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# City Summary Crash Report 1/1/2015 to 12/31/2015

|                              |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|------------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Bloomington                  | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| WEATHER CONDITION            |       | '            | '      |                    |                   | '               |                  | '  |             | '     |       |
| Clear                        | 1,231 | 2            | 255    | 974                | 2,414             | 2               | 353              | 49 | 121         | 183   | 2,958 |
| Cloudy/Overcast              | 86    | 1            | 17     | 68                 | 170               | 1               | 23               | 7  | 6           | 10    | 189   |
| Fog/Smoke/Haze               | 10    | 0            | 0      | 10                 | 18                | 0               | 0                | 0  | 0           | 0     | 22    |
| Other                        | 4     | 0            | 0      | 4                  | 6                 | 0               | 0                | 0  | 0           | 0     | 7     |
| Rain                         | 142   | 0            | 24     | 118                | 286               | 0               | 30               | 5  | 9           | 16    | 334   |
| Severe Cross Wind            | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0  | 0           | 0     | 1     |
| Sleet/Hail                   | 8     | 0            | 0      | 8                  | 13                | 0               | 0                | 0  | 0           | 0     | 9     |
| Snow                         | 76    | 0            | 8      | 68                 | 138               | 0               | 9                | 2  | 5           | 2     | 208   |
| Unknown                      | 20    | 0            | 0      | 20                 | 34                | 0               | 0                | 0  | 0           | 0     | 20    |
| TOTALS                       | 1,578 | 3            | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |
| TYPE OF CRASH                |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Angle                        | 314   | 1            | 81     | 232                | 644               | 1               | 115              | 16 | 43          | 56    | 806   |
| Animal                       | 8     | 0            | 1      | 7                  | 8                 | 0               | 2                | 0  | 0           | 2     | 17    |
| Fixed Object                 | 121   | 0            | 23     | 98                 | 135               | 0               | 28               | 8  | 12          | 8     | 183   |
| Head On                      | 8     | 1            | 2      | 5                  | 17                | 1               | 5                | 4  | 1           | 0     | 14    |
| Other Non-Collision          | 7     | 0            | 1      | 6                  | 8                 | 0               | 1                | 0  | 0           | 1     | 13    |
| Other Object                 | 36    | 0            | 4      | 32                 | 42                | 0               | 4                | 0  | 1           | 3     | 46    |
| Overturned                   | 6     | 0            | 4      | 2                  | 6                 | 0               | 6                | 2  | 4           | 0     | 3     |
| Parked Motor Vehicle         | 121   | 0            | 2      | 119                | 250               | 0               | 2                | 0  | 0           | 2     | 154   |
| Pedalcyclist                 | 10    | 0            | 10     | 0                  | 10                | 0               | 10               | 2  | 3           | 5     | 12    |
| Pedestrian                   | 12    | 0            | 12     | 0                  | 12                | 0               | 12               | 1  | 6           | 5     | 21    |
| Rear End                     | 405   | 0            | 76     | 329                | 877               | 0               | 106              | 11 | 26          | 69    | 1,129 |
| Sideswipe Opposite Direction | 17    | 0            | 3      | 14                 | 34                | 0               | 7                | 2  | 1           | 4     | 33    |
| Sideswipe Same Direction     | 109   | 0            | 10     | 99                 | 222               | 0               | 13               | 0  | 8           | 5     | 316   |
| Turning                      | 404   | 1            | 75     | 328                | 815               | 1               | 104              | 17 | 36          | 51    | 1,001 |
| TOTALS                       | 1,578 | 3            | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |

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#### **City Summary Crash Report**

