



**Illinois Department
of Transportation**

TECHNICAL REPORT

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Child Safety Seat Usage in Illinois

July 2009 Observational Survey Results

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Illinois Department of Transportation

Division of Traffic Safety

Evaluation Unit

The Evaluation Unit, within the Division of Traffic Safety in the Illinois Department of Transportation, focuses on evaluation and monitoring of various highway safety projects and programs in Illinois. The Evaluation Unit conducts research and analyses that enhance the safety and efficiency of transportation by understanding the human factors that are important to transportation programs in Illinois. The main functions of the Unit include the following:

1. Develop an in-depth analysis of motor vehicle-related fatalities and injuries in Illinois using several crash-related databases (crash data, FARS, Trauma Registry, hospital data, and state and local police data).
2. Develop measurable long-term and short-term goals and objectives for the Highway Safety Program in Illinois using historical crash-related databases.
3. Evaluate each highway safety project with enforcement components (e.g., Traffic Law Enforcement Program, Local Alcohol Program, IMaGE projects) using crash and citation data provided by local and state police departments.
4. Evaluate several highway safety programs (e.g., Occupant Protection and Alcohol). This involves evaluating the effects of public policy and intervention programs that promote safe driving.
5. Design and conduct annual observational safety belt and child safety seat surveys for Illinois. The safety belt survey is based on a multi-stage random selection of Interstate Highways, US/IL Highways, and several local and residential streets.
6. Provide results of research and evaluation as well as annual enforcement activities to the National Highway Traffic Safety Administration (NHTSA) as part of the Federal Requirements of State Highway Safety Program in Illinois.
7. Provide statistical consultation to other Sections at the Division of Traffic Safety and other Divisions at IDOT.
8. Publish results of all research and evaluation at the Division and place them as PDF files at IDOT's Website.

This report provides a descriptive analysis of child safety seat usage in Illinois. The survey was an observational survey conducted statewide during July 2009 at selected survey locations which included day care centers, health care centers, McDonald's restaurants, and shopping malls. This survey provided a statistically representative sample of child safety seat usage in the state of Illinois.

The report was compiled and prepared by the Evaluation staff. Comments or questions may be addressed to Mehdi Nassirpour, Ph.D., Chief of Evaluation Unit, Bureau of Administrative Services, Division of Traffic Safety, Illinois Department of Transportation, 1340 North Grand Avenue East, Springfield, Illinois 62702.

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Executive Summary

Using a multi-stage random sampling technique, a total of 3,012 children were observed in 2,246 passenger cars and pickup trucks in Illinois in 2009. There were a total of 117 randomly selected survey locations: 39 day care centers, 11 health care centers, 31 McDonald's restaurants, and 36 shopping malls within 12 selected counties. The counties were grouped into three different regions which included Cook County, the collar counties (DuPage, Kane, Lake, McHenry, and Will), and the downstate counties (Champaign, Macon, Montgomery, Peoria, Rock Island, and St. Clair).

It should be noted that in 2006, IDOT revised the definition of incorrect child restraint use. An incorrect child restraint use includes seat faces wrong way, harness loose or not used, retainer clip below armpit level, seat not secured, belt across face, and safety belt under arm. As result of this change, the correct restraint usage rate declined significantly. Therefore, comparing the current usage rates to the rates in previous years would not be valid. Here are the findings:

