



Illinois Department  
of Transportation  
Division of Traffic Safety

ILLINOIS  
EMSC



# **2015 QUICK FACTS**

# **ILLINOIS CRASH INFORMATION**

*May 2017 Edition*



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**Illinois Emergency Medical Services for Children**

<http://ssom.luc.edu/emergency-medicine/children/>



# Illinois Emergency Medical Services for Children

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## TABLE OF CONTENTS

<b><u>SUBJECT</u></b>	<b><u>PAGE LENGTH</u></b>
Introduction	
Children (Aged 14 & Younger) .....	3 Pages
Emergency Vehicle Crashes .....	2 Pages
Large Trucks.....	2 Pages
Motorcycles .....	2 Pages
Occupant Protection for Passenger Cars/Light Trucks .....	3 Pages
Older Population (Aged 70 & Above) .....	4 Pages
Overnight Crashes Involving Pedestrians .....	1 Page
Pedalcyclists .....	2 Pages
Pedestrians .....	2 Pages
School Transportation.....	2 Pages
Young Drivers (Aged 16 to 20) .....	3 Pages



# INTRODUCTION

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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, 2015 Traffic Crash Report database.

These fact sheets can be downloaded from the Illinois Department of Transportation website at <http://www.idot.illinois.gov/transportation-system/safety/Illinois-Roadway-Crash-Data> or from the Illinois Emergency Medical Services for Children website at <http://ssom.luc.edu/emergency-medicine/children/data/illinoiscrashinformation/>.

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).

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](http://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 2015

### 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)
<b>Crashes:</b>	313,319	31,212
<b>Fatal Crashes:</b>	914	29 <sup>a</sup>
<b>Injury Crashes:</b>	65,744	5,160 <sup>a</sup>
<b>Total People Involved:</b>	728,346 <sup>b</sup>	51,757 <sup>c</sup>
<b>Total Fatalities:</b>	998 <sup>b</sup>	33 <sup>c</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>b</sup>	6,677 <sup>c</sup>

<sup>a</sup> Numbers only reflect crashes in which fatality or non-fatal injury was specifically a child

<sup>b</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

<sup>c</sup> Numbers include children only (occupants and non-occupants)

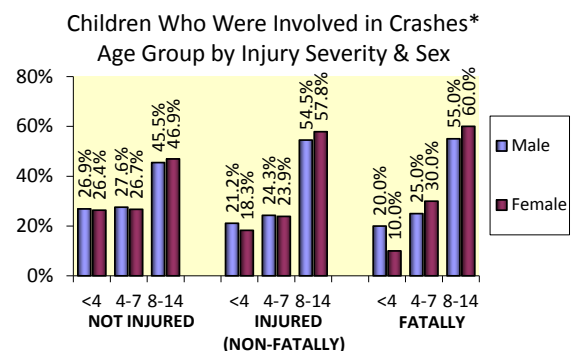
Children aged 14 and younger were involved in 31,212 (10.0%) of all 313,319 crashes that occurred in Illinois in 2015, either as passengers, drivers, pedestrians, pedalcyclists or other non-occupants of vehicles. Children accounted for 33 (3.3%) of all 998 traffic fatalities overall. They accounted for 30 (8.6%) of all 348 fatalities among passengers, pedestrians, pedalcyclists and other non-occupants.

	All		Fatally Injured	
	Total	Children Aged	Total	Children Aged
	All Ages	14 & Younger	All Ages	14 & Younger
	N	N (%)	N	N (%)
<b>Passengers</b>	174,651	50,603 (29.0)	170	17 (10.0)
<b>Pedestrians</b>	5,218	645 (12.4)	150	10 (6.7)
<b>Pedalcyclists</b>	3,346	482 (14.4)	26	2 (7.7)
<b>Other non-occupants</b>	153	7 (4.6)	2	1 (50.0)
<b>Subtotal</b>	183,368	51,737 (28.2)	348	30 (8.6)
<b>Drivers</b>	544,978	20 (<0.1)	650	3 (0.5)
<b>Total</b>	728,346	51,757 (7.1)	998	33 (3.3)

### Demographics

Where age & sex were known, 24,870 (49.7%) of all 50,023 child passengers and 742 (66.0%) of all 1,125 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 1.42 times as likely to be non-fatally injured and 1.45 times as likely to be fatally injured as those aged 7 & younger.



\*Includes all child passengers and non-occupants aged 14 & younger where age & sex were known

Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 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>.

Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). May 2017

## Safety Equipment Use by Child Passengers

Safety equipment use was reported for 43,707 (86.4%) of all 50,603 child passengers aged 14 and younger who were involved in crashes.\* Children who did not use safety equipment such as seat belts or child restraints properly were 1.2 times more likely to be non-fatally injured and 11.6 times more likely to be fatally injured in crashes than children who did use safety equipment properly.†

Safety Equipment Use Reported*	Passengers Aged 14 And Younger	Injured N (%)	Fatally Injured N (%)
Yes	43,707	4,715 (10.8)	6 (0.014)
No	6,896	878 (12.7)	11 (0.160)
Total	50,603	5,593 (11.1)	17 (0.034)

## Improperly Used Child Restraints

When child restraints were used improperly, children were 31.0 times more likely to be fully or partially ejected from the vehicle during the crash. No children wearing restraints improperly in 2015 were trapped and required extrication.†,‡

Child Restraint Use	Passengers Aged 14 and Younger	Ejected N (%)	Trapped/ Extricated N (%)
Used Properly	14,740	17 (0.12)	16 (0.11)
Used Improperly	224	8 (3.57)	0 (0.00)

## Seating Location of Child Passengers in Vehicle

Children who were involved in crashes in Illinois in 2015 as passengers were more likely to be injured, non-fatally or fatally, if they were not seated in the front or back seats of a vehicle.

- Just 3,665 (7.3%) of all 50,447 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 6 (35.3%) of all 17 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 10.2 times as likely to be fatally injured as those who were seated.†

Seating Location <sup>a</sup>	Non-Fatally			Total N (%)
	Uninjured N (%)	Injured N (%)	Fatally Injured N (%)	
Front	6,843 (15.3)	1,125 (20.1)	3 (17.6)	7,971 (15.8)
Back	34,626 (77.2)	4,177 (74.8)	8 (47.1)	38,811 (76.9)
Other	3,375 (7.5)	284 (5.1)	6 (35.3)	3,665 (7.3)
Total	44,844 (100.0)	5,586 (100.0)	17 (100.0)	50,447 (100.0)

<sup>a</sup> For all children aged 14 & younger where seating location was known

\* Percent using safety equipment was defined as the number of children for whom seat belt use, proper child restraint use or appropriate helmet 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 table

‡ Where child restraint use was known

§ Where seating location was known

## Geographic Facts

- Just 4,710 (15.6%) of all 30,171 crashes involving child passengers took place in Chicago. Alternatively, 85,686 (30.3%) of all 283,128 crashes in which no child passenger was involved occurred in Chicago.
- In contrast, 438 (39.8%) of all 1,100 crashes involving child non-occupants such as pedestrians and pedalcyclists took place in Chicago, compared with 89,958 (28.8%) of all 312,219 crashes in which no child non-occupant was involved.

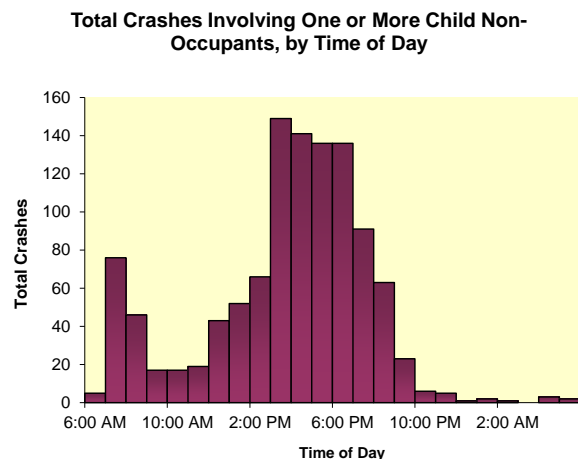
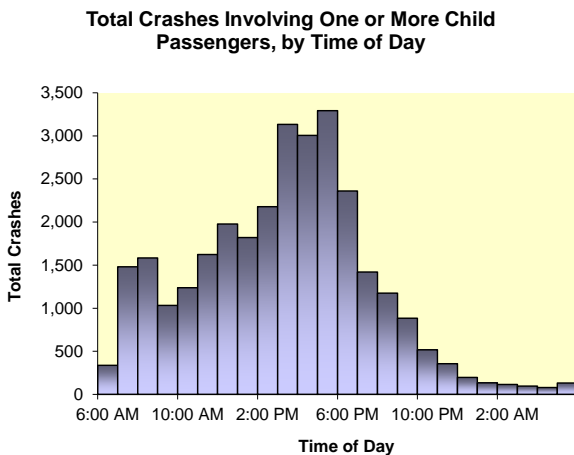
	Crashes Involving Passengers		Crashes Involving Non-Occupants (i.e. pedestrians, etc.)	
	Crashes Involving Child Passengers	Crashes Involving No Child Passengers	Crashes Involving Child Non-Occupants	Crashes Involving No Child Non-Occupants
	n (%)	n (%)	n (%)	n (%)
<b>Chicago</b>	4,710 (15.6%)	85,686 (30.3%)	438 (39.8%)	89,958 (28.8%)
<b>Suburban Cook County</b>	6,847 (22.7%)	58,694 (20.7%)	235 (21.4%)	65,306 (20.9%)
<b>Chicago Collar Counties</b>	8,172 (27.1%)	55,626 (19.6%)	165 (15.0%)	63,633 (20.4%)
<b>Rest of State - Urban</b>	6,003 (19.9%)	42,082 (14.9%)	165 (15.0%)	47,920 (15.3%)
<b>Rest of State - Rural</b>	4,439 (14.7%)	41,060 (14.5%)	97 (8.8%)	45,402 (14.5%)

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

URL: <http://www.idph.state.il.us/brfss/>

## Time of Day

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 2015

### 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
<b>Crashes:</b>	313,319	3,041
<b>Fatal Crashes:</b>	914	7
<b>Injury Crashes:</b>	65,744	707
<b>Total People Involved:</b>	728,346 <sup>a</sup>	7,452 <sup>a</sup>
<b>Total Fatalities:</b>	998 <sup>a</sup>	7 <sup>a</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>a</sup>	1,111 <sup>a</sup>

<sup>a</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

Just 3,041 (1.0%) of all 313,319 motor vehicle incidents in Illinois in 2015 involved emergency vehicles such as ambulance, fire and police vehicles.\* Crashes involving emergency vehicles accounted for 7 (0.7%) of all 998 traffic fatalities.

