



Illinois Department
of Transportation
Division of Traffic Safety

ILLINOIS
EMSC



QUICK FACTS ILLINOIS CRASH INFORMATION

2008



Illinois Emergency Medical Services for Children

July 2010 Edition
www.luhs.org/emsc

Illinois Emergency Medical Services for Children

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INTRODUCTION

This document contains eleven fact sheets that provide concise information and statistics related to traffic safety and motor vehicle related events. Information in these fact sheets is based on data from the Illinois Department of Transportation, 2008 Traffic Crash Report database.

These fact sheets can be downloaded from the Illinois Department of Transportation website at <http://www.dot.il.gov/trafficsafety/quickfacts.html> or from the Illinois Emergency Medical Services for Children website at http://www.luhs.org/depts/emsc/crash_info.htm

Grant funding from the Illinois Department of Transportation supported the development of these fact sheets which were created by Illinois Emergency Medical Services for Children (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center) and the Center for the Advancement of Distance Education Research Data Management Group at the University of Illinois at Chicago.

Additional Illinois specific traffic safety and motor vehicle related statistics and information can be accessed on the Illinois Department of Transportation website at www.dot.state.il.us

For questions or comments regarding these fact sheets, contact Illinois EMSC at 708-327-EMSC (3672).

Quick Facts

Illinois Crash Information 2008

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:	408,399	38,478
Fatal Crashes:	950	41 ^a
Injury Crashes:	67,845	5,839 ^a
Total People Involved:	937,463 ^b	61,376 ^c
Total Fatalities:	1,043 ^b	43 ^c
Total Non-Fatal Injuries:	94,098 ^b	7,364 ^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. 937,463 total people = 927,093 occupants + 10,370 non-occupants

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

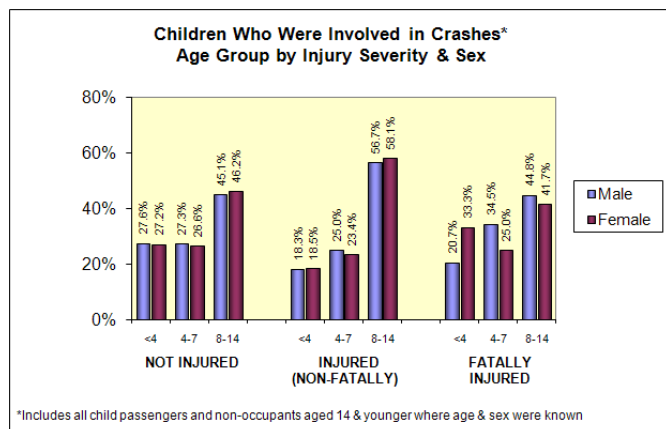
Children aged 14 and younger were involved in 38,478 (9.4%) of all 408,399 crashes that occurred in Illinois in 2008, either as passengers, drivers, pedestrians, pedalcyclists or other non-occupants of vehicles. Children accounted for 43 (4.1%) of all 1,043 traffic fatalities overall. They accounted for 41 (10.6%) of all 388 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	230,830	59,249 (25.7)	223	25 (11.2)
Pedestrians	6,058	1,095 (18.1)	135	11 (8.1)
Pedalcyclists	3,892	862 (22.1)	27	5 (18.5)
Other non-occupants	420	6 (1.4)	3	0 (0.0)
Subtotal	241,200	61,212 (25.4)	388	41 (10.6)
Drivers	696,263	164 (<0.1)	655	2 (0.3)
Total	937,463	61,376 (6.5)	1,043	43 (4.1)

Demographics

Where age & sex were known, 29,260 (49.6%) of all 59,046 child passengers and 1,335 (68.0%) of all 1,963 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 & 1.1 times as likely to be fatally injured as those aged 7 & younger.



Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 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 2010

Restraint Use by Child Passengers

Restraint use was reported for 51,600 (87.1%) of all 59,249 child passengers aged 14 and younger who were involved in crashes.* Children who did not use seat belts or child restraints properly were 1.3 times more likely to be non-fatally injured and 14.3 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 N (%)	Fatally Injured N (%)
Yes	51,600	4,627 (9.0)	8 (0.016)
No	7,649	906 (11.8)	17 (0.222)
Total	59,249	5,533 (9.3)	25 (0.042)

Improperly Used Child Restraints

When child restraints were used improperly, children were 99.9 times more likely to be fully or partially ejected from the vehicle during the crash and were 2.5 times more likely to be trapped and require being extricated.†

Child Restraint Use	Passengers Aged 14 and Younger	Ejected N (%)	Trapped/ Extricated N (%)
Used Properly	15,697	7 (0.04)	31 (0.20)
Used Improperly	202	9 (4.46)	1 (0.50)

Seating Location of Child Passengers in Vehicle

Children who were involved in crashes in Illinois in 2008 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 4,222 (7.2%) of all 58,332 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 5 (18.5%) of all 27 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 2.9 times as likely to be fatally injured as those who were seated.

Seating Location ²	Uninjured N (%)	Non-Fatally Injured N (%)	Fatally Injured N (%)	Total N (%)
Front	10,159 (19.2)	1,330 (24.4)	4 (14.8)	11,493 (19.7)
Back	38,823 (73.5)	3,776 (69.2)	18 (66.7)	42,617 (73.1)
Other	3,867 (7.3)	350 (6.4)	5 (18.5)	4,222 (7.2)
Total	52,849 (100.0)	5,456 (100.0)	27 (100.0)	58,332 (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

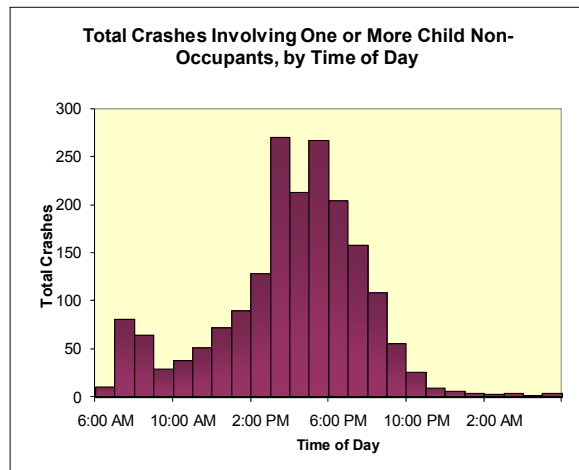
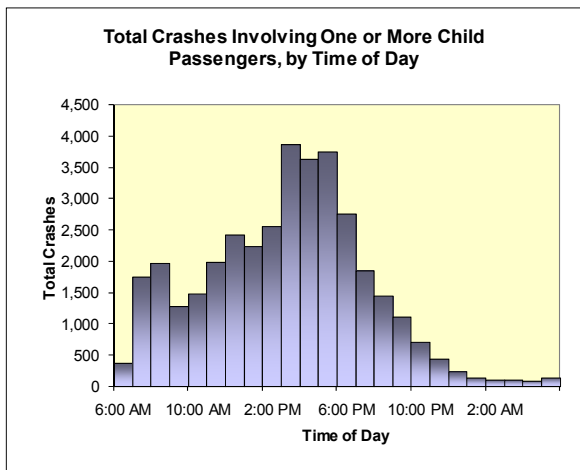
- Just 5,171 (14.1%) of all 36,565 crashes involving child passengers took place in Chicago, compared with 106,522 (28.6%) of all 371,834 crashes in which no child passenger was involved.
- In contrast, 759 (39.8%) of all 1,905 crashes involving child non-occupants such as pedestrians and pedalcyclists took place in Chicago, compared with 110,934 (27.3 %) of all 406,494 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	5,171 (14.1%)	106,522 (28.6%)	759 (39.8%)	110,934 (27.3%)
Suburban Cook County	8,160 (22.3%)	77,346 (20.8%)	419 (22.0%)	85,087 (20.9%)
Chicago Collar Counties	10,084 (27.6%)	75,285 (20.2%)	304 (16.0%)	85,065 (20.9%)
Rest of State - Urban	7,363 (20.1%)	56,650 (15.2%)	274 (14.4%)	63,739 (15.7%)
Rest of State - Rural	5,787 (15.8%)	56,031 (15.1%)	149 (7.8%)	61,669 (15.2%)

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).



Quick Facts

Illinois Crash Information 2008

Emergency Vehicle Crashes

While crashes involving emergency vehicles are relatively rare, an evaluation of these motor vehicle incidents is valuable because these vehicles provide important services and must do so both expeditiously and in a safe manner.

	All Crashes	Crashes Involving Emergency Vehicles
Crashes:	408,399	4,673
Fatal Crashes:	950	6
Injury Crashes:	67,845	902
Total People Involved:	937,463 ^a	11,030 ^a
Total Fatalities:	1,043 ^a	6 ^a
Total Non-Fatal Injuries:	94,098 ^a	1,400 ^a

^a Totals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

Just 4,673 (1.1%) of all 408,399 motor vehicle incidents in Illinois in 2008 involved emergency vehicles such as ambulance, fire and police vehicles.* Crashes involving emergency vehicles accounted for 6 (0.6%) of all 1,043 traffic fatalities.

Emergency Vehicles on Call

There were a total of 558 crashes in Illinois in 2008 specifically involving emergency vehicles on call. Just 1 fatality resulted from these crashes, or 0.1% of all 1,043 traffic fatalities in Illinois in 2008.

