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# County Summary Crash Report 1/1/2020 to 12/31/2020

|                              |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|------------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Tazewell                     | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| WEATHER CONDITION            |       | '            |        |                    |                   |                 |                  | '  | '           |       |       |
| Clear                        | 1,545 | 5            | 389    | 1,151              | 2,636             | 5               | 532              | 79 | 253         | 200   | 2,958 |
| Cloudy/Overcast              | 83    | 0            | 19     | 64                 | 150               | 0               | 24               | 3  | 11          | 10    | 164   |
| Fog/Smoke/Haze               | 14    | 0            | 3      | 11                 | 26                | 0               | 4                | 1  | 2           | 1     | 28    |
| Rain                         | 162   | 0            | 40     | 122                | 263               | 0               | 48               | 7  | 24          | 17    | 309   |
| Sleet/Hail                   | 8     | 0            | 2      | 6                  | 13                | 0               | 2                | 0  | 2           | 0     | 14    |
| Snow                         | 125   | 2            | 24     | 99                 | 207               | 2               | 39               | 8  | 16          | 15    | 205   |
| Freezing Rain                | 4     | 0            | 0      | 4                  | 6                 | 0               | 0                | 0  | 0           | 0     | 5     |
| Blowing Snow                 | 1     | 0            | 0      | 1                  | 2                 | 0               | 0                | 0  | 0           | 0     | 2     |
| Unknown                      | 13    | 0            | 1      | 12                 | 18                | 0               | 1                | 0  | 0           | 1     | 13    |
| Other                        | 2     | 0            | 0      | 2                  | 4                 | 0               | 0                | 0  | 0           | 0     | 5     |
| Severe Cross Wind            | 3     | 0            | 1      | 2                  | 4                 | 0               | 1                | 0  | 1           | 0     | 3     |
| TOTALS                       | 1,960 | 7            | 479    | 1,474              | 3,329             | 7               | 651              | 98 | 309         | 244   | 3,706 |
| TYPE OF CRASH                |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Angle                        | 217   | 1            | 88     | 128                | 446               | 1               | 133              | 25 | 54          | 54    | 487   |
| Animal                       | 214   | 0            | 14     | 200                | 216               | 0               | 16               | 3  | 8           | 5     | 293   |
| Fixed Object                 | 322   | 4            | 75     | 243                | 339               | 4               | 98               | 11 | 60          | 27    | 322   |
| Front to Front               | 18    | 2            | 10     | 6                  | 37                | 2               | 22               | 4  | 13          | 5     | 33    |
| Front to Rear                | 370   | 0            | 106    | 264                | 780               | 0               | 148              | 22 | 50          | 76    | 943   |
| Other Non-Collision          | 34    | 0            | 12     | 22                 | 41                | 0               | 13               | 4  | 4           | 5     | 46    |
| Other Object                 | 42    | 0            | 3      | 39                 | 49                | 0               | 3                | 2  | 1           | 0     | 56    |
| Overturned                   | 63    | 0            | 43     | 20                 | 63                | 0               | 48               | 6  | 35          | 7     | 33    |
| Parked Motor Vehicle         | 148   | 0            | 10     | 138                | 306               | 0               | 10               | 1  | 7           | 2     | 173   |
| Pedalcyclist                 | 13    | 0            | 12     | 1                  | 14                | 0               | 12               | 5  | 6           | 1     | 20    |
| Pedestrian                   | 8     | 0            | 8      | 0                  | 8                 | 0               | 8                | 2  | 4           | 2     | 9     |
| Rear to Front                | 13    | 0            | 1      | 12                 | 26                | 0               | 2                | 0  | 2           | 0     | 42    |
| Rear to Rear                 | 3     | 0            | 0      | 3                  | 6                 | 0               | 0                | 0  | 0           | 0     | 10    |
| Rear to Side                 | 13    | 0            | 0      | 13                 | 26                | 0               | 0                | 0  | 0           | 0     | 33    |
| Sideswipe Opposite Direction | 27    | 0            | 7      | 20                 | 54                | 0               | 12               | 1  | 9           | 2     | 60    |

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#### **County Summary Crash Report**

#### 1/1/2020 to 12/31/2020

| TOTALS                   | 1.960 | 7 | 479 | 1.474 | 3.329 | 7 | 651 | 98 | 309 | 244 | 3.706 |
|--------------------------|-------|---|-----|-------|-------|---|-----|----|-----|-----|-------|
| Turning                  | 325   | 0 | 75  | 250   | 655   | 0 | 108 | 10 | 50  | 48  | 813   |
| Train                    | 2     | 0 | 0   | 2     | 4     | 0 | 0   | 0  | 0   | 0   | 4     |
| Sideswipe Same Direction | 128   | 0 | 15  | 113   | 259   | 0 | 18  | 2  | 6   | 10  | 329   |
|                          |       |   |     |       |       |   |     |    |     |     |       |

|                        |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Tazewell               | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| ROAD SURFACE CONDITION |       | '            |        |                    |                   | '               |                  |    | '           | '     |       |
| Dry                    | 1,517 | 4            | 380    | 1,133              | 2,608             | 4               | 513              | 75 | 241         | 197   | 2,935 |
| Ice                    | 57    | 0            | 12     | 45                 | 94                | 0               | 22               | 1  | 14          | 7     | 82    |
| Other                  | 2     | 0            | 1      | 1                  | 2                 | 0               | 1                | 0  | 1           | 0     | 1     |
| Sand, Mud, Dirt        | 2     | 0            | 0      | 2                  | 3                 | 0               | 0                | 0  | 0           | 0     | 4     |
| Snow or Slush          | 101   | 1            | 22     | 78                 | 161               | 1               | 29               | 6  | 14          | 9     | 162   |
| Unknown                | 23    | 0            | 2      | 21                 | 37                | 0               | 2                | 0  | 1           | 1     | 36    |
| Wet                    | 258   | 2            | 62     | 194                | 424               | 2               | 84               | 16 | 38          | 30    | 486   |
| TOTALS                 | 1,960 | 7            | 479    | 1,474              | 3,329             | 7               | 651              | 98 | 309         | 244   | 3,706 |

