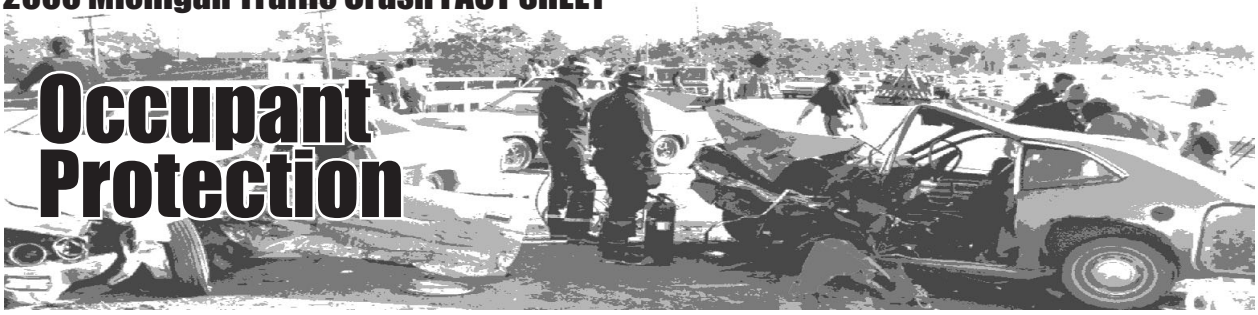
2000 Michigan Traffic Crash FACT SHEET



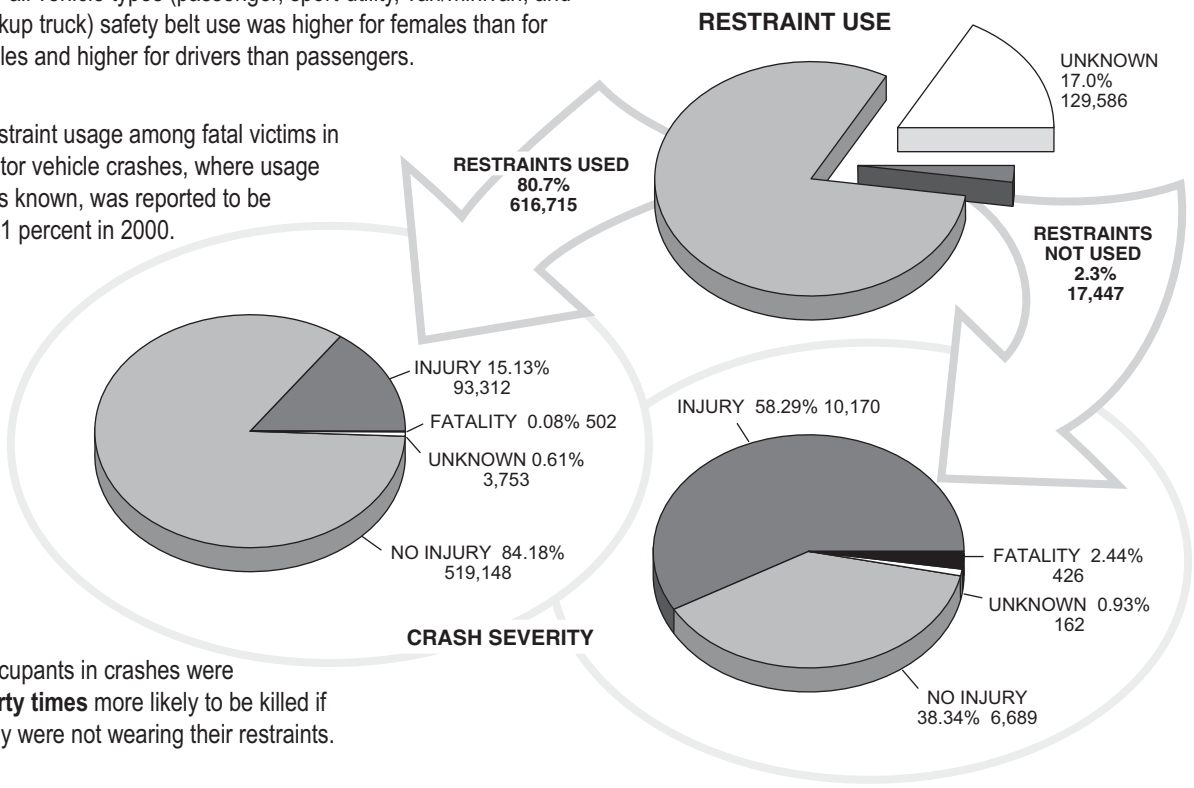
Occupant Protection

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).

- Of the 763,748 drivers and injured passengers involved in crashes, 616,715 or 80.7 percent were REPORTED to have been using occupant restraints. However, a DIRECT OBSERVATION study by the University of Michigan Transportation Research Institute estimated overall safety belt use was 85.0 percent for passenger cars, 83.1 percent for sport-utility vehicles, 83.2 percent for vans/minivans, and 71.2 percent for pickup trucks in 2000.

- For all vehicle types (passenger, sport-utility, van/minivan, and pickup truck) safety belt use was higher for females than for males and higher for drivers than passengers.

- Restraint usage among fatal victims in motor vehicle crashes, where usage was known, was reported to be 54.1 percent in 2000.



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

- Motor vehicle occupants aged 75 to 100 had the highest reported restraint usage (94.6%) of any age group. Children age 11 to 15 had the lowest reported restraint usage (74.0%).

- In a pilot study of child restraint device (CRD) use and misuse in Michigan at the University of Michigan Transportation Research Institute, researchers discovered at least some degree of improper CRD use in 88.5 percent of case studies.

- Restraint use can prevent ejection from a motor vehicle. Ejection is associated with higher levels of injury severity and greater numbers of fatalities.

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