with 41,557 crashes in urban locations and 7,398 crashes in rural locations. The second largest number of crashes occurred on Thursday.

Crashes by Time of Day



69.1 percent of all crashes occurred between 8:00 a.m. and 7:59 p.m. 87.8 percent of these crashes occurred on urban roadways.

2010 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	178	16,751	65,972	191	24,028	44
<i>Percent</i>	20.7	26.4	22.8	20.6	27.0	38.3
Interstate Type Roads	71	4,459	24,177	77	6,523	10
<i>Percent</i>	8.3	7.0	8.4	8.3	7.3	8.7
City Streets and Roads	182	23,028	115,341	196	30,925	32
<i>Percent</i>	21.2	36.2	39.9	21.1	34.8	27.8
Unmarked State Routes	60	9,554	39,576	63	13,478	17
<i>Percent</i>	7.0	15.0	13.7	6.8	15.2	14.8
Urban Total	491	53,792	245,066	527	74,954	103
<i>Percent</i>	57.2	84.7	84.7	56.9	84.3	89.6
RURAL						
State Highways	122	3,064	14,618	136	4,596	3
<i>Percent</i>	14.2	4.8	5.1	14.7	5.2	2.6
Interstate Type Roads	42	854	4,854	49	1,342	2
<i>Percent</i>	4.9	1.3	1.7	5.3	1.5	1.7
County and Local Roads	191	5,399	22,957	203	7,431	6
<i>Percent</i>	22.3	8.5	7.9	21.9	8.4	5.2
Unmarked State Routes	12	433	1,765	12	614	1
<i>Percent</i>	1.4	0.7	0.6	1.3	0.7	0.9
Rural Total	367	9,750	44,194	400	13,983	12
<i>Percent</i>	42.8	15.3	15.3	43.1	15.7	10.4
TOTAL	858	63,542	289,260	927	88,937	115
<i>Percent</i>	100.0	100.0	100.0	100.0	100.0	100.0

In 2010, there were 927 fatalities, including 115 that were pedestrians. 89.6 percent of the pedestrian fatalities occurred on urban roadways. By comparison, 56.9 percent of all fatalities and 84.3 percent of all injuries resulted from crashes on urban roadways.

Crashes by Type of Traffic Control

TYPE OF TRAFFIC CONTROL	CRASH SEVERITY			Total
	Fatal	Injury	Property Damage	
No Controls	479	28,456	122,403	151,338
Stop Sign/Red Flasher	88	8,462	21,522	30,072
Traffic Control Signal	87	18,345	47,553	65,985
Yield Sign/Yellow Flasher	2	310	797	1,109
Police Officer/Flagman	2	125	277	404
RR Crossing Gates	9	73	416	498
Other RR Crossing Device	4	55	179	238
School Speed Zone	0	32	62	94
No Passing Zone	12	240	544	796
Other Regulatory Sign	9	245	790	1,044
Other Warning Sign	8	313	826	1,147
Lane Use Control Marking	149	5,944	24,325	30,418
Delineators	0	28	68	96
Other/Unknown	9	914	5,098	6,021
TOTAL	858	63,542	224,860	289,260

The greatest number of crashes occurred where no controls were present. Such crashes account for 55.8 percent of fatal crashes, 44.8 percent of injury crashes, 54.4 percent of property damage crashes, and 52.3 percent of total crashes. The second largest number of crashes occurred where a traffic control signal was present (22.8 percent of total crashes).

2010 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	93	2,507	4,617	102	3,292
Pedestrian	107	4,872	5,052	109	5,144
Train	13	16	78	13	23
Pedalcyclist	24	3,425	3,579	24	3,501
Animal	13	621	17,841	13	723
Fixed Object	235	8,108	33,549	255	10,134
Other Object	4	349	2,213	4	412
Other Noncollision	14	675	2,419	14	778
Parked	11	1,532	34,022	12	1,813
Rear-End	47	18,296	81,044	52	26,087
Head-On	96	1,080	2,361	111	2,254
Sideswipe – Same Direction	20	2,352	24,021	23	3,338
Sideswipe – Opposite Direction	15	739	3,373	17	1,200
Angle	88	8,297	30,884	96	13,545
Turning	78	10,673	44,207	82	16,693
TOTAL	858	63,542	289,260	927	88,937

Crashes involving fixed objects comprise the largest number of fatal crashes in Illinois and account for 27.5 percent of all fatalities in 2010. Rear-end collisions comprise the highest number of injury crashes, resulting in 29.3 percent of all injuries in 2010. Rear-end collisions, which are also responsible for the greatest number of property damage crashes, account for 28.0 percent of total crashes.

2010 Crash Data

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

Injuries by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	862	827	1,689	7.1	862	827	1,689	2.1
5-9	1	0	1	0.0	829	1,006	1,835	7.7	830	1,006	1,836	2.3
10-14	30	11	41	0.1	877	1,196	2,073	8.7	907	1,207	2,114	2.6
15-19	2,701	3,139	5,840	10.3	1,493	2,385	3,878	16.3	4,194	5,524	9,718	12.1
20-24	3,610	3,865	7,475	13.2	1,126	1,654	2,780	11.7	4,736	5,519	10,255	12.8
25-34	5,663	6,120	11,783	20.9	1,325	1,977	3,302	13.9	6,988	8,097	15,085	18.8
35-44	4,909	5,090	9,999	17.7	780	1,452	2,232	9.4	5,689	6,542	12,231	15.3
45-54	4,866	4,763	9,629	17.1	759	1,491	2,250	9.5	5,625	6,254	11,879	14.8
55-64	3,214	3,284	6,498	11.5	413	1,116	1,529	6.4	3,627	4,400	8,027	10.0
65-74	1,506	1,465	2,971	5.3	199	690	889	3.7	1,705	2,155	3,860	4.8
75 or Older	1,002	1,060	2,062	3.7	137	594	731	3.1	1,139	1,654	2,793	3.5
Unknown	65	36	101	0.2	243	341	584	2.5	308	377	685	0.9
TOTAL	27,567	28,833	56,400	100.0	9,043	14,729	23,772	100.0	36,610	43,562	80,172	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT INJURIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	82	40	122	2.4	8	4	12	0.4	90	44	134	1.6
5-9	200	121	321	6.2	136	56	192	5.6	336	177	513	6.0
10-14	248	233	481	9.4	417	125	542	15.9	665	358	1,023	12.0
15-19	318	302	620	12.1	373	132	505	14.8	691	434	1,125	13.1
20-24	267	295	562	10.9	322	161	483	14.1	589	456	1,045	12.2
25-34	390	327	717	13.9	412	149	561	16.4	802	476	1,278	14.9
35-44	340	278	618	12.0	296	64	360	10.5	636	342	978	11.4
45-54	409	313	722	14.0	330	71	401	11.7	739	384	1,123	13.1
55-64	234	224	458	8.9	172	29	201	5.9	406	253	659	7.7
65-74	117	114	231	4.5	50	6	56	1.6	167	120	287	3.4
75 or Older	80	68	148	2.9	23	0	23	0.7	103	68	171	2.0
Unknown	67	74	141	2.7	66	16	82	2.4	133	90	223	2.6
TOTAL	2,752	2,389	5,141	100.0	2,605	813	3,418	100.0	5,357	3,202	8,559	100.0

Note: The totals above do not include 31 drivers, 74 passengers, 33 pedestrians, and 46 pedalcyclists whose gender was unknown. An additional 21 occupants of non-motor vehicles and 1 equestrian 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 63.5 percent of all injuries in 2010.

Passengers represent 26.8 percent of the total number of injuries in 2010.

Pedestrians account for 5.8 percent of all injuries.

Pedalcyclists account for 3.9 percent of all injuries.