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#### County Summary Crash Report 1/1/2020 to 12/31/2020

|                                |       | Numb      | er of Crashe | es  |               |                   |                               |     |    | Injury Severi | ty  |       |
|--------------------------------|-------|-----------|--------------|-----|---------------|-------------------|-------------------------------|-----|----|---------------|-----|-------|
| Tazewell                       | Total | Fatal     | Injury       |     | perty<br>nage | Total<br>Vehicles | Total Total<br>Killed Injured | А   | В  | С             | 0   |       |
| CLASS OF TRAFFICWAY            |       |           |              |     | '             |                   |                               | '   | '  | '             |     |       |
| (UNK)                          | 1:    | 20        | 0            | 22  | 98            | 208               | 0                             | 26  | 2  | 10            | 14  | 241   |
| Rural (UNK)                    |       | 14        | 0            | 2   | 12            | 24                | 0                             | 2   | 0  | 2             | 0   | 30    |
| Rural InterState               |       | <b>41</b> | 3            | 7   | 31            | 52                | 3                             | 13  | 4  | 8             | 1   | 56    |
| Rural Local Road or Street     |       | 71        | 0            | 12  | 59            | 93                | 0                             | 13  | 2  | 10            | 1   | 105   |
| Rural Major Collector          | 1:    | 34        | 1            | 40  | 93            | 180               | 1                             | 58  | 14 | 27            | 17  | 208   |
| Rural Minor Arterial           |       | 56        | 0            | 25  | 31            | 90                | 0                             | 39  | 6  | 25            | 8   | 77    |
| Rural Minor Collector          |       | 17        | 0            | 5   | 12            | 19                | 0                             | 5   | 1  | 4             | 0   | 22    |
| Rural Other Principal Arterial |       | 12        | 0            | 3   | 9             | 20                | 0                             | 4   | 0  | 3             | 1   | 28    |
| Urban InterState               | 1:    | 33        | 0            | 36  | 97            | 200               | 0                             | 49  | 5  | 26            | 18  | 212   |
| Urban Local Road or Street     | 2     | 58        | 1            | 51  | 206           | 455               | 1                             | 70  | 15 | 26            | 29  | 444   |
| Urban Major Collector          | 1     | 88        | 0            | 40  | 128           | 292               | 0                             | 56  | 5  | 29            | 22  | 291   |
| Urban Minor Arterial           | 4     | 66        | 2            | 113 | 351           | 848               | 2                             | 146 | 24 | 72            | 50  | 1,016 |
| Urban Minor Collector          | ;     | 33        | 0            | 9   | 24            | 52                | 0                             | 13  | 1  | 5             | 7   | 54    |
| Urban Other Principal Arterial | 4     | 37        | 0            | 114 | 323           | 796               | 0                             | 157 | 19 | 62            | 76  | 922   |
| TOTALS                         | 1,9   | 50        | 7            | 479 | 1,474         | 3,329             | 7                             | 651 | 98 | 309           | 244 | 3,706 |
| DAY OF WEEK                    |       |           |              |     |               |                   |                               |     |    |               |     |       |
| Sunday                         | 1     | 92        | 1            | 47  | 144           | 297               | 1                             | 61  | 12 | 30            | 19  | 354   |
| Monday                         | 2     | 53        | 0            | 70  | 183           | 438               | 0                             | 97  | 10 | 50            | 37  | 452   |
| Tuesday                        | 2     | 37        | 0            | 73  | 214           | 478               | 0                             | 91  | 11 | 48            | 32  | 498   |
| Wednesday                      | 3     | 35        | 1            | 74  | 260           | 565               | 1                             | 101 | 16 | 52            | 33  | 626   |
| Thursday                       | 2     | 69        | 2            | 60  | 207           | 468               | 2                             | 78  | 9  | 36            | 33  | 506   |
| Friday                         | 3     | 58        | 2            | 93  | 263           | 642               | 2                             | 128 | 21 | 51            | 56  | 724   |
| Saturday                       | 2     | 66        | 1            | 62  | 203           | 441               | 1                             | 95  | 19 | 42            | 34  | 546   |
| TOTALS                         | 1,9   | 60        | 7            | 479 | 1,474         | 3,329             | 7                             | 651 | 98 | 309           | 244 | 3,706 |



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# County Summary Crash Report 1/1/2020 to 12/31/2020

|             |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | rity |       |
|-------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-------|
| Tazewell    | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С    | 0     |
| TIME OF DAY |       |              |        |                    |                   | '               |                  |    | '           |      |       |
| Midnight    | 42    | 1            | 5      | 36                 | 53                | 1               | 7                | 3  | 2           | 2    | 55    |
| 01 AM       | 26    | 0            | 4      | 22                 | 34                | 0               | 6                | 3  | 1           | 2    | 30    |
| 02 AM       | 36    | 1            | 8      | 27                 | 43                | 1               | 10               | 1  | 7           | 2    | 48    |
| 03 AM       | 18    | 0            | 2      | 16                 | 23                | 0               | 2                | 0  | 2           | 0    | 23    |
| 04 AM       | 21    | 0            | 4      | 17                 | 28                | 0               | 4                | 0  | 4           | 0    | 25    |
| 05 AM       | 40    | 0            | 8      | 32                 | 55                | 0               | 10               | 1  | 4           | 5    | 52    |
| 06 AM       | 75    | 0            | 10     | 65                 | 118               | 0               | 12               | 2  | 8           | 2    | 118   |
| 07 AM       | 93    | 0            | 26     | 67                 | 161               | 0               | 40               | 7  | 22          | 11   | 142   |
| 08 AM       | 75    | 1            | 21     | 53                 | 132               | 1               | 29               | 3  | 12          | 14   | 128   |
| 09 AM       | 71    | 0            | 18     | 53                 | 127               | 0               | 27               | 7  | 12          | 8    | 125   |
| 10 AM       | 69    | 0            | 19     | 50                 | 126               | 0               | 23               | 6  | 9           | 8    | 141   |
| 11 AM       | 106   | 0            | 28     | 78                 | 195               | 0               | 34               | 4  | 20          | 10   | 240   |
| Noon        | 130   | 1            | 29     | 100                | 249               | 1               | 53               | 7  | 22          | 24   | 296   |
| 1 PM        | 126   | 0            | 32     | 94                 | 236               | 0               | 48               | 7  | 28          | 13   | 247   |
| 2 PM        | 142   | 0            | 41     | 101                | 262               | 0               | 52               | 8  | 20          | 24   | 298   |
| 3 PM        | 162   | 1            | 52     | 109                | 295               | 1               | 66               | 6  | 32          | 28   | 348   |
| 4 PM        | 157   | 0            | 43     | 114                | 288               | 0               | 53               | 8  | 24          | 21   | 332   |
| 5 PM        | 147   | 1            | 28     | 118                | 253               | 1               | 44               | 1  | 17          | 26   | 297   |
| 6 PM        | 106   | 1            | 27     | 78                 | 170               | 1               | 31               | 6  | 14          | 11   | 219   |
| 7 PM        | 101   | 0            | 18     | 83                 | 163               | 0               | 25               | 2  | 11          | 12   | 222   |
| 8 PM        | 71    | 0            | 22     | 49                 | 111               | 0               | 27               | 4  | 12          | 11   | 118   |
| 9 PM        | 66    | 0            | 15     | 51                 | 92                | 0               | 21               | 1  | 14          | 6    | 92    |
| 10 PM       | 49    | 0            | 13     | 36                 | 71                | 0               | 16               | 5  | 9           | 2    | 61    |
| 11 PM       | 31    | 0            | 6      | 25                 | 44                | 0               | 11               | 6  | 3           | 2    | 49    |
| TOTALS      | 1,960 | 7            | 479    | 1,474              | 3,329             | 7               | 651              | 98 | 309         | 244  | 3,706 |

