Sorted by : City



Report Produced: 11/19/2019 8:18 AM

By: CENTRAL\HILLENAM

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | Number Of Co | rashes | | | | | | Injury Sev | erity | |
|------------------------------|--------|--------------|--------|--------------------|-------------------|-----------------|------------------|-------|------------|-------|--------|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| WEATHER CONDITION | | | | | | | | | , | | |
| Clear | 41,097 | 346 | 8,697 | 32,054 | 62,842 | 384 | 12,442 | 2,728 | 6,384 | 3,330 | 69,730 |
| Cloudy/Overcast | 1,125 | 6 | 289 | 830 | 1,788 | 6 | 413 | 100 | 218 | 95 | 1,877 |
| Fog/Smoke/Haze | 811 | 9 | 195 | 607 | 1,102 | 11 | 277 | 54 | 138 | 85 | 1,118 |
| Other | 160 | 0 | 40 | 120 | 222 | 0 | 49 | 8 | 25 | 16 | 219 |
| Rain | 5,260 | 34 | 1,114 | 4,112 | 7,667 | 39 | 1,541 | 300 | 817 | 424 | 8,592 |
| Severe Cross Wind | 110 | 2 | 25 | 83 | 131 | 2 | 33 | 5 | 21 | 7 | 150 |
| Sleet/Hail | 545 | 4 | 117 | 424 | 774 | 4 | 179 | 34 | 95 | 50 | 822 |
| Snow | 3,557 | 10 | 594 | 2,953 | 4,948 | 10 | 762 | 121 | 406 | 235 | 5,597 |
| Unknown | 551 | 7 | 43 | 501 | 715 | 7 | 52 | 13 | 27 | 12 | 698 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |
| TYPE OF CRASH | | | | | | | | | | | |
| Angle | 2,113 | 39 | 900 | 1,174 | 4,323 | 42 | 1,601 | 382 | 802 | 417 | 4,400 |
| Animal | 12,792 | 7 | 533 | 12,252 | 12,843 | 7 | 608 | 94 | 316 | 198 | 16,567 |
| Fixed Object | 12,139 | 143 | 3,159 | 8,837 | 12,475 | 151 | 3,878 | 914 | 2,126 | 838 | 12,110 |
| Head On | 515 | 78 | 268 | 169 | 1,075 | 104 | 696 | 292 | 312 | 92 | 716 |
| Other Non-Collision | 1,301 | 7 | 278 | 1,016 | 1,553 | 7 | 336 | 75 | 188 | 73 | 1,769 |
| Other Object | 1,257 | 1 | 176 | 1,080 | 1,572 | 3 | 210 | 26 | 125 | 59 | 1,867 |
| Overturned | 2,411 | 43 | 1,268 | 1,100 | 2,439 | 44 | 1,609 | 465 | 913 | 231 | 1,614 |
| Parked Motor Vehicle | 1,136 | 4 | 123 | 1,009 | 2,369 | 6 | 162 | 32 | 89 | 41 | 1,442 |
| Pedalcyclist | 68 | 1 | 65 | 2 | 68 | 1 | 66 | 27 | 30 | 9 | 82 |
| Pedestrian | 141 | 27 | 110 | 4 | 149 | 27 | 120 | 40 | 55 | 25 | 216 |
| Rear End | 10,729 | 32 | 2,437 | 8,260 | 23,585 | 32 | 3,660 | 532 | 1,710 | 1,418 | 27,387 |
| Sideswipe Opposite Direction | 744 | 9 | 229 | 506 | 1,549 | 10 | 372 | 95 | 185 | 92 | 1,657 |
| Sideswipe Same Direction | 4,516 | 7 | 503 | 4,006 | 9,346 | 9 | 731 | 93 | 436 | 202 | 11,387 |
| Train | 18 | 2 | 4 | 12 | 22 | 2 | 5 | 0 | 4 | 1 | 29 |
| Turning | 3,336 | 18 | 1,061 | 2,257 | 6,821 | 18 | 1,694 | 296 | 840 | 558 | 7,560 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | Number Of C | rashes | | | | | | Injury Sev | erity | |
|------------------------|--------|-------------|--------|--------------------|-------------------|-----------------|------------------|-------|------------|-------|--------|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| CLASS OF CITY | | ' | | | , | | | | | | |
| Unincorp | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 38,392 | 333 | 8,119 | 29,940 | 59,194 | 367 | 11,688 | 2,644 | 5,974 | 3,070 | 65,828 |
| Ice | 2,331 | 14 | 542 | 1,775 | 3,149 | 14 | 710 | 126 | 381 | 203 | 3,269 |
| Other | 193 | 2 | 88 | 103 | 238 | 2 | 120 | 18 | 73 | 29 | 200 |
| Sand, Mud, Dirt | 71 | 1 | 21 | 49 | 79 | 1 | 23 | 8 | 15 | 0 | 89 |
| Snow or Slush | 3,318 | 8 | 534 | 2,776 | 4,558 | 9 | 710 | 98 | 385 | 227 | 5,118 |
| Unknown | 760 | 8 | 73 | 679 | 978 | 8 | 93 | 15 | 41 | 37 | 1,002 |
| Wet | 8,151 | 52 | 1,737 | 6,362 | 11,993 | 62 | 2,404 | 454 | 1,262 | 688 | 13,297 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |

