



City Summary Crash Report

1/1/2023 to 12/31/2023

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

| Channahon | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 142 | 0 | 27 | 115 | 265 | 0 | 35 | 6 | 23 | 6 | 268 |
| Cloudy/Overcast | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Fog/Smoke/Haze | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Rain | 18 | 0 | 6 | 12 | 30 | 0 | 9 | 2 | 4 | 3 | 27 |
| Snow | 7 | 0 | 0 | 7 | 12 | 0 | 0 | 0 | 0 | 0 | 22 |
| Unknown | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |
| TYPE OF CRASH | | | | | | | | | | | |
| Angle | 8 | 0 | 2 | 6 | 16 | 0 | 2 | 0 | 0 | 2 | 15 |
| Animal | 11 | 0 | 1 | 10 | 11 | 0 | 1 | 0 | 0 | 1 | 15 |
| Fixed Object | 24 | 0 | 3 | 21 | 27 | 0 | 3 | 0 | 1 | 2 | 23 |
| Front to Rear | 43 | 0 | 6 | 37 | 98 | 0 | 9 | 0 | 8 | 1 | 114 |
| Other Non-Collision | 5 | 0 | 2 | 3 | 6 | 0 | 2 | 2 | 0 | 0 | 8 |
| Other Object | 7 | 0 | 2 | 5 | 7 | 0 | 3 | 2 | 1 | 0 | 8 |
| Parked Motor Vehicle | 12 | 0 | 0 | 12 | 25 | 0 | 0 | 0 | 0 | 0 | 11 |
| Pedestrian | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 5 |
| Rear to Front | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| Rear to Side | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sideswipe Opposite Direction | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Sideswipe Same Direction | 20 | 0 | 1 | 19 | 41 | 0 | 1 | 0 | 1 | 0 | 53 |
| Turning | 36 | 0 | 13 | 23 | 73 | 0 | 20 | 3 | 14 | 3 | 66 |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |



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| Channahon | 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 | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 | |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 | |
| ROAD SURFACE CONDITION | | | | | | | | | | | | |
| Dry | 139 | 0 | 26 | 113 | 259 | 0 | 33 | 4 | 23 | 6 | 264 | |
| Ice | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 8 | |
| Other | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | |
| Sand, Mud, Dirt | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Snow or Slush | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | |
| Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | |
| Wet | 25 | 0 | 6 | 19 | 42 | 0 | 9 | 2 | 4 | 3 | 40 | |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 | |



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| Channahon | Number of Crashes | | | | | | Injury Severity | | | | | |
|--------------------------------|-------------------|----------|----------|-----------------|----------------|--------------|-----------------|-----------|----------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | | |
| (UNK) | 3 | 0 | 0 | 1 | 2 | 6 | 0 | 1 | 0 | 0 | 1 | 3 |
| Rural (UNK) | 40 | 0 | 0 | 4 | 36 | 71 | 0 | 5 | 2 | 2 | 1 | 73 |
| Rural Local Road or Street | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Urban InterState | 39 | 0 | 0 | 12 | 27 | 81 | 0 | 19 | 2 | 16 | 1 | 78 |
| Urban Local Road or Street | 36 | 0 | 0 | 8 | 28 | 60 | 0 | 9 | 4 | 2 | 3 | 63 |
| Urban Major Collector | 5 | 0 | 0 | 1 | 4 | 9 | 0 | 1 | 0 | 1 | 0 | 10 |
| Urban Minor Arterial | 35 | 0 | 0 | 5 | 30 | 65 | 0 | 6 | 0 | 3 | 3 | 73 |
| Urban Minor Collector | 1 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Urban Other Principal Arterial | 12 | 0 | 0 | 2 | 10 | 20 | 0 | 3 | 0 | 3 | 0 | 23 |
| TOTALS | 172 | 0 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |
| DAY OF WEEK | | | | | | | | | | | | |
| Sunday | 17 | 0 | 0 | 3 | 14 | 25 | 0 | 4 | 1 | 3 | 0 | 22 |
| Monday | 21 | 0 | 0 | 5 | 16 | 35 | 0 | 7 | 2 | 3 | 2 | 31 |
| Tuesday | 26 | 0 | 0 | 4 | 22 | 53 | 0 | 6 | 0 | 5 | 1 | 55 |
| Wednesday | 24 | 0 | 0 | 3 | 21 | 46 | 0 | 4 | 2 | 2 | 0 | 49 |
| Thursday | 32 | 0 | 0 | 7 | 25 | 59 | 0 | 9 | 2 | 3 | 4 | 67 |
| Friday | 22 | 0 | 0 | 3 | 19 | 47 | 0 | 4 | 0 | 3 | 1 | 55 |
| Saturday | 30 | 0 | 0 | 8 | 22 | 49 | 0 | 10 | 1 | 8 | 1 | 46 |
| TOTALS | 172 | 0 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |



