



City Summary Crash Report

1/1/2019 to 12/31/2019

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

Energy	Number Of Crashes					Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	11	0	3	8	18	0	4	1	3	0	24
Rain	3	0	2	1	6	0	2	0	1	1	8
Snow	1	0	0	1	2	0	0	0	0	0	4
TOTALS	15	0	5	10	26	0	6	1	4	1	36
TYPE OF CRASH											
Angle	4	0	1	3	8	0	1	0	0	1	12
Animal	3	0	0	3	3	0	0	0	0	0	4
Fixed Object	1	0	0	1	1	0	0	0	0	0	1
Overturned	1	0	1	0	1	0	2	1	1	0	0
Sideswipe Opposite Direction	1	0	0	1	2	0	0	0	0	0	2
Sideswipe Same Direction	1	0	0	1	3	0	0	0	0	0	6
Turning	4	0	3	1	8	0	3	0	3	0	11
TOTALS	15	0	5	10	26	0	6	1	4	1	36



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
CLASS OF CITY											
0 TO 2,500	15	0	5	10	26	0	6	1	4	1	36
TOTALS	15	0	5	10	26	0	6	1	4	1	36
ROAD SURFACE CONDITION											
Dry	10	0	3	7	17	0	4	1	3	0	23
Snow or Slush	1	0	0	1	2	0	0	0	0	0	4
Unknown	1	0	0	1	1	0	0	0	0	0	1
Wet	3	0	2	1	6	0	2	0	1	1	8
TOTALS	15	0	5	10	26	0	6	1	4	1	36



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Energy	Total	Number of Crashes				Total Vehicles	Total Total		Injury Severity			
		Fatal	Injury	Property Damage	Killed		Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
Urban Local Road or Street		2	0	1	1	3	0	2	1	1	0	2
Urban Major Collector		1	0	0	1	2	0	0	0	0	0	3
Urban Other Principal Arterial (PAS)		12	0	4	8	21	0	4	0	3	1	31
TOTALS		15	0	5	10	26	0	6	1	4	1	36



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFICWAY DESCRIPTION											
Divided, No Median Barrier	1	0	0	1	1	0	0	0	0	0	1
Four Way	1	0	0	1	2	0	0	0	0	0	4
Not Divided	4	0	2	2	6	0	3	1	2	0	5
T-Intersection	1	0	0	1	2	0	0	0	0	0	3
Two-way Continuous Left-Turn Lane	8	0	3	5	15	0	3	0	2	1	23
TOTALS	15	0	5	10	26	0	6	1	4	1	36
DAY OF WEEK											
Monday	1	0	0	1	3	0	0	0	0	0	6
Wednesday	2	0	0	2	4	0	0	0	0	0	6
Thursday	7	0	3	4	11	0	4	1	3	0	13
Friday	3	0	1	2	5	0	1	0	1	0	7
Saturday	2	0	1	1	3	0	1	0	0	1	4
TOTALS	15	0	5	10	26	0	6	1	4	1	36



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Energy	Number Of Crashes				Total Vehicles	Total Killed	Total Injured	Injury Severity				
	Total	Fatal	Injury	Property Damage				A	B	C	O	
TIME OF DAY												
Midnight	1	0	0	1	1	0	0	0	0	0	0	1
06 AM	2	0	0	2	3	0	0	0	0	0	0	4
07 AM	1	0	0	1	2	0	0	0	0	0	0	4
11 AM	2	0	1	1	5	0	1	0	1	0	0	8
Noon	1	0	0	1	2	0	0	0	0	0	0	2
3 PM	2	0	1	1	4	0	1	0	1	0	0	4
4 PM	1	0	1	0	2	0	1	0	1	0	0	4
5 PM	3	0	1	2	5	0	1	0	0	1	1	7
6 PM	2	0	1	1	2	0	2	1	1	0	0	2
TOTALS	15	0	5	10	26	0	6	1	4	1	1	36