2010 Crash Data

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

Pedestrian and Pedalcycle Crashes

	PEDESTRIAN		PEDALCYCLE	
Total Crashes	5,215		3,599	
Fatal Crashes	114		24	
Injury Crashes	5,013		3,444	
Property Damage Crashes	88		131	
Number of Crashes by Light Condition				
Light Condition				
Daylight	3,258		2,736	
Dawn	67		44	
Dusk	165		134	
Darkness	480		149	
Darkness – Road Lighted	1,177		505	
Unknown	68		31	
TOTAL	5,215		3,599	
Number of Crashes by Type of Roadway				
Urban				
State Routes	767		610	
Interstate Type Roads	56		14	
City Streets and Roads	3,114		2,205	
Unmarked State Routes	1,130		654	
Urban Total	5,067		3,483	
Rural				
State Routes	34		15	
Interstate Type Roads	6		0	
County and Local Roads	101		98	
Unmarked State Routes	7		3	
Rural Total	148		116	
Number of Persons Killed and Injured by Age				
Age	Pedestrians		Pedalcyclists	
	Killed	Injured	Killed	Injured
4 or Younger	1	122	0	12
5-9	4	321	1	192
10-14	3	481	2	542
15-19	7	620	2	505
20-24	12	562	1	483
25-34	17	717	3	561
35-44	15	618	2	360
45-54	15	722	6	401
55-64	22	458	5	201
65 or Older	19	378	2	79
Unknown	0	175	0	128
TOTAL	115	5,174	24	3,464

2010 Crash Data

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

Motorcycle Crashes

Motorcycle crashes account for 1.4 percent of all crashes in the year 2010. The number of motorcyclists killed increased by 0.8 percent, from 130 in 2009 to 131 in 2010. These motorcycle fatalities account for 14.1 percent of all fatalities in 2010.

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

Total Crashes	4,013
Fatal Crashes	130
Injury Crashes	2,917
Motorcyclists Killed	131
Motorcyclists Injured	3,189
Non-Motorcyclists Killed	1
Non-Motorcyclists Injured	205

OPERATORS KILLED AND INJURED BY AGE

Age	Killed	Injured
9 or Younger	0	1
10-14	0	8
15-19	2	109
20-24	10	360
25-34	30	609
35-44	23	598
45 or Older	56	1,145
Unknown	0	13
TOTAL	121	2,843

MOTORCYCLES INVOLVED IN CRASHES BY TYPE OF MANEUVER

Motorcycle Maneuver	Motorcycles Involved
Going Straight Ahead	2,155
Passing/Overtaking	110
Making Left Turn	178
Making Right Turn	130
Slow/Stopped in Traffic	360
Skidding/Control Loss	542
Changing Lanes	57
Other	461
Parked	123
TOTAL	4,116

2010 Crash Data

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

School Bus Crashes

In 2010, there were 1,510 school bus crashes. These crashes account for 0.5 percent of the total crashes for the year.

Injury crashes involving school buses increased by 5.0 percent, from 281 in 2009 to 295 in 2010. The number of fatalities also increased.

Total Crashes	1,510
Fatal Crashes	3
Injury Crashes	295
Property Damage Crashes	1,212
Urban Crashes	1,368
Rural Crashes	142

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	298
Interstate Type Roads	35
City Streets and Roads	830
Unmarked State Routes	205
Urban Total	1,368
RURAL	
State Routes	33
Interstate Type Roads	2
County and Local Roads	102
Unmarked State Routes	5
Rural Total	142

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
School Bus Drivers	0	64
School Bus Passengers (School-Age)*	0	138
Other School Bus Passengers	0	36
Other Vehicle Occupants	3	219
Pedestrians (School-Age)*	0	5
Other Pedestrians	0	15
Pedalcyclists	0	11
TOTAL	3	488

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

Tractor-Trailer Crashes

There were 10,343 crashes involving tractor-trailers in Illinois in the year 2010. These tractor-trailer crashes account for 3.6 percent of the total crashes.

Fatal crashes involving tractor-trailers account for 9.8 percent of all fatal crashes. Fatal crashes increased by 35.5 percent, with the number of fatalities increasing by 50.0 percent, from 64 in 2009 to 96 in 2010.

Total Crashes	10,343
Fatal Crashes	84
Injury Crashes	1,836
Property Damage Crashes	8,423
Vehicle Miles Traveled (Millions)	6,605

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	2,113
Interstate Type Roads	3,135
City Streets and Roads	2,109
Unmarked State Routes	940
Urban Total	8,297
RURAL	
State Routes	607
Interstate Type Roads	1,011
County and Local Roads	368
Unmarked State Routes	60
Rural Total	2,046

PERSONS KILLED AND INJURED BY PERSON TYPE

Person Type	Killed	Injured
Tractor-Trailer Occupants	14	483
Other Vehicle Occupants	72	2,112
Pedestrians	10	35
Pedalcyclists	0	12
Occupants of Non-Motor Vehicles	0	1
TOTAL	96	2,643

2010 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 2.1 percent of all crashes in 2010.

Total Crashes	6,011
Fatal Crashes	28
Injury Crashes	1,405
Persons Killed	32
Persons Injured	2,041

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	1,432
Interstate Type Roads	2,127
City Streets and Roads	1,320
Unmarked State Routes	633
Urban Total	5,512

RURAL	
State Routes	180
Interstate Type Roads	143
County and Local Roads	156
Unmarked State Routes	20
Rural Total	499

PERSONS INJURED BY TYPE OF ROADWAY

URBAN	
State Routes	584
Interstate Type Roads	585
City Streets and Roads	423
Unmarked State Routes	262
Urban Total	1,854

RURAL	
State Routes	73
Interstate Type Roads	55
County and Local Roads	56
Unmarked State Routes	3
Rural Total	187

2010 Crash Data

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

Deer Crashes

In 2010, there were 17,132 crashes involving deer. Deer crashes account for 5.9 percent of the total crashes.

17.5 percent of deer crashes occurred during daylight hours; 67.0 percent occurred in darkness. Approximately 77.2 percent of deer crashes were on rural roadways, with 45.7 percent of these crashes on state routes.

CRASHES BY LIGHT CONDITION

Daylight	3,006
Dawn	1,058
Dusk	661
Darkness	11,487
Darkness – Road Lighted	733
Unknown	187
TOTAL	17,132

Total Crashes	17,132
Fatal Crashes	10
Injury Crashes	544
Persons Killed	10
Persons Injured	634

CRASHES BY TYPE OF ROADWAY

URBAN	
State Routes	1,887
Interstate Type Roads	792
City Streets and Roads	917
Unmarked State Routes	309
Urban Total	3,905
RURAL	
State Routes	6,039
Interstate Type Roads	1,457
County and Local Roads	5,272
Unmarked State Routes	459
Rural Total	13,227

2010 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	1,511	2	430
Alexander	162	4	71
Bond	407	5	129
Boone	791	3	306
Brown	189	1	17
Bureau	892	6	248
Calhoun	180	0	26
Carroll	334	3	92
Cass	259	1	75
Champaign	3,353	19	1,009
Christian	694	6	245
Clark	422	6	94
Clay	265	2	83
Clinton	651	10	243
Coles	1,085	12	341
Cook	137,391	236	38,887
Crawford	509	2	61
Cumberland	303	7	74
DeKalb	1,450	7	516
DeWitt	319	3	64
Douglas	316	2	106
DuPage	18,411	38	5,777
Edgar	384	4	115
Edwards	137	2	26
Effingham	1,053	12	339
Fayette	527	6	157
Ford	256	1	84
Franklin	1,010	9	428
Fulton	925	5	215
Gallatin	144	3	52
Greene	250	2	60
Grundy	1,020	8	323
Hamilton	187	0	43
Hancock	419	3	98
Hardin	76	2	59
Henderson	238	1	70
Henry	901	4	278
Iroquois	651	11	227
Jackson	1,462	5	564
Jasper	227	1	57
Jefferson	1,034	8	323
Jersey	568	8	183
JoDaviess	544	4	159
Johnson	267	2	68
Kane	8,688	21	3,177
Kankakee	2,322	7	874
Kendall	1,408	6	553
Knox	1,008	5	332
Lake	11,765	34	4,450
LaSalle	2,466	13	734
Lawrence	309	2	122

2010 Crash Data

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

County Statistics (continued)