Emergency Vehicle Types

More police vehicles were involved in crashes, fatal crashes and injury crashes than ambulance and fire vehicles.^{†,‡}

EMERGENCY VEHICLE INVOLVEMENT †	TOTAL CRASHES	FATAL CRASHES		INJURY CRASHES	
	#	#	%	#	%
Ambulance	574	2	(0.35)	102	(17.8)
Fire	435	0	(0.00)	52	(12.0)
Police	3,610	4	(0.11)	726	(20.1)
No Emergency Vehicle Involved	403,726	944	(0.23)	66,943	(16.6)

* Emergency vehicles were defined as ambulance, police and fire vehicles plus any vehicle whose use was as an emergency vehicle on call

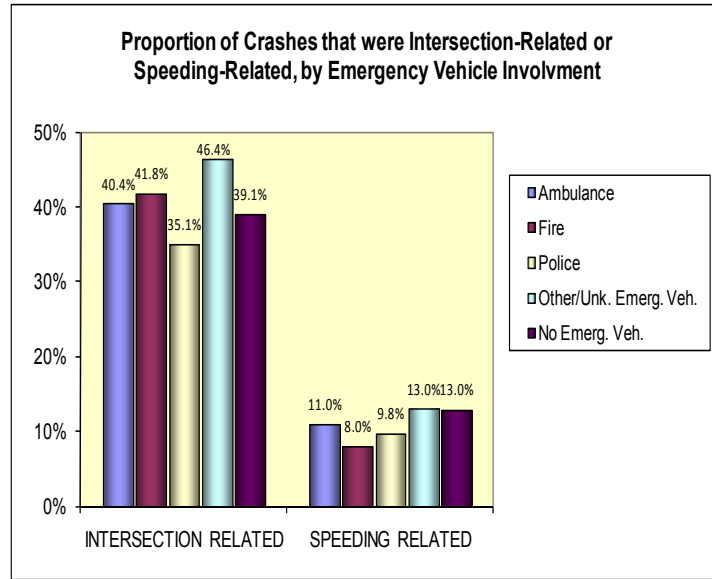
† Where type of emergency vehicle was known; 1.2% of all emergency vehicles involved in crashes were emergency vehicles on call of unknown type

‡ A few crashes involved more than one type of emergency vehicle, so the totals for each type are not mutually exclusive

Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 person records

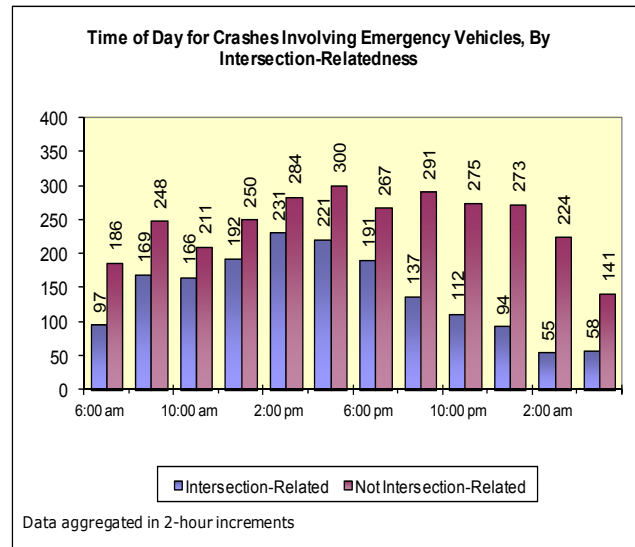
Intersection-Related and Speeding-Related Crashes

- Crashes involving emergency vehicles were about as likely to be intersection-related (1,723 of 4,673, or 36.9%) as other crashes (157,703 of 403,726, or 39.1%).
- They were slightly less likely to be speeding-related[§] (461 of 4,673, or 9.9%) than other crashes (52,379 of 403,726, or 13.0%) .
- Crashes involving emergency vehicles *on call* were more likely to be intersection-related (307 of 559, or 54.9%) than other emergency vehicle crashes (1,416 of 4,114, or 34.4%) and crashes in which no emergency vehicle was involved (157,703 of 403,726, or 39.1%).
- Crashes involving emergency vehicles *on call* were about as likely to be speeding-related (46 of 559, or 8.2%) as other emergency vehicle crashes (261 of 3,555, or 7.3%) and less likely than crashes in which no emergency vehicle was involved (52,379 of 403,726, or 13.0%).



Time of Day

- Crashes involving emergency vehicles peaked during the afternoon hours, with 11.1% of all such crashes occurring between 4:00 PM and 6:00 PM.
- 42.1% of emergency vehicle crashes between 6:00 am and 6:00 pm were intersection-related, compared with 30.5% at other hours.



Crashes Involving Police Evasion

- 645 crashes in Illinois in 2008 involved drivers trying to evade police vehicles**
- These crashes represent 0.16% of all 408,399 crashes and 8 (0.78%) of all 1,043 fatal crashes in Illinois in 2008
- 139 (21.6%) of these 645 crashes were also speeding-related

[§] Speeding-related crashes were defined as crashes in which at least one driver in the crash was driving too fast for conditions or in which exceeding the speed limit or excessive speed for conditions was listed by police as a cause of the crash

** Police vehicles themselves were also involved in 93 (14.4%) of these 645 collisions

Quick Facts

Illinois Crash Information 2008

Large Trucks*

The size and weight of large commercial trucks compared to passenger cars make motor vehicle crashes involving trucks a particular concern for passenger safety.

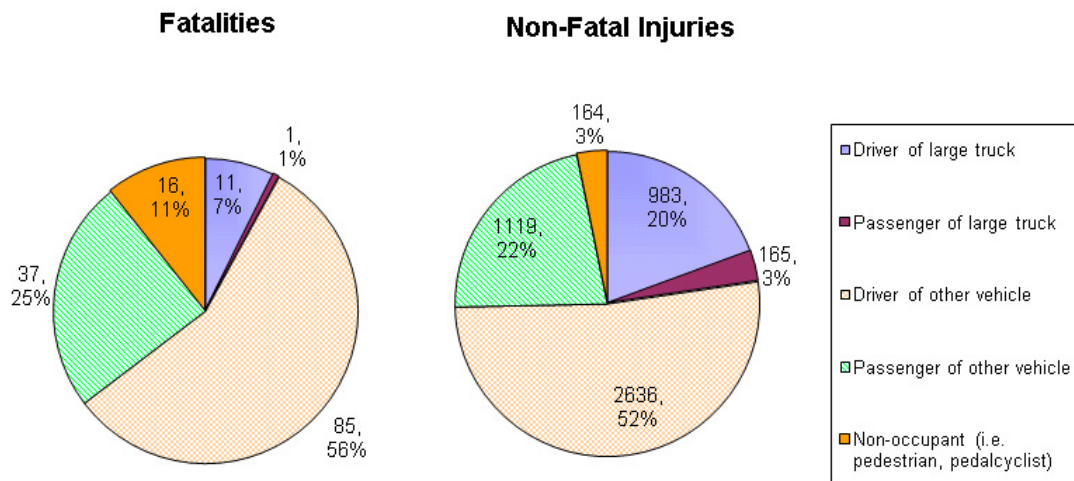
	All Crashes	Crashes Involving One or More Large Trucks
Crashes:	408,399	27,028
Fatal Crashes:	950	131
Injury Crashes:	67,845	3,656
Total People Involved:	937,463 ^a	59,860 ^a
Total Fatalities:	1,043 ^a	150 ^a
Total Non-Fatal Injuries:	94,098 ^a	5,067 ^a

^aTotals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

Just 27,028 (6.6%) of all 408,399 crashes that occurred in Illinois in 2008 involved large trucks, yet these crashes accounted for 150 (14.4%) of all 1,043 traffic fatalities.

Population Affected

The majority of the fatalities (138 of 150, or 92.0%) and non-fatal injuries (3,919 of 5,067, or 77.3%) that occurred in crashes involving large trucks were among occupants—drivers and passengers—of the other vehicle(s) involved in these crashes, not among occupants of the large trucks themselves.



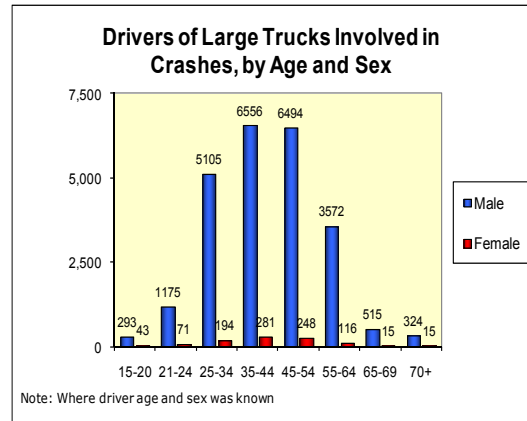
* Large trucks are defined as single-unit trucks and truck tractors with or without trailing units

Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 person records

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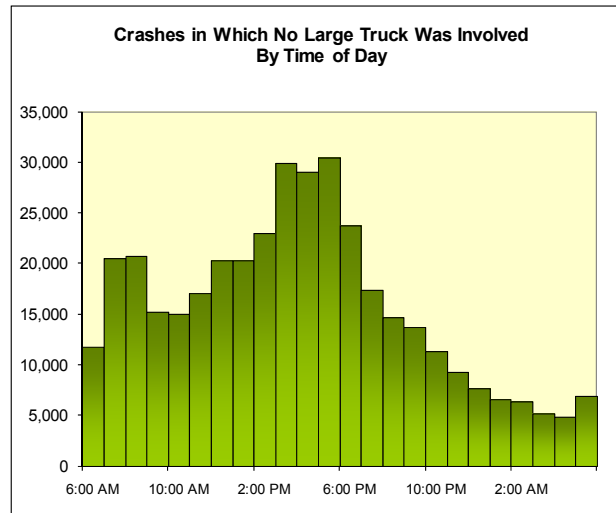
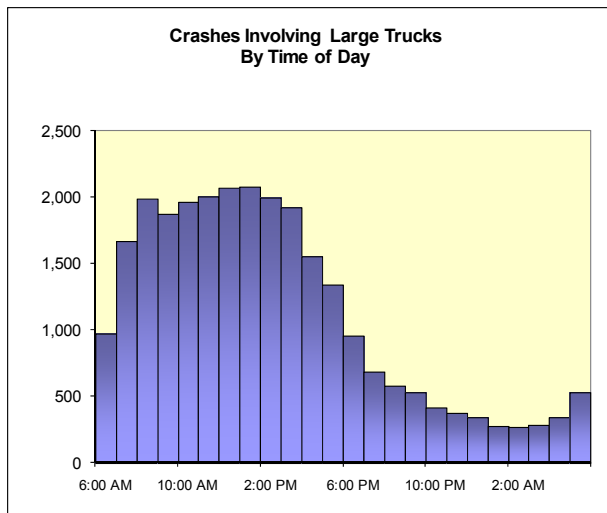
Driver Demographics

