



# DRIVER DISTRACTION

*Theory, Effects,  
and Mitigation*

**POLICE**  
Escape  
the Islands

Edited by  
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# Driver Distraction Theory Effects And Mitigation

**Gerrit Meixner,Christian Müller**



## **Driver Distraction Theory Effects And Mitigation:**

Driver Distraction Michael A. Regan, John D. Lee, Kristie Young, 2008-10-15 Certain activities and events both inside and outside a vehicle can distract drivers and lead to degraded performance New technologies such as entertainment communication and driver assistance systems play a significant role in distraction This unique volume defines driver distraction discusses various causes and explains how to measure acceptable and unacceptable levels of distraction Several chapters address measurement techniques based on performance and epidemiological studies Most importantly the text explores ways to mitigate driver distraction as well as countermeasures including vehicle design and effective legislation

**Handbook of Traffic Psychology** Bryan E. Porter, 2011-06-22 The Handbook of Traffic Psychology covers all key areas of research in this field including theory applications methodology and analyses variables that affect traffic driver problem behaviors and countermeasures to reduce risk on roadways Comprehensive in scope the methodology section includes case control studies self report instruments and methods field methods and naturalistic observational techniques instrumented vehicles and in car recording techniques modeling and simulation methods in vivo methods clinical assessment and crash datasets and analyses Experienced researchers will better understand what methods are most useful for what kinds of studies and students can better understand the myriad of techniques used in this discipline Focuses specifically on traffic as opposed to transport Covers all key areas of research in traffic psychology including theory applications methodology and analyses variables that affect traffic driver problem behaviors and countermeasures to reduce the risk of variables and behavior Contents include how to conduct traffic research and how to analyze data Contributors come from more than 10 countries including US UK Japan Netherlands Ireland Switzerland Mexico Australia Canada Turkey France Finland Norway Israel and South Africa

**The Vision Zero Handbook** Karin Edvardsson Björnberg, Sven Ove Hansson, Matts-Åke Belin, Claes Tingvall, 2022-11-30 This open access handbook provides a comprehensive treatment of Vision Zero an innovative policy on public road safety developed in Sweden Covering all the major topics of the subject the book starts out with a thorough examination of the philosophy ideas and principles behind Vision Zero It looks at conditions for the effectiveness of the policy principles of safety and responsibility as well as critique on the policy Next the handbook focuses on how the Vision Zero ideas have been received and implemented in various legislations and countries worldwide It takes into account the way Vision Zero is looked at in the context of international organizations such as the WHO the UN and the OECD This allows for a comparison of systems models and effects The third part of the handbook discusses the management and leadership aspects including ISO standards equity issues other goals for traffic and transportation and opportunities for the car industry Part four delves into tools technologies and organizational measures that contribute to the implementation of Vision Zero in road traffic Examples of specific elements discussed are urban and rural road designs human factor designs and avoiding drunk and distracted driving The final part of the handbook offers perspectives on the transfer of Vision Zero

policy to other areas ranging from air traffic to suicide prevention and nuclear energy Vision Zero is a public road safety policy including both a long term goal that no one shall be killed or seriously injured as a consequence of accidents in road traffic and a safety principle stating that the design and function of the road transport system shall be adapted to meet the requirements that follow from that goal It is a new road safety paradigm which has resulted in new types of responsibilities among stakeholders technological innovations and new strategies and organizational measures to achieve a safe system The road safety work based on Vision Zero has shown promising results and although Sweden has not yet reached a safe system the number of fatalities and severe injuries has decreased substantially This is an open access book *Handbook of Human Factors for Automated, Connected, and Intelligent Vehicles* Donald L. Fisher, William J. Horrey, John D. Lee, Michael A. Regan, 2020-05-31 Handbook of Human Factors for Automated Connected and Intelligent Vehicles Subject Guide Ergonomics Human Factors Automobile crashes are the seventh leading cause of death worldwide resulting in over 1 25 million deaths yearly Automated connected and intelligent vehicles have the potential to reduce crashes significantly while also reducing congestion carbon emissions and increasing accessibility However the transition could take decades This new handbook serves a diverse community of stakeholders including human factors researchers transportation engineers regulatory agencies automobile manufacturers fleet operators driving instructors vulnerable road users and special populations It provides information about the human driver other road users and human automation interaction in a single integrated compendium in order to ensure that automated connected and intelligent vehicles reach their full potential Features Addresses four major transportation challenges crashes congestion carbon emissions and accessibility from a human factors perspective Discusses the role of the human operator relevant to the design regulation and evaluation of automated connected and intelligent vehicles Offers a broad treatment of the critical issues and technological advances for the designing of transportation systems with the driver in mind Presents an understanding of the human factors issues that are central to the public acceptance of these automated connected and intelligent vehicles Leverages lessons from other domains in understanding human interactions with automation Sets the stage for future research by defining the space of unexplored questions *Human Factors and Ergonomics in Consumer Product Design* Waldemar Karwowski, Marcelo M. Soares, Neville A. Stanton, 2011-06-22 Every day we interact with thousands of consumer products We not only expect them to perform their functions safely reliably and efficiently but also to do it so seamlessly that we don't even think about it However with the many factors involved in consumer product design from the application of human factors and ergonomics principles to reducing risks of malfunction and the total life cycle cost well the process just seems to get more complex Edited by well known and well respected experts the two volumes of Handbook of Human Factors and Ergonomics in Consumer Product Design simplify this process The second volume Human Factors and Ergonomics in Consumer Product Design Uses and Applications discusses challenges and opportunities in the design for product safety and focuses on the critical aspects of