#### 1/1/2015 to 12/31/2015

|                        |       | Number Of Cra | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|------------------------|-------|---------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Bloomington            | Total | Fatal         | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| CLASS OF CITY          |       |               |        |                    |                   |                 |                  | '  |             |       |       |
| 50,000 and OVER        | 1,578 | 3             | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |
| TOTALS                 | 1,578 | 3             | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |
| ROAD SURFACE CONDITION |       |               |        |                    |                   |                 |                  |    |             |       |       |
| Dry                    | 1,175 | 3             | 246    | 926                | 2,314             | 3               | 332              | 50 | 106         | 176   | 2,847 |
| Ice                    | 63    | 0             | 6      | 57                 | 107               | 0               | 8                | 2  | 5           | 1     | 125   |
| Other                  | 1     | 0             | 0      | 1                  | 1                 | 0               | 0                | 0  | 0           | 0     | 1     |
| Sand, Mud, Dirt        | 2     | 0             | 0      | 2                  | 2                 | 0               | 0                | 0  | 0           | 0     | 2     |
| Snow or Slush          | 88    | 0             | 8      | 80                 | 159               | 0               | 9                | 1  | 4           | 4     | 216   |
| Unknown                | 20    | 0             | 0      | 20                 | 34                | 0               | 0                | 0  | 0           | 0     | 22    |
| Wet                    | 229   | 0             | 44     | 185                | 463               | 0               | 66               | 10 | 26          | 30    | 535   |
| TOTALS                 | 1,578 | 3             | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|                        |            | Number of Crash | nes                    |       |                   |                            |     |    | Injury Seve | erity |       |
|------------------------|------------|-----------------|------------------------|-------|-------------------|----------------------------|-----|----|-------------|-------|-------|
| Bloomington            | Total Fata | l Injury        | Injury Property Damage |       | Total<br>Vehicles | Total Tota<br>Killed Injur |     | А  | В           | С     | 0     |
| CLASS OF TRAFFICWAY    |            |                 |                        |       |                   |                            | '   | ,  |             | '     |       |
| City Streets Urban     | 790        | 3               | 133                    | 654   | 1,503             | 3                          | 187 | 35 | 59          | 93    | 1,714 |
| Controlled Urban       | 46         | 0               | 7                      | 39    | 69                | 0                          | 10  | 1  | 8           | 1     | 106   |
| State Numbered Urban   | 582        | 0               | 141                    | 441   | 1,182             | 0                          | 186 | 25 | 63          | 98    | 1,501 |
| Unmarked Highway Rural | 160        | 0               | 23                     | 137   | 326               | 0                          | 32  | 2  | 11          | 19    | 427   |
| TOTALS                 | 1,578      | 3               | 304                    | 1,271 | 3,080             | 3                          | 415 | 63 | 141         | 211   | 3,748 |
| DAY OF WEEK            |            |                 |                        |       |                   |                            |     |    |             |       |       |
| Sunday                 | 166        | 0               | 34                     | 132   | 303               | 0                          | 51  | 17 | 11          | 23    | 394   |
| Monday                 | 228        | 2               | 43                     | 183   | 451               | 2                          | 57  | 6  | 22          | 29    | 525   |
| Tuesday                | 244        | 0               | 50                     | 194   | 479               | 0                          | 64  | 7  | 17          | 40    | 550   |
| Wednesday              | 238        | 0               | 50                     | 188   | 475               | 0                          | 72  | 12 | 23          | 37    | 574   |
| Thursday               | 248        | 0               | 44                     | 204   | 483               | 0                          | 54  | 5  | 20          | 29    | 615   |
| Friday                 | 245        | 0               | 42                     | 203   | 483               | 0                          | 57  | 8  | 17          | 32    | 571   |
| Saturday               | 209        | 1               | 41                     | 167   | 406               | 1                          | 60  | 8  | 31          | 21    | 519   |
| TOTALS                 | 1,578      | 3               | 304                    | 1,271 | 3,080             | 3                          | 415 | 63 | 141         | 211   | 3,748 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|             |       | Number Of Cra | ashes  |                    |                   |                 |                  |    | Injury Seve | rity |       |
|-------------|-------|---------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-------|
| Bloomington | Total | Fatal         | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С    | 0     |
| TIME OF DAY |       |               | '      |                    |                   |                 |                  |    | ,           | '    |       |
| Midnight    | 25    | 0             | 9      | 16                 | 44                | 0               | 12               | 1  | 7           | 4    | 39    |
| 01 AM       | 24    | 0             | 4      | 20                 | 39                | 0               | 5                | 0  | 4           | 1    | 41    |
| 02 AM       | 19    | 0             | 1      | 18                 | 28                | 0               | 1                | 0  | 0           | 1    | 31    |
| 03 AM       | 3     | 0             | 0      | 3                  | 4                 | 0               | 0                | 0  | 0           | 0    | 4     |
| 04 AM       | 10    | 0             | 3      | 7                  | 16                | 0               | 5                | 0  | 3           | 2    | 16    |
| 05 AM       | 8     | 0             | 3      | 5                  | 16                | 0               | 3                | 0  | 1           | 2    | 12    |
| 06 AM       | 30    | 0             | 7      | 23                 | 58                | 0               | 11               | 1  | 5           | 5    | 47    |
| 07 AM       | 84    | 0             | 12     | 72                 | 168               | 0               | 16               | 7  | 2           | 7    | 193   |
| 08 AM       | 82    | 0             | 8      | 74                 | 144               | 0               | 14               | 3  | 2           | 9    | 184   |
| 09 AM       | 68    | 0             | 11     | 57                 | 137               | 0               | 12               | 2  | 5           | 5    | 166   |
| 10 AM       | 68    | 0             | 12     | 56                 | 134               | 0               | 17               | 5  | 2           | 10   | 159   |
| 11 AM       | 114   | 0             | 11     | 103                | 226               | 0               | 15               | 3  | 3           | 9    | 279   |
| Noon        | 99    | 0             | 20     | 79                 | 195               | 0               | 23               | 5  | 5           | 13   | 234   |
| 1 PM        | 97    | 0             | 26     | 71                 | 194               | 0               | 33               | 7  | 9           | 17   | 239   |
| 2 PM        | 108   | 0             | 23     | 85                 | 219               | 0               | 30               | 10 | 5           | 15   | 288   |
| 3 PM        | 124   | 0             | 27     | 97                 | 247               | 0               | 37               | 5  | 11          | 21   | 329   |
| 4 PM        | 168   | 2             | 36     | 130                | 337               | 2               | 48               | 3  | 14          | 31   | 420   |
| 5 PM        | 163   | 0             | 34     | 129                | 339               | 0               | 47               | 4  | 22          | 21   | 417   |
| 6 PM        | 83    | 0             | 12     | 71                 | 163               | 0               | 21               | 0  | 8           | 13   | 229   |
| 7 PM        | 54    | 0             | 15     | 39                 | 104               | 0               | 22               | 2  | 10          | 10   | 124   |
| 8 PM        | 48    | 0             | 8      | 40                 | 90                | 0               | 10               | 3  | 4           | 3    | 94    |
| 9 PM        | 45    | 0             | 12     | 33                 | 79                | 0               | 17               | 2  | 10          | 5    | 99    |
| 10 PM       | 34    | 1             | 6      | 27                 | 62                | 1               | 8                | 0  | 4           | 4    | 58    |
| 11 PM       | 20    | 0             | 4      | 16                 | 37                | 0               | 8                | 0  | 5           | 3    | 46    |
| TOTALS      | 1,578 | 3             | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211  | 3,748 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|                        |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Bloomington            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| LIGHT CONDITION        |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Darkness               | 115   | 0            | 18     | 97                 | 200               | 0               | 23               | 3  | 10          | 10    | 214   |
| Darkness, Lighted Road | 273   | 1            | 67     | 205                | 512               | 1               | 96               | 6  | 49          | 41    | 595   |
| Dawn                   | 6     | 0            | 1      | 5                  | 13                | 0               | 1                | 0  | 1           | 0     | 13    |
| Daylight               | 1,142 | 2            | 211    | 929                | 2,274             | 2               | 285              | 54 | 75          | 156   | 2,854 |
| Dusk                   | 26    | 0            | 7      | 19                 | 52                | 0               | 10               | 0  | 6           | 4     | 56    |
| Unknown                | 16    | 0            | 0      | 16                 | 29                | 0               | 0                | 0  | 0           | 0     | 16    |
| TOTALS                 | 1,578 | 3            | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |
| ROAD DEFECTS           |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Debris On Roadway      | 3     | 0            | 1      | 2                  | 6                 | 0               | 1                | 0  | 0           | 1     | 9     |
| No Defects             | 1,536 | 3            | 299    | 1,234              | 3,009             | 3               | 408              | 61 | 137         | 210   | 3,680 |
| Other                  | 9     | 0            | 0      | 9                  | 16                | 0               | 0                | 0  | 0           | 0     | 12    |
| Rut, Holes             | 3     | 0            | 2      | 1                  | 5                 | 0               | 2                | 0  | 2           | 0     | 4     |
| Unknown                | 25    | 0            | 2      | 23                 | 41                | 0               | 4                | 2  | 2           | 0     | 40    |
| Worn Surface           | 2     | 0            | 0      | 2                  | 3                 | 0               | 0                | 0  | 0           | 0     | 3     |
| TOTALS                 | 1,578 | 3            | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|                      |       | Number Of Cr | ashes  |                    |                   |                 |                  |    | Injury Seve | erity |       |
|----------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Bloomington          | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С     | 0     |
| TRAFFIC CONTROL      |       |              |        |                    |                   |                 |                  |    |             | '     |       |
| Delineators          | 2     | 0            | 1      | 1                  | 2                 | 0               | 1                | 0  | 1           | 0     | 2     |
| Lane Use Marking     | 84    | 1            | 13     | 70                 | 155               | 1               | 21               | 4  | 7           | 10    | 237   |
| No Controls          | 627   | 0            | 97     | 530                | 1,187             | 0               | 126              | 17 | 39          | 70    | 1,353 |
| Other                | 6     | 0            | 0      | 6                  | 11                | 0               | 0                | 0  | 0           | 0     | 15    |
| Other Regualtory Sig | 2     | 0            | 2      | 0                  | 3                 | 0               | 5                | 4  | 1           | 0     | 0     |