- 24,474 (96.0%) of all 25,490 drivers of large trucks involved in crashes in Illinois in 2008 were male[†]
- 18,881 (75.5%) of all 25,021 drivers of large trucks were aged 25 to 54[‡]



Lighting Conditions and Time of Day

- 21,104 (78.1%) of all 26,889 crashes involving large trucks took place in daylight
- 20,786 (77.6%) of all 26,802 crashes involving large trucks took place in clear weather
- Crashes involving large trucks were more likely to take place between 7:00 AM and 6:00 PM than other crashes:



Road Use and Geographic Facts

- 23,375 (86.5%) of all 27,028 crashes involving large trucks took place on roads or highways that were classified as "urban" use
- 16,202 (55.8%) of all 29,035 crashes involving large trucks took place in Cook County
 - In comparison, Cook County accounts for just 31.0% of the average vehicle miles traveled in Illinois[§]

	Crashes Involving One or More Large Trucks		Crashes Involving No Large Truck	
	n	(%)	n	(%)
Chicago	7,751	(28.7%)	103,942	(27.3%)
Suburban Cook County	6,463	(23.9%)	79,043	(20.7%)
Chicago Collar Counties	5,804	(21.5%)	79,565	(20.9%)
Rest of State - Urban	3,411	(12.6%)	60,602	(15.9%)
Rest of State - Rural	3,599	(13.3%)	58,219	(15.3%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health

[†] Where driver sex was known

[‡] Where driver age was known

[§] Source: Illinois Travel Statistics 2008, Illinois Department of Transportation

Quick Facts

Illinois Crash Information 2008

Motorcycles*

An evaluation of motor vehicle incidents involving motorcycles is important since motorcyclists are particularly vulnerable and motorcyclist fatalities contribute substantially to the number of traffic fatalities in Illinois.

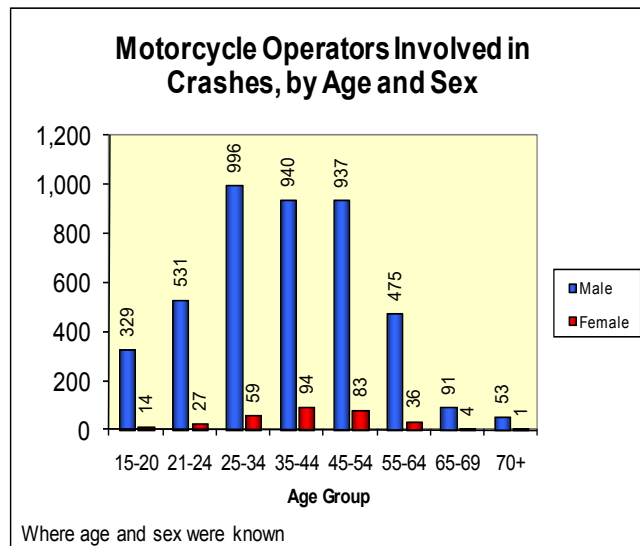
	All Crashes	Crashes Involving Motorcycles
Crashes:	408,399	4,903
Fatal Crashes:	950	130
Injury Crashes:	67,845	3,168
Total People Involved:	937,463 ^a	9,275 ^a
Total Fatalities:	1,043 ^a	3,693 ^a
Total Non-Fatal Injuries:	94,098 ^a	140 ^a

^aTotals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

Just 4,903 (1.2%) of all 408,399 crashes that occurred in Illinois in 2008 involved motorcycles, yet these crashes accounted for 140 (13.4%) of all 1,043 traffic fatalities. Among the 140 motorcycle-related fatalities, 123 (87.9%) were among motorcycle operators, and 12 (8.6%) were among passengers on the motorcycles, while 1 (0.7%) were among drivers of other vehicles involved in the crashes.

Demographics of Motorcycle Operators

- 4,398 (93.1%) of the 4,722 operators of motorcycles that were involved in crashes were male[†]
- 1,613 (34.5%) of the 4,671 operators were aged 21-34[‡]



* Includes motorcycles, motorscooters, motorbikes and mopeds

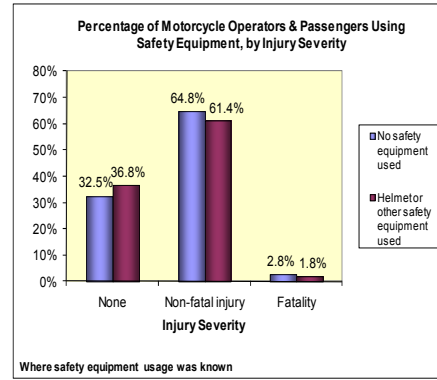
[†] Where sex was known

[‡] Where age was known

Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 person records

Use of Safety Equipment

- Overall, just 1,521 (28.0%) of 5,425 motorcycle riders (operators and passengers) reported using helmets or other safety equipment
- Riders who were uninjured were more likely to report having used a helmet or other safety equipment.
- Riders who were non-fatally or fatally injured were less likely to have been using safety equipment.



Other characteristics of motorcycle-related crashes

- Excessive speed was a factor in 644 (13.1%) of all 4,903 crashes involving motorcycles[§]
 - In comparison, excessive speed was a factor in 52,196 (12.9%) of all 403,496 crashes that did not involve motorcycles
- Among all 5,008 motorcycles that were involved in crashes in Illinois in 2008 where collision type was known, 644 (12.9%) involved crashes into fixed objects
 - In comparison, 49,164 (6.6%) of all 746,877 other motor vehicles involved in crashes were in fixed object crashes (where collision type and vehicle type were known)
- 2,199 (44.9%) of all 4,903 motorcycle-related crashes were single-vehicle incidents involving the motorcycle itself and no other vehicle (where collision type was known)
- 555 (11.3%) of all 4,903 motorcycle-related crashes involved a collision between a motorcycle which was driving straight and an oncoming vehicle making a left turn

Geographic Facts

- 1,654 (33.7%) of all 4,903 crashes involving motorcycles took place in Cook County
 - In comparison, Cook County accounts for 31.0% of the average vehicle miles traveled in Illinois**
- 3,744 (76.4%) of all 4,903 crashes involving motorcycles took place on roads or highways that were classified as "urban" use, but they were more likely to take place outside of Cook County than crashes not involving motorcycles:

	Crashes Involving One or More Motorcycles		Crashes Not Involving Motorcycles	
	n	(%)	n	(%)
Chicago	907	(18.5%)	110,786	(27.5%)
Suburban Cook County	747	(15.2%)	84,759	(21.0%)
Chicago Collar Counties	975	(19.9%)	84,394	(20.9%)
Rest of State - Urban	1,090	(22.2%)	62,923	(15.6%)
Rest of State - Rural	1,184	(24.1%)	60,634	(15.0%)

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>

[§] Excessive speed includes crashes in which motorcyclists or any other driver in the crash was driving too fast for conditions or in which exceeding the speed limit or excessive speed for conditions was listed by police as a cause of the crash
 ** Source: Illinois Travel Statistics 2008, Illinois Department of Transportation

Quick Facts

Illinois Crash Information 2008

Occupant Protection for Passenger Cars/Light Trucks*

The most important step that an occupant in a motor vehicle can take to improve safety is to properly utilize a safety restraint device.

	All Crashes	Crashes Involving Occupants of Passenger Cars/Light Trucks	Crashes Involving Occupants (Age 15+) of Passenger Cars/Light Trucks
Crashes:	408,399	375,306	363,039
Fatal Crashes:	950	642 ^a	626 ^{a,b}
Injury Crashes:	67,845	54,671 ^a	53,141 ^{a,b}
Total People Involved:	937,463 ^c	840,311 ^d	708,485 ^{d,b}
Total Fatalities:	1,043 ^c	722 ^d	697 ^{d,b}
Total Non-Fatal Injuries:	94,098 ^c	78,704 ^d	72,392 ^{d,b}

*Numbers only reflect crashes in which fatality or non-fatal injury was specifically an occupant of a passenger car/light truck

^bAge 15+ only

^cTotals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

^dNumbers include occupants of passenger cars/light trucks only

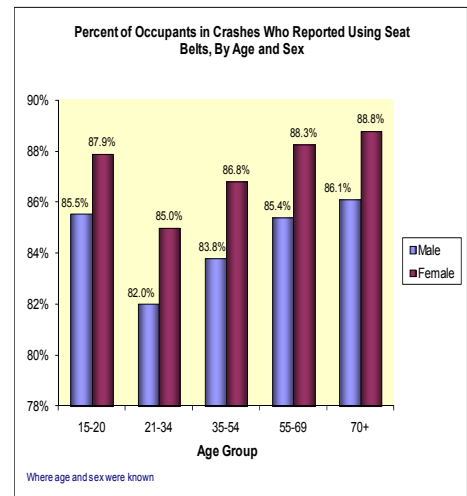
Occupants (drivers and passengers) of passenger cars and light trucks* who were aged 15 and above accounted for 697 (66.8%) of all 1,043 traffic fatalities in Illinois in 2008. Among occupants of this age group, a far lower percentage of seat belt use[†] was reported for fatalities than for survivors.