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| | | | | | | | Injury Sev | erity | | | |
|----------------------------|------------|----------|--------|-----------------|-------------------|--------------------------|------------|-------|-------|-------|--------|
| Unincorporated | Total Fata | al Injur | | operty image | Total Vehicles | Total Tot Killed Inju | | А | В | С | 0 |
| CLASS OF TRAFFICWAY | , | , | ' | | | | ' | | | | |
| City Streets Urban | 4,445 | 5 | 892 | 3,548 | 8,348 | 5 | 1,253 | 141 | 585 | 527 | 9,224 |
| Controlled Rural | 2,126 | 38 | 382 | 1,706 | 2,987 | 41 | 619 | 197 | 325 | 97 | 3,963 |
| Controlled Urban | 3,242 | 18 | 590 | 2,634 | 5,558 | 19 | 891 | 170 | 549 | 172 | 6,535 |
| County & Local Roads Rural | 11,123 | 133 | 2,648 | 8,342 | 15,487 | 138 | 3,735 | 872 | 1,879 | 984 | 16,499 |
| State Numbered Rural | 2,678 | 63 | 604 | 2,011 | 3,574 | 73 | 958 | 323 | 453 | 182 | 3,792 |
| State Numbered Urban | 2,393 | 22 | 643 | 1,728 | 4,320 | 24 | 943 | 165 | 398 | 380 | 4,604 |
| Toll Roads Rural | 100 | 1 | 18 | 81 | 142 | 1 | 24 | 1 | 17 | 6 | 177 |
| Toll Roads Urban | 2,580 | 0 | 409 | 2,171 | 5,060 | 0 | 554 | 46 | 372 | 136 | 5,854 |
| Unmarked Highway Rural | 24,529 | 138 | 4,928 | 19,463 | 34,713 | 162 | 6,771 | 1,448 | 3,553 | 1,770 | 38,155 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |
| DAY OF WEEK | | | | | | | | | | | |
| Sunday | 7,027 | 70 | 1,505 | 5,452 | 9,649 | 78 | 2,169 | 486 | 1,136 | 547 | 11,599 |
| Monday | 7,827 | 53 | 1,609 | 6,165 | 11,716 | 58 | 2,190 | 423 | 1,170 | 597 | 12,662 |
| Tuesday | 7,376 | 38 | 1,449 | 5,889 | 11,548 | 45 | 2,009 | 418 | 1,041 | 550 | 12,120 |
| Wednesday | 7,757 | 66 | 1,636 | 6,055 | 12,205 | 75 | 2,244 | 452 | 1,142 | 650 | 12,936 |
| Thursday | 7,652 | 64 | 1,526 | 6,062 | 11,956 | 69 | 2,213 | 455 | 1,089 | 669 | 12,784 |
| Friday | 8,219 | 61 | 1,728 | 6,430 | 12,823 | 66 | 2,468 | 537 | 1,310 | 621 | 14,245 |
| Saturday | 7,358 | 66 | 1,661 | 5,631 | 10,292 | 72 | 2,455 | 592 | 1,243 | 620 | 12,457 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | Number Of Cr | ashes | | | | | | Injury Sev | erity | |
|----------------|--------|--------------|--------|--------------------|-------------------|-----------------|------------------|-------|------------|-------|--------|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| TIME OF DAY | | | | | | | ' | | ' | | |
| Midnight | 1,275 | 17 | 257 | 1,001 | 1,510 | 17 | 354 | 96 | 177 | 81 | 1,571 |
| 01 AM | 1,216 | 24 | 244 | 948 | 1,454 | 25 | 334 | 86 | 185 | 63 | 1,546 |
| 02 AM | 995 | 10 | 175 | 810 | 1,214 | 11 | 227 | 72 | 118 | 37 | 1,273 |
| 03 AM | 981 | 6 | 179 | 796 | 1,183 | 9 | 230 | 56 | 131 | 43 | 1,248 |
| 04 AM | 1,237 | 9 | 203 | 1,025 | 1,533 | 9 | 258 | 35 | 175 | 48 | 1,521 |
| 05 AM | 2,181 | 21 | 353 | 1,807 | 2,793 | 25 | 425 | 94 | 238 | 93 | 2,725 |
| 06 AM | 3,054 | 11 | 499 | 2,544 | 4,309 | 15 | 619 | 122 | 333 | 164 | 4,186 |
| 07 AM | 3,245 | 18 | 659 | 2,568 | 5,300 | 18 | 888 | 198 | 419 | 271 | 5,508 |
| 08 AM | 2,427 | 13 | 507 | 1,907 | 4,079 | 13 | 701 | 137 | 347 | 217 | 4,282 |
| 09 AM | 1,887 | 13 | 475 | 1,399 | 3,033 | 14 | 641 | 126 | 321 | 194 | 3,082 |
| 10 AM | 1,747 | 11 | 447 | 1,289 | 2,888 | 12 | 640 | 121 | 328 | 191 | 3,188 |
| 11 AM | 1,897 | 17 | 478 | 1,402 | 3,139 | 18 | 684 | 140 | 380 | 164 | 3,554 |
| Noon | 2,105 | 13 | 537 | 1,555 | 3,566 | 16 | 766 | 157 | 393 | 216 | 4,081 |
| 1 PM | 2,105 | 25 | 520 | 1,560 | 3,624 | 28 | 772 | 171 | 401 | 200 | 4,130 |
| 2 PM | 2,460 | 18 | 657 | 1,785 | 4,287 | 20 | 1,001 | 209 | 488 | 304 | 4,895 |
| 3 PM | 3,014 | 19 | 781 | 2,214 | 5,338 | 23 | 1,189 | 267 | 576 | 346 | 6,156 |
| 4 PM | 3,224 | 29 | 778 | 2,417 | 5,702 | 36 | 1,143 | 221 | 589 | 333 | 6,282 |
| 5 PM | 4,044 | 21 | 783 | 3,240 | 6,680 | 22 | 1,199 | 253 | 624 | 322 | 7,647 |
| 6 PM | 3,172 | 30 | 593 | 2,549 | 4,619 | 34 | 874 | 175 | 423 | 276 | 5,433 |
| 7 PM | 2,624 | 16 | 482 | 2,126 | 3,494 | 16 | 665 | 140 | 359 | 166 | 4,235 |
| 8 PM | 2,524 | 21 | 461 | 2,042 | 3,220 | 22 | 687 | 130 | 348 | 209 | 3,933 |
| 9 PM | 2,392 | 22 | 426 | 1,944 | 3,042 | 24 | 595 | 130 | 322 | 143 | 3,688 |
| 10 PM | 1,856 | 17 | 362 | 1,477 | 2,306 | 18 | 509 | 131 | 265 | 113 | 2,533 |
| 11 PM | 1,554 | 17 | 258 | 1,279 | 1,876 | 18 | 347 | 96 | 191 | 60 | 2,106 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | Number Of C | rashes | | | | | | Injury Sev | erity | |
|------------------------|--------|-------------|--------|--------------------|-------------------|-----------------|------------------|-------|------------|-------|--------|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| LIGHT CONDITION | | ' | | | | | | | ' | ' | |
| Darkness | 17,257 | 169 | 2,821 | 14,267 | 20,342 | 185 | 3,835 | 930 | 2,012 | 893 | 23,121 |
| Darkness, Lighted Road | 3,964 | 13 | 792 | 3,159 | 6,652 | 15 | 1,098 | 153 | 606 | 339 | 7,400 |
| Dawn | 1,881 | 9 | 275 | 1,597 | 2,392 | 11 | 341 | 66 | 186 | 89 | 2,367 |
| Daylight | 28,463 | 201 | 6,949 | 21,313 | 48,486 | 224 | 10,087 | 2,135 | 5,140 | 2,812 | 53,343 |
| Dusk | 1,354 | 17 | 254 | 1,083 | 1,921 | 19 | 357 | 73 | 169 | 115 | 2,235 |
| Unknown | 297 | 9 | 23 | 265 | 396 | 9 | 30 | 6 | 18 | 6 | 337 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |
| ROAD DEFECTS | | | | | | | | | | | |
| Debris On Roadway | 400 | 0 | 78 | 322 | 507 | 0 | 103 | 12 | 53 | 38 | 554 |
| No Defects | 49,517 | 398 | 10,552 | 38,567 | 75,409 | 443 | 14,989 | 3,204 | 7,758 | 4,027 | 83,475 |
| Other | 397 | 4 | 91 | 302 | 568 | 4 | 135 | 24 | 63 | 48 | 660 |
| Rut, Holes | 141 | 2 | 46 | 93 | 172 | 2 | 57 | 13 | 35 | 9 | 178 |
| Shoulders | 95 | 1 | 35 | 59 | 124 | 1 | 47 | 10 | 22 | 15 | 123 |
| Unknown | 2,391 | 7 | 238 | 2,146 | 2,991 | 7 | 307 | 78 | 146 | 83 | 3,400 |
| Worn Surface | 275 | 6 | 74 | 195 | 418 | 6 | 110 | 22 | 54 | 34 | 413 |
| TOTALS | 53,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | Number Of Cr | ashes | | | | | | Injury Sev | erity | |
|----------------------|--------|--------------|--------|--------------------|-------------------|-----------------|------------------|-------|------------|-------|--------|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| TRAFFIC CONTROL | | | | | | | ' | ' | | ' | |
| Delineators | 42 | 1 | 8 | 33 | 56 | 1 | 12 | 1 | 5 | 6 | 58 |
| Lane Use Marking 1 | 9,098 | 251 | 3,424 | 15,423 | 31,239 | 283 | 5,024 | 1,062 | 2,853 | 1,109 | 35,945 |
| No Controls 2 | 25,448 | 63 | 5,249 | 20,136 | 33,085 | 65 | 6,919 | 1,575 | 3,481 | 1,863 | 35,458 |
| No Passing | 361 | 30 | 81 | 250 | 501 | 37 | 140 | 40 | 63 | 37 | 481 |
| Other | 191 | 0 | 43 | 148 | 296 | 0 | 62 | 9 | 28 | 25 | 307 |
| Other Regualtory Sig | 284 | 0 | 63 | 221 | 434 | 0 | 78 | 24 | 37 | 17 | 501 |
| Other RR Crossing | 43 | 1 | 13 | 29 | 67 | 1 | 21 | 0 | 16 | 5 | 76 |
| Other Warning Sign | 412 | 17 | 116 | 279 | 615 | 18 | 178 | 56 | 84 | 38 | 647 |
| Police/Flagman | 107 | 1 | 33 | 73 | 219 | 1 | 52 | 20 | 24 | 8 | 209 |
| RR Crossing Gate | 73 | 2 | 15 | 56 | 122 | 2 | 19 | 1 | 9 | 9 | 154 |
| School Zone | 6 | 0 | 1 | 5 | 13 | 0 | 1 | 0 | 0 | 1 | 17 |
| Stop Sign/Flasher | 3,719 | 42 | 1,215 | 2,462 | 6,781 | 45 | 1,962 | 440 | 994 | 528 | 7,362 |
| Traffic Signal | 3,073 | 8 | 799 | 2,266 | 6,275 | 8 | 1,205 | 114 | 506 | 585 | 7,044 |
| Unknown | 252 | 0 | 22 | 230 | 288 | 0 | 27 | 3 | 12 | 12 | 325 |
| Yield | 107 | 2 | 32 | 73 | 198 | 2 | 48 | 18 | 19 | 11 | 219 |
| TOTALS 5 | 3,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 6,891 | 84 | 1,400 | 5,407 | 11,167 | 96 | 2,091 | 501 | 1,087 | 503 | 12,676 |
| Not Applicable 4 | 13,318 | 318 | 9,183 | 33,817 | 63,658 | 350 | 12,882 | 2,730 | 6,570 | 3,582 | 69,791 |
| Underpass | 3,007 | 16 | 531 | 2,460 | 5,364 | 17 | 775 | 132 | 474 | 169 | 6,336 |
| TOTALS 5 | 3,216 | 418 | 11,114 | 41,684 | 80,189 | 463 | 15,748 | 3,363 | 8,131 | 4,254 | 88,803 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | Number Of P | ersons | | | | | | Injury Sev | erity | |
|-------------------|--------|-------------|--------|--------------------|-------------------|-----------------|------------------|-------|------------|-------|--------|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 1,642 | 74 | 737 | 831 | 1,642 | 59 | 655 | 210 | 351 | 94 | 928 |
| Drug Impaired | 348 | 143 | 120 | 85 | 348 | 125 | 125 | 48 | 60 | 17 | 98 |
| Emotional | 319 | 4 | 155 | 160 | 319 | 0 | 128 | 20 | 69 | 39 | 191 |
| Fatigued | 995 | 3 | 342 | 650 | 995 | 1 | 295 | 69 | 184 | 42 | 699 |
| Had Been Drinking | 441 | 17 | 177 | 247 | 441 | 12 | 158 | 52 | 77 | 29 | 271 |
| Illness | 254 | 4 | 147 | 103 | 254 | 4 | 143 | 40 | 80 | 23 | 107 |
| Medicated | 39 | 0 | 17 | 22 | 39 | 0 | 14 | 5 | 6 | 3 | 25 |
| Normal | 68,399 | 351 | 14,848 | 53,200 | 68,399 | 125 | 9,059 | 1,575 | 4,804 | 2,680 | 59,215 |
| Not Reported | 3 | 3 | 0 | 0 | 3 | 2 | 1 | 1 | 0 | 0 | 0 |
| Other | 264 | 10 | 129 | 125 | 264 | 7 | 115 | 36 | 53 | 26 | 142 |
| Other/Unknown | 5,681 | 0 | 797 | 4,884 | 5,681 | 0 | 478 | 176 | 201 | 101 | 5,203 |
| Removed By EMS | 426 | 27 | 384 | 15 | 426 | 12 | 394 | 211 | 154 | 29 | 20 |
| TOTALS | 78,811 | 636 | 17,853 | 60,322 | 78,811 | 347 | 11,565 | 2,443 | 6,039 | 3,083 | 66,899 |