| Stop Sign/Flasher    | 288   | 2            | 57     | 229                | 573               | 2               | 82               | 10 | 33          | 39    | 708   |
| Traffic Signal       | 557   | 0            | 134    | 423                | 1,128             | 0               | 180              | 28 | 60          | 92    | 1,416 |
| Unknown              | 8     | 0            | 0      | 8                  | 14                | 0               | 0                | 0  | 0           | 0     | 9     |
| Yield                | 4     | 0            | 0      | 4                  | 7                 | 0               | 0                | 0  | 0           | 0     | 8     |
| TOTALS               | 1,578 | 3            | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |
| ROADWAY FEATURE      |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Bridge               | 249   | 0            | 63     | 186                | 503               | 0               | 88               | 12 | 34          | 42    | 631   |
| Not Applicable       | 1,320 | 3            | 238    | 1,079              | 2,564             | 3               | 324              | 51 | 104         | 169   | 3,103 |
| Underpass            | 9     | 0            | 3      | 6                  | 13                | 0               | 3                | 0  | 3           | 0     | 14    |
| TOTALS               | 1,578 | 3            | 304    | 1,271              | 3,080             | 3               | 415              | 63 | 141         | 211   | 3,748 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|                   |       | Number Of Pe | ersons |                    |                   |                 |                  |    | Injury Seve | erity |       |
|-------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|-------|-------|
| Bloomington       | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | А  | В           | С     | 0     |
| DRIVER CONDITION  |       |              |        |                    |                   |                 |                  |    |             |       |       |
| Alcohol Impaired  | 41    | 1            | 13     | 27                 | 41                | 0               | 9                | 2  | 4           | 3     | 32    |
| Drug Impaired     | 9     | 3            | 1      | 5                  | 9                 | 2               | 2                | 0  | 2           | 0     | 5     |
| Emotional         | 17    | 0            | 5      | 12                 | 17                | 0               | 4                | 0  | 2           | 2     | 13    |
| Fatigued          | 9     | 0            | 2      | 7                  | 9                 | 0               | 0                | 0  | 0           | 0     | 9     |
| Had Been Drinking | 8     | 0            | 1      | 7                  | 8                 | 0               | 0                | 0  | 0           | 0     | 8     |
| Illness           | 9     | 0            | 3      | 6                  | 9                 | 0               | 3                | 1  | 0           | 2     | 6     |
| Medicated         | 2     | 0            | 0      | 2                  | 2                 | 0               | 0                | 0  | 0           | 0     | 2     |
| Normal            | 2,640 | 2            | 526    | 2,112              | 2,640             | 1               | 232              | 32 | 72          | 128   | 2,407 |
| Other             | 27    | 0            | 8      | 19                 | 27                | 0               | 5                | 2  | 0           | 3     | 22    |
| Other/Unknown     | 161   | 0            | 15     | 146                | 161               | 0               | 6                | 3  | 2           | 1     | 155   |
| Removed By EMS    | 13    | 0            | 11     | 2                  | 13                | 0               | 9                | 6  | 2           | 1     | 4     |
| TOTALS            | 2,936 | 6            | 585    | 2,345              | 2,936             | 3               | 270              | 46 | 84          | 140   | 2,663 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|              |        |         | Number Of Pe | rsons  |                    |                   |  |                  |                  | Injury Sever | rity |     |
|--------------|--------|---------|--------------|--------|--------------------|-------------------|--|------------------|------------------|--------------|------|-----|
| Bloomington  |        | Total   | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed  | Total<br>Injured | Α                | В            | С    | 0   |
| DRIVER AGE/G | ENDER  |         |              |        |                    |                   |  |                  | ,                |              |      |     |
| 10-14        |        |         |              |        |                    |                   |  |                  |                  |              |      |     |
|              | Female | 1       | 0            | 0      | 1                  | 1                 | 0  | 0                | 0                | 0            | 0    | 1   |
| 15           |        |         |              |        |                    |                   |  |                  |                  |              |      |     |
|              | Male   | 2       | 0            | 1      | 1                  | 2                 | 0  | 0                | 0                | 0            | 0    | 2   |
| 16           |        |         |              |        |                    |                   |  |                  |                  |              |      |     |
|              | Female | 31      | 0            | 8      | 23                 | 31                | 0  | 3                | 0                | 1            | 2    | 28  |
|              | Male   | 41      | 0            | 9      | 31                 | 41                | 0  | 3                | 1                | 1            | 1    | 38  |
| 17           |        |         |              |        |                    |                   |  |                  |                  |              |      |     |
|              | Female | 39      | 0            | 6      | 33                 | 39                | 0  | 3                | 0                | 1            | 2    | 36  |
|              | Male   | 42      | 0            | 8      | 34                 | 42                | 0  | 4                | 0                | 1            | 3    | 38  |
| 18           |        |         |              |        |                    |                   |  |                  |                  |              |      |     |
|              | Female | 40      | 0            | 6      | 34                 | 40                | 0  | 5                | 1                | 2            | 2    | 35  |
|              | Male   | 46      | 0            | 9      | 37                 | 46                | 0  | 3                | 0                | 2            | 1    | 43  |
| 19           |        |         | -            | -      |                    |                   | -  | -                | -                |              |      |     |
|              | Female | 34      | 0            | 5      | 29                 | 34                | 0  | 5                | 1                | 1            | 3    | 29  |
|              | Male   | 45      | 0            | 6      | 39                 | 45                | 0  | 1                | 0                | 1            | 0    | 44  |
| 20           |        | .0      |              | •      |                    | .0                |  | •                | •                | •            | Ţ.   |     |
|              | Female | 40      | 0            | 10     | 30                 | 40                | 0  | 1                | 1                | 0            | 0    | 39  |
|              | Male   | 32      | 0            | 6      | 26                 | 32                | 0  | 1                | 0                | 0            | 1    | 31  |
| 21           |        | <u></u> |              | •      |                    |                   |  | •                | •                |              | ·    | 0.  |
|              | Female | 53      | 0            | 9      | 44                 | 53                | 0  | 5                | 1                | 1            | 3    | 48  |
|              | Male   | 49      | 0            | 2      | 47                 | 49                | 0  | 1                | 0                | 1            | 0    | 48  |
| 22-24        |        | 10      |              | _      |                    |                   | , and the second | ·                | , and the second | •            | Ţ    | .0  |
|              | Female | 137     | 0            | 25     | 112                | 137               | 0  | 9                | 1                | 2            | 6    | 128 |
|              | Male   | 117     | 1            | 27     | 88                 | 117               | 1  | 7                | 1                | 3            | 3    | 109 |
| 25-29        | Maio   | 117     | ,            | ۷.     |                    | 117               |  | ,                | ,                | J            | J    | 100 |
| 20 20        | Female | 130     | 0            | 32     | 98                 | 130               | 0  | 22               | 2                | 6            | 14   | 108 |
|              | Male   | 170     | 0            | 32     | 138                | 170               | 0  | 14               | 1                | 3            | 10   | 156 |
|              | iviait | 170     | U            | 32     | 100                | 170               | U  | 14               | ı                | 3            | 10   | 150 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|              |            |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |     |
|--------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|-----|
| Bloomington  |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0   |
| DRIVER AGE/G | SENDER     |       |              |        |                    |                   |                 |                  |   |              |     |     |
| 30-34        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 135   | 0            | 24     | 111                | 135               | 0               | 14               | 0 | 6            | 8   | 121 |
|              | Male       | 141   | 1            | 32     | 108                | 141               | 1               | 11               | 2 | 5            | 4   | 129 |
|              | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1   |
| 35-39        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 116   | 0            | 32     | 84                 | 116               | 0               | 14               | 4 | 3            | 7   | 102 |
|              | Male       | 129   | 0            | 26     | 103                | 129               | 0               | 12               | 3 | 2            | 7   | 117 |
| 40-44        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 99    | 0            | 21     | 78                 | 99                | 0               | 14               | 2 | 3            | 9   | 85  |
|              | Male       | 110   | 0            | 27     | 83                 | 110               | 0               | 14               | 5 | 4            | 5   | 96  |
| 45-49        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 113   | 0            | 19     | 94                 | 113               | 0               | 12               | 3 | 2            | 7   | 101 |
|              | Male       | 102   | 0            | 19     | 83                 | 102               | 0               | 11               | 1 | 5            | 5   | 91  |
|              | Not Stated | 1     | 0            | 1      | 0                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1   |
| 50-54        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 103   | 0            | 23     | 80                 | 103               | 0               | 11               | 2 | 5            | 4   | 92  |
|              | Male       | 93    | 0            | 16     | 77                 | 93                | 0               | 4                | 0 | 1            | 3   | 89  |
| 55-59        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 92    | 0            | 16     | 76                 | 92                | 0               | 11               | 2 | 1            | 8   | 81  |
|              | Male       | 93    | 0            | 20     | 72                 | 93                | 0               | 8                | 3 | 3            | 2   | 85  |
| 60-64        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 69    | 0            | 18     | 51                 | 69                | 0               | 9                | 2 | 3            | 4   | 60  |
|              | Male       | 71    | 0            | 19     | 52                 | 71                | 0               | 9                | 1 | 5            | 3   | 62  |
| 65-69        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 46    | 0            | 10     | 36                 | 46                | 0               | 5                | 0 | 3            | 2   | 41  |
|              | Male       | 45    | 0            | 11     | 34                 | 45                | 0               | 4                | 1 | 1            | 2   | 41  |
| 70-74        |            |       |              |        |                    |                   |                 |                  |   |              |     |     |
|              | Female     | 42    | 0            | 8      | 34                 | 42                | 0               | 5                | 2 | 2            | 1   | 37  |
|              | Male       | 43    | 0            | 3      | 40                 | 43                | 0               | 0                | 0 | 0            | 0   | 43  |

