

## CORRECTION

to Transportation Research Board. 2011. *Special Report 300: Achieving Traffic Safety Goals in the United States: Lessons from Other Nations*. National Academies, Washington, D.C.

The statement on p. 56, in reference to (Noland 2003):

The analysis did not use vehicle kilometers of travel as an explanatory variable because, the author explains, vehicle kilometers are highly correlated with population, which was included. The omission of vehicle kilometers from the model means that a plausible alternative explanation for the findings cannot be excluded--that is, that a larger stock of infrastructure is observed to be related to higher fatalities because more infrastructure indicates more travel rather than because more infrastructure increases the risk of travel.

and the statement on p. 194, also in reference to (Noland 2003):

the author's interpretation of the statistical results is problematic because the study excludes vehicle miles of travel as an explanatory variable.

are incorrect. In fact, the referenced study did examine vehicle miles of travel as an explanatory variable. The quantitative results of that analysis are not presented in (Noland 2003) but are reported in (Noland 2001), which is cited in (Noland 2003). As stated in (Noland 2003), in models reported in (Noland 2001) in which population is excluded and vehicle miles of travel is included as an explanatory variable, the results are essentially similar to the results of the models including the population variable that are reported in (Noland 2003). In particular, the signs and significances of the estimated coefficients of the infrastructure variables in the vehicle miles models in (Noland 2001) are very similar to those in the population models in (Noland 2003).

## REFERENCES

Noland, R. B. 2003. Traffic Fatalities and Injuries: The Effect of Changes in Infrastructure and Other Trends. *Accident Analysis and Prevention*, Vol. 35, No. 4, July, pp. 599–611.

Noland, R. B. 2001. Traffic Fatalities and Injuries: Are Reductions the Result of 'Improvements' in Highway Design Standards? Paper presented at the Transportation Research Board 80th Annual Meeting, January 8, 2001. <http://www.cts.cv.ic.ac.uk/staff/wp5-noland.pdf>