



City Summary Crash Report

1/1/2020 to 12/31/2020

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

Energy	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
WEATHER CONDITION												
Clear	17	0	2	15	24	0	3	0	2	1	26	
Rain	5	0	0	5	9	0	0	0	0	0	10	
Unknown	1	0	0	1	1	0	0	0	0	0	1	
TOTALS	23	0	2	21	34	0	3	0	2	1	37	
TYPE OF CRASH												
Angle	1	0	0	1	2	0	0	0	0	0	2	
Animal	9	0	0	9	9	0	0	0	0	0	9	
Fixed Object	2	0	0	2	2	0	0	0	0	0	2	
Front to Rear	5	0	1	4	10	0	2	0	1	1	11	
Other Non-Collision	1	0	0	1	1	0	0	0	0	0	2	
Sideswipe Same Direction	1	0	0	1	2	0	0	0	0	0	3	
Turning	4	0	1	3	8	0	1	0	1	0	8	
TOTALS	23	0	2	21	34	0	3	0	2	1	37	



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Energy	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	23	0	2	21	34	0	3	0	2	1	37	
TOTALS	23	0	2	21	34	0	3	0	2	1	37	
ROAD SURFACE CONDITION												
Dry	15	0	2	13	21	0	3	0	2	1	22	
Unknown	2	0	0	2	3	0	0	0	0	0	4	
Wet	6	0	0	6	10	0	0	0	0	0	11	
TOTALS	23	0	2	21	34	0	3	0	2	1	37	



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Energy	Total	Number of Crashes				Total Vehicles	Total Total		Injury Severity			
		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
Urban Local Road or Street		2	0	0	2	2	0	0	0	0	0	2
Urban Major Collector		1	0	0	1	1	0	0	0	0	0	2
Urban Other Principal Arterial		20	0	2	18	31	0	3	0	2	1	33
TOTALS		23	0	2	21	34	0	3	0	2	1	37
DAY OF WEEK												
Monday		4	0	1	3	6	0	1	0	1	0	6
Tuesday		1	0	0	1	1	0	0	0	0	0	1
Wednesday		7	0	0	7	11	0	0	0	0	0	13
Thursday		5	0	0	5	7	0	0	0	0	0	7
Friday		3	0	0	3	5	0	0	0	0	0	5
Saturday		3	0	1	2	4	0	2	0	1	1	5
TOTALS		23	0	2	21	34	0	3	0	2	1	37



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Energy	Number Of Crashes				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			O
	Total	Fatal	Injury						A	B	C	
TIME OF DAY												
03 AM	1	0	0	1	1	0	0	0	0	0	0	1
04 AM	3	0	0	3	4	0	0	0	0	0	0	4
05 AM	2	0	0	2	2	0	0	0	0	0	0	2
06 AM	2	0	0	2	2	0	0	0	0	0	0	2
07 AM	1	0	0	1	2	0	0	0	0	0	0	2
08 AM	1	0	0	1	2	0	0	0	0	0	0	2
11 AM	1	0	0	1	2	0	0	0	0	0	0	2
Noon	2	0	0	2	4	0	0	0	0	0	0	5
1 PM	1	0	0	1	2	0	0	0	0	0	0	2
2 PM	3	0	1	2	5	0	2	0	1	1	1	6
4 PM	1	0	0	1	2	0	0	0	0	0	0	3
6 PM	1	0	1	0	2	0	1	0	1	0	0	1
7 PM	2	0	0	2	2	0	0	0	0	0	0	3
8 PM	1	0	0	1	1	0	0	0	0	0	0	1
11 PM	1	0	0	1	1	0	0	0	0	0	0	1
TOTALS	23	0	2	21	34	0	3	0	2	1	1	37



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Energy	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	5	0	1	4	7	0	1	0	1	0	7
Darkness, Lighted Road	4	0	0	4	5	0	0	0	0	0	6
Dawn	1	0	0	1	1	0	0	0	0	0	1
Daylight	12	0	1	11	20	0	2	0	1	1	22
Unknown	1	0	0	1	1	0	0	0	0	0	1
TOTALS	23	0	2	21	34	0	3	0	2	1	37
ROAD DEFECTS											
No Defects	20	0	1	19	30	0	2	0	1	1	34
Unknown	3	0	1	2	4	0	1	0	1	0	3
TOTALS	23	0	2	21	34	0	3	0	2	1	37



