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THE YOUNG CHILD IN PEDESTRIAN ACCIDENTS

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Introduction

This study is an analysis of a portion of 1979 pedestrian crashes in North Carolina. The study is based on 2468 pedestrian accidents having the characteristic that one vehicle struck one pedestrian. Eliminated from consideration were some other pedestrian crashes in which a single vehicle hit more than one pedestrian or multiple vehicle crashes which also involved one or more pedestrians. For purposes of this study, pedestrian age categories were defined as follows:

0-5 years old
6-8 years old
9-12 years old
13-17 years old
18-55 years old
56 years old+

The study is based on computerized data from the standard NC accident report form. Typical check box responses the officer fills in are digital coded on computer tapes. The officer's written narrative description of the crash is also captured. Computer software permits extraction of cases involving key words or phrases designated by the analyst in a particular study. Narrative search was included in this study.

Results

Table 1 confirms previously existing knowledge that accident victims on the highways are predominantly male. Accident analysis of virtually any type shows that males are overrepresented relative to their proportion in the population. However, with respect to motor vehicle drivers, it is not as clear

that males are so much overrepresented when consideration is given to the amount of driving they do (see Solomon 1964).

Table 1. Pedestrian age vs. sex (1979 N.C. accidents).

Pedestrian Sex	Age 0-5	6-8	9-12	13-17	18-55	56+	Total
Male	118	134	102	135	634	173	1296
Female	76	67	69	75	200	91	578
% Male	60.8	66.7	59.6	64.3	76.0	65.5	69.2
Total	194	201	171	210	834	264	1874

It is interesting that even in pedestrian accidents nearly 70 percent of the pedestrians are male. What is really rather astonishing is that this preponderance of males extends even to the youngest age groups. Even in the 0-5 years age group nearly 61 percent of the pedestrian victims are male.

The overinvolvement of males has been hypothesized to represent greater exposure of males. In previous times at least, the male was perhaps more often moving about in the world, whereas the female was more often a homemaker. Also it has been hypothesized that males are more aggressive, or more likely to be risk takers. Nevertheless it is still difficult to comprehend the overrepresentation of the young males in the 0-5 and the 6-8 year old category.

One must speculate whether the sex differentials of risk taking or perhaps exposure factors, begin to manifest themselves even at this young age. For further interest the 0-5 category was broken down by individual year. As would be expected the case frequency is heavily weighted toward the older end of that class interval. However, males dominate the figures except for the two

and one year old category. Thus, the seeming male overinvolvement extends down even to the 3 year old category. One must speculate whether sex related risk taking shows up at this early age and whether the nature of adult supervision begins to be sex differentiated even at the age of three.

Table 2 shows a breakdown of pedestrian accidents by race and age of victim. There is a rather striking difference in overrepresentation in the different age groups by race. About 51 percent of the pedestrian victims are white and about 45 percent are black. On a population basis, the black-white ratio is not at all in balance. In North Carolina blacks represent only about 20 percent. However, we do not have the data to know the actual exposure, walking by roadways, etc.

Table 2. Pedestrian age vs. race (1979 N.C. accidents).

	Age						
Race	0-5	6-8	9-12	13-17	18-55	56+	Total
White	75	87	99	135	420	164	980
Black	115	112	68	69	400	99	863
% White	39.5	43.7	59.3	66.2	51.2	62.4	53.2
Total	190	199	167	204	820	263	1843

However, when examining the breakdown by race and age, one sees that the distributions are quite different. An item of significant concern to highway safety programmers is that, among the very young, black children are quite a bit overrepresented. For example, in the 0-5 age category, 59 percent of the children in that category are black (vs 45 percent overall). White children in that youngest category are 38.7 percent relative to 51 percent overall. Thus,

for the 0-5 age group as well as the 6-8 age group, black children are rather substantially overrepresented in pedestrian accidents. Balancing this, in the adult age groups, white pedestrian victims are significantly overrepresented.

One can speculate as to what might be some of the factors in this differential representation of black and white children. One factor may be that the two races may have a somewhat different rural/urban concentration. Indeed, in North Carolina, pedestrian accidents sustained by blacks are a bit more in urban areas than are the pedestrian accidents sustained by whites.

Another consideration may be that the socioeconomic factors that adversely affect some black people in other areas of life may also adversely affect some of them with respect to pedestrian accidents. Thus, it is at least possible that young black children may less often be supervised, or may more often be supervised by young siblings, etc. due to working parents and inadequate child care facilities. This may result in the black children being more exposed to the risk of a pedestrian accident.

