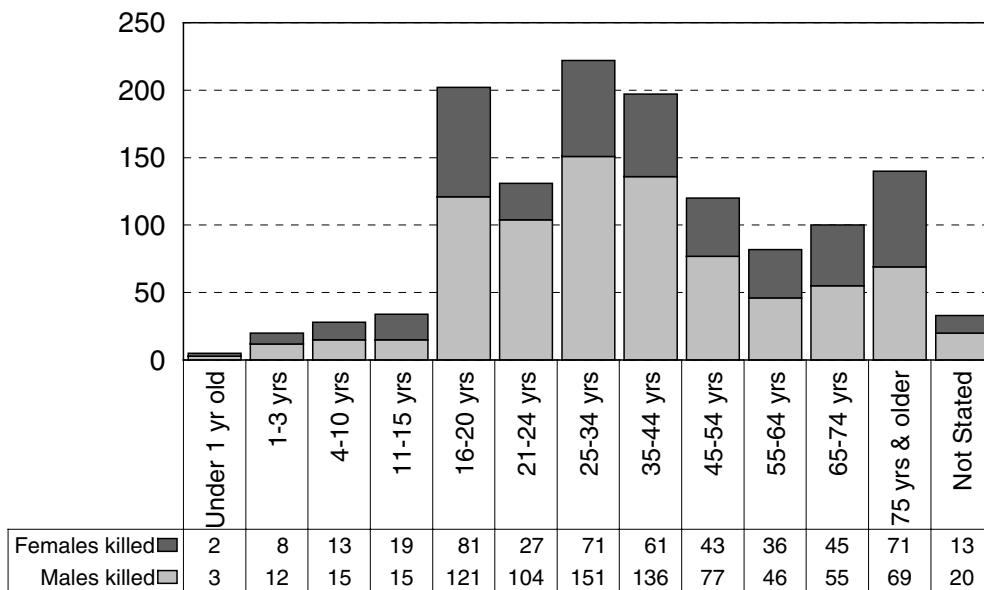


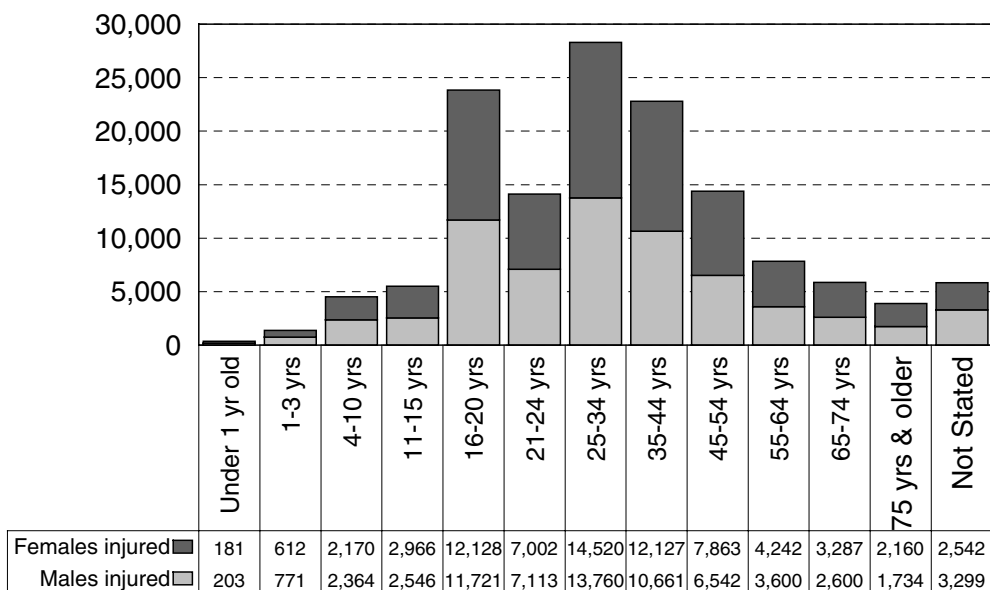
AGE AND GENDER OF OCCUPANTS KILLED & INJURED IN MOTOR VEHICLE CRASHES

Occupants Killed



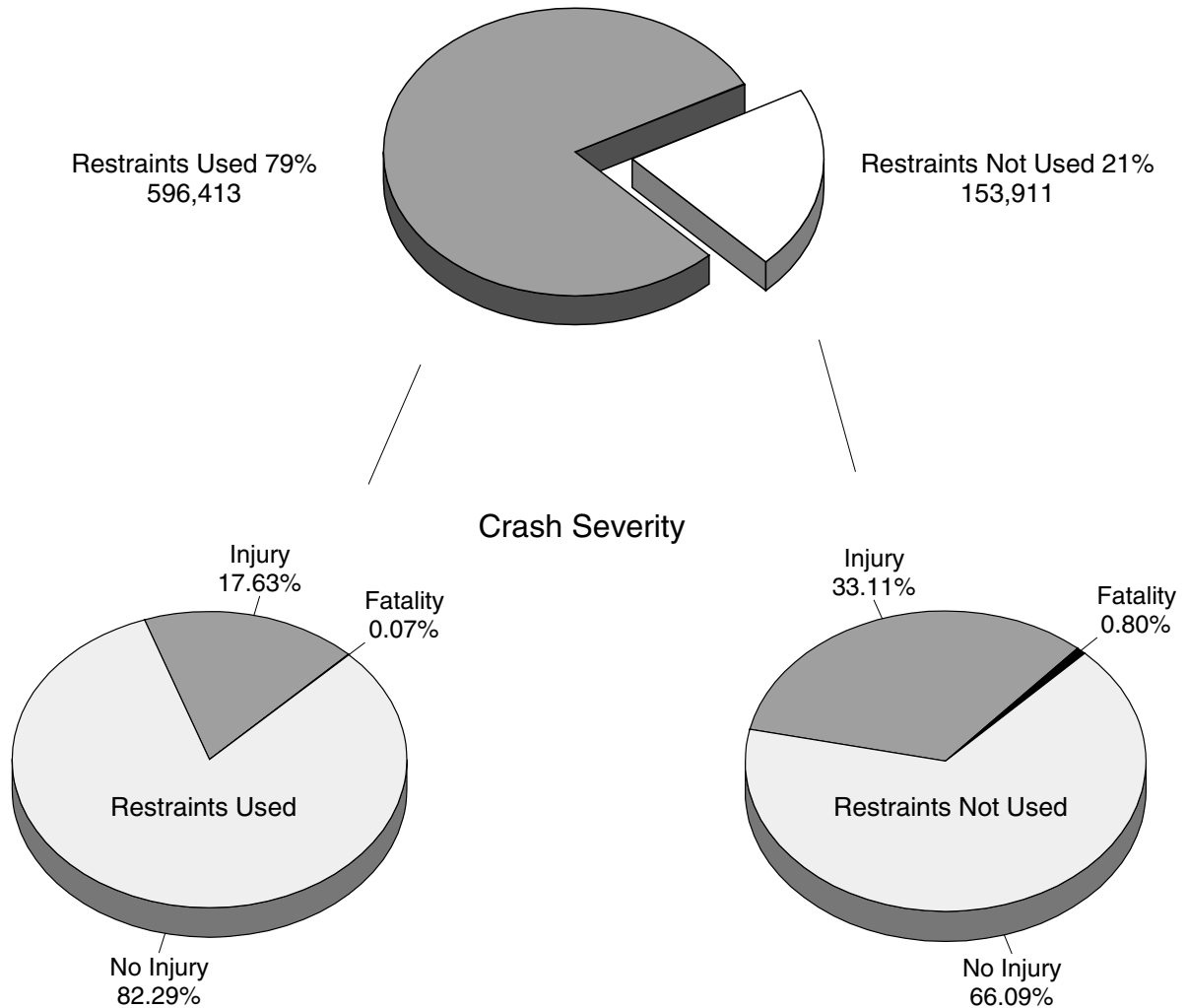
The majority (62.7%) of occupants killed in traffic crashes in 1995 were male.

Occupants Injured



The majority (51.8%) of occupants injured in traffic crashes in 1995 were female.