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| | | | Number Of Pe | ersons | | | | | | Injury Seve | rity | |
|----------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-------|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| DRIVER AGE/G | ENDER | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 15 | | | | | | | | | | | | |
| | Female | 44 | 0 | 9 | 34 | 44 | 0 | 5 | 1 | 3 | 1 | 39 |
| | Male | 34 | 0 | 7 | 27 | 34 | 0 | 4 | 2 | 2 | 0 | 30 |
| 16 | | | | | | | | | | | | |
| | Female | 701 | 0 | 197 | 503 | 701 | 0 | 143 | 23 | 89 | 31 | 558 |
| | Male | 743 | 0 | 231 | 512 | 743 | 0 | 159 | 28 | 97 | 34 | 584 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17 | | | | | | | | | | | | |
| | Female | 836 | 3 | 258 | 572 | 836 | 3 | 194 | 36 | 100 | 58 | 639 |
| | Male | 973 | 2 | 237 | 732 | 973 | 2 | 140 | 21 | 94 | 25 | 831 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18 | | | | | | | | | | | | |
| | Female | 884 | 5 | 250 | 627 | 884 | 5 | 183 | 24 | 109 | 50 | 696 |
| | Male | 1,197 | 4 | 267 | 923 | 1,197 | 4 | 166 | 36 | 80 | 50 | 1,027 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 | | | | | | | | | | | | |
| | Female | 840 | 5 | 232 | 602 | 840 | 5 | 160 | 30 | 87 | 43 | 675 |
| | Male | 1,143 | 0 | 275 | 864 | 1,143 | 0 | 185 | 36 | 105 | 44 | 958 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20 | | | | | | | | | | | | |
| | Female | 798 | 1 | 189 | 607 | 798 | 1 | 147 | 20 | 84 | 43 | 650 |
| | Male | 1,114 | 7 | 273 | 830 | 1,114 | 7 | 173 | 33 | 114 | 26 | 934 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21 | | | | | | | | | | | | |
| | Female | 856 | 2 | 221 | 631 | 856 | 2 | 165 | 28 | 93 | 44 | 689 |
| | Male | 1,151 | 2 | 236 | 907 | 1,151 | 2 | 155 | 33 | 78 | 44 | 994 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| Part | | | | Number Of Pe | ersons | | | | | | Injury Seve | erity | |
|--|----------------|------------|-------|--------------|--------|-------|-------------------|-----------------|-----|-----|-------------|-------|-------|
| 22-24 Female 2,538 9 69 1,914 2,538 9 452 82 240 130 2,076 Male 3,620 20 833 2,755 3,620 20 531 121 288 1,22 3,060 20 531 121 288 1,20 3,060 20 531 121 288 3,060 20 531 21 288 2,760 3 3 3 0 50 0 </th <th>Unincorporated</th> <th></th> <th>Total</th> <th>Fatal</th> <th>Injury</th> <th></th> <th>Total Vehicles</th> <th>Total Killed</th> <th></th> <th>Α</th> <th>В</th> <th>С</th> <th>0</th> | Unincorporated | | Total | Fatal | Injury | | Total Vehicles | Total Killed | | Α | В | С | 0 |
| Female | DRIVER AGE/GE | NDER | | | | | | | | | | | |
| Male | 22-24 | | | | | | | | | | | | |
| Pemale | | Female | 2,538 | 9 | 609 | 1,914 | 2,538 | 9 | 452 | 82 | 240 | 130 | 2,077 |
| 25-29 | | Male | 3,620 | 20 | 833 | 2,755 | 3,620 | 20 | 531 | 121 | 288 | 122 | 3,069 |
| Female | | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Male 5,372 28 1,199 4,122 5,372 28 724 160 404 160 4,122 2,102 2,102 1,122 2,102 1,122 2,102 1,122 1,122 2,102 1,122 2,102 1,122 2,102 1,122 2,102 1,122 2,102 1,122 2,102 1,122 2,102 1,122 2,102 | 25-29 | | | | | | | | | | | | |
| 30-34 Female | | Female | 3,483 | 8 | 814 | 2,648 | 3,483 | 8 | 604 | 119 | 300 | 185 | 2,871 |
| 30-34 Female 2,732 9 644 2,075 2,732 9 457 93 210 154 2,266 4,266 4,269 | | Male | 5,372 | 28 | 1,199 | 4,122 | 5,372 | 28 | 724 | 160 | 404 | 160 | 4,620 |
| Female 2,732 9 | | Not Stated | 15 | 0 | 4 | 11 | 15 | 0 | 3 | 0 | 2 | 1 | 12 |
| Male 4,539 25 1,006 3,491 4,539 25 595 137 324 134 3,919 35-39 35- | 30-34 | | | | | | | | | | | | |
| Not Stated 7 | | Female | 2,732 | 9 | 644 | 2,075 | 2,732 | 9 | 457 | 93 | 210 | 154 | 2,266 |
| Female | | Male | 4,539 | 25 | 1,006 | 3,491 | 4,539 | 25 | 595 | 137 | 324 | 134 | 3,919 |
| Female 2,699 6 646 2,040 2,699 6 442 80 220 142 2,251 Male 4,369 20 922 3,408 4,369 20 559 116 311 132 3,790 Not Stated 8 0 2 6 8 0 1 0 0 0 1 7 7 40-44 40-44 Female 2,133 3 469 1,656 2,133 3 334 72 170 92 1,796 Male 3,828 24 808 2,978 3,828 24 471 119 231 121 3,333 Not Stated 6 0 0 0 6 6 0 0 0 0 0 0 0 0 0 0 6 6 45-49 Female 2,199 6 511 1,673 2,199 6 386 87 171 128 1,807 Male 3,946 24 861 3,037 3,946 24 490 122 251 117 3,432 Not Stated 9 0 1 8 9 0 0 0 0 0 0 0 0 9 5 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 449 107 238 104 3,295 | | Not Stated | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Male 4,369 20 922 3,408 4,369 20 559 116 311 132 3,790 | 35-39 | | | | | | | | | | | | |
| Not Stated 8 0 2 6 8 0 1 0 0 1 7 40-44 Female 2,133 3 469 1,656 2,133 3 334 72 170 92 1,796 Male 3,828 24 808 2,978 3,828 24 471 119 231 121 3,333 3 161 1,333 3 3 469 1,566 2,133 3 334 72 170 92 1,796 6 1,966 0 9 1,807 1,907 4 490 122 251 117 3,432 1,908 1,908 1,908 1,908 </td <td></td> <td>Female</td> <td>2,699</td> <td>6</td> <td>646</td> <td>2,040</td> <td>2,699</td> <td>6</td> <td>442</td> <td>80</td> <td>220</td> <td>142</td> <td>2,251</td> | | Female | 2,699 | 6 | 646 | 2,040 | 2,699 | 6 | 442 | 80 | 220 | 142 | 2,251 |
| 40-44 Female 2,133 3 469 1,656 2,133 3 334 72 170 92 1,796 Male 3,828 24 808 2,978 3,828 24 471 119 231 121 3,333 Not Stated 6 6 0 0 0 6 6 6 0 0 0 0 0 0 0 0 0 0 0 | | Male | 4,369 | 20 | 922 | 3,408 | 4,369 | 20 | 559 | 116 | 311 | 132 | 3,790 |
| Female 2,133 3 469 1,656 2,133 3 334 72 170 92 1,796 Male 3,828 24 808 2,978 3,828 24 471 119 231 121 3,333 Not Stated 6 0 0 6 6 0 0 0 0 0 0 0 0 0 6 6 45-49 Female 2,199 6 511 1,673 2,199 6 386 87 171 128 1,807 Male 3,946 24 861 3,037 3,946 24 490 122 251 117 3,432 Not Stated 9 0 1 8 9 0 0 0 0 0 0 0 0 0 9 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | | Not Stated | 8 | 0 | 2 | 6 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| Male 3,828 24 808 2,978 3,828 24 471 119 231 121 3,333 45-49 Female 2,199 6 511 1,673 2,199 6 386 87 171 128 1,807 Male 3,946 24 861 3,037 3,946 24 490 122 251 117 3,432 Not Stated 9 0 1 8 9 0 0 0 0 0 9 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | 40-44 | | | | | | | | | | | | |
| Not Stated 6 0 0 6 6 0 0 0 0 0 0 6 45-49 Female 2,199 6 511 1,673 2,199 6 386 87 171 128 1,807 Male 3,946 24 861 3,037 3,946 24 490 122 251 117 3,432 Not Stated 9 0 1 8 9 0 0 0 0 0 9 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | | Female | 2,133 | 3 | 469 | 1,656 | 2,133 | 3 | 334 | 72 | 170 | 92 | 1,796 |
| 45-49 Female 2,199 6 511 1,673 2,199 6 386 87 171 128 1,807 Male 3,946 24 861 3,037 3,946 24 490 122 251 117 3,432 Not Stated 9 0 1 8 9 0 0 0 0 0 0 0 0 0 0 9 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | | Male | 3,828 | 24 | 808 | 2,978 | 3,828 | 24 | 471 | 119 | 231 | 121 | 3,333 |
| Female 2,199 6 511 1,673 2,199 6 386 87 171 128 1,807 Male 3,946 24 861 3,037 3,946 24 490 122 251 117 3,432 Not Stated 9 0 1 8 9 0 0 0 0 0 0 0 0 9 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | | Not Stated | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Male 3,946 24 861 3,037 3,946 24 490 122 251 117 3,432 Not Stated 9 0 1 8 9 0 0 0 0 0 0 9 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | 45-49 | | | | | | | | | | | | |
| Not Stated 9 0 1 8 9 0 0 0 0 0 0 9 50-54 Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | | Female | 2,199 | 6 | 511 | 1,673 | 2,199 | 6 | 386 | 87 | 171 | 128 | 1,807 |
| 50-54 Female Male 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | | Male | 3,946 | 24 | 861 | 3,037 | 3,946 | 24 | 490 | 122 | 251 | 117 | 3,432 |
| Female 1,951 4 455 1,484 1,951 4 345 73 161 111 1,602 Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | | Not Stated | 9 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| Male 3,759 15 803 2,921 3,759 15 449 107 238 104 3,295 | 50-54 | | | | | | | | | | | | |
| | | Female | 1,951 | 4 | 455 | 1,484 | 1,951 | 4 | 345 | 73 | 161 | 111 | 1,602 |
| Not Stated 9 0 3 6 9 0 3 1 1 1 1 6 | | Male | 3,759 | 15 | 803 | 2,921 | 3,759 | 15 | 449 | 107 | 238 | 104 | 3,295 |
| | | Not Stated | 9 | 0 | 3 | 6 | 9 | 0 | 3 | 1 | 1 | 1 | 6 |