human centered design for usability The book contains 14 carefully selected case studies that demonstrate application of a variety of innovative approaches that incorporate Human Factor and Ergonomics HF E principles standards and best practices of user centered design cognitive psychology participatory macro ergonomics and mathematical modeling These case studies also identify many unique aspects of new product development projects which have adopted a user centered design paradigm as a way to attend to user requirements The case studies illustrate how incorporating HF E principles and knowledge in the design of consumer products can improve levels of user satisfaction efficiency of use increase comfort and assure safety under normal use as well as foreseeable misuse of the product The book provides a comprehensive source of information regarding new methods techniques and software applications for consumer product design Encyclopedia of Automotive Engineering, 2015-03-23

Erstmals eine umfassende und einheitliche Wissensbasis und Grundlage f r weiterf hrende Studien und Forschung im Bereich der Automobiltechnik Die Encyclopedia of Automotive Engineering ist die erste umfassende und einheitliche Wissensbasis dieses Fachgebiets und legt den Grundstein f r weitere Studien und tiefgreifende Forschung Weitreichende Querverweise und Suchfunktionen erm glichen erstmals den zentralen Zugriff auf Detailinformationen zu bew hrten Branchenstandards und verfahren Zusammenh ngende Konzepte und Techniken aus Spezialbereichen lassen sich so einfacher verstehen Neben traditionellen Themen des Fachgebiets besch ftigt sich diese Enzyklop die auch mit gr nen Technologien dem bergang von der Mechanik zur Elektronik und den M glichkeiten zur Herstellung sicherer effizienterer Fahrzeuge unter weltweit unterschiedlichen wirtschaftlichen Rahmenbedingungen Das Referenzwerk behandelt neun Hauptbereiche 1 Motoren Grundlagen 2 Motoren Design 3 Hybrid und Elektroantriebe 4 Getriebe und Antriebssysteme 5 Chassis Systeme 6 Elektrische und elektronische Systeme 7 Karosserie Design 8 Materialien und Fertigung 9 Telematik Zuverl ssige Darstellung einer Vielzahl von Spezialthemen aus dem Bereich der Automobiltechnik Zug ngliches Nachschlagewerk f r Jungingenieure und Studenten die die technologischen Grundlagen besser verstehen und ihre Kenntnisse erweitern m chten Wertvolle Verweise auf Detailinformationen und Forschungsergebnisse aus der technischen Literatur Entwickelt in Zusammenarbeit mit der FISITA der Dachorganisation nationaler Automobil Ingenieur Verb nde aus 37 L ndern und Vertretung von ber 185 000 Ingenieuren aus der Branche Erh ltlich als stets aktuelle Online Ressource mit umfassenden Suchfunktionen oder als Print Ausgabe in sechs B nden mit ber 4 000 Seiten Ein wichtiges Nachschlagewerk f r Bibliotheken und Informationszentren in der Industrie bei Forschungs und Schulungseinrichtungen Fachgesellschaften Regierungsbeh rden und allen Ingenieurstudieng ngen Richtet sich an Fachingenieure und Techniker aus der Industrie Studenten h herer Semester und Studienabsolventen Forscher Dozenten und Ausbilder Branchenanalysen und Forscher

**Automotive User Interfaces** Gerrit Meixner,Christian Müller,2017-02-27 This book focuses on automotive user interfaces for in vehicle usage looking at car electronics its software of hidden technologies e g ASP ESP comfort functions e g navigation communication entertainment and driver assistance e g distance checking The increased complexity

of automotive user interfaces driven by the need for using consumer electronic devices in cars as well as autonomous driving has sparked a plethora of new research within this field of study. Covering a broad spectrum of detailed topics, the authors of this edited volume offer an outstanding overview of the current state of the art, providing deep insights into usability and user experience, interaction techniques and technologies, as well as methods, tools, and its applications, exploring the increasing importance of Human Computer Interaction (HCI) within the automotive industry. *Automotive User Interfaces* is intended as an authoritative and valuable resource for professional practitioners and researchers alike, as well as computer science and engineering students who are interested in automotive interfaces.

