

Quick Facts

Illinois Crash Information 2004

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:	433,035	41,923
Fatal Crashes:	1,224	55 ^a
Injury Crashes:	83,924	7,845 ^a
Total People Involved:	1,008,936 ^b	65,903 ^c
Total Fatalities:	1,355 ^b	55 ^c
Total Non-Fatal Injuries:	121,404 ^b	9,750 ^c

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

^bTotals include occupants and non-occupants; e.g. 1,008,936 total people = 999,641 occupants + 9,295 non-occupants

^cNumbers include children only (occupants and non-occupants)

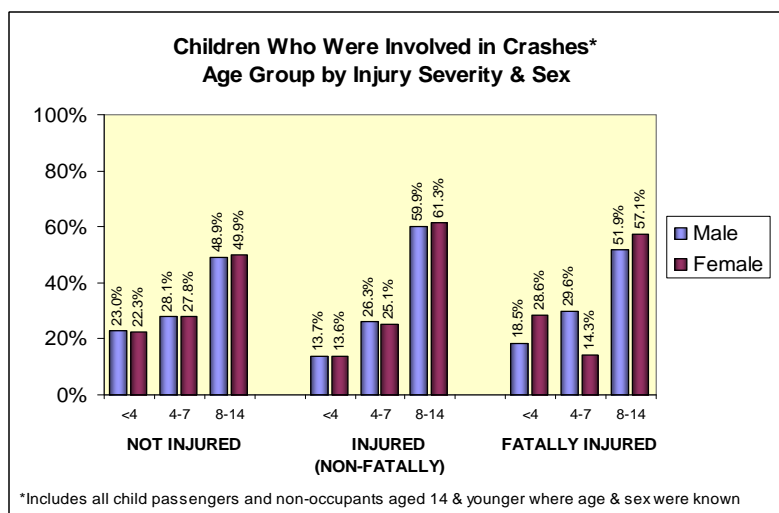
Children aged 14 and younger were involved in 41,923 (9.7%) of all 433,035 crashes that occurred in Illinois in 2004, either as passengers, drivers, pedestrians, pedalcyclists or other non-occupants of vehicles. Children accounted for 57 (4.2%) of all 1,355 traffic fatalities overall. They accounted for 55 (10.8%) of all 511 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	240,548	63,374 (26.3)	330	34 (10.3)
Pedestrians	5,960	1,414 (23.7)	156	12 (7.7)
Pedalcyclists	3,308	1,113 (33.6)	25	9 (36.0)
Other non-occupants	27	2 (7.4)	0	0 (N/A)
Subtotal	249,843	65,903 (26.4)	511	55 (10.8)
Drivers	759,093	333 (<0.1)	844	2 (0.2)
Total	1,008,936	66,236 (6.6)	1,355	57 (4.2)

Demographics

Where age & sex were known, 30,961 (49.1%) of all 63,068 child passengers and 1,648 (66.0%) of all 2,498 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 1.3 times as likely to be non-fatally injured and 1.1 times as likely to be fatally injured as those aged 7 & younger.



Restraint Use by Child Passengers

Restraint use was reported for 52,512 (82.9%) of all 63,370 child passengers aged 14 and younger who were involved in crashes.* Children who did not use seat belts or child restraints properly were 1.1 times more likely to be non-fatally injured and 4.8 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	52,512	5,924 (11.3)	17 (0.032)
No	10,858	1,338 (12.3)	17 (0.157)
Total	63,370	7,262 (11.5)	34 (0.054)

Improperly Used Child Restraints

When child restraints were used improperly, children were 6.2 times more likely to be fully or partially ejected from the vehicle during the crash.†

Child Restraint Use	Passengers Aged 14 and Younger	Ejected	Trapped/Extricated
		N (%)	N (%)
Used Properly	11,334	13 (0.11)	10 (0.09)
Used Improperly	280	2 (0.71)	0 (0.00)

Seating Location of Child Passengers in Vehicle

Children who were involved in crashes in Illinois in 2004 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 4,716 (8.7%) of all 61,306 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, but 4 (12.1%) of all 33 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 1.5 times as likely to be fatally injured as those who were seated

Seating Location ^a	Uninjured	Non-Fatally Injured	Fatally Injured
	N (%)	N (%)	N (%)
Front	12,032 (22.2)	2,039 (29.1)	6 (18.2)
Back	37,507 (69.1)	4,526 (64.5)	23 (69.7)
Other	4,716 (8.7)	453 (6.5)	4 (12.1)
Total	54,255 (100.0)	7,018 (100.0)	33 (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

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

‡ Where seating location was known

Geographic Facts

- Just 5,968 (15.2%) of all 39,378 crashes involving child occupants took place in Chicago, compared with 121,191 (30.8%) of all 393,657 crashes in which no child occupant was involved.
- In contrast, 1,068 (43.9%) of all 2,434 crashes involving child non-occupants such as pedestrians and pedalcyclists took place in Chicago, compared with 126,091 (29.3%) of all 430,601 crashes in which no child non-occupant was involved.

	Occupants		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	5,968 (15.2%)	121,191 (30.8%)	1,068 (43.9%)	126,091 (29.3%)
Suburban Cook County	9,285 (23.6%)	81,146 (20.6%)	504 (20.7%)	89,927 (20.9%)
Chicago Collar Counties	10,491 (26.6%)	74,996 (19.1%)	327 (13.4%)	85,160 (19.8%)
Rest of State - Urban	7,603 (19.3%)	58,202 (14.8%)	317 (13.0%)	65,488 (15.2%)
Rest of State - Rural	6,031 (15.3%)	58,122 (14.8%)	218 (9.0%)	63,935 (14.8%)

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).