Type of Injury	Total Occupants Age 15 and Older	Seat Belt Used*	Percentage
Fatality	697	308 (44.2%)	44%
Non-Fatal Injury	72,392	62,211 (85.9%)	86%
Not Injured	635,396	540,802 (85.1%)	85%
Total	708,485	603,321 (85.2%)	

Demographics

Seat belt use among occupants of passenger cars and light trucks aged 15 and above varied by occupant age and sex.

- Overall, 83.8% of male occupants and 86.7% of female occupants aged 15 & above reported using seat belts.
- Male occupants aged 21 to 34 had the lowest rate of reported seat belt use, at 82.0%.[‡]



* Passenger cars and light trucks for this analysis were defined as passenger cars, pickup trucks, vans, minivans and SUV's according to classifications used by the National Highway Traffic Safety Administration

[†] Percent using seat belts was defined as the number of people for whom seat belt use was reported divided by the total number of people involved in crashes

[‡] Where age and sex were known

Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 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 2010

Type of Passenger Vehicle/Light Truck

Rates of seat belt use among occupants of passenger cars/light trucks varied by the particular vehicle type.

- Overall, the lowest rate of seat belt use was among occupants of passenger cars (84.2%), and the highest was among occupants of SUV's (87.9%)[§]
- Among fatally injured occupants, seat belts rates were lowest among occupants of pickup trucks (33.3%) and SUV's (36.4%).

Vehicle Type/Injury Type	Total Occupants Age 15 and Older	Seat Belt Used [§]
Passenger Car		
Fatality	435	214 (49.2%)
Non-Fatal Injury	51,248	44,032 (85.9%)
Not Injured	432,181	362,960 (84.0%)
Total	483,864	407,206 (84.2%)
Pickup Truck		
Fatality	117	39 (33.3%)
Non-Fatal Injury	5,698	4,696 (82.4%)
Not Injured	58,872	51,278 (87.1%)
Total	64,687	56,013 (86.6%)
Van/Minivan		
Fatality	38	16 (42.1%)
Non-Fatal Injury	6,048	5,243 (86.7%)
Not Injured	56,047	48,836 (87.1%)
Total	62,133	54,095 (87.1%)
SUV		
Fatality	107	39 (36.4%)
Non-Fatal Injury	9,398	8,240 (87.7%)
Not Injured	88,296	77,728 (88.0%)
Total	97,801	86,007 (87.9%)

Drivers, Passengers & Seat Position

Rates of seat belt use among occupants of passenger cars/light trucks varied by seat position within the vehicle.

- Overall, 85.0% of drivers used seat belts, compared with 85.9% of passengers.
- The seat belt rate was slightly lower among fatally injured passengers (39.7%) than among fatally injured drivers (45.8%).
- Among all occupants, seat belt usage varied by seat position, with occupants in the front middle (78.0%) and back middle (78.5%) using seat belts less often than occupants seated on the left or right.**
- Seat belt usage rates were also low (66.2%) among passengers who were exposed, enclosed, or seated elsewhere in the vehicles.**

Occupant Type/ Injury Type	Total Occupants Age 15 and Older	Seat Belt Used [§]
Drivers		
Fatality	513	235 (45.8%)
Non-Fatal Injury	55,172	48,152 (87.3%)
Not Injured	528,023	447,757 (84.8%)
Total	583,708	496,144 (85.0%)
Passengers		
Fatality	184	73 (39.7%)
Non-Fatal Injury	17,220	14,059 (81.6%)
Not Injured	107,373	93,045 (86.7%)
Total	124,777	107,177 (85.9%)

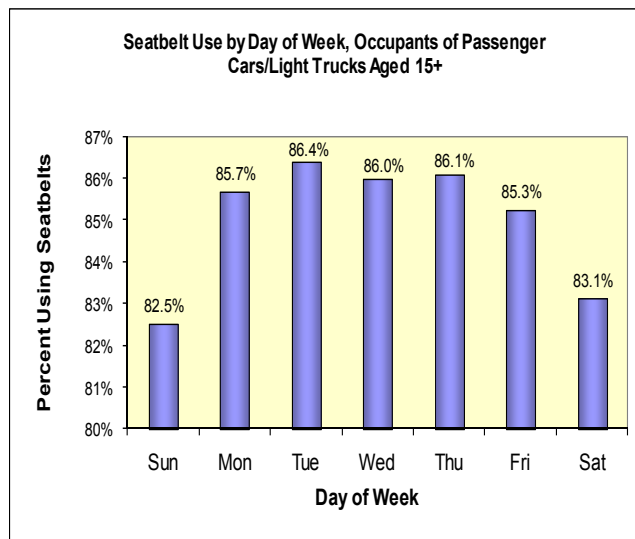
Seat Position**	Total Occupants Age 15 and Older	Seat Belt Used [§]
Front Left	586,344	497,374 (84.8%)
Front Middle	3,317	2,587 (78.0%)
Front Right	88,047	78,598 (89.3%)
Back Left	10,190	8,503 (83.4%)
Back Middle	2,730	2,143 (78.5%)
Back Right	13,452	11,200 (83.3%)
Other	4,405	2,916 (66.2%)
Total	708,485	603,321 (85.2%)

[§] Percent using seat belts was defined as the number of people for whom seat belt use was reported divided by the total number of people involved in crashes

** Where seat position was known

Time of Day/Day of Week

Rates of seat belt use among occupants of passenger cars/light trucks varied by day of week, with the lowest rates of seat belt use on Saturday (83.1%) and Sunday (82.5%).



Geographic Facts

Rates of seat belt use among occupants of passenger cars/light trucks varied by geographic area within the state of Illinois where the crash occurred.

Occupant Type/Injury Type	Total Occupants Age 15 and Older	Seat Belt Used ^s
Chicago		
Fatality	244	92 (37.7%)
Non-Fatal Injury	27,003	20,485 (75.9%)
Not Injured	134,900	92,005 (68.2%)
Total	162,147	112,582 (69.4%)
Suburban Cook County		
Fatality	206	140 (68.0%)
Non-Fatal Injury	30,951	27,187 (87.8%)
Not Injured	133,044	115,631 (86.9%)
Total	164,201	142,958 (87.1%)
Chicago Collar Counties		
Fatality	231	156 (67.5%)
Non-Fatal Injury	33,954	31,500 (92.8%)
Not Injured	133,501	124,862 (93.5%)
Total	167,686	156,518 (93.3%)
Rest of State - Urban		
Fatality	352	218 (61.9%)
Non-Fatal Injury	26,620	24,244 (91.1%)
Not Injured	91,579	84,777 (92.6%)
Total	118,551	109,239 (92.1%)
Rest of State - Rural		
Fatality	644	355 (55.1%)
Non-Fatal Injury	20,085	16,812 (83.7%)
Not Injured	77,746	66,765 (85.9%)
Total	98,475	83,932 (85.2%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health

Quick Facts

Illinois Crash Information 2008

Older Population (Aged 70 & Above)

As our population ages, an evaluation of motor vehicle incidents involving the elderly is of increasing interest.

	All Crashes	Crashes Involving Older Population
Crashes:	408,399	33,543
Fatal Crashes:	950	129 ^a
Injury Crashes:	67,845	4,277 ^a
Total People Involved:	937,463 ^b	38,720 ^c
Total Fatalities:	1,043 ^b	134 ^c
Total Non-Fatal Injuries:	94,098 ^b	4,719 ^c

^a Numbers only reflect crashes in which fatality or non-fatal injury was specifically aged 70 & above

^b Totals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

^c Numbers include those aged 70 & above only (occupants and non-occupants)

Older adults aged 70 and above were involved in 33,543 (8.2%) of all 408,399 crashes that occurred in Illinois in 2008 as drivers, passengers, or non-occupants of vehicles such as pedestrians and pedalcyclists. They represent 134 (12.8%) of all 1,043 traffic fatalities in Illinois in 2008. Just 4.9% of drivers in all crashes were older adults, but 9.2% of drivers in fatal crashes and 12.3% of fatally injured drivers were older adults.*

	Percent in Age Group										Total
	0-5	6-15	16-20	21-24	25-34	35-44	45-54	55-64	65-69	70+	
Licensed Drivers ^{1,2}	N/A	N/A	7.0	6.7	17.5	18.4	20.0	15.3	5.1	10.0	100.0
Drivers in crashes ¹	N/A	N/A	13.1	10.4	21.6	19.1	17.2	10.7	2.8	4.9	100.0
Drivers in fatal crashes ¹	N/A	N/A	10.3	11.1	21.1	17.3	18.4	10.2	2.4	9.2	100.0
Fatally injured drivers ¹	N/A	N/A	12.4	11.8	18.1	15.8	17.2	10.3	2.1	12.3	100.0
Population ³	8.5	14.7	7.2	5.4	14.6	16.0	13.1	8.4	3.2	8.9	100.0
Fatally injured passengers	4.9	6.7	13.9	14.3	21.5	6.3	9.0	4.5	1.8	17.0	100.0
Fatally injured pedestrians	2.2	8.9	5.9	6.7	14.1	23.0	17.0	7.4	3.0	11.9	100.0
Fatally injured pedalcyclists	3.7	18.5	3.7	11.1	7.4	7.4	25.9	22.2	0.0	0.0	100.0
Total traffic fatalities	1.4	3.4	11.7	11.6	17.9	14.4	15.6	8.9	2.2	12.8	100.0