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| | | | Number Of Pe | ersons | | | | | | Injury Seve | erity | |
|----------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|-----|-------------|-------|-------|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| DRIVER AGE/GE | NDER | | | | | | | | | | | |
| 55-59 | | | | | | | | | | | | |
| | Female | 1,944 | 14 | 483 | 1,439 | 1,944 | 14 | 368 | 63 | 177 | 128 | 1,562 |
| | Male | 3,736 | 23 | 827 | 2,869 | 3,736 | 23 | 458 | 119 | 216 | 123 | 3,255 |
| | Not Stated | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 60-64 | | | | | | | | | | | | |
| | Female | 1,537 | 2 | 365 | 1,168 | 1,537 | 2 | 263 | 45 | 129 | 89 | 1,272 |
| | Male | 2,967 | 21 | 637 | 2,296 | 2,967 | 21 | 389 | 91 | 202 | 96 | 2,557 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 65-69 | | | | | | | | | | | | |
| | Female | 1,002 | 4 | 242 | 755 | 1,002 | 4 | 178 | 32 | 86 | 60 | 820 |
| | Male | 1,962 | 15 | 450 | 1,490 | 1,962 | 15 | 286 | 76 | 155 | 55 | 1,661 |
| | Not Stated | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 70-74 | | | | | | | | | | | | |
| | Female | 663 | 2 | 193 | 467 | 663 | 2 | 147 | 30 | 73 | 44 | 514 |
| | Male | 1,260 | 5 | 317 | 931 | 1,260 | 5 | 196 | 44 | 107 | 45 | 1,059 |
| 75-79 | | | | | | | | | | | | |
| | Female | 387 | 2 | 97 | 286 | 387 | 2 | 77 | 19 | 36 | 22 | 308 |
| | Male | 698 | 10 | 175 | 508 | 698 | 10 | 112 | 25 | 54 | 33 | 576 |
| | Not Stated | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 80-84 | | | | | | | | | | | | |
| | Female | 237 | 2 | 77 | 157 | 237 | 2 | 59 | 16 | 31 | 12 | 176 |
| | Male | 378 | 9 | 106 | 259 | 378 | 9 | 75 | 10 | 46 | 19 | 294 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | | | | | | | | | | | | |
| | Female | 95 | 0 | 37 | 57 | 95 | 0 | 29 | 8 | 17 | 4 | 66 |
| | Male | 172 | 1 | 54 | 116 | 172 | 1 | 36 | 8 | 23 | 5 | 135 |
| 90-94 | | | | | | | | | | | | |
| | Female | 22 | 1 | 4 | 17 | 22 | 1 | 3 | 0 | 2 | 1 | 18 |
| | Male | 58 | 2 | 17 | 39 | 58 | 2 | 13 | 1 | 12 | 0 | 43 |
| | | | | | | | | | | | | |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | | Number Of Pe | ersons | | | | | | Injury Sev | erity | |
|---------------|------------|--------|--------------|--------|--------------------|-------------------|-----------------|------------------|-------|------------|-------|--------|
| Unincorporate | d | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| DRIVER AGE/ | /GENDER | | ' | | | | | | | | | |
| 95-98 | | | | | | | | | | | | |
| | Female | 6 | 0 | 2 | 4 | 6 | 0 | 2 | 0 | 1 | 1 | 4 |
| | Male | 11 | 2 | 4 | 5 | 11 | 2 | 4 | 1 | 2 | 1 | 5 |
| Unknown | | | | | | | | | | | | |
| | Female | 84 | 0 | 16 | 68 | 84 | 0 | 6 | 0 | 5 | 1 | 78 |
| | Male | 193 | 0 | 48 | 145 | 193 | 0 | 21 | 9 | 4 | 8 | 172 |
| | Not Stated | 2,833 | 0 | 227 | 2,603 | 2,833 | 0 | 16 | 5 | 3 | 8 | 2,817 |
| TOTALS | | 78,811 | 636 | 17,853 | 60,322 | 78,811 | 347 | 11,565 | 2,443 | 6,039 | 3,083 | 66,899 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | | Number Of Pe | rsons | | | | | | Injury Seve | rity | |
|----------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|-------------|------|-----|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PASSENGER A | GE/GENDER | | | | | | | | | | ' | |
| 00 | | | | | | | | | | | | |
| | Female | 243 | 4 | 74 | 165 | 243 | 0 | 34 | 6 | 15 | 13 | 209 |
| | Male | 243 | 2 | 75 | 166 | 243 | 0 | 33 | 1 | 17 | 15 | 210 |
| | Not Stated | 16 | 0 | 9 | 7 | 16 | 0 | 3 | 0 | 0 | 3 | 13 |
| 01 | | | | | | | | | | | | |
| | Female | 239 | 4 | 66 | 169 | 239 | 0 | 28 | 4 | 18 | 6 | 211 |
| | Male | 253 | 3 | 87 | 163 | 253 | 1 | 34 | 5 | 19 | 10 | 218 |
| | Not Stated | 10 | 0 | 2 | 8 | 10 | 0 | 1 | 1 | 0 | 0 | 9 |
| 02 | | | | | | | | | | | | |
| | Female | 222 | 0 | 64 | 158 | 222 | 0 | 22 | 2 | 12 | 8 | 200 |
| | Male | 257 | 1 | 78 | 178 | 257 | 0 | 33 | 2 | 20 | 11 | 224 |
| | Not Stated | 14 | 0 | 5 | 9 | 14 | 0 | 0 | 0 | 0 | 0 | 14 |
| 03 | | | | | | | | | | | | |
| | Female | 254 | 4 | 75 | 175 | 254 | 1 | 22 | 2 | 9 | 11 | 231 |
| | Male | 259 | 3 | 83 | 173 | 259 | 0 | 31 | 4 | 18 | 9 | 228 |
| | Not Stated | 13 | 0 | 4 | 9 | 13 | 0 | 3 | 0 | 2 | 1 | 10 |
| 04 | | | | | | | | | | | | |
| | Female | 231 | 3 | 65 | 163 | 231 | 0 | 25 | 3 | 16 | 6 | 206 |
| | Male | 243 | 3 | 65 | 175 | 243 | 0 | 25 | 5 | 13 | 7 | 218 |
| | Not Stated | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 05 | | | | | | | | | | | | |
| | Female | 219 | 3 | 61 | 155 | 219 | 0 | 25 | 5 | 11 | 9 | 194 |
| | Male | 228 | 3 | 65 | 160 | 228 | 0 | 26 | 4 | 9 | 13 | 202 |
| | Not Stated | 10 | 0 | 5 | 5 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| 06 | | | | | | | | | | | | |
| | Female | 214 | 1 | 66 | 147 | 214 | 0 | 32 | 5 | 21 | 6 | 182 |
| | Male | 214 | 1 | 72 | 141 | 214 | 0 | 30 | 3 | 17 | 10 | 184 |
| | Not Stated | 13 | 0 | 4 | 9 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| | | _ | | | - | | | | | | | |

