

Quick Facts

Illinois Crash Information 2010

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:	289,604	30,752
Fatal Crashes:	858	27 ^a
Injury Crashes:	63,586	5,749 ^a
Total People Involved:	689,908 ^b	49,488 ^c
Total Fatalities:	927 ^b	27 ^c
Total Non-Fatal Injuries:	89,030 ^b	7,343 ^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. 689,908 total people = 680,833 occupants + 9,075 non-occupants

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

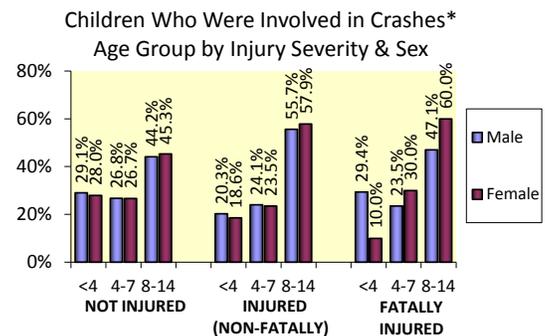
Children aged 14 and younger were involved in 30,752 (10.6%) of all 289,604 crashes that occurred in Illinois in 2010, either as passengers, drivers, pedestrians, pedalcyclists or other non-occupants of vehicles. Children accounted for 27 (2.9%) of all 927 traffic fatalities overall. They accounted for 27 (8.4%) of all 320 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	183,309	47,636 (26.0)	179	16 (8.9)
Pedestrians	5,416	950 (17.5)	115	8 (7.0)
Pedalcyclists	3,633	772 (21.2)	24	3 (12.5)
Other non-occupants	26	6 (23.1)	2	0 (0.0)
Subtotal	192,384	49,364 (25.7)	320	27 (8.4)
Drivers	497,524	124 (<0.1)	607	0 (0.0)
Total	689,908	49,488 (7.2)	927	27 (2.9)

Demographics

Where age & sex were known, 23,754 (50.0%) of all 47,491 child passengers and 1,130 (65.4%) of all 1,728 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 December 21, 2011; with 289,604 crash records, 537,606 vehicle records and 689,908 person records.

The law regarding the reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, resulting in decreased reporting of crashes in this specific category. It did not affect the reporting of injury or fatal crashes. For details of the reporting amendment, see also <http://app.idph.state.il.us/emsrpt/crash.asp>.

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Restraint Use by Child Passengers

Restraint use was reported for 41,894 (87.9%) of all 47,636 child passengers aged 14 and younger who were involved in crashes.* Children who did not use seat belts or child restraints properly were 1.5 times more likely to be non-fatally injured and 7.3 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	Fatally Injured
		N (%)	N (%)
Yes	41,894	4,673 (11.2)	8 (0.019)
No	5,742	950 (16.5)	8 (0.139)
Total	47,636	5,623 (11.8)	16 (0.034)

Improperly Used Child Restraints

When child restraints were used improperly, children were 44.1 times more likely to be fully or partially ejected from the vehicle during the crash and 18.4 times more likely to be trapped and require extrication.†,‡

Child Restraint Use	Passengers Aged 14 and Younger	Ejected	Trapped/ Extricated
		N (%)	N (%)
Used Properly	13,901	5 (0.04)	16 (0.12)
Used Improperly	189	3 (1.59)	4 (2.12)

Seating Location of Child Passengers in Vehicle

Children who were involved in crashes in Illinois in 2010 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 3,901 (8.2%) of all 47,571 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), and 2 (12.5%) of all 16 child passenger fatalities were among these children (where seating location was known).§
- Among all children who were involved in crashes as passengers, those not seated in front or back seats were 1.6 times as likely to be fatally injured as those who were seated.†

Seating Location ^a	Non-Fatally			Total
	Uninjured	Injured	Fatally Injured	
	N (%)	N (%)	N (%)	N (%)
Front	7,365 (17.6)	1,211 (21.6)	5 (31.3)	8,581 (18.0)
Back	31,162 (74.3)	3,918 (69.8)	9 (56.3)	35,089 (73.8)
Other	3,414 (8.1)	485 (8.6)	2 (12.5)	3,901 (8.2)
Total	41,941 (100.0)	5,614 (100.0)	16 (100.0)	47,571 (100.0)

^a 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

† Relative risk was calculated before the rates were rounded for display in the chart

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

§ Where seating location was known

Geographic Facts

- Just 5,052 (16.4%) of all 30,752 crashes involving child passengers took place in Chicago, compared with 75,820 (29.3%) of all 258,852 crashes in which no child passenger was involved.
- In contrast, 635 (37.9%) of all 1,675 crashes involving child non-occupants such as pedestrians and pedalcyclists took place in Chicago, compared with 80,237 (27.9 %) of all 287,929 crashes in which no child non-occupant was involved.

	Crashes Involving Passengers		Crashes Involving 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	5,052 (16.4%)	75,820 (29.3%)	635 (37.9%)	80,237 (27.9%)
Suburban Cook County	6,600 (21.5%)	50,070 (19.3%)	384 (22.9%)	56,286 (19.5%)
Chicago Collar Counties	7,690 (25.0%)	48,064 (18.6%)	247 (14.7%)	55,507 (19.3%)
Rest of State - Urban	6,300 (20.5%)	42,739 (16.5%)	254 (15.2%)	48,785 (16.9%)
Rest of State - Rural	5,110 (16.6%)	42,159 (16.3%)	155 (9.3%)	47,114 (16.4%)

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).