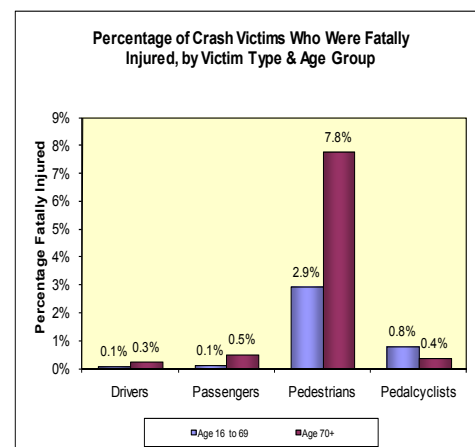
¹ Ages 16 and above, where age was known

² Source: Highway Statistics 2008, Federal Highway Administration

³ Source: Census 2000, U.S. Census Bureau

Vulnerability

- Among adults, percent fatalities for drivers, passengers and pedestrians all followed similar trends, with percent fatalities increasing as age advanced*
- Overall, older adults who were involved in crashes in Illinois in 2008 in any capacity (driver, passenger or non-occupant) were 3.1 times more likely to be fatally injured than people aged 16 to 69*



* Where driver age was known

Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 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 2010

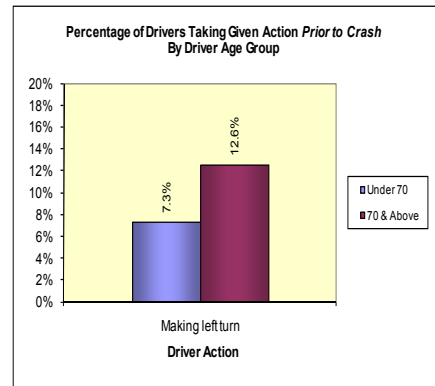
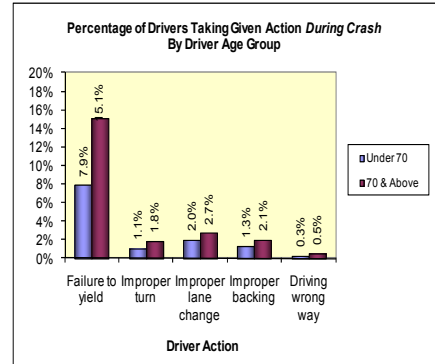
Seat Belt Use

- 26,077 (86.8%)[†] of all 30,029 older drivers of passenger cars/light trucks[‡] reported using seat belts
 - In comparison, 469,313 (84.9%) of all 552,762 younger drivers (aged 16 to 69) of passenger cars/light trucks reported using seat belts
- 6,339 (89.8%)[†] of all 7,056 older passengers of passenger cars/light trucks[‡] reported using seat belts
 - In comparison, 95,254 (85.5%) of all 111,368 younger passengers (aged 16 to 69) of passenger cars/light trucks reported using seat belts

Older Drivers

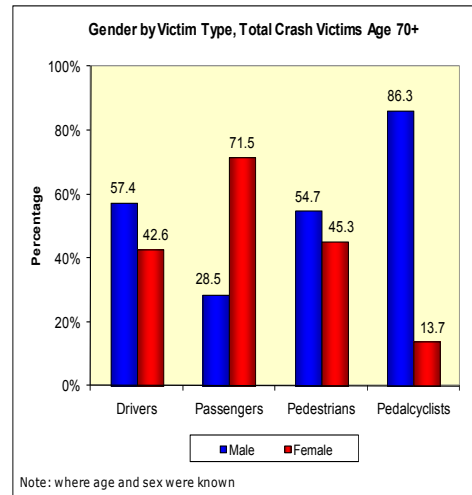
Driving errors and other actions taken by older drivers aged 70 and above before and during crashes tend to be different than those taken by younger drivers.

- Older drivers who were involved in crashes were 2.0 times more likely than younger drivers to have made driving errors such as those shown at right.
 - Together, these errors account for 22.2% of older drivers' actions during crashes.
- Older drivers who were involved in crashes were also 1.8 times more likely than other drivers to have been making a left turn prior to the crash, whether or not it was classified by police as an improper turn.
- 17,340 (51.7%) of all 33,556 crashes involving older drivers were intersection-related, compared with 142,073 (37.9%) of all 374,652 crashes in which no older driver was involved.
- Just 2,559 (7.6%) of all 33,556 crashes involving older drivers were speeding-related, compared with 50,279 (13.4%) of all 374,652 crashes in which no older driver was involved.
- By collision type, 4,003 (11.9%) of all 33,556 crashes involving older drivers were single vehicle crashes, compared with 91,491 (25.0%) of all 374,652 crashes in which no older driver was involved.



Demographic Facts[§]

- 17,800 (57.4%) of all 31,036 older drivers involved in crashes were male, compared with 345,604 (57.7%) of all 598,832 younger drivers.
- 2,074 (28.5%) of all 7,285 older passengers involved in crashes were male, compared with 86,908 (47.3%) of all 183,928 younger passengers.
- 174 (54.7%) of all 318 older pedestrians involved in crashes were male, compared with 3,045 (55.8%) of all 5,454 younger pedestrians.
- 44 (86.3%) of all 51 older pedalcyclists involved in crashes were male, compared with 2,669 (74.5%) of all 3,584 younger pedalcyclists.



[†] Percent using seat belts was defined as the number of people for whom seat belt use was reported divided by the total number of people involved in crashes.

[‡] Passenger cars and light trucks for this analysis were defined as passenger cars, pickup trucks, vans, minivans and SUV's according to classifications used by the National Highway Traffic Safety Administration.

[§] Where age and sex were known

Geographic Facts

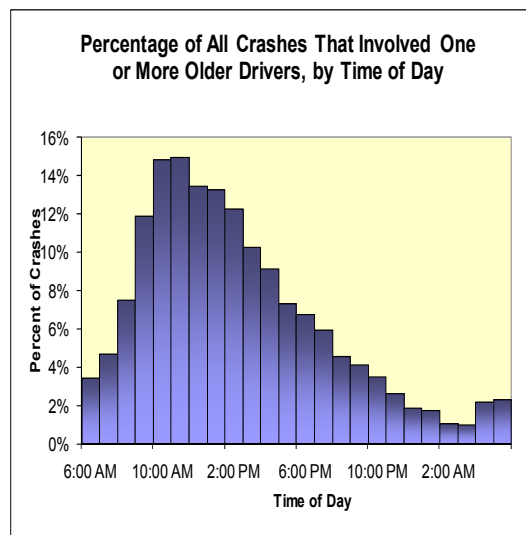
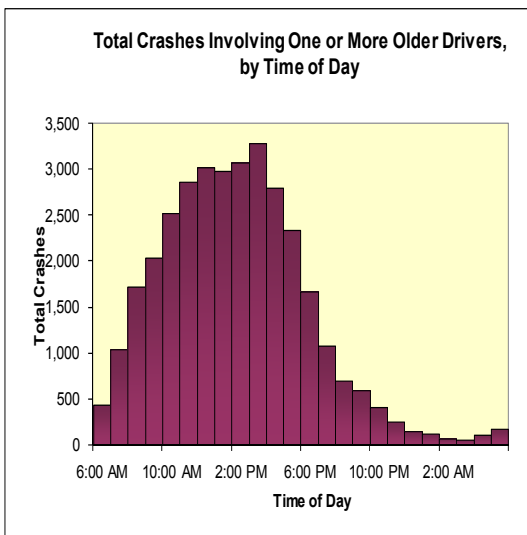
- 29,448 (87.8%) of all 33,543 crashes involving older drivers took place on roads or highways that were classified as "urban" use, compared with 319,820 (85.3%) of all 374,856 other crashes
- 14,759 (44.0%) of all 33,543 crashes involving older drivers took place in Cook County
 - In comparison, Cook County accounts for just 27.4% of the overall population of Illinois aged 70 and above** and just 31.0% of the average vehicle miles traveled in Illinois††

	Crashes Involving One or More Older People		Crashes Involving No Older People	
	n	(%)	n	(%)
Chicago	6,165	(18.4%)	105,528	(28.2%)
Suburban Cook County	8,594	(25.6%)	76,912	(20.5%)
Chicago Collar Counties	6,472	(19.3%)	78,897	(21.0%)
Rest of State - Urban	6,230	(18.6%)	57,783	(15.4%)
Rest of State - Rural	6,082	(18.1%)	55,736	(14.9%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health

Time of Day

- 30,452 (90.8%) of all 33,543 crashes involving one or more older drivers occurred between 7:00 am and 7:00 pm.**
- In comparison, 274,532 (73.2%) of all 374,856 crashes involving no older drivers occurred between 7:00 am and 7:00 pm.††
- Overall, 33,543 (8.1%) of all 408,399 crashes that occurred in Illinois in 2008 involved one or more older drivers, but that rate varied by time of day. †††
 - The highest involvement rate for older drivers was between 11:00 am and 12:00 pm, when 2,869 (15.0%) of all 19,125 crashes involved one or more older drivers. †††
 - The lowest involvement rate for older drivers was between 3:00 am and 4:00 am, when 56 (1.0%) of all 5,504 crashes involved one or more older drivers. †††



** Source: Census 2000, U.S. Census Bureau

†† Source: Illinois Travel Statistics 2008, Illinois Department of Transportation

