

SUBJECT INDEX

- Abbreviated Injury Scale (AIS), 420
ABS. *See* Anti-lock brake systems
ABW. *See* Advance Brake Warning
Acceptance, 16, 430, 690
 versus acceptability, 1145
Accident
 causes, 13, 261, 269–275, 345–348,
 414, 864, 875, 879, 931, 933–934,
 1040, 1041–1042, 1044,
 1045–1052, 1064
 first, 3–4, 145–146, 262, 264, 267
 proneness, 47, 481–482
 See also Crash
Accidents
 versus other causes of death, 11, 13,
 259, 337, 563, 573, 1049
 rates, 263, 335, 338, 462,
 1024, 1132
 and violations, 47, 110, 123, 257, 261,
 266, 268, 277, 278, 290, 313, 353,
 362, 460, 466, 479, 487–488, 491,
 500, 576, 697, 725, 823, 940, 954,
 1061–1063, 1113, 1114
 See also Crashes
Acuity
 dynamic visual, 148, 151–154,
 349–350, 353
 static visual, 146, 148, 150, 151–153,
 156, 158, 348–350, 677
Adaptive Cruise Control (ACC), 102, 244,
 760, 1089, 1093, 1137, 1140
Advance brake warning (ABW), 55, 57, 59
Advanced driver assistance systems
 (ADAS), 226, 370–371, 1132
Age, 215–216, 263, 345, 349, 351,
 584–585, 818, 990–991
Age related
 frailty, 339
 impairments, 344–362
Aggression, 462–465
 and anger, 482–487, 496
 displaced, 463, 501
 feasibility of, 496–501
 and personality, 482–487
Aggressive behavior(s), 258, 472, 474
Aggressive driving, 393, 401, 459, 462
 and aggression, 463, 464, 482–483
 aggressive disposition, 495–496
 catalysts for, 472–477
 and congestion, 463, 473–474, 478
 and culture, 463, 497–501
 and displaced aggression, 501
 and driving environment, 493–495
 and feasibility of aggression, 496
 and frustration, 462–465
 and honking, 463, 465, 471–472, 474,
 496
 measures of, 465–472, 576
 and personality, 479–493
 and running red light, 463, 465–466
 and social maladjustment, 460–462
Air bags, 117, 515, 544–548, 1144
Alcohol
 absorption and elimination, 565–567
 and cognitive functioning, 567–571
 and crashes, 573–587
 and drowsiness, 568, 824, 825, 1073
 and drunkenness, 571–573
 DUI, 563–564
 DWI countermeasures, 587–623
 effects on driving, and on subjective
 sensations, 567–573
 effects on driving skills, 585–586
 and fatigue, 823–827
 and Ignition Interlock, 614–618
 and server training, 601–602
 and social marketing, 599
 and vigilance, 640–642

- Alertness maintaining task (AMT), 804, 835–836
- Alternating blinking light system (ABLS), 942, 959, 997
- Amber light dilemma. *See* Yellow light dilemma
- American Association for Retired Persons (AARP), 365, 375
- American Association of State Highway Safety Traffic Officials (AASHTO), 219, 393–394
- American Automobile Association (AAA), 215–216, 367–368
- American Automobile Association Foundation for Traffic Safety (AAAF), 392
- American Heritage Dictionary, 1040
- American Institute of Transportation Engineers (ITE), 1131
- American Medical Association (AMA), 360, 639
- American National Standards Institute (ANSI), 234–235
- American Society of Automotive Engineers (SAE), 768
- Amphetamine, 639, 651, 652, 654, 655, 684–685, 839
See also Stimulants
- “Angel dust”. *See* Phencyclidine (PCP)
- Anger, 482–487
- Anonymity, 326, 350
- Antidepressants, 655
- Antihistamine, 640, 675–676, 680–681
See also Depressants
- Anti-lock brake systems (ABS), 102, 116, 892, 912, 969, 1055, 1147, 1148
- Attention
attention-deficit hyperactivity disorder (ADHD), 462
controlled and automated processes in driving, 198–201
divided, 191–201
and information processing, 191–194
information processing levels, 191–194
selective, 191–201
See also Distraction; Inattention
- Automated enforcement, 434–437, 1123–1124
- Automated processes, 101, 190, 198–201
automation, 107
autonomous emergency braking, 1141–1142
autonomous vehicle, 32, 94, 329, 370, 1150–1156
- BAC (blood alcohol concentration), 565–567
and effects on driving, 567, 572
and impairment, 571–573
laws, 588–593
legal limit, 577, 588, 590, 594
- Backup camera, 1142–1143
- Barbiturates, 639, 675–676
- Bayes procedure, 1122
- Behavioral adaptation, 115–117, 524, 1146
- Behavioral research
confounding variables, 43, 46–48
control variables, 43, 44–45
dependent variables, 43–44
independent variables, 43–44
intervening variables, 43, 45–46
key concepts in, 43
moderating variables, 43, 48
validity and reliability, 48–52
variables of interest, 43–48
- Belt use laws, 527
- Ben Gurion University, 63, 65
- “Bennies”. *See* Amphetamine
- Benzodiazepines, 639, 643, 645–646, 648–657, 675–681
- Beta waves, 815
- “Between subjects” design, 53–54
- Biassing factors in assessing older drivers’ crash involvement, 339–344
- Bicycle/bicycling, 23, 275, 861–862, 984–986
accident rates, 1024–1025
bicycle-based improvements, 1022
crash countermeasures, 1005–1023
and crashes, 988–991, 1003–1005
helmets and equipment, 1022–1023

