



City Summary Crash Report

1/1/2021 to 12/31/2021

City : Lake In The Hills | *See Notes at End of Report.

| Lake In The Hills | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Blowing Snow | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Clear | 192 | 1 | 41 | 150 | 367 | 1 | 61 | 5 | 24 | 32 | 403 |
| Cloudy/Overcast | 6 | 0 | 2 | 4 | 11 | 0 | 2 | 0 | 1 | 1 | 10 |
| Freezing Rain | 1 | 0 | 1 | 0 | 3 | 0 | 2 | 0 | 2 | 0 | 1 |
| Rain | 21 | 0 | 6 | 15 | 39 | 0 | 8 | 0 | 4 | 4 | 39 |
| Sleet/Hail | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| Snow | 9 | 0 | 3 | 6 | 18 | 0 | 6 | 1 | 3 | 2 | 18 |
| Unknown | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |
| TYPE OF CRASH | | | | | | | | | | | |
| Angle | 18 | 0 | 6 | 12 | 38 | 0 | 9 | 0 | 2 | 7 | 39 |
| Animal | 12 | 0 | 0 | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 13 |
| Fixed Object | 27 | 0 | 5 | 22 | 32 | 0 | 7 | 1 | 3 | 3 | 31 |
| Front to Rear | 64 | 0 | 16 | 48 | 140 | 0 | 19 | 1 | 6 | 12 | 177 |
| Other Object | 8 | 1 | 2 | 5 | 14 | 1 | 5 | 0 | 4 | 1 | 10 |
| Overtuned | 3 | 0 | 3 | 0 | 3 | 0 | 6 | 1 | 0 | 5 | 0 |
| Parked Motor Vehicle | 21 | 0 | 0 | 21 | 42 | 0 | 0 | 0 | 0 | 0 | 25 |
| Pedestrian | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |
| Rear to Front | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 7 |
| Rear to Side | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sideswipe Opposite Direction | 3 | 0 | 0 | 3 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| Sideswipe Same Direction | 12 | 0 | 1 | 11 | 25 | 0 | 1 | 0 | 0 | 1 | 26 |
| Turning | 60 | 0 | 20 | 40 | 122 | 0 | 32 | 2 | 18 | 12 | 138 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |



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| Lake In The Hills | Number Of Crashes | | | | | | | Injury Severity | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| CLASS OF CITY | | | | | | | | | | | |
| 25,000 TO 50,000 | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 181 | 1 | 40 | 140 | 350 | 1 | 60 | 5 | 24 | 31 | 380 |
| Ice | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Snow or Slush | 14 | 0 | 5 | 9 | 26 | 0 | 9 | 1 | 5 | 3 | 25 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| Wet | 36 | 0 | 9 | 27 | 65 | 0 | 12 | 0 | 5 | 7 | 66 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |



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| Lake In The Hills | Number of Crashes | | | | | | Injury Severity | | | | | |
|--------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|-----------|------------|---|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | | |
| (UNK) | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Rural (UNK) | 47 | 0 | 8 | 39 | 90 | 0 | 10 | 1 | 7 | 2 | 88 | |
| Urban Local Road or Street | 32 | 0 | 2 | 30 | 59 | 0 | 5 | 0 | 1 | 4 | 60 | |
| Urban Major Collector | 26 | 0 | 5 | 21 | 50 | 0 | 7 | 1 | 4 | 2 | 73 | |
| Urban Minor Arterial | 55 | 1 | 18 | 36 | 105 | 1 | 29 | 3 | 12 | 14 | 103 | |
| Urban Minor Collector | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| Urban Other Principal Arterial | 70 | 0 | 21 | 49 | 135 | 0 | 30 | 1 | 10 | 19 | 143 | |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 | |
| DAY OF WEEK | | | | | | | | | | | | |
| Sunday | 24 | 1 | 8 | 15 | 46 | 1 | 15 | 1 | 8 | 6 | 45 | |
| Monday | 29 | 0 | 8 | 21 | 58 | 0 | 11 | 1 | 3 | 7 | 49 | |
| Tuesday | 40 | 0 | 8 | 32 | 75 | 0 | 14 | 2 | 5 | 7 | 84 | |
| Wednesday | 38 | 0 | 9 | 29 | 75 | 0 | 12 | 2 | 6 | 4 | 80 | |
| Thursday | 29 | 0 | 5 | 24 | 54 | 0 | 8 | 0 | 1 | 7 | 63 | |
| Friday | 26 | 0 | 9 | 17 | 51 | 0 | 12 | 0 | 5 | 7 | 45 | |
| Saturday | 47 | 0 | 7 | 40 | 86 | 0 | 9 | 0 | 6 | 3 | 109 | |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 | |



