



City Summary Crash Report

1/1/2022 to 12/31/2022

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

| Pinckneyville | Number Of Crashes | | | | | | Injury Severity | | | | |
|------------------------------|-------------------|----------|----------|-----------------|----------------|--------------|-----------------|----------|----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 63 | 0 | 8 | 55 | 104 | 0 | 9 | 2 | 4 | 3 | 110 |
| Cloudy/Overcast | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 1 | 0 | 0 | 9 |
| Rain | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Snow | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 |
| TYPE OF CRASH | | | | | | | | | | | |
| Angle | 5 | 0 | 2 | 3 | 10 | 0 | 2 | 0 | 0 | 2 | 9 |
| Animal | 19 | 0 | 1 | 18 | 19 | 0 | 1 | 1 | 0 | 0 | 23 |
| Fixed Object | 6 | 0 | 1 | 5 | 6 | 0 | 2 | 0 | 2 | 0 | 5 |
| Front to Rear | 12 | 0 | 0 | 12 | 25 | 0 | 0 | 0 | 0 | 0 | 34 |
| Other Object | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Parked Motor Vehicle | 5 | 0 | 1 | 4 | 10 | 0 | 1 | 0 | 1 | 0 | 5 |
| Rear to Front | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Rear to Rear | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Rear to Side | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 9 |
| Sideswipe Opposite Direction | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| Sideswipe Same Direction | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Turning | 14 | 0 | 4 | 10 | 28 | 0 | 4 | 2 | 1 | 1 | 26 |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 |



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| Pinckneyville | Number Of Crashes | | | | | | | Injury Severity | | | | |
|-------------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|------------|--|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| CLASS OF CITY | | | | | | | | | | | | |
| 5,000 TO 10,000 | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |
| ROAD SURFACE CONDITION | | | | | | | | | | | | |
| Dry | 67 | 0 | 9 | 58 | 112 | 0 | 10 | 3 | 4 | 3 | 119 | |
| Snow or Slush | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Wet | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |



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|--------------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|------------|--|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | | |
| Rural (UNK) | 24 | 0 | 4 | 20 | 41 | 0 | 4 | 2 | 1 | 1 | 47 | |
| Urban Local Road or Street | 8 | 0 | 1 | 7 | 13 | 0 | 1 | 0 | 1 | 0 | 12 | |
| Urban Major Collector | 4 | 0 | 1 | 3 | 6 | 0 | 1 | 0 | 0 | 1 | 5 | |
| Urban Minor Arterial | 16 | 0 | 1 | 15 | 27 | 0 | 2 | 0 | 2 | 0 | 26 | |
| Urban Minor Collector | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Urban Other Principal Arterial | 20 | 0 | 2 | 18 | 32 | 0 | 2 | 1 | 0 | 1 | 36 | |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |
| DAY OF WEEK | | | | | | | | | | | | |
| Sunday | 6 | 0 | 0 | 6 | 9 | 0 | 0 | 0 | 0 | 0 | 8 | |
| Monday | 9 | 0 | 1 | 8 | 15 | 0 | 1 | 0 | 1 | 0 | 13 | |
| Tuesday | 7 | 0 | 1 | 6 | 10 | 0 | 2 | 0 | 2 | 0 | 11 | |
| Wednesday | 10 | 0 | 0 | 10 | 13 | 0 | 0 | 0 | 0 | 0 | 16 | |
| Thursday | 15 | 0 | 2 | 13 | 28 | 0 | 2 | 0 | 1 | 1 | 30 | |
| Friday | 17 | 0 | 4 | 13 | 30 | 0 | 4 | 2 | 0 | 2 | 29 | |
| Saturday | 9 | 0 | 1 | 8 | 16 | 0 | 1 | 1 | 0 | 0 | 21 | |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |



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|--------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 2 |
| 01 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 06 AM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07 AM | 7 | 0 | 2 | 5 | 13 | 0 | 2 | 0 | 2 | 0 | 13 |
| 08 AM | 3 | 0 | 1 | 2 | 5 | 0 | 1 | 1 | 0 | 0 | 5 |
| 09 AM | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 10 AM | 6 | 0 | 1 | 5 | 9 | 0 | 2 | 0 | 2 | 0 | 9 |
| 11 AM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Noon | 4 | 0 | 1 | 3 | 9 | 0 | 1 | 0 | 0 | 1 | 15 |
| 1 PM | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 2 PM | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 3 PM | 10 | 0 | 2 | 8 | 19 | 0 | 2 | 1 | 0 | 1 | 18 |
| 4 PM | 9 | 0 | 0 | 9 | 18 | 0 | 0 | 0 | 0 | 0 | 18 |
| 5 PM | 6 | 0 | 2 | 4 | 7 | 0 | 2 | 1 | 0 | 1 | 10 |
| 6 PM | 4 | 0 | 0 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 7 PM | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8 PM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 9 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11 PM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 |