This of course is only an hypothesis and other data from non-accident sources would have to be examined to know whether there is any legitimacy to this thought. Nevertheless it is clear that among the quite young, black children are more often involved in pedestrian accidents than white children.

Table 3 shows the various age groups in terms of accident involvement by month of year. The dominant thing about this distribution is perhaps wholly understandable, and that is that the very youngest children tend to be involved in pedestrian accidents in the summer months. One can easily speculate that in the harsh winter months the youngest children would more rarely be outside. In fact, the table shows that as the pedestrian age groups move from younger to older, there is a successively greater preponderance of overrepresentation in

the winter months. Finally for the oldest pedestrian age group, 56 years old and older, the largest overrepresentation is in January and February.

Table 3. Pedestrian age vs. month of accident (1979 N.C. accidents).

	Age					
Month	0-5	6-8	9-12	13-17	18-55	56+
Jan.	8	10	7	10	90	46
	3.1	4.1	3.6	3.9	8.5	13.7
Feb.	2	2	3	6	26	16
	0.8	0.8	1.5	2.3	2.5	4.8
March	8	20	16	13	116	29
	3.1	8.2	8.2	5.1	11.0	8.7
April	11	19	17	24	96	28
	4.2	7.8	8.8	9.3	9.1	8.4
May	50	49	34	51	123	46
	19.2	20.1	17.5	19.8	11.7	13.7
June	41	31	25	30	86	25
	1.7	12.7	12.9	11.7	8.2	7.5
July	30	25	18	19	74	25
	14.9	10.2	9.3	7.4	7.0	7.5
Aug.	30	17	13	24	83	22
	11.5	7.0	6.7	9.3	7.9	6.6
Sept.	20	18	15	20	84	20
	7.7	7.4	7.7	7.8	8.0	6.0
Oct.	20	22	16	33	108	27
	7.7	9.0	8.2	12.8	10.3	8.1
Nov.	19	16	14	19	98	25
	7.3	6.6	7.2	7.4	9.3	7.5
Dec.	13	15	16	8	69	26
	5.0	6.1	8.2	3.1	6.6	7.8
Total	261	244	194	257	1053	335

Table 4 shows pedestrian accidents by age of victim and day of week. This table shows that the youngest pedestrians tend to be involved in accidents on weekdays. This is true in the 0-5 group, but is more strongly true in the 6-8 age group. This seems logical in the sense that the latter group of children are in the early years of school and are beginning to be outside away from their home under conditions where they are unaccompanied by adults. In contrast, adult pedestrian accidents (18-55 age group) tend to be concentrated on weekends, Friday and Saturday.

Table 4. Pedestrian age vs. day of accident (1979 N.C. accidents).

	Age					
Day	0-5	6-8	9-12	13-17	18-55	56+
Mon.	29 11.1	40 16.4	23 11.9	37 14.4	129 12.3	48 14.3
Tues.	42 16.1	30 12.3	28 14.4	33 12.8	130 12.3	28 8.4
Wed.	38 14.6	39 16.0	35 18.0	40 15.6	113 10.7	45 13.4
Thurs.	33 12.6	40 16.4	15 7.7	37 14.4	129 12.3	55 16.4
Fri.	41 15.7	42 17.2	42 21.6	41 16.0	195 18.5	65 19.4
Sat.	44 16.9	30 12.3	29 14.9	38 14.8	210 19.9	68 20.3
Sun.	34 13.0	23 9.4	22 11.3	31 12.1	147 14.0	26 7.8
Total	261	244	194	257	1053	335

Table 5 shows the distribution of pedestrian accidents by time of day. It is rather interesting to note that time of day tends to associate with a

different age group that is its peak, or greatest degree of overrepresentation. If the 24-hour day is divided into four hour intervals, it is found, for example, that the 0-5 year old pedestrians are most overrepresented in terms of their overinvolvement in the 4-8 p.m. period.

Table 5. Pedestrian age vs. time of accident (1979 N.C. accidents).