### Emergency Vehicles on Call

There were a total of 362 crashes in Illinois in 2015 specifically involving emergency vehicles on call. One fatality (0.3%) resulted from these 362 crashes.

### Emergency Vehicle Types

More police vehicles were involved in crashes, fatal crashes and injury crashes than ambulance and fire vehicles.<sup>†,‡</sup>

EMERGENCY VEHICLE INVOLVEMENT <sup>†</sup>	TOTAL CRASHES #	FATAL CRASHES # %	INJURY CRASHES # %
Ambulance	436	1 (0.23)	83 (19.0)
Fire	289	1 (0.35)	45 (15.6)
Police	2,268	4 (0.18)	561 (24.7)
No Emergency Vehicle Involved	310,278	907 (0.29)	65,037 (21.0)

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

<sup>†</sup> Where type of emergency vehicle was known; 2.1% of all emergency vehicles involved in crashes were emergency vehicles on call of unknown type

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

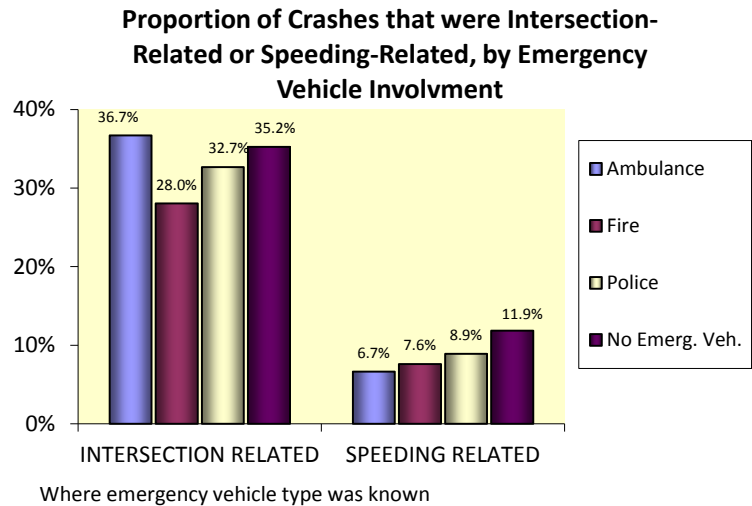
*Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 person records.*

*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>.*

*Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). May 2017*

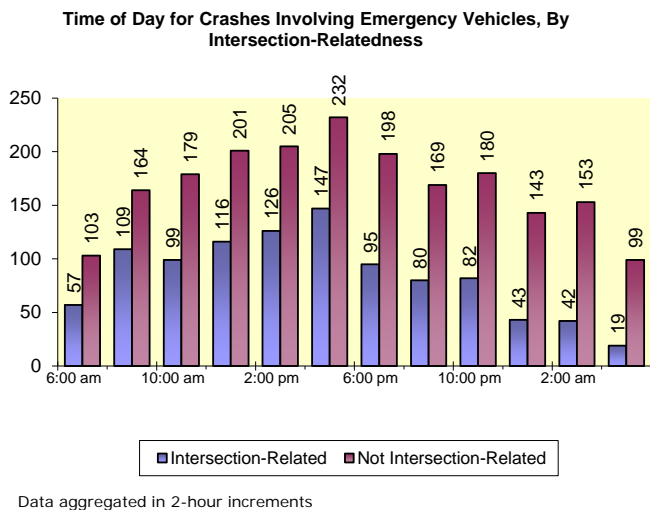
## Intersection-Related and Speeding-Related Crashes

- Crashes involving emergency vehicles were about as likely to be intersection-related (1,015 of 3,041, or 33.4%) as other crashes (109,301 of 310,278, or 35.2%).
- They were slightly less likely to be speeding-related<sup>§</sup> (260 of 3,041, or 8.5%) than other crashes (36,770 of 310,278, or 11.9%).
- Crashes involving emergency vehicles *on call* were more likely to be intersection-related (210 of 362, or 58.0%) than other emergency vehicle crashes (805 of 2,679, or 30.0%) and crashes in which no emergency vehicle was involved (109,301 of 310,278, or 35.2%).
- Crashes involving emergency vehicles *on call* were less likely to be speeding-related (21 of 362, or 5.8%) as other emergency vehicle crashes (239 of 2,679, or 8.9%) and also less likely than crashes in which no emergency vehicle was involved (36,770 of 310,278, or 11.9%).



## Time of Day

- Crashes involving emergency vehicles peaked during the afternoon hours, with 12.5% of all such crashes occurring between 4:00 PM and 6:00 PM.
- 37.6% of emergency vehicle crashes between 6:00 am and 6:00 pm were intersection-related, compared with 27.7% at other hours.



## Crashes Involving Police Evasion

- 757 crashes in Illinois in 2015 involved drivers trying to evade police vehicles\*\*
- These crashes represent 0.2% of all 313,319 crashes and 7 (0.8%) of all 914 fatal crashes in Illinois in 2015
- 235 (31.0%) of these 757 crashes were also speeding-related

<sup>§</sup> 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 95 (12.5%) of these 757 collisions

# Quick Facts

## Illinois Crash Information 2015

### 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.

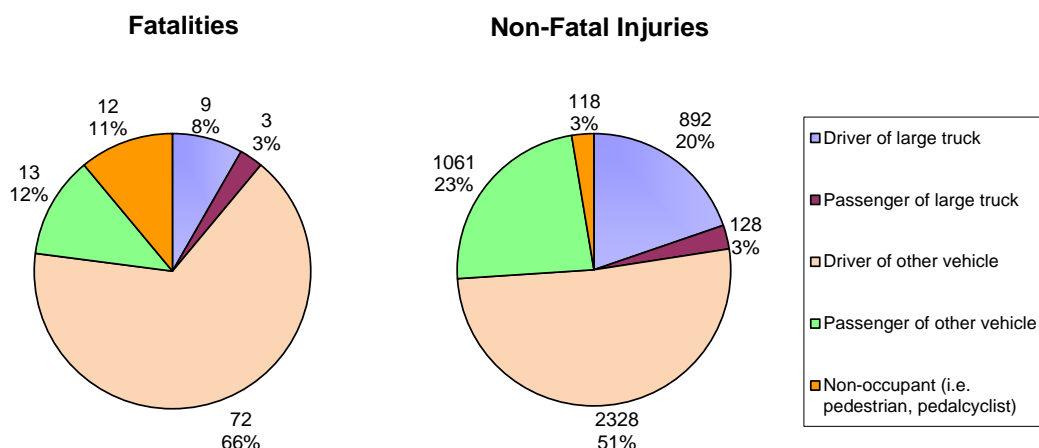
	All Crashes	Crashes Involving One or More Large Trucks
<b>Crashes:</b>	313,319	20,202
<b>Fatal Crashes:</b>	914	99
<b>Injury Crashes:</b>	65,744	3,251
<b>Total People Involved:</b>	728,346 <sup>a</sup>	45,141 <sup>a</sup>
<b>Total Fatalities:</b>	998 <sup>a</sup>	109 <sup>a</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>a</sup>	4,527 <sup>a</sup>

<sup>a</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

Just 20,202 (6.4%) of all 313,319 crashes that occurred in Illinois in 2015 involved large trucks, yet these crashes accounted for 109 (10.9%) of all 998 traffic fatalities.

### Population Affected

The majority of the fatalities (85 of 109, or 78.0%) and non-fatal injuries (3,389 of 4,527, or 74.9%) 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 March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 person records.

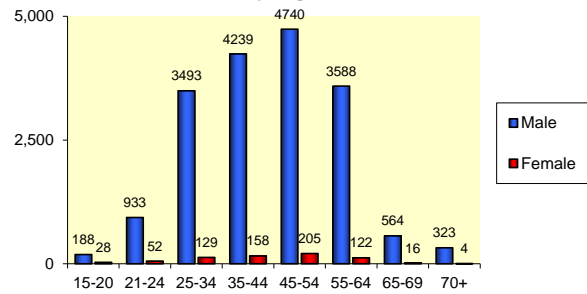
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## Driver Demographics

- 18,342 (96.2%) of all 19,072 drivers of large trucks involved in crashes in Illinois in 2015 were male<sup>†</sup>
- 12,976 (69.0%) of all 18,803 drivers of large trucks were aged 25 to 54<sup>‡</sup>