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| | | | Number Of Pe | ersons | | | | | | Injury Seve | rity | |
|----------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-------|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PASSENGER A | GE/GENDER | | | | | | | | , | ' | | |
| 07 | | | | | | | | | | | | |
| | Female | 234 | 1 | 86 | 147 | 234 | 0 | 36 | 4 | 18 | 14 | 198 |
| | Male | 228 | 0 | 77 | 151 | 228 | 0 | 38 | 6 | 17 | 15 | 190 |
| | Not Stated | 12 | 0 | 3 | 9 | 12 | 0 | 2 | 0 | 2 | 0 | 10 |
| 08 | | | | | | | | | | | | |
| | Female | 233 | 2 | 79 | 152 | 233 | 0 | 43 | 5 | 24 | 14 | 190 |
| | Male | 220 | 5 | 55 | 160 | 220 | 0 | 24 | 4 | 13 | 7 | 196 |
| | Not Stated | 9 | 0 | 4 | 5 | 9 | 0 | 2 | 0 | 0 | 2 | 7 |
| 09 | | | | | | | | | | | | |
| | Female | 259 | 1 | 83 | 175 | 259 | 0 | 35 | 5 | 22 | 8 | 224 |
| | Male | 257 | 2 | 83 | 172 | 257 | 0 | 34 | 5 | 17 | 12 | 223 |
| | Not Stated | 11 | 0 | 2 | 9 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 10-14 | | | | | | | | | | | | |
| | Female | 1,281 | 14 | 398 | 869 | 1,281 | 1 | 204 | 41 | 112 | 51 | 1,076 |
| | Male | 1,268 | 10 | 346 | 912 | 1,268 | 1 | 153 | 26 | 67 | 60 | 1,114 |
| | Not Stated | 49 | 0 | 14 | 35 | 49 | 0 | 7 | 0 | 0 | 7 | 42 |
| 15 | | | | | | | | | | | | |
| | Female | 380 | 5 | 137 | 238 | 380 | 0 | 80 | 9 | 45 | 26 | 300 |
| | Male | 375 | 2 | 98 | 275 | 375 | 1 | 47 | 11 | 26 | 10 | 327 |
| | Not Stated | 15 | 0 | 7 | 8 | 15 | 0 | 1 | 0 | 0 | 1 | 14 |
| 16 | | | | | | | | | | | | |
| | Female | 408 | 6 | 140 | 262 | 408 | 0 | 84 | 14 | 45 | 25 | 324 |
| | Male | 397 | 5 | 108 | 284 | 397 | 2 | 51 | 1 | 34 | 16 | 344 |
| | Not Stated | 13 | 0 | 3 | 10 | 13 | 0 | 2 | 0 | 1 | 1 | 11 |
| 17 | | | | | | | | | | | | |
| | Female | 425 | 3 | 152 | 270 | 425 | 1 | 85 | 15 | 41 | 29 | 339 |
| | Male | 427 | 1 | 121 | 305 | 427 | 0 | 59 | 12 | 34 | 13 | 368 |
| | Not Stated | 9 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | | | | | | | | | | | | |

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| | | | Number Of Pe | ersons | | | | | | Injury Seve | rity | |
|----------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-----|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PASSENGER A | GE/GENDER | | | | | | | | ' | ' | ' | |
| 18 | | | | | | | | | | | | |
| | Female | 395 | 4 | 137 | 254 | 395 | 1 | 84 | 21 | 38 | 25 | 310 |
| | Male | 395 | 11 | 105 | 279 | 395 | 2 | 54 | 10 | 35 | 9 | 339 |
| | Not Stated | 6 | 0 | 3 | 3 | 6 | 0 | 1 | 1 | 0 | 0 | 5 |
| 19 | | | | | | | | | | | | |
| | Female | 351 | 3 | 123 | 225 | 351 | 0 | 80 | 24 | 40 | 16 | 271 |
| | Male | 351 | 2 | 114 | 235 | 351 | 0 | 54 | 14 | 31 | 9 | 297 |
| | Not Stated | 7 | 0 | 3 | 4 | 7 | 0 | 2 | 0 | 1 | 1 | 5 |
| 20 | | | | | | | | | | | | |
| | Female | 275 | 3 | 80 | 192 | 275 | 1 | 48 | 8 | 22 | 18 | 226 |
| | Male | 286 | 9 | 70 | 207 | 286 | 3 | 41 | 10 | 19 | 12 | 242 |
| | Not Stated | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 21 | | | | | | | | | | | | |
| | Female | 294 | 0 | 105 | 189 | 294 | 0 | 56 | 8 | 40 | 8 | 238 |
| | Male | 312 | 4 | 87 | 221 | 312 | 1 | 38 | 4 | 23 | 11 | 273 |
| | Not Stated | 10 | 0 | 4 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 22-24 | | | | | | | | | | | | |
| | Female | 684 | 12 | 167 | 505 | 684 | 2 | 110 | 25 | 45 | 40 | 572 |
| | Male | 761 | 10 | 227 | 524 | 761 | 3 | 108 | 27 | 49 | 32 | 650 |
| | Not Stated | 16 | 0 | 5 | 11 | 16 | 0 | 1 | 0 | 1 | 0 | 15 |
| 25-29 | | | | | | | | | | | | |
| | Female | 856 | 13 | 245 | 598 | 856 | 5 | 159 | 40 | 78 | 41 | 692 |
| | Male | 982 | 11 | 280 | 691 | 982 | 4 | 144 | 33 | 76 | 35 | 834 |
| | Not Stated | 20 | 0 | 5 | 15 | 20 | 0 | 5 | 0 | 4 | 1 | 15 |
| 30-34 | | | | | | | | | | | | |
| | Female | 670 | 7 | 207 | 456 | 670 | 1 | 135 | 40 | 60 | 35 | 534 |
| | Male | 673 | 12 | 189 | 472 | 673 | 7 | 95 | 32 | 42 | 21 | 571 |
| | Not Stated | 18 | 0 | 8 | 10 | 18 | 0 | 7 | 1 | 3 | 3 | 11 |
| | | | | | | | | | | | | |

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| PASSENGER AGE/GENDE 35-39 Female | | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
|----------------------------------|--------|-------|--------|--------------------|-------------------|-----------------|------------------|----|----|----|-----|
| 35-39 | | | | ' | | | irijarca | | | | |
| | 618 | | | | | | | | | , | |
| Female | 618 | | | | | | | | | | |
| | | 12 | 182 | 424 | 618 | 4 | 115 | 25 | 62 | 28 | 499 |
| Male | 596 | 7 | 188 | 401 | 596 | 3 | 93 | 22 | 46 | 25 | 500 |
| Not Sta | ted 8 | 0 | 3 | 5 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| 40-44 | | | | | | | | | | | |
| Female | 543 | 4 | 160 | 379 | 543 | 2 | 104 | 28 | 59 | 17 | 437 |
| Male | 403 | 7 | 110 | 286 | 403 | 2 | 59 | 22 | 23 | 14 | 342 |
| Not Sta | ted 12 | 0 | 4 | 8 | 12 | 0 | 2 | 1 | 1 | 0 | 10 |
| 45-49 | | | | | | | | | | | |
| Female | 539 | 7 | 146 | 386 | 539 | 2 | 93 | 22 | 51 | 20 | 444 |
| Male | 431 | 8 | 104 | 319 | 431 | 1 | 53 | 15 | 25 | 13 | 377 |
| Not Sta | ted 16 | 0 | 3 | 13 | 16 | 0 | 2 | 0 | 1 | 1 | 14 |
| 50-54 | | | | | | | | | | | |
| Female | 576 | 2 | 174 | 400 | 576 | 1 | 121 | 26 | 56 | 39 | 454 |
| Male | 355 | 4 | 100 | 251 | 355 | 1 | 42 | 14 | 12 | 16 | 312 |
| Not Sta | ted 9 | 0 | 3 | 6 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| 55-59 | | | | | | | | | | | |
| Female | 566 | 7 | 161 | 398 | 566 | 0 | 125 | 35 | 58 | 32 | 441 |
| Male | 357 | 6 | 97 | 254 | 357 | 0 | 65 | 17 | 26 | 22 | 292 |
| Not Sta | ted 12 | 0 | 3 | 9 | 12 | 0 | 1 | 0 | 1 | 0 | 11 |
| 60-64 | | | | | | | | | | | |
| Female | 478 | 5 | 117 | 356 | 478 | 1 | 74 | 16 | 33 | 25 | 403 |
| Male | 272 | 6 | 69 | 197 | 272 | 4 | 35 | 8 | 16 | 11 | 233 |
| Not Sta | ted 9 | 0 | 6 | 3 | 9 | 0 | 2 | 1 | 1 | 0 | 7 |
| 65-69 | | | | | | | | | | | |
| Female | 461 | 10 | 127 | 324 | 461 | 1 | 78 | 19 | 35 | 24 | 382 |
| Male | 184 | 3 | 53 | 128 | 184 | 2 | 28 | 7 | 16 | 5 | 154 |
| Not Sta | ted 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |

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| | | | Number Of P | ersons | | | | | | Injury Sev | erity | |
|----------------|------------|--------|-------------|--------|--------------------|-------------------|-----------------|------------------|-----|------------|-------|--------|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PASSENGER AG | E/GENDER | | | | ' | | | | | | | |
| 70-74 | | | | | | | | | | | | |
| | Female | 358 | 16 | 98 | 244 | 358 | 7 | 61 | 15 | 28 | 18 | 290 |
| | Male | 119 | 1 | 34 | 84 | 119 | 1 | 14 | 5 | 7 | 2 | 104 |
| | Not Stated | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 75-79 | | | | | | | | | | | | |
| | Female | 222 | 11 | 45 | 166 | 222 | 6 | 31 | 10 | 13 | 8 | 185 |
| | Male | 96 | 3 | 30 | 63 | 96 | 1 | 19 | 3 | 10 | 6 | 76 |
| | Not Stated | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 80-84 | | | | | | | | | | | | |
| | Female | 130 | 8 | 46 | 76 | 130 | 4 | 31 | 8 | 17 | 6 | 95 |
| | Male | 41 | 1 | 13 | 27 | 41 | 0 | 8 | 1 | 5 | 2 | 33 |
| | Not Stated | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 85-89 | | | | | | | | | | | | |
| | Female | 73 | 4 | 23 | 46 | 73 | 2 | 14 | 3 | 6 | 5 | 57 |
| | Male | 41 | 7 | 14 | 20 | 41 | 3 | 10 | 3 | 5 | 2 | 28 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 90-94 | | | | | | | | | | | | |
| | Female | 14 | 0 | 6 | 8 | 14 | 0 | 5 | 3 | 2 | 0 | 9 |
| | Male | 12 | 1 | 5 | 6 | 12 | 1 | 4 | 2 | 1 | 1 | 7 |
| | Not Stated | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 95-98 | | | | | | | | | | | | |
| | Female | 10 | 0 | 4 | 6 | 10 | 0 | 3 | 2 | 1 | 0 | 7 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unknown | | | | | | | | | | | | |
| | Female | 216 | 1 | 74 | 141 | 216 | 0 | 36 | 4 | 18 | 14 | 180 |
| | Male | 176 | 0 | 67 | 109 | 176 | 0 | 19 | 4 | 10 | 5 | 157 |
| | Not Stated | 715 | 0 | 119 | 596 | 715 | 0 | 22 | 3 | 14 | 5 | 693 |
| TOTALS | | 25,968 | 334 | 7,578 | 18,056 | 25,968 | 87 | 3,990 | 852 | 2,002 | 1,136 | 21,891 |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|---------------|--------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Unincorporate | d | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDEDSTRIA | N AGE/GENDER | | ' | ' | | | ' | | ' | ' | | |
| 02 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 05 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 06 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 07 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 08 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 10-14 | | | | | | | | | | | | |
| | Male | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 1 | 1 | 3 | 0 |
| 15 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 16 | | | | | | | | | | | | |
| | Female | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| 17 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| | Male | 4 | 1 | 3 | 0 | 4 | 1 | 3 | 1 | 1 | 1 | 0 |
| 18 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 19 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 2 | 1 | 0 |
| 20 | | | | | | | | | | | | |
| | Female | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | | Number Of Pe | rsons | | | | | | Injury Severi | ty | |
|---------------|---------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|----|---|
| Unincorporate | ed | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDEDSTRI/ | AN AGE/GENDER | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 21 | | | | | | | | | | | | |
| | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Male | 5 | 1 | 4 | 0 | 5 | 1 | 4 | 1 | 2 | 1 | 0 |
| 22-24 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 10 | 3 | 7 | 0 | 10 | 3 | 7 | 3 | 4 | 0 | 0 |
| 25-29 | | | | | | | | | | | | |
| | Female | 10 | 2 | 8 | 0 | 10 | 2 | 8 | 2 | 3 | 3 | 0 |
| | Male | 5 | 3 | 2 | 0 | 5 | 3 | 2 | 0 | 2 | 0 | 0 |
| 30-34 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| | Male | 10 | 1 | 9 | 0 | 10 | 1 | 9 | 3 | 5 | 1 | 0 |
| 35-39 | | | | | | | | | | | | |
| | Female | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 2 | 1 | 0 | 0 |
| | Male | 11 | 2 | 8 | 1 | 11 | 2 | 8 | 4 | 4 | 0 | 1 |
| 40-44 | | | | | | | | | | | | |
| | Female | 3 | 1 | 1 | 1 | 3 | 1 | 1 | 0 | 1 | 0 | 1 |
| | Male | 7 | 1 | 6 | 0 | 7 | 1 | 6 | 1 | 3 | 2 | 0 |
| 45-49 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 11 | 4 | 6 | 1 | 11 | 4 | 6 | 1 | 1 | 4 | 1 |
| 50-54 | | | | | | | | | | | | |
| | Female | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 0 |
| | Male | 11 | 1 | 9 | 1 | 11 | 1 | 9 | 0 | 6 | 3 | 1 |
| 55-59 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| | Male | 4 | 1 | 2 | 1 | 4 | 1 | 2 | 1 | 1 | 0 | 1 |

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Division of Traffic Safety

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | | Number Of Pe | ersons | | | | | | Injury Sever | ity | |
|---------------|---------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|--------------|-----|---|
| Unincorporate | ed | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| PEDEDSTRIA | AN AGE/GENDER | | | | | | , | | , | | | |
| 60-64 | | | | | | | | | | | | |
| | Female | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| | Male | 4 | 1 | 2 | 1 | 4 | 1 | 2 | 0 | 2 | 0 | 1 |
| 65-69 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| | Male | 7 | 1 | 6 | 0 | 7 | 1 | 6 | 2 | 3 | 1 | 0 |
| 70-74 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 3 | 1 | 2 | 0 | 3 | 1 | 2 | 1 | 0 | 1 | 0 |
| 75-79 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 80-84 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| 85-89 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | | | | | | | | | | | | |
| | Female | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 0 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 159 | 28 | 124 | 7 | 159 | 28 | 124 | 40 | 58 | 26 | 7 |

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City Summary Crash Report 1/1/2018 to 12/31/2018

| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|---------------|---------------|----------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Unincorporate | d | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDALCYCLI | ST AGE/GENDER | | | | | | | | ' | | | |
| 05 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 06 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 08 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 09 | | _ | • | | • | | • | _ | | 4 | • | • |
| 40.44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 10-14 | Male | 6 | 0 | 6 | 0 | 6 | 0 | 6 | 2 | 4 | 0 | 0 |
| 15 | Male | О | U | О | U | 6 | U | б | 2 | 4 | U | 0 |
| 13 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 |
| 16 | | <u> </u> | | | | | . | | • | | Ū | · |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 18 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 19 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| 20 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 21 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 22-24 | Marta | | • | • | • | _ | _ | • | • | ^ | _ | _ |
| 05.00 | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 0 |
| 25-29 | Mala | ^ | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 4 | ^ |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Severi | ty | |
|----------------|---------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|---------------|----|---|
| Unincorporated | d | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| PEDALCYCLIS | ST AGE/GENDER | | | | | | ' | | ' | | | |
| 30-34 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 0 | 1 | 0 |
| 35-39 | | | | | | | | | | | | |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 0 |
| 40-44 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| 45-49 | | | | | | | | | | | | |
| | Male | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 2 | 3 | 0 | 0 |
| 50-54 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 1 | 1 | 0 |
| 55-59 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 7 | 0 | 7 | 0 | 7 | 0 | 7 | 3 | 4 | 0 | 0 |
| 60-64 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 3 | 1 | 0 | 0 |
| 65-69 | | | | | | | | | | | | |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 1 | 3 | 0 | 0 |
| 70-74 | | | | | | | | | | | | |
| | Male | 4 | 1 | 3 | 0 | 4 | 1 | 3 | 1 | 1 | 1 | 0 |
| 75-79 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 85-89 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 69 | 1 | 66 | 2 | 69 | 1 | 66 | 27 | 30 | 9 | 2 |

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City: Unincorporated | *See Notes at End of Report.