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# County Summary Crash Report 1/1/2020 to 12/31/2020

|                        |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Tazewell               | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| LIGHT CONDITION        |       |              | '      | '                  |                   |                 |                  | '  | '           | '     |       |
| Darkness               | 361   | 2            | 55     | 304                | 480               | 2               | 69               | 14 | 40          | 15    | 533   |
| Darkness, Lighted Road | 243   | 1            | 51     | 191                | 391               | 1               | 66               | 16 | 26          | 24    | 462   |
| Dawn                   | 28    | 1            | 7      | 20                 | 40                | 1               | 9                | 2  | 3           | 4     | 40    |
| Daylight               | 1,283 | 3            | 355    | 925                | 2,343             | 3               | 489              | 64 | 233         | 192   | 2,600 |
| Dusk                   | 33    | 0            | 11     | 22                 | 57                | 0               | 18               | 2  | 7           | 9     | 58    |
| Unknown                | 12    | 0            | 0      | 12                 | 18                | 0               | 0                | 0  | 0           | 0     | 13    |
| TOTALS                 | 1,960 | 7            | 479    | 1,474              | 3,329             | 7               | 651              | 98 | 309         | 244   | 3,706 |
| ROAD DEFECTS           |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Debris On Roadway      | 3     | 0            | 1      | 2                  | 6                 | 0               | 1                | 0  | 0           | 1     | 9     |
| No Defects             | 1,838 | 7            | 453    | 1,378              | 3,115             | 7               | 618              | 93 | 292         | 233   | 3,452 |
| Other                  | 10    | 0            | 3      | 7                  | 20                | 0               | 4                | 0  | 2           | 2     | 20    |
| Rut, Holes             | 8     | 0            | 4      | 4                  | 12                | 0               | 5                | 1  | 4           | 0     | 14    |
| Shoulders              | 7     | 0            | 2      | 5                  | 12                | 0               | 5                | 0  | 3           | 2     | 17    |
| Unknown                | 90    | 0            | 14     | 76                 | 157               | 0               | 16               | 3  | 8           | 5     | 187   |
| Worn Surface           | 4     | 0            | 2      | 2                  | 7                 | 0               | 2                | 1  | 0           | 1     | 7     |
| TOTALS                 | 1,960 | 7            | 479    | 1,474              | 3,329             | 7               | 651              | 98 | 309         | 244   | 3,706 |

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# County Summary Crash Report 1/1/2020 to 12/31/2020

|                          |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|--------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Tazewell                 | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| TRAFFIC CONTROL          |       |              | '      |                    |                   | ,               |                  | '  |             |       |       |
| Delineators              | 18    | 0            | 5      | 13                 | 27                | 0               | 8                | 2  | 5           | 1     | 29    |
| Flashing Control Signal  | 3     | 0            | 1      | 2                  | 6                 | 0               | 1                | 0  | 1           | 0     | 6     |
| No Controls              | 1,059 | 5            | 241    | 813                | 1,625             | 5               | 320              | 49 | 166         | 105   | 1,682 |
| No Passing               | 2     | 0            | 2      | 0                  | 4                 | 0               | 4                | 1  | 0           | 3     | 3     |
| Other                    | 98    | 1            | 22     | 75                 | 153               | 1               | 31               | 6  | 15          | 10    | 172   |
| Other Regualtory Sig     | 29    | 1            | 4      | 24                 | 38                | 1               | 5                | 2  | 2           | 1     | 46    |
| Other RR Crossing        | 1     | 0            | 0      | 1                  | 2                 | 0               | 0                | 0  | 0           | 0     | 2     |
| Other Warning Sign       | 18    | 0            | 7      | 11                 | 25                | 0               | 10               | 2  | 7           | 1     | 21    |
| Pedestrian Crossing Sign | 1     | 0            | 0      | 1                  | 2                 | 0               | 0                | 0  | 0           | 0     | 2     |
| Police/Flagman           | 5     | 0            | 1      | 4                  | 10                | 0               | 4                | 0  | 3           | 1     | 11    |
| RR Crossing Sign         | 1     | 0            | 0      | 1                  | 2                 | 0               | 0                | 0  | 0           | 0     | 3     |
| Stop Sign                | 271   | 0            | 79     | 192                | 521               | 0               | 110              | 17 | 57          | 36    | 648   |
| Traffic Signal           | 424   | 0            | 114    | 310                | 857               | 0               | 154              | 19 | 53          | 82    | 1,015 |
| Unknown                  | 7     | 0            | 1      | 6                  | 12                | 0               | 1                | 0  | 0           | 1     | 14    |
| Yield                    | 23    | 0            | 2      | 21                 | 45                | 0               | 3                | 0  | 0           | 3     | 52    |
| TOTALS                   | 1,960 | 7            | 479    | 1,474              | 3,329             | 7               | 651              | 98 | 309         | 244   | 3,706 |
| ROADWAY FEATURE          |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Bridge                   | 1     | 0            | 1      | 0                  | 2                 | 0               | 1                | 0  | 0           | 1     | 2     |
| Not Applicable           | 1,958 | 7            | 478    | 1,473              | 3,325             | 7               | 650              | 98 | 309         | 243   | 3,702 |
| Underpass                | 1     | 0            | 0      | 1                  | 2                 | 0               | 0                | 0  | 0           | 0     | 2     |
| TOTALS                   | 1,960 | 7            | 479    | 1,474              | 3,329             | 7               | 651              | 98 | 309         | 244   | 3,706 |