**Drivers of Large Trucks Involved in Crashes, by Age and Sex**

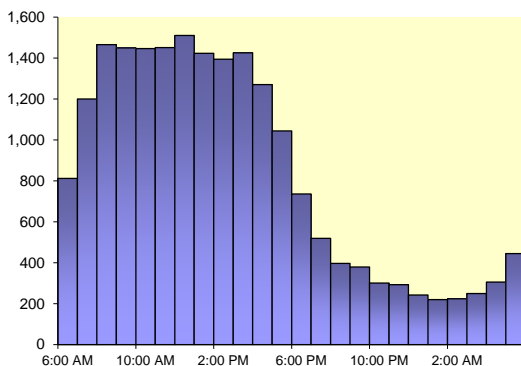


Where driver age and sex was known

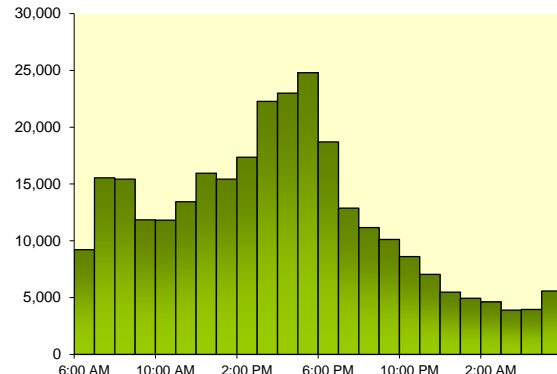
## Lighting Conditions and Time of Day

- 15,628 (77.8%) of all 20,077,806 crashes involving large trucks took place in daylight<sup>§</sup>
- 15,953 (80.0%) of all 19,951 crashes involving large trucks took place in clear weather<sup>§</sup>
- Crashes involving large trucks were more likely to take place between 7:00 AM and 6:00 PM than other crashes:

**Crashes Involving Large Trucks By Time of Day**



**Crashes in Which No Large Truck Was Involved By Time of Day**



## Road Use and Geographic Facts

- 16,334 (80.9%) of all 20,202 crashes involving large trucks took place on roads or highways that were classified as "urban" use
- 10,926 (54.1%) of all 20,202 crashes involving large trucks took place in Cook County
  - In comparison, Cook County accounts for just 29.7% of the annual vehicle miles traveled in Illinois<sup>\*\*</sup>

	Crashes Involving One or More Large Trucks n (%)	Crashes Involving No Large Truck n (%)
Chicago	6,107 (30.2%)	84,289 (28.8%)
Suburban Cook County	4,819 (23.9%)	60,722 (20.7%)
Chicago Collar Counties	3,876 (19.2%)	59,922 (20.4%)
Rest of State - Urban	2,363 (11.7%)	45,722 (15.6%)
Rest of State - Rural	3,037 (15.0%)	42,462 (14.5%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health  
 URL: <http://www.idph.state.il.us/brfss/>

<sup>†</sup> Where driver sex was known

<sup>‡</sup> Where driver age was known

<sup>§</sup> Where conditions were known

<sup>\*\*</sup> Source: 2015 Illinois Travel Statistics, Illinois Department of Transportation

# Quick Facts

## Illinois Crash Information 2015

### 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
<b>Crashes:</b>	313,319	3,502
<b>Fatal Crashes:</b>	914	144
<b>Injury Crashes:</b>	65,744	2,422
<b>Total People Involved:</b>	728,346 <sup>a</sup>	6,720 <sup>a</sup>
<b>Total Fatalities:</b>	998 <sup>a</sup>	151 <sup>a</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>a</sup>	2,848 <sup>a</sup>

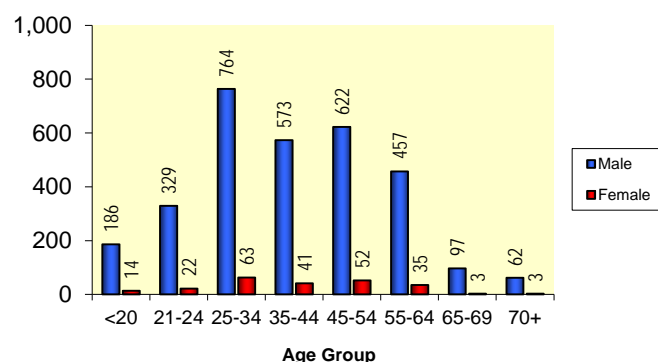
<sup>a</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

Just 3,502 (1.1%) of all 313,319 crashes that occurred in Illinois in 2015 involved motorcycles, yet these crashes accounted for 151 (15.1%) of all 998 traffic fatalities. Among the 151 motorcycle-related fatalities, 136 (90.1%) were among motorcycle operators, and 11 (7.3%) were among passengers on the motorcycles.

### Demographics of Motorcycle Operators

- 3,139 (93.0%) of the 3,376 operators of motorcycles that were involved in crashes were male<sup>†</sup>
- 1,178 (35.4%) of the 3,326 were aged 21-34<sup>‡</sup>

**Motorcycle Operators Involved in Crashes, by Age and Sex**



Where age and sex were known

\* Includes motorcycles, motorscooters, motorbikes and mopeds

<sup>†</sup> Where sex was known

<sup>‡</sup> Where age was known

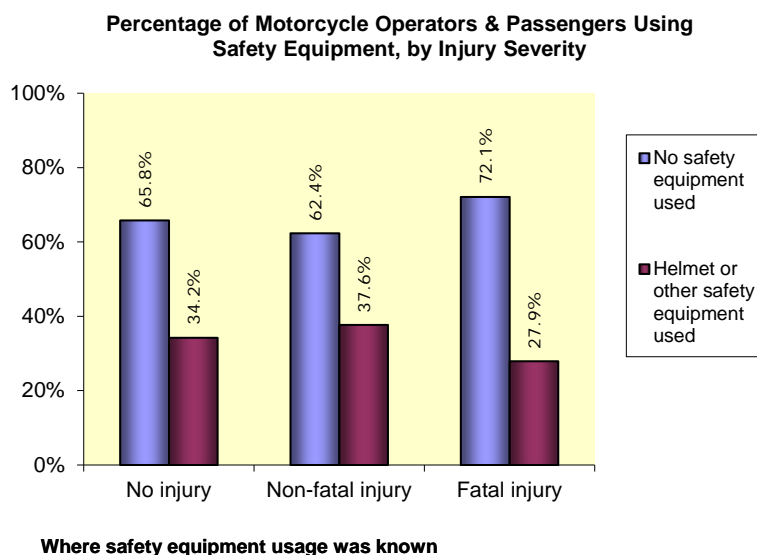
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Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). May 2017

## Use of Safety Equipment

- Overall, just 1,399 (36.3%) of 3,850 motorcycle riders (operators and passengers) reported using helmets or other safety equipment.
- Riders who were fatally injured were less likely to have been using safety equipment.



## Other characteristics of motorcycle-related crashes

- Excessive speed was a factor in 494 (14.1%) of all 3,502 crashes involving motorcycles<sup>§</sup>
  - In comparison, excessive speed was a factor in 36,536 (11.8%) of all 309,817 crashes that did not involve motorcycles
- Among all 3,614 motorcycles that were involved in crashes in Illinois in 2015 where collision type was known, 477 (13.2%) involved crashes into fixed objects
  - In comparison, 34,630 (5.9%) of all 585,888 other motor vehicles involved in crashes were in fixed object crashes (where collision type and vehicle type were known)
- 1,493 (42.6%) of all 3,502 motorcycle-related crashes were single-vehicle incidents involving the motorcycle itself and no other vehicle
- 444 (12.7%) of all 3,502 motorcycle-related crashes involved a collision between a motorcycle which was driving straight and an oncoming vehicle making a left turn

## Geographic Facts

- 1,250 (35.7%) of all 3,502 crashes involving motorcycles took place in Cook County
  - In comparison, Cook County accounts for 29.7% of the annual vehicle miles traveled in Illinois\*\*
- 2,541 (72.6%) of all 3,502 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 the Chicago area than crashes not involving motorcycles:

	Crashes Involving One or More Motorcycles	Crashes Not Involving Motorcycles
	n (%)	n (%)
Chicago	730 (20.8%)	89,666 (28.9%)
Suburban Cook County	520 (14.8%)	65,021 (21.0%)
Chicago Collar Counties	706 (20.2%)	63,092 (20.4%)
Rest of State - Urban	744 (21.2%)	47,341 (15.3%)
Rest of State - Rural	802 (22.9%)	44,697 (14.4%)

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

URL: <http://www.idph.state.il.us/brfss/>

<sup>§</sup> 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: 2015 Illinois Travel Statistics, Illinois Department of Transportation

## Quick Facts

# Illinois Crash Information 2015

### Occupant Protection for Passenger Cars/Light Trucks (Aged 15 & Above) \*

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
<b>Crashes:</b>	313,319	286,998	276,241
<b>Fatal Crashes:</b>	914	574 <sup>a</sup>	564 <sup>a,b</sup>
<b>Injury Crashes:</b>	65,744	54,255 <sup>a</sup>	52,676 <sup>a,b</sup>
<b>Total People Involved:</b>	728,346 <sup>c</sup>	647,634 <sup>d</sup>	551,108 <sup>d,b</sup>
<b>Total Fatalities:</b>	998 <sup>c</sup>	643 <sup>d</sup>	625 <sup>d,b</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>c</sup>	78,221 <sup>d</sup>	71,914 <sup>d,b</sup>

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

<sup>b</sup> Age 15+ only

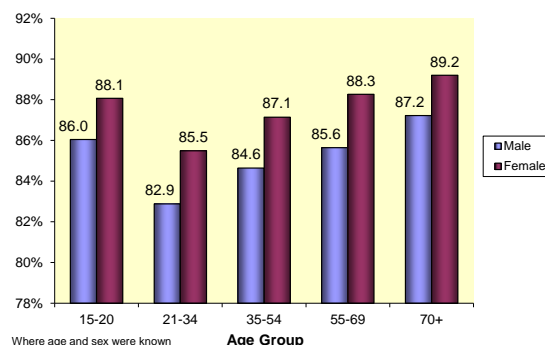
<sup>c</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

<sup>d</sup> Numbers 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 625 (62.6%) of all 998 traffic fatalities in Illinois in 2015. Among occupants of this age group, a far lower percentage of seat belt use<sup>†</sup> was reported for fatalities than for survivors.