- lights, 1013–1014
 as part of multimodal travel pattern,
 986–988
 and societal trend, 984
 trails/tracks and paths/lanes,
 1017–1018
- Bicyclists, 275, 983
 cyclists-drivers interactions,
 999–1003
 cyclists' visibility, 994–999
 under-reporting of bicycle crashes,
 992–994
See also Motorcycles
- Billboards, 101–102, 175, 727–730
- Bio-motion, 902–903, 996, 997, 1023,
 1028
- Blink behavior, 815–817
- Blood Alcohol Concentration (BAC),
 565–567, 580, 588–591, 593–595,
 689, 881
- Blumenthal's model, 114, 712, 801
- Booster seats, 536–539, 541–542, 1108
 effectiveness, 540–541, 543
- Brake reaction time (BRT), 56, 202–222,
 747
 age and gender differences, 215–216
 in complex situations, 216–219
 and expectancy, 212–215
 and hazard perception, 220–222
 and relevance to safety, 202–204
- Braking, 44, 55–59, 69–71, 87, 91,
 97–98, 112, 147, 190, 202–206,
 216–217, 222, 226, 404, 525,
 606–607, 746, 753, 764, 892, 912,
 943, 969, 971, 1061, 1148, 1158
- Breath alcohol concentration (BrAC), 566,
 567, 603
- Breath testing, 607–611
 checkpoints, 607
- Caffeine, 622–623, 839
- Cameras
 red light cameras, 1094, 1123–1124
 section cameras, 437
 speed cameras, 400, 434–435, 437–438,
 1124
- Cannabinoids, 639
 compared to alcohol, 639, 661
 and crashes, 660, 667, 668, 674, 682
 and driving, 659, 660–666, 668–669,
 674
 effects, 660, 676
 prevalence, 642, 645–648, 659
- Cannabis, 651, 654, 655
- Car following and headway, 60, 222–223
- CarFit, 373–374
- “Case control” design, 54, 648
- Cell phone(s), 733–768
 conversations, 404–405, 748
 and mental load, 747–748
 relative to alcohol, 763–765
 relative to passengers, 765–768
- Center High Mounted Stop Lamp
 (CHMSL), 55, 56, 69, 73, 971,
 1147–1148
- Child protection, 535, 542
- Child restraints, 535, 538, 539–543
- Child safety seat
 effectiveness, 516–519
 type of, 536
 use of, 534, 535
- Children safety, 731–733
- CHMSL. *See* Center High Mounted Stop
 Lamp
- Circadian rhythm, 810–812
- Clearances judgment, 222–231
- “Click-it or Ticket” campaign, 531
- Climate as risk factor, 991
- Clinical approach, 1041, 1042–1060, 1063
- Clothing, 889, 890, 894, 958, 995, 999,
 1028
- Cluster analysis, 987
- Cocaine, 639, 643–646, 648, 651,
 654–655, 684–685, 697
See also Stimulants
- Cocktail party phenomenon, 99–100
- Coded symbols, 232
- Codeine. *See* Narcotic analgesics
- Coefficient of friction, 59–60, 119, 202
- Cognitive
 approaches to discourage DWI,
 593–602

- conspicuity, 941
- dissonance, 602–603
- functioning, alcohol effects on, 567–571
- impairments, 354–359
- load, 761–763, 833, 838
- processes, 332
- Collision, 7, 514
- Commentary driving, 311
- Compulsory breath testing (CBT), 607–611
- Concurrent feedback, 778–779
- Confounding variables, 46–48
- Congestion, 473–474, 478, 493
- Conspicuity
 - bicycle, 939–942
 - motorcycle rider, 939–942, 944, 958–961, 971
 - object, 197
 - pedestrian, 885–887, 891, 907, 914
 - search, 197–198
- Contrast, and visibility, 889
- Contrast sensitivity, 142–148, 156–159, 166–167, 176, 332, 351, 353, 356, 358–359, 374–375, 884
- Controlled processes, 101, 190, 198–201
- Cost-benefits analyses, 1096
- Count-down signals (CDS), 907
- Court monitoring, 618–620
- Crash causation, 715–716, 1059–1060, 1077–1079
 - cycling and, 1003–1005
 - statistical/epidemiological approach to, 1063–1068
 - validity of police assessment, 1060–1062
- Crash causes, 1003, 1043
 - from clinical studies, 659–660, 1042–1045, 1056, 1063, 1070
 - environmental, 933, 1046, 1050–1052
 - from epidemiological studies, 680, 753–755, 763, 962, 1063–1065, 1065–1068, 1070
 - human, 415, 934, 1046–1049, 1048–1049, 1050–1052, 1053–1056, 1070
 - NDS approach, 1069, 1072–1077
 - U.S. 100-car study, 1069–1072
 - vehicular, 1046–1047, 1050–1052
- Crash culpability, 344
 - and cognitive impairments, 354–359
 - and driving style, 362
 - and medical conditions and diseases, 359–362
 - and older drivers, 345–348
 - and vision, 348–354
- Crash(es), 4, 6–7, 22–24, 161, 339, 401, 548–549, 988, 1041
 - accidents vs., 6–7
 - analysis, 155–156, 159, 267, 414, 540, 657, 668–689, 681, 685–686, 715–716, 722–723, 752, 763, 905, 950, 957, 971, 1047, 1049, 1078, 1086, 1148
 - causal analyses of, 416–417
 - causes, 864–898, 875–878
 - countermeasures, 32, 564, 898, 911, 1005–1023, 1085–1158
 - crash modification factors (CMFs), 1115–1116
 - and drugs, 682–686
 - severity, 420–424, 714
 - and speed, 402–404, 408
 - statistics, 992
 - testing, 548–549
 - theoretical issues, 404–408
 - worthiness, 513–514, 548–551, 1157
 - See also* Accidents
- Cycling, 988
 - age as risk factor, 990–991
 - alcohol as risk factor, 991
 - climate as risk factor, 991
 - and crash causation, 1003–1005
 - gender as risk factor, 991
 - and multimodal travel pattern, 986–988
- “Cycling Barometer”, 984–985, 988–989
- Dark adaptation, 149
- “Dart-out” crash, 874
- Daylight running lights (DRL), 158, 958
- Daylight saving time (DST), 886