COUNTY	CRASHES	PERSONS KILLED	PERSONS INJURED
Lee	865	6	219
Livingston	705	6	302
Logan	662	3	180
McDonough	669	4	164
McHenry	4,768	15	1,671
McLean	3,363	12	1,102
Macon	2,371	4	850
Macoupin	885	8	260
Madison	5,762	27	1,850
Marion	946	5	304
Marshall	317	2	99
Mason	262	3	64
Massac	345	5	106
Menard	191	0	58
Mercer	226	2	74
Monroe	615	6	185
Montgomery	664	4	206
Morgan	700	4	192
Moultrie	336	2	94
Ogle	807	9	280
Peoria	5,133	19	1,770
Perry	478	4	146
Piatt	221	0	66
Pike	619	0	79
Pope	82	2	20
Pulaski	161	1	55
Putnam	171	0	33
Randolph	659	8	239
Richland	372	0	88
Rock Island	3,377	8	1,082
St. Clair	6,155	26	2,134
Saline	611	3	189
Sangamon	5,284	22	1,940
Schuyler	292	1	69
Scott	138	0	34
Shelby	461	7	146
Stark	138	1	48
Stephenson	1,043	3	263
Tazewell	2,634	8	954
Union	426	2	166
Vermilion	1,579	12	570
Wabash	199	2	56
Warren	401	2	104
Washington	378	3	110
Wayne	440	7	111
White	417	0	91
Whiteside	1,160	6	428
Will	12,082	48	3,747
Williamson	1,676	5	607
Winnebago	6,365	30	2,124
Woodford	509	6	144
TOTALS	289,260	927	88,937

2010 Fatal Crash Data

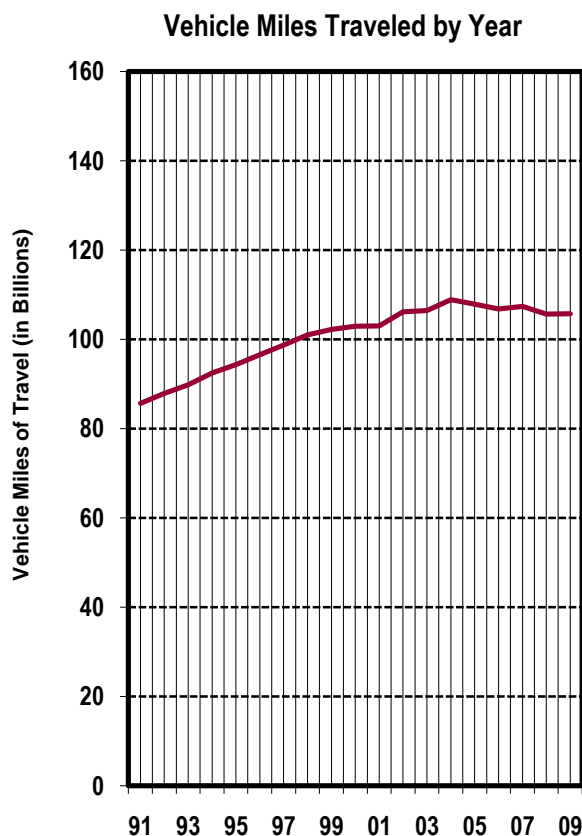
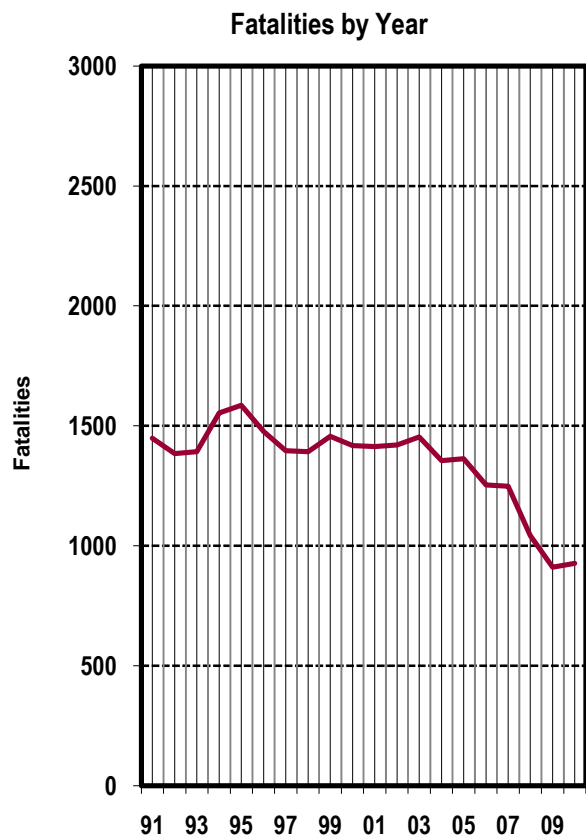
IMPORTANT

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.

2010 Fatal Crash Data

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

Illinois Fatalities and Vehicle Miles Traveled* 1991-2010



YEAR	FATALITIES	TRAVEL
1991	1,448	85.67
1992	1,384	87.90
1993	1,392	89.82
1994	1,554	92.44
1995	1,586	94.32
1996	1,477	96.52
1997	1,397	98.73
1998	1,393	100.97
1999	1,456	102.19
2000	1,418	102.94

YEAR	FATALITIES	TRAVEL
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
2007	1,248	107.40
2008	1,043	105.64
2009	911	105.73
2010	927	105.74

* Travel is stated in billions of miles.

2010 Fatal Crash Data

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

Fatal Crashes and Fatalities by Month

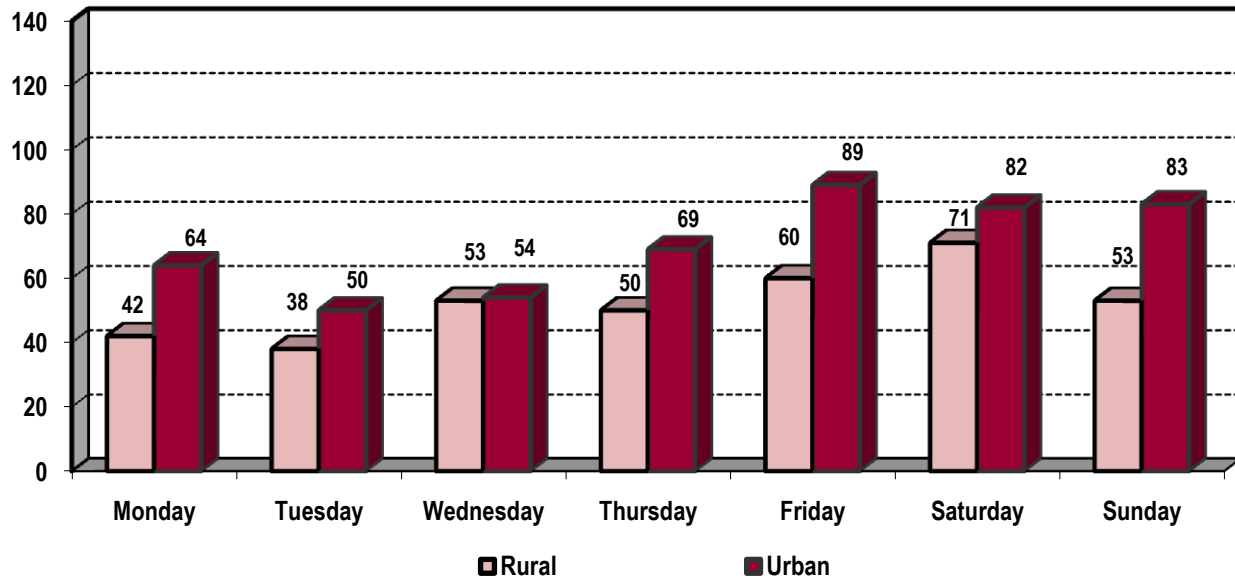
MONTH	FATAL CRASHES	FATALITIES
January	57	65
February	49	54
March	48	53
April	61	70
May	88	92
June	59	62
July	79	88
August	108	115
September	81	83
October	84	89
November	87	94
December	57	62
TOTAL	858	927

The greatest number of fatal crashes occurred in the month of August, having 108 fatal crashes with 115 fatalities. The fatalities for the month of August account for 12.4 percent of the total fatalities for the year.