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| Channahon | Number Of Crashes | | | | | | | Injury Severity | | | |
|--------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TIME OF DAY | | | | | | | | | | | |
| Midnight | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01 AM | 6 | 0 | 1 | 5 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| 02 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03 AM | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05 AM | 10 | 0 | 2 | 8 | 19 | 0 | 2 | 0 | 1 | 1 | 17 |
| 06 AM | 5 | 0 | 0 | 5 | 9 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07 AM | 12 | 0 | 2 | 10 | 25 | 0 | 3 | 0 | 3 | 0 | 22 |
| 08 AM | 9 | 0 | 2 | 7 | 18 | 0 | 4 | 0 | 4 | 0 | 19 |
| 09 AM | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 10 AM | 6 | 0 | 1 | 5 | 11 | 0 | 1 | 0 | 1 | 0 | 14 |
| 11 AM | 6 | 0 | 1 | 5 | 10 | 0 | 2 | 2 | 0 | 0 | 10 |
| Noon | 8 | 0 | 2 | 6 | 15 | 0 | 2 | 0 | 2 | 0 | 14 |
| 1 PM | 7 | 0 | 1 | 6 | 13 | 0 | 1 | 1 | 0 | 0 | 12 |
| 2 PM | 15 | 0 | 4 | 11 | 33 | 0 | 6 | 0 | 6 | 0 | 32 |
| 3 PM | 16 | 0 | 1 | 15 | 29 | 0 | 2 | 0 | 2 | 0 | 37 |
| 4 PM | 18 | 0 | 3 | 15 | 36 | 0 | 4 | 1 | 2 | 1 | 38 |
| 5 PM | 12 | 0 | 3 | 9 | 20 | 0 | 3 | 1 | 1 | 1 | 22 |
| 6 PM | 16 | 0 | 3 | 13 | 30 | 0 | 6 | 1 | 3 | 2 | 32 |
| 7 PM | 5 | 0 | 2 | 3 | 7 | 0 | 2 | 0 | 0 | 2 | 8 |
| 8 PM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 7 |
| 9 PM | 4 | 0 | 2 | 2 | 5 | 0 | 2 | 1 | 0 | 1 | 9 |
| 10 PM | 4 | 0 | 0 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 5 |
| 11 PM | 4 | 0 | 2 | 2 | 6 | 0 | 2 | 1 | 1 | 0 | 4 |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |



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| Channahon | Number Of Crashes | | | | | | | Injury Severity | | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|--|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| LIGHT CONDITION | | | | | | | | | | | | |
| Darkness | 24 | 0 | 2 | 22 | 37 | 0 | 2 | 1 | 1 | 0 | 41 | |
| Darkness, Lighted Road | 29 | 0 | 6 | 23 | 48 | 0 | 9 | 3 | 3 | 3 | 45 | |
| Dawn | 4 | 0 | 1 | 3 | 8 | 0 | 1 | 0 | 0 | 1 | 6 | |
| Daylight | 111 | 0 | 24 | 87 | 215 | 0 | 32 | 4 | 23 | 5 | 225 | |
| Dusk | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | |
| Unknown | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 | |
| ROAD DEFECTS | | | | | | | | | | | | |
| Debris On Roadway | 1 | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | |
| No Defects | 168 | 0 | 32 | 136 | 309 | 0 | 42 | 6 | 27 | 9 | 321 | |
| Other | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Rut, Holes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Shoulders | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 | |



