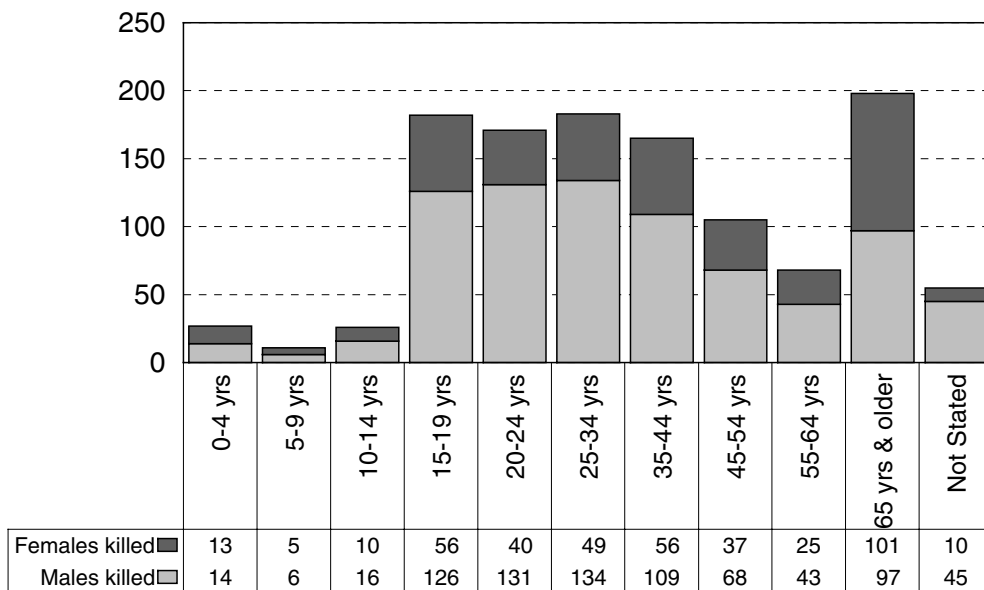


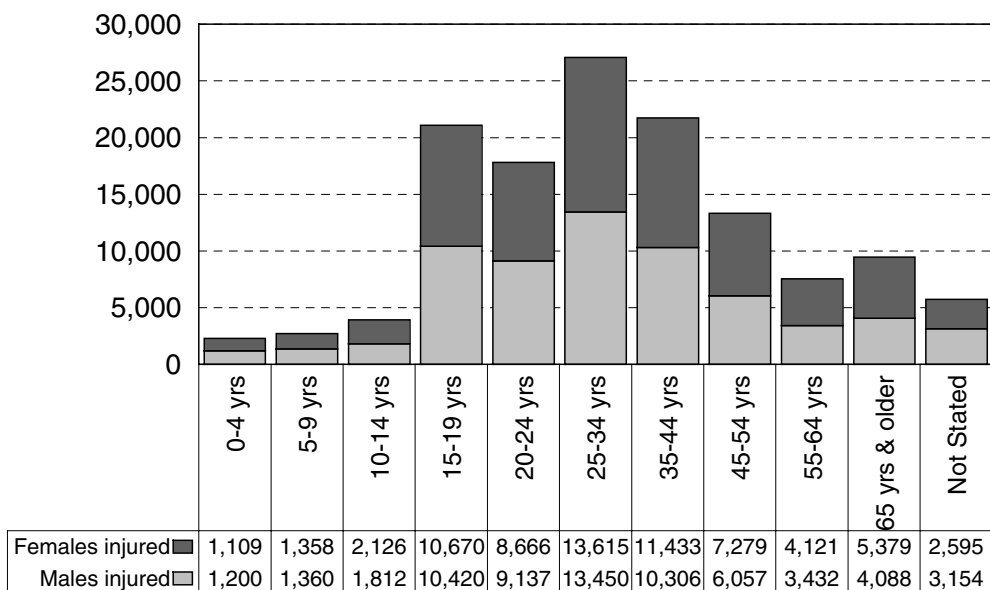
AGE AND GENDER OF OCCUPANTS KILLED & INJURED IN MOTOR VEHICLE CRASHES

Occupants Killed



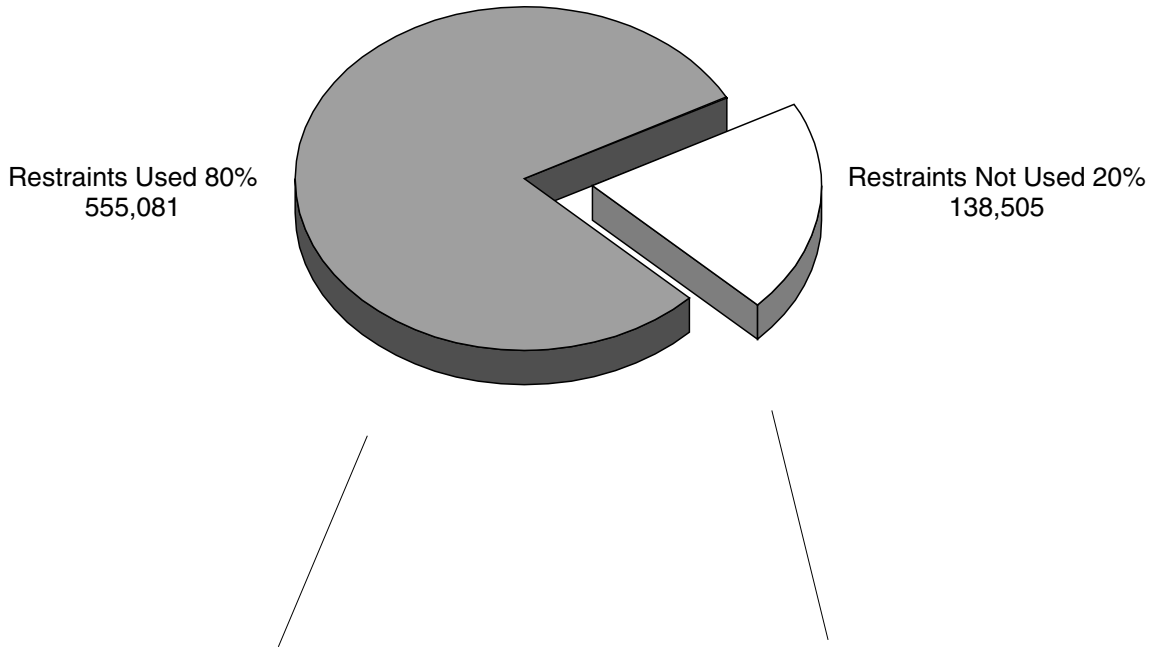