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness	3	0	1	2	3	0	2	1	1	0	3
Darkness, Lighted Road	3	0	0	3	5	0	0	0	0	0	8
Dawn	1	0	0	1	1	0	0	0	0	0	1
Daylight	8	0	4	4	17	0	4	0	3	1	24
TOTALS	15	0	5	10	26	0	6	1	4	1	36
ROAD DEFECTS											
Debris On Roadway	2	0	0	2	4	0	0	0	0	0	7
No Defects	13	0	5	8	22	0	6	1	4	1	29
TOTALS	15	0	5	10	26	0	6	1	4	1	36



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Energy	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	9	0	3	6	15	0	4	1	3	0	18
Stop Sign	2	0	1	1	4	0	1	0	1	0	7
Traffic Signal	3	0	1	2	6	0	1	0	0	1	10
Unknown	1	0	0	1	1	0	0	0	0	0	1
TOTALS	15	0	5	10	26	0	6	1	4	1	36
ROADWAY FEATURE											
Not Applicable	15	0	5	10	26	0	6	1	4	1	36
TOTALS	15	0	5	10	26	0	6	1	4	1	36



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Energy	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	1	0	0	0
Impaired-Alcohol AND Drugs	1	0	0	1	1	0	0	0	0	0	1
Normal	23	0	7	16	23	0	3	0	2	1	20
Other/Unknown	1	0	1	0	1	0	1	0	1	0	0
TOTALS	26	0	9	17	26	0	5	1	3	1	21



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Energy		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
22-24												
	Male	1	0	1	0	1	0	0	0	0	0	1
25-29												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
30-34												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	0	2	2	0	0	0	0	0	2
35-39												
	Female	2	0	0	2	2	0	0	0	0	0	2
40-44												
	Male	3	0	2	1	3	0	0	0	0	0	3
45-49												
	Female	1	0	1	0	1	0	1	1	0	0	0
	Male	2	0	0	2	2	0	0	0	0	0	2
50-54												
	Male	1	0	0	1	1	0	0	0	0	0	1
55-59												
	Male	1	0	0	1	1	0	0	0	0	0	1
60-64												
	Male	2	0	1	1	2	0	1	0	1	0	1
65-69												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	2	0	0	2	2	0	0	0	0	0	2
70-74												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	2	0	2	0	2	0	1	0	0	1	1



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Energy	Number Of Persons						Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
DRIVER AGE/GENDER												
75-79												
	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		26	0	9	17	26	0	5	1	3	1	21



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Energy		Number Of Persons					Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Total	Fatal	Injury	Property Damage	A				B	C	O	
PASSENGER AGE/GENDER													
07													
	Female	1	0	1	0	1	0	0	0	0	0	1	
08													
	Male	1	0	1	0	1	0	0	0	0	0	1	
25-29													
	Male	2	0	1	1	2	0	0	0	0	0	2	
30-34													
	Female	1	0	1	0	1	0	0	0	0	0	1	
	Male	1	0	0	1	1	0	0	0	0	0	1	
35-39													
	Male	2	0	2	0	2	0	1	0	1	0	1	
45-49													
	Male	1	0	1	0	1	0	0	0	0	0	1	
50-54													
	Female	1	0	0	1	1	0	0	0	0	0	1	
55-59													
	Female	1	0	0	1	1	0	0	0	0	0	1	
Unknown													
	Female	2	0	0	2	2	0	0	0	0	0	2	
	Not Stated	3	0	0	3	3	0	0	0	0	0	3	
TOTALS		16	0	7	9	16	0	1	0	1	0	15	



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Energy	Number Of Vehicles				Total Vehicles	Total Killed	Total Injured	Injury Severity			O
	Total	Fatal	Injury	Property Damage				A	B	C	
VEHICLE DEFECTS											
None	19	0	9	10	19	0	6	1	4	1	26
Unknown	7	0	0	7	7	0	0	0	0	0	10
TOTALS	26	0	9	17	26	0	6	1	4	1	36
VEHICLE TYPE											
Passenger	8	0	1	7	8	0	1	0	1	0	11
Pickup	8	0	3	5	8	0	2	0	1	1	9
SUV	3	0	1	2	3	0	1	0	1	0	2
Truck Single Unit	1	0	1	0	1	0	0	0	0	0	2
Van/Mini-Van	6	0	3	3	6	0	2	1	1	0	12
TOTALS	26	0	9	17	26	0	6	1	4	1	36

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.