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|              |            |       | Number Of Pe | ersons |                    |                   |                 |                  |    | Injury Seve | rity |       |
|--------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|-------------|------|-------|
| Bloomington  |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В           | С    | 0     |
| DRIVER AGE/O | SENDER     |       |              |        |                    |                   |                 |                  |    |             |      |       |
| 75-79        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 24    | 0            | 8      | 16                 | 24                | 0               | 4                | 0  | 3           | 1    | 20    |
|              | Male       | 30    | 0            | 6      | 24                 | 30                | 0               | 4                | 2  | 0           | 2    | 26    |
| 80-84        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 11    | 0            | 3      | 8                  | 11                | 0               | 1                | 0  | 0           | 1    | 10    |
|              | Male       | 14    | 0            | 2      | 12                 | 14                | 0               | 0                | 0  | 0           | 0    | 14    |
| 85-89        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 10    | 1            | 4      | 5                  | 10                | 1               | 2                | 0  | 0           | 2    | 7     |
|              | Male       | 16    | 0            | 4      | 12                 | 16                | 0               | 2                | 0  | 0           | 2    | 14    |
| 90-94        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 3     | 0            | 1      | 2                  | 3                 | 0               | 1                | 0  | 1           | 0    | 2     |
|              | Male       | 4     | 0            | 1      | 3                  | 4                 | 0               | 0                | 0  | 0           | 0    | 4     |
| 95-98        |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Male       | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0  | 0           | 0    | 1     |
| Unknown      |            |       |              |        |                    |                   |                 |                  |    |             |      |       |
|              | Female     | 7     | 0            | 0      | 7                  | 7                 | 0               | 0                | 0  | 0           | 0    | 7     |
|              | Male       | 21    | 0            | 3      | 18                 | 21                | 0               | 1                | 1  | 0           | 0    | 20    |
|              | Not Stated | 102   | 0            | 7      | 95                 | 102               | 0               | 0                | 0  | 0           | 0    | 102   |
| TOTALS       |            | 2,936 | 6            | 585    | 2,345              | 2,936             | 3               | 270              | 46 | 84          | 140  | 2,663 |

