



City Summary Crash Report

1/1/2016 to 12/31/2016

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

| Mettawa | Number Of Crashes | | | | | | Injury Severity | | | | |
|------------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|-----------------|----------|----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| WEATHER CONDITION | | | | | | | | | | | |
| Clear | 95 | 1 | 13 | 81 | 185 | 1 | 20 | 4 | 5 | 11 | 204 |
| Cloudy/Overcast | 2 | 0 | 1 | 1 | 4 | 0 | 1 | 0 | 0 | 1 | 5 |
| Rain | 4 | 0 | 1 | 3 | 7 | 0 | 1 | 0 | 1 | 0 | 9 |
| Snow | 14 | 0 | 2 | 12 | 21 | 0 | 4 | 0 | 1 | 3 | 24 |
| Unknown | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |
| TYPE OF CRASH | | | | | | | | | | | |
| Angle | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 9 |
| Animal | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| Fixed Object | 18 | 0 | 2 | 16 | 18 | 0 | 2 | 0 | 1 | 1 | 27 |
| Other Non-Collision | 2 | 1 | 0 | 1 | 5 | 1 | 1 | 0 | 1 | 0 | 3 |
| Other Object | 2 | 0 | 1 | 1 | 3 | 0 | 2 | 1 | 1 | 0 | 2 |
| Parked Motor Vehicle | 7 | 0 | 1 | 6 | 15 | 0 | 1 | 0 | 0 | 1 | 10 |
| Pedalcyclist | 1 | 0 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 3 | 1 |
| Rear End | 55 | 0 | 10 | 45 | 116 | 0 | 12 | 0 | 2 | 10 | 132 |
| Sideswipe Opposite Direction | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Sideswipe Same Direction | 11 | 0 | 0 | 11 | 23 | 0 | 0 | 0 | 0 | 0 | 24 |
| Turning | 14 | 0 | 2 | 12 | 29 | 0 | 5 | 3 | 2 | 0 | 33 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |



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| Mettawa | 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 | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |
| ROAD SURFACE CONDITION | | | | | | | | | | | |
| Dry | 87 | 0 | 13 | 74 | 169 | 0 | 19 | 4 | 3 | 12 | 191 |
| Ice | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Other | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| Snow or Slush | 13 | 0 | 2 | 11 | 19 | 0 | 4 | 0 | 1 | 3 | 22 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Wet | 14 | 1 | 2 | 11 | 28 | 1 | 3 | 0 | 3 | 0 | 27 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |



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| Mettawa | Number of Crashes | | | | | | | Injury Severity | | | | |
|----------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|-----------|------------|--|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O | |
| CLASS OF TRAFFICWAY | | | | | | | | | | | | |
| City Streets Urban | 24 | 0 | 1 | 23 | 39 | 0 | 3 | 0 | 0 | 3 | 46 | |
| State Numbered Urban | 62 | 0 | 12 | 50 | 125 | 0 | 17 | 3 | 3 | 11 | 138 | |
| Toll Roads Urban | 27 | 1 | 2 | 24 | 49 | 1 | 3 | 0 | 2 | 1 | 56 | |
| Unmarked Highway Rural | 4 | 0 | 2 | 2 | 8 | 0 | 3 | 1 | 2 | 0 | 6 | |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 | |
| DAY OF WEEK | | | | | | | | | | | | |
| Sunday | 8 | 0 | 3 | 5 | 13 | 0 | 5 | 0 | 0 | 5 | 17 | |
| Monday | 20 | 0 | 3 | 17 | 39 | 0 | 3 | 0 | 0 | 3 | 41 | |
| Tuesday | 25 | 0 | 2 | 23 | 50 | 0 | 4 | 3 | 0 | 1 | 55 | |
| Wednesday | 20 | 0 | 1 | 19 | 38 | 0 | 1 | 0 | 1 | 0 | 48 | |
| Thursday | 13 | 0 | 2 | 11 | 25 | 0 | 3 | 0 | 2 | 1 | 23 | |
| Friday | 18 | 1 | 4 | 13 | 33 | 1 | 6 | 1 | 4 | 1 | 35 | |
| Saturday | 13 | 0 | 2 | 11 | 23 | 0 | 4 | 0 | 0 | 4 | 27 | |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 | |