2010 Fatal Crash Data

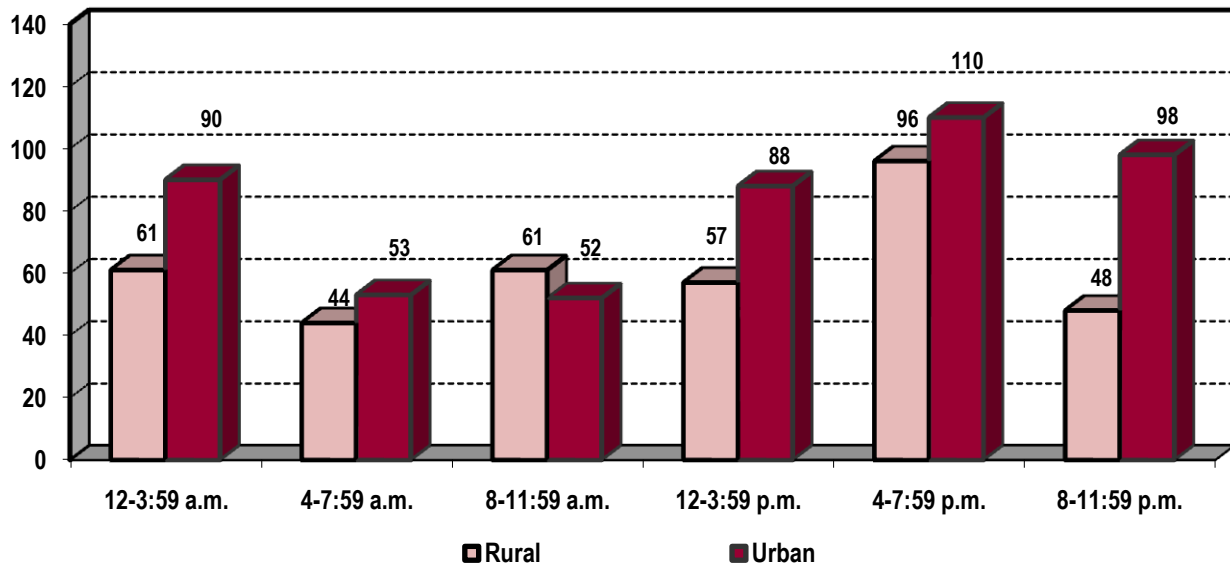
Refer to note on page 29 for definition of data included.

Fatal Crashes by Day of Week



The greatest number of fatal crashes occurred on Saturday with 82 crashes in urban locations and 71 crashes in rural locations. The second largest number of fatal crashes occurred on Friday with 89 crashes occurring in urban locations and 60 crashes occurring in rural locations.

Fatal Crashes by Time of Day



58.6 percent of the fatal crashes occurred between 4:00 p.m. and 3:59 a.m. The majority of these 503 crashes occurred on urban roadways (298 crashes).

2010 Fatal Crash Data

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

Fatalities by Person Type, Age, and Gender

AGE	DRIVERS				PASSENGERS				TOTAL OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	0	0	0	0.0	6	1	7	3.9	6	1	7	0.9
5-9	0	0	0	0.0	2	1	3	1.7	2	1	3	0.4
10-14	0	0	0	0.0	4	3	7	3.9	4	3	7	0.9
15-19	36	10	46	7.6	16	19	35	19.6	52	29	81	10.3
20-24	59	24	83	13.7	17	7	24	13.4	76	31	107	13.6
25-34	107	29	136	22.4	17	14	31	17.3	124	43	167	21.2
35-44	59	20	79	13.0	3	13	16	8.9	62	33	95	12.1
45-54	85	22	107	17.6	10	4	14	7.8	95	26	121	15.4
55-64	50	16	66	10.9	1	12	13	7.3	51	28	79	10.1
65-74	30	10	40	6.6	4	8	12	6.7	34	18	52	6.6
75 or Older	32	18	50	8.2	6	11	17	9.5	38	29	67	8.5
TOTAL	458	149	607	100.0	86	93	179	100.0	544	242	786	100.0

AGE	PEDESTRIANS				PEDALCYCLISTS				TOTAL NON-OCCUPANT FATALITIES			
	Male	Female	Total	%	Male	Female	Total	%	Male	Female	Total	%
4 or Younger	1	0	1	0.9	0	0	0	0.0	1	0	1	0.7
5-9	1	3	4	3.5	0	1	1	4.2	1	4	5	3.6
10-14	2	1	3	2.6	0	2	2	8.3	2	3	5	3.6
15-19	4	3	7	6.1	1	1	2	8.3	5	4	9	6.5
20-24	7	5	12	10.4	1	0	1	4.2	8	5	13	9.4
25-34	17	0	17	14.8	3	0	3	12.5	20	0	20	14.4
35-44	7	8	15	13.0	2	0	2	8.3	9	8	17	12.2
45-54	8	7	15	13.0	4	2	6	25.0	12	9	21	15.1
55-64	14	8	22	19.1	4	1	5	20.8	18	9	27	19.4
65-74	2	6	8	7.0	2	0	2	8.3	4	6	10	7.2
75 or Older	7	4	11	9.6	0	0	0	0.0	7	4	11	7.9
TOTAL	70	45	115	100.0	17	7	24	100.0	87	52	139	100.0

Note: Two occupants of a non-motor vehicle were also killed in 2010.

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 65.5 percent of all fatalities in 2010. Driver fatalities increased by 5.6 percent from 2009 to 2010.

Passengers represent 19.3 percent of the total number of fatalities in 2010. Passengers killed decreased by 12.3 percent from 2009 to 2010.

Pedestrians account for 12.4 percent of all fatalities. They increased by 3.6 percent from 2009 to 2010.

Pedalcyclists, which account for 2.6 percent of all fatalities, increased by 20.0 percent from 2009 to 2010.

2010 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	192	79	271
Safety Belt Used	231	61	292
Child Restraint Used	0	2	2
Safety Belt Used Improperly	0	0	0
Child Restraint Used Improperly	0	2	2
Unknown	52	23	75
TOTAL	475	167	642

TYPE OF RESTRAINT	AGE GROUPS					
	0-3	4-5	6-9	10-14	15-20	21 or Older
None Used/Not Applicable	0	1	0	2	49	219
Safety Belt Used	1	0	1	4	39	247
Child Restraint Used	1	1	0	0	0	0
Safety Belt Used Improperly	0	0	0	0	0	0
Child Restraint Used Improperly	2	0	0	0	0	0
Unknown	1	2	0	1	12	59
TOTAL	5	4	1	7	100	525

Excludes buses, motorcycles, and miscellaneous vehicles.

2010 Fatal Crash Data

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

Drivers Involved in Fatal Crashes by Age and Location

AGE	RURAL ROADWAYS		URBAN ROADWAYS		TOTAL	
	Drivers		Drivers		Drivers	
	Involved	Killed	Involved	Killed	Involved	Killed
15 or Younger	1	0	1	0	2	0
Percent	0.2	0.0	0.1	0.0	0.2	0.0
16	17	6	11	2	28	8
Percent	3.1	2.0	1.5	0.7	2.1	1.3
17	5	3	13	6	18	9
Percent	0.9	1.0	1.7	2.0	1.4	1.5
18	16	12	17	7	33	19
Percent	2.9	3.9	2.2	2.3	2.5	3.1
19	9	5	17	5	26	10
Percent	1.6	1.6	2.2	1.7	2.0	1.6
20-24	73	37	104	46	177	83
Percent	13.1	12.1	13.8	15.3	13.5	13.7
25-34	103	61	168	75	271	136
Percent	18.5	19.9	22.2	25.0	20.7	22.4
35-44	97	48	102	31	199	79
Percent	17.4	15.6	13.5	10.3	15.2	13.0
45-54	99	56	122	51	221	107
Percent	17.8	18.2	16.1	17.0	16.8	17.6
55-64	77	44	76	22	153	66
Percent	13.8	14.3	10.1	7.3	11.7	10.9
65-74	32	21	41	19	73	40
Percent	5.8	6.8	5.4	6.3	5.6	6.6
75 or Older	25	14	57	36	82	50
Percent	4.5	4.6	7.5	12.0	6.3	8.2
Unknown	2	0	27	0	29	0
Percent	0.4	0.0	3.6	0.0	2.2	0.0
TOTAL	556	307	756	300	1,312	607
Percent	100.0	100.0	100.0	100.0	100.0	100.0

Drivers under the age of 25 were involved in more fatal crashes than any other age group. Drivers aged 25-34 account for the most drivers killed, with 61 killed on rural roadways and 75 killed on urban roadways.