1. During July 2009, a total of 3,012 children were observed in 2,246 passenger cars, pickup trucks, and vans at selected day care centers, McDonald's restaurants, health care centers, and shopping malls across Illinois.
2. The total observed safety seat usage rate was 90.7 percent. When only including the observations where the safety seat was used properly, the usage rate drops to 47.7 percent.
3. The collar counties had the highest percentage of child restraint use at 93.5 percent. The child safety seat usage rate in the downstate counties and Cook County was 90.6 percent and 87.3 percent respectively. The downstate counties had the highest percentage of properly restrained children at 52.1 percent. The percentage of properly restrained children in the collar counties and Cook County was 45.6 percent and 47.0 percent respectively.
4. Shopping malls had the highest percentage of children who were restrained at 94.8 percent. The child safety seat usage rate at day care centers and McDonald's restaurants was 89.5 percent and 87.9 percent respectively. Child safety seat use was the lowest at health care centers at 85.2 percent. Based on proper child safety seat use, shopping malls and McDonald's restaurants had the highest percentage of properly restrained children at 53.3 percent and 48.1 percent respectively. The percentage of properly restrained children at day care centers was 43.4 percent. The location type which had the lowest percentage of properly restrained children was health care centers at 34.9 percent.
5. Vans had the highest percentage of children who were restrained and properly restrained at 93.0 percent and 53.9 percent respectively. More than 90 percent of children in automobiles were restrained. When excluding incorrect use, the child safety seat usage rate in automobiles was 54.1 percent. The child safety seat usage rate for pickup trucks was 88.2 percent. When excluding incorrect use, the child safety seat usage rate in pickup trucks was 48.5 percent.
6. When a female was driving, over 90 percent of children (90.9 percent) were restrained and only 48.1 percent of children were properly restrained. Similarly, when a male was driving, over 90 percent (90.5 percent) of children were restrained and only 47.3 percent of children were properly restrained.

7. When a driver was wearing their safety belt, more than 95 percent of children were restrained. When excluding incorrect use, only 52.8 percent of these children were properly restrained. On the other hand, unbelted drivers tend to have significantly lower child restraint usage rates than belted drivers. When a driver was not wearing their safety belt, only 65.7 percent of children were restrained. When excluding incorrect use, only 18.7 percent of these children were properly restrained.
8. The total usage rate from 2001 thru 2009 increased significantly by 12.7 percentage points from 78.0 percent in 2001 to 90.7 percent in 2009. The rate of increase ranges from 11.1 percent for vehicles with one child to 27.3 percent for vehicles with three children.
9. Since IDOT revised the definition of correct child safety seat use in 2006, it would not be valid to compare the usage rate during the current years (2006-2009) to the years prior to 2006. The correct usage rate of restrained children decreased by 6.2 percentage points from 53.9 percent in 2006 to 47.7 percent in 2009. During 2009, contrary to our expectation, the correct usage rate decreased across all vehicles regardless how many children were in the vehicle.

Observational Survey

Using a multi-stage random sampling technique, a total of 3,012 children were observed in 2,246 passenger cars and pickup trucks in Illinois in 2009. There were a total of 117 randomly selected survey locations: 39 day care centers, 11 health care centers, 31 McDonald's restaurants, and 36 shopping malls within 12 selected counties. The counties were grouped into three different regions which included Cook County, the collar counties (DuPage, Kane, Lake, McHenry, and Will), and the downstate counties (Champaign, Macon, Montgomery, Peoria, Rock Island, and St. Clair). The survey design had four characteristics:

1. The survey was conducted between 6:30 a.m. and 6:00 p.m. when the light was adequate for observation.
2. The survey was restricted to a total of 30 observations or an hour of observation per site.
3. The survey was conducted at the exit/entrance of selected locations.
4. The survey included the following common misuses of child safety seats:
 - seat faces wrong way,
 - harness loose or not used,
 - retainer clip below armpit level,
 - seat not secured,
 - belt across face, and
 - safety belt under arm.

It should be noted that in 2006, IDOT revised the definition of an incorrect child restraint use. As result of this change, the correct restraint usage rate declined significantly. Therefore comparing the current usage rates to the rates prior to 2006 would not be valid.

For more information on the design of the survey refer to "Design of the Child Safety Seat Survey", Division of Traffic Safety, Illinois Department of Transportation (IDOT), June 1996.

Results of Child Safety Seat Survey in Illinois

Tables 1 through 7 provide descriptive information on the child safety seat usage rate and its correlates, such as gender of driver, belt status of driver, location type, region, and vehicle type in 2009.

Table 1 shows that the overall child restraint usage rate in Illinois is 90.7 percent. After excluding total number of observations in which the child restraint is used incorrectly, the usage rate is reduced to 47.7 percent. As was expected, child safety restraint usage rates are inversely related to the number of children in the car. It is likely to see usage rates decrease as the number of children in the vehicle increase. The usage rate and correct usage rate for Child 1 are 92.1 percent and 47.7 percent respectively. On the other hand, these percentages are lower for Child 3 at 78.4 percent and 35.2 percent respectively.