The majority (66.2%) of occupants killed in traffic crashes in 1994 were male.

Occupants Injured

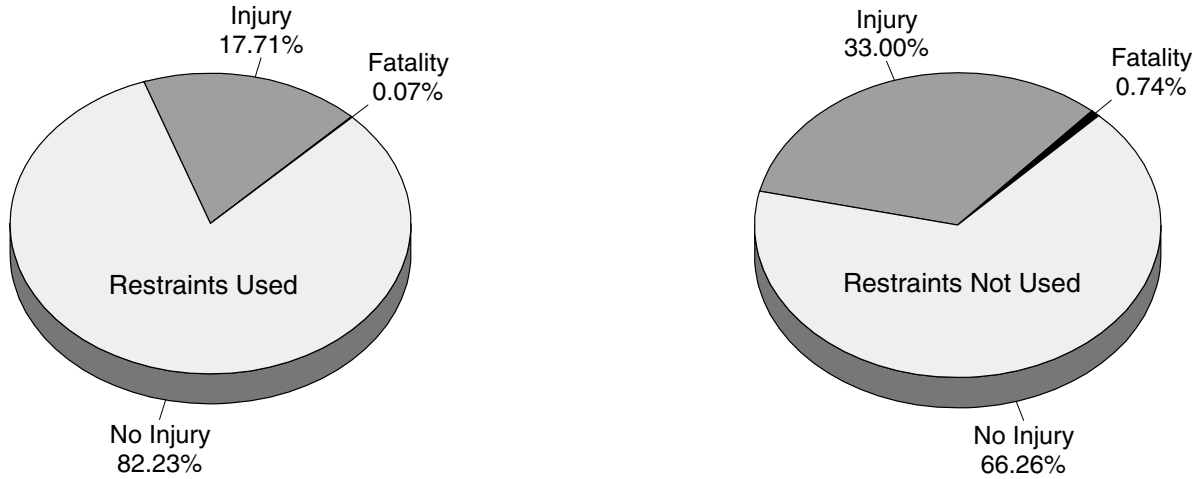


The majority (51.5%) of occupants injured in traffic crashes in 1994 were female.