### **International Encyclopedia of Transportation**

,2021-05-13 In an increasingly globalised world, despite reductions in costs and time, transportation has become even more important as a facilitator of economic and human interaction. This is reflected in technical advances in transportation systems, increasing interest in how transportation interacts with society, and the need to provide novel approaches to understanding its impacts. This has become particularly acute with the impact that Covid 19 has had on transportation across the world, at local, national, and international levels. *Encyclopedia of Transportation* Seven Volume Set, containing almost 600 articles, brings a cross-cutting and integrated approach to all aspects of transportation from a variety of interdisciplinary fields, including engineering, operations research, economics, geography, and sociology, in order to understand the changes taking place. Emphasising the interaction between these different aspects of research, it offers new solutions to modern-day problems related to transportation. Each of its nine sections is based around familiar themes but brings together the views of experts from different disciplinary perspectives. Each section is edited by a subject expert who has commissioned articles from a range of authors representing different disciplines, different parts of the world, and different social perspectives. The nine sections are structured around the following themes: Transport Modes, Freight Transport and Logistics, Transport Safety and Security, Transport Economics, Traffic Management, Transport Modelling and Data Management, Transport Policy and Planning, Transport Psychology, Sustainability, and Health Issues in Transportation. Some articles provide a technical introduction to a topic, whilst others provide a bridge between topics or a more future-oriented view of new research areas or challenges. The end result is a reference work that offers researchers and practitioners new approaches, new ways of thinking, and novel solutions to problems. All encompassing and expertly authored, this outstanding reference work will be essential reading for all students and researchers interested in transportation and its global impact in what is a very uncertain world. Provides a forward-looking and integrated approach to transportation. Updated with future technological impacts such as self-driving vehicles, cyber-physical systems, and big data analytics. Includes comprehensive coverage. Presents a worldwide approach, including sets of comparative studies and applications.

*An Investigation of the Effects of Reading and Writing Text-based Messages While Driving* Joel M. Cooper, Christine Yager, Susan T. Chrysler, 2011. Previous research using driving simulation, crash data, and naturalistic methods has begun to shed light on the dangers of texting while driving. Perhaps

because of the dangers no published work has experimentally investigated the dangers of texting while driving using an actual vehicle. Additionally, previous research does not clearly differentiate the dangers associated with reading and writing text messages. To address these issues, 42 participants drove an instrumented research vehicle on a closed driving course. Participants drove under a control text reading and text writing condition. Baseline text reading and writing data were also collected outside of the research vehicle. Results indicated that impairment associated with texting while driving may be greater than previously thought. Principally, when reading or writing texts, drivers exhibited reductions in reaction time that were nearly twice as great as previously thought. Drivers also exhibited nearly identical impairment in the reading and writing conditions, suggesting that both reading and writing text messages may be equally dangerous. These results have immediate implications for improving our understanding of the dangers of texting while driving and may be useful for future public policy discussions.

Compendium of Student Papers, 2008      *Driver Distraction* Katie J. Parnell, Neville A. Stanton, Katherine L. Plant, 2018-11-14

*Driver Distraction: A Sociotechnical Systems Approach* promotes a sociotechnical systems approach to driver distraction. This perspective focuses on analysis of the whole system, its values, and the interactions between human and technical elements at all organisational levels. The book covers the role that the sociotechnical system plays in the theory, study, and mitigation of driver distraction. The book will be of interest to accident and incident investigation researchers and practitioners. Provides a review of the current state of driver distraction research. Describes the development, application, and validation of a novel model of driver distraction that accounts for the sociotechnical system. Discusses a new systems-based driver distraction definition. Explains AcciMap analysis of the current legislation on driver distraction from technological devices. Offers novel approaches to understanding why driver distraction occurs. Presents an extensive framework of the causal factors that lead to distraction, informed by drivers.