Table 1: 2009 Child Safety Seat Usage Rate in Illinois

Seating Position	No Restraint	Incorrect Use	Correct Use	Total Observed	Usage Rate Total	Usage Rate (excludes incorrect use)
Child 1	177	997	1,071	2,245	92.1%	47.7%
Child 2	78	256	334	668	88.3%	50.0%
Child 3	19	38	31	88	78.4%	35.2%
Child 4	6	5	0	11	45.4%	0.0%
Total	280	1,296	1,436	3,012	90.7%	47.7%

Note: Common misuses of child safety seats include seat faces wrong way, harness loose or not used, retainer clip below armpit level, seat not secured, belt across face, and safety belt under arm.

Table 2 presents frequency and percentage distributions for selected demographics, including type of vehicle, driver's gender, driver's belt status, and total vehicles observed by site type. As expected, the largest percentage of vehicles observed were automobiles (67.5 percent); the second largest percentage of vehicles observed were vans (18.9 percent); and the lowest percentage of vehicles observed were pickup trucks (13.6 percent). Based on driver's gender, more than 62 percent (62.3 percent) of the drivers observed were female, while only 37.7 percent of the observations were male. Based on driver's belt status, more than 86 percent (86.5 percent) of drivers were observed wearing their seat belts, while the remaining 13.5 percent were unbelted. Based on location type, the largest percentage of vehicles was

observed at shopping malls (37.9 percent). More than 28 percent of the vehicles were observed at day care centers and 26.4 percent were observed at McDonald's restaurants. The smallest percentage of vehicles was observed at health care centers (7.3 percent).

Table 2: Frequency and Percentage Distributions of Selected Demographics for the 2009 Child Safety Seat Survey

Type of Vehicle		
	Frequency	Percentage
Automobile	1,511	67.5%
Truck	304	13.6%
Van	423	18.9%
TOTAL	2,238	100.0%
Driver's Gender		
	Frequency	Percentage
Female	1,397	62.3%
Male	844	37.6%
TOTAL	2,241	100.0%
Driver's Belt Status		
	Frequency	Percentage
Belted	1,926	86.5%
Not Belted	301	13.5%
TOTAL	2,227	100.0%
Total Vehicles Observed by Location Type		
	Frequency	Percentage
Daycare	638	28.4%
Health Center	164	7.3%
McDonald's	592	26.4%
Shopping Mall	852	37.9%
TOTAL	2,246	100.0%
TOTAL	2,246	100.0%

*Note: The Totals are different for each demographic due to missing values. Due to rounding error, percentages may not equal 100 percent.

Table 3 shows frequency and percentage distributions of child restraint use by selected regions of Illinois (collar counties, Cook County, and downstate counties). The collar counties had the highest percentage of child restraint use at 93.5 percent. The child safety seat usage rate in the downstate counties and Cook County was 90.6 percent and 87.3 percent respectively. The downstate counties had the highest percentage of properly restrained children at 52.1 percent. The percentage of properly restrained children in the collar counties and Cook County was 45.6 percent and 47.0 percent respectively.

**Table 3: Analysis of the 2009 Child Safety Seat Survey
Child Restraint Status by Region**

Child Restraint Status	Region						Totals	
	Collar Counties**		Cook County		Downstate Counties***			
	N	%	N	%	N	%	N	%
Properly Restrained	384	45.6%	716	47.0%	336	52.1%	1,436	47.7%
Incorrectly Restrained	404	47.9%	665	43.6%	227	35.2%	1,296	43.3%
Total Restrained*	788	93.5%	1,381	90.6%	563	87.3%	2,732	90.7%
Not Restrained	55	6.5%	143	9.4%	82	12.7%	280	9.3%
<i>Column Totals</i>	843	100.0%	1,524	100.0%	645	100.0%	3,012	100.0%

* The row 'Total Restrained' is the sum of the cases from the rows 'Properly Restrained' and 'Incorrectly Restrained'

** The collar counties are comprised of DuPage, Kane, Lake, McHenry, & Will

*** The downstate counties are comprised of Champaign, Macon, Montgomery, Peoria, Rock Island, & St. Clair

Table 4 provides information on child restraint usage rates by location type. The location types included day care centers, health care centers, McDonald's restaurants, and shopping malls. Shopping malls had the highest percentage of children who were restrained at 94.8 percent. The child safety seat usage rate at day care centers and McDonald's restaurants was 89.5 percent and 87.9 percent respectively. Child safety seat use was the lowest at health care centers at 85.2 percent. Based on proper child safety seat use, shopping malls and McDonald's restaurants had the highest percentage of properly restrained children at 53.3 percent and 48.1 percent respectively. The percentage of properly restrained children at day care centers was 43.4 percent. The location type which had the lowest percentage of properly restrained children was health care centers at 34.9 percent.

