Contents

	ut the author ix	0.	Drivers' perception of depth and		
Prefa	nowledgments xii		motion 6.1 Driver perception of depth 6.2 Driver perception of speed 6.2.1 The concept of optic flow 6.2.2 Self-motion perception 6.2.3 Perception of other road users'		
	ghway safety problem overview		motion 40 6.2.4 Detection of relative velocity		
1.	Traffic crashes in the United States National strategies for traffic safety improvements 2.1 "Vision Zero" road traffic safety concept 2.2 U.S. national roadway safety strategy	7	when car following 6.2.5 Passing on two-lane highways 6.2.6 Perceiving the motion of other vehicles at intersections 7.3 The general trends in driver's speed and depth perception 4.5 And depth perception		
3.	Human factors overview and relations to highway design and traffic control	7.	Drivers' visual search 7.1 Driver field of view 7.2 Characteristics of driver glance behavior 7.2.1 Glance durations		
Part 2 Driver information perception and processing			7.3 Driver typical-looking behavior 5 Driver information processing, attention, and mental workload 8.1 Definition and quantification of information 55		
4.	Human sensory and perceptual system 4.1 Gustatory system (sense of taste) 20		8.2 How road users seek information 50 8.3 A model of human information		
	 4.2 Olfactory system (sense of smell) 4.3 Somatosensory system (sense of touch) 4.4 Auditory and vestibular system (sense of hearing and equilibrium) 4.4.1 The effects of noise pollution 4.5 Visual system (sense of vision) 	1	processing 8.3.1 Sensory processing 8.3.2 Perception 8.3.3 Cognition and memory 8.3.4 Response selection and execution 8.3.5 Feedback 8.4 Attention 5.5 5.6 5.7 5.7 5.7 5.7 5.7 5.7		
5.	Driving-related visual functions 5.1 Static visual acuity 5.2 Dynamic visual acuity 5.3 Adaptation and glare sensitivity 5.4 Contrast consitivity	9	8.4.1 Selective attention 69 8.4.2 Sustained attention or vigilance 69 8.4.3 Divided attention and automaticity 69 8.4.4 Timesharing or multitasking 69 8.5 Mental workload concept 69		
	5.4 Contrast sensitivity 5.5 Color vision 5.6 Motion detection 5.7 Stereopsis and monocular vision 33 35 36 37	0	8.5.1 Driver performance at different mental workloads 6.8.5.2 Measures of driver workload 6.9		

Isbem bed mittem of the wint

		8.5.3 Performance measures 6	3		1	3.1.3	Driver-based crash contributory	
		3.5.3 renormance measures					factors	104
		8.5.4 Self-report measures 6 8.5.5 Physiological measures 6		1	3.2 A	Angle c	ollisions contributory factors	107
		8.5.5 Physiological measures			1	3.2.1	Angle collision patterns	108
		·tion load			1	13.2.2	Driving tasks and driver visual	
9.	Driv	er information load	5				search at intersections	108
	9.1	Dilvei illioilliadioil ovelload ovelload	6		1		Angle collisions descriptive	
	9.2	Dilvei illioilliadion load mode.	7				statistics: road, vehicle, and	
		9.2.1 maividual sign mondation					driver associated factors	113
		9.2.2 Sign anays information rous	9				Angle collisions risk factors	
		9.2.3 Driver information load multiple						115
		regression formata	0	1	23	lane d	eparture crashes contributory	
		9.2.4 General guidance how to identify		DE LETTE		factors	cparture crusinos contentos	121
		diver imormation overious	72				Lane departure crashes general	
		Dilver responses to information roads	73			13.3.1		121
		9.5.1 Clasii data anarysis	74			1222	patterns Human factors in lane departure	
		9.3.2 On-road investigations of driver				13.3.2		122
		163ponses to information rous	75			4222	crashes	1 22 22
	9.4	Proposed procedure for driver information				13.3.3	Lane departure crashes	127
			78				classification: Virginia study	12/
	t 3			D	1			
Tra	iffic	crashes causation		Part	4		etnameyenami	
				Road	d us	ers a	nd engineering design	
10.	Ov	erview of traffic crash causes				desta y	2-2-U.S. matternal reaction (2-U-S-S	
				14.	Posit	tive d	esign guide	400
11.	Dri	ver-related crash associated factors	S		14.1		e guidance basic concept	133
			83				The driving task	133
			83		14.2	Positiv	e guidance principles of	
			86			inform	nation placement	135
			86			14.2.1	Primacy	135
	11.4		87			14.2.2	Spreading	135
		Illegal maneuvers—stop sign				14.2.3	Coding	135
		incompliance	88			14.2.4	Redundancy	136
	11.6	Misjudgment of gap or other's speed	89			14.2.5	Repetition	136
		nella malini						
12.	Dr	iver fatigue		15.	Expe	ectan	CY CY CONTROL OF THE CONTROL OF THE CY	
1 200	12	Task-related factors of driver fatigue	92				ypes of expectancy	139
	12.	Sleep-related factors of driver fatigue	95			15.1.1	A priori expectancies	139
	12	12.2.1 Time of day	95				2 Ad hoc expectancies	140
		12.2.1 Sleep deprivation	96		15.2	On-th	ne-road expectancies (Alexander	
	12	3 Measurement of fatigue	97				unenfeld, 1986)	141
	12.	12.3.1 Subjective (self-report) rating scales	97				1 Left exits	141
		12.3.1 Subjective (sen report) rating 3	98				2 Interchange lane drops	141
		12.3.2 Physiological indicators of fatigue					3 Freeway split	142
		12.3.3 Physiological malcators of latigate 12.3.4 Blink behavior and eyelid closures	99				4 Tangential off-ramps	142
		12.3.4 Blink benavior and eyend closures	,,			15.2.	5 Parallel roadside features	142
10		-:	rc					144
13	. M	ajor crash types contributory factor	101				6 Dips 7 Narrow bridges	144
	13.	1 Rear-end collisions contributory factors	101				8 Route names versus numbers	145
		13.1.1 Road environment crash	101				9 Route continuity	145
		continuatory ractors	101		45.0	13.2.	ctancy violation analysis	
		13.1.2 Vehicle-based crash contributory	102		15.3			146
		factors	103			proce	edure	1,10

