



City Summary Crash Report

1/1/2022 to 12/31/2022

City : La Harpe | *See Notes at End of Report.

La Harpe	Number Of Crashes							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
WEATHER CONDITION											
Clear	5	0	1	4	10	0	2	0	2	0	11
TOTALS	5	0	1	4	10	0	2	0	2	0	11
TYPE OF CRASH											
Angle	1	0	0	1	2	0	0	0	0	0	3
Front to Front	1	0	0	1	2	0	0	0	0	0	2
Front to Rear	1	0	1	0	2	0	2	0	2	0	1
Turning	2	0	0	2	4	0	0	0	0	0	5
TOTALS	5	0	1	4	10	0	2	0	2	0	11



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	5	0	1	4	10	0	2	0	2	0	11	
TOTALS	5	0	1	4	10	0	2	0	2	0	11	
ROAD SURFACE CONDITION												
Dry	5	0	1	4	10	0	2	0	2	0	11	
TOTALS	5	0	1	4	10	0	2	0	2	0	11	



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La Harpe	Total	Number of Crashes				Total Vehicles	Total Total		Injury Severity			O
		Fatal	Injury	Property Damage	Killed		Injured	A	B	C		
CLASS OF TRAFFICWAY												
Rural (UNK)		1	0	0	1	2	0	0	0	0	0	2
Rural Local Road or Street		1	0	0	1	2	0	0	0	0	0	3
Rural Minor Arterial		3	0	1	2	6	0	2	0	2	0	6
TOTALS		5	0	1	4	10	0	2	0	2	0	11
DAY OF WEEK												
Monday		4	0	1	3	8	0	2	0	2	0	8
Saturday		1	0	0	1	2	0	0	0	0	0	3
TOTALS		5	0	1	4	10	0	2	0	2	0	11



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
TIME OF DAY												
06 AM	1	0	0	1	2	0	0	0	0	0	0	3
09 AM	1	0	0	1	2	0	0	0	0	0	0	2
Noon	1	0	0	1	2	0	0	0	0	0	0	3
2 PM	1	0	0	1	2	0	0	0	0	0	0	2
5 PM	1	0	1	0	2	0	2	0	2	0	0	1
TOTALS	5	0	1	4	10	0	2	0	2	0	0	11



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Daylight	5	0	1	4	10	0	2	0	2	0	11
TOTALS	5	0	1	4	10	0	2	0	2	0	11
ROAD DEFECTS											
No Defects	2	0	0	2	4	0	0	0	0	0	5
Unknown	3	0	1	2	6	0	2	0	2	0	6
TOTALS	5	0	1	4	10	0	2	0	2	0	11



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	5	0	1	4	10	0	2	0	2	0	11
TOTALS	5	0	1	4	10	0	2	0	2	0	11
ROADWAY FEATURE											
Not Applicable	5	0	1	4	10	0	2	0	2	0	11
TOTALS	5	0	1	4	10	0	2	0	2	0	11



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La Harpe	Number Of Persons							Injury Severity			
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER CONDITION											
Normal	10	0	2	8	10	0	1	0	1	0	9
TOTALS	10	0	2	8	10	0	1	0	1	0	9



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
22-24												
	Male	2	0	1	1	2	0	0	0	0	0	2
30-34												
	Female	1	0	0	1	1	0	0	0	0	0	1
35-39												
	Female	1	0	0	1	1	0	0	0	0	0	1
40-44												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
50-54												
	Female	1	0	1	0	1	0	1	0	1	0	0
	Male	1	0	0	1	1	0	0	0	0	0	1
65-69												
	Female	2	0	0	2	2	0	0	0	0	0	2
TOTALS		10	0	2	8	10	0	1	0	1	0	9



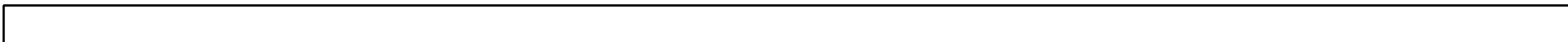
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La Harpe		Number Of Persons				Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Total	Fatal	Injury	Property Damage				A	B	C	O
PASSENGER AGE/GENDER												
08												
	Male	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Female	1	0	0	1	1	0	0	0	0	0	1
75-79												
	Female	1	0	1	0	1	0	1	0	1	0	0
TOTALS		3	0	1	2	3	0	1	0	1	0	2

La Harpe		Number Of Vehicles				Total Vehicles	Total Killed	Total Injured	Injury Severity			
		Total	Fatal	Injury	Property Damage				A	B	C	O
VEHICLE DEFECTS												
	None	4	0	0	4	4	0	0	0	0	0	5
	Unknown	6	0	2	4	6	0	2	0	2	0	6
TOTALS		10	0	2	8	10	0	2	0	2	0	11
VEHICLE TYPE												
	Passenger	5	0	1	4	5	0	2	0	2	0	5
	Pickup	2	0	1	1	2	0	0	0	0	0	2
	SUV	1	0	0	1	1	0	0	0	0	0	2
	Van/Mini-Van	2	0	0	2	2	0	0	0	0	0	2
TOTALS		10	0	2	8	10	0	2	0	2	0	11





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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.