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|------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|------------|--|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| LIGHT CONDITION | | | | | | | | | | | | |
| Darkness | 16 | 0 | 0 | 16 | 17 | 0 | 0 | 0 | 0 | 0 | 21 | |
| Darkness, Lighted Road | 3 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 5 | |
| Dawn | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Daylight | 51 | 0 | 8 | 43 | 94 | 0 | 9 | 3 | 4 | 2 | 98 | |
| Dusk | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |
| ROAD DEFECTS | | | | | | | | | | | | |
| No Defects | 70 | 0 | 9 | 61 | 115 | 0 | 10 | 3 | 4 | 3 | 121 | |
| Rut, Holes | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | |
| Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |



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| Pinckneyville | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TRAFFIC CONTROL | | | | | | | | | | | |
| No Controls | 59 | 0 | 6 | 53 | 95 | 0 | 6 | 3 | 2 | 1 | 103 |
| Other Warning Sign | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| RR Crossing Gate | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 |
| Stop Sign | 12 | 0 | 2 | 10 | 24 | 0 | 2 | 0 | 0 | 2 | 24 |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Not Applicable | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 |
| TOTALS | 73 | 0 | 9 | 64 | 121 | 0 | 10 | 3 | 4 | 3 | 128 |



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

| Pinckneyville | Number Of Persons | | | | | | | Injury Severity | | | |
|-------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Emotional | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| Normal | 104 | 0 | 13 | 91 | 104 | 0 | 7 | 3 | 3 | 1 | 97 |
| Other/Unknown | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | 116 | 0 | 15 | 101 | 116 | 0 | 8 | 3 | 3 | 2 | 108 |



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| Pinckneyville | | Number Of Persons | | | | | | Injury Severity | | | | |
|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 0 | 1 | 5 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18 | | | | | | | | | | | | |
| | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 19 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 20 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 21 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 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 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 1 | 1 | 0 | 0 | 6 |
| 30-34 | | | | | | | | | | | | |
| | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 35-39 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |



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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 40-44 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| 45-49 | | | | | | | | | | | | |
| | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 50-54 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 55-59 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 6 | 0 | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| 60-64 | | | | | | | | | | | | |
| | Female | 5 | 0 | 2 | 3 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| | Male | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 65-69 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 70-74 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 75-79 | | | | | | | | | | | | |
| | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| 80-84 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |



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| Pinckneyville | Total | Number Of Persons | | | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|--------------------------|------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|------------|
| | | Fatal | Injury | | | | | | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | |
| | Not Stated | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | | 116 | 0 | 15 | 101 | 116 | 0 | 8 | 3 | 3 | 2 | 108 |



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|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 06 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 10-14 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 15 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 22-24 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 25-29 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 35-39 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 50-54 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 65-69 | | | | | | | | | | | | |
| | Male | 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 | |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 85-89 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | | 22 | 0 | 4 | 18 | 22 | 0 | 2 | 0 | 1 | 1 | 20 |



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|------------------------------|--------------------|----------|-----------|-----------------|----------------|-----------------|---------------|----------|----------|----------|------------|---|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| VEHICLE DEFECTS | | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| None | 113 | 0 | 15 | 98 | 113 | 0 | 10 | 3 | 4 | 3 | 121 | |
| Unknown | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 6 | |
| TOTALS | 121 | 0 | 16 | 105 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |
| VEHICLE TYPE | | | | | | | | | | | | |
| Bus 9 to 15 seats | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Farm Equipment | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Motorcycle | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | |
| Passenger | 53 | 0 | 7 | 46 | 53 | 0 | 5 | 2 | 1 | 2 | 58 | |
| Pickup | 30 | 0 | 3 | 27 | 30 | 0 | 2 | 0 | 2 | 0 | 28 | |
| SUV | 20 | 0 | 1 | 19 | 20 | 0 | 0 | 0 | 0 | 0 | 20 | |
| Tractor With Semi-Trailer | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Tractor Without Semi-Trailer | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Truck Single Unit | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Unknown | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Van/Mini-Van | 8 | 0 | 3 | 5 | 8 | 0 | 2 | 0 | 1 | 1 | 13 | |
| TOTALS | 121 | 0 | 16 | 105 | 121 | 0 | 10 | 3 | 4 | 3 | 128 | |

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.