

Quick Facts

Illinois Crash Information 2009

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:	292,439	30,227
Fatal Crashes:	832	33 ^a
Injury Crashes:	63,382	5,681 ^a
Total People Involved:	682,674 ^b	48,517 ^c
Total Fatalities:	911 ^b	34 ^c
Total Non-Fatal Injuries:	89,188 ^b	7,268 ^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. 682,674 total people = 673,838 occupants + 8,836 non-occupants

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

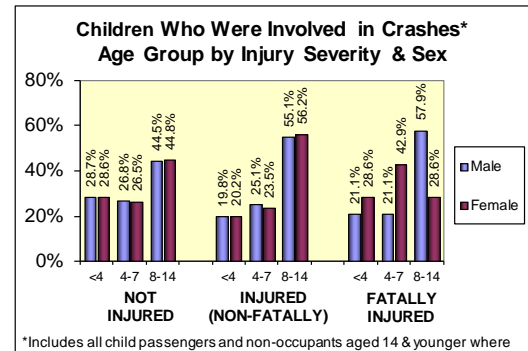
Children aged 14 and younger were involved in 30,227 (10.3%) of all 292,439 crashes that occurred in Illinois in 2009, either as passengers, drivers, pedestrians, pedalcyclists or other non-occupants of vehicles. Children accounted for 34 (3.7%) of all 911 traffic fatalities overall. They accounted for 33 (9.8%) of all 336 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	174,953	46,704 (26.7)	204	24 (11.8)
Pedestrians	5,488	976 (17.8)	111	5 (4.5)
Pedalcyclists	3,296	678 (20.6)	20	4 (20.0)
Other non-occupants	52	7 (13.5)	1	0 (0.0)
Subtotal	183,789	48,365 (26.3)	336	33 (9.8)
Drivers	498,885	152 (<0.1)	575	1 (0.2)
Total	682,674	48,517 (7.1)	911	34 (3.7)

Demographics

Where age & sex were known, 23,152 (49.7%) of all 46,557 child passengers and 1,143 (68.9%) of all 1,661 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 & 1.2 times as likely to be fatally injured as those aged 7 & younger.



Note: Data as of October 4, 2010; with 292,439 crash records, 539,717 vehicle records and 673,839 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 41,049 (87.9%) of all 46,704 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 10.2 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	41,049	4,644 (11.3)	10 (0.024)
No	5,655	967 (17.1)	14 (0.248)
Total	46,704	5,611 (12.0)	24 (0.051)

Improperly Used Child Restraints

When child restraints were used improperly, children were 324.0 times more likely to be fully or partially ejected from the vehicle during the crash; there were no incidents in which improper use resulted in children being trapped and requiring extrication in 2009.†

Child Restraint Use	Passengers Aged 14 and Younger	Ejected	Trapped/ Extricated
		N (%)	N (%)
Used Properly	13,412	1 (0.01)	19 (0.14)
Used Improperly	207	5 (2.42)	0 (0.00)

Seating Location of Child Passengers in Vehicle

Children who were involved in crashes in Illinois in 2009 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 3,360 (7.2%) of all 46,475 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 (8.3%) of all 24 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 1.2 times as likely to be fatally injured as those who were seated.

Seating Location ^a	Non-Fatally			Total
	Uninjured N (%)	Injured N (%)	Fatally Injured N (%)	
Front	7,351 (18.0)	1,247 (22.3)	4 (16.7)	8,602 (18.5)
Back	30,553 (74.8)	3,942 (70.6)	18 (75.0)	34,513 (74.3)
Other	2,965 (7.3)	393 (7.0)	2 (8.3)	3,360 (7.2)
Total	40,869 (100.0)	5,582 (100.0)	24 (100.0)	46,475 (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

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

‡ Where seating location was known

Geographic Facts

- Just 4,229 (14.8%) of all 28,631 crashes involving child passengers took place in Chicago, compared with 77,755 (29.5%) of all 263,808 crashes in which no child passenger was involved.
- In contrast, 674 (41.6%) of all 1,620 crashes involving child non-occupants such as pedestrians and pedalcyclists took place in Chicago, compared with 81,310 (28.0 %) of all 290,819 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	4,229 (14.8%)	77,755 (29.5%)	674 (41.6%)	81,310 (28.0%)
Suburban Cook County	5,966 (20.8%)	50,545 (19.2%)	333 (20.6%)	56,178 (19.3%)
Chicago Collar Counties	7,711 (26.9%)	51,069 (19.4%)	255 (15.7%)	58,525 (20.1%)
Rest of State - Urban	5,991 (20.9%)	42,085 (16.0%)	224 (13.8%)	47,852 (16.5%)
Rest of State - Rural	4,734 (16.5%)	42,354 (16.1%)	134 (8.3%)	46,954 (16.1%)

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).