REPORTED OCCUPANT RESTRAINT USAGE FOR ALL DRIVERS AND INJURED PASSENGERS

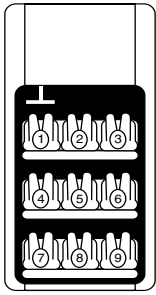


Restraint use by motorists is measured two ways: by what motorists REPORT to police at the scene of a traffic crash (reported usage), and by DIRECT OBSERVATION studies where motorists are totally unaware of the presence of researchers (observed usage). As expected, reported usage is routinely much higher than observed usage.

Of the 750,324 drivers and injured passengers involved in crashes, 596,413 (79%) were REPORTED to be using occupant restraints.

However, a DIRECT OBSERVATION study by the University of Michigan Transportation Research Institute [14] estimated 66.8 percent of motorists overall used safety belts in 1995.

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



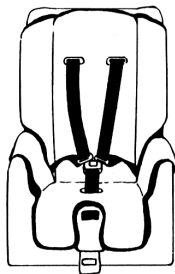
MOTOR VEHICLE OCCUPANTS & INJURY SEVERITY BY SEATING POSITION AND KNOWN BELT USAGE

Seating Position	Belts Used*		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	562,110	95.4	311	6,279	15,181	55,310	485,029
Center Front	783	0.1	1	63	190	506	23
Right Front	19,963	3.4	96	1,775	3,996	13,828	268
Left Rear	2,173	0.4	8	153	516	1,376	120
Center Rear	580	0.1	1	45	157	369	8
Right Rear	2,449	0.4	10	188	555	1,692	4
Left Rear Third Seat	321	0.1	0	29	89	192	11
Center Rear Third Seat	114	0.0	0	8	32	71	3
Right Rear Third Seat	331	0.1	0	34	77	207	13
Unknown	173	0.0	1	1	15	56	100
TOTAL	588,997	100.0	428	8,575	20,808	73,607	485,579

* 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 100.

Seating Position	Belts Not Used*		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	29,902	73.8	418	3,102	4,828	4,794	16,760
Center Front	460	1.1	7	95	167	169	22
Right Front	5,469	13.5	120	1,159	2,033	2,086	71
Left Rear	1,581	3.9	12	208	390	616	355
Center Rear	547	1.3	10	108	168	252	9
Right Rear	1,407	3.5	28	227	446	704	2
Left Rear Third Seat	186	0.5	3	29	56	97	1
Center Rear Third Seat	108	0.3	0	29	33	42	4
Right Rear Third Seat	214	0.5	3	36	65	104	6
Unknown	650	1.6	23	130	154	260	83
TOTAL	40,524	100.0	624	5,123	8,340	9,124	17,313

* 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 100.



REPORTED CHILD RESTRAINT USE

Seating Position	Child Restraint Used		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	89	8.4	0	4	4	21	57
Center Front	34	3.2	0	1	9	24	0
Right Front	223	21.1	3	19	50	150	1
Left Rear	222	21.0	3	10	62	146	1
Center Rear	156	14.7	2	8	35	111	0
Right Rear	264	24.9	3	17	61	182	1
Left Rear Third Seat	21	2.0	0	3	6	12	0
Center Rear Third Seat	14	1.3	0	3	3	8	0
Right Rear Third Seat	31	2.9	0	2	10	19	0
Unknown	5	0.5	2	1	0	1	1
TOTAL	1,059*	100.0	13	68	240	674	61

* Includes 3 children with unknown injury severity

Seating Position	Child Restraint Not Used		Fatal	Injury			PDO
	Number	% of Total		A	B	C	
Left Front	102	33.4	0	1	8	8	83
Center Front	12	3.9	1	1	5	5	0
Right Front	83	27.2	4	14	37	28	0
Left Rear	37	12.1	0	5	11	20	1
Center Rear	14	4.6	0	5	5	4	0
Right Rear	21	6.9	0	4	7	10	0
Left Rear Third Seat	6	2.0	0	2	1	3	0
Center Rear Third Seat	4	1.3	0	2	2	0	0
Right Rear Third Seat	2	0.7	0	0	2	0	0
Unknown	24	7.9	1	5	4	14	0
TOTAL	305*	100.0	6	39	82	92	84

