



**City Summary Crash Report**

**1/1/2016 to 12/31/2016**

City : South Barrington | \*See Notes at End of Report.

South Barrington	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>WEATHER CONDITION</b>											
Clear	121	2	44	75	235	2	61	13	28	20	258
Cloudy/Overcast	17	0	8	9	34	0	12	0	7	5	26
Fog/Smoke/Haze	1	0	1	0	1	0	1	1	0	0	0
Other	1	0	1	0	3	0	1	0	0	1	3
Rain	13	0	3	10	23	0	5	0	4	1	26
Snow	12	0	3	9	23	0	3	0	1	2	33
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>
<b>TYPE OF CRASH</b>											
Angle	9	0	3	6	19	0	7	0	3	4	17
Animal	9	0	0	9	9	0	0	0	0	0	9
Fixed Object	12	1	4	7	12	1	4	0	1	3	9
Other Non-Collision	1	0	0	1	1	0	0	0	0	0	1
Other Object	5	0	3	2	5	0	3	1	1	1	4
Overtuned	3	0	2	1	3	0	2	1	0	1	1
Parked Motor Vehicle	2	0	0	2	4	0	0	0	0	0	2
Pedalcyclist	1	0	1	0	1	0	1	0	1	0	1
Pedestrian	1	0	1	0	1	0	1	0	1	0	1
Rear End	80	1	30	49	177	1	34	5	13	16	199
Sideswipe Same Direction	10	0	1	9	20	0	1	0	0	1	33
Turning	32	0	15	17	67	0	30	7	20	3	69
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>



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South Barrington	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>CLASS OF CITY</b>												
2,500 TO 5,000	165	2	60	103	319	2	83	14	40	29	346	
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>	
<b>ROAD SURFACE CONDITION</b>												
Dry	126	2	46	78	248	2	66	13	35	18	267	
Ice	6	0	3	3	10	0	3	0	0	3	9	
Snow or Slush	6	0	0	6	12	0	0	0	0	0	17	
Unknown	2	0	1	1	4	0	1	0	0	1	3	
Wet	25	0	10	15	45	0	13	1	5	7	50	
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>CLASS OF TRAFFICWAY</b>												
City Streets Urban	59	0	22	37	110	0	31	5	15	11	122	
State Numbered Urban	100	2	36	62	199	2	50	8	25	17	216	
Unmarked Highway Rural	6	0	2	4	10	0	2	1	0	1	8	
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>	
<b>DAY OF WEEK</b>												
Sunday	21	0	5	16	40	0	12	3	8	1	67	
Monday	25	0	12	13	46	0	14	3	3	8	38	
Tuesday	15	0	6	9	26	0	6	1	3	2	23	
Wednesday	21	0	8	13	43	0	11	1	7	3	37	
Thursday	25	0	11	14	51	0	12	4	3	5	53	
Friday	33	1	9	23	65	1	12	0	8	4	65	
Saturday	25	1	9	15	48	1	16	2	8	6	63	
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>	



