



City Summary Crash Report

1/1/2023 to 12/31/2023

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

Arthur	Number Of Crashes				Total Vehicles	Total Killed	Total Injured	Injury Severity				
	Total	Fatal	Injury	Property Damage				A	B	C	O	
WEATHER CONDITION												
Clear	10	0	3	7	19	0	4	0	3	1	18	
Rain	2	0	1	1	5	0	1	0	1	0	6	
Unknown	1	0	0	1	2	0	0	0	0	0	1	
TOTALS	13	0	4	9	26	0	5	0	4	1	25	
TYPE OF CRASH												
Angle	1	0	0	1	2	0	0	0	0	0	2	
Fixed Object	1	0	0	1	1	0	0	0	0	0	1	
Front to Rear	1	0	1	0	3	0	1	0	1	0	2	
Parked Motor Vehicle	3	0	0	3	6	0	0	0	0	0	6	
Pedalcyclist	1	0	1	0	1	0	1	0	1	0	1	
Rear to Front	1	0	0	1	2	0	0	0	0	0	2	
Rear to Side	1	0	0	1	2	0	0	0	0	0	2	
Sideswipe Same Direction	1	0	1	0	3	0	1	0	1	0	4	
Turning	3	0	1	2	6	0	2	0	1	1	5	
TOTALS	13	0	4	9	26	0	5	0	4	1	25	



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Arthur	Number Of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF CITY												
0 TO 2,500	13	0	4	9	26	0	5	0	4	1	25	
TOTALS	13	0	4	9	26	0	5	0	4	1	25	
ROAD SURFACE CONDITION												
Dry	10	0	3	7	19	0	4	0	3	1	18	
Unknown	1	0	0	1	2	0	0	0	0	0	1	
Wet	2	0	1	1	5	0	1	0	1	0	6	
TOTALS	13	0	4	9	26	0	5	0	4	1	25	



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Arthur	Number of Crashes							Injury Severity				
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
CLASS OF TRAFFICWAY												
(UNK)	1	0	0	1	0	1	0	1	0	1	0	1
Rural (UNK)	2	0	0	0	2	4	0	0	0	0	0	3
Rural Local Road or Street	4	0	0	0	4	7	0	0	0	0	0	9
Rural Minor Arterial	5	0	0	3	2	12	0	4	0	3	1	10
Rural Minor Collector	1	0	0	0	1	2	0	0	0	0	0	2
TOTALS	13	0	0	4	9	26	0	5	0	4	1	25
DAY OF WEEK												
Sunday	1	0	0	0	1	2	0	0	0	0	0	1
Tuesday	3	0	0	0	3	6	0	0	0	0	0	8
Wednesday	1	0	0	0	1	1	0	0	0	0	0	1
Thursday	2	0	0	1	1	5	0	1	0	1	0	3
Friday	4	0	0	3	1	8	0	4	0	3	1	8
Saturday	2	0	0	0	2	4	0	0	0	0	0	4
TOTALS	13	0	0	4	9	26	0	5	0	4	1	25



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
TIME OF DAY												
01 AM	2	0	1	1	4	0	2	0	1	1	5	
02 AM	2	0	1	1	2	0	1	0	1	0	2	
03 AM	1	0	1	0	3	0	1	0	1	0	4	
05 AM	4	0	0	4	8	0	0	0	0	0	7	
09 AM	1	0	1	0	3	0	1	0	1	0	2	
10 AM	1	0	0	1	2	0	0	0	0	0	1	
11 AM	1	0	0	1	2	0	0	0	0	0	2	
Noon	1	0	0	1	2	0	0	0	0	0	2	
TOTALS	13	0	4	9	26	0	5	0	4	1	25	



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
LIGHT CONDITION											
Darkness, Lighted Road	1	0	0	1	2	0	0	0	0	0	1
Dawn	1	0	0	1	2	0	0	0	0	0	2
Daylight	10	0	4	6	20	0	5	0	4	1	21
Unknown	1	0	0	1	2	0	0	0	0	0	1
TOTALS	13	0	4	9	26	0	5	0	4	1	25
ROAD DEFECTS											
No Defects	11	0	4	7	22	0	5	0	4	1	22
Unknown	2	0	0	2	4	0	0	0	0	0	3
TOTALS	13	0	4	9	26	0	5	0	4	1	25