	Age					
Time	0-5	6-8	9-12	13-17	18-55	56+
12:00 - 3:59 AM	0 0.0	3 1.2	1 0.5	17 6.6	131 12.4	7 2.1
4:00 - 7:59 AM	10 3.8	15 6.1	10 5.2	21 8.2	54 5.1	24 7.2
8:00 - 11:59 AM	29 11.1	25 10.2	24 12.4	19 7.4	118 11.2	59 17.6
12:00 - 3:59 PM	71 27.2	72 29.5	68 35.1	59 23.0	159 15.1	82 24.5
4:00 - 7:59 PM	126 48.3	114 46.7	76 39.2	76 29.6	282 26.8	99 29.6
8:00 - 11:59 PM	23 8.8	14 5.7	13 6.7	63 24.5	305 29.0	61 18.2
Total	259	243	192	255	1049	332

For those who are 9-12 years old the peak overrepresentation is between noon and 4 p.m. For those are 13-17 years old, the peak overrepresentation is between 4-8 a.m. For the adult pedestrians (18-55 years old), the peak overrepresentation is between midnight and 4 a.m. Finally for the oldest pedestrian age group (56 years old plus), the peak overrepresentation is 8-11 a.m.

It is of interest that the peak relative overinvolvement for each of these age groups differs. Of course, one can readily come up with "explanations" for each of these situations, based primarily on their respective exposure-- when these various age groups are "abroad," going about their business, thus when they are in situations that make them vulnerable to a pedestrian accident.

Table 6 shows pedestrian accidents broken down by age vs degree of urbanization. The bottom row represents the most urbanized areas of the state; the middle row covers the areas 30-70 percent developed; the top row shows rural up to 30 percent developed. Of interest here is that the overrepresentations present a fairly orderly variation. Thus for the very youngest pedestrian victims (0-5 and 6-8 years old), overrepresentation is sharpest in the most urbanized area. For the next age group (9-12 and 13-17 years old) the overreprentation spreads toward the more rural area. The overrepresentation for the 18-55 group is in the most rural area. Then for the oldest pedestrian age group, the trend is back to the more urban situation.

Table 6. Pedestrian age vs. urbanization (1979 N.C. accidents).

	Age					
Locality	0-5	6-8	9-12	13-17	18-55	56+
Rural	28	33	30	47	261	46
30% Dev.	10.7	13.5	15.5	18.3	<u>24.8</u>	13.7
Mixed	42	50	56	67	204	77
30-70% Dev.	16.1	20.5	<u>28.9</u>	26.1	19.4	23.0
Urban	150	143	102	115	466	172
70% Dev.	57.5	<u>58.6</u>	52.6	44.7	44.3	51.3
Total	220	226	188	229	931	295

As stated before, these overrepresentations likely are primarily reflective of the exposure base of these different pedestrian classes. It is not necessarily surprising to find small children primarily in urban areas, in that there is a greater population concentration of small children there. The older children, because of their increased mobility (as well as adults) can more easily be exposed in rural areas. For the elderly persons, once again it is not surprising to see them in the urban areas, because older people who are not driving, who are walking to their destination, might logically be expected more in urban areas.

Table 7 shows pedestrian accidents distributed according to age and weather. Of course, as is well known about accidents, the statistical majority occur in clear weather. This simply reflects (for NC at least) the fact that most of the time the weather is clear. Within this overall trend, there are some differences with respect to age group. As might be expected, the younger the pedestrian, the less they are overrepresented in the inclement weather categories.

On the other hand, older pedestrians are more often overrepresented in inclement weather situations. It is particularly interesting that the only substantial overrepresentation for the oldest pedestrian age group is in the category of raining. This reflects the fact that these older pedestrians are "at large," having to move about in inclement weather as well as good weather, but the data also may indicate that under these more trying conditions, cues that one normally uses to avoid problems may be reduced by the lesser visibility. It may leave these older pedestrians at greater risk during those periods, since reduced cues are probably more of a problem for older persons.

Table 8 shows the different age pedestrians as a function of the action reported by the officer to have been involved at the time of the crash.

For the youngest pedestrians the preponderant number of crashes and also the heaviest overrepresentation is shown in the two categories of (1) crossing the street not at an intersection and (2) crossing from behind a parked vehicle. This is true for the youngest children and also those who are 6-8 years old.

Table 7. Pedestrian age vs. weather condition at time of accident (1979 N.C. data).