- Decision making, 1132
 hierarchical decision making, 90–94
- Demerit Point System (DPS), 1111
- Depressant
 compared to alcohol, 658, 676, 679, 824
 and crashes, 650, 658, 680–681
 and driving, 479, 642, 645, 676
 effects, 568, 622, 641, 676–681
 prevalence, 576, 642–659, 944
See also Barbiturates; Benzodiazepine
- Design speed, 400–401
- Designated driver program, 599–601
- Deterrence, 603–621
- Diazepam, 652
- Disability-adjusted life years (DALYs), 11
- Dissociative anesthetics, 681–683, 687
See also Ketamine; Phencyclidine (PCP)
- Distracted driving, 711
- Distraction, 711–779, 882–884
 and accident cause, 715, 1045–1050
 from cell phone, 733–768
 from email, 769
 external, 715, 718, 721, 736, 1047
 and headway, 746–747, 764, 767, 772
 internal, 715, 718, 1046, 1048, 1054
 and lateral control, 358, 747, 760, 768, 801, 833
 from passengers, 717, 721, 737, 765
 prevalence in driving, 642, 645
 and reaction time, 747
 sources of, 715–722, 780, 1076
 and speed, 723, 725, 745, 764, 773
 from text messaging, 768, 769–775
- Drinking and driving, 564, 576, 730–731
 countermeasures, 687
 and court monitoring, 618–620
 and crash risks, 576–583
 deterrence of, 603, 611, 1114
 economic disincentives to drinking, 611
 frequency of, 586–587
 ignition interlock, 614–618
 license suspension, 614, 616, 620, 1110–1112
 minimum drinking age laws, 591–592
 psychological treatment, 620–621
 vehicle impoundment, 614–618
 victim impact panels, 596, 613–614
 and Zero Tolerance laws, 590, 591, 687
See also Alcohol; Driving while intoxicated (DWI)
- Driver Behavior Questionnaire (DBQ), 123, 467, 469, 477, 486, 497, 938
- Driver education, 275, 367–369
 and crash involvement, 278, 293
 and driver training, 276–282, 305–314
 and hazard perception, 281, 307–312, 955–957
- Driver Education Evaluation Program (DEEP), 47, 277
- Driver information processing. *See* Information processing
- Driver licensing, 151, 275, 278, 282, 593, 952, 1051
- Driver training, 87, 97, 266, 276–282, 305–314, 313, 430, 490, 780, 1054
- Driving
 Anger Questionnaire (DAP), 484
 Experience, 45, 65, 143, 160, 199, 225–226, 229, 234, 263, 265, 267, 272, 283, 311, 365, 587, 773, 947, 1047, 1064
 simulator, 49, 60–68, 64, 172, 191, 204–212, 367, 445, 587, 662, 744, 746, 750, 759, 809, 813, 833
 skill, 91, 585–586
 style, 362
- Driving under influence (DUI), 563–564
- Driving under the influence of drugs (DUID), 640, 641, 642, 642–643, 645, 687–688, 696
- Driving Under the Influence of Drugs, Alcohol and Medicine (DRUID), 581, 643, 653
- education and public information campaigns, 697–698
- enforcement of DUID, 696
- legislation dealing with, 687–688
See also Drugs and driving
- Driving while intoxicated (DWI), 489, 563–564, 642–643

- cognitive and motivational approaches to discourage DWI, 593–602
- counteracting effects of alcohol with caffeine, 622–623
- countermeasures, 587
- cues, 604–607
- enforcement, 602–603
- general deterrence and perceived risk of arrest, 603–611
- legislation, 588–593
- prevention of recidivism and treatment, 611–621
- repeat offenders, 575, 587, 611–621, 619, 642
- See also* Drinking and driving
- Drowsiness. *See* Fatigue
- Drug(s)
 - addiction, treatment for, 697
 - categories, 638–640, 659, 690, 694
 - combining alcohol with, 587
 - definition, 638–640
 - Drug Evaluation and Classification Program (DECP), 688–696
 - Drug Recognition Experts (DREs), 688, 689
 - effects, 52, 369, 622, 638, 658, 677, 698
 - prevalence, 335
 - and PTW crashes, 944–945
 - relative to alcohol effects, 330
 - See also under specific drugs and drug categories*
- Drugs and driving, 638–642
 - behaviors and crashes, 659–687
 - countermeasures, 687–698
 - and crash risk, 642, 683, 684
 - methodological concerns, 657–659
 - NIDA, 637
 - prevalence, 642–659
 - relative to alcohol, 567, 640–642, 642
 - treatment, 697
- Dynamic visual acuity, 151–154, 349–350
- Eating, 730–731
- Education, 430–431
 - campaigns, 697–698
 - and training, 1107–1109
- Electric bikes (e-bikes), 1023–1027
- Electroencephalogram (EEG), 805, 815, 832, 840
- Electronic stability control (ESC), 87, 102, 370, 892, 912, 1134–1135, 1138, 1140, 1147, 1149–1150
- Enforcement, 529–530, 602–603, 903, 1112–1115
 - automated, 434–437, 1123–1124
 - and DWI, 489, 594, 598, 603
 - moving versus stationary, 433–434
 - as part of environmental traffic control, 1123–1124
 - speed, 431–433, 438
- Environment(al), 1050–1052
 - approaches, 439–440
 - causes, 1050–1052
 - countermeasures, 846–847
 - design, 903–911
 - driving environment, 493–495
 - modifications, 1115–1132
 - and personality, 495–496
 - treatments, 374–376
- Epidemiological approach, 962, 1041–1042, 1063–1068
- Epworth Sleepiness Scale (ESS), 807
- Ergonomic principles, 239–240
- e-Safety, 1132, 1137, 1138
 - acceptance of and adaptation, 1145–1150
 - autonomous emergency braking, 1141–1142
 - eCall (ECA), 1138, 1140
 - ISA, 1143–1144
 - political will, and policy, 1140–1141
 - sensors and backup cameras, 1142–1143
 - TSL, 1143–1144
- ESC. *See* Electronic stability control
- Ethanol. *See* Alcohol
- EuroNCAP, 3, 550, 913, 1136, 1137
- European Cyclists' Federation (ECF), 984–985
- European naturalistic Driving and Riding for Infrastructure & Vehicle safety and Environment (UDRIVE), 1077

