



City Summary Crash Report

1/1/2023 to 12/31/2023

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

Brooklyn	Number Of Crashes				Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury	Property Damage				A	B	C	O
WEATHER CONDITION											
Clear	15	0	3	12	22	0	6	0	5	1	27
Rain	2	0	1	1	4	0	2	0	0	2	6
TOTALS	17	0	4	13	26	0	8	0	5	3	33
TYPE OF CRASH											
Angle	1	0	0	1	2	0	0	0	0	0	2
Fixed Object	6	0	2	4	6	0	4	0	4	0	8
Front to Rear	2	0	1	1	4	0	2	0	0	2	6
Other Non-Collision	1	0	0	1	1	0	0	0	0	0	1
Other Object	1	0	0	1	1	0	0	0	0	0	1
Rear to Front	1	0	0	1	2	0	0	0	0	0	5
Sideswipe Same Direction	4	0	0	4	8	0	0	0	0	0	9
Turning	1	0	1	0	2	0	2	0	1	1	1
TOTALS	17	0	4	13	26	0	8	0	5	3	33



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Brooklyn	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	4	13	26	0	8	0	5	3	33	
TOTALS	17	0	4	13	26	0	8	0	5	3	33	
ROAD SURFACE CONDITION												
Dry	13	0	2	11	20	0	3	0	2	1	25	
Ice	2	0	1	1	2	0	3	0	3	0	2	
Wet	2	0	1	1	4	0	2	0	0	2	6	
TOTALS	17	0	4	13	26	0	8	0	5	3	33	



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Brooklyn	Total	Number of Crashes				Total Vehicles	Injury Severity		A	B	C	O
		Fatal	Injury	Property Damage	Total Killed		Total Injured					
CLASS OF TRAFFICWAY												
Rural (UNK)		2	0	1	1	2	0	3	0	3	0	4
Urban InterState		14	0	2	12	22	0	3	0	1	2	28
Urban Local Road or Street		1	0	1	0	2	0	2	0	1	1	1
TOTALS		17	0	4	13	26	0	8	0	5	3	33
DAY OF WEEK												
Sunday		1	0	0	1	2	0	0	0	0	0	2
Monday		2	0	1	1	2	0	3	0	3	0	4
Tuesday		3	0	1	2	4	0	1	0	1	0	4
Wednesday		2	0	0	2	3	0	0	0	0	0	3
Thursday		5	0	1	4	8	0	2	0	1	1	7
Friday		2	0	1	1	4	0	2	0	0	2	9
Saturday		2	0	0	2	3	0	0	0	0	0	4
TOTALS		17	0	4	13	26	0	8	0	5	3	33



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Brooklyn	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	0	1
03 AM	1	0	0	1	2	0	0	0	0	0	0	5
05 AM	1	0	1	0	1	0	3	0	3	0	0	1
06 AM	1	0	0	1	1	0	0	0	0	0	0	1
08 AM	2	0	0	2	4	0	0	0	0	0	0	4
09 AM	1	0	0	1	1	0	0	0	0	0	0	1
11 AM	1	0	0	1	1	0	0	0	0	0	0	1
1 PM	3	0	1	2	4	0	1	0	1	0	0	4
2 PM	2	0	1	1	4	0	2	0	1	1	1	3
5 PM	2	0	1	1	4	0	2	0	0	2	2	7
9 PM	2	0	0	2	3	0	0	0	0	0	0	5
TOTALS	17	0	4	13	26	0	8	0	5	3	3	33



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	2	0	0	2	3	0	0	0	0	0	3
Darkness, Lighted Road	5	0	2	3	8	0	5	0	3	2	16
Dawn	1	0	0	1	1	0	0	0	0	0	1
Daylight	9	0	2	7	14	0	3	0	2	1	13
TOTALS	17	0	4	13	26	0	8	0	5	3	33
ROAD DEFECTS											
No Defects	17	0	4	13	26	0	8	0	5	3	33
TOTALS	17	0	4	13	26	0	8	0	5	3	33



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	9	0	2	7	13	0	5	0	3	2	20
Other	7	0	1	6	11	0	1	0	1	0	12
Stop Sign	1	0	1	0	2	0	2	0	1	1	1
TOTALS	17	0	4	13	26	0	8	0	5	3	33
ROADWAY FEATURE											
Not Applicable	15	0	4	11	22	0	8	0	5	3	26
Underpass	2	0	0	2	4	0	0	0	0	0	7
TOTALS	17	0	4	13	26	0	8	0	5	3	33



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Brooklyn	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O
DRIVER CONDITION												
Alcohol Impaired	2	0	0		2	2	0	0	0	0	0	2
Emotional	2	0	2		0	2	0	2	0	1	1	0
Normal	18	0	3		15	18	0	1	0	0	1	17
Other/Unknown	4	0	1		3	4	0	0	0	0	0	4
TOTALS	26	0	6		20	26	0	3	0	1	2	23



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Brooklyn		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
16												
	Male	1	0	0	1	1	0	0	0	0	0	1
17												
	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
19												
	Male	1	0	0	1	1	0	0	0	0	0	1
20												
	Female	1	0	1	0	1	0	1	0	0	1	0
22-24												
	Female	2	0	2	0	2	0	2	0	1	1	0
25-29												
	Female	3	0	0	3	3	0	0	0	0	0	3
30-34												
	Male	3	0	1	2	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												
	Female	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
50-54												
	Male	2	0	0	2	2	0	0	0	0	0	2
55-59												
	Male	1	0	0	1	1	0	0	0	0	0	1
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
DRIVER AGE/GENDER												
70-74												
	Female	1	0	1	0	1	0	0	0	0	0	1
80-84												
	Female	1	0	0	1	1	0	0	0	0	0	1
Unknown												
	Not Stated	3	0	1	2	3	0	0	0	0	0	3
TOTALS		26	0	6	20	26	0	3	0	1	2	23



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
10-14												
	Female	1	0	0	1	1	0	0	0	0	0	1
18												
	Female	1	0	1	0	1	0	1	0	0	1	0
21												
	Male	2	0	1	1	2	0	0	0	0	0	2
22-24												
	Female	2	0	2	0	2	0	2	0	2	0	0
	Male	2	0	0	2	2	0	0	0	0	0	2
35-39												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	1	0	1	0	1	0	1	0	1	0	0
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	1	0	1	0	0	0	0	0	1
Unknown												
	Not Stated	1	0	1	0	1	0	0	0	0	0	1
TOTALS		15	0	9	6	15	0	5	0	4	1	10



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	Total	Fatal	Injury	Property Damage				A	B	C	O	
VEHICLE DEFECTS												
Engine/Motor	1	0	0	1	1	0	0	0	0	0	1	
None	20	0	4	16	20	0	4	0	1	3	25	
Suspension	1	0	0	1	1	0	0	0	0	0	3	
Tires	1	0	1	0	1	0	1	0	1	0	1	
Unknown	3	0	1	2	3	0	3	0	3	0	3	
TOTALS	26	0	6	20	26	0	8	0	5	3	33	
VEHICLE TYPE												
Passenger	13	0	3	10	13	0	3	0	2	1	15	
Pickup	2	0	0	2	2	0	0	0	0	0	2	
SUV	5	0	2	3	5	0	2	0	0	2	8	
Tractor With Semi-Trailer	3	0	0	3	3	0	0	0	0	0	3	
Unknown	2	0	1	1	2	0	3	0	3	0	2	
Van/Mini-Van	1	0	0	1	1	0	0	0	0	0	3	
TOTALS	26	0	6	20	26	0	8	0	5	3	33	

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.