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| Mettawa | 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 | 1 | 0 | 3 | 0 | 1 | 0 | 0 | 1 | 0 |
| 01 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| 02 AM | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 03 AM | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04 AM | 3 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 05 AM | 2 | 1 | 0 | 1 | 6 | 1 | 1 | 0 | 1 | 0 | 4 |
| 06 AM | 6 | 0 | 0 | 6 | 12 | 0 | 0 | 0 | 0 | 0 | 13 |
| 07 AM | 7 | 0 | 1 | 6 | 14 | 0 | 1 | 0 | 1 | 0 | 14 |
| 08 AM | 10 | 0 | 4 | 6 | 21 | 0 | 6 | 3 | 1 | 2 | 21 |
| 09 AM | 6 | 0 | 1 | 5 | 9 | 0 | 1 | 0 | 1 | 0 | 10 |
| 10 AM | 4 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 12 |
| 11 AM | 7 | 0 | 2 | 5 | 14 | 0 | 4 | 0 | 0 | 4 | 13 |
| Noon | 9 | 0 | 0 | 9 | 15 | 0 | 0 | 0 | 0 | 0 | 16 |
| 1 PM | 7 | 0 | 1 | 6 | 13 | 0 | 1 | 0 | 0 | 1 | 19 |
| 2 PM | 6 | 0 | 1 | 5 | 11 | 0 | 1 | 0 | 0 | 1 | 12 |
| 3 PM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 4 PM | 10 | 0 | 1 | 9 | 18 | 0 | 2 | 1 | 1 | 0 | 24 |
| 5 PM | 11 | 0 | 1 | 10 | 23 | 0 | 1 | 0 | 0 | 1 | 24 |
| 6 PM | 9 | 0 | 3 | 6 | 16 | 0 | 5 | 0 | 0 | 5 | 17 |
| 7 PM | 2 | 0 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8 PM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 6 |
| 9 PM | 2 | 0 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 5 |
| 10 PM | 3 | 0 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 6 |
| 11 PM | 2 | 0 | 1 | 1 | 3 | 0 | 2 | 0 | 2 | 0 | 3 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |



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| Mettawa | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| LIGHT CONDITION | | | | | | | | | | | |
| Darkness | 15 | 0 | 4 | 11 | 26 | 0 | 6 | 0 | 0 | 6 | 26 |
| Darkness, Lighted Road | 15 | 1 | 2 | 12 | 29 | 1 | 4 | 0 | 3 | 1 | 30 |
| Dawn | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 6 |
| Daylight | 83 | 0 | 11 | 72 | 158 | 0 | 16 | 4 | 4 | 8 | 182 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |
| ROAD DEFECTS | | | | | | | | | | | |
| No Defects | 116 | 1 | 17 | 98 | 219 | 1 | 26 | 4 | 7 | 15 | 244 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |



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| Mettawa | Number Of Crashes | | | | | | | Injury Severity | | | |
|------------------------|-------------------|----------|-----------|-----------------|----------------|--------------|---------------|-----------------|----------|-----------|------------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| TRAFFIC CONTROL | | | | | | | | | | | |
| Lane Use Marking | 40 | 1 | 4 | 35 | 71 | 1 | 6 | 1 | 4 | 1 | 76 |
| No Controls | 22 | 0 | 5 | 17 | 38 | 0 | 11 | 3 | 0 | 8 | 34 |
| Other | 4 | 0 | 1 | 3 | 9 | 0 | 1 | 0 | 0 | 1 | 7 |
| Other Regualtory Sig | 2 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 5 |
| Stop Sign/Flasher | 3 | 0 | 0 | 3 | 6 | 0 | 0 | 0 | 0 | 0 | 8 |
| Traffic Signal | 44 | 0 | 7 | 37 | 90 | 0 | 8 | 0 | 3 | 5 | 111 |
| Unknown | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Yield | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |
| ROADWAY FEATURE | | | | | | | | | | | |
| Bridge | 28 | 0 | 4 | 24 | 52 | 0 | 5 | 0 | 2 | 3 | 58 |
| Not Applicable | 76 | 0 | 11 | 65 | 146 | 0 | 18 | 4 | 3 | 11 | 165 |
| Underpass | 13 | 1 | 2 | 10 | 23 | 1 | 3 | 0 | 2 | 1 | 23 |
| TOTALS | 117 | 1 | 17 | 99 | 221 | 1 | 26 | 4 | 7 | 15 | 246 |



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| Mettawa | Number Of Persons | | | | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|-------------------------|-------------------|----------|-----------|--------------------|-------------------|-----------------|------------------|-----------------|----------|----------|------------|
| | Total | Fatal | Injury | Property Damage | | | | A | B | C | O |
| DRIVER CONDITION | | | | | | | | | | | |
| Alcohol Impaired | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Emotional | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 1 |
| Fatigued | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Illness | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| Normal | 188 | 4 | 28 | 156 | 188 | 1 | 13 | 3 | 3 | 7 | 174 |
| Other | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 |
| Other/Unknown | 17 | 0 | 1 | 16 | 17 | 0 | 0 | 0 | 0 | 0 | 17 |
| TOTALS | 213 | 4 | 32 | 177 | 213 | 1 | 16 | 3 | 5 | 8 | 196 |



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



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|--------------------------|--------|-------------------|-------|--------|-----------------|----------------|--------------|-----------------|---|---|---|----|
| | | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| DRIVER AGE/GENDER | | | | | | | | | | | | |
| | Male | 8 | 0 | 1 | 7 | 8 | 0 | 0 | 0 | 0 | 0 | 8 |
| 40-44 | | | | | | | | | | | | |
| | Female | 6 | 0 | 1 | 5 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| | Male | 9 | 0 | 2 | 6 | 9 | 0 | 2 | 0 | 1 | 1 | 7 |
| 45-49 | | | | | | | | | | | | |
| | Female | 4 | 0 | 1 | 3 | 4 | 0 | 1 | 1 | 0 | 0 | 3 |
| | Male | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 50-54 | | | | | | | | | | | | |
| | Female | 8 | 0 | 4 | 4 | 8 | 0 | 2 | 1 | 0 | 1 | 6 |
| | Male | 15 | 0 | 0 | 15 | 15 | 0 | 0 | 0 | 0 | 0 | 15 |
| 55-59 | | | | | | | | | | | | |
| | Female | 5 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 5 |
| | Male | 11 | 0 | 0 | 11 | 11 | 0 | 0 | 0 | 0 | 0 | 11 |
| 60-64 | | | | | | | | | | | | |
| | Female | 7 | 0 | 2 | 5 | 7 | 0 | 1 | 0 | 1 | 0 | 6 |
| | Male | 13 | 0 | 3 | 10 | 13 | 0 | 1 | 1 | 0 | 0 | 12 |
| 65-69 | | | | | | | | | | | | |
| | Female | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| | Male | 4 | 0 | 0 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 4 |
| 70-74 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 1 | 2 | 3 | 0 | 1 | 0 | 0 | 1 | 2 |
| 75-79 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 85-89 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 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 | | | | | | | | | | | | |
| | Not Stated | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 7 | |
| TOTALS | | 213 | 4 | 32 | 177 | 213 | 1 | 16 | 3 | 5 | 8 | 196 |