Type of Injury	Total Occupants Age 15 and Older	Seat Belt Used*
Fatality	625	300 (48.0%)
Non-Fatal Injury	71,914	61,878 (86.0%)
Not Injured	478,569	410,016 (85.7%)
Total	551,108	472,194 (85.7%)

Percent of Occupants in Crashes Who Reported Using Seat Belts, By Age and Sex



## Demographics

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

- Overall, 84.5% of male occupants and 87.0% 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 82.9%.<sup>‡</sup>

\* 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

<sup>†</sup> 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

<sup>‡</sup> Where age and sex were known

Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 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>.

Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). May 2017

## 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 (84.6%), and the highest was among occupants of SUV's (88.5%)<sup>§</sup>
- Among fatally injured occupants, the lowest rates of seat belt use were among occupants of pickup trucks (37.8%) and SUV's (37.3%).

Vehicle Type/Injury Type	Total Occupants Age 15 and Older	Seat Belt Used <sup>§</sup>
<b>Passenger Car</b>		
Fatality	364	199 (54.7%)
Non-Fatal Injury	49,618	42,446 (85.5%)
Not Injured	317,011	267,669 (84.4%)
Total	366,993	310,314 (84.6%)
<b>Pickup Truck</b>		
Fatality	98	37 (37.8%)
Non-Fatal Injury	5,108	4,300 (84.2%)
Not Injured	40,953	35,893 (87.6%)
Total	46,159	40,230 (87.2%)
<b>Van/Minivan</b>		
Fatality	37	17 (45.9%)
Non-Fatal Injury	4,920	4,301 (87.4%)
Not Injured	33,461	29,242 (87.4%)
Total	38,418	33,560 (87.4%)
<b>SUV</b>		
Fatality	126	47 (37.3%)
Non-Fatal Injury	12,268	10,831 (88.3%)
Not Injured	87,144	77,212 (88.6%)
Total	99,538	88,090 (88.5%)
	551,108	472,194 (85.7%)

## Drivers, Passengers & Seat Position

Rates of seat belt use among occupants age 15 and up of passenger cars/light trucks varied by seat position within the vehicle.

- Overall, 85.4% of drivers and 87.0% of passengers used seat belts.
- The seat belt rate was lower among fatally injured passengers (44.9%) than among fatally injured drivers (48.9%).
- Among all occupants, seat belt usage varied by seat position, with occupants in the front middle (76.5%) and back middle (80.1%) using seat belts less often than occupants seated on the left or right.<sup>\*\*</sup>
- Seat belt usage rates were also low (63.5%) among passengers who were exposed, enclosed, or seated elsewhere in the vehicles.<sup>\*\*</sup>

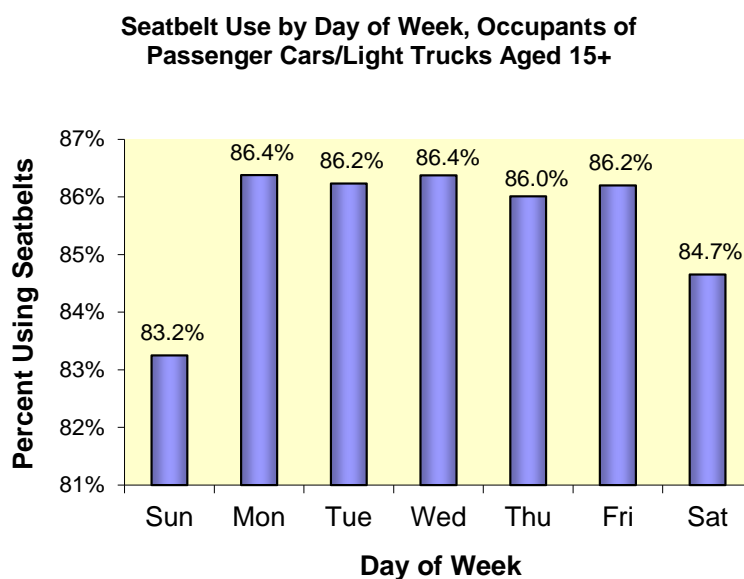
Occupant Type/ Injury Type	Total Occupants Age 15 and Older	Seat Belt Used <sup>§</sup>	Seat Position <sup>**</sup>	Total Occupants Age 15 and Older	Seat Belt Used <sup>§</sup>
<b>Drivers</b>					
Fatality	489	239 (48.9%)	Front Left	454,616	388,046 (85.4%)
Non-Fatal Injury	55,164	48,049 (87.1%)	Front Middle	1,959	1,499 (76.5%)
Not Injured	397,712	338,856 (85.2%)	Front Right	70,612	63,022 (89.3%)
Total	453,365	387,144 (85.4%)	Back Left	8,050	6,904 (85.8%)
<b>Passengers</b>			Back Middle	1,780	1,426 (80.1%)
Fatality	136	61 (44.9%)	Back Right	10,365	8,931 (86.2%)
Non-Fatal Injury	16,750	13,829 (82.6%)	Other	3,726	2,366 (63.5%)
Not Injured	80,857	71,160 (88.0%)	Total	551,108	472,194 (85.7%)
Total	97,743	85,050 (87.0%)			
	551,108	472,194 (85.7%)			

<sup>§</sup> 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

<sup>\*\*</sup> Where seat position was known

## 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 (84.7%) and Sunday (83.2%).



## 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 <sup>s</sup>
<b>Chicago</b>		
Fatality	47	15 (31.9%)
Non-Fatal Injury	14,344	10,900 (76.0%)
Not Injured	116,832	85,257 (73.0%)
Total	131,223	96,172 (73.3%)
<b>Suburban Cook County</b>		
Fatality	61	33 (54.1%)
Non-Fatal Injury	15,457	13,358 (86.4%)
Not Injured	112,922	97,360 (86.2%)
Total	128,440	110,751 (86.2%)
<b>Chicago Collar Counties</b>		
Fatality	102	51 (50.0%)
Non-Fatal Injury	17,864	16,468 (92.2%)
Not Injured	110,779	103,174 (93.1%)
Total	128,745	119,693 (93.0%)
<b>Rest of State - Urban</b>		
Fatality	163	87 (53.4%)
Non-Fatal Injury	13,488	12,173 (90.3%)
Not Injured	77,405	71,513 (92.4%)
Total	91,056	83,773 (92.0%)
<b>Rest of State - Rural</b>		
Fatality	252	114 (45.2%)
Non-Fatal Injury	10,761	8,979 (83.4%)
Not Injured	60,631	52,712 (86.9%)
Total	71,644	61,805 (86.3%)

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 2015

### 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
<b>Crashes:</b>	313,319	28,649
<b>Fatal Crashes:</b>	914	127 <sup>a</sup>
<b>Injury Crashes:</b>	65,744	4,769 <sup>a</sup>
<b>Total People Involved:</b>	728,346 <sup>b</sup>	33,307 <sup>c</sup>
<b>Total Fatalities:</b>	998 <sup>b</sup>	130 <sup>c</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>b</sup>	5,245 <sup>c</sup>

<sup>a</sup> Numbers only reflect crashes in which fatality or non-fatal injury was specifically aged 70 & above

<sup>b</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

<sup>c</sup> Numbers include those aged 70 & above only (occupants and non-occupants)

Older adults aged 70 and above were involved in 28,649 (9.1%) of all 313,319 crashes that occurred in Illinois in 2015 as drivers, passengers, or non-occupants of vehicles such as pedestrians and pedalcyclists. They represent 130 (13.0%) of all 998 traffic fatalities in Illinois in 2015. Just 5.5% of drivers in all crashes were older adults, but 10.1% of drivers in fatal crashes and 13.2% 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+	
<b>Licensed Drivers <sup>1,2</sup></b>	N/A	N/A	6.4	6.7	17.6	16.9	17.9	17.3	6.6	10.6	100.0
<b>Drivers in crashes <sup>1</sup></b>	N/A	N/A	11.4	11.0	22.4	17.5	16.0	12.5	3.7	5.5	100.0
<b>Drivers in fatal crashes <sup>1</sup></b>	N/A	N/A	9.9	10.2	19.6	16.2	15.0	13.8	5.1	10.1	100.0
<b>Fatally injured drivers <sup>1</sup></b>	N/A	N/A	9.8	9.9	18.6	13.0	14.3	14.6	6.7	13.2	100.0
<b>Population <sup>3</sup></b>	7.3	13.0	6.6	5.6	13.8	13.0	13.6	12.8	4.7	9.5	100.0
<b>Fatally injured passengers</b>	3.0	9.5	16.6	8.3	20.1	8.3	10.7	6.5	2.4	14.8	100.0
<b>Fatally injured pedestrians</b>	3.3	3.3	6.0	8.0	8.0	10.7	19.3	21.3	6.7	13.3	100.0
<b>Fatally injured pedalcyclists</b>	0.0	7.7	7.7	0.0	7.7	15.4	23.1	26.9	11.5	0.0	100.0
<b>Total traffic fatalities</b>	1.1	2.6	10.3	9.0	16.9	11.9	14.6	14.6	6.0	13.1	100.0

<sup>1</sup> Ages 16 and above, where age was known

<sup>2</sup> Source: Highway Statistics 2015, Federal Highway Administration

<sup>3</sup> Source: CDC Wonder, Bridged-Race Population Estimates for 2015

\* Where driver age was known

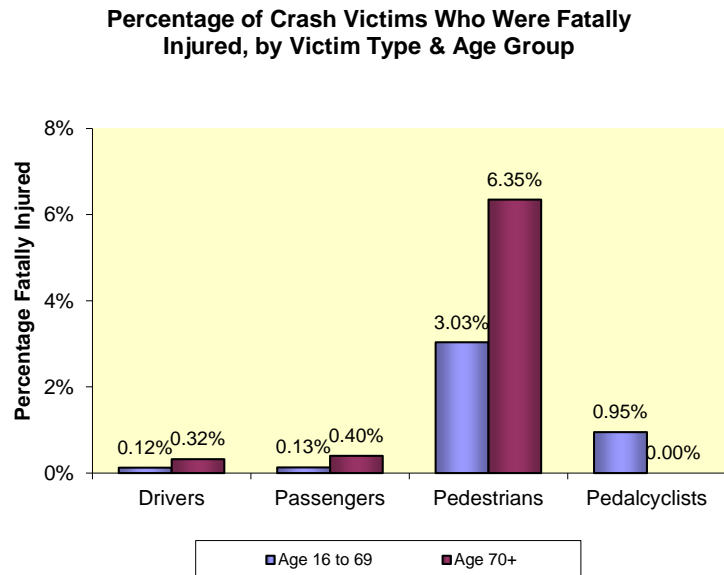
Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 person records.