	Age					
Weather	0-5	6-8	9-12	13-17	18-55	56+
Clear	170 65.1	171 70.1	143 73.7	158 61.5	609 57.8	203 60.6
Cloudy	41 15.7	41 16.8	33 17.0	43 16.7	178 16.9	41 12.2
Raining	9 3.4	14 5.7	10 5.2	23 8.9	112 10.6	43 12.8
Snowing	0 0.0	1 0.4	1 0.5	1 0.4	15 1.4	3 0.9
Fog, Smoke, Dst.	0 0.0	0 0.0	0 0.0	5 1.9	12 1.1	3 0.9
Sleet, Hail	0 0.0	0 0.0	0 0.0	0 0.0	5 0.5	2 0.6
Total	220	227	187	230	931	295

For the 9-12 years old group, there is a slight shift in that (1) crossing not at an intersection and (2) crossing at an intersection predominate. For 13-17 year old youngsters and for adult pedestrians the intersection and crossing from behind parked cars drops out, and instead we see such things as walking with traffic, walking against traffic, mounting and dismounting a vehicle. The category playing in the road also shows up for these younger age groups.

Table 8. Pedestrian age vs. action in crash (1979 N.C. accidents).

	Age					
Action	0-5	6-8	9-12	13-17	18-55	56+
Standing in Road	3 1.1	0 0.0	3 1.5	10 3.9	138 13.1	21 6.3
Working in Road	0 0.0	0 0.0	0 0.0	0 0.0	29 2.8	2 0.6
Playing in Road	21 8.0	18 7.4	13 6.7	12 4.7	3 0.3	0 0.0
Lying in Road	1 0.4	1 0.4	0 0.0	8 3.1	41 3.9	5 1.5
Other in Road	10 3.8	7 2.9	9 4.6	18 7.0	66 6.3	8 2.4
Not in Road	1 0.4	1 0.4	4 2.1	9 3.5	54 5.1	14 4.2
Getting off school bus	0 0.0	2 0.8	2 1.0	0 0.0	0 0.0	0 0.0
Total	36	29	31	57	331	50

For the oldest group of pedestrians, once again the overrepresentation is crossing the street at intersections and also crossing not at intersections--in other words, like the younger ones. A couple of predominant categories deserve notice, and they are (1) the well understood category of playing in the road which is overrepresented for all the children up through 17 years old; (2) for adults, there is a small but serious problem of pedestrians who are injured or killed while lying in the road. Some of these are in the 13-17 age group and some in the 18-55 group--3-4 percent of these crashes. The impression among police officers is that often this is the result of drunk pedestrians lying down and going to sleep on a deserted road. Fortunately, these raw numbers are

no more than about 50 in a year, but of course, this type of crash can be extraordinarily severe.

Table 9 shows the relationship between the age of the pedestrian that is struck in the crash and the age of the driver of the car that struck the pedestrian. There are some fairly interesting over and underrepresentations here. First, it is interesting to note that the very youngest drivers striking the very youngest pedestrians is (mercifully) substantially underrepresented. However, there is a substantial overrepresentation of these youngest drivers striking people more nearly in their own age group. As a matter of fact, the largest overrepresentation in the table is the one in which the youngest category of drivers, 13-17* strikes the 13-17 year old pedestrians. There also a significant overrepresentation where these youngest drivers strike 9-12 year old pedestrians. (See also Figure 1.)

Table 9. Pedestrian age vs. age of driver involved (1979 accidents).

	Age					
Driver Age	0-5	6-8	9-12	13-17	18-55	56+
13-17	18 7.2	20 8.3	23 12.2	38 16.5	60 6.6	25
18-55	197 78.8	185 76.8	142 75.1	164 71.3	743 81.9	229
56+	35 14.0	36 15.0	24 12.7	28 12.2	104 11.5	50
Total	250	241	189	230	907	304

*Drivers cannot be licensed before 16, but the same age breakdown for drivers and pedestrians is used for the sake of table symmetry.