**Table 4: Analysis of the 2009 Child Safety Seat Survey
Child Restraint Status by Location Type**

Child Restraint Status	Location Type								Totals	
	Day Care Center		Health Care Center		McDonald's		Shopping Mall			
	N	%	N	%	N	%	N	%	N	%
Properly Restrained	377	43.4%	80	34.9%	386	48.1%	593	53.3%	1,436	47.7%
Incorrectly Restrained	401	46.1%	115	50.2%	319	39.8%	461	41.5%	1,296	43.0%
Total Restrained*	778	89.5%	195	85.2%	705	87.9%	1,054	94.8%	2,732	90.7%
Not Restrained	91	10.5%	34	14.8%	97	12.1%	58	5.2%	280	9.3%
<i>Column Totals</i>	869	100.0%	229	100.0%	802	100.0%	1,112	100.0%	3,012	100.0%

* The row 'Total Restrained' is the sum of the cases from the rows 'Properly Restrained' and 'Incorrectly Restrained'

Table 5 shows child restraint use by vehicle type, including automobiles, pickup trucks, and vans. Vans had the highest percentage of children who were restrained and properly restrained at 93.0 percent and 53.9 percent respectively. More than 90 percent of children in automobiles were restrained. When excluding incorrect use, the child safety seat usage rate in automobiles was 54.1 percent. The child safety seat usage rate for pickup trucks was 88.2 percent. When excluding incorrect use, the child safety seat usage rate in pickup trucks was 48.5 percent.

**Table 5: Analysis of the 2009 Child Safety Seat Survey
Child Restraint Status by Vehicle Type**

Child Restraint Status	Vehicle Type						Totals**	
	Automobile		Truck		Van			
	N	%	N	%	N	%	N	%
Properly Restrained	899	45.7%	189	48.5%	345	53.9%	1,433	47.8%
Incorrectly Restrained	882	44.8%	155	39.7%	250	39.1%	1,287	42.9%
Total Restrained*	1,781	90.5%	344	88.2%	595	93.0%	2,720	90.7%
Not Restrained	187	9.5%	46	11.8%	45	7.0%	278	9.3%
<i>Column Totals</i>	1,968	100.0%	390	100.0%	640	100.0%	2,998	100.0%

* The row 'Total Restrained' is the sum of the cases from the rows 'Properly Restrained' and 'Incorrectly Restrained'

** The total does not equal 3,012 cases due to missing data.

Table 6 shows that male and female drivers have similar child safety seat usage rates. When a female was driving, over 90 percent of children (90.9 percent) were restrained and only 48.1 percent of children were properly restrained. Similarly, when a male was driving, over 90 percent (90.5 percent) of children were restrained and only 47.3 percent of children were properly restrained.

**Table 6: Analysis of the 2009 Child Safety Seat Survey
Child Restraint Status by Driver's Gender**

Child Restraint Status	Driver's Gender				Totals**	
	Male		Female		N	%
	N	%	N	%		
Properly Restrained	511	47.3%	924	48.1%	1,435	47.8%
Incorrectly Restrained	467	43.2%	822	42.8%	1,289	42.9%
Total Restrained*	978	90.5%	1,746	90.9%	2,724	90.7%
Not Restrained	103	9.5%	175	9.1%	278	9.3%
<i>Column Totals</i>	1,081	100.0%	1,921	100.0%	3,002	100.0%

* The row 'Total Restrained' is the sum of the cases from the rows 'Properly Restrained' and 'Incorrectly Restrained'