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>.

Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). May 2017

## Vulnerability

- Among adults, percent fatalities for drivers, passengers and pedestrians all followed similar trends, with percent fatalities increasing as age advanced<sup>†</sup>
- Overall, older adults who were involved in crashes in Illinois in 2015 in any capacity (driver, passenger or non-occupant) were 2.6 times more likely to be fatally injured than people aged 16 to 69<sup>†</sup>



## Seat Belt Use

- 22,499 (87.4%)<sup>‡</sup> of all 25,757 **older drivers** of passenger cars/light trucks<sup>§</sup> reported using seat belts
  - In comparison, 364,196 (85.3%) of all 427,048 younger drivers (aged 16 to 69) of passenger cars/light trucks reported using seat belts
- 5,510 (91.6%)<sup>‡</sup> of all 6,013 **older passengers** of passenger cars/light trucks<sup>§</sup> reported using seat belts
  - In comparison, 75,739 (86.6%) of all 87,479 younger passengers (aged 16 to 69) of passenger cars/light trucks reported using seat belts

<sup>†</sup> Where age was known

<sup>‡</sup> 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.

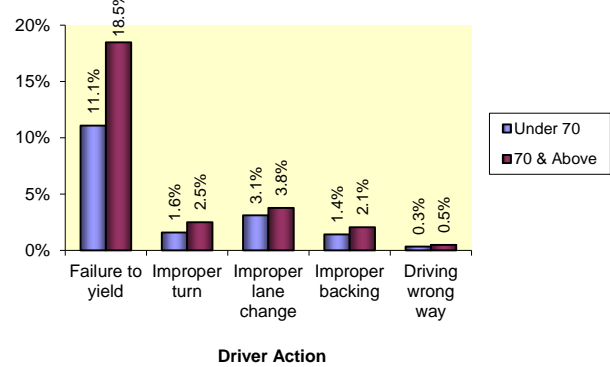
<sup>§</sup> Passenger cars and light trucks for this analysis were defined as passenger cars, pickup trucks, vans, minivans and SUV's according to classifications used by the National Highway Traffic Safety Administration.

## Older Drivers

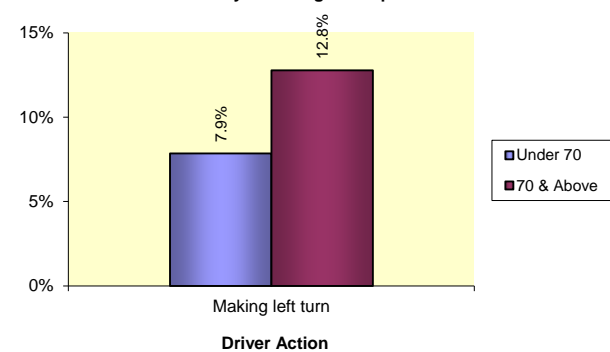
Driving errors and other actions taken by older drivers aged 70 and above before and during crashes tend to be different than those taken by younger drivers.

- Older drivers who were involved in crashes were 1.6 times more likely than younger drivers to have made driving errors such as those shown at right.
  - Together, these errors account for 27.3% of older drivers' actions during crashes.
- Older drivers who were involved in crashes were also 1.6 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.
- 13,768 (48.1%) of all 28,649 crashes involving older drivers were intersection-related, compared with 96,548 (33.9%) of all 284,670 crashes in which no older driver was involved.
- Just 2,113 (7.4%) of all 28,649 crashes involving older drivers were speeding-related, compared with 34,917 (12.3%) of all 284,670 crashes in which no older driver was involved.
- By collision type, 3,548 (12.4%) of all 28,649 crashes involving older drivers were single vehicle crashes, compared with 65,144 (22.9%) of all 284,670 crashes in which no older driver was involved.

Percentage of Drivers Taking Given Action During Crash  
By Driver Age Group



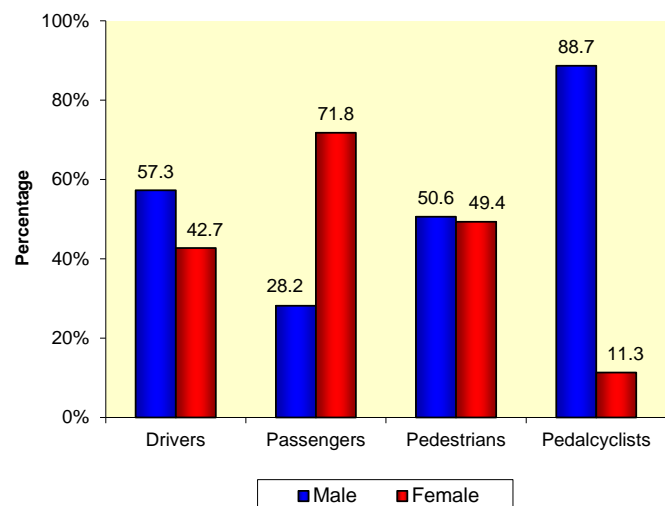
Percentage of Drivers Taking Given Action Prior to Crash  
By Driver Age Group



## Demographic Facts \*\*

- 15,262 (57.3%) of all 26,642 older drivers involved in crashes were male, compared with 263,314 (57.3%) of all 459,580 younger drivers.
- 1,756 (28.2%) of all 6,229 older passengers involved in crashes were male, compared with 69,152 (46.8%) of all 147,690 younger passengers.
- 158 (50.6%) of all 312 older pedestrians involved in crashes were male, compared with 2,477 (53.0%) of all 4,673 younger pedestrians.
- 47 (88.7%) of all 53 older pedalcyclists involved in crashes were male, compared with 2,476 (79.1%) of all 3,129 younger pedalcyclists.

Gender by Victim Type, Total Crash Victims Age 70+



Where age and sex were known

\*\* Where age and sex were known

## Geographic Facts

- 23,438 (81.8%) of all 28,649 crashes involving older drivers took place on roads or highways that were classified as "urban" use, compared with 232,644 (81.7%) of all 284,670 other crashes
- 12,224 (42.7%) of all 28,649 crashes involving older drivers took place in Cook County
  - In comparison, Cook County accounts for 37.8% of the overall population of Illinois aged 70 and above<sup>††</sup> and just 29.7% of the annual vehicle miles traveled in Illinois<sup>††</sup>

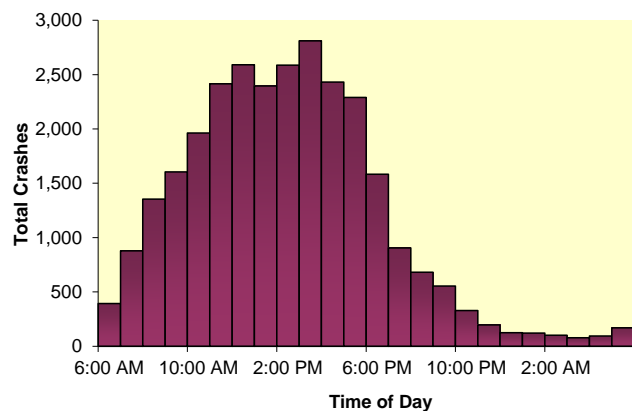
	Crashes Involving One or More Older People		Crashes Involving No Older People	
	n	(%)	n	(%)
<b>Chicago</b>	5,099	(17.8%)	85,297	(30.0%)
<b>Suburban Cook County</b>	7,125	(24.9%)	58,416	(20.5%)
<b>Chicago Collar Counties</b>	5,937	(20.7%)	57,861	(20.3%)
<b>Rest of State - Urban</b>	5,415	(18.9%)	42,670	(15.0%)
<b>Rest of State - Rural</b>	5,073	(17.7%)	40,426	(14.2%)

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

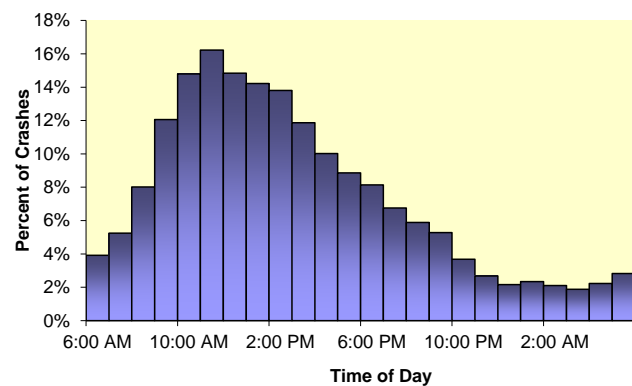
- 25,806 (90.1%) of all 28,649 crashes involving one or more older drivers occurred between 7:00 am and 7:00 pm.<sup>§§</sup>
- In comparison, 208,970 (73.4%) of all 284,670 crashes involving no older drivers occurred between 7:00 am and 7:00 pm.<sup>§§</sup>