REPORTED OCCUPANT RESTRAINT USAGE FOR ALL DRIVERS AND INJURED PASSENGERS

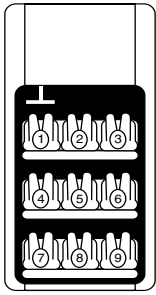


Crash Severity



Of the 693,586 drivers and injured passengers involved in crashes, 555,081 (80%) were *reported* to be using occupant restraints.

Occupants in crashes were ten times more likely to be killed if they were not wearing their restraints.



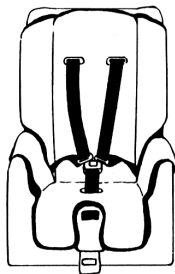
MOTOR VEHICLE OCCUPANTS & INJURY SEVERITY BY SEATING POSITION AND KNOWN BELT USAGE

Seating Position	Belts Used*		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	523,779	95.4	253	5,939	14,085	51,960	451,542
Center Front	734	0.1	2	54	163	478	37
Right Front	18,933	3.4	105	1,725	3,681	13,116	306
Left Rear	2,041	0.4	5	164	441	1,294	137
Center Rear	505	0.1	3	45	120	330	7
Right Rear	2,218	0.4	8	192	536	1,478	4
Left Rear Third Seat	238	0.0	1	17	47	165	8
Center Rear Third Seat	92	0.0	0	4	24	59	5
Right Rear Third Seat	257	0.0	2	13	64	166	12
Unknown	121	0.0	0	6	8	37	70
TOTAL	548,918	100.0	379	8,159	19,169	69,083	452,128

* Lap belt, shoulder belt or a combination of lap and shoulder belts used. Children who were coded as using or not using a child restraint appear in a separate table on page 88.

Seating Position	Belts Not Used*		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	32,455	74.4	413	3,201	5,030	5,058	18,753
Center Front	524	1.2	5	127	181	198	13
Right Front	5,684	13.0	94	1,262	1,987	2,272	69
Left Rear	1,690	3.9	27	223	421	640	379
Center Rear	592	1.4	11	123	194	254	10
Right Rear	1,564	3.6	19	286	457	800	2
Left Rear Third Seat	200	0.5	3	35	64	97	1
Center Rear Third Seat	120	0.3	0	23	31	63	3
Right Rear Third Seat	189	0.4	3	26	61	92	7
Unknown	589	1.4	11	94	124	298	62
TOTAL	43,607	100.0	586	5,400	8,550	9,772	19,299

* No belts available or no belts used. Children who were coded as using or not using a child restraint appear in a separate table on page 88.



REPORTED CHILD RESTRAINT USE

Seating Position	Child Restraint Used		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	71	7.4	0	6	3	13	47
Center Front	20	2.1	0	1	6	13	0
Right Front	236	24.5	2	12	60	162	0
Left Rear	212	22.0	0	12	59	138	3
Center Rear	149	15.5	0	3	38	108	0
Right Rear	221	22.9	1	9	71	138	2
Left Rear Third Seat	25	2.6	0	0	7	17	1
Center Rear Third Seat	9	0.9	0	0	2	7	0
Right Rear Third Seat	18	1.9	0	3	4	11	0
Unknown	3	0.3	0	0	0	3	0
TOTAL	964*	100.0	3	46	250	610	53

* Includes 2 children with unknown injury severity

Seating Position	Child Restraint Not Used		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	65	26.3	0	4	2	9	47
Center Front	16	6.5	1	1	4	10	0
Right Front	71	28.7	1	12	30	28	0
Left Rear	23	9.3	0	1	7	13	2
Center Rear	24	9.7	2	4	8	10	0
Right Rear	33	13.4	1	1	17	14	0
Left Rear Third Seat	2	0.8	0	0	2	0	0
Center Rear Third Seat	2	0.8	0	0	1	1	0
Right Rear Third Seat	5	2.0	0	0	0	5	0
Unknown	6	2.4	2	3	1	0	0
TOTAL	247*	100.0	7	26	72	90	49