** The total does not equal 3,012 cases due to missing data.

Table 7 shows frequency and percentage distributions of child restraint use by driver's belt status. As indicated earlier (see **Table 2**), more than 86 percent of all drivers observed with children in their vehicles were wearing their safety belts (1,926 belted drivers divided by 2,227 total observations multiplied by 100 percent). Belted drivers have significantly higher child safety seat usage rates and proper child safety seat usage rates than unbelted drivers. When a driver was wearing their safety belt, more than 95 percent of children were restrained. When excluding incorrect use, only 52.8 percent of these children were properly restrained. On the other hand, unbelted drivers tend to have significantly lower child restraint usage rates than belted drivers. When a driver was not wearing their safety belt, only 65.7 percent of children were restrained. When excluding incorrect use, only 18.7 percent of these children were properly restrained.

**Table 7: Analysis of the 2009 Child Safety Seat Survey
Child Restraint Status by Driver's Belt Status**

Child Restraint Status	Driver's Belt Status				Totals**	
	Driver Belted		Driver Unbelted		N	%
	N	%	N	%		
Properly Restrained	1,343	52.8%	81	18.7%	1,424	47.8%
Incorrectly Restrained	1,077	42.3%	204	47.0%	1,281	43.0%
Total Restrained*	2,420	95.1%	285	65.7%	2,705	90.8%
Not Restrained	125	4.9%	149	34.3%	274	9.2%
<i>Column Totals</i>	2,545	100.0%	434	100.0%	2,979	100.0%

* The row 'Total Restrained' is the sum of the cases from the rows 'Properly Restrained' and 'Incorrectly Restrained'

** The total does not equal 3,012 cases due to missing data.

Historical Trends of Child Safety Seat Use

Tables 8 and 9 show historical trends on child safety usage rates. **Table 8** provides information about total child restraint usage rates for 2001 thru 2009. As shown in this table, the total usage rate increased significantly by 12.7 percentage points from 78.0 percent in 2001 to 90.7 percent in 2009. The rate of increase ranges from 11.1 percent for vehicle with one child to 27.3 percent for vehicles with three children.

Table 9 provides information about the correct usage rate of restrained children for only 2006 thru 2009 eliminating years prior to 2006. As indicated earlier, since IDOT revised the definition of correct child safety seat use in 2006, it would be incorrect to compare the usage rate during the current years (2006-2009) to the years prior to 2006. As shown in this table, the correct usage rate of restrained children decreased by 6.2 percentage points from 53.9 percent in 2006 to 47.7 percent in 2009. During 2009, contrary to our expectation, the correct usage rate decreased across all vehicles regardless how many children were in the vehicle.

Table 10 shows comparative analyses of child safety seat usage rates for 2001, 2003, 2005, 2006, 2007, 2008, and 2009. The data was analyzed by selected demographics including region, location, vehicle type, driver's gender, and driver's belt status. The information in **Table 10** is displayed in graphic presentations of child safety seat usage rates by selected demographics in **Figures 1 through 5**. The percent change in **Table 10** is calculated by subtracting the 2001 usage rates from the 2009 usage rates.

Figure 1 shows the total usage rate of restrained children by the selected regions in Illinois. From 2001 to 2009, all regions noticed increases in child safety seat use. The child safety seat usage rate in the collar counties increased from 71.5 percent in 2001 to 93.5 percent in 2009. In the downstate counties, the child safety seat usage rates increased from 77.2 percent in 2001 to 87.3 percent in 2009. In Cook County, the child safety seat usage rate increased from 81.2 percent in 2001 to 90.6 percent in 2009.

Figure 2 shows the total child safety seat usage rate by location type in Illinois. From 2001 to 2009, the total usage rate of restrained children increased at all location types. The total usage rate at McDonald's increased from 67.6 percent in 2001 to 87.9 percent in 2009. The total usage rate at health care centers increased from 74.3 percent in 2001 to 85.2 percent in 2009.

The total usage rate for day care centers increased from 83.7 percent in 2001 to 89.7 percent in 2009. The total usage rate at shopping malls increased from 81.8 percent in 2001 to 94.8 percent in 2009.