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South Barrington	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>TIME OF DAY</b>												
Midnight	4	0	1	3	6	0	1	0	0	1	9	
01 AM	3	0	0	3	5	0	0	0	0	0	7	
02 AM	1	0	1	0	2	0	1	0	1	0	1	
03 AM	2	0	0	2	4	0	0	0	0	0	4	
04 AM	2	0	0	2	2	0	0	0	0	0	2	
05 AM	2	0	0	2	3	0	0	0	0	0	3	
06 AM	3	2	0	1	4	2	0	0	0	0	2	
07 AM	7	0	4	3	15	0	4	1	1	2	15	
08 AM	10	0	5	5	19	0	5	0	3	2	20	
09 AM	4	0	1	3	8	0	1	0	0	1	8	
10 AM	5	0	1	4	12	0	1	0	0	1	13	
11 AM	15	0	6	9	27	0	10	2	7	1	28	
Noon	4	0	2	2	9	0	5	2	2	1	10	
1 PM	15	0	6	9	31	0	8	3	1	4	38	
2 PM	8	0	4	4	15	0	5	0	2	3	13	
3 PM	13	0	4	9	26	0	4	0	4	0	31	
4 PM	16	0	5	11	32	0	6	0	3	3	30	
5 PM	12	0	7	5	28	0	11	3	7	1	22	
6 PM	11	0	4	7	21	0	5	1	1	3	20	
7 PM	10	0	4	6	19	0	7	2	2	3	29	
8 PM	2	0	0	2	4	0	0	0	0	0	4	
9 PM	5	0	3	2	10	0	5	0	4	1	11	
10 PM	6	0	2	4	10	0	4	0	2	2	14	
11 PM	5	0	0	5	7	0	0	0	0	0	12	
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>LIGHT CONDITION</b>											
Darkness	32	1	7	24	55	1	10	0	5	5	69
Darkness, Lighted Road	15	1	5	9	27	1	11	1	8	2	32
Dawn	3	0	1	2	6	0	1	0	0	1	6
Daylight	110	0	46	64	222	0	60	13	27	20	231
Dusk	5	0	1	4	9	0	1	0	0	1	8
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>
<b>ROAD DEFECTS</b>											
No Defects	161	2	59	100	311	2	82	13	40	29	339
Other	1	0	0	1	2	0	0	0	0	0	2
Rut, Holes	1	0	1	0	1	0	1	1	0	0	0
Shoulders	2	0	0	2	5	0	0	0	0	0	5
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>



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<b>TRAFFIC CONTROL</b>											
Lane Use Marking	6	1	1	4	10	1	1	0	0	1	12
No Controls	63	0	16	47	106	0	20	0	11	9	139
Other Warning Sign	1	0	0	1	2	0	0	0	0	0	2
Police/Flagman	3	0	0	3	7	0	0	0	0	0	10
Stop Sign/Flasher	8	0	3	5	14	0	4	0	1	3	13
Traffic Signal	84	1	40	43	180	1	58	14	28	16	170
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>
<b>ROADWAY FEATURE</b>											
Bridge	58	2	23	33	117	2	30	6	17	7	123
Not Applicable	107	0	37	70	202	0	53	8	23	22	223
<b>TOTALS</b>	<b>165</b>	<b>2</b>	<b>60</b>	<b>103</b>	<b>319</b>	<b>2</b>	<b>83</b>	<b>14</b>	<b>40</b>	<b>29</b>	<b>346</b>



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**1/1/2016 to 12/31/2016**

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	Total	Fatal	Injury	Property Damage				A	B	C	O
<b>DRIVER CONDITION</b>											
Alcohol Impaired	6	0	1	5	6	0	0	0	0	0	6
Drug Impaired	3	1	2	0	3	1	2	0	0	2	0
Emotional	1	0	1	0	1	0	1	1	0	0	0
Fatigued	2	0	1	1	2	0	1	0	0	1	1
Had Been Drinking	3	0	2	1	3	0	0	0	0	0	3
Illness	2	0	1	1	2	0	1	0	0	1	1
Normal	280	2	112	166	280	1	47	8	25	14	232
Other	2	0	2	0	2	0	2	1	1	0	0
Other/Unknown	15	0	2	13	15	0	0	0	0	0	15
Removed By EMS	2	0	1	1	2	0	1	1	0	0	1
<b>TOTALS</b>	<b>316</b>	<b>3</b>	<b>125</b>	<b>188</b>	<b>316</b>	<b>2</b>	<b>55</b>	<b>11</b>	<b>26</b>	<b>18</b>	<b>259</b>