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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 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 1 |
| 02 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 03 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05 | | | | | | | | | | | | |
| | Female | 2 | 0 | 1 | 1 | 2 | 0 | 1 | 1 | 0 | 0 | 1 |
| 06 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07 | | | | | | | | | | | | |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 10-14 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| | Male | 5 | 0 | 1 | 4 | 5 | 0 | 1 | 0 | 0 | 1 | 4 |
| 18 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 19 | | | | | | | | | | | | |
| | 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 | | | | | | | | | | | | |
| 20 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| | Male | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 |
| 22-24 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 25-29 | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 30-34 | | | | | | | | | | | | |
| | Female | 3 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 1 | 1 | 1 |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 35-39 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 40-44 | | | | | | | | | | | | |
| | Male | 6 | 0 | 3 | 3 | 6 | 0 | 1 | 0 | 1 | 0 | 5 |
| 45-49 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 50-54 | | | | | | | | | | | | |
| | Female | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 55-59 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 60-64 | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 65-69 | | | | | | | | | | | | |
| | Male | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 70-74 | | | | | | | | | | | | |
| | Female | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 80-84 | | | | | | | | | | | | |
| | Male | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |



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| Mettawa | Total | Number Of Persons | | | | Total Vehicles | Total Killed | Total Injured | Injury Severity | | | |
|-----------------------------|------------|-------------------|----------|--------------------|-----------|-------------------|-----------------|------------------|-----------------|----------|----------|-----------|
| | | Fatal | Injury | Property Damage | Total | | | | A | B | C | O |
| PASSENGER AGE/GENDER | | | | | | | | | | | | |
| Unknown | | | | | | | | | | | | |
| | Not Stated | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTALS | | 57 | 0 | 15 | 42 | 57 | 0 | 7 | 1 | 2 | 4 | 50 |



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|--------------------------------|-------------------|----------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|
| | Total | Fatal | Injury | | | | | | A | B | C | O |
| PEDALCYCLIST AGE/GENDER | | | | | | | | | | | | |
| 25-29 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| | Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| 45-49 | | | | | | | | | | | | |
| | Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 |



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|---|-------------------|----------|----------|-----------------|----------------|--------------|---------------|-----------------|----------|----------|----------|
| | Total | Fatal | Injury | Property Damage | Total Vehicles | Total Killed | Total Injured | A | B | C | O |
| PEDALCYCLIST PRIOR ACTION AGE/GENDER | | | | | | | | | | | |
| Other | | | | | | | | | | | |
| 45-49 | | | | | | | | | | | |
| Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Walking/Riding With Traffic | | | | | | | | | | | |
| 25-29 | | | | | | | | | | | |
| Female | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| Male | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 |
| TOTALS | 3 | 0 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 3 | 0 |



City Summary Crash Report

1/1/2016 to 12/31/2016

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

| Mettawa | 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 | 0 | 1 |
| None | 205 | 3 | 30 | 172 | 205 | 1 | 22 | 4 | 6 | 12 | 0 | 233 |
| Other | 3 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tires | 2 | 1 | 1 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 2 |
| Unknown | 10 | 0 | 1 | 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| TOTALS | 221 | 4 | 34 | 183 | 221 | 1 | 23 | 4 | 7 | 12 | 0 | 246 |
| VEHICLE TYPE | | | | | | | | | | | | |
| Bus Over 15 Passengers | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Motor Driven Cycle | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Other Vehicle With Trailer | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Passenger | 128 | 2 | 20 | 106 | 128 | 0 | 13 | 3 | 5 | 5 | 0 | 139 |
| Pickup | 7 | 0 | 1 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| SUV | 53 | 0 | 8 | 45 | 53 | 0 | 6 | 0 | 2 | 4 | 0 | 57 |
| Tractor With Semi-Trailer | 12 | 2 | 0 | 10 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| Truck Single Unit | 3 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Unknown | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Van/Mini-Van | 10 | 0 | 3 | 7 | 10 | 0 | 3 | 0 | 0 | 3 | 0 | 14 |
| TOTALS | 221 | 4 | 34 | 183 | 221 | 1 | 23 | 4 | 7 | 12 | 0 | 246 |

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.