Figure 3 shows the total usage rate of restrained children by vehicle type in Illinois. From 2001 to 2009, the total usage rate increased across all vehicles. In automobiles, the total usage rate of restrained children increased by 14.5 percentage points (an increase from 76.0 percent in 2001 to 90.5 percent in 2009). In pickup trucks, the total usage rate of restrained children increased from 80.8 percent in 2001 to 88.2 percent in 2009. In vans, the total usage rate of restrained children increased by 11.0 percentage points (an increase from 82.0 percent in 2001 to 93.0 percent in 2009).

Figure 4 shows the total usage rate of restrained children by driver's gender in Illinois. From 2001 to 2009, the total usage rate of restrained children for male drivers increased by 17.0 percentage points and for female drivers it increased by 10.5 percentage points.

Figure 5 shows the total usage rate of restrained children by the driver's belt status across selected years in Illinois. As was expected, the usage rates of child seats were significantly higher for belted drivers than for unbelted drivers. Although the total child safety seat usage rate for belted drivers slightly increased by 3.9 percentage points from 2001 through 2009, the total child safety seat usage rate for unbelted drivers increased by 13.9 percentage points.

TABLE 8
Total Child Safety Seat Usage Rates in Illinois
(2001-2009)

Child Number	Total Usage Rate of Restrained Children							
	Total Use (2001)	Total Use (2003)	Total Use (2005)	Total Use (2006)	Total Use (2007)	Total Use (2008)	Total Use (2009)	Percent Change* (2001-2009)
Statewide	78.0%	83.0%	87.7%	85.4%	87.2%	87.7%	90.7%	12.7%
Child #								
Child 1	81.0%	85.3%	89.4%	87.4%	88.8%	90.5%	92.1%	11.1%
Child 2	74.5%	80.0%	85.3%	79.7%	84.2%	84.7%	88.3%	13.8%
Child 3	51.1%	64.9%	75.0%	76.5%	75.8%	63.0%	78.4%	27.3%
Child 4	27.3%	50.0%	60.0%	72.7%	60.0%	50.0%	45.5%	18.2%

* Percent change was calculated by subtracting the 2001 Total Usage Rate from the 2009 Total Usage Rate.

TABLE 9
Correct Child Safety Seat Usage Rates in Illinois
(2006-2009)

Child Number	Correct Usage Rate of Restrained Children (excludes Incorrect Use)				
	Proper Use (2006)	Proper Use (2007)	Proper Use (2008)	Proper Use (2009)	Percent Change* (2006-2009)
Statewide	53.9%	53.6%	56.4%	47.7%	-6.2%
Child #					
Child 1	55.3%	54.2%	56.9%	47.7%	-7.6%
Child 2	51.7%	54.1%	58.6%	50.0%	-1.7%
Child 3	38.3%	37.4%	38.0%	35.2%	-3.1%
Child 4	36.4%	33.3%	32.1%	0.0%	-36.4%

* Percent change was calculated by subtracting the 2006 Proper Usage Rate from the 2009 Proper Usage Rate.

Table 10
Child Safety Seat Usage in Illinois
by Selected Characteristics
(2001-2009)

	Total Usage Rate of Restrained Children							
	Usage Rate	Usage Rate	Usage Rate	Usage Rate	Usage Rate	Usage Rate	Usage Rate	Percent Change*
	2001	2003	2005	2006	2007	2008	2009	
Statewide	78.0%	83.0%	87.7%	85.4%	87.2%	87.7%	90.7%	12.7%
Region								
Cook County	81.2%	85.2%	90.3%	82.4%	84.1%	85.2%	90.6%	9.4%
Collar Counties	71.5%	82.4%	87.3%	88.0%	93.4%	94.4%	93.5%	22.0%
Downstate Counties	77.2%	78.9%	81.5%	86.7%	86.9%	85.5%	87.3%	10.1%
Location								
Day Care Center	83.7%	87.0%	94.1%	85.5%	86.6%	88.4%	89.5%	5.8%
Health Center	74.3%	79.2%	84.2%	82.5%	90.7%	88.3%	85.2%	10.9%
McDonald's	67.6%	79.2%	83.9%	80.1%	83.1%	83.5%	87.9%	20.3%
Shopping Mall	81.8%	83.2%	86.6%	89.4%	90.7%	90.7%	94.8%	13.0%
Vehicle Type								
Automobile	76.0%	82.9%	88.0%	84.6%	87.2%	86.8%	90.5%	14.5%
Truck	80.8%	75.7%	87.1%	79.4%	79.4%	84.2%	88.2%	7.4%
Van	82.0%	85.4%	92.2%	88.8%	88.6%	92.3%	93.0%	11.0%
Gender								
Male	73.5%	81.8%	86.3%	80.0%	86.4%	85.9%	90.5%	17.0%
Female	80.4%	83.7%	88.6%	87.6%	87.6%	88.7%	90.9%	10.5%
Driver's Belt Status								
Belted	91.2%	94.0%	95.9%	91.6%	92.2%	92.7%	95.1%	3.9%
Unbelted	51.8%	57.1%	62.6%	62.4%	68.1%	66.8%	65.7%	13.9%

