



City Summary Crash Report

1/1/2022 to 12/31/2022

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

| Dixmoor | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Blowing Snow | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 7 |
| Clear | 81 | 1 | 18 | 62 | 160 | 1 | 23 | 1 | 15 | 7 | 172 |
| Cloudy/Overcast | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fog/Smoke/Haze | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 4 |
| Freezing Rain | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Rain | 9 | 0 | 1 | 8 | 15 | 0 | 1 | 0 | 1 | 0 | 17 |
| Sleet/Hail | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Snow | 7 | 0 | 0 | 7 | 11 | 0 | 0 | 0 | 0 | 0 | 12 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 |
| TYPE OF CRASH | | | | | | | | | | | |
| Angle | 5 | 0 | 1 | 4 | 10 | 0 | 1 | 0 | 1 | 0 | 23 |
| Animal | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fixed Object | 22 | 0 | 4 | 18 | 23 | 0 | 5 | 0 | 5 | 0 | 23 |
| Front to Front | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Front to Rear | 28 | 0 | 6 | 22 | 66 | 0 | 9 | 0 | 6 | 3 | 70 |
| Other Non-Collision | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Other Object | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Overtuned | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| Parked Motor Vehicle | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 |
| Rear to Front | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Rear to Side | 3 | 0 | 2 | 1 | 7 | 0 | 2 | 0 | 0 | 2 | 9 |
| Sideswipe Opposite Direction | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 11 |
| Sideswipe Same Direction | 26 | 1 | 3 | 22 | 57 | 1 | 3 | 0 | 3 | 0 | 59 |
| Turning | 7 | 0 | 2 | 5 | 15 | 0 | 3 | 0 | 1 | 2 | 17 |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 |



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

| Dixmoor | Number Of Crashes | | | | | | | Injury Severity | | | | |
|-------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|--|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| CLASS OF CITY | | | | | | | | | | | | |
| 2,500 TO 5,000 | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |
| ROAD SURFACE CONDITION | | | | | | | | | | | | |
| Dry | 72 | 1 | 16 | 55 | 147 | 1 | 21 | 1 | 14 | 6 | 167 | |
| Ice | 8 | 0 | 1 | 7 | 12 | 0 | 1 | 0 | 1 | 0 | 11 | |
| Snow or Slush | 10 | 0 | 1 | 9 | 17 | 0 | 1 | 0 | 1 | 0 | 20 | |
| Unknown | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 0 | 0 | 1 | 4 | |
| Wet | 13 | 0 | 1 | 12 | 20 | 0 | 1 | 0 | 1 | 0 | 23 | |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |



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

| Dixmoor | 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 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| Urban InterState | 58 | 1 | 12 | 45 | 115 | 1 | 14 | 1 | 12 | 1 | 118 | |
| Urban Local Road or Street | 9 | 0 | 0 | 9 | 16 | 0 | 0 | 0 | 0 | 0 | 20 | |
| Urban Major Collector | 7 | 0 | 0 | 7 | 13 | 0 | 0 | 0 | 0 | 0 | 17 | |
| Urban Minor Arterial | 17 | 0 | 6 | 11 | 28 | 0 | 8 | 0 | 4 | 4 | 32 | |
| Urban Other Principal Arterial | 14 | 0 | 2 | 12 | 28 | 0 | 3 | 0 | 1 | 2 | 35 | |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |
| DAY OF WEEK | | | | | | | | | | | | |
| Sunday | 11 | 1 | 2 | 8 | 20 | 1 | 2 | 0 | 2 | 0 | 23 | |
| Monday | 11 | 0 | 4 | 7 | 24 | 0 | 5 | 0 | 3 | 2 | 21 | |
| Tuesday | 13 | 0 | 2 | 11 | 26 | 0 | 2 | 0 | 2 | 0 | 25 | |
| Wednesday | 9 | 0 | 1 | 8 | 16 | 0 | 2 | 0 | 0 | 2 | 14 | |
| Thursday | 17 | 0 | 1 | 16 | 37 | 0 | 1 | 0 | 1 | 0 | 50 | |
| Friday | 22 | 0 | 7 | 15 | 39 | 0 | 10 | 0 | 7 | 3 | 41 | |
| Saturday | 23 | 0 | 3 | 20 | 39 | 0 | 3 | 1 | 2 | 0 | 51 | |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |