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| Channahon | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TRAFFIC CONTROL | | | | | | | | | | | |
| No Controls | 84 | 0 | 9 | 75 | 138 | 0 | 12 | 5 | 5 | 2 | 150 |
| No Passing | 1 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Other | 20 | 0 | 2 | 18 | 42 | 0 | 2 | 0 | 2 | 0 | 45 |
| Other Regualtory Sig | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Other Warning Sign | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| Stop Sign | 20 | 0 | 3 | 17 | 40 | 0 | 3 | 1 | 0 | 2 | 41 |
| Traffic Signal | 42 | 0 | 18 | 24 | 83 | 0 | 26 | 2 | 19 | 5 | 78 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Not Applicable | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |
| TOTALS | 172 | 0 | 33 | 139 | 314 | 0 | 44 | 8 | 27 | 9 | 325 |



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

| Channahon | Number Of Persons | | | | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|----------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | | | | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| Emotional | 6 | 0 | 3 | 3 | 6 | 0 | 2 | 0 | 2 | 0 | 4 |
| Impaired-Alcohol AND Drugs | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Medicated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| Normal | 256 | 0 | 55 | 201 | 256 | 0 | 28 | 2 | 17 | 9 | 228 |
| Other/Unknown | 27 | 0 | 0 | 27 | 27 | 0 | 0 | 0 | 0 | 0 | 27 |
| Removed By EMS | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 1 | 2 | 0 | 0 |
| TOTALS | 299 | 0 | 63 | 236 | 299 | 0 | 35 | 4 | 22 | 9 | 264 |



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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | |
| | Female | 5 | 0 | 1 | 4 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 17 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| 18 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| | Male | 8 | 0 | 2 | 6 | 8 | 0 | 1 | 0 | 0 | 1 | 7 |
| 19 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 20 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 21 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| | Male | 7 | 0 | 0 | 7 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 22-24 | | | | | | | | | | | | |
| | Female | 11 | 0 | 3 | 8 | 11 | 0 | 1 | 0 | 0 | 1 | 10 |
| | Male | 13 | 0 | 4 | 9 | 13 | 0 | 2 | 0 | 2 | 0 | 11 |
| 25-29 | | | | | | | | | | | | |
| | Female | 7 | 0 | 2 | 5 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| | Male | 14 | 0 | 2 | 12 | 14 | 0 | 1 | 1 | 0 | 0 | 13 |
| 30-34 | | | | | | | | | | | | |
| | Female | 9 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 9 |
| | Male | 18 | 0 | 4 | 14 | 18 | 0 | 3 | 1 | 2 | 0 | 15 |
| 35-39 | | | | | | | | | | | | |
| | Female | 11 | 0 | 5 | 6 | 11 | 0 | 3 | 1 | 1 | 1 | 8 |



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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|---------------|-----------------|---|---|----|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| | Male | 25 | 0 | 6 | 19 | 25 | 0 | 3 | 0 | 3 | 0 | 22 |
| 40-44 | | | | | | | | | | | | |
| | Female | 10 | 0 | 1 | 9 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| | Male | 10 | 0 | 2 | 8 | 10 | 0 | 2 | 0 | 1 | 1 | 8 |
| 45-49 | | | | | | | | | | | | |
| | Female | 9 | 0 | 1 | 8 | 9 | 0 | 1 | 0 | 1 | 0 | 8 |
| | Male | 15 | 0 | 5 | 10 | 15 | 0 | 2 | 0 | 2 | 0 | 13 |
| 50-54 | | | | | | | | | | | | |
| | Female | 10 | 0 | 2 | 8 | 10 | 0 | 1 | 0 | 1 | 0 | 9 |
| | Male | 14 | 0 | 2 | 12 | 14 | 0 | 1 | 0 | 0 | 1 | 13 |
| 55-59 | | | | | | | | | | | | |
| | Female | 8 | 0 | 3 | 5 | 8 | 0 | 3 | 0 | 2 | 1 | 5 |
| | Male | 13 | 0 | 4 | 9 | 13 | 0 | 3 | 1 | 1 | 1 | 10 |
| 60-64 | | | | | | | | | | | | |
| | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 1 | 0 | 2 |
| | Male | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 7 |
| 65-69 | | | | | | | | | | | | |
| | Female | 3 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 8 | 0 | 0 | 8 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 70-74 | | | | | | | | | | | | |
| | Female | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 1 | 0 | 4 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 75-79 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 0 | 1 | 3 |
| 80-84 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |



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|--------------------------|-------------------|------------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|-----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Not Stated | 15 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| TOTALS | | 299 | 0 | 63 | 236 | 299 | 0 | 35 | 4 | 22 | 9 | 264 |