2010 Fatal Crash Data

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

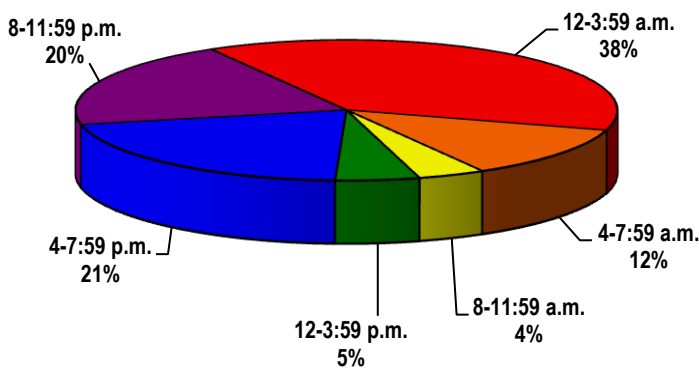
Drivers Killed by Age and BAC

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	0	0	0	0	0	0	0
16-20	49	3	4	4	60	3	63
21-24	22	7	23	11	63	3	66
25-34	49	11	41	26	127	9	136
35-44	40	5	14	11	70	9	79
45-54	52	9	14	15	90	17	107
55-64	43	2	7	4	56	10	66
65-74	25	1	3	2	31	9	40
75 or Older	33	1	1	0	35	15	50
TOTAL	313	39	107	73	532	75	607

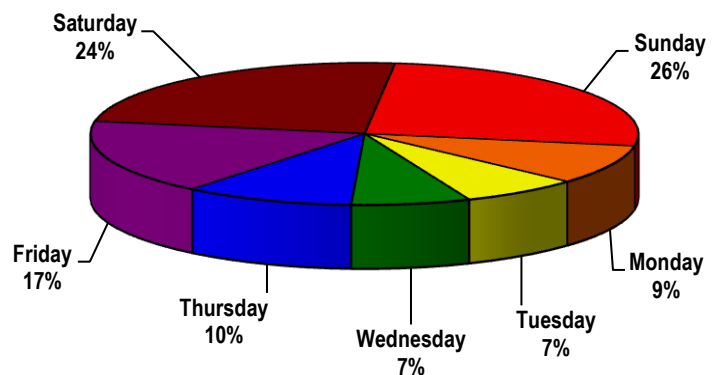
Fatal Alcohol-Related Crashes by Time of Day and Day of Week

Fatal alcohol-related crashes are fatal crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration (BAC) of 0.01 or greater. These pie charts show when fatal alcohol-related crashes occurred during 2010.

TIME OF DAY



DAY OF WEEK



2010 Fatal Crash Data

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

Fatal Crashes During the Holidays Total and Alcohol-Related*

HOLIDAY PERIODS	NUMBER OF DAYS	FATAL CRASHES		FATALITIES			
		Alcohol-Related*	Total	Alcohol-Related*	Total		
Memorial Day 6:00 p.m. on 05/28/10 – 11:59 p.m. on 05/31/10	3.25	7	of 50.0%	14	7	of 43.8%	16
Fourth of July 6:00 p.m. on 07/02/10 – 11:59 p.m. on 07/05/10	3.25	7	of 70.0%	10	7	of 70.0%	10
Labor Day 6:00 p.m. on 09/03/10 – 11:59 p.m. on 09/06/10	3.25	1	of 9.1%	11	1	of 8.3%	12
Thanksgiving 6:00 p.m. on 11/24/10 – 11:59 p.m. on 11/28/10	4.25	8	of 61.5%	13	9	of 60.0%	15
Christmas 6:00 p.m. on 12/23/10 – 11:59 p.m. on 12/26/10	3.25	1	of 12.5%	8	1	of 11.1%	9
New Year's 6:00 p.m. on 12/30/10 – 11:59 p.m. on 01/02/11	3.25	2	of 33.3%	6	2	of 33.3%	6

* Fatal crashes or fatalities resulting from crashes in which at least one driver (surviving or deceased) had a Blood Alcohol Concentration (BAC) of 0.01 or greater.

2010 Fatal Crash Data

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

Teen Fatalities by Age and Person Type

AGE	PERSON TYPE					TOTAL
	DRIVER	OCCUPANT	PEDESTRIAN	PEDALCYCLIST	OCCUPANT OF NON-MOTOR VEHICLE	
16	8	6	0	1	0	15
17	9	6	2	1	0	18
18	19	10	2	0	0	31
19	10	9	2	0	0	21
TOTAL	46	31	6	2	0	85

Teen Drivers Killed by Age and BAC

AGE	BAC TEST RESULTS				TOTAL TESTED	NOT TESTED OR UNKNOWN IF TESTED	TOTAL KILLED
	0.00	0.01-0.07	0.08-0.20	OVER 0.20			
16	7	0	0	0	7	1	8
17	9	0	0	0	9	0	9
18	17	0	0	1	18	1	19
19	6	3	1	0	10	0	10
TOTAL	39	3	1	1	44	2	46

2010 Fatal Crash Data

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

Fatal Pedestrian and Pedalcycle Crashes

Fatal Pedestrian Crashes	114	Fatal Pedalcycle Crashes	24
Pedestrians Killed	115	Pedalcyclists Killed	24

PEDESTRIANS AND PEDALCYCLISTS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					Not Tested Or Unknown If Tested	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
Pedestrians							
4 or Younger	0	0	0	0	1	1	
5-9	0	0	0	0	4	4	
10-15	2	0	0	0	2	4	
16-20	6	1	2	0	0	9	
21-24	3	3	0	3	0	9	
25-34	6	1	4	5	1	17	
35-44	5	2	6	1	1	15	
45-54	7	1	2	4	1	15	
55-64	12	0	6	3	1	22	
65-74	7	0	0	0	1	8	
75 or Older	4	1	1	0	5	11	
TOTAL	52	9	21	16	17	115	
Pedalcyclists							
4 or Younger	0	0	0	0	0	0	
5-9	1	0	0	0	0	1	
10-15	2	0	0	0	0	2	
16-20	1	0	0	0	1	2	
21-24	1	0	0	0	0	1	
25-34	1	0	2	0	0	3	
35-44	0	0	0	1	1	2	
45-54	2	2	1	0	1	6	
55-64	5	0	0	0	0	5	
65-74	1	0	0	0	1	2	
75 or Older	0	0	0	0	0	0	
TOTAL	14	2	3	1	4	24	

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

A pedalcycle crash is any crash in which a pedalcyclist is involved with a motor vehicle. Crashes that involve only pedalcyclists are not reported to the Illinois Department of Transportation.

2010 Fatal Crash Data

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

Fatal Motorcycle Crashes

PERSONS KILLED BY TYPE OF ROADWAY

Fatal Crashes	130
Motorcyclists Killed	131
Non-Motorcyclists Killed	1

URBAN	
State Routes	31
Interstate Type Roads	9
City Streets and Roads	30
Unmarked State Routes	5
Urban Total	75
RURAL	
State Routes	22
Interstate Type Roads	3
County and Local Roads	30
Unmarked State Routes	2
Rural Total	57

MOTORCYCLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					Not Tested Or Unknown If Tested	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
9 or Younger	0	0	0	0	0	0	0
10-15	0	0	0	0	0	0	0
16-20	2	0	0	0	0	0	2
21-24	5	3	0	2	0	0	10
25-34	12	4	10	2	2	2	30
35-44	10	4	3	3	3	3	23
45 or Older	22	5	8	5	16	16	56
TOTAL	51	16	21	12	21	21	121

2010 Fatal Crash Data

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

Fatal Tractor-Trailer Crashes

Fatal crashes involving tractor-trailers account for 9.8 percent of all fatal crashes and 10.4 percent of all fatalities for the year.

42.7 percent of these fatalities occurred on urban roadways, while 57.3 percent occurred on rural roadways.