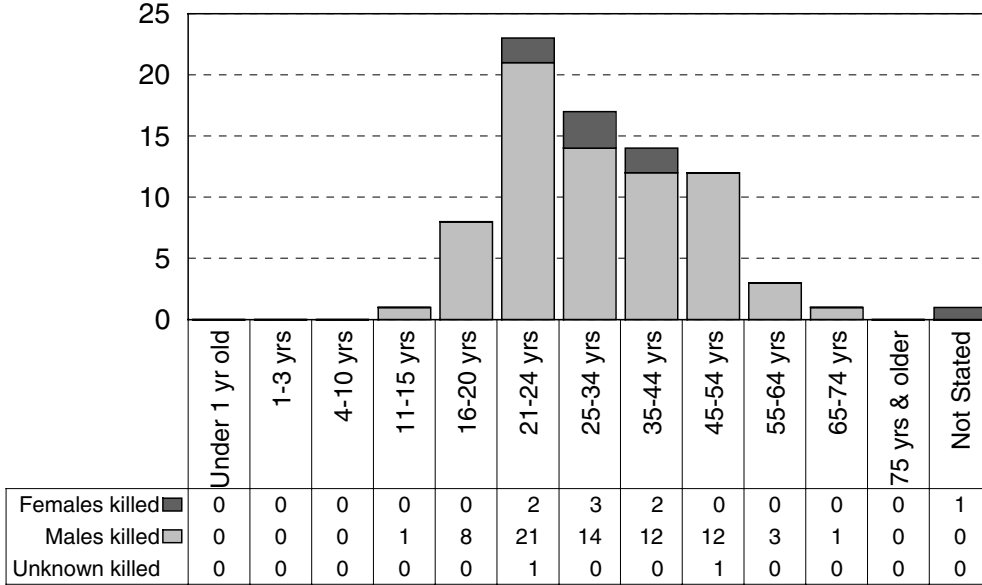
* Includes 2 children with unknown injury severity

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.

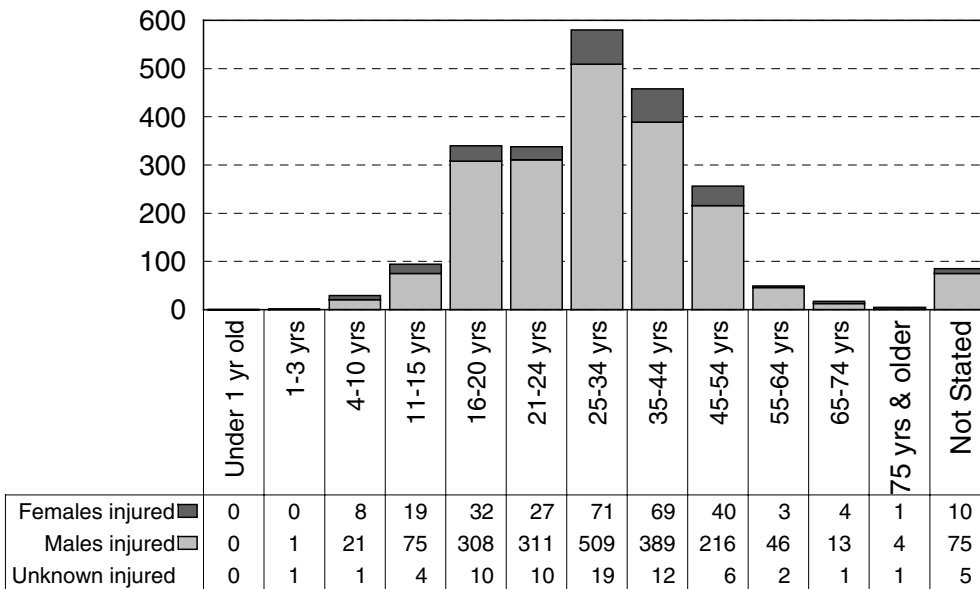
AGE AND GENDER OF MOTORCYCLISTS KILLED & INJURED IN MOTOR VEHICLE CRASHES

Motorcyclists Killed



87.8 percent of the motorcyclists killed in traffic crashes in 1995 were male. In comparison, 63.8 percent of all persons killed in crashes were male.