**Total Crashes Involving One or More Older Drivers, by Time of Day**



- Overall, 28,649 (9.1%) of all 313,319 crashes that occurred in Illinois in 2015 involved one or more older drivers, but that rate varied by time of day.<sup>§§</sup>
  - The highest involvement rate for older drivers was between 11:00 am and 12:00 pm, when 2,416 (16.2%) of all 14,891 crashes involved one or more older drivers.<sup>§§</sup>
  - The lowest involvement rate for older drivers was between 3:00 am and 4:00 am, when 78 (1.9%) of all 4,153 crashes involved one or more older drivers.<sup>§§</sup>

**Percentage of All Crashes That Involved One or More Older Drivers, by Time of Day**



<sup>††</sup> Source: CDC Wonder, Bridged-Race Population Estimates for 2015

<sup>††</sup> Source: 2015 Illinois Travel Statistics, Illinois Department of Transportation

<sup>§§</sup> Where time of day was known

# Quick Facts

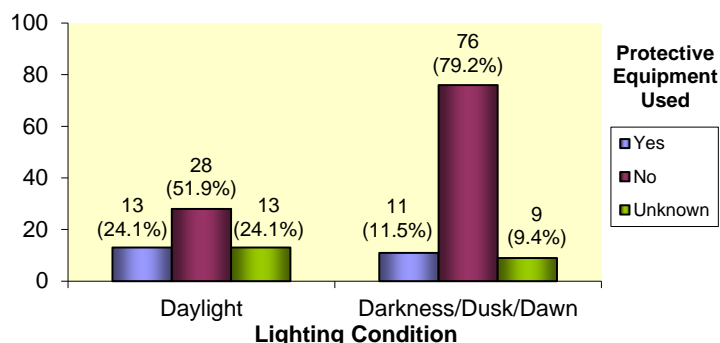
## Illinois Crash Information 2015

### Overnight Crashes Involving Pedestrians

A large proportion of motor vehicle-related pedestrian fatalities in Illinois in 2015 took place at night.

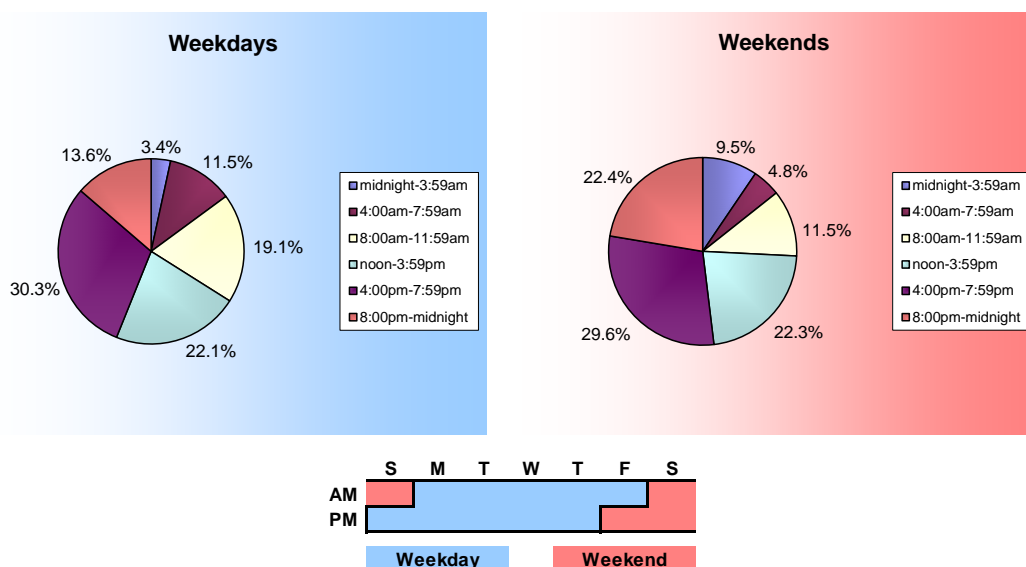
- Of the 150 total pedestrian fatalities when lighting conditions were known, 96 (64.0%) occurred during darkness, dusk or dawn.
- When lighting conditions were known, the use of protective equipment—contrasting clothing, reflective clothing and other light sources—varied by lighting condition (i.e. time of day) among pedestrians who were fatally injured.

**Number of Pedestrian Fatalities  
by Lighting Condition and Protective Equipment**



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.

- 3.4% of all weekday crashes occurred between 12:00 AM and 3:59 AM
- 9.5% of all weekend crashes occurred between 12:00 AM and 3:59 AM
- 54.8% 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 accounted for 45 pedestrian fatalities (30% of all 150 pedestrian fatalities in Illinois in 2015)



Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 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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# Quick Facts

## Illinois Crash Information 2015

### 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
<b>Crashes:</b>	313,319	3,322
<b>Fatal Crashes:</b>	914	26 <sup>a</sup>
<b>Injury Crashes:</b>	65,744	3,187 <sup>a</sup>
<b>Total People Involved:</b>	728,346 <sup>b</sup>	3,346 <sup>c</sup>
<b>Total Fatalities:</b>	998 <sup>b</sup>	26 <sup>c</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>b</sup>	3,201 <sup>c</sup>

<sup>a</sup> Numbers only reflect crashes in which fatality or non-fatal injury was specifically a pedalcyclist

<sup>b</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

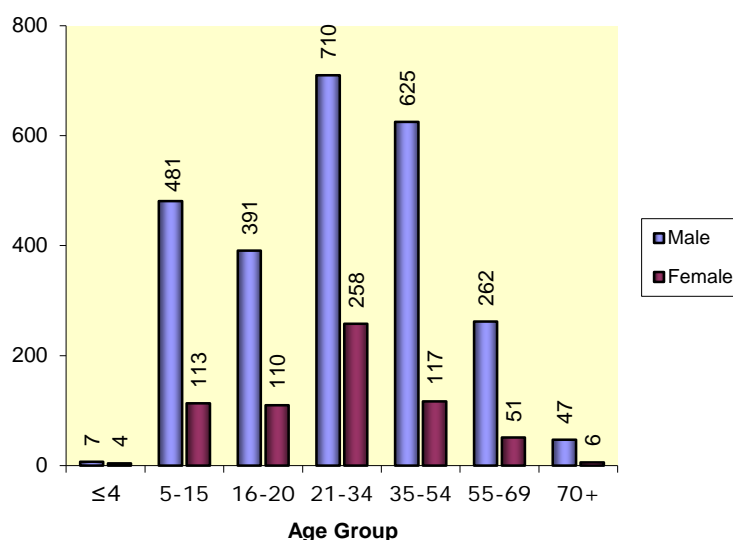
<sup>c</sup> Numbers include pedalcyclists only

Just 3,322 (1.1%) of all 313,319 crashes in Illinois in 2015 involved pedalcyclists. Pedalcyclist fatalities accounted for 26 (2.6%) of all 998 traffic fatalities.

### Pedalcyclists Involved in Crashes by Age and Gender

#### Demographic Facts

- 2,598 (79.4%) of all 3,272 pedalcyclists involved in crashes were male, where sex was known
- 597 (18.7%) of all 3,191 pedalcyclists involved in crashes were children aged 5 to 15, where age was known



Where age and sex were known

*Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 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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## Protective Equipment\*

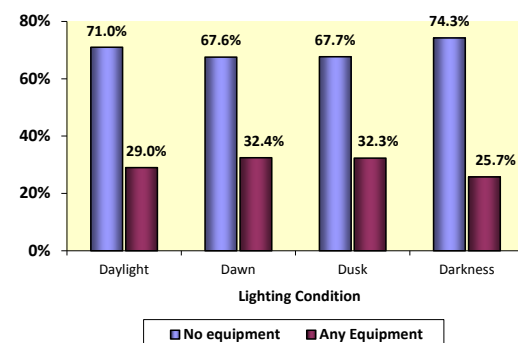
Use of protective equipment – contrasting clothing, reflective clothing and other light sources – may reduce the likelihood of a pedalcyclist being involved in a motor vehicle incident.

- Overall, 852 (28.6%) of 2,984 pedalcyclists involved in crashes were using one of these forms of protective equipment (where usage was known)
- The majority (17 of 23, or 73.9%) of pedalcyclists who were fatally injured used no protective equipment (where usage was known)

	Protective Equipment Used			None	Total
	Contrasting clothing	Reflective material	Other light source used		
<b>Not injured # (%)</b>	15 (15.0)	5 (5.0)	9 (9.0)	71 (71.0)	100 (100.0)
<b>Injured # (%)</b>	611 (21.4)	100 (3.5)	106 (3.7)	2044 (71.4)	2861 (100.0)
<b>Fatally Injured # (%)</b>	3 (13.0)	2 (8.7)	1 (4.3)	17 (73.9)	23 (100.0)
<b>TOTAL # (%)</b>	629 (21.1)	107 (3.6)	116 (3.9)	2132 (71.4)	2984 (100.0)

- Usage rates for protective equipment varied by the lighting condition (time of day) in which crashes involving pedalcyclists occurred. 642 (29.0%) of the 2,215 pedalcyclists involved in daylight crashes used protective equipment, while 156 (25.7%) of 606 did so in darkness crashes (where usage was known).