††† Where time of day was known

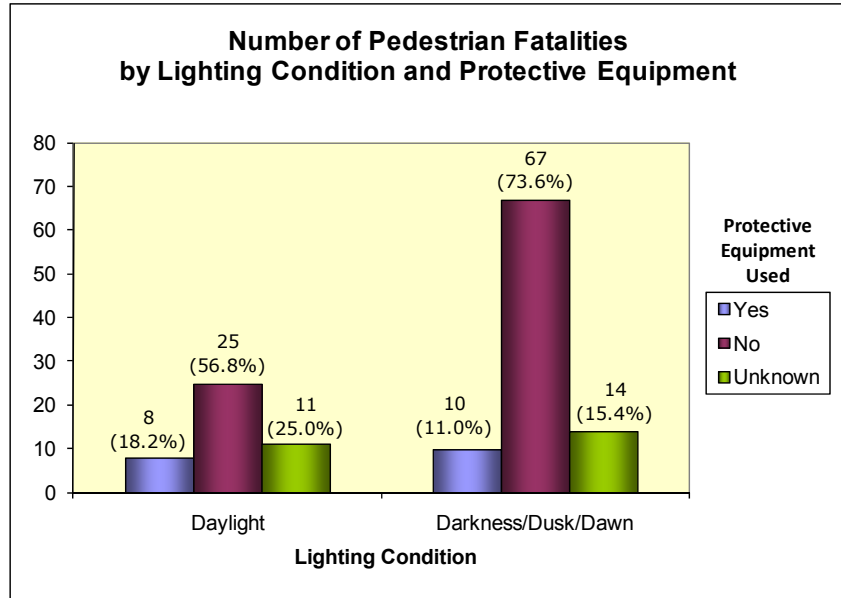
Quick Facts

Illinois Crash Information 2008

Overnight Crashes Involving Pedestrians

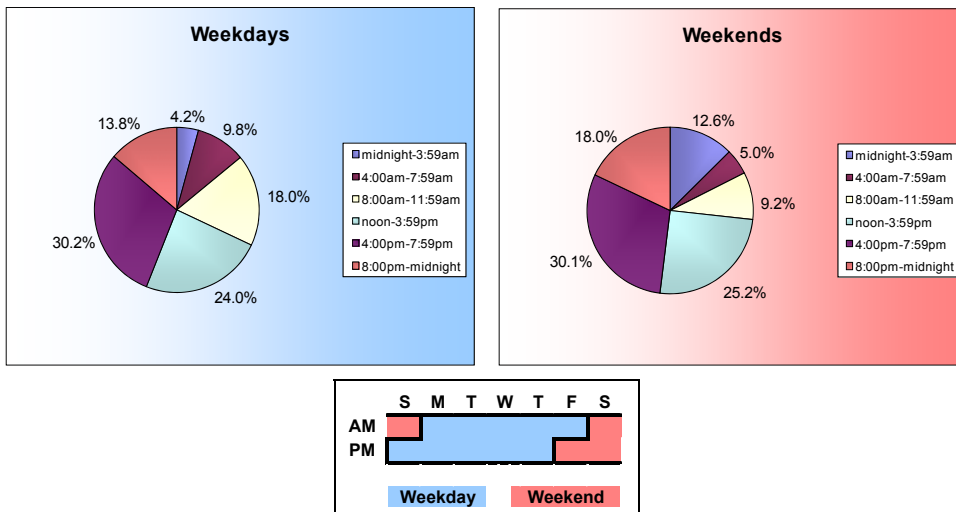
A large proportion of motor vehicle-related pedestrian fatalities in Illinois in 2008 took place at night.

- Of 135 total pedestrian fatalities, 91 (67.4%) occurred during darkness, dusk or dawn.
- Use of protective equipment—including contrasting clothing, reflective clothing and other light sources—varied by lighting condition (i.e. time of day) among pedestrians who were fatally injured.



In general, a disproportionate number of traffic crashes involving pedestrians took place specifically during weekend nights. These are among the peak times for alcohol-related incidents, and alcohol may play a contributing factor in these crashes.

- 4.2% of all weekday crashes occurred between 12:00 AM and 3:59 AM
- 12.6% of all weekend crashes occurred between 12:00 AM and 3:59 AM
- 54.2% of all crashes that occurred between 12:00 AM and 3:59 AM took place in the two weekend nights (Friday night/Saturday morning and Saturday night/Sunday morning)
- Weekend crashes between 12:00 AM and 3:59 AM accounted for 21 pedestrian fatalities (15.6% of all 135 pedestrian fatalities in Illinois in 2008)



Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 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 2010

Quick Facts

Illinois Crash Information 2008

Pedalcyclists

Pedalcyclists involved in motor vehicle incidents constitute a unique subset of crash victims by age group and the type of safety equipment that can protect them.

	All Crashes	Crashes Involving Pedalcyclists
Crashes:	408,399	3,863
Fatal Crashes:	950	27 ^a
Injury Crashes:	67,845	3,332 ^a
Total People Involved:	937,463 ^b	3,892 ^c
Total Fatalities:	1,043 ^b	27 ^c
Total Non-Fatal Injuries:	94,098 ^b	3,355 ^c

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

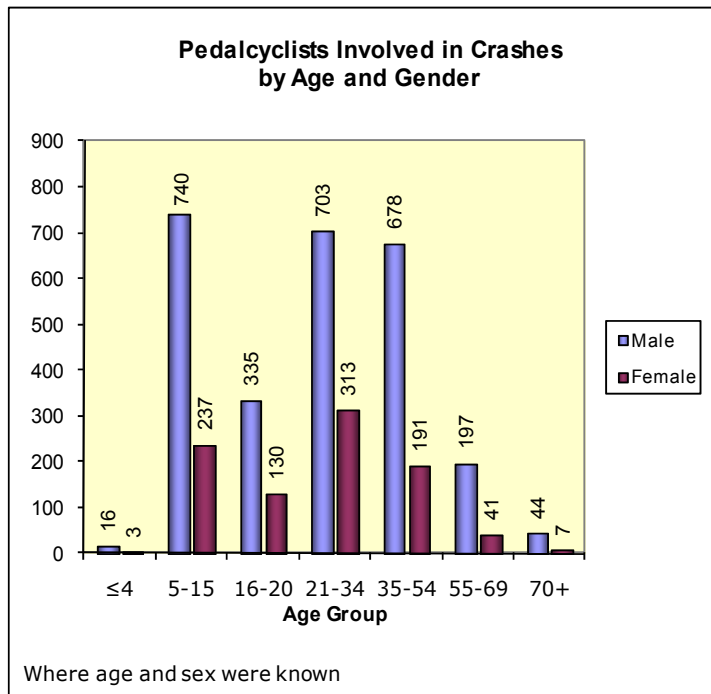
^b Totals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

^c Numbers include pedalcyclists only

Just 3,863 (0.9%) of all 408,399 crashes in Illinois in 2008 involved pedalcyclists. Pedalcyclist fatalities accounted 27 (2.6%) of all 1,043 traffic fatalities.

Demographic Facts

- 2,878 (75.2%) of all 3,825 pedalcyclists involved in crashes were male, where sex was known
- 977 (26.9%) of all 3,635 pedalcyclists involved in crashes were children aged 5 to 15, where age was known



Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 person records

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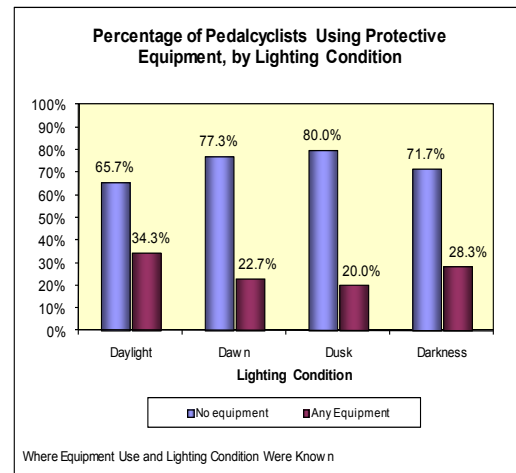
Protective Equipment

Use of protective equipment including contrasting clothing, reflective clothing and other light sources may reduce the likelihood of a pedalcyclist being involved in a motor vehicle incident.

- Overall, 1,090 (32.5%) of 3,357 pedalcyclists involved in crashes were using one of these forms of protective equipment (where usage was known)
- The majority (15 of 23, or 65.2%) of pedalcyclists who were fatally injured used no protective equipment (where usage was known)

	Protective Equipment Used				Total
	Contrasting clothing	Reflective material	Other light source used	None	
Not injured # (%)	89 (25.9)	13 (3.8)	14 (4.1)	228 (66.3)	344 (100.0)
Injured # (%)	772 (25.8)	105 (3.5)	89 (3.0)	2024 (67.7)	2990 (100.0)
Fatally Injured # (%)	5 (21.7)	1 (4.3)	2 (8.7)	15 (65.2)	23 (100.0)
TOTAL # (%)	866 (25.8)	119 (3.5)	105 (3.1)	2267 (67.5)	3357 (100.0)

- Usage rates for protective equipment varied by the lighting condition (time of day) in which crashes involving pedalcyclists occurred. In daylight 880 (34.3%) of all 2,567 pedalcyclists involved in crashes used protective equipment, but in darkness only 175 (28.3%) of all 619 did so (where usage was known).