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| Lake In The Hills | Number Of Crashes | | | | | | | Injury Severity | | | |
|--------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 2 | 0 | 1 | 1 | 4 | 0 | 2 | 0 | 0 | 2 | 1 |
| 01 AM | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 02 AM | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 0 | 1 | 8 |
| 03 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05 AM | 5 | 0 | 2 | 3 | 6 | 0 | 2 | 0 | 0 | 2 | 6 |
| 06 AM | 11 | 0 | 2 | 9 | 20 | 0 | 2 | 0 | 0 | 2 | 21 |
| 07 AM | 6 | 0 | 4 | 2 | 12 | 0 | 6 | 0 | 1 | 5 | 8 |
| 08 AM | 6 | 0 | 2 | 4 | 13 | 0 | 2 | 1 | 0 | 1 | 11 |
| 09 AM | 12 | 0 | 4 | 8 | 22 | 0 | 4 | 0 | 3 | 1 | 21 |
| 10 AM | 15 | 1 | 2 | 12 | 33 | 1 | 5 | 0 | 4 | 1 | 39 |
| 11 AM | 15 | 0 | 4 | 11 | 30 | 0 | 7 | 0 | 4 | 3 | 34 |
| Noon | 10 | 0 | 2 | 8 | 21 | 0 | 3 | 0 | 0 | 3 | 22 |
| 1 PM | 14 | 0 | 1 | 13 | 28 | 0 | 3 | 0 | 2 | 1 | 29 |
| 2 PM | 15 | 0 | 4 | 11 | 32 | 0 | 5 | 0 | 4 | 1 | 33 |
| 3 PM | 14 | 0 | 2 | 12 | 29 | 0 | 4 | 0 | 2 | 2 | 32 |
| 4 PM | 24 | 0 | 5 | 19 | 45 | 0 | 8 | 1 | 3 | 4 | 55 |
| 5 PM | 16 | 0 | 5 | 11 | 34 | 0 | 6 | 0 | 3 | 3 | 38 |
| 6 PM | 16 | 0 | 2 | 14 | 30 | 0 | 6 | 2 | 1 | 3 | 39 |
| 7 PM | 11 | 0 | 3 | 8 | 20 | 0 | 4 | 0 | 1 | 3 | 23 |
| 8 PM | 8 | 0 | 4 | 4 | 15 | 0 | 6 | 1 | 4 | 1 | 12 |
| 9 PM | 9 | 0 | 2 | 7 | 15 | 0 | 2 | 0 | 1 | 1 | 17 |
| 10 PM | 9 | 0 | 2 | 7 | 14 | 0 | 3 | 1 | 1 | 1 | 13 |
| 11 PM | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |



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| Lake In The Hills | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 22 | 0 | 3 | 19 | 30 | 0 | 4 | 0 | 0 | 4 | 29 |
| Darkness, Lighted Road | 41 | 0 | 13 | 28 | 77 | 0 | 20 | 4 | 7 | 9 | 76 |
| Dawn | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 7 |
| Daylight | 158 | 1 | 36 | 121 | 318 | 1 | 54 | 2 | 25 | 27 | 347 |
| Dusk | 6 | 0 | 1 | 5 | 10 | 0 | 2 | 0 | 2 | 0 | 13 |
| Unknown | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |
| ROAD DEFECTS | | | | | | | | | | | |
| Debris On Roadway | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| No Defects | 225 | 1 | 52 | 172 | 432 | 1 | 78 | 6 | 32 | 40 | 461 |
| Other | 5 | 0 | 2 | 3 | 9 | 0 | 3 | 0 | 2 | 1 | 10 |
| Unknown | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |



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| Lake In The Hills | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Delineators | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Controls | 96 | 0 | 17 | 79 | 168 | 0 | 28 | 4 | 9 | 15 | 157 |
| No Passing | 1 | 1 | 0 | 0 | 4 | 1 | 2 | 0 | 1 | 1 | 1 |
| Other | 5 | 0 | 3 | 2 | 10 | 0 | 5 | 1 | 3 | 1 | 9 |
| Other Regualtory Sig | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Stop Sign | 31 | 0 | 10 | 21 | 61 | 0 | 13 | 0 | 8 | 5 | 73 |
| Traffic Signal | 93 | 0 | 24 | 69 | 190 | 0 | 33 | 1 | 13 | 19 | 224 |
| Unknown | 5 | 0 | 0 | 5 | 8 | 0 | 0 | 0 | 0 | 0 | 7 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Not Applicable | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |
| TOTALS | 233 | 1 | 54 | 178 | 445 | 1 | 81 | 6 | 34 | 41 | 475 |



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| Lake In The Hills | Number Of Persons | | | | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|-------------------------|-------------------|----------|------------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|------------|---|
| | Total | Fatal | Injury | | | | | | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | | |
| Alcohol Impaired | 8 | 0 | 1 | 7 | 8 | 0 | 1 | 1 | 0 | 0 | 7 | |
| Emotional | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 | |
| Normal | 387 | 4 | 103 | 280 | 387 | 1 | 57 | 2 | 28 | 27 | 329 | |
| Other/Unknown | 24 | 0 | 4 | 20 | 24 | 0 | 0 | 0 | 0 | 0 | 24 | |
| Removed By EMS | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | |
| TOTALS | 423 | 4 | 110 | 309 | 423 | 1 | 60 | 4 | 29 | 27 | 362 | |



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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | | | | | | | | | | | | |
| | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 17 | | | | | | | | | | | | |
| | Female | 10 | 0 | 1 | 9 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| | Male | 9 | 0 | 2 | 7 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| 18 | | | | | | | | | | | | |
| | Female | 6 | 0 | 3 | 3 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 19 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| | Male | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| 20 | | | | | | | | | | | | |
| | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 21 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 22-24 | | | | | | | | | | | | |
| | Female | 10 | 0 | 3 | 7 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| | Male | 14 | 0 | 1 | 13 | 14 | 0 | 1 | 0 | 1 | 0 | 13 |
| 25-29 | | | | | | | | | | | | |
| | Female | 12 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 12 |
| | Male | 19 | 0 | 6 | 13 | 19 | 0 | 3 | 0 | 0 | 3 | 16 |
| 30-34 | | | | | | | | | | | | |
| | Female | 17 | 0 | 6 | 11 | 17 | 0 | 2 | 0 | 2 | 0 | 15 |
| | Male | 24 | 0 | 6 | 18 | 24 | 0 | 4 | 2 | 2 | 0 | 20 |



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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 35-39 | | | | | | | | | | | | |
| | Female | 16 | 0 | 5 | 11 | 16 | 0 | 3 | 0 | 0 | 3 | 13 |
| | Male | 19 | 0 | 3 | 15 | 19 | 0 | 3 | 0 | 3 | 0 | 16 |
| 40-44 | | | | | | | | | | | | |
| | Female | 11 | 0 | 4 | 7 | 11 | 0 | 4 | 1 | 0 | 3 | 7 |
| | Male | 13 | 0 | 1 | 12 | 13 | 0 | 1 | 0 | 0 | 1 | 12 |
| 45-49 | | | | | | | | | | | | |
| | Female | 15 | 0 | 2 | 13 | 15 | 0 | 2 | 0 | 0 | 2 | 13 |
| | Male | 27 | 0 | 5 | 20 | 27 | 0 | 3 | 1 | 1 | 1 | 24 |
| 50-54 | | | | | | | | | | | | |
| | Female | 12 | 0 | 3 | 9 | 12 | 0 | 3 | 0 | 2 | 1 | 9 |
| | Male | 27 | 1 | 8 | 18 | 27 | 1 | 2 | 0 | 1 | 1 | 24 |
| 55-59 | | | | | | | | | | | | |
| | Female | 7 | 0 | 3 | 4 | 7 | 0 | 2 | 0 | 0 | 2 | 5 |
| | Male | 18 | 0 | 6 | 12 | 18 | 0 | 4 | 0 | 3 | 1 | 14 |
| 60-64 | | | | | | | | | | | | |
| | Female | 10 | 0 | 4 | 6 | 10 | 0 | 2 | 0 | 2 | 0 | 8 |
| | Male | 17 | 0 | 5 | 12 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| 65-69 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 12 | 0 | 6 | 6 | 12 | 0 | 4 | 0 | 3 | 1 | 8 |
| 70-74 | | | | | | | | | | | | |
| | Female | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 75-79 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 80-84 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |



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|--------------------------|-------------------|------------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|-----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 85-89 | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 90-94 | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Not Stated | 15 | 0 | 3 | 12 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| TOTALS | | 423 | 4 | 110 | 309 | 423 | 1 | 60 | 4 | 29 | 27 | 362 |



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|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 00 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 01 | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04 | | | | | | | | | | | | |
| | Female | 5 | 0 | 3 | 2 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 07 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 08 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 09 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10-14 | | | | | | | | | | | | |
| | Female | 13 | 0 | 5 | 8 | 13 | 0 | 2 | 0 | 0 | 2 | 11 |
| | Male | 8 | 0 | 4 | 4 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |



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|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 8 | 0 | 3 | 5 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| 16 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 17 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18 | | | | | | | | | | | | |
| | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | | | | | | | | | | | | |
| | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 25-29 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 30-34 | | | | | | | | | | | | |
| | Female | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 0 | 2 | 1 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 35-39 | | | | | | | | | | | | |
| | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |



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|-----------------------------|--------|-------------------|----------|-----------|-----------------|----------------|-----------------|---------------|----------|----------|-----------|------------|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 40-44 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 45-49 | | | | | | | | | | | | |
| | Female | 6 | 0 | 2 | 4 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Male | 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 | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 55-59 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 60-64 | | | | | | | | | | | | |
| | Female | 4 | 0 | 2 | 2 | 4 | 0 | 2 | 0 | 1 | 1 | 2 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | | | | | | | | | | | | |
| | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 70-74 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 75-79 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 80-84 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 90-94 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 133 | 0 | 44 | 89 | 133 | 0 | 20 | 1 | 5 | 14 | 113 |



City Summary Crash Report

1/1/2021 to 12/31/2021

City : Lake In The Hills | *See Notes at End of Report.

| Lake In The Hills | Number Of Persons | | | | | | | Injury Severity | | | |
|-------------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PEDEDSTRIAN AGE/GENDER | | | | | | | | | | | |
| 21 | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |



City Summary Crash Report

1/1/2021 to 12/31/2021

City : Lake In The Hills | *See Notes at End of Report.

| Lake In The Hills | Number Of Persons | | | | | | | Injury Severity | | | | |
|---|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|----------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | |
| Walking/Riding To/From Disabled Vehicle | | | | | | | | | | | | |
| 21 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| TOTALS | | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |

| Lake In The Hills | Number Of Vehicles | | | | | | | Injury Severity | | | |
|----------------------------|--------------------|----------|------------|-----------------|----------------|--------------|---------------|-----------------|-----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| VEHICLE DEFECTS | | | | | | | | | | | |
| Brakes | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 5 |
| None | 377 | 0 | 96 | 281 | 377 | 0 | 71 | 5 | 28 | 38 | 406 |
| Other | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Unknown | 64 | 4 | 13 | 47 | 64 | 1 | 8 | 0 | 5 | 3 | 63 |
| Wheels | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 445 | 4 | 111 | 330 | 445 | 1 | 80 | 5 | 34 | 41 | 475 |
| VEHICLE TYPE | | | | | | | | | | | |
| Motorcycle | 7 | 4 | 3 | 0 | 7 | 1 | 5 | 2 | 1 | 2 | 1 |
| Other | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Other Vehicle With Trailer | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Passenger | 291 | 0 | 73 | 218 | 291 | 0 | 52 | 2 | 22 | 28 | 298 |
| Pickup | 30 | 0 | 5 | 25 | 30 | 0 | 1 | 0 | 1 | 0 | 33 |
| SUV | 83 | 0 | 24 | 59 | 83 | 0 | 20 | 1 | 9 | 10 | 101 |
| Tractor With Semi-Trailer | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Truck Single Unit | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Unknown | 10 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| Van/Mini-Van | 14 | 0 | 3 | 11 | 14 | 0 | 2 | 0 | 1 | 1 | 22 |
| TOTALS | 445 | 4 | 111 | 330 | 445 | 1 | 80 | 5 | 34 | 41 | 475 |



City Summary Crash Report

1/1/2021 to 12/31/2021

City : Lake In The Hills | *See Notes at End of Report.

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.