- European New Car Assessment Program (EuroNCAP), 3, 532, 550–551, 913, 1136–1137
- European Transport Safety Council (ETSC), 430, 1144
- Expectancy, 212–215, 1119–1120, 1142
 increasing, 1014–1015
 and reaction time, 212–215
 and target detection, 166
 and visibility, 889–892
- Experience, 200, 275
- Experimental design, 531, 844
- Extraversion, 481
- Eye movements, 168–169
 in driving, 169–176
 and fixations, 168
 and saccades, 168
See also Visual search
- Fatal Analysis Reporting System (FARS), 258, 296, 298, 487, 517–518, 539, 545, 546, 574, 647, 671, 714, 877, 962, 965, 1054
- Fatigue, 797–801, 821
 and alertness maintaining task (AMT), 834–835
 and circadian rhythm, 810–812, 820–821, 827
 and crashes, 805, 807, 811, 817, 820
 detection, 815, 844, 912, 1154
 and driving, 797–847
 and heart rate variability (HRV), 104, 726, 799, 806, 815, 836
 and music, 801, 833, 836
 and rumble strips, 827, 847, 1118
 subjective, 571–573, 799, 804–819, 812, 814, 824, 827, 835, 841, 843
 symptoms of, 800, 802, 805, 833
 and vigilance, 799, 802, 805, 824, 826, 844, 847
- Federal Highway Administration (FHWA), 33, 240, 904, 914, 985–986, 1119, 1131
- Federal Motor Carrier Safety Administration (FMCSA), 809
- Federal Motor Vehicle Carrier Safety Administration (FMVCSA), 33
- Fentanyl, 639, 683
- Field operational test (FOT), 71–72, 229
 “15-second rule”, 723–724, 768–769
- Fovea, 140, 153, 162, 164, 165, 166, 169
- Frailty bias, 339
- Frustration-aggression model, 464–465
- Fuller’s TCI model, 111–114
- Gap judgment and perception, 222–231, 941–946
- Gears, 90–91, 97, 101, 199–200, 270, 464–465
- Gender
 differences in brake reaction time, 215–216
 and identity, 491–493
 as risk factor, 991
- German In-Depth Accident Study (GIDAS), 346, 932–933, 936, 1052
- Glare, 148–151
- Glaucoma, 359
- Global positioning system (GPS), 443–444
- Goals of driver education (GDE), 305–307
- Google Car, 32, 1152–1153
- Graduated driver licensing (GDL), 193, 198–199, 221, 275, 282–305, 356, 673, 740, 742, 1106
- Grand Rapids Study, 576–577, 578–579
- Haddon’s Matrix, 1093–1094
- Hallucinogens, 682–683
- Halo effects, 419, 432–433
- Hand-held phones, 757–760
- Hands-free phones, 757–760
- Hashish, 639, 660–674
- Hazard perception, 220–222, 273–275, 307–312, 373, 832
- Head restraints, 543–544
- Head-up display (HUD), 371
- Headway
 cell phones effects on, 746–747
 comfortable, 223, 224–227

- estimation, 227–229
- judgment, 222–231
- and learning, 224, 228–229
- minimum, 224–227
- safe, 224–227
- Heart rate variability (HRV), 104, 725, 726, 799, 815, 836, 837
- Helmet laws, 1008–1009
- Helmets, 961–969, 1012–1013, 1022–1023
- Heroin, 639, 683
 - See also* Narcotic analgesics
- Highway hypnosis, 1118
- Hindsight bias, 1043–1044
- Honking, 310, 465, 466, 471, 472, 474, 477, 493, 494, 495, 496, 499, 500, 820
- Horizontal gaze nystagmus (HGN), 606–607
- Human information processing. *See* Information processing
- Hurt study, 931–933
- Hybrid electric vehicles (HEV), 912, 1022