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|                   |       | Number Of Pe | ersons |                    |                   |                 |                  |    | Injury Seve | erity |       |
|-------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Tazewell          | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| DRIVER CONDITION  |       |              |        |                    |                   |                 |                  |    |             |       | ,     |
| Alcohol Impaired  | 73    | 1            | 20     | 52                 | 73                | 1               | 18               | 6  | 10          | 2     | 54    |
| Drug Impaired     | 15    | 2            | 7      | 6                  | 15                | 2               | 7                | 2  | 3           | 2     | 6     |
| Emotional         | 29    | 0            | 16     | 13                 | 29                | 0               | 12               | 2  | 5           | 5     | 17    |
| Fatigued          | 15    | 0            | 4      | 11                 | 15                | 0               | 3                | 0  | 2           | 1     | 12    |
| Had Been Drinking | 11    | 0            | 2      | 9                  | 11                | 0               | 2                | 0  | 2           | 0     | 9     |
| Illness           | 23    | 0            | 13     | 10                 | 23                | 0               | 13               | 2  | 10          | 1     | 10    |
| Normal            | 2,776 | 7            | 713    | 2,056              | 2,776             | 4               | 378              | 45 | 189         | 144   | 2,394 |
| Other             | 12    | 0            | 6      | 6                  | 12                | 0               | 6                | 0  | 3           | 3     | 6     |
| Other/Unknown     | 187   | 0            | 25     | 162                | 187               | 0               | 16               | 4  | 6           | 6     | 171   |
| Removed By EMS    | 10    | 0            | 9      | 1                  | 10                | 0               | 9                | 5  | 2           | 2     | 1     |
| TOTALS            | 3,151 | 10           | 815    | 2,326              | 3,151             | 7               | 464              | 66 | 232         | 166   | 2,680 |

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# County Summary Crash Report 1/1/2020 to 12/31/2020

|            |         |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |     |
|------------|---------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|-----|
| Tazewell   |         | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0   |
| DRIVER AGE | /GENDER |       |              |        |                    |                   |                 |                  |   |              |     |     |
| 15         |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 5     | 0            | 1      | 4                  | 5                 | 0               | 1                | 0 | 1            | 0   | 4   |
|            | Male    | 2     | 0            | 1      | 1                  | 2                 | 0               | 0                | 0 | 0            | 0   | 2   |
| 16         |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 49    | 0            | 9      | 40                 | 49                | 0               | 6                | 0 | 3            | 3   | 43  |
|            | Male    | 44    | 0            | 11     | 33                 | 44                | 0               | 6                | 1 | 5            | 0   | 38  |
| 17         |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 53    | 0            | 18     | 35                 | 53                | 0               | 11               | 1 | 4            | 6   | 42  |
|            | Male    | 50    | 0            | 11     | 39                 | 50                | 0               | 3                | 1 | 2            | 0   | 47  |
| 18         |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 60    | 0            | 18     | 42                 | 60                | 0               | 9                | 0 | 4            | 5   | 51  |
|            | Male    | 57    | 0            | 15     | 42                 | 57                | 0               | 5                | 0 | 5            | 0   | 52  |
| 19         |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 35    | 0            | 12     | 23                 | 35                | 0               | 5                | 1 | 1            | 3   | 30  |
|            | Male    | 49    | 0            | 10     | 39                 | 49                | 0               | 5                | 0 | 3            | 2   | 44  |
| 20         |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 33    | 0            | 8      | 24                 | 33                | 0               | 7                | 1 | 3            | 3   | 26  |
|            | Male    | 39    | 1            | 9      | 29                 | 39                | 1               | 3                | 0 | 3            | 0   | 35  |
| 21         |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 37    | 0            | 10     | 27                 | 37                | 0               | 8                | 0 | 5            | 3   | 29  |
|            | Male    | 43    | 0            | 9      | 34                 | 43                | 0               | 6                | 0 | 4            | 2   | 37  |
| 22-24      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 79    | 0            | 27     | 52                 | 79                | 0               | 21               | 1 | 11           | 9   | 58  |
|            | Male    | 100   | 0            | 21     | 79                 | 100               | 0               | 14               | 2 | 4            | 8   | 86  |
| 25-29      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 135   | 0            | 40     | 95                 | 135               | 0               | 28               | 3 | 16           | 9   | 107 |
|            | Male    | 177   | 1            | 43     | 133                | 177               | 1               | 27               | 2 | 19           | 6   | 149 |
| 30-34      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 124   | 0            | 38     | 86                 | 124               | 0               | 21               | 5 | 7            | 9   | 103 |

