

Quick Facts

Illinois Crash Information 2007

Children (Aged 14 & Younger)

Motor vehicle crashes are one of the leading causes of mortality and severe injury for children in Illinois.

	All Crashes	Crashes Involving Children (Aged 14 & Younger)
Crashes:	422,889	41,436
Fatal Crashes:	1,126	49 ^a
Injury Crashes:	73,220	6,908 ^a
Total People Involved:	983,373 ^b	65,124 ^c
Total Fatalities:	1,250 ^b	55 ^c
Total Non-Fatal Injuries:	103,174 ^b	8,680 ^c

^a Numbers only reflect crashes in which fatality or non-fatal injury was specifically a child

^b Totals include occupants and non-occupants; e.g. 983,373 total people = 973,034 occupants + 10,339 non-occupants

^c Numbers include children only (occupants and non-occupants)

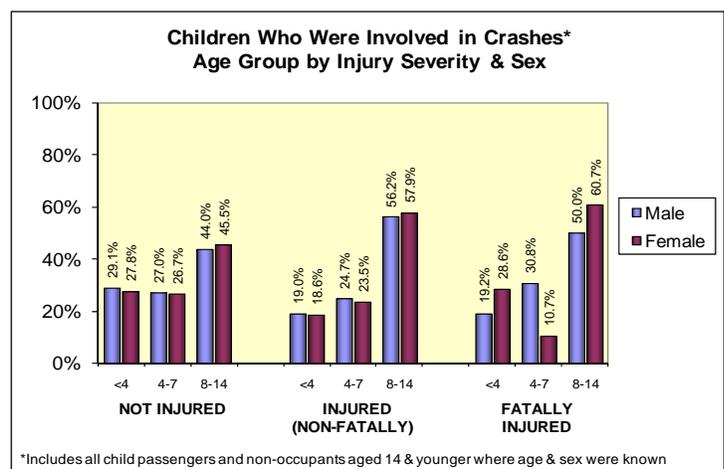
Children aged 14 and younger were involved in 41,436 (9.8%) of all 422,889 crashes that occurred in Illinois in 2007, either as passengers, drivers, pedestrians, pedalcyclists or other non-occupants of vehicles. Children accounted for 55 (4.4%) of all 1,250 traffic fatalities overall. They accounted for 54 (11.2%) of all 482 fatalities among passengers, pedestrians, pedalcyclists and other non-occupants.

	All		Fatally Injured	
	Total All Ages	Children Aged 14 & Younger	Total All Ages	Children Aged 14 & Younger
	N	N (%)	N	N (%)
Passengers	243,787	62,659 (25.7)	286	37 (12.9)
Pedestrians	6,365	1,285 (20.2)	172	14 (8.1)
Pedalcyclists	3,933	938 (23.8)	18	2 (11.1)
Other non-occupants	41	11 (26.8)	6	1 (16.7)
Subtotal	254,126	64,893 (25.5)	482	54 (11.2)
Drivers	729,247	231 (<0.1)	768	1 (0.1)
Total	983,373	65,124 (6.6)	1,250	55 (4.4)

Demographics

Where age & sex were known, 30,711 (49.5%) of all 61,991 child passengers and 1,520 (68.0%) of all 2,234 child non-occupants aged 14 & younger were male.

Children aged 8 to 14 who were involved in crashes in any capacity other than as drivers were 1.4 times as likely to be non-fatally injured & 1.3 times as likely to be fatally injured as those aged 7 & younger.



Note: Data as of March 23, 2009; with 422,889 crash records, 785,918 vehicle records and 983,373 person records

Funding and development of this fact sheet was provided by: Illinois Department of Transportation, Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center) and the CADE Group at the University of Illinois at Chicago. June 2009

Restraint Use by Child Passengers

Restraint use was reported for 55,300 (88.3%) of all 62,659 child passengers aged 14 and younger who were involved in crashes.* Children who did not use seat belts or child restraints properly were 1.4 times more likely to be non-fatally injured and 7.1 times more likely to be fatally injured in crashes than children who did use restraints properly.

