Annotated Bibliography & Resources

APPENDIX F

The following list of publications provides insight into a broad range of vehicle operations aspects. These publications were culled from a review of hundreds. They are representative of academic and professional literature. This bibliography is not intended as an exhaustive listing.

Beach, R. W., Morris, E. R. & Smith, W. C. (2003). *Emergency vehicle operations: a line officer's guide* (2nd ed.). Tulsa, OK: K&M Publishers.

> This book is an excellent reference for new officers. It covers issues ranging from vehicle maintenance to pursuit policy. It is well written and an easy read.

Bener, A., Lajunen, T., Özkan, T., & Haigney, D. (2006). The effect of mobile phone use on driving style and driving skills. International Journal of Crashworthiness, 11(5), 459-465.

> This study (of drivers in Qatar) correlates mobile phone use with traffic collisions. The summary finding is that mobile phone use while driving does result in higher incidence of collisions.

Brown, A. S. (2007). Intelligent safety. Mechanical Engineering, 129(12), 35-38.

> This study finds that ESC (electronic stability control) has helped to reduce traffic fatalities.

Christie, R. (2001). The effectiveness of driver training as a road safety measure: A review of the literature. Report no: 01/03. Report prepared for the Royal Automobile Club of Victoria (RACV) Ltd. Noble Park, Victoria.

> This frequently referenced article undertakes a comprehensive literature review relative to driver training and finds that training, in and of itself, is not an effective collision countermeasure. This is an important finding that supports arguments that collisions may often result from attitudinal problems as opposed to a lack of driving skill.

Dorn, L. & Barker, D. (2005). The effects of driver training on simulated driving performance. Accident Analysis and Prevention 37, 63–69.

> This article provides useful information about the UK police driver training program. The authors note that driver training may not be a good criterion to assess crash risk. With regard to driver simulation training, they note that professional drivers do better in a simulator than non-professionals.

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Hasselberg, M., Vaez, M., & Laflamme, L. (2005). Socioeconomic aspects of the circumstances and consequences of car crashes among young adults. Social Science & Medicine, 60(2), 287-295.

> This study (of Swedish drivers) finds correlations between socio-economic status (SES) and traffic collision severity and likelihood.

Hutchinson, H. (2005). Fighting fire, saving cops. Mechanical Engineering, 127(9), 10.

> A $2,500 option on Ford Crown Victorias extinguishes fires automatically after a collision.

Langham, M., Hole, G., Edwards, J., & O'Neil, C. (2002). An analysis of 'looked but failed to see' accidents involving parked police vehicles. *Ergonomics, 45*(3), 167.

> This study explores roadside collisions wherein a parked police vehicle was struck. It has implications for lighting (light bars) and positioning of the police vehicle.

Lin, C. J. & Chen, H. J. (2006). Verbal and cognitive distractors in driving performance while using hands-free phones. Perceptual and Motor Skills, 103(3), 803-810.

> This study reflects the impacts of different levels of distracters on driving performance.

Lindsey, J. T. (2004). The effects of computer simulation and learning styles on emergency vehicle drivers' competency in training course. Ph.D. dissertation. University of South Florida. United States.

> This dissertation, studies the effects of driving simulation in conjunction with behind the wheel training (with ambulance drivers) and finds that subjects perform better on the course driving test when they have had the benefit of simulation training (in addition to the other training components).

Masten, S. V. & Peck, R. C. (2004). Problem driver remediation: A meta-analysis of the driver improvement literature. Journal of Safety Research, 35(4), 403-425.

> Identification and remediation of problem drivers has a positive impact on later driving behavior.

Merrill, S. A. (1986). Professional and issue conceptualization: behavioral versus environmental control of automobile accident losses. Ph.D. dissertation. Yale University. United States.

> Framing is a factor in addressing "problems."

Moser, P. (2006). 10 steps to improving employee driver safety. Professional Safety, 51(11), 40-42.

> This article provides insight on establishing a driver safety program and the requisite components thereof.

Redelmeier, D. A., Tibshirani, R. J., & Evans, L. (2003). Traffic-law enforcement and risk of death from motor-vehicle crashes: case-crossover study. The Lancet, 361(9376), 2177-82.

> This (Canadian) study finds that enforcement (citations) reduces the likelihood for a fatal traffic collision.

Schmidt-Cotta, R., Ciano, F. J., & Rae, C. D. (2005). Accident and event data recording: an international review of legal and political implications. FDCC Quarterly, 55(3), 363-387.

> This article (conference paper) explores issues associated with crash data collection available in new cars, its use, and implications.

Strahilevitz, L. J. (2006). "How's my driving?" for everyone (and everything?). New York University Law Review, 81(5), 1699.

> This article reports that "how's my driving" placard programs reduce collisions by 20-53% in a study of commercial applications.

Tay, R. (2005). General and specific deterrent effects of traffic enforcement: do we have to catch offenders to reduce crashes? Journal of Transport Economics and Policy, 39, 209-223.

> This study finds that increased enforcement reduces unwanted incidents.

Thackaberry, J. A. (2004). "Discursive opening" and closing in organizational self-study: culture as trap and tool in wildland firefighting safety. Management Communication Quarterly, 17(3), 319-359.

> This article suggests that organizational self-study and the methods involved might adversely impact the desired outcome or create a false outcome potential. Additionally, it suggests that training on making the right decision may not be a large factor, as emergency workers often already "know" what they should do.

Tseng, W., Nguyen, H., Liebowitz, J., & Agresti, W. (2005). Distractions and motor vehicle accidents: data mining application on fatality analysis reporting system (FARS) data files. Industrial Management + Data Systems, 105(9), 1188-1205.

> This study utilizes heavy statistical analysis to identify correlations among various conditions/circumstances in fatal traffic collisions.

Weiss, M. (2007). Confronting driver distraction. The Futurist, 41(1), 16-17.

> This article quotes research stating that 80% of collisions are caused by distraction.

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