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|            |         |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |     |
|------------|---------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|-----|
| Tazewell   |         | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0   |
| DRIVER AGE | /GENDER |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Male    | 141   | 1            | 33     | 107                | 141               | 1               | 23               | 5 | 11           | 7   | 117 |
| 35-39      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 107   | 0            | 30     | 77                 | 107               | 0               | 22               | 3 | 10           | 9   | 85  |
|            | Male    | 152   | 0            | 32     | 119                | 152               | 0               | 16               | 3 | 7            | 6   | 136 |
| 40-44      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 107   | 0            | 31     | 76                 | 107               | 0               | 19               | 5 | 7            | 7   | 88  |
|            | Male    | 128   | 0            | 23     | 105                | 128               | 0               | 12               | 3 | 4            | 5   | 116 |
| 45-49      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 93    | 0            | 27     | 66                 | 93                | 0               | 16               | 5 | 6            | 5   | 77  |
|            | Male    | 124   | 1            | 39     | 84                 | 124               | 1               | 15               | 5 | 7            | 3   | 108 |
| 50-54      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 72    | 0            | 17     | 55                 | 72                | 0               | 12               | 2 | 2            | 8   | 60  |
|            | Male    | 115   | 1            | 32     | 81                 | 115               | 1               | 14               | 2 | 8            | 4   | 100 |
| 55-59      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 84    | 0            | 17     | 67                 | 84                | 0               | 14               | 2 | 8            | 4   | 70  |
|            | Male    | 120   | 0            | 33     | 87                 | 120               | 0               | 18               | 3 | 9            | 6   | 102 |
| 60-64      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 76    | 0            | 18     | 58                 | 76                | 0               | 10               | 1 | 4            | 5   | 66  |
|            | Male    | 106   | 0            | 30     | 76                 | 106               | 0               | 16               | 2 | 9            | 5   | 90  |
| 65-69      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 61    | 0            | 25     | 36                 | 61                | 0               | 15               | 0 | 9            | 6   | 46  |
|            | Male    | 80    | 0            | 24     | 56                 | 80                | 0               | 12               | 3 | 7            | 2   | 68  |
| 70-74      |         |       |              |        |                    |                   |                 |                  |   |              |     |     |
|            | Female  | 47    | 0            | 15     | 32                 | 47                | 0               | 10               | 0 | 7            | 3   | 37  |
|            | Male    | 72    | 0            | 25     | 47                 | 72                | 0               | 10               | 3 | 5            | 2   | 62  |
| 75-79      |         |       | -            |        |                    |                   |                 | -                |   |              |     |     |
|            | Female  | 28    | 0            | 7      | 21                 | 28                | 0               | 5                | 0 | 2            | 3   | 23  |
|            | Male    | 48    | 2            | 10     | 36                 | 48                | 2               | 3                | 1 | 1            | 1   | 43  |
|            |         | .0    | _            | . •    |                    | .0                | _               | ŭ                | • | •            | •   | .0  |

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|              |            |       | Number Of Pe | ersons |                    |                   |                 |                  |    | Injury Seve | rity |       |
|--------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-------|
| Tazewell     |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | А  | В           | С    | 0     |
| DRIVER AGE/O | GENDER     |       |              | '      |                    |                   |                 |                  |    |             |      |       |
| 80-84        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 22    | 0            | 5      | 17                 | 22                | 0               | 2                | 0  | 2           | 0    | 20    |
|              | Male       | 37    | 0            | 10     | 27                 | 37                | 0               | 6                | 0  | 4           | 2    | 31    |
| 85-89        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 8     | 0            | 3      | 5                  | 8                 | 0               | 2                | 0  | 1           | 1    | 6     |
|              | Male       | 17    | 0            | 3      | 14                 | 17                | 0               | 2                | 0  | 0           | 2    | 15    |
| 90-94        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 2     | 0            | 1      | 1                  | 2                 | 0               | 1                | 0  | 0           | 1    | 1     |
|              | Male       | 4     | 0            | 2      | 2                  | 4                 | 0               | 1                | 0  | 1           | 0    | 3     |
| 95-98        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Male       | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0  | 0           | 0    | 1     |
| Unknown      |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 5     | 0            | 2      | 3                  | 5                 | 0               | 1                | 0  | 1           | 0    | 4     |
|              | Male       | 12    | 0            | 2      | 10                 | 12                | 0               | 1                | 0  | 0           | 1    | 11    |
|              | Not Stated | 111   | 0            | 8      | 103                | 111               | 0               | 0                | 0  | 0           | 0    | 111   |
| TOTALS       |            | 3,151 | 10           | 815    | 2,326              | 3,151             | 7               | 464              | 66 | 232         | 166  | 2,680 |



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|           |              |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |    |
|-----------|--------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|----|
| Tazewell  |              | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0  |
| PASSENGER | R AGE/GENDER |       |              |        |                    |                   |                 |                  |   |              |     |    |
| 00        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 11    | 0            | 3      | 8                  | 11                | 0               | 2                | 0 | 1            | 1   | 9  |
|           | Male         | 15    | 0            | 5      | 10                 | 15                | 0               | 1                | 0 | 1            | 0   | 14 |
|           | Not Stated   | 3     | 0            | 1      | 2                  | 3                 | 0               | 0                | 0 | 0            | 0   | 3  |
| 01        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 14    | 0            | 8      | 6                  | 14                | 0               | 3                | 0 | 1            | 2   | 11 |
|           | Male         | 6     | 0            | 3      | 3                  | 6                 | 0               | 0                | 0 | 0            | 0   | 6  |
|           | Not Stated   | 1     | 0            | 1      | 0                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 02        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 9     | 0            | 2      | 7                  | 9                 | 0               | 0                | 0 | 0            | 0   | 9  |
|           | Male         | 14    | 0            | 3      | 11                 | 14                | 0               | 0                | 0 | 0            | 0   | 14 |
| 03        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 15    | 0            | 7      | 8                  | 15                | 0               | 1                | 0 | 1            | 0   | 14 |
|           | Male         | 18    | 0            | 5      | 13                 | 18                | 0               | 1                | 0 | 1            | 0   | 17 |
|           | Not Stated   | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 04        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 11    | 0            | 3      | 8                  | 11                | 0               | 1                | 1 | 0            | 0   | 10 |
|           | Male         | 15    | 0            | 8      | 7                  | 15                | 0               | 1                | 0 | 0            | 1   | 14 |
|           | Not Stated   | 2     | 0            | 0      | 2                  | 2                 | 0               | 0                | 0 | 0            | 0   | 2  |
| 05        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 11    | 0            | 3      | 8                  | 11                | 0               | 1                | 0 | 1            | 0   | 10 |
|           | Male         | 16    | 0            | 3      | 13                 | 16                | 0               | 2                | 0 | 2            | 0   | 14 |
| 06        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 11    | 0            | 4      | 7                  | 11                | 0               | 0                | 0 | 0            | 0   | 11 |
|           | Male         | 15    | 0            | 5      | 10                 | 15                | 0               | 1                | 0 | 0            | 1   | 14 |
|           | Not Stated   | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 07        |              |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female       | 12    | 0            | 4      | 8                  | 12                | 0               | 2                | 0 | 1            | 1   | 10 |
|           | Male         | 20    | 0            | 8      | 12                 | 20                | 0               | 3                | 0 | 2            | 1   | 17 |