* Percent change is calculated by subtracted the 2001 usage rates from the 2009 usage rates.

Figure 1: Total Child Safety Seat Usage Rates by Region in Illinois Across Selected Years

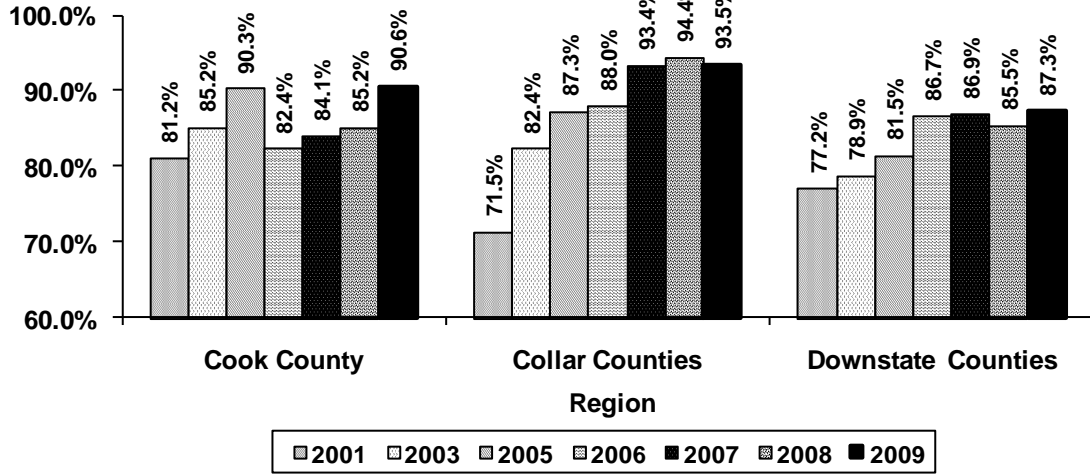


Figure 2: Total Child Safety Seat Usage Rates by Location Type in Illinois Across Selected Years

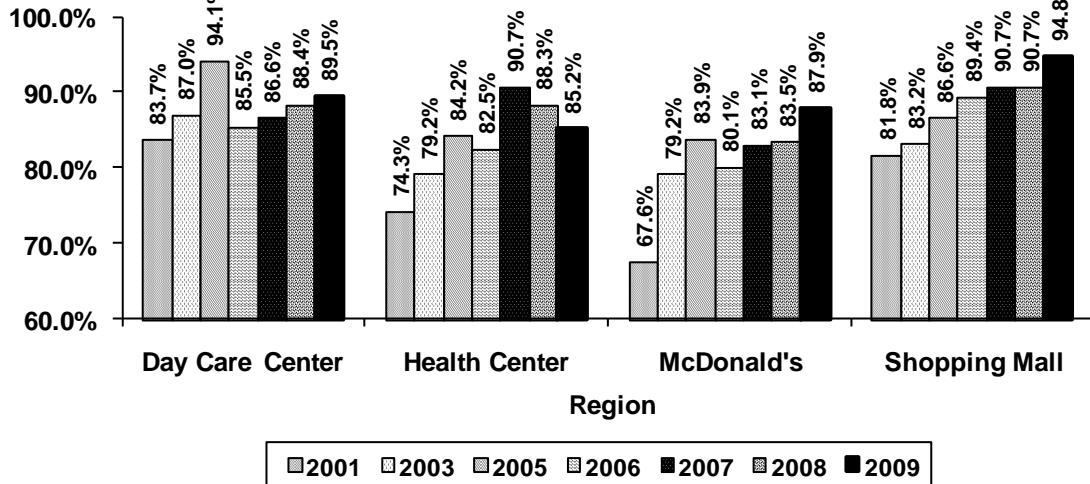


Figure 3: Total Child Safety Seat Usage Rates by Vehicle Type in Illinois Across Selected Years

