



City Summary Crash Report

1/1/2016 to 12/31/2016

City : St Johns | *See Notes at End of Report.

St Johns	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	8	0	1	7	14	0	2	2	0	0	17
TOTALS	8	0	1	7	14	0	2	2	0	0	17
TYPE OF CRASH											
Animal	4	0	0	4	4	0	0	0	0	0	6
Rear End	3	0	1	2	8	0	2	2	0	0	9
Turning	1	0	0	1	2	0	0	0	0	0	2
TOTALS	8	0	1	7	14	0	2	2	0	0	17



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St Johns	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	8	0	1	7	14	0	2	2	0	0	17	
TOTALS	8	0	1	7	14	0	2	2	0	0	17	
ROAD SURFACE CONDITION												
Dry	8	0	1	7	14	0	2	2	0	0	17	
TOTALS	8	0	1	7	14	0	2	2	0	0	17	



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		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
County & Local Roads Rural		2	0	0	2	2	0	0	0	0	0	4
State Numbered Urban		6	0	1	5	12	0	2	2	0	0	13
TOTALS		8	0	1	7	14	0	2	2	0	0	17
DAY OF WEEK												
Sunday		1	0	0	1	2	0	0	0	0	0	3
Monday		1	0	0	1	2	0	0	0	0	0	2
Tuesday		1	0	1	0	4	0	2	2	0	0	4
Wednesday		4	0	0	4	5	0	0	0	0	0	7
Saturday		1	0	0	1	1	0	0	0	0	0	1
TOTALS		8	0	1	7	14	0	2	2	0	0	17



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TIME OF DAY												
Midnight	1	0	0	1	1	0	0	0	0	0	0	1
08 AM	2	0	0	2	4	0	0	0	0	0	0	4
5 PM	2	0	1	1	5	0	2	2	0	0	0	5
6 PM	1	0	0	1	2	0	0	0	0	0	0	3
10 PM	2	0	0	2	2	0	0	0	0	0	0	4
TOTALS	8	0	1	7	14	0	2	2	0	0	0	17



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	5	0	0	5	6	0	0	0	0	0	9
Daylight	3	0	1	2	8	0	2	2	0	0	8
TOTALS	8	0	1	7	14	0	2	2	0	0	17
ROAD DEFECTS											
No Defects	7	0	1	6	12	0	2	2	0	0	15
Other	1	0	0	1	2	0	0	0	0	0	2
TOTALS	8	0	1	7	14	0	2	2	0	0	17



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
Lane Use Marking	3	0	0	3	3	0	0	0	0	0	5
No Controls	4	0	1	3	9	0	2	2	0	0	10
Police/Flagman	1	0	0	1	2	0	0	0	0	0	2
TOTALS	8	0	1	7	14	0	2	2	0	0	17
ROADWAY FEATURE											
Bridge	1	0	0	1	1	0	0	0	0	0	1
Not Applicable	7	0	1	6	13	0	2	2	0	0	16
TOTALS	8	0	1	7	14	0	2	2	0	0	17



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St Johns	Number Of Persons							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
DRIVER CONDITION												
Normal	13	0	4	9	13	0	1	1	0	0		12
Other/Unknown	1	0	0	1	1	0	0	0	0	0		1
TOTALS	14	0	4	10	14	0	1	1	0	0		13



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
17												
	Male	1	0	1	0	1	0	0	0	0	0	1
30-34												
	Male	1	0	0	1	1	0	0	0	0	0	1
35-39												
	Female	2	0	2	0	2	0	1	1	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2
45-49												
	Female	2	0	0	2	2	0	0	0	0	0	2
50-54												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2
55-59												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
TOTALS		14	0	4	10	14	0	1	1	0	0	13



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
10-14												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	0	0	0	0	1
40-44												
	Female	1	0	1	0	1	0	1	1	0	0	0
45-49												
	Female	1	0	0	1	1	0	0	0	0	0	1
55-59												
	Female	1	0	0	1	1	0	0	0	0	0	1
TOTALS		5	0	2	3	5	0	1	1	0	0	4



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	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

PEDALCYCLIST AGE/GENDER

St Johns	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

VEHICLE DEFECTS

None	13	0	4	9	13	0	2	2	0	0	16
Unknown	1	0	0	1	1	0	0	0	0	0	1
TOTALS	14	0	4	10	14	0	2	2	0	0	17

VEHICLE TYPE

Passenger	6	0	1	5	6	0	2	2	0	0	5
Pickup	7	0	3	4	7	0	0	0	0	0	11
Tractor With Semi-Trailer	1	0	0	1	1	0	0	0	0	0	1
TOTALS	14	0	4	10	14	0	2	2	0	0	17

Notes

DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s). Additionally, for coding years 2015 to present, the Bureau of Data Collection uses the exact latitude/longitude supplied by the investigating law enforcement agency to locate crashes. Therefore, location data may vary in previous years since data prior to 2015 was physically located by bureau personnel.