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| Dixmoor | 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 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 1 |
| 01 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 02 AM | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 03 AM | 4 | 0 | 2 | 2 | 5 | 0 | 2 | 0 | 2 | 0 | 3 |
| 04 AM | 6 | 0 | 3 | 3 | 12 | 0 | 4 | 1 | 3 | 0 | 9 |
| 05 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06 AM | 7 | 0 | 2 | 5 | 14 | 0 | 2 | 0 | 2 | 0 | 12 |
| 07 AM | 7 | 0 | 0 | 7 | 10 | 0 | 0 | 0 | 0 | 0 | 10 |
| 08 AM | 5 | 0 | 0 | 5 | 12 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09 AM | 5 | 0 | 1 | 4 | 13 | 0 | 1 | 0 | 1 | 0 | 13 |
| 10 AM | 8 | 0 | 1 | 7 | 14 | 0 | 2 | 0 | 0 | 2 | 13 |
| 11 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Noon | 8 | 0 | 1 | 7 | 13 | 0 | 1 | 0 | 0 | 1 | 16 |
| 1 PM | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 13 |
| 2 PM | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| 3 PM | 10 | 0 | 2 | 8 | 22 | 0 | 2 | 0 | 1 | 1 | 34 |
| 4 PM | 8 | 0 | 1 | 7 | 16 | 0 | 2 | 0 | 2 | 0 | 21 |
| 5 PM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 6 PM | 6 | 1 | 1 | 4 | 11 | 1 | 1 | 0 | 1 | 0 | 17 |
| 7 PM | 6 | 0 | 2 | 4 | 11 | 0 | 3 | 0 | 2 | 1 | 10 |
| 8 PM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9 PM | 4 | 0 | 0 | 4 | 10 | 0 | 0 | 0 | 0 | 0 | 12 |
| 10 PM | 3 | 0 | 1 | 2 | 5 | 0 | 2 | 0 | 0 | 2 | 4 |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 |



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

| Dixmoor | Number Of Crashes | | | | | | | Injury Severity | | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|--|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| LIGHT CONDITION | | | | | | | | | | | | |
| Darkness | 7 | 0 | 1 | 6 | 16 | 0 | 1 | 0 | 1 | 0 | 17 | |
| Darkness, Lighted Road | 25 | 0 | 7 | 18 | 43 | 0 | 9 | 1 | 6 | 2 | 39 | |
| Dawn | 2 | 0 | 2 | 0 | 4 | 0 | 3 | 0 | 3 | 0 | 5 | |
| Daylight | 69 | 1 | 10 | 58 | 132 | 1 | 12 | 0 | 7 | 5 | 153 | |
| Unknown | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 11 | |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |
| ROAD DEFECTS | | | | | | | | | | | | |
| Debris On Roadway | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| No Defects | 92 | 1 | 18 | 73 | 169 | 1 | 23 | 1 | 16 | 6 | 178 | |
| Other | 1 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| Rut, Holes | 1 | 0 | 1 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 5 | |
| Unknown | 11 | 0 | 1 | 10 | 21 | 0 | 1 | 0 | 0 | 1 | 37 | |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |



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

| Dixmoor | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Delineators | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| No Controls | 54 | 0 | 11 | 43 | 101 | 0 | 13 | 0 | 9 | 4 | 111 |
| Other | 19 | 0 | 3 | 16 | 37 | 0 | 4 | 0 | 4 | 0 | 39 |
| Other Regualtory Sig | 13 | 1 | 5 | 7 | 29 | 1 | 6 | 1 | 4 | 1 | 26 |
| Other Warning Sign | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| RR Crossing Gate | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| RR Crossing Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Stop Sign | 7 | 0 | 1 | 6 | 13 | 0 | 2 | 0 | 0 | 2 | 14 |
| Traffic Signal | 4 | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 11 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Not Applicable | 105 | 1 | 20 | 84 | 199 | 1 | 25 | 1 | 17 | 7 | 223 |
| TOTALS | 106 | 1 | 20 | 85 | 201 | 1 | 25 | 1 | 17 | 7 | 225 |



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1/1/2022 to 12/31/2022

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

| Dixmoor | Number Of Persons | | | | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|-------------------------|-------------------|----------|-----------|------------|-----------------|----------------|--------------|---------------|-----------------|----------|------------|---|
| | Total | Fatal | Injury | | | | | | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | | |
| Emotional | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | |
| Fatigued | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Had Been Drinking | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Illness | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Normal | 155 | 2 | 29 | 124 | 155 | 0 | 15 | 0 | 11 | 4 | 140 | |
| Other | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | |
| Other/Unknown | 32 | 0 | 9 | 23 | 32 | 0 | 2 | 1 | 1 | 0 | 30 | |
| Removed By EMS | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 2 | 0 | |
| TOTALS | 197 | 2 | 42 | 153 | 197 | 0 | 21 | 1 | 14 | 6 | 176 | |