Fatal Crashes	84
Persons Killed	96

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	16
Interstate Type Roads	22
City Streets and Roads	3
Unmarked State Routes	0
Urban Total	41
RURAL	
State Routes	21
Interstate Type Roads	25
County and Local Roads	7
Unmarked State Routes	2
Rural Total	55

TRACTOR-TRAILER OPERATORS INVOLVED IN FATAL CRASHES BY AGE

AGE	INVOLVED	KILLED
15 or Younger	0	0
16-20	0	0
21-24	1	0
25-34	16	3
35-44	24	0
45-54	29	7
55-64	20	3
65 or Older	2	0
TOTAL	92	13

2010 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 1.5 percent of all fatal crashes for 2010. Fatalities resulting from train crashes account for 1.4 percent of all fatalities.

PERSONS KILLED BY TYPE OF TRAFFIC CONTROL

RR Gates	9
Other RR Crossing Device	4
Warning Sign	0
Stop Sign/Flasher	0
No Control	0
TOTAL	13

Fatal Crashes	13
Persons Killed	13

PERSONS KILLED BY TYPE OF ROADWAY

URBAN	
State Routes	0
City Streets and Roads	5
Unmarked State Routes	2
Urban Total	7
RURAL	
State Routes	0
County and Local Roads	6
Unmarked State Routes	0
Rural Total	6

MOTOR VEHICLE OPERATORS KILLED BY AGE AND BAC

AGE	BAC TEST RESULTS					Not Tested Or Unknown If Tested	Total
	0.00	0.01-0.07	0.08-0.20	Over 0.20			
15 or Younger	0	0	0	0	0	0	0
16-20	1	0	0	0	0	0	1
21-24	0	0	0	1	0	0	1
25-34	1	0	1	0	0	0	2
35-44	0	0	1	0	0	0	1
45-54	1	0	0	0	0	0	1
55-64	3	0	0	0	0	0	3
65-74	1	0	0	0	0	0	1
75 or Older	0	0	0	0	1	1	1
TOTAL	7	0	2	1	1	1	11

2010 Fatal Crash Data

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.

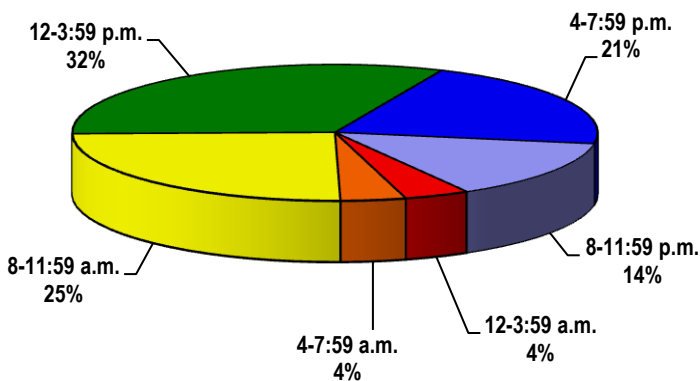
Fatal Crashes	28
Persons Killed	32
Drivers	20
Passengers	5
Workers	3
Pedestrians	2
Pedalcyclists	2

FATAL CRASHES BY TYPE OF ROADWAY

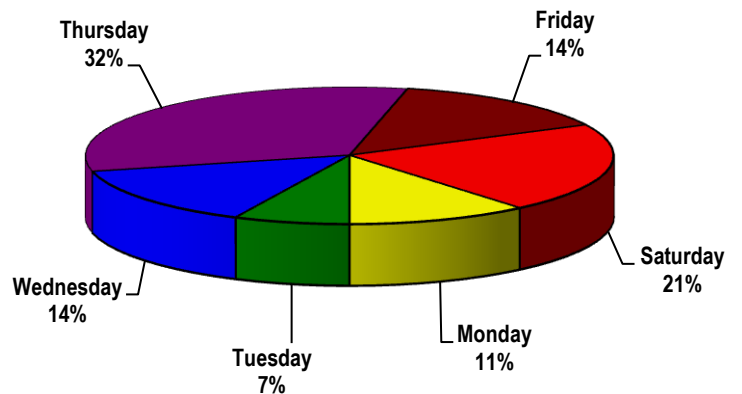
URBAN	
State Routes	7
Interstate Type Roads	8
City Streets and Roads	2
Unmarked State Routes	0
Urban Total	17
RURAL	
State Routes	3
Interstate Type Roads	6
County and Local Roads	2
Unmarked State Routes	0
Rural Total	11

FATAL CRASHES BY TIME OF DAY AND DAY OF WEEK

Time of Day



Day of Week



There were no fatal crashes occurring on Sunday in work zones.

Appendix and Glossary

Appendix

Illinois Traffic-Related Key Events

January	1933	Legal age for alcohol consumption established at age 21 for males and 18 for females.
January	1946	Illinois safety responsibility law enacted.
January	1958	BAC of 0.15 established as the level at which a driver is presumed to be under the influence of alcohol.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1967	Illegal presumption of being under the influence of alcohol lowered to 0.10.
January	1968	Mandatory motorcycle helmet usage law enacted for all riders.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20-year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Crash reporting threshold increased to damage in excess of \$250 (previously \$100).
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase, and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required children under the age of 4 to be secured in a child safety seat and 4 and 5-year-olds to be secured in a safety seat or by a safety belt.
July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Violation of the law is a primary offense.
January	1986	Color-coded driver's license established to distinguish between drivers under 21 years of age and drivers 21 and older.
January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.

Illinois Traffic-Related Key Events

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

Appendix

Illinois Traffic-Related Key Events

January	2002	Minimum fine doubled (to \$300) for second and subsequent speed limit violations in construction or maintenance zones or school zones.
January	2003	“Scott’s Law” extended to require drivers entering a construction or maintenance zone where workers are present to make a lane change if safe to do so, or if impossible or unsafe to change lanes, to reduce speed and proceed with caution. Violation of this provision is punishable by a fine of up to \$10,000. DUI while committing the offense is a factor in aggravation. Driving privileges suspended for 90 days to one year for property damage; for 180 days to two years if another person is injured; for two years if another person dies.
January	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person convicted of driving while a license has been suspended or revoked for DUI, leaving the scene of a personal injury crash, reckless homicide, or a statutory summary suspension related to use of alcohol, drugs, or intoxicating compounds.
January	2003	Persons driving a bus for any school-related activity must have a valid school bus permit.
July	2003	Statewide Traffic Stop Statistical Study established to collect data to identify racial bias.
July	2003	Safety belt law amended to provide for mandatory (primary) enforcement.
July	2003	Law amended to allow for seizure and forfeiture of the vehicle of a person who drives without a license and insurance and causes death or injury to another person.
January	2004	Persons under age 18 who obtain a Graduated Driver’s License may not drive during the first 6 months of the license, or until the person reaches age 18, with more than one person under age 20 in the vehicle (siblings, step-siblings, children, and step-children excluded).
June	2004	Criminal Code amended to provide that if a defendant commits reckless homicide in a construction or maintenance zone and kills a worker, the defendant is guilty of a Class 2 felony, punishable by imprisonment for 3-14 years. If two or more persons are killed, the defendant may be sentenced to 6-28 years of imprisonment.
August	2004	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act became effective, allowing speed limit enforcement in construction and maintenance zones through the use of photographs or other recorded images.
August	2004	Fines and other penalties for speeding in a construction or maintenance zone increased. For a second or subsequent conviction within two years of the previous violation, driver’s license is suspended for 90 days.
January	2005	Penalties increased for persons who leave the scene of personal injury crash. A person leaving the scene must report the crash at a police station or sheriff’s office within ½ hour of the crash (previously one hour).
January	2005	Offense of bribery to obtain driving privileges created, with penalties.
January	2005	Vehicle registration application or renewal must include the liability insurance policy number, expiration date, and name of insurer.