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|             |            |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |    |
|-------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|----|
| Bloomington |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0  |
| PASSENGER A | GE/GENDER  |       |              | '      |                    |                   |                 |                  | ' | '            |     |    |
| 00          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 8     | 0            | 2      | 6                  | 8                 | 0               | 1                | 0 | 0            | 1   | 7  |
|             | Male       | 14    | 0            | 5      | 9                  | 14                | 0               | 0                | 0 | 0            | 0   | 14 |
| 01          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 10    | 0            | 2      | 8                  | 10                | 0               | 0                | 0 | 0            | 0   | 10 |
|             | Male       | 14    | 0            | 5      | 9                  | 14                | 0               | 1                | 0 | 0            | 1   | 13 |
|             | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 02          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 18    | 0            | 4      | 14                 | 18                | 0               | 0                | 0 | 0            | 0   | 18 |
|             | Male       | 9     | 0            | 3      | 6                  | 9                 | 0               | 0                | 0 | 0            | 0   | 9  |
| 03          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 24    | 0            | 3      | 21                 | 24                | 0               | 1                | 0 | 1            | 0   | 23 |
|             | Male       | 21    | 0            | 6      | 15                 | 21                | 0               | 1                | 0 | 1            | 0   | 20 |
| 04          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 16    | 0            | 1      | 15                 | 16                | 0               | 0                | 0 | 0            | 0   | 16 |
|             | Male       | 16    | 0            | 3      | 13                 | 16                | 0               | 0                | 0 | 0            | 0   | 16 |
| 05          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 20    | 0            | 4      | 16                 | 20                | 0               | 2                | 0 | 1            | 1   | 18 |
|             | Male       | 22    | 0            | 9      | 13                 | 22                | 0               | 1                | 0 | 0            | 1   | 21 |
| 06          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 19    | 0            | 5      | 14                 | 19                | 0               | 3                | 0 | 0            | 3   | 16 |
|             | Male       | 24    | 0            | 5      | 19                 | 24                | 0               | 0                | 0 | 0            | 0   | 24 |
| 07          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 18    | 0            | 3      | 15                 | 18                | 0               | 1                | 0 | 0            | 1   | 17 |
|             | Male       | 22    | 0            | 8      | 14                 | 22                | 0               | 3                | 1 | 1            | 1   | 19 |
|             | Not Stated | 1     | 0            | 1      | 0                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 08          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 10    | 0            | 2      | 8                  | 10                | 0               | 1                | 0 | 0            | 1   | 9  |
|             | Male       | 17    | 0            | 5      | 12                 | 17                | 0               | 2                | 0 | 1            | 1   | 15 |
|             |            |       |              |        |                    |                   |                 |                  |   |              |     |    |

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|             |            |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |    |
|-------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|----|
| Bloomington |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0  |
| PASSENGER . | AGE/GENDER |       |              |        |                    |                   |                 |                  |   | '            | ,   |    |
| 09          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 16    | 0            | 3      | 13                 | 16                | 0               | 2                | 0 | 0            | 2   | 14 |
|             | Male       | 20    | 0            | 2      | 18                 | 20                | 0               | 1                | 0 | 1            | 0   | 19 |
| 10-14       |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 73    | 0            | 14     | 59                 | 73                | 0               | 4                | 1 | 1            | 2   | 69 |
|             | Male       | 58    | 0            | 13     | 45                 | 58                | 0               | 2                | 0 | 1            | 1   | 56 |
|             | Not Stated | 2     | 0            | 1      | 1                  | 2                 | 0               | 1                | 0 | 1            | 0   | 1  |
| 15          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 24    | 0            | 6      | 18                 | 24                | 0               | 3                | 0 | 2            | 1   | 21 |
|             | Male       | 14    | 0            | 2      | 12                 | 14                | 0               | 1                | 0 | 1            | 0   | 13 |
| 16          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 21    | 0            | 9      | 12                 | 21                | 0               | 3                | 0 | 2            | 1   | 18 |
|             | Male       | 18    | 0            | 5      | 13                 | 18                | 0               | 2                | 0 | 2            | 0   | 16 |
| 17          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 20    | 0            | 8      | 12                 | 20                | 0               | 3                | 0 | 0            | 3   | 17 |
|             | Male       | 17    | 0            | 6      | 11                 | 17                | 0               | 2                | 0 | 2            | 0   | 15 |
|             | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 18          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 10    | 0            | 2      | 8                  | 10                | 0               | 2                | 1 | 1            | 0   | 8  |
|             | Male       | 17    | 0            | 4      | 13                 | 17                | 0               | 2                | 0 | 1            | 1   | 15 |
|             | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0 | 0            | 0   | 1  |
| 19          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 22    | 0            | 8      | 14                 | 22                | 0               | 3                | 0 | 1            | 2   | 19 |
|             | Male       | 10    | 0            | 4      | 6                  | 10                | 0               | 1                | 0 | 0            | 1   | 9  |
| 20          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 16    | 0            | 2      | 14                 | 16                | 0               | 1                | 0 | 1            | 0   | 15 |
|             | Male       | 11    | 0            | 1      | 10                 | 11                | 0               | 1                | 0 | 1            | 0   | 10 |
| 21          |            |       |              |        |                    |                   |                 |                  |   |              |     |    |
|             | Female     | 15    | 0            | 5      | 10                 | 15                | 0               | 3                | 0 | 1            | 2   | 12 |