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| Dixmoor | | Number Of Persons | | | | | | Injury Severity | | | | |
|--------------------------|------------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 17 | | | | | | | | | | | | |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18 | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 20 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 21 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 22-24 | | | | | | | | | | | | |
| | Female | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 8 | 0 | 3 | 5 | 8 | 0 | 2 | 0 | 2 | 0 | 6 |
| 25-29 | | | | | | | | | | | | |
| | Female | 12 | 0 | 4 | 8 | 12 | 0 | 4 | 0 | 3 | 1 | 8 |
| | Male | 20 | 0 | 7 | 13 | 20 | 0 | 4 | 0 | 2 | 2 | 16 |
| 30-34 | | | | | | | | | | | | |
| | Female | 8 | 0 | 2 | 6 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Not Stated | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 35-39 | | | | | | | | | | | | |
| | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 9 | 0 | 3 | 6 | 9 | 0 | 2 | 1 | 1 | 0 | 7 |
| 40-44 | | | | | | | | | | | | |
| | Female | 4 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 9 | 0 | 1 | 8 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |



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|--------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|-----------|----------|------------|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 45-49 | | | | | | | | | | | | |
| | Female | 8 | 0 | 1 | 7 | 8 | 0 | 1 | 0 | 1 | 0 | 7 |
| | Male | 9 | 0 | 1 | 7 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 50-54 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| | Male | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 55-59 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| 60-64 | | | | | | | | | | | | |
| | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 9 | 0 | 3 | 5 | 9 | 0 | 1 | 0 | 0 | 1 | 8 |
| 65-69 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 70-74 | | | | | | | | | | | | |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 75-79 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 80-84 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Not Stated | 28 | 0 | 5 | 23 | 28 | 0 | 0 | 0 | 0 | 0 | 28 |
| TOTALS | | 197 | 2 | 42 | 153 | 197 | 0 | 21 | 1 | 14 | 6 | 176 |



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| Dixmoor | | Number Of Persons | | | | | | Injury Severity | | | | |
|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 02 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04 | | | | | | | | | | | | |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08 | | | | | | | | | | | | |
| | Female | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 10-14 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 25-29 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | | | | | | | | | | | | |
| | Female | 4 | 1 | 2 | 1 | 4 | 1 | 2 | 0 | 1 | 1 | 1 |
| 35-39 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |



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| Dixmoor | | Number Of Persons | | | | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|-----------------------------|------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | | Total | Fatal | Injury | Property Damage | | | | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 40-44 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 45-49 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 50-54 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Unknown | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| | Not Stated | 23 | 0 | 1 | 22 | 23 | 0 | 0 | 0 | 0 | 0 | 23 |
| TOTALS | | 54 | 1 | 13 | 40 | 54 | 1 | 4 | 0 | 3 | 1 | 49 |



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| Dixmoor | Number Of Vehicles | | | | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | O |
|--------------------------------|--------------------|----------|-----------|------------|-----------------|----------------|--------------|---------------|-----------------|----------|------------|----|
| | Total | Fatal | Injury | | | | | | A | B | C | |
| VEHICLE DEFECTS | | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Engine/Motor | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| None | 135 | 2 | 31 | 102 | 135 | 1 | 21 | 1 | 14 | 6 | 140 | |
| Other | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 62 | 0 | 11 | 51 | 62 | 0 | 4 | 0 | 3 | 1 | 79 | |
| Wheels | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 201 | 2 | 42 | 157 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |
| VEHICLE TYPE | | | | | | | | | | | | |
| Other | 2 | 1 | 0 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Passenger | 119 | 1 | 30 | 88 | 119 | 0 | 24 | 1 | 16 | 7 | 129 | |
| Pickup | 12 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| Single Unit Truck with Trailer | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| SUV | 32 | 0 | 4 | 28 | 32 | 0 | 1 | 0 | 1 | 0 | 0 | 35 |
| Tractor With Semi-Trailer | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| Tractor Without Semi-Trailer | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Truck Single Unit | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 18 | 0 | 4 | 14 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| Van/Mini-Van | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTALS | 201 | 2 | 42 | 157 | 201 | 1 | 25 | 1 | 17 | 7 | 225 | |

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.