Geographic Facts

- 2,572 (66.6%) of all 3,863 crashes involving pedalcyclists took place in Cook County
 - In comparison, Cook County accounts for 43.3% of the overall population of Illinois* and 31.0% of the average vehicle miles traveled†

	Crashes Involving One or More Pedalcyclists		Crashes Involving No Pedalcyclists	
	n	(%)	n	(%)
Chicago	1,751	(45.3%)	109,942	(27.2%)
Suburban Cook County	821	(21.3%)	84,685	(20.9%)
Chicago Collar Counties	576	(14.9%)	84,793	(21.0%)
Rest of State - Urban	473	(12.2%)	63,540	(15.7%)
Rest of State - Rural	242	(6.3%)	61,576	(15.2%)

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>

- In addition to geographic location, 3,717 (96.2%) of all 3,863 crashes involving pedalcyclists took place on roads or highways that were classified as "urban" use

* Source: Census 2000, U.S. Census Bureau

† Source: Illinois Travel Statistics 2008, Illinois Department of Transportation

Quick Facts

Illinois Crash Information 2008

Pedestrians

Pedestrians involved in motor vehicle incidents constitute a unique subset of crash victims by age group and the type of safety equipment that can protect them.

	All Crashes	Crashes Involving Pedestrians
Crashes:	408,399	5,870
Fatal Crashes:	950	135 ^a
Injury Crashes:	67,845	5,361 ^a
Total People Involved:	937,463 ^b	6,058 ^c
Total Fatalities:	1,043 ^b	135 ^c
Total Non-Fatal Injuries:	94,098 ^b	5,512 ^c

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

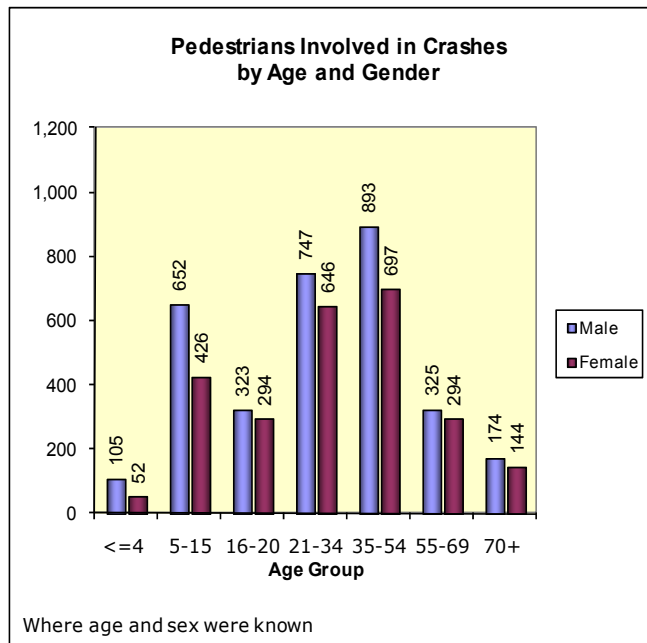
^b Totals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

^c Numbers include pedestrians only

As highlighted in the second column, just 5,870 (1.4%) of all 408,399 crashes in Illinois in 2008 involved pedestrians. However, crashes involving pedestrian fatalities accounted for 135 (14.2%) of all 950 fatal crashes. In addition, two crashes involving pedestrians resulted in 2 driver and 1 occupant fatalities.

Demographic Facts

- 3,387 (56.2%) of all 6,032 pedestrians involved in crashes were male where sex was known
- 1,078 (18.7%) of all 5,773 pedestrians involved in crashes were children aged 5 to 15 where age was known



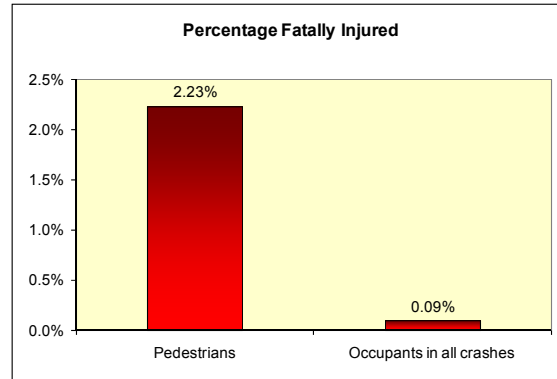
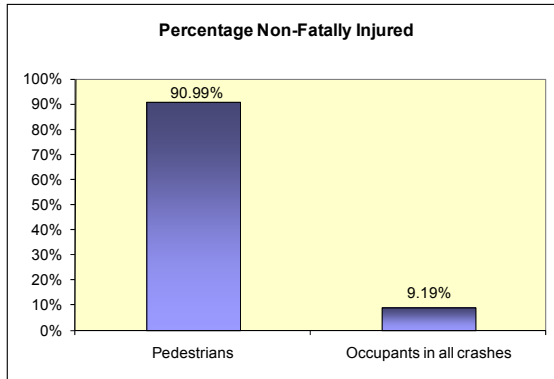
Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 person records

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Pedestrian Vulnerability

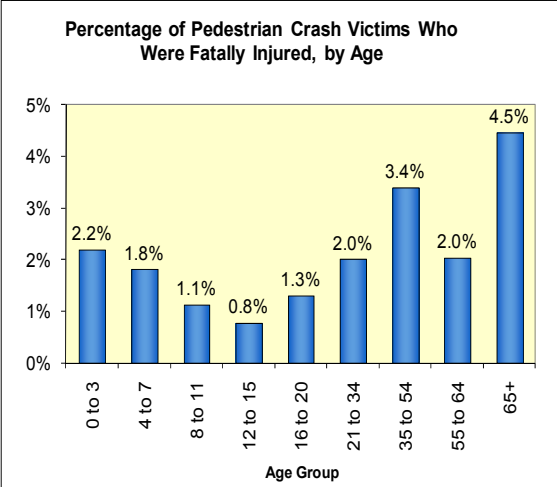
Pedestrians are particularly vulnerable, which is reflected in the enormous disparity in injuries and fatalities among pedestrians involved in crashes in comparison to occupants (drivers and passengers).

- Pedestrians involved in crashes were 9.9 times more likely to be non-fatally injured and 23.5 times more likely to be fatally injured as occupants involved in crashes



Fatality Rates by Age

- Fatality rates for pedestrians who were involved in crashes varied by age.
- Among children, the fatality rate was inversely related to age such that younger children were more likely to be fatally injured than older children.
- Among adults, fatality rates tended to increase with age.



Geographic Facts

- 5,696 (97.0%) of all 5,870 crashes involving pedestrians took place on roads or highways that were classified as "urban" use
- 4,764 (76.8%) of all 5,870 crashes involving pedestrians took place in Cook County
 - In comparison, Cook County accounts for just 43.3% of the overall population of Illinois* and just 31.0% of the average vehicle miles traveled in Illinois†

	Crashes Involving One or More Pedestrians		Crashes Involving No Pedestrians	
	n	(%)	n	(%)
Chicago	3,566	(60.7%)	108,127	(26.9%)
Suburban Cook County	908	(15.5%)	84,598	(21.0%)
Chicago Collar Counties	568	(9.7%)	84,801	(21.1%)
Rest of State - Urban	559	(9.5%)	63,454	(15.8%)
Rest of State - Rural	269	(4.6%)	61,549	(15.3%)

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>

* Source: Census 2000, U.S. Census Bureau

† Source: Illinois Travel Statistics 2008, Illinois Department of Transportation

Quick Facts

Illinois Crash Information 2008

School Transportation

Although national studies (such as the 2002 report "School Bus Safety: Crashworthiness Research" by the National Highway Traffic Safety Administration) verify statistically the safety of school bus transportation, any event involving these vehicles has the potential to affect the lives of many children.

	All Crashes	School Transportation-Related Crashes
Crashes:	408,399	2,556
Fatal Crashes:	950	1 ^a
Injury Crashes:	67,845	119 ^a
Total People Involved:	937,463 ^b	3,549 ^c
Total Fatalities:	1,043 ^b	1 ^c
Total Non-Fatal Injuries:	94,098 ^b	215 ^c

^a Numbers only reflect crashes in which fatality or non-fatal injury was specifically a child aged 18 or younger

^b Totals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

^c Numbers include children aged 18 or younger (passengers and non-occupants)

There were just 2,556 school transportation-related crashes* in Illinois in 2008, accounting for 0.6% of all 408,399 crashes. Even though there were a few fatalities in school transportation-related crashes (6 out of 1,043 traffic fatalities in Illinois in 2008), only one was among children aged 18 or younger.

School Hours

School transportation related crashes were concentrated before and after typical school hours, with 1,532 (61.1%) of all 2,506 such crashes taking place either 7:00-8:59 am or 2:00-3:59 pm.

Time of Day	School Transportation Related Crashes	Injuries		Fatalities	
		All	School Age	All	School Age
midnight-6:59 am	114	19	1	0	0
7-7:59 am	391	128	51	1	1
8-8:59 am	373	103	46	1	0
9-9:59 am	114	27	6	0	0
10-10:59 am	76	30	5	0	0
11-11:59 am	100	22	8	0	0
noon-12:59 pm	128	18	4	2	0
1-1:59 pm	103	31	13	0	0
2-2:59 pm	258	72	23	1	0
3-3:59 pm	529	116	41	1	0
4-4:59 pm	218	36	6	0	0
5-11:59 pm	152	27	11	0	0
Total	2556	629	215	6	1

(Where time of day was known)

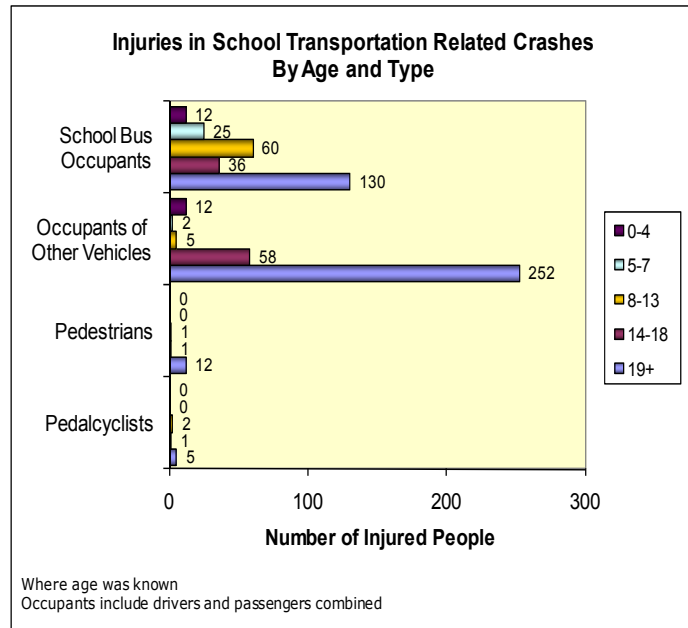
* Crashes were classified as school transportation-related if they involved direct contact with a school bus or vehicle being used as a school bus (including stopped school buses) or if they involved a vehicle passing a stopped school bus in a crash also involving a child non-occupant such as a pedestrian or pedalcyclist (aged 18 or younger)

Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 person records

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Injured Occupants and Pedestrians

- Where age was known, 215 (35.0%) of the 614 occupants and pedestrians injured in school transportation-related crashes were children aged 18 or younger.
- Among the 215 children who were injured in school transportation-related crashes, 3 (1.4%) were pedalcyclists and 2 (0.9%) were pedestrians.
- 133 (61.9%) of the 215 children who were injured in school transportation-related crashes were occupants of buses or vehicles being used as buses.