Percentage of Pedalcyclists Using Protective Equipment, by Lighting Condition



Where Equipment Use and Lighting Condition Were Known

## Geographic Facts

- 2,376 (71.5%) of all 3,322 pedalcyclist-related crashes took place in Cook County
  - In comparison, Cook County accounts for 40.7% of the overall population of Illinois<sup>†</sup> and 29.7% of the annual vehicle miles traveled<sup>‡</sup>

	Crashes Involving One or More Pedalcyclists n (%)	Crashes Involving No Pedalcyclists n (%)
<b>Chicago</b>	1,739 (52.3%)	88,657 (28.6%)
<b>Suburban Cook County</b>	637 (19.2%)	64,904 (20.9%)
<b>Chicago Collar Counties</b>	411 (12.4%)	63,387 (20.4%)
<b>Rest of State - Urban</b>	337 (10.1%)	47,748 (15.4%)
<b>Rest of State - Rural</b>	198 (6.0%)	45,301 (14.6%)

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

URL: <http://www.idph.state.il.us/brfss/>

- In addition to geographic location, 3,044 (91.6%) of all 3,322 crashes involving pedalcyclists took place on roads or highways that were classified as "urban" use

\* Protective equipment in this context refers to equipment for visibility: contrasting clothing, reflective material and light sources

<sup>†</sup> Source: CDC Wonder, Bridged-Race Population Estimates for 2015

<sup>‡</sup> Source: 2015 Illinois Travel Statistics, Illinois Department of Transportation

# Quick Facts

## Illinois Crash Information 2015

### 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
<b>Crashes:</b>	313,319	5,030
<b>Fatal Crashes:</b>	914	145 <sup>a</sup>
<b>Injury Crashes:</b>	65,744	4,649 <sup>a</sup>
<b>Total People Involved:</b>	728,346 <sup>b</sup>	5,218 <sup>c</sup>
<b>Total Fatalities:</b>	998 <sup>b</sup>	150 <sup>c</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>b</sup>	4,798 <sup>c</sup>

<sup>a</sup> Numbers only reflect crashes in which fatality or non-fatal injury was specifically a pedestrian

<sup>b</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

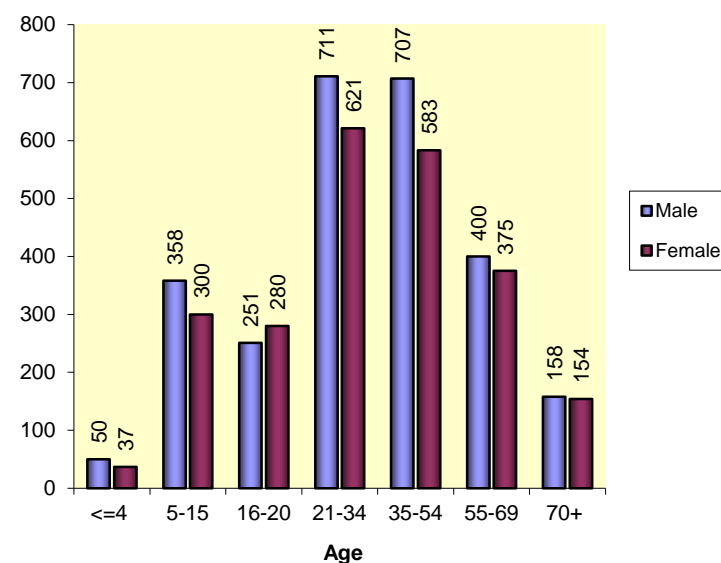
<sup>c</sup> Numbers include pedestrians only

As highlighted in the second column, just 5,030 (1.6%) of all 313,319 crashes in Illinois in 2015 involved pedestrians. However, crashes involving pedestrian fatalities accounted for 150 (15.0%) of all 998 fatalities. In addition, crashes involving pedestrians resulted in one driver fatality, one passenger fatality, and one pedalcyclist fatality.

**Pedestrians Involved in Crashes  
by Age and Gender**

### Demographic Facts

- 2,693 (52.9%) of all 5,094 pedestrians involved in crashes were male where sex was known
- 665 (13.2%) of all 5,021 pedestrians involved in crashes were children aged 5 to 15 where age was known



Where age and sex were known

Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 person records.

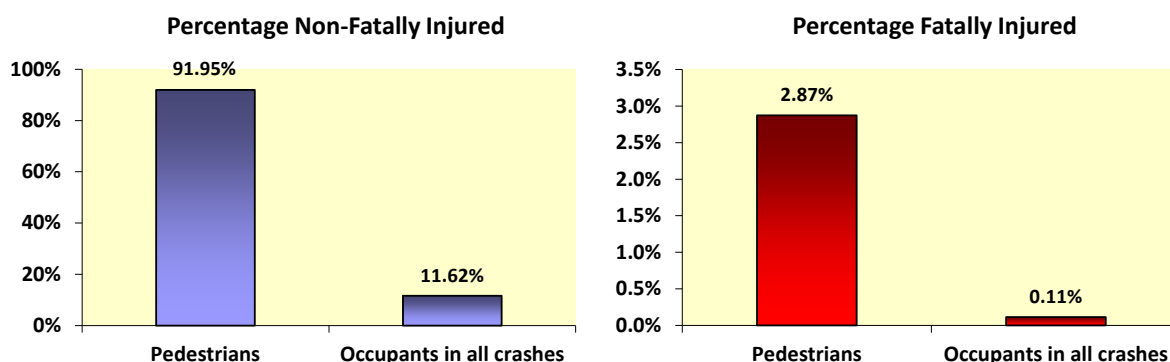
The law regarding the reporting threshold for Property Damage Only crashes was amended effective January 1, 2009, resulting in decreased reporting of crashes in this specific category. It did not affect the reporting of injury or fatal crashes. For details of the reporting amendment, see also <http://app.idph.state.il.us/emsrpt/crash.asp>.

Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). May 2017

## Pedestrian Vulnerability

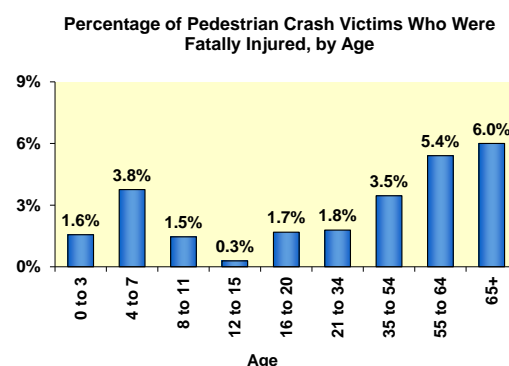
Pedestrians are particularly vulnerable, which is reflected in the enormous disparity in injuries and fatalities among pedestrians involved in crashes in comparison to occupants (drivers and passengers).

- Pedestrians involved in crashes were 7.9 times more likely to be non-fatally injured and 25.2 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 were highest for ages 65+.



## Geographic Facts

- 4,584 (91.1%) of all 5,030 crashes involving pedestrians took place on roads or highways that were classified as "urban" use
- 3,752 (74.6%) of all 5,030 crashes involving pedestrians took place in Cook County
  - In comparison, Cook County accounts for just 40.7% of the overall population of Illinois<sup>†</sup> and just 29.7% of the annual vehicle miles traveled in Illinois<sup>‡</sup>

	Crashes Involving One or More Pedestrians	Crashes Involving No Pedestrians
	n (%)	n (%)
<b>Chicago</b>	2,921 (58.1%)	87,475 (28.4%)
<b>Suburban Cook County</b>	831 (16.5%)	64,710 (21.0%)
<b>Chicago Collar Counties</b>	514 (10.2%)	63,284 (20.5%)
<b>Rest of State - Urban</b>	494 (9.8%)	47,591 (15.4%)
<b>Rest of State - Rural</b>	270 (5.4%)	45,229 (14.7%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health  
 URL: <http://www.idph.state.il.us/brfss/>

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

<sup>†</sup> Source: CDC Wonder, Bridged-Race Population Estimates for 2015

<sup>‡</sup> Source: 2015 Illinois Travel Statistics, Illinois Department of Transportation

# Quick Facts

## Illinois Crash Information 2015

### 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
<b>Crashes:</b>	313,319	1,842
<b>Fatal Crashes:</b>	914	1 <sup>a</sup>
<b>Injury Crashes:</b>	65,744	93 <sup>a</sup>
<b>Total People Involved:</b>	728,346 <sup>b</sup>	4,209 <sup>c</sup>
<b>Total Fatalities:</b>	998 <sup>b</sup>	1 <sup>c</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>b</sup>	248 <sup>c</sup>

<sup>a</sup> Numbers only reflect crashes in which fatality or non-fatal injury was specifically a child aged 18 or younger

<sup>b</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

<sup>c</sup> Numbers include children aged 18 or younger (passengers and non-occupants)

There were just 1,842 school transportation-related crashes\* in Illinois in 2015, accounting for 0.6% of all 313,319 crashes. These crashes accounted for 3 (0.3%) of all 998 fatalities in 2015, with 1 fatality among children aged 18 or younger.

### School Hours

School transportation related crashes were concentrated before and after typical school hours, with 1,099 (59.7%) of all 1,842 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	95	31	8	0	0
7-7:59 am	283	85	39	1	0
8-8:59 am	283	95	48	0	0
9-9:59 am	97	60	25	0	0
10-10:59 am	63	17	7	1	1
11-11:59 am	58	13	1	0	0
noon-12:59 pm	71	15	5	0	0
1-1:59 pm	71	25	13	0	0
2-2:59 pm	182	65	20	0	0
3-3:59 pm	351	84	35	1	0
4-4:59 pm	150	48	16	0	0
5-11:59 pm	138	56	31	0	0
<b>Total</b>	<b>1842</b>	<b>594</b>	<b>248</b>	<b>3</b>	<b>1</b>

(Where time of day was known)

\* Crashes involving direct contact with a school bus or with vehicles being used as a school bus (stopped school buses are included). In addition, vehicles passing a stopped school bus in a crash were included if they involved a child non-occupant such as a pedestrian or pedalcyclist (aged 18 or younger).