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|             |            |       | Number Of Pe | rsons  |                    |                   | Injury Severity |                  |   |   |   |    |  |
|-------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---|---|----|--|
| Bloomington |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В | С | 0  |  |
| PASSENGER A | AGE/GENDER |       |              |        |                    |                   | ,               |                  |   | ' |   |    |  |
|             | Male       | 10    | 0            | 2      | 8                  | 10                | 0               | 1                | 0 | 1 | 0 | 9  |  |
| 22-24       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 40    | 0            | 9      | 31                 | 40                | 0               | 6                | 1 | 2 | 3 | 34 |  |
|             | Male       | 43    | 0            | 14     | 29                 | 43                | 0               | 5                | 1 | 1 | 3 | 38 |  |
| 25-29       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 36    | 0            | 8      | 28                 | 36                | 0               | 3                | 0 | 2 | 1 | 33 |  |
|             | Male       | 39    | 0            | 13     | 26                 | 39                | 0               | 4                | 0 | 1 | 3 | 35 |  |
|             | Not Stated | 2     | 0            | 1      | 1                  | 2                 | 0               | 1                | 0 | 0 | 1 | 1  |  |
| 30-34       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 30    | 0            | 9      | 21                 | 30                | 0               | 4                | 0 | 2 | 2 | 26 |  |
|             | Male       | 26    | 0            | 5      | 21                 | 26                | 0               | 1                | 0 | 0 | 1 | 25 |  |
| 35-39       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 28    | 0            | 10     | 18                 | 28                | 0               | 7                | 1 | 2 | 4 | 21 |  |
|             | Male       | 15    | 0            | 4      | 11                 | 15                | 0               | 0                | 0 | 0 | 0 | 15 |  |
| 40-44       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 18    | 0            | 8      | 10                 | 18                | 0               | 6                | 3 | 1 | 2 | 12 |  |
|             | Male       | 10    | 0            | 5      | 5                  | 10                | 0               | 1                | 0 | 1 | 0 | 9  |  |
|             | Not Stated | 2     | 0            | 1      | 1                  | 2                 | 0               | 0                | 0 | 0 | 0 | 2  |  |
| 45-49       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 23    | 0            | 2      | 21                 | 23                | 0               | 0                | 0 | 0 | 0 | 23 |  |
|             | Male       | 10    | 0            | 3      | 7                  | 10                | 0               | 1                | 1 | 0 | 0 | 9  |  |
| 50-54       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 22    | 0            | 5      | 17                 | 22                | 0               | 3                | 1 | 0 | 2 | 19 |  |
|             | Male       | 15    | 0            | 5      | 10                 | 15                | 0               | 2                | 0 | 1 | 1 | 13 |  |
| 55-59       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 18    | 0            | 6      | 12                 | 18                | 0               | 4                | 1 | 2 | 1 | 14 |  |
|             | Male       | 15    | 0            | 6      | 9                  | 15                | 0               | 3                | 0 | 1 | 2 | 12 |  |
| 60-64       |            |       |              |        |                    |                   |                 |                  |   |   |   |    |  |
|             | Female     | 17    | 1            | 3      | 13                 | 17                | 0               | 4                | 1 | 1 | 2 | 13 |  |

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|             |            |       | Number Of Pe | rsons  |                    |                   |                 |                  |    | Injury Sever | ity |       |
|-------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|----|--------------|-----|-------|
| Bloomington |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В            | С   | 0     |
| PASSENGER . | AGE/GENDER |       |              |        |                    |                   | -               |                  |    |              |     |       |
|             | Male       | 5     | 0            | 1      | 4                  | 5                 | 0               | 1                | 0  | 0            | 1   | 4     |
|             | Not Stated | 1     | 0            | 0      | 1                  | 1                 | 0               | 0                | 0  | 0            | 0   | 1     |
| 65-69       |            |       |              |        |                    |                   |                 |                  |    |              |     |       |
|             | Female     | 18    | 0            | 6      | 12                 | 18                | 0               | 4                | 0  | 2            | 2   | 14    |
|             | Male       | 4     | 0            | 0      | 4                  | 4                 | 0               | 0                | 0  | 0            | 0   | 4     |
|             | Not Stated | 1     | 0            | 1      | 0                  | 1                 | 0               | 0                | 0  | 0            | 0   | 1     |
| 70-74       |            |       |              |        |                    |                   |                 |                  |    |              |     |       |
|             | Female     | 15    | 0            | 2      | 13                 | 15                | 0               | 0                | 0  | 0            | 0   | 15    |
|             | Male       | 3     | 0            | 3      | 0                  | 3                 | 0               | 3                | 0  | 2            | 1   | 0     |
| 75-79       |            |       |              |        |                    |                   |                 |                  |    |              |     |       |
|             | Female     | 11    | 0            | 2      | 9                  | 11                | 0               | 1                | 0  | 0            | 1   | 10    |
|             | Male       | 4     | 0            | 0      | 4                  | 4                 | 0               | 0                | 0  | 0            | 0   | 4     |
| 80-84       |            |       |              |        |                    |                   |                 |                  |    |              |     |       |
|             | Female     | 8     | 0            | 4      | 4                  | 8                 | 0               | 3                | 1  | 1            | 1   | 5     |
|             | Male       | 4     | 0            | 0      | 4                  | 4                 | 0               | 0                | 0  | 0            | 0   | 4     |
|             | Not Stated | 1     | 0            | 1      | 0                  | 1                 | 0               | 0                | 0  | 0            | 0   | 1     |
| 85-89       |            |       |              |        |                    |                   |                 |                  |    |              |     |       |
|             | Female     | 2     | 0            | 0      | 2                  | 2                 | 0               | 0                | 0  | 0            | 0   | 2     |
|             | Male       | 2     | 0            | 1      | 1                  | 2                 | 0               | 1                | 0  | 1            | 0   | 1     |
| 90-94       |            |       |              |        |                    |                   |                 |                  |    |              |     |       |
|             | Female     | 3     | 0            | 0      | 3                  | 3                 | 0               | 0                | 0  | 0            | 0   | 3     |
| Unknown     |            |       |              |        |                    |                   |                 |                  |    |              |     |       |
|             | Female     | 3     | 0            | 0      | 3                  | 3                 | 0               | 0                | 0  | 0            | 0   | 3     |
|             | Male       | 8     | 0            | 0      | 8                  | 8                 | 0               | 0                | 0  | 0            | 0   | 8     |
|             | Not Stated | 5     | 0            | 3      | 2                  | 5                 | 0               | 0                | 0  | 0            | 0   | 5     |
| TOTALS      |            | 1,207 | 1            | 314    | 892                | 1,207             | 0               | 123              | 14 | 48           | 61  | 1,084 |