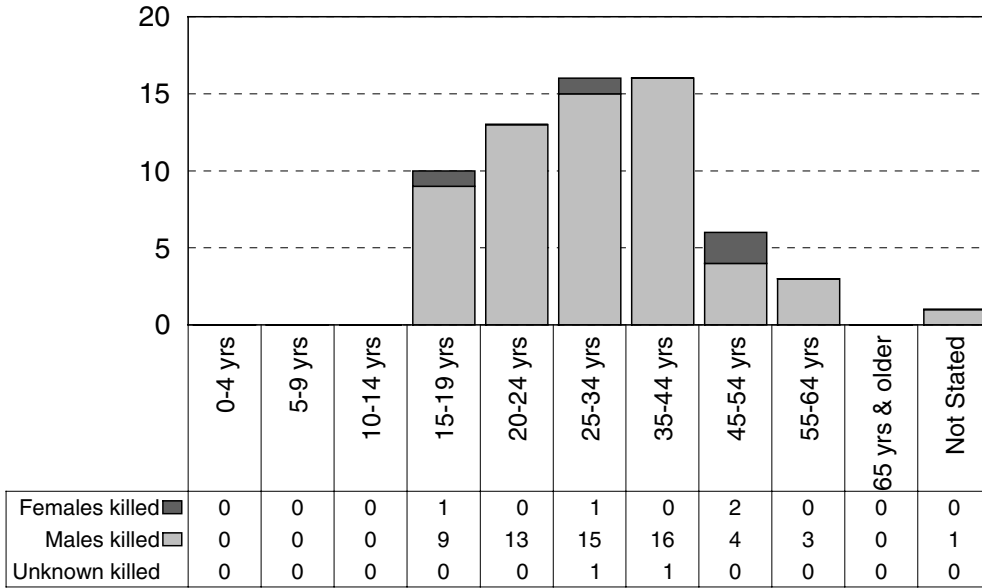
* Includes 3 children with unknown injury severity

Note: The left front seating position includes frequencies for uncoded and errors.

Safety equipment usage is often self-reported and may not reflect actual usage.

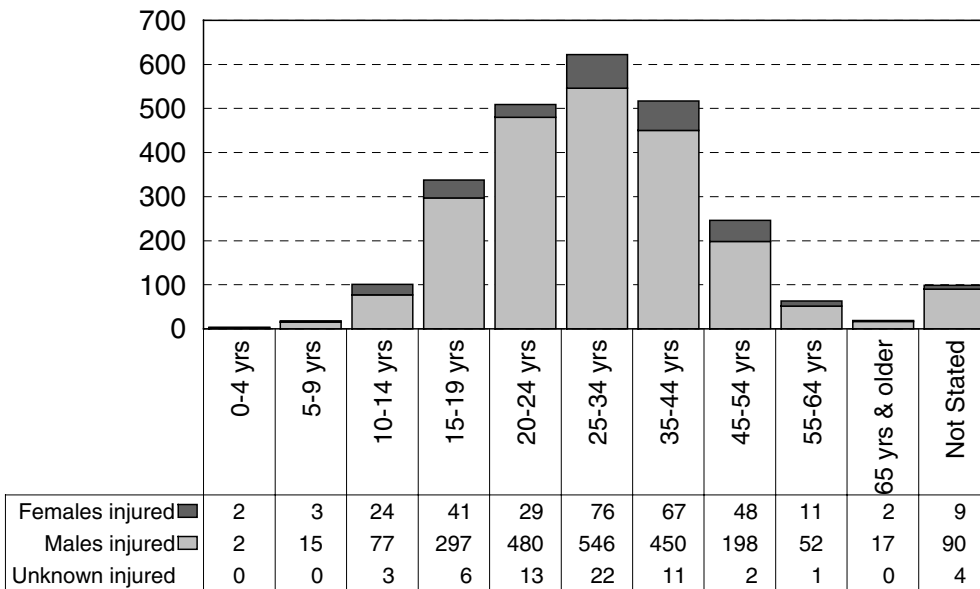
AGE AND GENDER OF MOTORCYCLISTS KILLED & INJURED IN MOTOR VEHICLE CRASHES

Motorcyclists Killed



91 percent of the motorcyclists killed in traffic crashes in 1994 were male. In comparison, 67 percent of all persons killed in crashes were male.

Motorcyclists Injured



85.6 percent of the motorcyclists injured in traffic crashes in 1994 were male. In comparison, 49.6 percent of all persons injured in crashes were male.