Vehicle Electronics to Digital Mobility, 2004      Driver Distraction and Inattention Mr. Trent W. Victor, Professor John D. Lee, Professor Michael A. Regan, 2013-02-28

It is estimated that in the United States, around 20 percent of all Police-reported road crashes involve driver distraction as a contributing factor. This figure increases if other forms of inattention are considered. Evidence reviewed in this volume suggests that the situation is similar in other countries and that driver distraction and inattention are even more dangerous as contributing factors in crashes than drug and alcohol intoxication. Having a solid evidence base from which to develop injury countermeasures is a cornerstone of road safety management. This book adds to the accumulating evidence base on driver distraction and inattention. With 24 chapters by 52 authors from more than 10 countries, it provides important new perspectives on the definition and meaning of driver distraction and inattention, the mechanisms that characterize them, the measurement of their effects, strategies for mitigating their effects, and recommendations for further research. The goal of this book is to inspire further research and countermeasure development to prevent and mitigate the potentially adverse effects of driver distraction and driver inattention and, in doing so, to save lives.

**Annual**

**Index/abstracts of SAE Technical Papers 2004 ,2005**     The Effects of Driver Distraction on Simulated Driving Maya L. Uhl,2003     *Driver Distraction and Inattention* Michael A. Regan,Trent W. Victor,John D. Lee,2013 In the United States around 20 percent of all Police reported road crashes involve driver distraction as a contributing factor The situation is similar in other countries This book adds to the accumulating evidence base on driver distraction and inattention It provides important new perspectives on the definition and meaning of driver distraction and inattention the mechanisms that characterize them the measurement of their effects strategies for mitigating their effects and recommendations for further research     **Evaluating Driver Distraction Mitigation Strategies Based on a Novel Taxonomy** Birsen Donmez,2004

*Relating Experimental Drive Distraction and Driving Performance Metrics to Crash Involvement - Definitions of Terms and Concepts* Driver Metrics, Performance, Behaviors and States Committee,2018 This Information Report provides functional definitions and discussions of key terms and concepts for relating the experimental evaluation of driver distraction to real world crash involvement Examples of driver distraction and driving performance metrics include those related to vehicle control object and event detection and response OEDR physiological indicators subjective assessments or combinations thereof Examples of real world crash involvement metrics include the epidemiological effect size measures of risk ratio rate ratio and odds ratio The terms and concepts defined in this document are not intended to contribute to methodologies for assessing the individual metrics within a domain these are covered in other SAE documents e g SAE J2944 and SAE technical reports For any measure chosen in one domain or the other the goal is to give general definitions of key terms and concepts that relate metrics in one domain to those in the other Issues of repeatability and validity are discussed in relation to these methods and metrics for relating the two domains However the actual specification of a particular methodology for predicting crash involvement from experimental studies is outside the scope of the present document This informational report applies to all motorized on road road vehicles including passenger cars trucks buses and powered two wheelers Driver distraction may be related to any activity that competes with the driving task and diverts attention away from activities critical for safe driving Note that the terms and concepts described herein may also be general enough to suggest methods to estimate crash involvement of real world automated vehicles from simulation metrics The intended users of the document are practitioners and researchers in the industry academia and other organizations with interest in driver distraction and driving performance assessment and road safety Driver distraction is one of the key factors underlying road crashes refer to Ascone et al 2009 NHTSA 2009 2017 and thus is a major focus for policymaking and human vehicle interface design There are many existing metrics and procedures for the experimental evaluation of driver distraction several of which have been specified in international standards and or regional guidelines e g ISO 15007 1 ISO TS 15007 2 ISO 16673 ISO 26022 ISO 17488 and SAE J2944 However it cannot be simply assumed that the effects of distraction on driving performance or driver behavior state measured with these procedures are directly indicative of real world crash involvement Thus there is



a need for approaches that can be used to systematically relate experimentally measured effects of driver distraction on driving performance and driver behavior state to real world crash involvement This document provides a set of concepts and definitions of terms that can be used to characterize this relation

**Driver Distraction and Inattention** Michael A. Regan, Trent W. Victor, John D. Lee, 2014-08-28 Implications of Distracted Driving on Driver Behavior in the Standing Queue of Dual Left-turn Lanes Patrick Stanley Marnell, 2013

Driver distraction is a commonly observable phenomenon with a significant effect on the transportation network Although the negative effects of driver distraction on safety are commonly studied there has been little effort made to investigate the impacts of distraction on efficiency This study will examine driver behavior in standing queues at signalized intersection approaches with dual left turn lanes and determine what impacts distraction and several other independent variables have on the headways of the first five vehicles Examining an empirical data set of headway measurements and distraction classifications for over 4000 individual vehicles in Oregon Utah and Kansas linear regression methods will be used to create estimates of the effect of seven in vehicle distraction classifications cell phone use eating or smoking talking to passengers manipulating the dashboard other distraction undistracted or could not determine Results show that different distractions increase the median headways of drivers from 5% to 19% when compared to an undistracted driver The implications of these increased headways on start up lost time and thus efficiency are then examined

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