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Energy	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	17	0	1	16	23	0	1	0	1	0	26
Stop Sign	1	0	0	1	2	0	0	0	0	0	2
Traffic Signal	5	0	1	4	9	0	2	0	1	1	9
TOTALS	23	0	2	21	34	0	3	0	2	1	37
ROADWAY FEATURE											
Not Applicable	23	0	2	21	34	0	3	0	2	1	37
TOTALS	23	0	2	21	34	0	3	0	2	1	37



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Energy	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			O
	Total	Fatal	Injury						A	B	C	
DRIVER CONDITION												
Normal	30	0	3	27	30	0	1	0	1	0	29	
Other	1	0	1	0	1	0	1	0	1	0	0	
Other/Unknown	3	0	0	3	3	0	0	0	0	0	3	
TOTALS	34	0	4	30	34	0	2	0	2	0	32	



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Energy		Number Of Persons					Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Total	Fatal	Injury	Property Damage					A	B	C	O
DRIVER AGE/GENDER													
19													
	Male	2	0	0	2	2	0	0	0	0	0	2	
21													
	Male	1	0	0	1	1	0	0	0	0	0	1	
22-24													
	Female	3	0	0	3	3	0	0	0	0	0	3	
	Male	1	0	1	0	1	0	0	0	0	0	1	
25-29													
	Female	1	0	0	1	1	0	0	0	0	0	1	
	Male	1	0	1	0	1	0	0	0	0	0	1	
30-34													
	Female	2	0	0	2	2	0	0	0	0	0	2	
	Male	1	0	0	1	1	0	0	0	0	0	1	
35-39													
	Male	3	0	2	1	3	0	2	0	2	0	1	
40-44													
	Male	2	0	0	2	2	0	0	0	0	0	2	
45-49													
	Male	3	0	0	3	3	0	0	0	0	0	3	
50-54													
	Female	1	0	0	1	1	0	0	0	0	0	1	
	Male	3	0	0	3	3	0	0	0	0	0	3	
55-59													
	Female	3	0	0	3	3	0	0	0	0	0	3	
	Male	2	0	0	2	2	0	0	0	0	0	2	
60-64													
	Female	1	0	0	1	1	0	0	0	0	0	1	
	Male	2	0	0	2	2	0	0	0	0	0	2	



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Energy	Number Of Persons							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
DRIVER AGE/GENDER												
70-74												
	Female	1	0	0	1	1	0	0	0	0	0	1
80-84												
	Male	1	0	0	1	1	0	0	0	0	0	1
TOTALS		34	0	4	30	34	0	2	0	2	0	32



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Energy		Number Of Persons					Injury Severity					
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
00												
	Male	1	0	1	0	1	0	0	0	0	0	1
08												
	Female	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Female	1	0	1	0	1	0	1	0	0	1	0
50-54												
	Female	1	0	0	1	1	0	0	0	0	0	1
55-59												
	Male	1	0	0	1	1	0	0	0	0	0	1
75-79												
	Female	1	0	0	1	1	0	0	0	0	0	1
TOTALS		6	0	2	4	6	0	1	0	0	1	5



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Energy	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			O
	Total	Fatal	Injury						A	B	C	
VEHICLE DEFECTS												
None	27	0	4		23	27	0	3	0	2	1	29
Unknown	7	0	0		7	7	0	0	0	0	0	8
TOTALS	34	0	4		30	34	0	3	0	2	1	37
VEHICLE TYPE												
Passenger	14	0	0		14	14	0	0	0	0	0	17
Pickup	11	0	3		8	11	0	2	0	1	1	12
SUV	6	0	0		6	6	0	0	0	0	0	6
Unknown	1	0	0		1	1	0	0	0	0	0	1
Van/Mini-Van	2	0	1		1	2	0	1	0	1	0	1
TOTALS	34	0	4		30	34	0	3	0	2	1	37

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.