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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>DRIVER AGE/GENDER</b>												
<b>16</b>												
	Female	2	0	2	0	2	0	1	0	1	0	1
	Male	4	0	2	2	4	0	1	0	1	0	3
<b>17</b>												
	Female	2	0	0	2	2	0	0	0	0	0	2
<b>18</b>												
	Female	3	0	2	1	3	0	1	0	1	0	2
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>19</b>												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	2	0	0	2	2	0	0	0	0	0	2
<b>20</b>												
	Female	5	0	2	3	5	0	0	0	0	0	5
	Male	7	0	2	5	7	0	1	0	0	1	6
<b>21</b>												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	5	0	2	3	5	0	1	0	1	0	4
<b>22-24</b>												
	Female	11	0	2	9	11	0	0	0	0	0	11
	Male	12	1	5	6	12	1	2	0	0	2	9
<b>25-29</b>												
	Female	12	0	3	9	12	0	1	0	0	1	11
	Male	28	0	10	18	28	0	5	2	2	1	23
<b>30-34</b>												
	Female	15	0	4	11	15	0	1	0	0	1	14
	Male	20	0	9	11	20	0	4	0	2	2	16
<b>35-39</b>												
	Female	15	0	5	10	15	0	1	0	1	0	14
	Male	15	0	6	9	15	0	1	1	0	0	14





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<b>DRIVER AGE/GENDER</b>												
<b>40-44</b>												
	Female	12	0	5	7	12	0	3	0	2	1	9
	Male	17	0	8	9	17	0	5	1	3	1	12
<b>45-49</b>												
	Female	11	0	6	5	11	0	4	2	2	0	7
	Male	17	0	5	12	17	0	2	0	1	1	15
<b>50-54</b>												
	Female	8	0	5	3	8	0	2	0	1	1	6
	Male	13	0	3	10	13	0	1	1	0	0	12
<b>55-59</b>												
	Female	10	0	5	5	10	0	5	1	4	0	5
	Male	16	0	8	8	16	0	4	0	2	2	12
<b>60-64</b>												
	Female	5	0	2	3	5	0	1	0	0	1	4
	Male	11	1	6	3	11	1	2	2	0	0	8
<b>65-69</b>												
	Female	6	0	3	3	6	0	2	0	1	1	4
	Male	3	0	2	1	3	0	0	0	0	0	3
<b>70-74</b>												
	Female	5	0	2	3	5	0	1	1	0	0	4
	Male	4	0	3	1	4	0	1	0	0	1	3
<b>75-79</b>												
	Male	3	0	2	1	3	0	1	0	0	1	2
<b>80-84</b>												
	Male	2	0	0	2	2	0	0	0	0	0	2
<b>85-89</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
<b>DRIVER AGE/GENDER</b>												
Unknown												
	Not Stated	9	0	2	7	9	0	0	0	0	9	
<b>TOTALS</b>		<b>316</b>	<b>3</b>	<b>125</b>	<b>188</b>	<b>316</b>	<b>2</b>	<b>55</b>	<b>11</b>	<b>26</b>	<b>18</b>	<b>259</b>



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PASSENGER AGE/GENDER</b>												
<b>00</b>												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	3	0	1	2	3	0	1	0	0	1	2
	Not Stated	2	0	1	1	2	0	1	0	0	1	1
<b>01</b>												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>02</b>												
	Female	2	0	1	1	2	0	0	0	0	0	2
	Male	3	0	2	1	3	0	2	2	0	0	1
<b>03</b>												
	Female	2	0	0	2	2	0	0	0	0	0	2
<b>06</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
<b>07</b>												
	Female	3	0	2	1	3	0	1	0	0	1	2
	Male	2	0	0	2	2	0	0	0	0	0	2
<b>08</b>												
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>09</b>												
	Male	2	0	0	2	2	0	0	0	0	0	2
<b>10-14</b>												
	Female	4	0	3	1	4	0	3	0	2	1	1
	Male	2	0	0	2	2	0	0	0	0	0	2
	Not Stated	2	0	1	1	2	0	1	0	1	0	1
<b>15</b>												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2