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|             |              |       | Number Of Pe | rsons  |                    |                   |                 |                  |   | Injury Sever | ity |   |
|-------------|--------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|--------------|-----|---|
| Bloomington |              | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В            | С   | 0 |
| PEDEDSTRIA  | N AGE/GENDER |       | ,            |        |                    |                   |                 |                  |   |              |     |   |
| 01          |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Female       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | 0 |
| 07          |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Female       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | 0 |
| 09          |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0            | 1   | 0 |
| 10-14       |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Female       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | 0 |
|             | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | 0 |
| 19          |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Female       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0            | 1   | 0 |
|             | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0            | 1   | 0 |
| 20          |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0            | 0   | 0 |
| 22-24       |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1            | 0   | 0 |
| 25-29       |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Male         | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0            | 1   | 0 |
| 45-49       |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Female       | 2     | 0            | 2      | 0                  | 2                 | 0               | 2                | 0 | 1            | 1   | 0 |
| 55-59       |              |       |              |        |                    |                   |                 |                  |   |              |     |   |
|             | Male         | 1     | 0            | 1      | 0                  | 11                | 0               | 0                | 0 | 0            | 0   | 1 |
| TOTALS      |              | 13    | 0            | 13     | 0                  | 13                | 0               | 12               | 1 | 6            | 5   | 1 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|              |            |       | Number Of Pe | rsons  |                    |                   | Injury Severity |                  |   |   |   |   |  |  |
|--------------|------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---|---|---|--|--|
| Bloomington  |            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | А | В | С | 0 |  |  |
| PEDALCYCLIST | AGE/GENDER |       |              | '      |                    |                   |                 |                  |   |   |   |   |  |  |
| 10-14        |            |       |              |        |                    |                   |                 |                  |   |   |   |   |  |  |
|              | Male       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |  |
| 17           |            |       |              |        |                    |                   |                 |                  |   |   |   |   |  |  |
|              | Male       | 3     | 0            | 3      | 0                  | 3                 | 0               | 3                | 0 | 0 | 3 | 0 |  |  |
| 18           |            |       |              |        |                    |                   |                 |                  |   |   |   |   |  |  |
|              | Male       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |  |
| 21           |            |       |              |        |                    |                   |                 |                  |   |   |   |   |  |  |
|              | Male       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0 | 0 | 0 |  |  |
| 22-24        |            |       |              |        |                    |                   |                 |                  |   |   |   |   |  |  |
|              | Male       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1 | 0 |  |  |
| 25-29        |            |       |              |        |                    |                   |                 |                  |   |   |   |   |  |  |
|              | Female     | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |  |
|              | Male       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0 | 0 | 0 |  |  |
| 40-44        |            |       |              |        |                    |                   |                 |                  |   |   |   |   |  |  |
|              | Male       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1 | 0 |  |  |
| TOTALS       |            | 10    | 0            | 10     | 0                  | 10                | 0               | 10               | 2 | 3 | 5 | 0 |  |  |

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|                              |                         |       | Number Of Pe | rsons  |                    |                   | Injury Severity |                  |   |   |   |   |  |
|------------------------------|-------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---|---|---|--|
| Bloomington                  |                         | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | А | В | С | 0 |  |
| PEDESTRIAN F                 | PRIOR ACTION AGE/GENDER |       |              |        |                    |                   |                 |                  | ' | ' | ' |   |  |
| Crossing - With              | Signal                  |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
| 22-24                        |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Male                    | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |
| 25-29                        |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Male                    | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1 | 0 |  |
| 45-49                        |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Female                  | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1 | 0 |  |
| 55-59                        |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Male                    | 1     | 0            | 1      | 0                  | 1                 | 0               | 0                | 0 | 0 | 0 | 1 |  |
| Enter From Driv              | e/Alley                 |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
| 07                           |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Female                  | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |
| Entering/Leaving<br>Location | g/Crossing Unspecified  |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
| 09                           |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Male                    | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1 | 0 |  |
| 10-14                        |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Female                  | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |
| 19                           |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Female                  | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1 | 0 |  |
| Other                        |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
| 20                           |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Male                    | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0 | 0 | 0 |  |
| 45-49                        |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Female                  | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |
| Playing In Road              | way                     |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
| 01                           |                         |       |              |        |                    |                   |                 |                  |   |   |   |   |  |
|                              | Female                  | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |  |

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#### **City Summary Crash Report**

#### 1/1/2015 to 12/31/2015

|                                    |       | Number Of Per | rsons  |                    | Injury Severity   |                 |                  |   |   |   |   |
|------------------------------------|-------|---------------|--------|--------------------|-------------------|-----------------|------------------|---|---|---|---|
| Bloomington                        | Total | Fatal         | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α | В | С | 0 |
| PEDESTRIAN PRIOR ACTION AGE/GENDER |       |               |        | ,                  |                   |                 |                  |   | ' | ' |   |
| Walking/Riding With Traffic        |       |               |        |                    |                   |                 |                  |   |   |   |   |
| 19                                 |       |               |        |                    |                   |                 |                  |   |   |   |   |
| Male                               | 1     | 0             | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1 | 0 |
| Working In Roadway                 |       |               |        |                    |                   |                 |                  |   |   |   |   |
| 10-14                              |       |               |        |                    |                   |                 |                  |   |   |   |   |
| Male                               | 1     | 0             | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0 | 0 |
| TOTALS                             | 13    | 0             | 13     | 0                  | 13                | 0               | 12               | 1 | 6 | 5 | 1 |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|                 |                            |       | Number Of Pe | rsons  |                    |                   | Injury Severity |                  |   |   |    |   |  |
|-----------------|----------------------------|-------|--------------|--------|--------------------|-------------------|-----------------|------------------|---|---|----|---|--|
| Bloomington     |                            | Total | Fatal        | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | А | В | С  | 0 |  |
| PEDALCYCLI      | ST PRIOR ACTION AGE/GENDER |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
| Crossing - Aga  | ainst Signal               |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
| 18              |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0  | 0 |  |
| Crossing - With | h Signal                   |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
| 17              |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1  | 0 |  |
| 25-29           |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Female                     | 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 |  |
| Enter From Dri  | ive/Alley                  |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
| 21              |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0 | 0  | 0 |  |
| Other           |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
| 10-14           |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 1 | 0  | 0 |  |
| 17              |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1  | 0 |  |
| 25-29           |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 1 | 0 | 0  | 0 |  |
| Turning Right   |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
| 22-24           |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 1     | 0            | 1      | 0                  | 1                 | 0               | 1                | 0 | 0 | 1  | 0 |  |
|                 | g Against Traffic          |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
| 17              |                            |       |              |        |                    |                   |                 |                  |   |   |    |   |  |
|                 | Male                       | 11    | 0            | 11     | 0                  | 11                | 0               | 11               | 0 | 0 | 11 | 0 |  |
| TOTALS          |                            | 10    | 0            | 10     | 0                  | 10                | 0               | 10               | 2 | 3 | 5  | 0 |  |