Illinois Traffic-Related Key Events

January	2005	Reckless driving and aggravated reckless driving offenses expanded to include causing a vehicle to become airborne by using an incline in a roadway (such as a railroad crossing, bridge approach, or hill). If as a result an individual is unintentionally killed, it is a reckless homicide. If two or more are killed, it is a Class 2 felony.
July	2005	Persons under age 18 who have an instruction permit or Graduated Driver's License may not use a wireless phone while driving except for emergency purposes to contact law enforcement, health care provider, or emergency services agency.
May	2006	Madison County, St. Clair County, Cook County, the collar counties, and the municipalities within those counties may establish by ordinance a photo enforcement system for red light running at intersections. Suspension of driving privileges is allowed as a result of 5 unpaid photo enforcement traffic violations. This photo enforcement system may not be used for recording speed.
June	2006	Graduated Driver's License provisions amended to require 50 (previously 25) hours of behind-the-wheel instruction, with at least 10 of the hours at night.
January	2007	Automated Traffic Control Systems in Highway Construction or Maintenance Zones Act amended to require proof that workers were present when a citation is issued based on evidence obtained through automated photo enforcement. Photo enforcement other than in such zones may not be used for recording speed.
January	2007	Automated enforcement cameras allowed at rail grade crossings to capture photos of vehicles and drivers that drive around lowered gates or stop on railroad tracks.
July	2007	Persons convicted of driving an uninsured vehicle, in addition to any other penalty imposed, shall have the driving privileges suspended for 3 months and until a \$100 reinstatement fee is paid. If conviction for a similar violation occurs during the suspension, the driving privileges are suspended for an additional 6 months and until the reinstatement fee is paid.
July	2007	Driver's license cancellation for persons age 18 or younger who fail to attend school or are habitually truant.
August	2007	Illinois Liquor Control Act amended to disallow parents/guardians to knowingly permit the consumption of alcohol by underage invitees at their residence. If violation leads directly or indirectly to great bodily harm or death of any person, violation is a Class 4 felony (previously Class A misdemeanor).
January	2008	Persons under age 21 who receive court supervision for transfer, possession, or consumption of alcohol are subject to a 3-month driver's license suspension.
January	2008	Graduated Driver's License provisions strengthened. Person must have learner's permit for at least 9 months (previously 3 months) before GDL is issued. Persons holding a GDL may not drive during the first year (previously 6 months), or until reaching age 18, with more than one person under age 20 in the vehicle. Persons under age 19 (previously 18) may not use a wireless phone while driving except for emergency purposes.
January	2008	The Secretary of State may allow, without fee, the parent or guardian of a person under age 18 who has a Graduated Driver's License or instruction permit to view the person's driving record online.

Appendix

Illinois Traffic-Related Key Events

January	2008	Child Passenger Protection Act strengthened to require any driver transporting a child to restrain the child in a child passenger restraint system (previously required a driver who was not the parent or guardian to restrain the child only if restraint was provided by the parent or guardian). Any person transporting a child under age 8 in a truck or truck tractor equipped with safety belts is required to restrain the child in the appropriate child restraint.
January	2008	Penalties increased for a driver involved in a personal injury crash who fails to stop at or as close to the scene as possible or report to a nearby police station or sheriff's office as soon as possible.
June	2008	Penalties increased for reckless driving with bodily harm to a child or school crossing guard performing official duties.
August	2008	Persons convicted of a second violation of driving with a suspended or revoked license are guilty of a Class 4 felony and shall serve a minimum of 30 days imprisonment or 300 hours community service if original suspension or revocation was for DUI or leaving the scene.
August	2008	A wine bottle that has been opened but resealed for removal and transportation from a restaurant must be transported in the trunk of the vehicle or behind the last upright seat of a vehicle with no trunk (previously allowed transportation of resealed bottle in passenger compartment).
January	2009	First-time DUI offenders who wish to drive during the statutory summary suspension period must have a Breath Alcohol Ignition Interlock Device installed on the vehicle and a Monitoring Device Driving Permit. Offenders who decline to obtain a MDDP and BAID and are caught driving during license suspension are guilty of a Class 4 felony. Commercial vehicle drivers are not eligible for a MDDP to operate a commercial vehicle during the suspension period.
January	2009	Crash reporting threshold increased to damage in excess of \$1,500 when <u>all</u> drivers are insured. If any driver is uninsured and there is damage over \$500 to any one person's property, all drivers must report.
January	2009	"Scott's Law" amended to allow suspension or revocation of a person's driving privileges for failing to yield the right-of-way or reduce speed for a stationary authorized emergency vehicle, if the violation resulted in another person's death or injury or in damage to another person's property.
January	2009	Criminal Code amended to allow a judge or jury to infer that a defendant's act was reckless homicide and a Class 2 felony if the defendant also violated Scott's Law pertaining to yielding the right-of-way to a stationary authorized emergency vehicle.
January	2009	Persons who enter a rail grade crossing and obstruct passage of other vehicles, pedestrians, train, or railroad equipment shall have driving privileges suspended, in addition to \$500 fine or 50 hours community service.
January	2009	School bus drivers must open the service door and driver's window of the bus before crossing railroad tracks.
January	2010	Using a device to write, send, or read an electronic communication of any kind (text messages, emails, etc.) is prohibited while operating a motor vehicle.
January	2010	Using a wireless phone in a school speed zone or construction or maintenance zone is prohibited while operating a motor vehicle.

Illinois Traffic-Related Key Events

January	2010	Law amended to allow for seizure and forfeiture of the vehicle driven by a person while the license is suspended or revoked for reckless homicide.
January	2010	Maximum speed limit for trucks raised to 65 m.p.h. on interstates outside of the Counties of Cook, DuPage, Kane, Lake, McHenry, and Will.
January	2010	Motor vehicles not specifically designed to be operated on a public highway are subject to mandatory insurance provisions when operated on a street, road, or highway.
July	2010	Motorists must stop and yield the right-of-way to pedestrians lawfully in a crosswalk when traffic signals are not in place or not in operation (previously drivers only had to yield by slowing down or stopping if necessary).
July	2010	Driving a motor vehicle recklessly close to, toward, or near a bicyclist, pedestrian, horseback rider, or animal-drawn vehicle is a class A misdemeanor. If violation results in great bodily harm, permanent disability, or disfigurement, it is a Class 3 felony.
July	2010	IDOT is required upon request to furnish copies of written crash reports to federal, state, and local agencies engaged in highway safety research and studies. Reports are for the privileged use of such agencies and shall be held confidential.
January	2011	Child Passenger Protection Act amended to increase fines to \$75 for first offense (previously \$50) and \$200 for a second or subsequent offense (previously \$100). If violation is for not restraining a child under the age of 8 in a proper restraint system, violators can avoid a first conviction if they show, in court, proof of completion of an instructional course on the installation of a child restraint system, in addition to the required possession of a proper child restraint system (previously only possession of the child restraint system was required).
January	2011	Driving privileges shall be immediately revoked of a person convicted of any offense against the provisions of the Illinois Vehicle Code or local ordinance regulating the movement of traffic that resulted in the death of another person (previously revocation was discretionary). The revoked offender may request an administrative hearing to have the revocation terminated or time reduced.
January	2011	Eligibility for Restricted Driving Permit (RDP) expanded to allow transportation of elderly or disabled persons needing travel to/from daycare (previously allowed transportation to/from daycare for children only). Persons transported must live with the driver issued the RDP.
January	2011	Persons charged with speeding 40 mph or more over the limit are not eligible for court supervision.
January	2011	Persons convicted of reckless driving or speeding 40 mph or more over the limit may be assessed up to \$100 (up to \$500 for a second or subsequent conviction) for each agency forced to initiate an emergency response as a result of the violation.

Motorcycle Helmet Usage in Illinois June 2011 Observational Survey Results

SURVEY DESIGN

The recent motorcycle helmet survey was a statistical (multi-stage random) observational survey conducted statewide during June 2011 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had two characteristics:

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

There were 1,408 operators and passengers of motorcycles observed at 258 locations statewide. Of these riders, 35.7 percent were wearing helmets.