MOTORCYCLE HELMET USE AND INJURY SEVERITY

Helmet Worn Age of Motorcyclist	Fatality	Injury			No Injury
		A	B	C	
4 years and under	0	0	0	1	0
5 - 9 years	0	3	0	0	0
10 - 14 years	0	9	11	8	2
15 - 19 years	8	57	96	58	36
20 - 24 years	8	82	165	100	89
25 - 34 years	13	137	152	114	91
35 - 44 years	10	114	129	99	62
45 - 54 years	4	54	56	41	40
55 - 64 years	1	13	18	13	11
65 - 74 years	0	5	3	2	2
75 years and over	0	1	0	1	0
Not Stated	0	3	2	1	2
Subtotal	44	478	632	438	335



Drivers killed 40
Passengers killed 4

Helmet Not Worn Age of Motorcyclist	Fatality	Injury			No Injury
		A	B	C	
4 years and under	0	0	0	0	1
5 - 9 years	0	0	3	3	1
10 - 14 years	0	4	12	10	1
15 - 19 years	0	9	7	6	2
20 - 24 years	0	5	4	6	1
25 - 34 years	1	12	11	2	2
35 - 44 years	0	3	7	1	0
45 - 54 years	0	1	1	1	1
55 - 64 years	0	0	0	1	0
65 - 74 years	0	1	0	0	0
75 years and over	0	0	1	0	0
Not Stated	0	0	1	0	0
Subtotal	1	35	47	30	9




Drivers killed 1
Passengers killed 0

Helmet Use Unknown Age of Motorcyclist	Fatality	Injury			No Injury
		A	B	C	
4 years and under	0	0	2	1	0
5 - 9 years	0	1	6	2	3
10 - 14 years	0	13	26	11	6
15 - 19 years	2	20	52	39	27
20 - 24 years	5	48	67	45	55
25 - 34 years	3	60	96	60	60
35 - 44 years	7	48	71	56	55
45 - 54 years	2	27	33	34	26
55 - 64 years	2	11	4	4	5
65 - 74 years	0	3	1	0	6
75 years and over	0	0	1	0	0
Not Stated	1	26	32	38	53
Subtotal	22	257	391	290	296
TOTAL HELMET USE	67	770	1,070	758	640

In Michigan, helmet use law requires that all motorcycle riders wear a helmet. As a result, according to studies by UMTRI [14], approximately 99 percent of the motorcyclists in Michigan wear helmets. The fact that most fatalities (where helmet use is known) are wearing their helmets does not indicate that helmets are not an effective safety device.

OCCUPANT INJURY OUTCOME BY VEHICLE TYPE

Vehicle Types	Killed	A Injured	B Injured	C Injured	Total KABC	% of All Crash Involved KABC Occupants
Passenger Car and Station Wagon	887	12,236	24,250	69,052	106,425	79.4
Van and Motorhome	51	772	1,646	5,333	7,802	5.8
Pickup	137	1,820	3,611	7,928	13,496	10.1
Small Truck (under 10,000 lbs)	8	136	303	824	1,271	0.9
Cycle	66	745	1,006	703	2,520	1.9
Moped	4	89	140	59	292	0.2
Go Cart	0	2	1	1	4	0.0
Snowmobile	9	126	85	88	308	0.2
Off Road Vehicle	9	82	81	42	214	0.2
Other	5	44	81	131	261	0.2
CDL Truck/Bus (breakdown below)	15	132	272	946	1,365	1.0
TOTAL	1,191	16,184	31,476	85,107	133,958	100.0



