

# Unintentional Motor Vehicle Traffic Injuries

UNDERSTANDING MVT INJURIES

Every day, thousands of Americans are involved in motor vehicle crashes on public roadways that result in injury or death. Unintentional Motor Vehicle Traffic (MVT) injuries include those to motor vehicle occupants (drivers and passengers), motorcyclists, pedestrians, pedal cyclists, and other persons in crashes that occur on roads and streets.

## Burden and Overview

MVT injuries are a leading cause of hospitalization and death in the United States and Illinois. For every MVT injury death in Illinois there were four (4) non-fatal hospitalizations and nearly seventy-nine (79) emergency department visits. Figure 1 reflects total counts for 2023. During a five-year period, the rate of MVT injury deaths generally increased (see Figure 2), with the largest increase occurring between 2019 and 2021.

Figure 1: Motor Vehicle Traffic Injury Pyramid in 2023

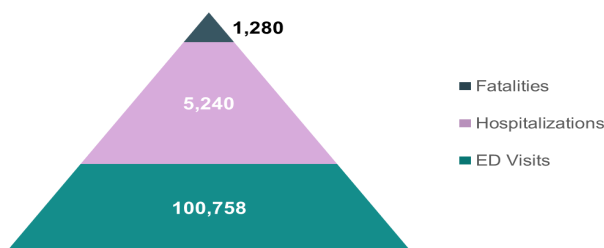
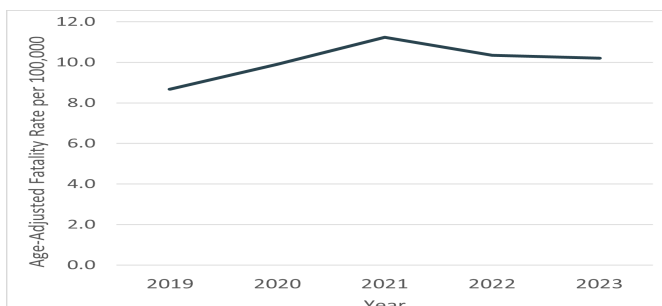


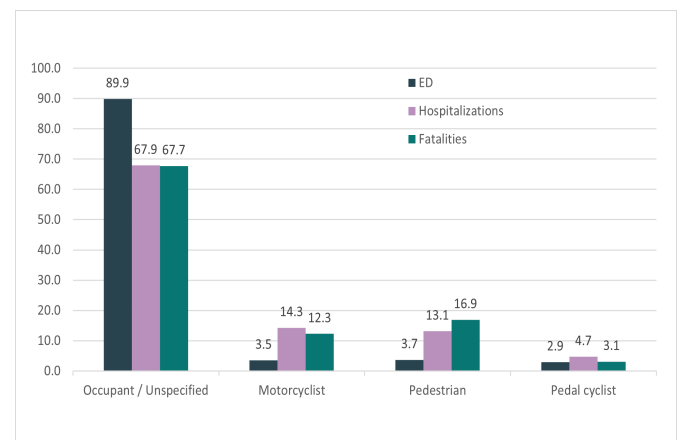
Figure 2: Rate of Motor Vehicle Traffic Deaths Among Residents, 2019-2023



## Injuries by Type of Person

Figure 3 illustrates that most persons injured or killed by MVT injuries are occupants (drivers and passengers). In 2023, occupants accounted for 67.7% of MVT deaths, 67.9% among hospitalizations, and 89.9% among ED visits. Table 1, and Figures 4 through Figure 6 will focus on occupant-related injuries.

Figure 3: Percent of Unintentional MVT Injuries by Type of Person in 2023



# Special Emphasis Report: Unintentional Motor Vehicle Traffic Injuries

## MVT Injuries by Geography

In 2023, the majority of motor vehicle traffic related ED visits in Illinois occurred for residents residing in Cook County, and the highest rates per 100,000 residents were in rural counties. Table 1 presents counts and rates of MVT ED visits by patient's resident county urbanicity.

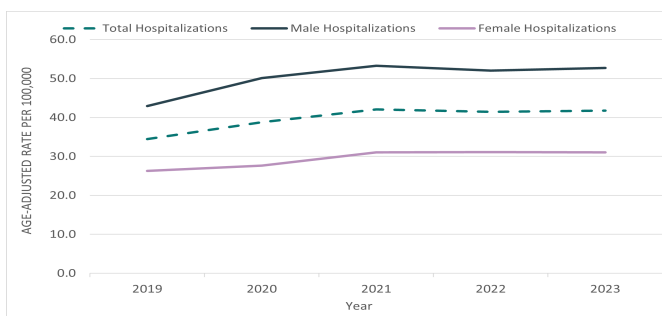
**Table 1: MVT ED Visits by County Urbanicity in 2023**

Sub-Area	Count	Rate
Collar Counties	18,781	594.6
Cook County	49,486	972.8
Urban Counties	12,479	535.3
Rural Counties	20,076	1,071.5
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## MVT Injuries by Sex and Age Group