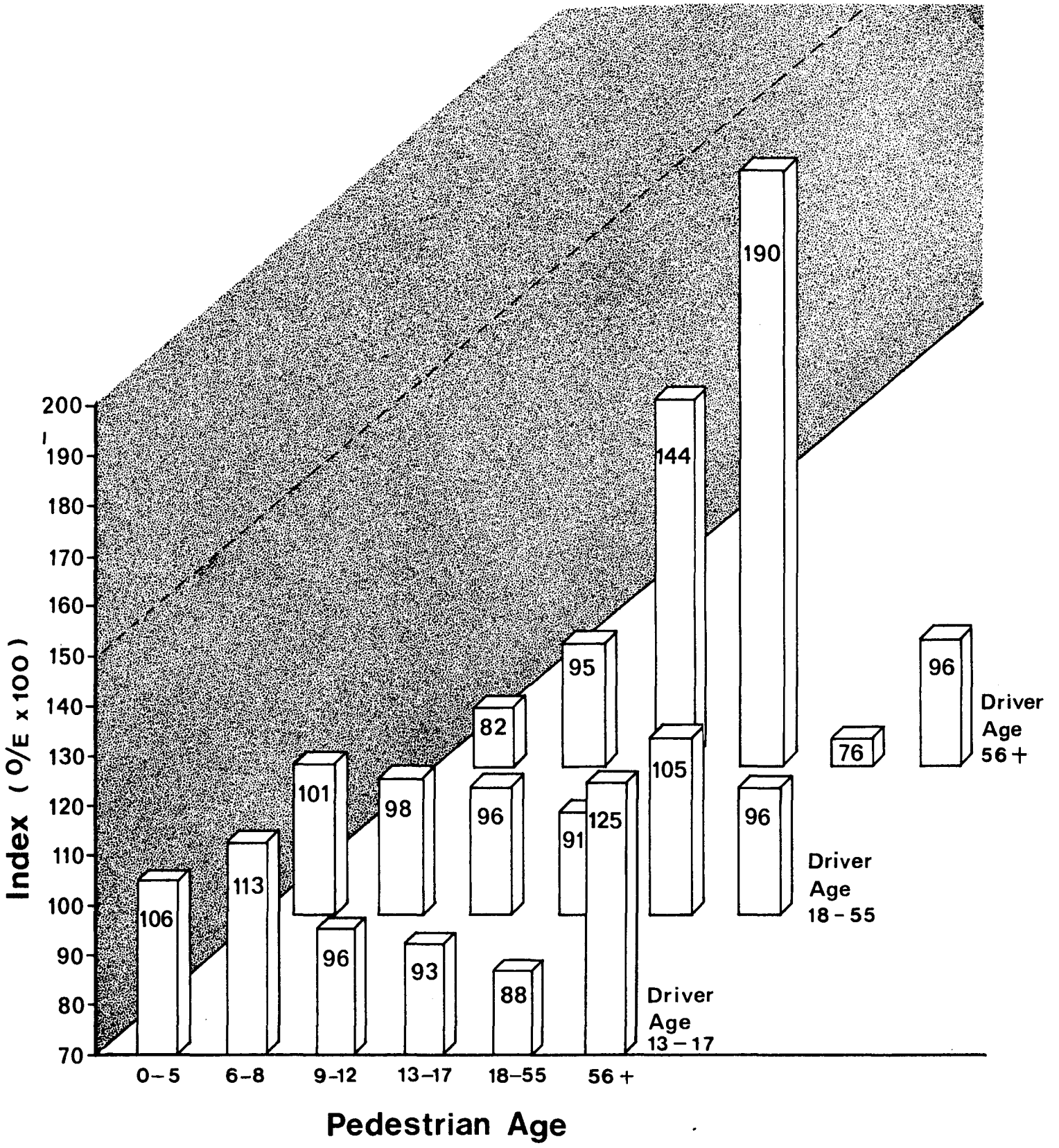

Figure 1. Chart showing Accident Overrepresentation by Age of Striking Driver and Age of Pedestrian (1979 N.C. Accidents).

At the other extreme, for the oldest driver group, there is a substantial overrepresentation when the oldest driver hits the oldest pedestrian. Also, there is a slight overrepresentation for these oldest drivers striking the youngest pedestrians.

Part of these overrepresentations must surely reflect exposure variables. Thus, for the oldest drivers and the oldest pedestrians, it may be that the "sociology" of where people live and where they carry out their lives is such that older drivers are somewhat more often driving in places where older pedestrians will likewise be walking.

This may also be true of the youngest drivers. The youngest drivers may be driving at times and places that put them in social contact with other youngsters their age. Tragically this may also put them into vehicle contact.

In the next section we have looked at illustrative computer printouts of the various categories mentioned defined in Table 9.

The first group of narratives is drawn from the category of accidents in which the youngest drivers (16 and 17) strike the youngest age group of pedestrians (0-5 years). Perhaps the most interesting finding in this category is the considerable number of times when the young pedestrian runs into the car, rather than the car striking the pedestrian. This may suggest that children that age are essentially oblivious to traffic when they are playing, and simply run directly into the car. The cases below illustrate this situation:

> Case 77206; driver 16; pedestrian 4. Driver 1 stated that pedestrian came from his left side and ran into his vehicle. Driver 1 never saw child prior to impact.