- Illumination, 148–151, 349–350, 888
 - See also* Luminance
- Inattention, 469, 712–713, 716, 882–884
 - of adult pedestrians, 881–882
 - in crashes, 937–939
 - distraction and, 715
 - errors, 469
- Independent variables, 43–44, 57
- In-depth crash analysis, 1154
- In-depth study of crash causes
 - cars, 931–932
 - motorcycles, 932–933
 - pedestrians, 875, 910–911
- Indiana University Tri-Level Study of Accident Causes, 1045–1050
- Inexperience errors, 469
- Infant seats, 541, 543
- Information processing
 - approach, 404–406
 - and attention, 94–107, 191
 - automation, 198–201
 - controlled processes, 98–99, 190, 198–201
 - levels, 191–194
 - limited capacity, 95, 102, 404–405
 - load, 194
 - models, 94–107, 190
 - and speed, 102, 104–105, 189–190, 193–196
- Infotainment systems, 1138
- Inhalants, 686–687
- Injury
 - mechanism, 514–515
 - pedestrian, 862–864
 - severity, 27, 420, 583, 931, 1006, 1022
- Institute for Road Safety Research (SWOV), 33
- Institute for Transport Economics (TOI), 33
- Institute of Transportation Engineers (ITE), 1128
- Insurance Institute for Highway Safety (IIHS), 33, 259, 285, 294, 315, 319, 336, 429, 451, 515, 538–539, 544, 550, 551, 555, 558, 734, 785, 931, 970, 1023, 1142–1143
- Intelligent Speed Adaptation. *See* ISA (intelligent speed adaptation/assistance)
- Intelligent Speed Assistance. *See* ISA (intelligent speed adaptation/assistance)
- Intelligent transportation systems (ITS), 6, 441, 734, 969, 1094, 1137–1138, 1140
- International Standards Organization (ISO), 191–192, 234–235, 715
- International Transport Forum, 996–997
- Intersection, 274, 1138
 - design for older drivers, 347, 356, 361–362, 375–376
 - safety index, 904, 1018
- Intervening variables, 45–46, 402–404
- In-vehicle crash avoidance warning (IVCAW), 102, 1089
- In-vehicle data recorders (IVDRs), 301, 302–303, 778, 1056

- In-vehicle icons or symbols, 232, 242–246
 In-vehicle information systems (IVIS), 734
 In-Vehicle Safety Systems (IVSS), 32, 778
 ISA (intelligent speed adaptation/assistance), 429, 437, 913, 1137, 1140, 1143–1145
 IVCAW. *See* In-vehicle crash avoidance warning
- Karolinska Sleepiness Scale (KSS), 808, 832
 Ketamine, 639, 681–682
See also Dissociative anesthetics
- Lane change assistant (LCA), 1138
 Lane keeping support (LKS), 1138, 1140
 Legibility, 148, 158, 1125–1127
 Legislation, 588–593, 687–688
 Legitimacy, 493–495, 1112–1113
 License, 332, 365
 revocation, 592, 1110–1112
 suspension, 612–613, 615, 616, 1110–1112
 Licensing, 282–305, 337–338, 952–955, 1110–1112
 Life Skills Training (LST), 697
 Limited-capacity model, 101, 102
 Low-mileage bias, 339, 340–344
 “Low vision” people, 143
 Luminance, 888–889
See also Illumination
 Lysergic acid diethylamide (LSD), 639, 682
See also Hallucinogens
- MAIS. *See* Maximal Injury Severity Scale
 Marijuana, 638, 639, 644, 660–675
See also Cannabinoids
 Masculinity and femininity, 491–493
 Maximal Injury Severity Scale (MAIS), 10–12
 Media, 393, 396, 529, 530, 588, 598, 946, 1109, 1110, 1113, 1150
 Memory
 long-term (LTM), 88, 96, 105–106, 197, 663, 836
 sensory storage (SS), 95, 105
 short-term (STM), 88, 96, 105–106, 198, 361, 622, 641, 663, 665, 676, 677, 693, 745, 836
 Mental fatigue, 805
 Mental load, 104, 198–199, 747–748
 mental task load measurement, 102
 performance on secondary task, 103–104
 physiological indicators of stress, 104
 subjective scales, 104
 subsidiary task paradigm, 103
 Mescaline, 639, 682
 mesopic acuity, 149, 150–151
 Meta-analysis, 78–79, 300–301
 Methadone, 639, 646, 683, 684
 Methamphetamine, 639, 684–685
 Methaqualone, 639, 675–676
 3,4-Methylenedioxy-methamphetamine (MDMA), 639, 684–685
 Methylphenidate, 639
 Michigan Alcoholism Screening Test (MAST), 575–576
 Mind-wondering, 712–713
 Minnesota multiphasic personality inventory (MMPI), 479, 575–576
 Mislabeled conversation, 749
 Mobility, 257–258, 331–332, 363–376
 Model
 of driver behavior, 87, 108–109, 117
 hierarchical, 92–94, 108, 305–306
 of human information processing, 95, 693–694, 934, 1056, 1061–1062
 integrative, 122–123
 motivational, 89, 114–122, 407–408, 1045
 risk homeostasis (Wilde’s), 117–122, 404
 task difficulty model (Fuller’s), 111
 Moderating variables, 48
 Monocular vision, 159–161
 “Moral hazard”, 281
 Morphine, 639, 683–684
See also Narcotic analgesics
 Mothers Against Drunk Driving (MADD), 564, 596–597, 613–614
 Motion detection, 142, 147–148, 154–156

