

2002 Michigan Traffic Crash FACT SHEET



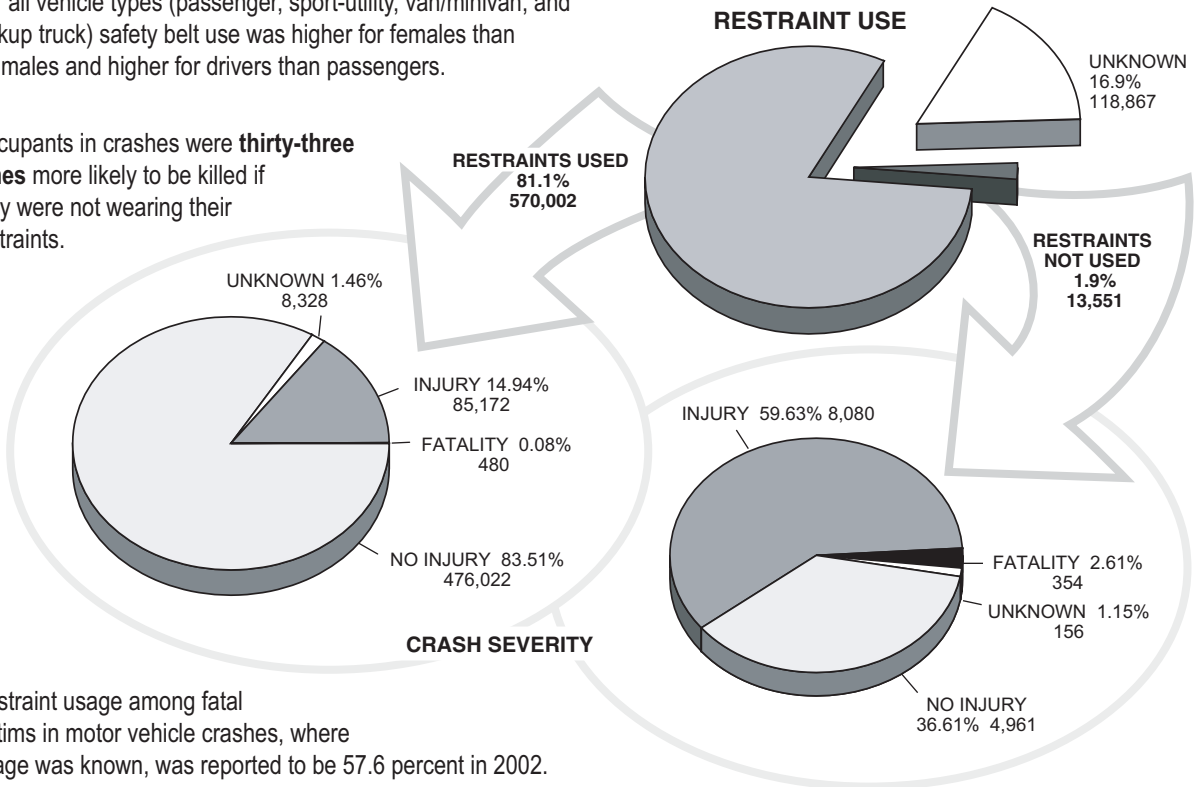
Occupant Protection

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 702,420 drivers and injured passengers involved in crashes, 570,002 or 81.1 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 85.1 percent for passenger cars, 85.5 percent for sport-utility vehicles, 83.1 percent for vans/minivans, and 74.4 percent for pickup trucks in 2002. Statewide belt use for all vehicle types was 82.9 percent.

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.

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



Restraint usage among fatal victims in motor vehicle crashes, where usage was known, was reported to be 57.6 percent in 2002.

Motor vehicle occupants aged 75 to 102 had the highest reported restraint usage (95.0%) of any age group. Children age 11 to 15 had the lowest reported restraint usage (74.3%).

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