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|           |            |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |    |
|-----------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|----|
| Tazewell  |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0  |
| PASSENGER | AGE/GENDER |       |              | '      |                    |                   | '               |                  |   |              |     |    |
| 08        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 13    | 0            | 6      | 7                  | 13                | 0               | 1                | 0 | 1            | 0   | 12 |
|           | Male       | 11    | 0            | 3      | 8                  | 11                | 0               | 2                | 0 | 1            | 1   | 9  |
| 09        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 15    | 0            | 6      | 9                  | 15                | 0               | 1                | 0 | 0            | 1   | 14 |
|           | Male       | 11    | 0            | 2      | 9                  | 11                | 0               | 1                | 0 | 0            | 1   | 10 |
| 10-14     |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 80    | 0            | 28     | 52                 | 80                | 0               | 11               | 0 | 5            | 6   | 69 |
|           | Male       | 67    | 0            | 26     | 41                 | 67                | 0               | 8                | 4 | 1            | 3   | 59 |
|           | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 15        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 27    | 0            | 13     | 14                 | 27                | 0               | 5                | 0 | 2            | 3   | 22 |
|           | Male       | 20    | 0            | 7      | 13                 | 20                | 0               | 3                | 1 | 1            | 1   | 17 |
|           | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 16        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 22    | 0            | 7      | 15                 | 22                | 0               | 3                | 1 | 0            | 2   | 19 |
|           | Male       | 17    | 0            | 8      | 9                  | 17                | 0               | 2                | 0 | 1            | 1   | 15 |
|           | Not Stated | 1     | 0            | 1      | 0                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 17        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 28    | 0            | 7      | 21                 | 28                | 0               | 2                | 0 | 0            | 2   | 26 |
|           | Male       | 24    | 0            | 8      | 16                 | 24                | 0               | 3                | 0 | 3            | 0   | 21 |
| 18        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 18    | 0            | 4      | 14                 | 18                | 0               | 2                | 0 | 1            | 1   | 16 |
|           | Male       | 24    | 0            | 7      | 17                 | 24                | 0               | 1                | 0 | 0            | 1   | 23 |
| 19        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 10    | 0            | 2      | 8                  | 10                | 0               | 2                | 0 | 0            | 2   | 8  |
|           | Male       | 9     | 0            | 2      | 7                  | 9                 | 0               | 1                | 0 | 1            | 0   | 8  |
| 20        |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|           | Female     | 13    | 0            | 4      | 9                  | 13                | 0               | 2                | 0 | 1            | 1   | 11 |



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|             |            |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Severi | ity |    |
|-------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|-----|----|
| Tazewell    |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В             | С   | 0  |
| PASSENGER A | AGE/GENDER |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Male       | 9     | 0            | 4      | 5                  | 9                 | 0               | 0                | 0 | 0             | 0   | 9  |
| 21          |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 4     | 0            | 3      | 1                  | 4                 | 0               | 1                | 0 | 1             | 0   | 3  |
|             | Male       | 17    | 0            | 8      | 9                  | 17                | 0               | 5                | 0 | 3             | 2   | 12 |
| 22-24       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 21    | 0            | 6      | 15                 | 21                | 0               | 5                | 1 | 1             | 3   | 16 |
|             | Male       | 33    | 1            | 10     | 22                 | 33                | 0               | 2                | 2 | 0             | 0   | 31 |
| 25-29       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 39    | 0            | 10     | 29                 | 39                | 0               | 5                | 0 | 4             | 1   | 34 |
|             | Male       | 38    | 0            | 12     | 26                 | 38                | 0               | 5                | 1 | 2             | 2   | 33 |
| 30-34       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 27    | 0            | 9      | 18                 | 27                | 0               | 5                | 1 | 2             | 2   | 22 |
|             | Male       | 25    | 1            | 5      | 19                 | 25                | 0               | 3                | 2 | 0             | 1   | 22 |
| 35-39       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 24    | 0            | 10     | 14                 | 24                | 0               | 5                | 0 | 2             | 3   | 19 |
|             | Male       | 22    | 0            | 9      | 13                 | 22                | 0               | 3                | 1 | 2             | 0   | 19 |
|             | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0             | 0   | 1  |
| 40-44       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 23    | 0            | 5      | 18                 | 23                | 0               | 1                | 0 | 0             | 1   | 22 |
|             | Male       | 19    | 0            | 7      | 12                 | 19                | 0               | 3                | 1 | 1             | 1   | 16 |
| 45-49       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 24    | 0            | 7      | 17                 | 24                | 0               | 6                | 2 | 2             | 2   | 18 |
|             | Male       | 25    | 0            | 8      | 17                 | 25                | 0               | 3                | 1 | 1             | 1   | 22 |
| 50-54       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 14    | 0            | 4      | 10                 | 14                | 0               | 3                | 1 | 1             | 1   | 11 |
|             | Male       | 11    | 0            | 3      | 8                  | 11                | 0               | 1                | 0 | 1             | 0   | 10 |
| 55-59       |            |       |              |        |                    |                   |                 |                  |   |               |     |    |
|             | Female     | 23    | 0            | 9      | 14                 | 23                | 0               | 6                | 0 | 0             | 6   | 17 |
|             | Male       | 9     | 0            | 4      | 5                  | 9                 | 0               | 3                | 1 | 1             | 1   | 6  |