- Motorcycle Accident In-Depth Study (MAIDS), 931–940, 944, 945, 946, 958, 959, 970
- Motorcycle Rider Behavior Questionnaire (MRBQ), 469, 938
- Motorcycles, 927, 930–931, 949
 crash causes, 931–934
 and crash rate, 947, 953
 and fatality rate, 928, 964, 966, 967
 helmets, 961–969
 human causes of PTW crashes, 934–946
 licensing requirements, 952–955
 MC and rider conspicuity, 958–961
 rider safety, 951–972
 rider skills, 943–944
 riders at risk, 946–951
 and roadway improvements, 969–972
 speed and injury, 929–930
 training, 952–955, 955–957
- Motorization, 862, 863–864
 and accidents, 22–24
 and Smeed's law, 22–24
- Movement times (MTs), 58–59, 205
- Multiple Sleep Latency Test (MSLT), 819
- Music, 712, 725–726, 736, 763
- NADS—National Advance Driving Simulator
- Narcotic analgesics, 683–684, 686, 690, 691, 695, 696
See also Codeine; Heroin; Morphine
- NASA-TLX, 104, 372, 747, 759
- National Advance Driving Simulator, 64
- National Automotive Sampling System (NASS), 421, 896, 1052
- National Highway Traffic Safety Administration (NHTSA), 6, 33, 47, 69, 70, 277, 328, 336, 373, 401, 516, 539, 546, 549, 570, 579, 604, 608, 639, 648, 691, 719, 733, 734, 864, 961, 965, 1040, 1041, 1051, 1069, 1090, 1106, 1108, 1149
- National Institute of Drug Abuse (U. S.) (NIDA), 637, 639, 691–692
- National Maximum Speed Limit (NMSL), 401, 418
- National Occupant Protection Use Survey (NOPUS), 521, 734
- National Road Safety Authority (Israel), 37, 384, 450, 454, 557, 632, 784, 793, 902, 920, 980, 1030, 1036, 1090, 1159, 1163, 1179
- National Safety Council (U. S.), 15, 219, 226, 752
- Naturalistic Driving Study (NDS), 72, 74–78, 715, 735, 756, 1041–1042, 1069
 UDRIVE, 75, 1077
 U.S. “100-Car” study, 1069–1072
 U.S. SHRP2 naturalistic driving study, 1072–1077
- Navigation systems, 101, 207, 246, 371–372, 429, 715, 721, 723–724, 730, 745, 768–769, 775, 1138
- New Car Assessment Program (NCAP), 549–550, 1132, 1136–1137
- NHTSA. *See* National Highway Traffic Safety Administration
- Nicotine, 639, 641, 659, 664
- Night vision, 148, 163–164, 373, 1138
- Novice drivers, 257–314
See also Young drivers
- Nystagmus, 162, 360, 606, 665, 678–679
- Occupant protection
 active restraints, 515–543
 child protection and restraints, 535–543
 crashworthiness, 548–551
 mechanism of injury, 514–515
See also Air bags; Booster seats; Head restraints; Infant seats; Safety seats; Seat belts
- Odds ratio (OR) and relative risk (RR), 79
- Offenders, treatment of repeat, 611–621
- Older drivers, 328–376, 522
 and bias, 339–344
 and cognitive impairment, 354–359
 and crash causes, 345–348
 and crash involvement, 337–344

- and culpability, 344–362
- and demographic trends, 329–331
- and driving style, 362
- and environmental treatments, 374–376
- and injuries, 332, 334–336, 339–340
- and left turns, 327, 362, 375
- and licensing, 337–339
- and medical condition, 359–362
- and mobility, 331–332
- and safety and mobility, 363–376
- and training, 367–369
- and useful field of view, 352, 354, 368
- and vehicle design, 369–374
- and vision, 348–354
- Older rider, 949–950
- One-leg-stand, 606–607
- On-road drug detection and identification, 688–696
- OnStar[®] system, 371, 747
- Opiates, 643, 646, 651, 654, 655, 656, 657, 684
- Opioids, 638–639, 683–684
 - See also* Narcotic analgesics
- Opium, 639, 683
- Organizational approaches, 426–430
 - policy and organizational changes, 898–900, 1094–1105
- Organization of Economic Cooperation and Development (OECD), 258, 259, 901, 1116
- Passenger(s)
 - and distraction, 717, 720–721, 737, 765–768
 - and graduated driver licensing, 266, 275, 282–305, 500, 1106, 1109
 - restriction rules, 296
 - and seat belts, 515–519, 534–535, 538–539, 543–547, 551
- Passing, 287, 363, 407, 410, 413–414, 471, 497, 1121
- Passive alcohol sensors, 610–611
- Passive restraints, 543–548
- Pedelecs, 1023–1027
- Pedestrian(s), 861
 - and age, 865–869, 878–885
 - causes of crashes, 864–898
 - conspicuity, 885–887
 - crash and injury risk, 862–864
 - and crash countermeasures, 898–913, 1086–1088
 - and crash risk, 865–869
 - crossing, 869–873, 903, 910–911
 - crossing ahead sign, 193
 - culture effects on pedestrian safety, 897–898
 - distraction, 882–884
 - driver-pedestrian communications, 873–875
 - and fatalities, 863–869, 877, 879, 885, 886, 887, 898–899
 - handicapped, 874–875, 897
 - signals, 870–871, 904, 907
 - and speed, 869–873, 895–897
 - street crossing, 869–873
 - visibility, 885–887, 887–894
 - walking speed, 871–873, 883, 907
- Percent of time the eye is closed (PERCLOS), 805, 843
- Perception, 96, 493
- Perception reaction time (PRT), 190, 202, 202–212
 - in complex situations, 216–219
 - and expectancy, 212–215
 - and hazard perception, 220–222
- Perceptual countermeasures, 439–440
- Perceptual modifications, 440, 444–445, 1117–1118
- Periodic Motor Vehicle Inspection (PMVI), 1132–1134
- Permanent storage. *See* Memory—long-term (LTM)
- Personality, 459–501
 - and accident proneness, 481–482
 - and aggression, 462–465, 482–487
 - and aggressive driving, 459–501
 - anger, 482–487
 - and depression, 479
 - and environment, 495–496
 - and gender, 491–493
 - and impulsivity, 479

- and locus of control, 460, 479, 481
- and observable behavior, 480
- and risk-taking, 487–490
- and sensation-seeking, 490–491
- and social maladjustment, 460–462
- and stress, 488, 495–496
- Phencyclidine (PCP), 639, 681–682, 690
 - See also* Dissociative anesthetics
- Point system, 488, 1111
- Policy and organizational approaches, 426–430, 1005–1010
- Positive guidance, 1119–1120, 1132
- Powered two wheelers (PTW), 927–972
 - See also* Motorcycles
- Psilocybin, 639, 682
- Public information (PI) campaigns, 440–443, 595–599, 697–698, 1109–1110