> Case 121323; driver 17; pedestrian 4. Vehicle 1 travelling west on Winslow Circle. The pedestrian was crossing the roadway from the north side to the south side. The pedestrian ran from in front of a parked school bus and struck vehicle 1 in the side.

Sometimes, however, other activities intervene:

Case 145024; driver 15, pedestrian 9. Vehicle 1 was travelling north. The pedestrian was walking north on the east side of the street. Pedestrian stated a dog began to chase him, and he started running. Tried to cross from the east side to the west side.

In other cases, children are chasing frisbees or riding tricycles or skateboards and get into trouble.

Case 89205; driver 72, pedestrian 7; Vehicle 2 was riding tricycle which ran a stop sign and struck vehicle 1 on the right side. Vehicle 2 was riding down a steep grade. Witnesses report the accident as unavoidable.

Case 94146; driver 56, pedestrian 6. The pedestrian ran into the street from the driveway chasing after a frisbee and ran into the right rear quarter of vehicle 1.

Case 107569; driver 61, pedestrian 8, Vehicle 1 stated she did not know where the pedestrian came from and struck him who was on a hot cycle.

(The syntax is somewhat unusual, but it is verbatim from the officer's report.)

In other cases, there are questions of driver judgments. For example;

Driver 16, pedestrian 11; Vehicle 1 was traveling at an unsafe speed. 1 rounded the curve at Hillcrest. 1 ran off the road on the right striking the pedestrian and the bicycle. The pedestrian was pushing the bicycle along the shoulder of the road.

Driver 17, pedestrian 12; Driver 1 stated that a school bus pulled over to the curb and stopped. She waited, but no stop sign was extended, so she blew her horn and was passing the stopped school bus when the pedestrian ran out from in front of the bus into the side of her vehicle.

Driver 16, pedestrian 13. Vehicle 1 was traveling on RP 1569 when the operator jammed on his brake and swerved to the left to avoid hitting a chicken. As a result, vehicle 1 skidded off on the left side of the road and hit the pedestrian who was walking east on the shoulder of RP 1569.

One of the more tragic kinds of pedestrian situation is when the pedestrian is for reasons unknown lying asleep or unconscious in the road.

Case 104583, driver 17, pedestrian 17. Vehicle 1 was traveling north on I-95 in the right lane. The pedestrian was lying in the road, apparently asleep. Vehicle 1 swerved to the left to avoid the pedestrian. The right wheels of 1 ran across the pedestrian's head. Vehicle 1 pulled over and stopped. The body of the pedestrian lying in the road was not dragged. The pedestrian was pronounced dead at the scene.

This category is so dramatic and tragic that it warrants separate analysis.

In some cases involving older drivers and young pedestrians, one wonders if the older driver may have difficulty coping with a complex situation. For example;

Case 136785; driver 59, pedestrian 5; Driver 1 stated that he was looking to his right at some children playing and did not see the pedestrian until he was too close to keep from hitting the pedestrian.

These next few cases are ones where both the driver and the pedestrian are somewhat older.

Case 33660; driver 64, pedestrian 58. Vehicle 1 stated he was making a left turn from Davie Street onto Washington Street when he observed the pedestrian run out in front of his vehicle. When he stopped, the pedestrian stated to him that he did not see him until the truck struck him. The pedestrian stated that he was crossing the road and did not see the vehicle until he was struck by it.

Here is a case where perhaps both parties were somewhat reduced in their ability clearly to size up the situation.

Case 35866; driver 60, pedestrian 64. Vehicle 1 had stopped at intersection for red light, looked to right and then was looking to her left and started to make a right turn. However, just prior to that the pedestrian stepped off the curve to walk across the traffic light and was struck by the front of vehicle 1.

In a similar case perhaps involving confusion, the driver was 67 and the pedestrian was 77.

Vehicle 1 was parked headed east and started to back up westward. After the pedestrian had gotten out, striking same with its back end. Vehicle 1 stated that she had just pulled over to the left side of Lawndale Avenue with her motor still running, let out the pedestrian on the right side. The pedestrian got out and went

around to the rear of the vehicle to adjust a small water main cap. At this time, 1 started to back up, not seeing pedestrian and striking her.