Motorcyclists Injured



84.6 percent of the motorcyclists injured in traffic crashes in 1995 were male. In comparison, 49.1 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	
3 years and under	0	0	1	0	0
4 - 10 years	0	3	3	1	0
11 - 15 years	0	10	13	4	4
16 - 20 years	6	49	101	51	58
21 - 24 years	18	53	104	54	49
25 - 34 years	11	128	160	93	83
35 - 44 years	11	111	127	57	59
45 - 54 years	10	53	78	43	51
55 - 64 years	3	10	14	11	4
65 - 74 years	1	4	5	4	2
75 years and over	0	0	2	0	1
Not Stated	0	1	3	4	2
Subtotal	60	422	611	322	313



Drivers killed 54
Passengers killed 6

Helmet Not Worn Age of Motorcyclist	Fatality	Injury			No Injury
		A	B	C	
3 years and under	0	0	0	0	0
4 - 10 years	0	2	5	3	0
11 - 15 years	0	5	9	6	1
16 - 20 years	1	9	5	5	0
21 - 24 years	2	2	6	6	2
25 - 34 years	0	3	6	4	1
35 - 44 years	0	6	11	0	0
45 - 54 years	0	3	1	0	0
55 - 64 years	0	0	0	1	0
65 - 74 years	0	0	0	0	0
75 years and over	0	1	0	0	0
Not Stated	0	0	0	3	1
Subtotal	3	31	43	28	5




Drivers killed 2
Passengers killed 1

Helmet Use Unknown Age of Motorcyclist	Fatality	Injury			No Injury
		A	B	C	
3 years and under	0	1	0	0	0
4 - 10 years	0	4	6	3	1
11 - 15 years	1	9	20	22	5
16 - 20 years	1	34	67	29	23
21 - 24 years	4	20	69	34	28
25 - 34 years	6	62	81	62	63
35 - 44 years	3	43	69	46	46
45 - 54 years	3	25	33	26	23
55 - 64 years	0	4	8	3	10
65 - 74 years	0	1	2	2	4
75 years and over	0	2	1	0	1
Not Stated	1	23	35	21	43
Subtotal	19	228	391	248	247
TOTAL HELMET USE	82	681	1,045	598	565

In Michigan, helmet use law requires that all motorcycle riders wear a helmet. As a result, according to studies by UMTRI [15], approximately 99 percent of the motorcyclists in Michigan wear helmets when riding. 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	967	12,141	24,821	71,831	109,760	78.4
Van and Motorhome	61	1,009	2,102	5,933	9,105	6.5
Pickup	152	1,789	3,897	8,217	14,055	10.0
Small Truck (under 10,000 lbs.)	13	180	355	948	1,496	1.1
Cycle	80	650	988	544	2,262	1.6
Moped	3	54	131	83	271	0.2
Go Cart	0	3	3	4	10	0.0
Snowmobile	16	167	126	125	434	0.3
Off Road Vehicle	2	63	82	49	196	0.1
Other	3	48	69	94	214	0.2
Uncoded	5	99	196	588	888	0.6
CDL Truck/Bus (breakdown below)	12	152	300	873	1,337	1.0
TOTAL	1,314	16,355	33,070	89,289	140,028	100.0