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# City Summary Crash Report 1/1/2015 to 12/31/2015

|                  |       | Number Of Vehicles Inju |        |                    |                   |                 |                  |    |     |     |       |
|------------------|-------|-------------------------|--------|--------------------|-------------------|-----------------|------------------|----|-----|-----|-------|
| Bloomington      | Total | Fatal                   | Injury | Property<br>Damage | Total<br>Vehicles | Total<br>Killed | Total<br>Injured | Α  | В   | С   | 0     |
| VEHICLE DEFECTS  |       | ,                       |        |                    |                   |                 |                  | '  |     |     |       |
| Brakes           | 17    | 0                       | 3      | 14                 | 17                | 0               | 7                | 0  | 0   | 7   | 26    |
| Cargo            | 3     | 0                       | 1      | 2                  | 3                 | 0               | 1                | 0  | 0   | 1   | 3     |
| Engine/Motor     | 1     | 0                       | 0      | 1                  | 1                 | 0               | 0                | 0  | 0   | 0   | 2     |
| None             | 2,850 | 3                       | 570    | 2,277              | 2,850             | 1               | 375              | 60 | 129 | 186 | 3,486 |
| Other            | 14    | 0                       | 1      | 13                 | 14                | 0               | 0                | 0  | 0   | 0   | 15    |
| Restraint System | 1     | 0                       | 0      | 1                  | 1                 | 0               | 0                | 0  | 0   | 0   | 1     |
| Steering         | 5     | 0                       | 1      | 4                  | 5                 | 0               | 1                | 0  | 1   | 0   | 5     |
| Suspension       | 1     | 0                       | 0      | 1                  | 1                 | 0               | 0                | 0  | 0   | 0   | 1     |
| Tires            | 3     | 0                       | 0      | 3                  | 3                 | 0               | 0                | 0  | 0   | 0   | 3     |
| Trailer Coupling | 1     | 0                       | 0      | 1                  | 1                 | 0               | 0                | 0  | 0   | 0   | 1     |
| Unknown          | 182   | 3                       | 16     | 163                | 182               | 2               | 9                | 0  | 2   | 7   | 202   |
| Wheels           | 1     | 0                       | 0      | 1                  | 1                 | 0               | 0                | 0  | 0   | 0   | 1     |
| Windows          | 1     | 0                       | 1      | 0                  | 1                 | 0               | 0                | 0  | 0   | 0   | 1     |
| TOTALS           | 3,080 | 6                       | 593    | 2,481              | 3,080             | 3               | 393              | 60 | 132 | 201 | 3,747 |

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Illinois Department of Transportation Division of Traffic Safety

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

| TOTALS                     | 3,080 | 6 | 593 | 2,481 | 3,080 | 3 | 393 | 60 | 132 | 201 | 3,747 |
|----------------------------|-------|---|-----|-------|-------|---|-----|----|-----|-----|-------|
| Van/Mini-Van               | 260   | 1 | 59  | 200   | 260   | 0 | 51  | 6  | 13  | 32  | 391   |
| Unknown                    | 54    | 0 | 2   | 52    | 54    | 0 | 0   | 0  | 0   | 0   | 52    |
| Truck Single Unit          | 10    | 0 | 1   | 9     | 10    | 0 | 0   | 0  | 0   | 0   | 9     |
| Tractor With Semi-Trailer  | 37    | 0 | 3   | 34    | 37    | 0 | 1   | 0  | 1   | 0   | 39    |
| SUV                        | 598   | 0 | 114 | 484   | 598   | 0 | 70  | 12 | 20  | 38  | 774   |
| Pickup                     | 299   | 0 | 48  | 251   | 299   | 0 | 28  | 3  | 6   | 19  | 319   |
| Passenger                  | 1,732 | 3 | 344 | 1,385 | 1,732 | 1 | 224 | 33 | 83  | 108 | 1,980 |
| Other Vehicle With Trailer | 16    | 0 | 2   | 14    | 16    | 0 | 1   | 0  | 0   | 1   | 22    |
| Other                      | 38    | 0 | 3   | 35    | 38    | 0 | 0   | 0  | 0   | 0   | 68    |
| Motorcycle (Over 150cc)    | 22    | 2 | 15  | 5     | 22    | 2 | 17  | 6  | 8   | 3   | 6     |
| Motor Driven Cycle         | 1     | 0 | 1   | 0     | 1     | 0 | 1   | 0  | 1   | 0   | 0     |
| Farm Equipment             | 1     | 0 | 0   | 1     | 1     | 0 | 0   | 0  | 0   | 0   | 1     |
| Bus Up to 15 Passengers    | 6     | 0 | 0   | 6     | 6     | 0 | 0   | 0  | 0   | 0   | 19    |
| Bus Over 15 Passengers     | 6     | 0 | 1   | 5     | 6     | 0 | 0   | 0  | 0   | 0   | 67    |
| VEHICLE TYPE               |       |   |     |       |       |   |     |    |     |     |       |

#### **Notes**

Calendar data selections include data based on the date of the crash. Year selections include data based on the Statistical year in which the crash was processed