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|             |            |       | Number Of P | ersons |                    |                   |                 |                  |    | Injury Seve | rity |       |
|-------------|------------|-------|-------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-------|
| Tazewell    |            | Total | Fatal       | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С    | 0     |
| PASSENGER A | GE/GENDER  |       | ,           |        |                    |                   |                 | '                |    |             | '    |       |
| 60-64       |            |       |             |        |                    |                   |                 |                  |    |             |      |       |
|             | Female     | 21    | 0           | 9      | 12                 | 21                | 0               | 7                | 0  | 5           | 2    | 14    |
|             | Male       | 4     | 0           | 3      | 1                  | 4                 | 0               | 2                | 0  | 1           | 1    | 2     |
| 65-69       |            |       |             |        |                    |                   |                 |                  |    |             |      |       |
|             | Female     | 17    | 0           | 8      | 9                  | 17                | 0               | 6                | 0  | 4           | 2    | 11    |
|             | Male       | 7     | 0           | 6      | 1                  | 7                 | 0               | 1                | 1  | 0           | 0    | 6     |
| 70-74       |            |       |             |        |                    |                   |                 |                  |    |             |      |       |
|             | Female     | 26    | 0           | 11     | 15                 | 26                | 0               | 7                | 2  | 1           | 4    | 19    |
|             | Male       | 3     | 0           | 1      | 2                  | 3                 | 0               | 0                | 0  | 0           | 0    | 3     |
| 75-79       |            |       |             |        |                    |                   |                 |                  |    |             |      |       |
|             | Female     | 16    | 0           | 3      | 13                 | 16                | 0               | 3                | 1  | 0           | 2    | 13    |
|             | Male       | 5     | 0           | 3      | 2                  | 5                 | 0               | 2                | 0  | 1           | 1    | 3     |
| 80-84       |            |       |             |        |                    |                   |                 |                  |    |             |      |       |
|             | Female     | 9     | 0           | 2      | 7                  | 9                 | 0               | 1                | 0  | 0           | 1    | 8     |
|             | Male       | 6     | 0           | 4      | 2                  | 6                 | 0               | 1                | 0  | 0           | 1    | 5     |
| 85-89       |            |       |             |        |                    |                   |                 |                  |    |             |      |       |
|             | Female     | 5     | 0           | 1      | 4                  | 5                 | 0               | 1                | 0  | 1           | 0    | 4     |
|             | Male       | 3     | 0           | 1      | 2                  | 3                 | 0               | 1                | 0  | 1           | 0    | 2     |
| Unknown     |            |       |             |        |                    |                   |                 |                  |    |             |      |       |
|             | Female     | 7     | 0           | 2      | 5                  | 7                 | 0               | 1                | 0  | 0           | 1    | 6     |
|             | Male       | 10    | 0           | 4      | 6                  | 10                | 0               | 0                | 0  | 0           | 0    | 10    |
|             | Not Stated | 11    | 0           | 1      | 10                 | 11                | 0               | 0                | 0  | 0           | 0    | 11    |
| TOTALS      |            | 1,191 | 2           | 409    | 780                | 1,191             | 0               | 167              | 25 | 67          | 75   | 1,024 |



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|            |              |       | Number Of Pe | rsons  |                    |                   |                 |                  | Injury Severity |   |   |   |
|------------|--------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|-----------------|---|---|---|
| Tazewell   |              | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α               | В | С | 0 |
| PEDESTRIAN | N AGE/GENDER |       |              | '      |                    |                   | '               |                  |                 |   |   |   |
| 06         |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0               | 1 | 0 | 0 |
| 09         |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0               | 1 | 0 | 0 |
| 10-14      |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1               | 0 | 0 | 0 |
| 25-29      |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0               | 1 | 0 | 0 |
| 30-34      |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Male         | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0               | 0 | 0 | 1 |
| 55-59      |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0               | 1 | 0 | 0 |
| 60-64      |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Female       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0               | 0 | 1 | 0 |
|            | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1               | 0 | 0 | 0 |
| 65-69      |              |       |              |        |                    |                   |                 |                  |                 |   |   |   |
|            | Female       | 1     | 0            | 11     | 0                  | 1                 | 0               | 1                | 0               | 0 | 1 | 0 |
| TOTALS     |              | 9     | 0            | 8      | 1                  | 9                 | 0               | 8                | 2               | 4 | 2 | 1 |

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|           |                |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Severi | ity |   |
|-----------|----------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|-----|---|
| Tazewell  |                | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В             | С   | 0 |
| PEDALCYCL | IST AGE/GENDER |       |              | '      |                    |                   | •               |                  | ' | '             |     |   |
| 10-14     |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Male           | 3     | 0            | 3      | 0                  | 3                 | 0               | 3                | 2 | 1             | 0   | 0 |
| 15        |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Male           | 2     | 0            | 2      | 0                  | 2                 | 0               | 2                | 1 | 1             | 0   | 0 |
| 25-29     |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Male           | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0   | 0 |
| 30-34     |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Male           | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0   | 0 |
| 40-44     |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Male           | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0             | 1   | 0 |
| 45-49     |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Male           | 2     | 0            | 2      | 0                  | 2                 | 0               | 2                | 1 | 1             | 0   | 0 |
| 60-64     |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Male           | 2     | 0            | 2      | 0                  | 2                 | 0               | 2                | 1 | 1             | 0   | 0 |
| Unknown   |                |       |              |        |                    |                   |                 |                  |   |               |     |   |
|           | Not Stated     | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0             | 0   | 1 |
| TOTALS    |                | 13    | 0            | 12     | 1                  | 13                | 0               | 12               | 5 | 6             | 1   | 1 |



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|                                 |                      |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Severi | ty |   |
|---------------------------------|----------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|----|---|
| Tazewell                        |                      | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В             | С  | 0 |
| PEDESTRIAN PRIC                 | OR ACTION AGE/GENDER | ,     | ,            | '      | '                  |                   | '               | ,                |   | '             | '  |   |
| Crossing - Against S            | Signal               |       |              |        |                    |                   |                 |                  |   |               |    |   |
| 10-14                           |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Male                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0             | 0  | 0 |
| Crossing - With Sigr            | nal                  |       |              |        |                    |                   |                 |                  |   |               |    |   |
| 09                              |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Male                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0  | 0 |
| 25-29                           |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Male                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0  | 0 |
| 60-64                           |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Male                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0             | 0  | 0 |
| Entering/Leaving/Cr<br>Location | ossing Unspecified   |       |              |        |                    |                   |                 |                  |   |               |    |   |
| 30-34                           |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Male                 | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0             | 0  | 1 |
| Walking/Riding With             | Traffic              |       |              |        |                    |                   |                 |                  |   |               |    |   |
| 06                              |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Male                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0  | 0 |
| 55-59                           |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Male                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0  | 0 |
| 60-64                           |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Female               | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0             | 1  | 0 |
| 65-69                           |                      |       |              |        |                    |                   |                 |                  |   |               |    |   |
|                                 | Female               | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0             | 1  | 0 |
| TOTALS                          |                      | 9     | 0            | 8      | 1                  | 9                 | 0               | 8                | 2 | 4             | 2  | 1 |