- Random breath testing (RBT), 607–611
- Rationality—bounded and unbounded, 108–109
- Reaction time, 44, 204–212, 713
 - brake reaction time, 202–222
 - in complex situations, 216–219
 - to different stimuli, 217
 - distributions, 59
 - and expectancy, 212–215
 - individual differences in, 209, 395–396
 - and stopping distance, 202–204
 - and uncertainty, 204–205, 207–208, 212–215, 217
 - See also* Perception reaction time
- Rear-end collisions, 55–57, 112, 517
- Rear visibility, 1142–1143
- Recidivism, 611–621
- Reckless driving, 111, 270, 461, 547–548, 823
- Recognition errors, 270
- Red light, 475–478, 488, 500–501, 726, 741, 872–873, 957, 1094, 1123–1124, 1128–1129, 1147–1148
- Redundancy, 1119
- Reliability, 48–52
 - of crash data, 25–27
- Research methods, 41–79
- “Restriction of range” effect, 146
- Retina, 139–140
- Retinitis pigmentosa, 162–163
- Retroreflection, 148, 158, 375, 890, 893–894, 903, 995, 1013, 1126
- Rideshare/bikeshare programs, 1009–1010
- “Right of Way Violation” accident, 941
- Right turn on red (RTOR), 375–376
- Risk allostasis theory (RAT), 111–114
- Risk Awareness and Perception Training (RAPT), 312
- Risk homeostasis theory, 738
 - and speed, 117–122, 404, 407–408, 444, 515
- Risk perception, 115, 258–259, 311, 881, 957
- Risk-speed compensation model, 117
- Risk taking, 487–490, 1045, 1047
- Road assessment programs (RAPs), 1131–1132
- Road markings, 241–242
- Road rage, 465–472, 483
 - See also* Aggressive driving
- Road safety audits (RSA), 985–986, 1131
- Road signs. *See* Signs
- Roadway
 - design, 438–439, 970
 - illumination, 1127
 - modifications, 1115–1132
- Roundabouts, 374–375, 904, 905, 1019–1021, 1116, 1122–1123, 1157
- Rumble strips, 417, 827, 847–848, 1118, 1157

- Safe system approach, 1005–1007, 1086–1089
- Safety, 6–9, 30, 402–404, 1086
 - culture, 499
 - safety-critical-event, 1004
 - safety index (SI), 392
 - safety-in-numbers, 911, 1015–1016
 - safety performance indicators (SPIs), 1091–1093
- Safety belts. *See* Seat belts

- Safety seats, 535–539
- Scotopic acuity, 149
- Seat belts, 391–392, 515
 - benefits of, 119, 391–392, 526, 961
 - and child restraints, 535–537
 - and crash statistics, 524–526
 - effectiveness, 516–519
 - effectiveness of child restraints, 539–543
 - enforcement of, 529–530
 - incentives, 531
 - laws, 527–529
 - in rear seats, 534–535
 - reminders, 531–534
 - use, 519–522, 526–534
 - users and non-users of seat belts, 522–523
- Secondary task, performance on, 103–104
- Section control, 437–438
- Sedatives, 675
- Selective recruitment hypotheses, 524, 525–526, 529
- Self-driving vehicles, 1150–1156
- Self-explaining roads, 233, 1120–1122
- Self-organizing roads, 1120–1122
- Sensation-seeking, 490–491
 - Sensation Seeking Scale (SSS), 490
- Server training, 601–602
- Sex-Role Inventory, 492
- Share-the-road approach, 1007–1008
- Short-term license suspension, 1111
- Short-term memory (STM), 96
- Short-term sensory storage (STSS), 95, 105
- Significance
 - practical, 54–55
 - statistical, 54–55
- Signs
 - comprehension, 231–242
 - conspicuity, 197, 729
 - design, 233
 - familiarity, 233, 239–240
 - international comparisons, 233–234
 - perception, 197, 199
 - recall, 194–201
 - recognition, 244
 - registration, 199
 - standardization, 231–232, 239–241
- Simple reaction time, 42, 204, 216
- “Simpson’s Paradox”, 21
- Simulators, 51, 57, 361
- Situation Awareness (SA), 100, 104–107
- Size-distance constancy, 945
- Sleep, 799
 - apnea, 828
 - deprivation, 799, 809–810
 - individual differences in, 818–819
 - management, 828–830
 - scales, 806–807
 - See also* Fatigue
- “Smeed’s Law”, 22–24, 864
- Snellen acuity, 141, 143, 146
- Sobriety checkpoints, 564, 590, 608
- Social maladjustment, 460–462
- Social marketing, 599
- Social pressure, 738
- Socioeconomic status, 522, 950–951
- Speed, 393, 402–404
 - and calming, 402, 417, 438–439, 905
 - cameras, 400, 434, 438, 598, 1124
 - cell phones effects on, 745
 - choice, 393–401
 - corridors, 437–438
 - countermeasures, 425–446
 - and crashes, 401–425
 - design speed, 400–401, 426, 1007
 - enforcement, 419
 - and fatality risk with crash impact, 583–584
 - feedback indicators, 442–443
 - and individual differences, 395
 - and injuries, 417–418
 - intelligent speed adaptation, 444, 1130
 - limit, 402, 425–426, 426–429
 - limit signs, 196, 441
 - management, 417, 445–446
 - and motivation, 396–400
 - of motorcycles, 946
 - perception, 391, 399
 - power law, 394, 404, 422, 430
 - PTW crashes, 929–930, 946
 - reasonable speed, 401