 **CDL Truck/Bus Sub-category Types**

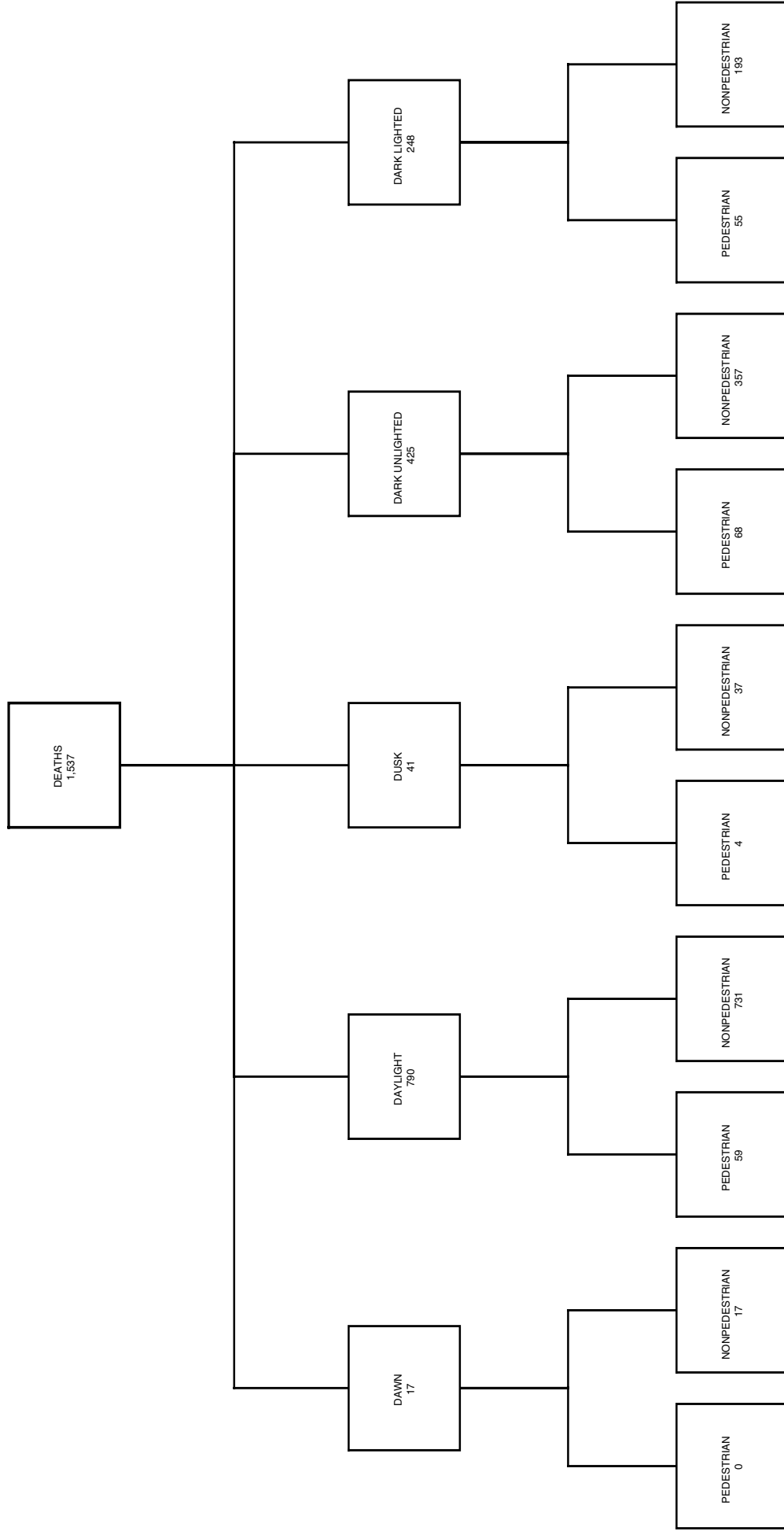
CDL Truck/Bus Sub-category Types	Killed	A Injured	B Injured	C Injured	Total KABC	% of All Crash Involved KABC Occupants
Uncoded Truck	1	10	25	69	105	7.9
Commercial Vehicle: Group A	5	61	143	306	515	38.5
Commercial Vehicle: Group B	0	38	71	308	417	31.2
Commercial Vehicle: Group C	0	2	14	54	70	5.2
Other Truck	0	13	22	38	73	5.5
Unknown Truck	6	28	25	98	157	11.7
TOTAL	12	152	300	873	1,337	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 1,537 motor vehicle deaths in Michigan in 1995, more than half occurred in daylight crashes. Nonpedestrians (mostly occupants of motor vehicles) accounted for 87.8 percent of the deaths. 16 of 1,537 cases were lost due to unknown lighting conditions.