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|                           |                           |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |   |
|---------------------------|---------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Tazewell                  |                           | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | ( |
| PEDALCYCLIST              | F PRIOR ACTION AGE/GENDER |       |              |        |                    |                   |                 |                  |   |              |     |   |
| Crossing - Again          | st Signal                 |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 40-44                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0            | 1   |   |
| Crossing (At Inte         | ersection) - No Controls  |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 10-14                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | ( |
| Unknown                   |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Not Stated                | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   |   |
| Entering/Leaving Location | n/Crossing Unspecified    |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 10-14                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0            | 0   | ( |
| None                      |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 45-49                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0            | 0   | ( |
| Other                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 60-64                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | ( |
| Turning Right             |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 10-14                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0            | 0   | ( |
| Unknown                   |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 25-29                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | ( |
| 60-64                     |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0            | 0   | ( |
| Walking/Riding A          | Against Traffic           |       |              |        |                    |                   |                 |                  |   |              |     |   |
| 15                        |                           |       |              |        |                    |                   |                 |                  |   |              |     |   |
|                           | Male                      | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0            | 0   | ( |



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|                                      |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Severi | ty |   |
|--------------------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---------------|----|---|
| Tazewell                             | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В             | С  | 0 |
| PEDALCYCLIST PRIOR ACTION AGE/GENDER |       | ,            | '      |                    |                   | '               |                  |   | ,             | ,  |   |
| 45-49                                |       |              |        |                    |                   |                 |                  |   |               |    |   |
| Male                                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0  | 0 |
| Walking/Riding With Traffic          |       |              |        |                    |                   |                 |                  |   |               |    |   |
| 15                                   |       |              |        |                    |                   |                 |                  |   |               |    |   |
| Male                                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0  | 0 |
| 30-34                                |       |              |        |                    |                   |                 |                  |   |               |    |   |
| Male                                 | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1             | 0  | 0 |
| TOTALS                               | 13    | 0            | 12     | 1                  | 13                | 0               | 12               | 5 | 6             | 1  | 1 |

|                  |       | Number Of Ve | hicles |                    |                   |                 | Injury Severity  |    |     |     |       |  |
|------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-----|-----|-------|--|
| Tazewell         | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | А  | В   | С   | 0     |  |
| VEHICLE DEFECTS  |       |              |        |                    |                   |                 |                  |    |     |     |       |  |
| Brakes           | 20    | 0            | 4      | 16                 | 20                | 0               | 2                | 0  | 0   | 2   | 28    |  |
| Cargo            | 3     | 0            | 0      | 3                  | 3                 | 0               | 0                | 0  | 0   | 0   | 4     |  |
| None             | 2,891 | 5            | 760    | 2,126              | 2,891             | 3               | 577              | 78 | 279 | 220 | 3,221 |  |
| Other            | 4     | 0            | 1      | 3                  | 4                 | 0               | 1                | 1  | 0   | 0   | 5     |  |
| Steering         | 7     | 0            | 2      | 5                  | 7                 | 0               | 2                | 0  | 2   | 0   | 8     |  |
| Suspension       | 2     | 0            | 1      | 1                  | 2                 | 0               | 2                | 0  | 0   | 2   | 1     |  |
| Tires            | 13    | 1            | 2      | 10                 | 13                | 1               | 1                | 0  | 1   | 0   | 16    |  |
| Trailer Coupling | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0  | 1   | 0   | 0     |  |
| Unknown          | 387   | 4            | 63     | 320                | 387               | 3               | 45               | 12 | 16  | 17  | 420   |  |
| Wheels           | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0  | 0   | 0   | 1     |  |
| TOTALS           | 3,329 | 10           | 834    | 2,485              | 3,329             | 7               | 631              | 91 | 299 | 241 | 3,704 |  |

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|                                |       | Number Of Ve |        |                    |                   | Injury Severity |                  |    |     |     |       |
|--------------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-----|-----|-------|
| Tazewell                       | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В   | С   | 0     |
| VEHICLE TYPE                   |       |              |        |                    |                   |                 |                  |    |     |     |       |
| ATV                            | 2     | 0            | 2      | 0                  | 2                 | 0               | 2                | 1  | 1   | 0   | 0     |
| Bus 9 to 15 seats              | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0  | 0   | 0   | 4     |
| Bus over 15 seats              | 5     | 0            | 1      | 4                  | 5                 | 0               | 0                | 0  | 0   | 0   | 16    |
| Farm Equipment                 | 7     | 0            | 1      | 6                  | 7                 | 0               | 1                | 0  | 1   | 0   | 6     |
| Motorcycle                     | 47    | 0            | 38     | 9                  | 47                | 0               | 41               | 19 | 20  | 2   | 13    |
| Other                          | 24    | 0            | 5      | 19                 | 24                | 0               | 3                | 0  | 2   | 1   | 23    |
| Other Vehicle With Trailer     | 3     | 0            | 2      | 1                  | 3                 | 0               | 1                | 0  | 0   | 1   | 2     |
| Passenger                      | 1,728 | 3            | 447    | 1,278              | 1,728             | 2               | 355              | 41 | 171 | 143 | 1,897 |
| Pickup                         | 582   | 2            | 126    | 454                | 582               | 2               | 72               | 7  | 36  | 29  | 617   |
| Single Unit Truck with Trailer | 4     | 0            | 0      | 4                  | 4                 | 0               | 0                | 0  | 0   | 0   | 4     |
| SUV                            | 572   | 3            | 135    | 434                | 572               | 2               | 110              | 15 | 45  | 50  | 662   |
| Tractor With Semi-Trailer      | 54    | 1            | 15     | 38                 | 54                | 0               | 4                | 1  | 3   | 0   | 54    |
| Tractor Without Semi-Trailer   | 3     | 0            | 0      | 3                  | 3                 | 0               | 0                | 0  | 0   | 0   | 4     |
| Truck Single Unit              | 32    | 0            | 12     | 20                 | 32                | 0               | 1                | 0  | 0   | 1   | 36    |
| Unknown                        | 95    | 0            | 5      | 90                 | 95                | 0               | 0                | 0  | 0   | 0   | 95    |
| Van/Mini-Van                   | 170   | 1            | 45     | 124                | 170               | 1               | 41               | 7  | 20  | 14  | 271   |
| TOTALS                         | 3,329 | 10           | 834    | 2,485              | 3,329             | 7               | 631              | 91 | 299 | 241 | 3,704 |

#### **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.