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
TRAFFIC CONTROL											
No Controls	8	0	1	7	17	0	1	0	1	0	16
RR Crossing Gate	1	0	0	1	1	0	0	0	0	0	1
Stop Sign	4	0	3	1	8	0	4	0	3	1	8
TOTALS	13	0	4	9	26	0	5	0	4	1	25
ROADWAY FEATURE											
Not Applicable	13	0	4	9	26	0	5	0	4	1	25
TOTALS	13	0	4	9	26	0	5	0	4	1	25



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Arthur	Number Of Persons				Property Damage	Total Vehicles	Total Killed	Total Injured	Injury Severity			
	Total	Fatal	Injury						A	B	C	O
DRIVER CONDITION												
Normal	19	0	9	10	19	0	2	0	1	1	17	
Other/Unknown	4	0	0	4	4	0	0	0	0	0	4	
TOTALS	23	0	9	14	23	0	2	0	1	1	21	



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Arthur		Number Of Persons						Injury Severity				
		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
DRIVER AGE/GENDER												
16												
	Female	1	0	1	0	1	0	0	0	0	0	1
17												
	Female	1	0	1	0	1	0	0	0	0	0	1
18												
	Female	1	0	0	1	1	0	0	0	0	0	1
19												
	Female	1	0	0	1	1	0	0	0	0	0	1
21												
	Female	1	0	0	1	1	0	0	0	0	0	1
25-29												
	Male	2	0	0	2	2	0	0	0	0	0	2
30-34												
	Male	2	0	1	1	2	0	0	0	0	0	2
35-39												
	Male	1	0	0	1	1	0	0	0	0	0	1
45-49												
	Female	1	0	1	0	1	0	1	0	0	1	0
55-59												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	2	0	1	1	2	0	0	0	0	0	2
60-64												
	Male	1	0	1	0	1	0	0	0	0	0	1
65-69												
	Male	1	0	0	1	1	0	0	0	0	0	1
70-74												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	1	0	0



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
DRIVER AGE/GENDER												
85-89												
	Female	1	0	0	1	1	0	0	0	0	0	1
	Male	1	0	0	1	1	0	0	0	0	0	1
90-94												
	Female	1	0	1	0	1	0	0	0	0	0	1
Unknown												
	Not Stated	2	0	0	2	2	0	0	0	0	0	2
TOTALS		23	0	9	14	23	0	2	0	1	1	21



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		Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O
PASSENGER AGE/GENDER												
10-14												
	Female	1	0	1	0	1	0	1	0	1	0	0
30-34												
	Female	1	0	0	1	1	0	0	0	0	0	1
60-64												
	Female	1	0	0	1	1	0	0	0	0	0	1
70-74												
	Female	1	0	1	0	1	0	0	0	0	0	1
	Male	1	0	1	0	1	0	1	0	1	0	0
85-89												
	Female	1	0	0	1	1	0	0	0	0	0	1
TOTALS		6	0	3	3	6	0	2	0	2	0	4



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	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
PEDALCYCLIST PRIOR ACTION AGE/GENDER												
Crossing (At Intersection) - No Controls												
70-74												
	Male	1	0	1	0	1	0	1	0	1	0	0
TOTALS		1	0	1	0	1	0	1	0	1	0	0

Arthur	Number Of Vehicles						Injury Severity					
	Total	Fatal	Injury	Property Damage	Total Vehicles	Total Killed	Total Injured	A	B	C	O	
VEHICLE DEFECTS												
	Lights	1	0	0	1	1	0	0	0	0	0	1
	None	19	0	8	11	19	0	3	0	2	1	19
	Unknown	6	0	1	5	6	0	1	0	1	0	5
TOTALS		26	0	9	17	26	0	4	0	3	1	25
VEHICLE TYPE												
	Bus over 15 seats	1	0	0	1	1	0	0	0	0	0	1
	Passenger	9	0	3	6	9	0	3	0	2	1	7
	Pickup	4	0	2	2	4	0	0	0	0	0	4
	SUV	6	0	1	5	6	0	0	0	0	0	5
	Unknown	1	0	0	1	1	0	0	0	0	0	1
	Van/Mini-Van	5	0	3	2	5	0	1	0	1	0	7
TOTALS		26	0	9	17	26	0	4	0	3	1	25

Notes

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Sorted by : City



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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.