SOUTHEAST FATAL CRASHES DISTRIBUTION RESULTS

In our meeting in April, we discussed comparing the distribution of the existing 150 fatal crashes from 1997 to those of the fatal crashes reported between 1998 and 2000. While the 150 crashes contain only rural two-lane road fatal crashes, the 1998-2000 contains all reported fatal crashes during the three-year period. The main purposes were to determine if the 1997 crash types provided a large enough sample to make some inferences about particular crash types, to determine the need to develop additional countermeasures for this study, and to help select the 30 additional crashes for review in this project. The crash types of specific interest are:

- Tree crashes
- Utility pole crashes
- Large trucks
- Older drivers
- Intersection related crashes (within 150 feet of an intersection)
- Pavement friction crashes (mainly run-off-road during wet road conditions)
- Road surface defects
- Bridge-rail and bridge-end crashes

Fixed Objects

The fixed object category contains the tree, utility pole and bridge crashes. Table 1 shows the distribution of the fatal crashes by object struck for the two samples. The table only shows the specific crash types discussed in the April meeting and the ones with relatively high percentages in both groups. Tree crashes were the only fixed object discussed in the April meeting that had a sample size greater than 10. The table also shows that the 1997 sample does not reflect the 1998-2000 distribution for these crash types. Both sample show a higher representation for fatal crashes involving ditch banks and pedestrians.

Table 1: Fixed Objects Stuck

Object Struck	1997 Stratified Sample		1998-2000 Reported Fatal Crashes	
TREE	19	20.2%	619	14.0%
UTILITY POLE	3	3.2%	148	3.4%
LUM POLE-NON-BRK	1	1.1%	8	0.2%
LUM POLE-BRKWY	0	0.0%	1	0.0%
BRIDGE RAIL END	6	6.4%	36	0.8%
BRIDGE RAIL FACE	0	0.0%	13	0.3%
DITCH BANK	21	22.3%	308	7.0%
PEDESTRIAN	14	14.9%	1497	34.0%