- and risk-taking, 487–490
- and safety, 391–446
- severity, 420–424
- variance, 425
- Standardized Field Sobriety Test (SFST), 604–607, 689
- Stanford Sleepiness Scale (SSS), 806–807, 808
- “Stannard’s Law”, 412
- Stationary enforcement, 433–434
- Statistical methods, 285–286, 397, 1009, 1063–1068
- Stereopsis, 159–161
- Stimulants
 - compared to alcohol, 684–685
 - and crashes, 685–686
 - and driving, 685–686
 - effects, 685–686, 839–842
 - prevalence, 643–644
 - See also* Amphetamine; Cocaine
- “Stop Ahead” sign, 195–196
- Stopping distance, 59, 119, 203–204, 430–431, 892, 894, 1148
- “STOP” signs, 214, 354
- Strain, 405
- Street hierarchy, 1007–1008
- Stress, 104, 405, 495–496
- Structural equation modeling (SEM), 397, 483–484
- Students Against Drunk Driving (SADD), 596–597
- Study design, 52
 - between subjects, 53–54
 - experimental, 52–53
 - observational studies, 52–53
 - within subjects, 53–54
- Subjective Workload Assessment Scale (SWAT), 104, 747
- Subsidiary task paradigm, 103
- SUNflower pyramid, 1091–1093
- Supplementary Restraint System (SRS), 545
- Surveys method, 719–721
- “Sustainable Safety” system approach, 1006, 1087, 1089
- Swedish Occupational Fatigue Inventory (SOFI), 799, 805
- Task load, measuring, 102–104
- Taurine, 839
- Teen passengers, 298–299
- Teen pedestrian crashes, 878–881
- “Telematics”, 719, 733
- Temporal separation, 905–908
- Texas Transportation Institute, 33
- Text messaging, 769–775
- THC (Tetra Hydro Cannabinol). *See* Marijuana
- Theory
 - of driver behavior, 87–125
 - of human information processing, 95, 193, 693, 934, 1045, 1056, 1062
 - of planned behavior (TPB), 738, 740–741, 770–771, 946, 1110
 - of reasoned behavior, 109, 397
 - “Theory of Multiple Resources”, 99
 - See also* Model
- Theta waves, 815
- Thorndike’s Law of Effect, 592
- Time-series analysis, 286
- Time-to-collision (TTC), 225
- Tire pressure monitoring systems (TPMS), 969
- Top-speed limiter (TSL), 1143–1144
- Traffic calming techniques, 1122
 - and pedestrian safety, 419, 431, 439, 904–905, 1122–1123
- Traffic conflicts approach, 406–407, 410
- Traffic Injury Research Foundation (TIRF), 33, 285
- Traffic signal
 - duration, 218–219, 475–476
 - management, 1128–1129
- Training
 - and older drivers, 367–369
 - and pedestrians, 894, 901, 902, 914
 - and young drivers, 276–282
- Tranquilizers, 675
- Transport Research Laboratory (TRL), 33
- Tri-Level study of accident causes, 1045–1050, 1057, 1073
- Tunnel, 68, 139, 666
 - vision, 172, 175, 813

- “Unbounded” rationality, 108
- “Uncertainty”, 44
- Unconscious processes, 190, 201
- Universal helmet laws, 961, 962–967, 1012
- University of Michigan Transportation Research Institute (UMTRI), 33, 50–51
- Useful field of view (UFOV), 26, 157, 164, 165–168, 172, 352, 354, 368, 969
- Validity, 48–52
 - of crash data, 25–27
 - of police assessment, 1060–1062
 - of simulation and simulators, 748–749
- Vehicle design
 - for older drivers, 369–374
 - and safety, 70, 84, 514, 1132–1137
- Victim Impact Panels (VIP), 612, 613–614
- Vigilance, 799
 - and distraction, 605
 - and fatigue, 799, 826
- Violations (V), 122, 123, 467
 - and accidents, 47, 110, 123, 257, 261, 266, 281–282, 290, 461, 486–487, 490–493, 697, 823, 941, 1060–1062, 1112
 - and impulsivity, 479
 - and Reason’s theory of aberrant behaviors, 122–123, 467
- Visibility
 - enhancements, 1023
 - pedestrian, 885–887, 887–894
- Vision, 138, 348–354
 - color vision, 154
 - and highway safety, 1086, 1089
 - monocular, 159–161
 - stereopsis, 159–161
 - and visual search, 137–176
- “Vision Zero” approach, 16, 952, 1099, 1100
- Visual
 - acuity, 138, 142–151
 - field, 161–163, 353
 - search, 168–176
 - system, 138–142, 348–349, 889
 - See also* Dynamic visual acuity
- Walk-and-turn test, 606–607
- Walking, 220, 221, 606, 745, 861, 862, 865, 867, 871–872, 882–883, 1008
- Workload, 77, 104, 198, 716
 - subjective, 272, 747–748, 750, 765–766
- World Health Organization (WHO), 11, 14, 17, 25, 31, 258, 259, 393–394, 428, 519, 529, 539, 567, 603, 715, 898, 901, 928, 1088, 1094, 1095, 1099, 1103–1104, 1132
- Yellow light dilemma, 216–217, 1128
- Young drivers, 221, 258, 337, 584–585
 - and accidents, 258–265
 - and alcohol, 584–585
 - and crash causation, 269–275, 1054
 - education and training, 276–282, 305–314
 - and experience, 265–269
 - and fatigue, 261, 271, 306
 - GDL, 282–305
 - and gender/sex, 259, 261, 266–269
 - inexperience and immaturity, 261–269
 - and risk perception, 258, 311
 - and skill, 261, 265–266, 270, 276, 278, 306, 311–312
 - and zero tolerance (for alcohol), 591–592
 - See also* Novice drivers
- Young rider of PTW, 946–949
- “Zebra crossing”, 908, 910, 939, 1000
- “Zero tolerance” laws, 687–688
 - for young and novice drivers, 591–592
- Zopiclone, 652