Proper Restraint Use Reported*	Passengers Aged 14 And Younger	Injured N (%)	Fatally Injured N (%)
Yes	55,300	5,404 (9.8)	19 (0.034)
No	7,359	1,020 (13.9)	18 (0.245)
Total	62,659	6,424 (10.3)	37 (0.059)

Improperly Used Child Restraints

When child restraints were used improperly, children were 19.5 times more likely to be fully or partially ejected from the vehicle during the crash.†

Child Restraint Use	Passengers Aged 14 and Younger	Ejected N (%)	Trapped/Extricated N (%)
Used Properly	16,728	16 (0.10)	13 (0.08)
Used Improperly	268	5 (1.87)	0 (0.00)

Seating Location of Child Passengers in Vehicle

Children who were involved in crashes in Illinois in 2007 as passengers were more likely to be non-fatally injured and fatally injured if they were not seated in the front or back seats of a vehicle.

- Just 4,105 (6.7%) of all 61,587 child passengers were positioned in places other than the front and back seats, including riding or hanging in either open or enclosed areas of vehicles (such as bus seats), but 4 (11.4%) of all 35 child passenger fatalities were among these children.‡
- Among all children who were involved in crashes as passengers, those not seated in front or back seats were 1.8 times as likely to be fatally injured as those who were seated.

Seating Location [‡]	Uninjured N (%)	Non-Fatally Injured N (%)	Fatally Injured N (%)	Total N (%)
Front	10,925 (19.8)	1,614 (25.5)	7 (20.0)	12,546 (20.4)
Back	40,560 (73.5)	4,352 (68.7)	24 (68.6)	44,936 (73.0)
Other	3,733 (6.8)	368 (5.8)	4 (11.4)	4,105 (6.7)
Total	55,218 (100.0)	6,334 (100.0)	35 (100.0)	61,587 (100.0)

* For all children aged 14 & younger where seating location was known

* Percent using restraints was defined as the number of children for whom seat belt use or proper child restraint use was reported divided by the total number of children involved in crashes; "No" in this table refers to no restraint used or no use reported

† Where child restraint use and ejection/entrapment/extrication were known

‡ Where seating location was known

Geographic Facts

- Just 5,858 (14.9%) of all 39,209 crashes involving child passengers took place in Chicago, compared with 114,986 (30.0%) of all 383,680 crashes in which no child passenger was involved.
- In contrast, 997 (45.5%) of all 2,191 crashes involving child non-occupants such as pedestrians and pedalcyclists took place in Chicago, compared with 119,847 (28.5%) of all 420,698 crashes in which no child non-occupant was involved.

	Passengers		Non-Occupants (i.e. pedestrians, etc.)	
	Crashes Involving Child Passengers n (%)	Crashes Involving No Child Passengers n (%)	Crashes Involving Child Non-Occupants n (%)	Crashes Involving No Child Non-Occupants n (%)
Chicago	5,858 (14.9%)	114,986 (30.0%)	997 (45.5%)	119,847 (28.5%)
Suburban Cook County	8,633 (22.0%)	77,415 (20.2%)	440 (20.1%)	85,608 (20.3%)
Chicago Collar Counties	10,940 (27.9%)	76,655 (20.0%)	310 (14.1%)	87,285 (20.7%)
Rest of State - Urban	7,725 (19.7%)	57,687 (15.0%)	261 (11.9%)	65,151 (15.5%)
Rest of State - Rural	6,053 (15.4%)	56,937 (14.8%)	183 (8.4%)	62,807 (14.9%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health
 URL: <http://app.idph.state.il.us/brfss/default.asp>

Time of Day/Day of Week

Crashes involving child passengers and crashes involving child non-occupants such as pedestrians and pedalcyclists were both concentrated during the day time, roughly between 7:00 am and 7:00 pm. Crashes involving child non-occupants were particularly concentrated before and after typical school hours (7:00 am to 9:00 am and 2:00 pm to 8:00 pm).