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| | | | Number Of Pe | rsons | | | | | | Injury Severi | ity | |
|-------------------------------|------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|-----|---|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDESTRIAN PR | RIOR ACTION AGE/GENDER | | | | | | | | , | | | |
| Crossing - Agains | t Signal | | | | | | | | | | | |
| 21 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 22-24 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 30-34 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Crossing - With S | ignal | | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 17 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 30-34 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 65-69 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Enter From Drive/ | Alley | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Entering/Leaving/ Location | Crossing Unspecified | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 16 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 25-29 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|-----------------|-------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDESTRIAN | PRIOR ACTION AGE/GENDER | | | ' | | | ' | | ' | | | |
| 40-44 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 50-54 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 60-64 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 70-74 | | | | | | | | | | | | |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | 0 |
| 80-84 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| _ | ng/Crossing Vehicle | | | | | | | | | | | |
| 19 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 25-29 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 60-64 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Intoxicated Ped | l/Pedal | | | | | | | | | | | |
| 22-24 | | | | | | | | | | | | |
| | Male | 3 | 1 | 2 | 0 | 3 | 1 | 2 | 1 | 1 | 0 | 0 |
| 25-29 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 30-34 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 35-39 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|---------------|-------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Unincorporate | ed | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDESTRIAN | PRIOR ACTION AGE/GENDER | | | | | | | | | , | ' | |
| 40-44 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| None | | | | | | | | | | | | |
| 35-39 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 40-44 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 65-69 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Other | | | | | | | | | | | | |
| 06 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 07 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 10-14 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 15 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 16 | | | | | | | | | | | | |
| | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 19 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 20 | | | | | | | | | | | | |
| | Female | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 |
| 22-24 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|-----------------|-------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDESTRIAN I | PRIOR ACTION AGE/GENDER | | | | | | ' | ' | ' | | | |
| 25-29 | | | | | | | | | | | | |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 |
| 30-34 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 35-39 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 45-49 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 50-54 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 55-59 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 60-64 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 70-74 | | | | | | | | | | _ | _ | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 75 70 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 75-79 | | | • | | | | • | _ | | • | ā | |
| Lister same | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | Famala | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | ^ |
| Dloving In Deed | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Playing In Road | way | | | | | | | | | | | |
| 02 | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | ^ |
| | iviale | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|----------------------|-------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|-----|--------------|-----|--|
| Unincorporated | d | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | |
| PEDESTRIAN | PRIOR ACTION AGE/GENDER | | | ' | | | ' | | , | | | |
| 08 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | |
| 10-14 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | |
| 19 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| 50-54 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| Playing/Workir | ng On Vehicle | | | | | | | | | | | |
| 30-34 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| 45-49 | | _ | _ | | _ | | _ | | _ | | _ | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| O(| Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 0 | 1 | |
| Standing In Ro 17 | badway | | | | | | | | | | | |
| 17 | Male | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | |
| 21 | iviale | ' | ' | U | 0 | ' | ' | U | U | U | U | |
| Z I | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | |
| 22-24 | Terriale | ' | ' | · · | 0 | ' | ' | O . | · · | U | U | |
| , | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | |
| 25-29 | | _ | · | · | • | _ | · | · | · | | Ū | |
| | Female | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | |
| 30-34 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | |
| 35-39 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | |

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| | | | Number Of Pe | rsons | | | | | | Injury Severi | ty | |
|----------------|-------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|----|---|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| PEDESTRIAN | PRIOR ACTION AGE/GENDER | | | ' | | | 1 | | ' | | | |
| 45-49 | | | | | | | | | | | | |
| | Male | 4 | 1 | 2 | 1 | 4 | 1 | 2 | 1 | 0 | 1 | 1 |
| 55-59 | | | | | | | | | | | | |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |
| 65-69 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| Turning Left | | | | | | | | | | | | |
| 55-59 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | | | | | | | | | | | | |
| 05 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 17 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 25-29 | | | | | | | | | | | | |
| | Female | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 |
| 30-34 | | _ | _ | _ | _ | | _ | | _ | | _ | _ |
| 05.00 | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 35-39 | | | _ | • | | | | | • | • | • | |
| 45 40 | Male | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 45-49 | Male | 4 | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 |
| 50-54 | waie | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 50-54 | Male | 2 | 4 | 2 | 0 | 3 | 4 | 2 | 0 | 2 | 0 | 0 |
| 55-59 | iviale | 3 | 1 | 2 | U | ა | 1 | 2 | U | 2 | U | 0 |
| 00-09 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 80-84 | iviaie | Į | U | U | ı | ı | U | U | U | U | U | |
| 00-04 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| | iviaie | ı | U | ı | U | ı | U | ı | ı | U | U | U |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|----------------|--------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDESTRIAN I | PRIOR ACTION AGE/GENDER | | | ' | | | ' | | | | | |
| 85-89 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Walking/Riding | Against Traffic | | | | | | | | | | | |
| 17 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| 21 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 22-24 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 25-29 | | | | | | | | | | | | |
| | Female | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 1 | 1 | 0 |
| 35-39 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | | | | | | | | | | | | |
| | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | Male | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 50-54 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 55-59 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | To/From Disabled Vehicle | | | | | | | | | | | |
| 22-24 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 40-44 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Severi | ity | |
|---------------|---------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|-----|---|
| Unincorporat | ted | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDESTRIA | N PRIOR ACTION AGE/GENDER | | , | | | | | | | | | |
| 60-64 | | | | | | | | | | | | |
| | Female | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| Walking/Ridir | ng With Traffic | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 |
| 17 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 18 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 19 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 20 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 21 | | | | | | | | | | | | |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 |
| 22-24 | | | | | | | | | | | | |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 |
| 30-34 | | | | | | | | | | | | |
| | Male | 4 | 1 | 3 | 0 | 4 | 1 | 3 | 0 | 2 | 1 | 0 |
| 35-39 | | | | | | | | | | | | |
| | Male | 6 | 1 | 4 | 1 | 6 | 1 | 4 | 2 | 2 | 0 | 1 |
| 40-44 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 45-49 | | | | | | | | | | | | |
| | Male | 3 | 1 | 2 | 0 | 3 | 1 | 2 | 0 | 1 | 1 | 0 |
| 50-54 | | | | | | | | | | | | |
| | Male | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 1 | 3 | 0 |
| 60-64 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

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| | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|------------------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|--------------|-----|---|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | , | | |
| 65-69 | | | | | | | | | | | |
| Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 0 | 1 | 0 | 0 |
| Working In Roadway | | | | | | | | | | | |
| 30-34 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 35-39 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 50-54 | | | | | | | | | | | |
| Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | 159 | 28 | 124 | 7 | 159 | 28 | 124 | 40 | 58 | 26 | 7 |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|----------------|-----------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|-----|------------------|-----|---|
| Unincorporate | ed | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDALCYCL | IST PRIOR ACTION AGE/GENDER | , | | | | | | | | | , | |
| Crossing - Aga | ainst Signal | | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 19 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 30-34 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 35-39 | | | _ | | _ | | _ | _ | | _ | _ | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 45-49 | | | | | | | | | | | | |
| 05.00 | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| 85-89 | Mala | 4 | • | 4 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | 0 |
| Crossing - Wit | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 15 | tri Signai | | | | | | | | | | | |
| 13 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 25-29 | iviale | ' | U | ' | · · | ' | U | ' | U | ı | U | U |
| 20-20 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 55-59 | Maio | , | J | · | ŭ | · | v | • | · · | , and the second | · | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 65-69 | | | - | | - | | | | - | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 |
| 70-74 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Enter From Dr | rive/Alley | | | | | | | | | | | |
| 09 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 15 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