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<b>PASSENGER AGE/GENDER</b>												
<b>16</b>												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	3	0	2	1	3	0	2	0	0	2	1
<b>17</b>												
	Female	5	0	1	4	5	0	1	0	1	0	4
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>18</b>												
	Female	1	0	1	0	1	0	1	0	1	0	0
<b>19</b>												
	Male	3	0	1	2	3	0	0	0	0	0	3
<b>20</b>												
	Male	1	0	0	1	1	0	0	0	0	0	1
<b>21</b>												
	Female	2	0	1	1	2	0	0	0	0	0	2
<b>22-24</b>												
	Female	4	0	3	1	4	0	1	0	1	0	3
	Male	1	0	1	0	1	0	0	0	0	0	1
	Not Stated	1	0	0	1	1	0	0	0	0	0	1
<b>25-29</b>												
	Female	5	0	0	5	5	0	0	0	0	0	5
	Male	2	0	1	1	2	0	1	0	1	0	1
<b>30-34</b>												
	Female	9	0	1	8	9	0	1	0	1	0	8
<b>35-39</b>												
	Female	4	0	3	1	4	0	1	0	0	1	3
	Male	2	0	1	1	2	0	0	0	0	0	2
<b>40-44</b>												
	Female	4	0	4	0	4	0	1	0	1	0	3
	Male	4	0	2	2	4	0	1	0	1	0	3



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		Fatal	Injury						A	B	C	O
<b>PASSENGER AGE/GENDER</b>												
45-49												
Female	3	0	0	3	3	0	0	0	0	0	0	3
Male	2	0	1	1	2	0	1	1	0	0	0	1
50-54												
Female	2	0	1	1	2	0	1	0	0	1	0	1
55-59												
Female	1	0	1	0	1	0	1	0	0	1	0	0
60-64												
Female	1	0	1	0	1	0	1	0	1	0	0	0
75-79												
Female	1	0	0	1	1	0	0	0	0	0	0	1
Male	2	0	0	2	2	0	0	0	0	0	0	2
80-84												
Female	1	0	1	0	1	0	1	0	0	1	0	0
85-89												
Female	2	0	1	1	2	0	1	0	1	0	0	1
Male	2	0	1	1	2	0	0	0	0	0	0	2
Unknown												
Female	2	0	0	2	2	0	0	0	0	0	0	2
Male	1	0	1	0	1	0	0	0	0	0	0	1
Not Stated	5	0	5	0	5	0	1	0	0	1	0	4
<b>TOTALS</b>	<b>113</b>	<b>0</b>	<b>50</b>	<b>63</b>	<b>113</b>	<b>0</b>	<b>26</b>	<b>3</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>87</b>











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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>PEDALCYCLIST PRIOR ACTION AGE/GENDER</b>											
Crossing - Against Signal											
55-59											
Male	1	0	1	0	1	0	1	0	1	0	0
<b>TOTALS</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

South Barrington	Number Of Vehicles							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
<b>VEHICLE DEFECTS</b>											
Brakes	3	0	2	1	3	0	1	0	0	1	2
None	301	2	121	178	301	1	80	14	38	28	329
Unknown	15	1	2	12	15	1	0	0	0	0	15
<b>TOTALS</b>	<b>319</b>	<b>3</b>	<b>125</b>	<b>191</b>	<b>319</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>38</b>	<b>29</b>	<b>346</b>
<b>VEHICLE TYPE</b>											
Bus Over 15 Passengers	1	0	0	1	1	0	0	0	0	0	1
Bus Up to 15 Passengers	1	0	0	1	1	0	0	0	0	0	2
Motorcycle (Over 150cc)	3	0	3	0	3	0	3	2	1	0	0
Other	1	0	0	1	1	0	0	0	0	0	1
Other Vehicle With Trailer	1	0	0	1	1	0	0	0	0	0	1
Passenger	189	1	77	111	189	1	56	9	28	19	187
Pickup	27	0	9	18	27	0	3	1	1	1	31
SUV	61	1	23	37	61	1	13	2	5	6	85
Tractor With Semi-Trailer	3	0	2	1	3	0	0	0	0	0	3
Truck Single Unit	8	1	2	5	8	0	0	0	0	0	8
Unknown	5	0	0	5	5	0	0	0	0	0	5
Van/Mini-Van	19	0	9	10	19	0	6	0	3	3	22
<b>TOTALS</b>	<b>319</b>	<b>3</b>	<b>125</b>	<b>191</b>	<b>319</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>38</b>	<b>29</b>	<b>346</b>



## City Summary Crash Report

1/1/2016 to 12/31/2016

City : South Barrington | \*See Notes at End of Report.

### 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.