MOTORCYCLE HELMET USAGE RATES		
	TOTAL OBSERVED	ACTUAL USAGE RATE
STATEWIDE	1,408	35.7%
Regions		
City of Chicago (46)	115	52.2%
Cook County (40) (excluding Chicago)	72	33.3%
Collar Counties (118)	746	37.0%
Downstate (54)	475	30.1%
Road Type		
Residential (190)	684	31.3%
U.S./Illinois Highways (40)	285	33.3%
Interstate Highways (28)	439	44.2%
Day of Week		
Weekends (115)	948	31.5%
Weekdays (143)	460	44.3%

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

Safety Belt Usage in Illinois 2011 Observational Survey Results

SURVEY DESIGN

The recent safety belt survey was a statistical (multi-stage random) observational survey conducted statewide during June 2011 on both high volume state highways and low volume local roads and residential streets. The survey design was based on the National Highway Traffic Safety Administration's requirements and had four characteristics:

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

There were 131,406 front seat occupants observed during the June 2011 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	131,406	92.9%
Regions		
City of Chicago (46)	20,929	87.4%
Cook County (40)	16,815	90.3%
(excluding Chicago)		
Collar Counties (118)	68,206	94.4%
Downstate (54)	25,456	93.4%
Road Type		
Residential (190)	70,210	90.9%
U.S./Illinois Highways (40)	24,534	91.6%
Interstate Highways (28)	36,662	96.3%
Day Of Week		
Weekends (115)	64,854	94.2%
Weekdays (143)	66,552	90.9%

Appendix

Safety Belt Usage in Illinois 2011 Observational Survey Results

HISTORICAL TRENDS

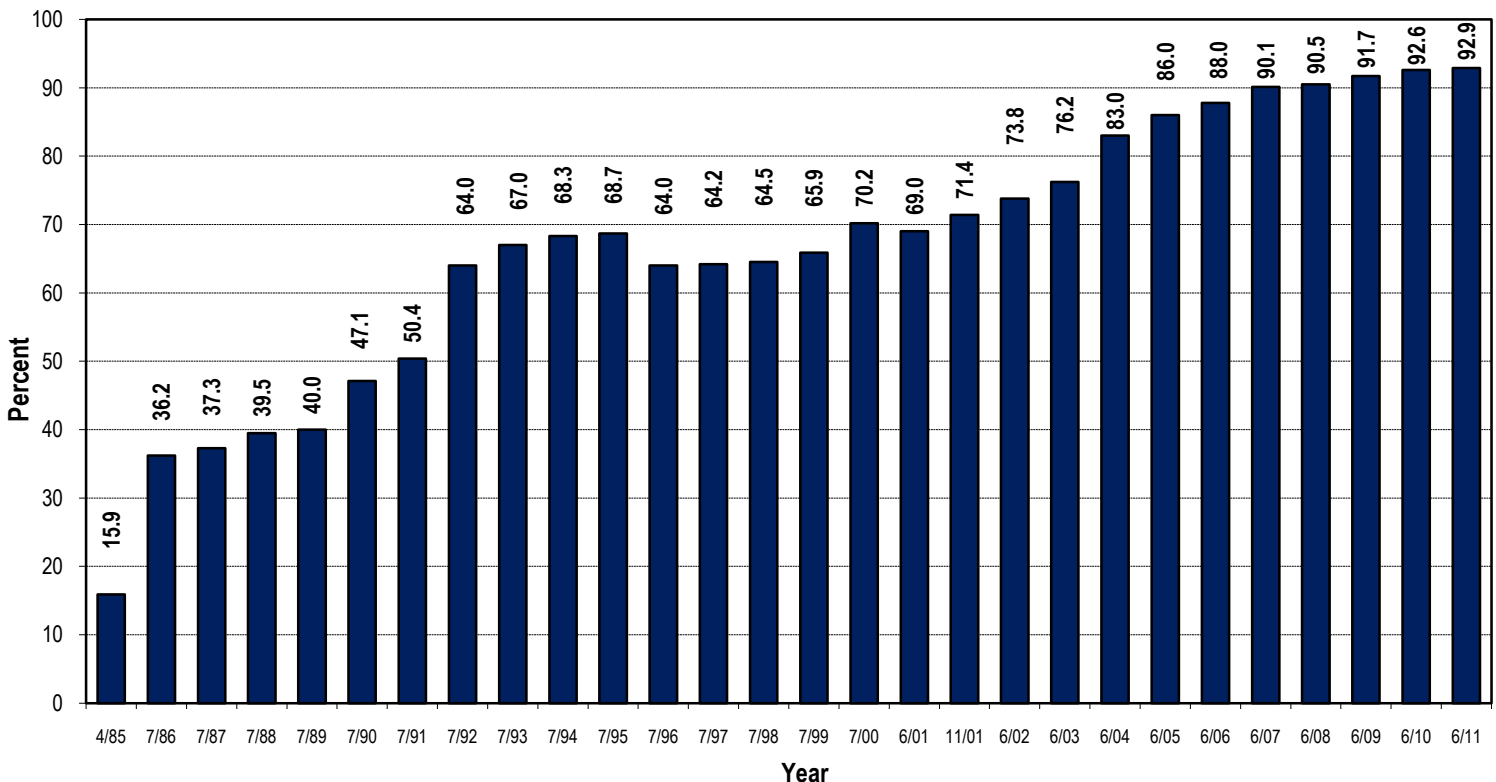
Illinois' first safety belt survey was conducted in April 1985, prior to the safety belt law becoming effective on July 1, 1985. The data from the first survey became a base from which to measure the success of Illinois' efforts to educate citizens about the benefits of using safety belts.

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

Since the first survey was conducted in April 1985, the safety belt usage rate has increased 77 percentage points, peaking at 92.9 percent in June 2011.

On July 3, 2003, the primary safety belt legislation was signed into law (Public Act 93-099), taking effect immediately. Under this law, police officers can stop vehicles in which occupants fail to buckle up and issue citations.

FRONT SEAT OCCUPANT RESTRAINT USAGE RATE



Note: Surveys for 1998-2011 include occupants of pickup trucks, which tend to have lower usage rates.

Division of Traffic Safety Programs

The Division of Traffic Safety offers a number of traffic safety programs and services which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed. You may also request the information by writing to the Illinois Department of Transportation, Division of Traffic Safety, at 1340 North 9th Street, Springfield, IL 62702, or by visiting our website at www.dot.il.gov.

Crash Information

(217) 782-2575

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

Occupant Protection Survey Information

(217) 785-1181

Operation Teen Safe Driving (OTSD)

(217) 782-9641

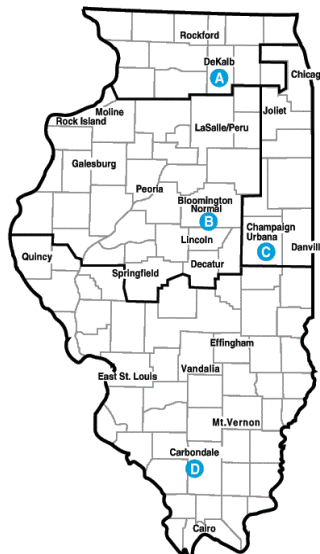
Cycle Rider Safety Training Program*

A. Northern Illinois University

Motorcycle Safety Project
University Outreach Services
DeKalb, IL 60115-2854
(800) 892-9607
(815) 753-1683
www.outreach.niu.edu/mcycycle/

B. Illinois State University

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



Highway Safety Programs

(217) 782-4972

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

Commercial Vehicle Safety

(217) 785-1181

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

C. University of Illinois

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

D. Southern Illinois University Carbondale

Motorcycle Rider Program
Safety Center-Mail Code 6731
1435 Douglas Drive
Carbondale, IL 62901
(800) 642-9589
(618) 453-2877
www.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 takes place on a public roadway, involves a moving motor vehicle and produces death, injury, or damage in excess of \$1,500 to any one person's property when all drivers in the crash are insured. If any driver does not have insurance, the threshold is \$500. (The change in the threshold was effective on January 1, 2009).

DRIVER

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

FATALITY VS. FATAL CRASH

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

INJURY CRASH

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

“A” INJURY (incapacitating injury)

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

“B” INJURY (non-incapacitating injury)

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

“C” INJURY (possible injury)

Any injury reported or claimed which is not either an “A” or “B” injury. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

LOCATION (URBAN)

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

LOCATION (RURAL)

Includes all locations not classified as urban.

MILEAGE DEATH RATE

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

MOTORCYCLIST

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

PEDALCYCLIST

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

PEDESTRIAN

Any person who is not in or on a vehicle.

TRACTOR-TRAILER

Alternative term for semi-truck.

TRAVEL

Vehicle miles driven.

WORK ZONE CRASHES

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