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|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 00 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 01 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05 | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 06 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 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 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10-14 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 15 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 5 | 0 | 4 | 1 | 5 | 0 | 1 | 1 | 0 | 0 | 4 |
| 17 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |



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|-----------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|---|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 18 | | | | | | | | | | | | |
| | Male | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 19 | | | | | | | | | | | | |
| | Male | 4 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 20 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 0 | 1 | 0 | 3 |
| 21 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 22-24 | | | | | | | | | | | | |
| | Female | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| 25-29 | | | | | | | | | | | | |
| | Female | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 1 | 0 | 0 | 2 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 30-34 | | | | | | | | | | | | |
| | 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 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 45-49 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 50-54 | | | | | | | | | | | | |
| | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 55-59 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 60-64 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |



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|-----------------------------|--------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|----------|----------|-----------|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| 65-69 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 70-74 | | | | | | | | | | | | |
| | Female | 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 |
| 80-84 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| Unknown | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 68 | 0 | 18 | 50 | 68 | 0 | 7 | 3 | 4 | 0 | 61 |



City Summary Crash Report

1/1/2023 to 12/31/2023

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

| Channahon | Number Of Persons | | | | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|-------------------------------|-------------------|----------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|
| | Total | Fatal | Injury | | | | | | A | B | C | O |
| PEDEDSTRIAN AGE/GENDER | | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 |
| 55-59 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| TOTALS | | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 |



City Summary Crash Report

1/1/2023 to 12/31/2023

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

| Channahon | Total | Number Of Persons | | | Property Damage | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|---|----------|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|---|
| | | Fatal | Injury | | | | | | A | B | C | O |
| PEDESTRIAN PRIOR ACTION AGE/GENDER | | | | | | | | | | | | |
| Crossing - With Signal | | | | | | | | | | | | |
| 55-59 | | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | |
| Playing In Roadway | | | | | | | | | | | | |
| 10-14 | | | | | | | | | | | | |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | |
| TOTALS | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | |



City Summary Crash Report

1/1/2023 to 12/31/2023

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

| Channahon | Number Of Vehicles | | | | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | | |
|--------------------------------|--------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|-----------|----------|------------|--|
| | Total | Fatal | Injury | Property Damage | | | | A | B | C | O | |
| VEHICLE DEFECTS | | | | | | | | | | | | |
| Brakes | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Cargo | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| None | 265 | 0 | 56 | 209 | 265 | 0 | 36 | 4 | 24 | 8 | 282 | |
| Other | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Steering | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Unknown | 45 | 0 | 7 | 38 | 45 | 0 | 6 | 3 | 2 | 1 | 40 | |
| TOTALS | 314 | 0 | 63 | 251 | 314 | 0 | 42 | 7 | 26 | 9 | 325 | |
| VEHICLE TYPE | | | | | | | | | | | | |
| Bus 9 to 15 seats | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |
| Bus over 15 seats | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | |
| Motorcycle | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 3 | 0 | 0 | 0 | |
| Other | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | |
| Passenger | 159 | 0 | 31 | 128 | 159 | 0 | 22 | 2 | 15 | 5 | 159 | |
| Pickup | 45 | 0 | 8 | 37 | 45 | 0 | 3 | 1 | 1 | 1 | 51 | |
| Single Unit Truck with Trailer | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | |
| SUV | 59 | 0 | 13 | 46 | 59 | 0 | 8 | 0 | 5 | 3 | 59 | |
| Tractor With Semi-Trailer | 20 | 0 | 2 | 18 | 20 | 0 | 0 | 0 | 0 | 0 | 18 | |
| Tractor Without Semi-Trailer | 3 | 0 | 2 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 1 | |
| Truck Single Unit | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | |
| Unknown | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 | |
| Van/Mini-Van | 12 | 0 | 4 | 8 | 12 | 0 | 4 | 1 | 3 | 0 | 18 | |
| TOTALS | 314 | 0 | 63 | 251 | 314 | 0 | 42 | 7 | 26 | 9 | 325 | |

Notes

Report No : SDM-ERC117

Sorted by : City



Report Produced : 12/20/2024 3:34 PM

By: ILLINOIS\Sarah.Klestinski

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City Summary Crash Report

1/1/2023 to 12/31/2023

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

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.