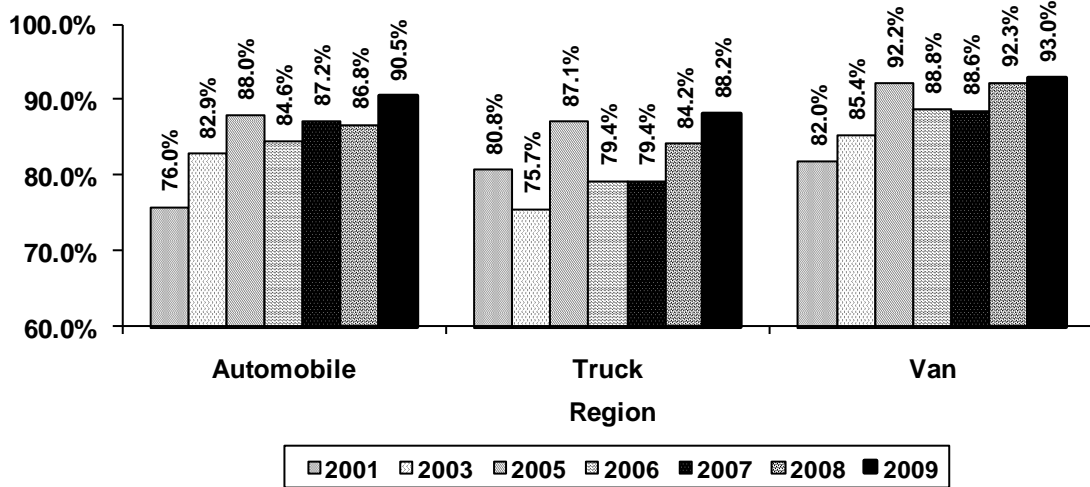


Figure 4: Total Child Safety Seat Usage Rates by Driver's Gender in Illinois Across Selected Years

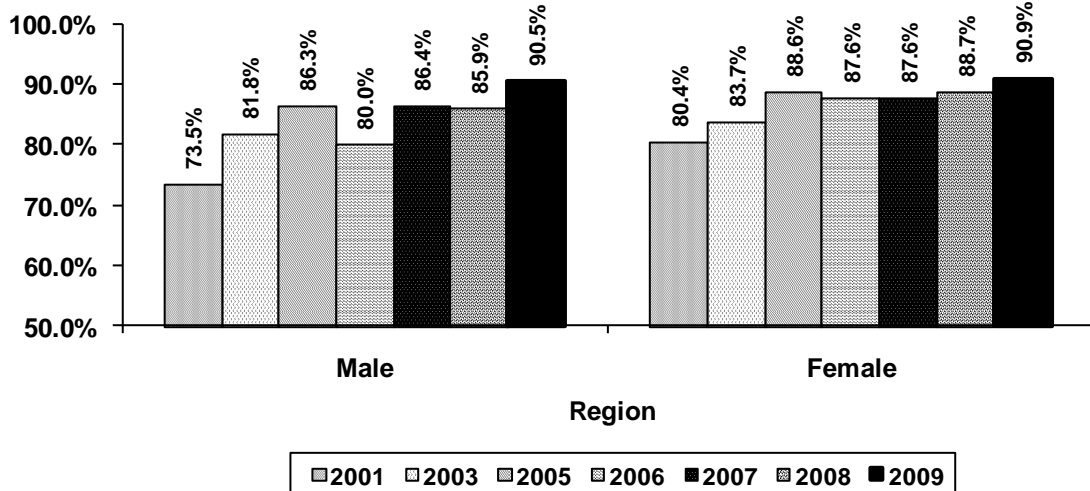


Figure 5: Total Child Safety Seat Usage Rates by Driver's Belt Status in Illinois Across Selected Years