Sometimes a person's own vehicle is at fault.

Case 89864; pedestrian was aged 65, Vehicle 1 pulled onto the shoulder, parked and cut the engine and began to correct the problem he was having with the tractor. He corrected the problem when standing beside the tractor. He reached up to start the engine, apparently in gear. Vehicle knocked him down and ran over his legs.

Case 114438; driver 79, pedestrian 75; Vehicle 1 stopped for a light south on Dillard Street. Light changed. Vehicle 1 moved forward and struck pedestrian who had just stepped off of curb into street. 1 did not see pedestrian step off curb.

Case 118773; driver 86, pedestrian 69; The pedestrian was crossing with the light. Driver 1, being blind in one eye, made the left turn and hit the pedestrian.

These cases are illustrative of instances in which the dynamics of the pedestrian crashes are somewhat different depending on the ages. With the young children, in several instances, it appears that the children run flagrantly into the car and would suggest that the children are totally absorbed in some other activity such as playing and therefore are oblivious to events outside their sphere of concentration. We do not see that among the older people, but we do see situations in which both the driver and the pedestrian are acting within the bounds of propriety, but fail to take into account the total dynamics of the situation. In other words, it almost suggests in some instances "system overload."

One subcategory of pedestrian crash mentioned earlier that is worth considering is the situation in which for some reasons pedestrians are lying unconscious or asleep on the roadway and are struck while lying there. One gets the impression in a good many instances that intoxication plays a role, but it's a very frustrating problem because one scarcely knows what to do about this. Here are illustrative cases:

Pedestrian age 15 survived; Stated that he got sick and did not remember anything before the accident except getting sick and that he was in the roadway.

Pedestrian survived; vehicle travelling south on RP 1310 struck pedestrian that was lying in the road.

Pedestrian survived--vehicle 1 was travelling west on Nash Street when he observed pedestrian lying in the travelling lane, applied brakes and swerved to the left to avoid, but was unable to do so.

Pedestrian survived; vehicle 1 was travelling south on Williams Street when Mr. Raynor fell back into the street after fighting with a subject on the sidewalk. #1 did not see Mr. Raynor in time to stop and struck him, knocking him to the side of the street.

Pedestrian survived--vehicle 1 was travelling south on U.S. 1. Vehicle 1 ran over pedestrian who was lying in the roadway.

Pedestrian killed--a vehicle was travelling west, he observed the subject lying in the road. He avoided striking the subject and proceeded down, turned around and was coming back traveling west, was meeting the vehicle and was blinded by the headlights and did not see the pedestrian until it was too late to avoid striking. Vehicle 1 turned around and came back to the scene. The driver of vehicle that first saw the pedestrian advised the pedestrian was apparently lying face up with his hands in his pockets when struck.

Fatal case--vehicle 1 was traveling south on U.S. 1 and ran over the pedestrian. The pedestrian was lying in the roadway.

Fatal case--vehicle 1 was traveling west on North Carolina 97 and ran over the pedestrian who was lying in the roadway.

Fatal case--the pedestrian had fallen from another vehicle and was laying unconscious in the roadway. Vehicle 1 pulled from a parking lot onto Fort Bragg Road. Vehicle 1 ran over the pedestrian and failed to stop.

Pedestrian survived. Vehicle 1 was traveling west on Cove Creek Drive when he saw what appeared to be a pile of clothes or a cardboard box in the road. He braked, but was unable to stop before striking the object which turned out to be a pedestrian. According to witnesses, he had come past the object and was unable to determine what the object was and had gone home to call the police. When he returned, vehicle 1 had already struck the pedestrian. Witness stated that the pedestrian was in the middle of the roadway and that he had to go up through a yard to miss the pedestrian. The pedestrian said that she had been up all day and was tired and had laid down in the road to rest.

Fatal case--Vehicle 1 stated that due to him having dark clothes, she did not see him until she was too close to avoid. Pedestrian

laid down in the road and she tried to get him up and he told her to leave him alone. After stopping, vehicle 1 U-turned the vehicle around and parked on the right side of the road.

These several narratives bring home and emphasize the fact that pedestrian crashes are not simply a homogeneous entity, but are really composed of very many different kinds of dynamics, some preventable, some seemingly not. It is this kind of great deal of variety which makes so difficult the task of coming up with countermeasures to offset pedestrian crashes.