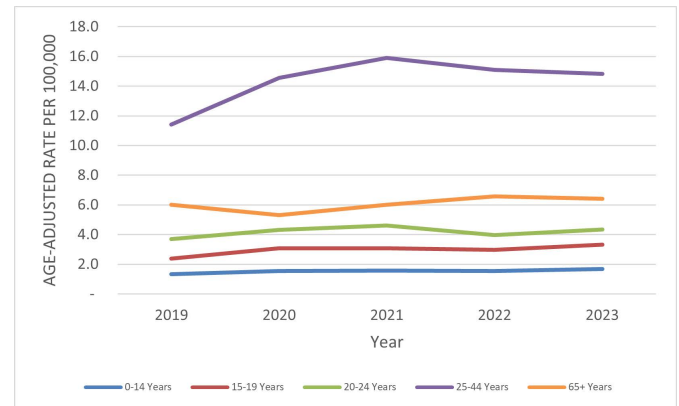
Males had higher non-fatal MVT hospitalization injury rates than did females in all years between 2019 and 2023. Rates for both males and females gradually increased over the five (5) year period.

**Figure 4: MVT Hospitalization Rates by Sex, Data Period**



The age groups with the highest non-fatal MVT hospitalization injury rates in Illinois were ages 25 to 44 followed by rates among individuals aged 65+ years.

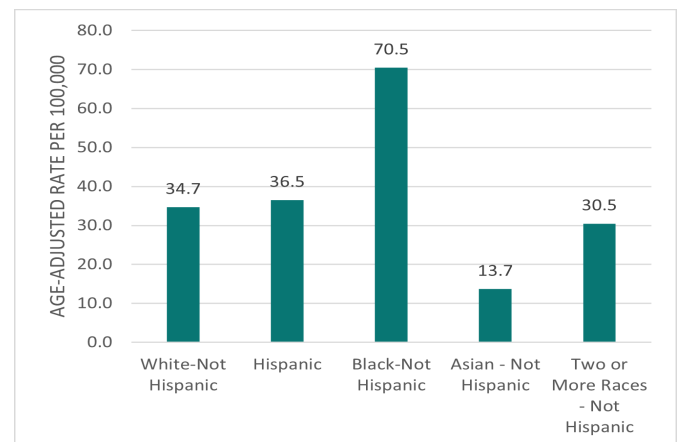
**Figure 5: MVT Hospitalization Injury Rates by Age Group, 2019-2023**



## MVT Injuries by Race and Ethnicity

Figure 6 presents non-fatal MVT hospitalization injury rates by race and ethnicity for Illinois residents. The highest rates were noted for black, not-Hispanic (70.5 per 100,000) and Hispanic (36.5 per 100,000) residents.

**Figure 6: Hospitalization Rates by Race and Ethnicity, 2023**



# Special Emphasis Report: Unintentional Motor Vehicle Traffic Injuries

## Quick Facts

### Seat Belt Use:

According to the National Occupant Protection Use Survey, seat belt use in Midwestern states was 92.9% in 2023. This is an increase of 3.6% from 2022 to 2023.

Illinois High School Youth Risk Behavior Survey reported 41.1% of high school youth didn't always wear a seatbelt when riding in a car driven by someone else.

### Cost Data:

According to CDC's WISQARS Cost of Injury module, the cost of motor vehicle traffic fatalities in Illinois reached \$13.83 billion in 2022, combining the medical costs and value of statistical life.

### Alcohol Level:

In 2022, 36% of drivers with fatal MVT injuries in Illinois had a blood alcohol concentration of more than the legal limit (.08) according to the National Highway Traffic Safety Administration. This is an increase of 6% from 2019 to 2022.

## MVT Injury Prevention Activities

IDPH is funded by the CDC National Center for Injury Prevention and Control for the Core State Injury Prevention Program (SIPP). The purpose of the program is to build an injury surveillance system and strategic collaborations/partnerships. One of the priority injury topics addressed by SIPP is the prevention of transportation-related injury.

With funding from the Illinois Department of Transportation (IDOT), IDPH in collaboration with the University of Illinois Springfield (UIS) is implementing the Motor Vehicle Data Linkage Project. The overall goal of this project is to link state health and transportation data to support local, regional, and statewide highway safety decision-making to affect decreases in deaths, non-fatal injuries, and health care costs resulting from motor vehicle crashes, which will help make Illinois roads safer. For information can be found at <https://www.uis.edu/cspl/partnership-initiatives/motor-vehicle-data-linkage-project>.

In addition to the multi-agency project with IDOT and UIS, IDPH collaborates with numerous traffic safety partners through efforts of the Illinois Partnership for Safety and development of the state injury prevention strategic planning process, which transportation-related injury is a priority.

### Resources:

CDC Transportation Safety - <https://www.cdc.gov/transportation-safety/index.html>

National Highway Traffic Safety Administration - <https://www.nhtsa.gov/>

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