



City Summary Crash Report

1/1/2016 to 12/31/2016

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

Tremont	Number Of Crashes						Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	14	0	2	12	30	0	2	0	0	2	33
Snow	3	0	0	3	5	0	0	0	0	0	10
TOTALS	17	0	2	15	35	0	2	0	0	2	43
TYPE OF CRASH											
Angle	3	0	1	2	6	0	1	0	0	1	5
Fixed Object	1	0	0	1	1	0	0	0	0	0	2
Parked Motor Vehicle	4	0	0	4	8	0	0	0	0	0	4
Rear End	6	0	1	5	14	0	1	0	0	1	21
Sideswipe Same Direction	2	0	0	2	4	0	0	0	0	0	9
Turning	1	0	0	1	2	0	0	0	0	0	2
TOTALS	17	0	2	15	35	0	2	0	0	2	43



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Tremont	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	17	0	2	15	35	0	2	0	0	2	43	
TOTALS	17	0	2	15	35	0	2	0	0	2	43	
ROAD SURFACE CONDITION												
Dry	12	0	1	11	26	0	1	0	0	1	30	
Ice	1	0	0	1	1	0	0	0	0	0	2	
Unknown	1	0	1	0	2	0	1	0	0	1	1	
Wet	3	0	0	3	6	0	0	0	0	0	10	
TOTALS	17	0	2	15	35	0	2	0	0	2	43	



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Tremont	Total	Number of Crashes				Total Vehicles	Total Total		Injury Severity			
		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
Controlled Rural		1	0	0	1	1	0	0	0	0	0	2
County & Local Roads Rural		8	0	0	8	16	0	0	0	0	0	17
State Numbered Rural		2	0	1	1	4	0	1	0	0	1	3
Unmarked Highway Rural		6	0	1	5	14	0	1	0	0	1	21
TOTALS		17	0	2	15	35	0	2	0	0	2	43
DAY OF WEEK												
Tuesday		2	0	0	2	4	0	0	0	0	0	3
Wednesday		2	0	0	2	5	0	0	0	0	0	5
Thursday		2	0	1	1	4	0	1	0	0	1	2
Friday		5	0	0	5	10	0	0	0	0	0	10
Saturday		6	0	1	5	12	0	1	0	0	1	23
TOTALS		17	0	2	15	35	0	2	0	0	2	43



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TIME OF DAY											
06 AM	1	0	0	1	2	0	0	0	0	0	2
07 AM	1	0	0	1	2	0	0	0	0	0	2
09 AM	1	0	0	1	2	0	0	0	0	0	1
Noon	1	0	0	1	3	0	0	0	0	0	6
1 PM	1	0	0	1	2	0	0	0	0	0	2
2 PM	1	0	0	1	2	0	0	0	0	0	6
3 PM	3	0	1	2	6	0	1	0	0	1	6
4 PM	2	0	0	2	4	0	0	0	0	0	4
5 PM	3	0	0	3	6	0	0	0	0	0	7
7 PM	2	0	1	1	4	0	1	0	0	1	6
8 PM	1	0	0	1	2	0	0	0	0	0	1
TOTALS	17	0	2	15	35	0	2	0	0	2	43



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	2	0	1	1	3	0	1	0	0	1	7
Dawn	1	0	0	1	2	0	0	0	0	0	2
Daylight	13	0	1	12	28	0	1	0	0	1	31
Dusk	1	0	0	1	2	0	0	0	0	0	3
TOTALS	17	0	2	15	35	0	2	0	0	2	43
ROAD DEFECTS											
No Defects	14	0	2	12	29	0	2	0	0	2	38
Unknown	3	0	0	3	6	0	0	0	0	0	5
TOTALS	17	0	2	15	35	0	2	0	0	2	43



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	15	0	1	14	31	0	1	0	0	1	40
Stop Sign/Flasher	2	0	1	1	4	0	1	0	0	1	3
TOTALS	17	0	2	15	35	0	2	0	0	2	43
ROADWAY FEATURE											
Bridge	1	0	0	1	1	0	0	0	0	0	2
Not Applicable	14	0	1	13	30	0	1	0	0	1	38
Underpass	2	0	1	1	4	0	1	0	0	1	3
TOTALS	17	0	2	15	35	0	2	0	0	2	43



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Tremont	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Normal	31	0	4	27	31	0	1	0	0	1	30
TOTALS	31	0	4	27	31	0	1	0	0	1	30

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Tremont		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	2	0	0	2	2	0	0	0	0	0	2
17												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
18												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
19												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
20												
	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	1	0	1	0	1	0	0	1	0
30-34												
	Female	3	0	0	3	3	0	0	0	0	0	3
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												
	Male	3	0	0	3	3	0	0	0	0	0	3
45-49												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	3	0	0	3	3	0	0	0	0	0	3



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Tremont	Number Of Persons							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
DRIVER AGE/GENDER												
50-54												
	Female	2	0	0	2	2	0	0	0	0	0	2
55-59												
	Female	3	0	1	2	3	0	0	0	0	0	3
Unknown												
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
TOTALS		31	0	4	27	31	0	1	0	0	1	30



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
05												
	Male	1	0	0	1	1	0	0	0	0	0	1
09												
	Female	2	0	1	1	2	0	0	0	0	0	2
10-14												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	0	0	0	0	1
15												
	Female	1	0	0	1	1	0	0	0	0	0	1
16												
	Female	1	0	0	1	1	0	0	0	0	0	1
17												
	Female	1	0	1	0	1	0	0	0	0	0	1
19												
	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	1	0	1	0	1	0	0	1	0
35-39												
	Male	1	0	0	1	1	0	0	0	0	0	1
50-54												
	Male	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Female	1	0	0	1	1	0	0	0	0	0	1
TOTALS		14	0	4	10	14	0	1	0	0	1	13



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	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

PEDALCYCLIST AGE/GENDER

Tremont	Number Of Vehicles				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O

VEHICLE DEFECTS

None	29	0	4	25	29	0	2	0	0	2	38
Unknown	6	0	0	6	6	0	0	0	0	0	5
TOTALS	35	0	4	31	35	0	2	0	0	2	43

VEHICLE TYPE

Bus Over 15 Passengers	1	0	1	0	1	0	0	0	0	0	1
Passenger	24	0	3	21	24	0	2	0	0	2	30
Pickup	4	0	0	4	4	0	0	0	0	0	5
SUV	4	0	0	4	4	0	0	0	0	0	4
Van/Mini-Van	2	0	0	2	2	0	0	0	0	0	3
TOTALS	35	0	4	31	35	0	2	0	0	2	43

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.