Road Use and Geographic Facts

- 2,276 (89.0%) of all 2,556 school transportation-related crashes took place on roads or highways that were classified as "urban" use
- 1,221 (47.8%) of all 2,556 school transportation-related crashes took place in Cook County
 - In comparison, Cook County accounts for just 31.0% of the average vehicle miles traveled in Illinois[†]

	Crashes Involving School Transportation		Crashes Not Involving School Transportation	
	n	(%)	n	(%)
Chicago	649	(25.4%)	111,044	(27.4%)
Suburban Cook County	572	(22.4%)	84,934	(20.9%)
Chicago Collar Counties	672	(26.3%)	84,697	(20.9%)
Rest of State - Urban	413	(16.2%)	63,600	(15.7%)
Rest of State - Rural	250	(9.8%)	61,568	(15.2%)

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>

[†] Source: Illinois Travel Statistics 2008, Illinois Department of Transportation

Quick Facts

Illinois Crash Information 2008

Young Drivers (Aged 16 to 20)

Young drivers have less driving experience than older drivers, so an evaluation of their involvement in motor vehicle incidents is particularly important.

	All Crashes	Crashes Involving One or More Young Drivers (Age 16-20)
Crashes:	408,399	76,343
Fatal Crashes:	950	140
Injury Crashes:	67,845	14,523
Total People Involved:	937,463 ^a	204,939 ^a
Total Fatalities:	1,043 ^a	167 ^a
Total Non-Fatal Injuries:	94,098 ^a	21,759 ^a

^aTotals include occupants and non-occupants; e.g. 937,463 total people = 927,093 occupants + 10,370 non-occupants

Overall, 167 (16.0%) of all 1,043 traffic fatalities in Illinois in 2008 occurred in crashes involving one or more young drivers (aged 16 to 20). Fatally injured young drivers themselves accounted for 81 (7.8%) of all 1,043 traffic fatalities in Illinois in 2008. Other people involved in these crashes—including other drivers as well as passengers, pedestrians, pedalcyclists and other non-occupants—accounted for 86 (8.2%) of all 1,043 traffic fatalities in Illinois in 2008.

Demographics

- 45,019 (54.6%) of all 82,483 young drivers aged 16 to 20 involved in crashes were male.[†] In comparison, 317,769 (58.2%) of all 546,272 drivers aged 21 & above involved in crashes were male.[†]
- Young drivers accounted for a disproportionate number of all crashes, as they represented just 847,866 (7.0%) of all 8,260,940 licensed drivers in Illinois but 82,492 (13.1%) of all 628,810 drivers in crashes, 144 (10.3%) of all 1,400 drivers in fatal crashes and 81 (12.4%) of all 652 fatally injured drivers.[‡]

	Percent in Age Group*								Total
	16-20	21-24	25-34	35-44	45-54	55-64	65-69	70+	
Population **	9.4	7.0	19.0	20.8	17.1	10.9	4.2	11.6	100.0
Licensed Drivers ***	7.0	6.7	17.5	18.4	20.0	15.3	5.1	10.0	100.0
Drivers in crashes	13.1	10.4	21.6	19.1	17.2	10.7	2.8	4.9	100.0
Drivers in fatal crashes	10.3	11.1	21.1	17.3	18.4	10.2	2.4	9.2	100.0
Fatally injured drivers	12.4	11.8	18.1	15.8	17.2	10.3	2.1	12.3	100.0

* Ages 16 and above, where age was known

** Source: Census 2000, U.S. Census Bureau

*** Source: Highway Statistics 2008, Federal Highway Administration

[†] Where sex and age were known

[‡] Where age was known

Note: Data as of January 6, 2010; with 408,399 crash records, 751,885 vehicle records and 937,463 person records

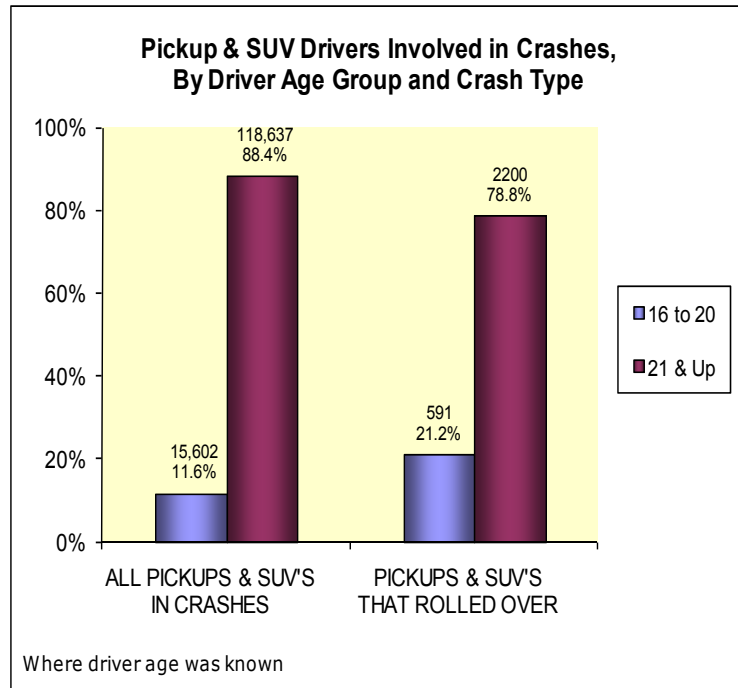
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Characteristics of crashes involving young drivers

- 12,860 (16.9%) of all 76,343 crashes involving young drivers were speeding-related[§], compared with 39,978 (12.0%) of all 331,865 crashes in which no young driver was involved
- 36,702 (48.1%) of all 76,343 crashes involving young drivers were intersection-related, compared with 122,711 (37.0%) of all 331,865 crashes in which no young driver was involved
- 13,794 (18.1%) of all 76,343 crashes involving young drivers were single vehicle crashes, compared with 82,002 (24.7%) of all 331,865 crashes in which no young driver was involved.
- Seat belt use^{**} was reported for 70,373 (86.8%) of all 81,101 young drivers of passenger cars/light trucks^{††} involved with crashes, compared with 425,017 (84.7%) of all 501,690 older drivers of passenger cars/light trucks.

Pickup & SUV Rollovers

- Young drivers were behind the wheel of just 11.6% of all pickups and SUV's involved in crashes, yet they were behind the wheel during 21.2% of all pickup and SUV rollovers.^{**}
- 11 fatalities (1.1% of all 1,043 traffic fatalities in Illinois in 2008) resulted from crashes in which young drivers were behind the wheel of pickups and SUV's that suffered rollovers.



[§] "Speeding-related" was defined as crashes in which at least one driver in the crash was driving too fast for conditions or in which exceeding the speed limit or excessive speed for conditions was listed by police as a cause of the crash

^{**} Percent using seat belts was defined as the number of people for whom seat belt use was reported divided by the total number of people involved in crashes.

^{††} Passenger cars and light trucks for this analysis were defined as passenger cars, pickup trucks, vans, minivans and SUV's according to classifications used by the National Highway Traffic Safety Administration.

^{††} Where driver age was known

Geographic Information

- 12,101 (15.9%) of all 76,343 crashes involving young drivers took place on roads that were classified as "rural" road use, compared with 47,030 (14.2%) of all 332,056 crashes in which no young driver was involved.
- 49,025 (63.8%) of all 76,343 crashes involving young drivers took place in Illinois counties outside Cook County, compared with 162,175 (48.8%) of all 332,056 crashes in which no young driver was involved.

	Crashes Involving One or More Young Drivers		Crashes Involving No Young Drivers	
	n	(%)	n	(%)
Chicago	11,090	(14.5%)	100,603	(30.3%)
Suburban Cook County	16,228	(21.3%)	69,278	(20.9%)
Chicago Collar Counties	20,139	(26.4%)	65,230	(19.6%)
Rest of State - Urban	15,363	(20.1%)	48,650	(14.7%)
Rest of State - Rural	13,523	(17.7%)	48,295	(14.5%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health

Time of Day

The percentage of crashes involving young drivers varied by time of day.

- Crashes that occurred between 4:00 am and 6:59 am were least likely to involve young drivers
- During early morning commute hours for work/school, there was a peak in percentage of crashes involving young drivers
- Other peaks occurred during late afternoon and late evening hours.