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| | | Number Of Pe | rsons | | | | | | Injury Severi | ty | |
|--|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|------------------|---|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDALCYCLIST PRIOR ACTION AGE/GENDI | ER | | ' | | | ' | | ' | | ' | |
| 16 | | | | | | | | | | | |
| Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Entering/Leaving/Crossing Unspecified Location | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Entering/Leaving/Crossing Vehicle | | | | | | | | | | | |
| 70-74 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Unknown | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Intoxicated Ped/Pedal | | | | | | | | | | | |
| 45-49 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| None | | | | | | | | | | | |
| 19 | | _ | _ | _ | | _ | | _ | | _ | _ |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 25-29 | | | | | _ | • | _ | à | • | • | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 55-59 Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 60-64 | ı | 0 | ı | 0 | ı | U | ı | · | U | U | U |
| Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| Other | 2 | O | 2 | O | 2 | O | 2 | ' | ' | O | U |
| 10-14 | | | | | | | | | | | |
| Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| 21 | _ | • | _ | | _ | ~ | _ | • | • | , and the second | |
| Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Severi | ity | |
|------------------|-------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|-----|---------------|-----|---|
| Unincorporated | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDALCYCLIST | PRIOR ACTION AGE/GENDER | ' | | | | | | | | , | | |
| Playing In Roadw | way | | | | | | | | | | | |
| 08 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Standing In Road | dway | | | | | | | | | | | |
| 35-39 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Turning Left | | | | | | | | | | | | |
| 08 | | à | | | • | _ | | _ | • | _ | • | |
| 40.44 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 10-14 | Male | 4 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 4 | 0 | 0 |
| 75-79 | waie | 1 | U | ı | U | 1 | U | ' | 0 | 1 | U | U |
| 15-19 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Turning Right | iviale | | O | ı | O | ' | U | ' | ' | U | U | U |
| 15 | | | | | | | | | | | | |
| 10 | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 50-54 | Maio | , | Ŭ | , | ŭ | · | | | · · | · | Ŭ | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | | | | | | | | | | | | |
| 05 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 06 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 15 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 18 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 21 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |

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| | | Number Of Pe | rsons | | | | | | Injury Severi | ty | |
|--------------------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|----|---|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDALCYCLIST PRIOR ACTION AGE/GENDER | | | | | | , | | | | ' | |
| 50-54 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding Against Traffic | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 45-49 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Walking/Riding With Traffic | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 20 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 22-24 | | | | | | | | | | | |
| Male | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 3 | 0 | 0 | 0 |
| 30-34 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 35-39 | | | | | | _ | | _ | _ | _ | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 40-44 | | | | | | | | | | | |
| Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| 45-49 | _ | | i | | | | | 4 | • | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 50-54 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | 4 | 0 | ^ |
| Female Mole | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Male 55.50 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 55-59 | 1 | 0 | 4 | 0 | 4 | 0 | 4 | 4 | 0 | 0 | ^ |
| Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Male | 5 | 0 | 5 | 0 | 5 | 0 | 5 | 2 | 3 | 0 | 0 |

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| | | | Number Of Pe | rsons | | | | | | Injury Severi | ity | |
|----------------|----------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|---------------|-----|---|
| Unincorporated | l | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | Α | В | С | 0 |
| PEDALCYCLIS | ST PRIOR ACTION AGE/GENDER | | | | | | | | | , | | |
| 60-64 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 2 | 0 | 0 | 0 |
| 65-69 | | | | | | | | | | | | |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| 70-74 | | | | | | | | | | | | |
| | Male | 2 | 1 | 1 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | 0 |
| Unknown | | | | | | | | | | | | |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 69 | 1 | 66 | 2 | 69 | 1 | 66 | 27 | 30 | 9 | 2 |

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| | | | Number Of Pe | rsons | | | | | | Injury Sever | ity | |
|---------------|----------------------|--------------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Unincorporate | ed | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| OCCUPANT | OF NON-MOTORIZED VEH | ICLE AGE/SEX | | | | | | | | | | |
| 08 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 35-39 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 40-44 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 55-59 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 7 | 0 | 6 | 1 | 7 | 0 | 3 | 1 | 2 | 0 | 4 |

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| | | | | | Injury Severity | | | | | | |
|------------------|--------|-------|--------|--------------------|-------------------|-----------------|------------------|-------|-------|-------|--------|
| Unincorporated | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | А | В | С | 0 |
| VEHICLE DEFECTS | | · | | | | | | | | , | |
| Brakes | 405 | 3 | 125 | 277 | 405 | 1 | 100 | 19 | 55 | 26 | 461 |
| Cargo | 75 | 0 | 10 | 65 | 75 | 0 | 4 | 1 | 3 | 0 | 99 |
| Engine/Motor | 66 | 3 | 14 | 49 | 66 | 2 | 14 | 3 | 8 | 3 | 72 |
| Exhaust | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 0 | 0 | 0 | 11 |
| Fuel System | 10 | 0 | 3 | 7 | 10 | 0 | 2 | 0 | 1 | 1 | 11 |
| Lights | 30 | 1 | 15 | 14 | 30 | 1 | 12 | 3 | 8 | 1 | 27 |
| None | 69,102 | 463 | 16,031 | 52,608 | 69,102 | 276 | 13,740 | 2,778 | 7,194 | 3,768 | 77,224 |
| Other | 209 | 2 | 44 | 163 | 209 | 1 | 36 | 9 | 20 | 7 | 218 |
| Restraint System | 19 | 1 | 4 | 14 | 19 | 1 | 3 | 1 | 1 | 1 | 20 |
| Signals | 14 | 0 | 2 | 12 | 14 | 0 | 0 | 0 | 0 | 0 | 15 |
| Steering | 127 | 0 | 35 | 92 | 127 | 0 | 39 | 10 | 22 | 7 | 127 |
| Suspension | 35 | 0 | 9 | 26 | 35 | 0 | 10 | 1 | 5 | 4 | 33 |
| Tires | 614 | 10 | 149 | 455 | 614 | 9 | 221 | 56 | 116 | 49 | 666 |
| Trailer Coupling | 32 | 0 | 1 | 31 | 32 | 0 | 0 | 0 | 0 | 0 | 35 |
| Unknown | 9,334 | 166 | 1,566 | 7,602 | 9,334 | 143 | 1,354 | 408 | 601 | 345 | 9,637 |
| Wheels | 100 | 1 | 18 | 81 | 100 | 0 | 16 | 5 | 5 | 6 | 120 |
| Windows | 11 | 0 | 2 | 9 | 11 | 0 | 2 | 0 | 1 | 1 | 12 |
| TOTALS | 80,189 | 650 | 18,029 | 61,510 | 80,189 | 434 | 15,553 | 3,294 | 8,040 | 4,219 | 88,788 |

Sorted by: City

Illinois Department of Transportation Division of Traffic Safety

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City Summary Crash Report 1/1/2018 to 12/31/2018

City: Unincorporated | *See Notes at End of Report.

| TOTALS | 80,189 | 650 | 18,029 | 61,510 | 80,189 | 434 | 15,553 | 3,294 | 8,040 | 4,219 | 88,788 |
|------------------------------|--------|-----|--------|--------|--------|-----|--------|-------|-------|-------|--------|
| Van/Mini-Van | 4,231 | 39 | 1,041 | 3,151 | 4,231 | 29 | 1,064 | 235 | 522 | 307 | 5,815 |
| Unknown | 1,929 | 0 | 164 | 1,765 | 1,929 | 0 | 29 | 8 | 15 | 6 | 1,948 |
| Truck Single Unit | 1,317 | 16 | 290 | 1,011 | 1,317 | 3 | 168 | 40 | 103 | 25 | 1,340 |
| Tractor Without Semi-Trailer | 189 | 0 | 34 | 155 | 189 | 0 | 12 | 1 | 10 | 1 | 187 |
| Tractor With Semi-Trailer | 4,606 | 69 | 902 | 3,635 | 4,606 | 13 | 317 | 82 | 179 | 56 | 4,611 |
| SUV | 11,747 | 114 | 2,728 | 8,905 | 11,747 | 74 | 2,415 | 453 | 1,163 | 799 | 13,904 |
| Snowmobile | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Pickup | 10,996 | 134 | 2,416 | 8,446 | 10,996 | 75 | 1,901 | 449 | 1,011 | 441 | 11,656 |
| Passenger | 43,119 | 209 | 9,533 | 33,377 | 43,119 | 174 | 8,734 | 1,661 | 4,590 | 2,483 | 47,007 |
| Other Vehicle With Trailer | 243 | 0 | 46 | 197 | 243 | 0 | 22 | 2 | 9 | 11 | 327 |
| Other | 476 | 8 | 102 | 366 | 476 | 8 | 67 | 20 | 33 | 14 | 530 |
| Motorcycle (Over 150cc) | 734 | 49 | 546 | 139 | 734 | 49 | 586 | 262 | 288 | 36 | 175 |
| Motor Driven Cycle | 76 | 1 | 56 | 19 | 76 | 1 | 61 | 21 | 38 | 2 | 20 |
| Farm Equipment | 185 | 2 | 54 | 129 | 185 | 1 | 29 | 2 | 17 | 10 | 167 |
| Bus Up to 15 Passengers | 92 | 0 | 17 | 75 | 92 | 0 | 29 | 7 | 8 | 14 | 182 |
| Bus Over 15 Passengers | 165 | 3 | 40 | 122 | 165 | 1 | 44 | 5 | 28 | 11 | 888 |
| Autocycle | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 1 | 1 | 0 | 2 |
| ATV | 79 | 6 | 58 | 15 | 79 | 6 | 73 | 45 | 25 | 3 | 28 |
| VEHICLE TYPE | | | | | | | | | | | |

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.