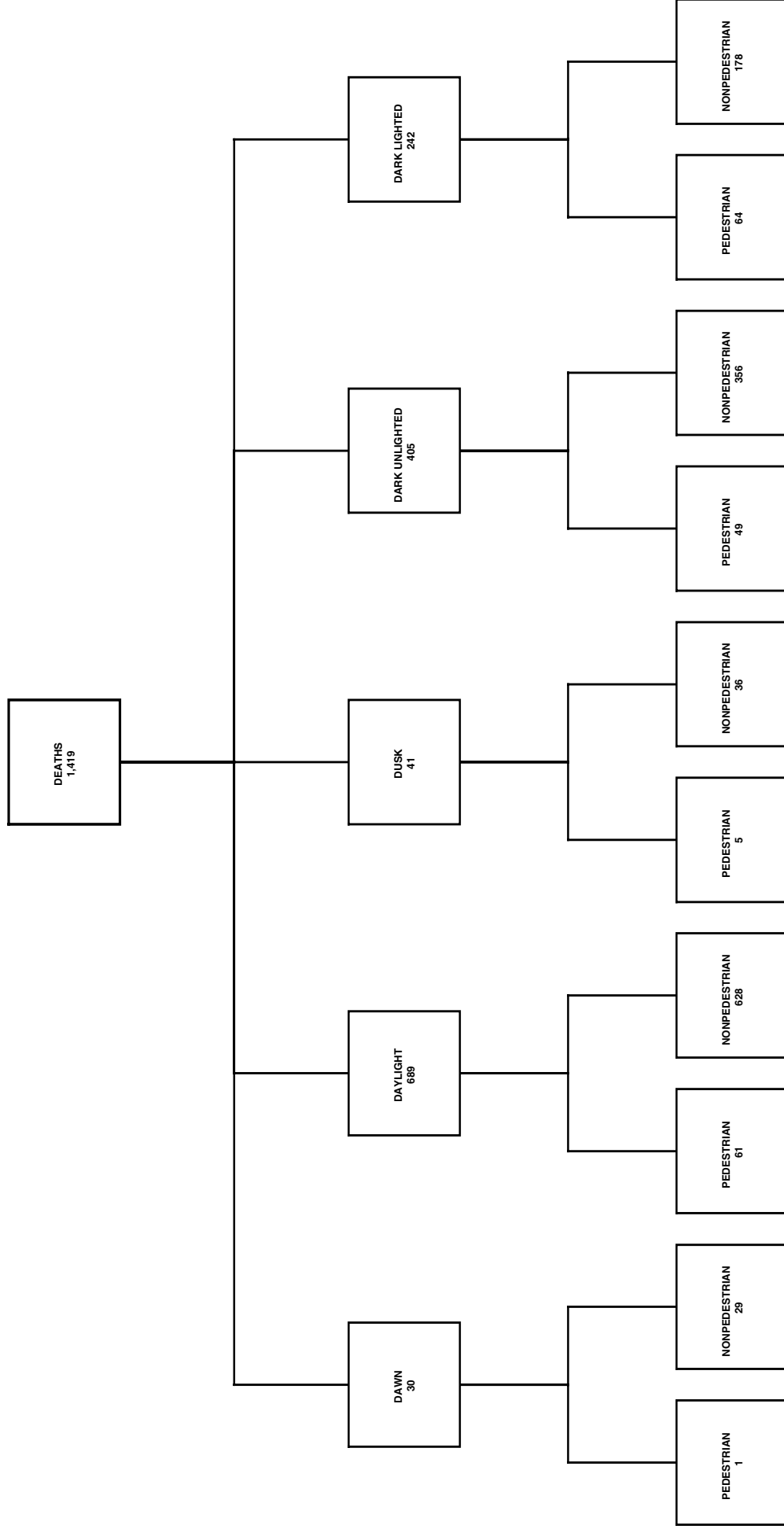
CDL Truck/Bus Sub-category Types	Killed	A Injured	B Injured	C Injured	Total KABC	% of All Crash Involved KABC Occupants
Uncoded Truck	1	11	16	61	89	6.5
Commercial Vehicle: Group A	9	56	140	284	489	35.8
Commercial Vehicle: Group B	3	34	81	386	504	36.9
Commercial Vehicle: Group C	0	6	8	44	58	4.2
Other Truck	1	8	10	52	71	5.2
Unknown Truck	1	17	17	119	154	11.3
TOTAL	15	132	272	946	1,365	100.0

Group "A" is any vehicle that is towing a vehicle or trailer that has a gross vehicle weight rating (GVWR) over 10,000 lbs.

Group "B" is any single vehicle (including buses) with a GVWR of 26,001 lbs. or more. This would include a combination of vehicles with a combined GVWR over 26,000 lbs. when towing a trailer that has a GVWR of 10,000 lbs. or less.

Group "C" is any single vehicle with a GVWR of less than 26,001 lbs. or a combination of vehicles having a combined GVWR under 26,001 lbs. when the vehicle is required to display placards for hazardous material or designed to carry 16 passengers (including driver). Group "C" is also any vehicle carrying 15 or less people (including driver) transporting children to or from school and home on a regular basis for compensation.

PRINCIPAL CLASSES OF MOTOR VEHICLE DEATHS



Of the 1,419 motor vehicle deaths in Michigan in 1994, more than half occurred in nondaylight crashes. Nonpedestrians (mostly occupants of motor vehicles) accounted for 87.2 percent of the deaths. 12 cases were lost in the first subset due to unknown lighting circumstances.