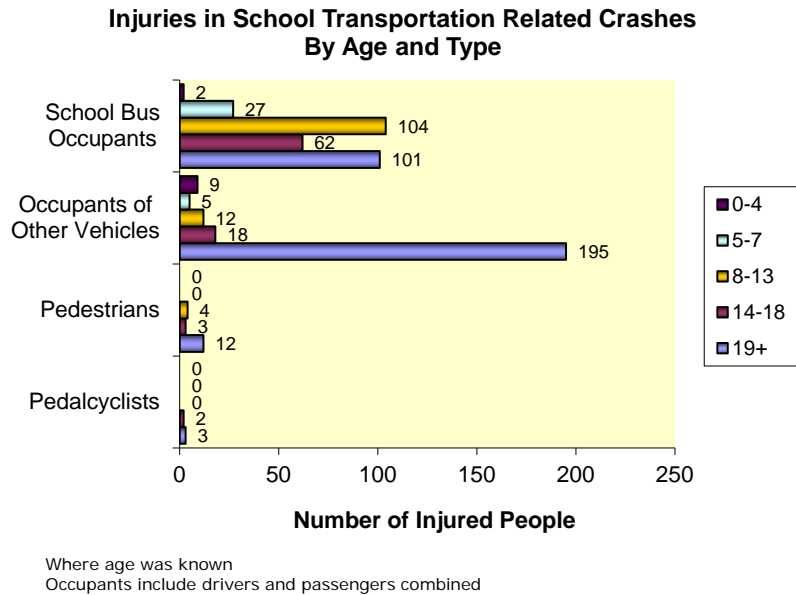
Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 person records.

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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## Injured Occupants and Pedestrians

- Among the 594 occupants and pedestrians injured in school transportation-related crashes with known age, 248 (41.8%) were children aged 18 or younger.
- Among the 248 children who were injured in school transportation-related crashes, 2 (0.8%) were pedalcyclists and 7 (2.8%) were pedestrians.
- 195 (78.6%) of the 248 children who were injured in school transportation-related crashes were occupants of buses or vehicles being used as buses.



## Road Use and Geographic Facts

- 1,631 (88.5%) of all 1,842 school transportation-related crashes took place on roads or highways that were classified as "urban" use
- 990 (53.7%) of all 1,842 school transportation-related crashes took place in Cook County
  - In comparison, Cook County accounts for just 29.7% of the annual vehicle miles traveled in Illinois<sup>†</sup>

	Crashes Involving School Transportation n (%)	Crashes Not Involving School Transportation n (%)
<b>Chicago</b>	612 (33.2%)	89,784 (28.8%)
<b>Suburban Cook County</b>	378 (20.5%)	65,163 (20.9%)
<b>Chicago Collar Counties</b>	423 (23.0%)	63,375 (20.3%)
<b>Rest of State - Urban</b>	270 (14.7%)	47,815 (15.4%)
<b>Rest of State - Rural</b>	159 (8.6%)	45,340 (14.6%)

Note: Counties were stratified according to criteria defined by the Behavioral Risk Factor Surveillance System for the Illinois Department of Public Health  
 URL: <http://www.idph.state.il.us/brfss/>

<sup>†</sup> Source: 2015 Illinois Travel Statistics, Illinois Department of Transportation

# Quick Facts

## Illinois Crash Information 2015

### 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)
<b>Crashes:</b>	313,319	51,892
<b>Fatal Crashes:</b>	914	63 <sup>a</sup>
<b>Injury Crashes:</b>	65,744	6,593 <sup>a</sup>
<b>Total People Involved:</b>	728,346 <sup>b</sup>	55,635 <sup>c</sup>
<b>Total Fatalities:</b>	998 <sup>b</sup>	63 <sup>c</sup>
<b>Total Non-Fatal Injuries:</b>	91,675 <sup>b</sup>	6,717 <sup>c</sup>

<sup>a</sup> Numbers only reflect crashes in which fatality or non-fatal injury was specifically a young driver

<sup>b</sup> Totals include occupants and non-occupants; e.g. 728,346 total people = 719,629 occupants + 8,717 non-occupants

<sup>c</sup> Numbers include young drivers only

Fatally injured young drivers themselves accounted for 63 (6.3%) of all 998 traffic fatalities in Illinois in 2015. However, crashes involving one or more young drivers (aged 16 to 20) accounted for an additional 87 deaths, totaling 150 (15.0%) of all 998 traffic fatalities. Other people involved in these crashes included drivers in other age groups as well as passengers, pedestrians and other non-occupants.

### Demographics

- 30,025 (54.0%) of all 55,635 young drivers aged 16 to 20 involved in crashes were male, compared with 248,242 (57.7%) of all 430,324 drivers aged 21 & above. <sup>†</sup>
- Young drivers accounted for a disproportionate number of all crashes, as they represented just 544,715 (6.4%) of all 8,462,193 licensed drivers in Illinois but 56,635 (11.4%) of all 485,959 drivers in crashes, 132 (9.9%) of all 1,332 drivers in fatal crashes and 63 (9.8%) of all 645 fatally injured drivers. <sup>‡</sup>

	Percent in Age Group*								
	16-20	21-24	25-34	35-44	45-54	55-64	65-69	70+	Total
<b>Population **</b>	8.3	7.1	17.3	16.3	17.0	16.1	5.9	11.9	100.0
<b>Licensed Drivers ***</b>	6.4	6.7	17.6	16.9	17.9	17.3	6.6	10.6	100.0
<b>Drivers in crashes</b>	11.4	11.0	22.4	17.5	16.0	12.5	3.7	5.5	100.0
<b>Drivers in fatal crashes</b>	9.9	10.2	19.6	16.2	15.0	13.8	5.1	10.1	100.0
<b>Fatally injured drivers</b>	9.8	9.9	18.6	13.0	14.3	14.6	6.7	13.2	100.0

\* Ages 16 and above, where age was known

\*\* Source: CDC Wonder, Bridged-Race Population Estimates for 2015

\*\*\* Source: Highway Statistics 2015, Federal Highway Administration

<sup>†</sup> Where sex and age were known

<sup>‡</sup> Ages 16 and above, where age was known

Note: Data as of March 30, 2017; with 313,319 crash records, 589,502 vehicle records and 729,203 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>.

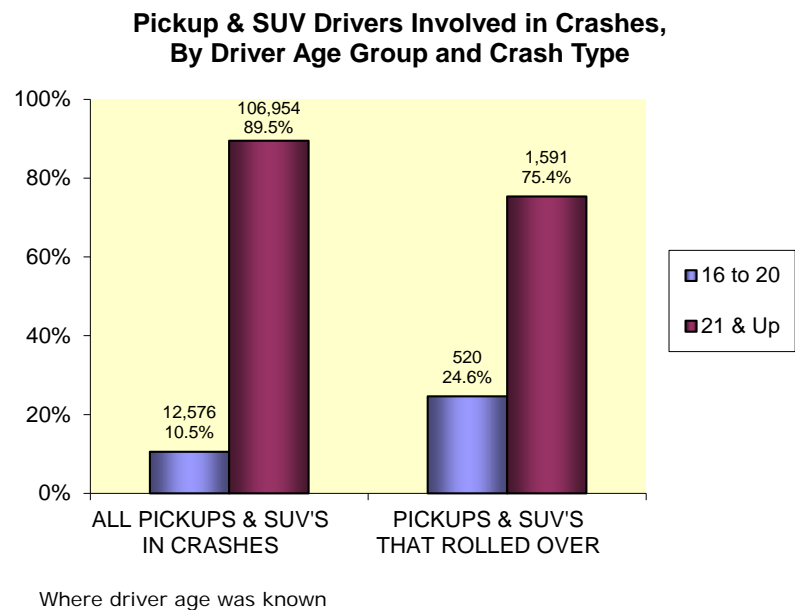
Funding and development of this fact sheet was provided by: Illinois Department of Transportation and Illinois EMSC (a collaborative program between the Illinois Department of Public Health and Loyola University Medical Center). May 2017

## Characteristics of crashes involving young drivers

- 8,131 (15.7%) of all 51,892 crashes involving young drivers were speeding-related<sup>§</sup>, compared with 28,899 (11.1%) of all 261,427 crashes in which no young driver was involved
- 22,325 (43.0%) of all 51,892 crashes involving young drivers were intersection-related, compared with 87,991 (33.7%) of all 261,427 crashes in which no young driver was involved
- 9,113 (17.6%) of all 51,892 crashes involving young drivers were single vehicle crashes, compared with 59,579 (22.8%) of all 261,427 crashes in which no young driver was involved.
- Seat belt use<sup>\*\*</sup> was reported for 47,725 (87.0%) of all 54,855 young drivers of passengers cars/light trucks<sup>††</sup> involved with crashes, compared with 338,970 (85.2%) of all 397,950 older drivers of passengers cars/light trucks.

## Pickup & SUV Rollovers

- Young drivers were behind the wheel of just 10.5% of all pickups and SUV's involved in crashes, yet they were behind the wheel during 24.6% of all pickup and SUV rollovers.<sup>‡‡</sup>
- 2 fatalities (0.2% of all 998 traffic fatalities in Illinois in 2015) resulted from crashes in which young drivers were behind the wheel of pickups and SUV's that suffered rollovers.



<sup>§</sup> "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

<sup>\*\*</sup> 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.

<sup>††</sup> 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.

<sup>‡‡</sup> Where driver age was known

## Geographic Information

- 10,802 (20.8%) of all 51,892 crashes involving young drivers took place on roads that were classified as "rural" road use, compared with 46,435 (17.8%) of all 261,427 crashes in which no young driver was involved.
- 33,825 (65.2%) of all 51,892 crashes involving young drivers took place in Illinois counties outside Cook County, compared with 123,557 (47.3%) of all 261,427 crashes in which no young driver was involved.

	Crashes Involving One or More Young Drivers	Crashes Involving No Young Drivers
	n (%)	n (%)
<b>Chicago</b>	7,214 (13.9%)	83,182 (31.8%)
<b>Suburban Cook County</b>	10,853 (20.9%)	54,688 (20.9%)
<b>Chicago Collar Counties</b>	14,255 (27.5%)	49,543 (19.0%)
<b>Rest of State - Urban</b>	10,494 (20.2%)	37,591 (14.4%)
<b>Rest of State - Rural</b>	9,076 (17.5%)	36,423 (13.9%)

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

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

**Percent of Crashes Involving One or More Young Drivers (Age 16 to 20), By Time of Day**