			General review	146			17.4.3	Requirement for a new driving	
			Detailed analysis	147				program recognized and changes	S
			Identify navigation expectancies	147				are introduced to "re-program"	
		15.3.4	Identify guidance expectancy					driving habits and expectations	170
			violations	148			17.4.4	Sudden increase of decision	
		15.3.5	Determine affected driver					needs and overload of information	on
			performance	148				processing capabilities	170
			Identify information needs	148			17.4.5	Deficiencies in traffic control	
		15.3.7	Assess safety and operational					devices	171
			consequences	148			17.4.6	Deficiencies in settlement	
								planning	172
6.		- 58	ining roads						
	16.1		plaining roads concept	149					
			Self-explaining roads basis	149					
		16.1.2	A conceptual model of road		Par	t 5			
			categorization	150	Tra	ffic s	safety	evaluation	
			SER conceptual study	151	202	0130	, ,	sqxstrangemen	
			SER: Road only or holistic view?		18.	Ove	rview	of the safety assessment	
	16.2		plaining roads fundamentals	152		-	niques		
		16.2.1	General principles of roads				LAND COMMITTEE STATE	tive analysis of past crash data	175
			functional classification	152		10.1		Average crash frequency	175
		16.2.2	Self-explaining roads					Equivalent property damage	1/3
			categorization	154			10.1.2	only average crash frequency	176
		16.2.3	Self-explaining roads key				18.1.3	Crash rate	176
		1601	elements	156				Limitations of observed crash	170
		16.2.4	Self-explaining roads current state	156				data accuracy	177
-		•				18.2	Predict	ive method	179
1.			ctors key requirements			.0.2		Basic elements of the predictive	1/3
			ad system design					models	179
			ing infrastructure to encourage				18.2.2	Safety performance functions	179
		safe be		159				Crash modification factors	181
	17.2		factors requirement no.1:					Advantages and limitations	101
			oad users enough time	159				of the predictive method	184
			Six-seconds rule	160		18.3	Indirec	t safety measures	184
		17.2.2	Six-seconds rule and the US					Traffic conflict technique	186
	170		guidelines	161				Speed consistency technique	196
	17.3		factors requirement no.2:						
			ad must provide a safe field of		19.	Risk	factor	s identification	
		view	Danie - C. I. C. I. I. C	162				ew of diagnosis	205
			Density of the field of view	162			Safety		206
			Lateral space structure	164				Crash data	208
	17.4	Human	Depth of the field of view	165			19.2.2	Traffic volume data	210
			factors requirement no.3:				19.2.3	Road characteristics data	211
			d environment must correspond			19.3		field conditions	213
		1741	Change of read function without	168			19.3.1	Road safety audit	213
			Change of road function without					Field observations	214
			corresponding change in design			19.4		ddon matrix	216
			and optical characteristics	160					
		17.42	(e.g., town entrance) Change of road's direction is	168	20.	Road	d safet	y evaluation based on	
			contrary to eye-catching objects			1-22	an fac		
			in another direction (e.g., city					mental workload assessment	221
			by-pass dilemma)	169				Driver workload homeostasis	221
			, pass ancimia)	103					

	20.1.2 Workload potential ratings	222	20.3.2 Part 2: The road must offer the				
	20.1.2 Workload potential ratings 20.1.3 Calculation of driver workload	hear here hear	driver a safe field of view	236			
	value and level of consistency		20.3.3 Part 3: The road environment				
		226	must correspond with the				
200	(Messer procedure) PIARC human factors evaluation tool	230	road users' perception logic				
20.2		230	(logic rule)	237			
	Rule # 1. Give road users enough	221	20.3.4 Part 4. Driver information load	237			
	time	231					
	Rule # 2. The road must provide a	001	20.3.5 Human factors evaluation score	230			
	safe field of view	231					
	Rule # 3. The road environment			0.44			
	must correspond with the road users'		Bibliography	241			
	perception of logic	231	Appendix A: Look-up tables of information load				
	20.2.1 Performing an HF evaluation	231	values for typical signs	247			
	20.2.1.1 Concerning the reaction time	231	Appendix B: Traffic conflict techniques for				
	20.2.1.2 Concerning the field of view	232	safety and operations. Observers manual	255			
	20.2.1.3 Concerning the driver's		Appendix C: Operating speed equations	259			
	perception/expectation logic	232	Appendix D: Prompt list—existing road audit	263			
	20.2.2 Human factors evaluation score	232	Appendix E: PIARC road safety evaluation				
	20.2.3 German case study: Human		based on Human Factors method				
	factors countermeasures for a			267			
	dangerous curve		Appendix F: Modified method for road safety				
20.3	Modified method for road safety		evaluation based on Human Factors. Samples	270			
	evaluation based on human factors	23.5	of safety assessments	279			
	20.3.1 Part 1: The road should give		Index	303			
	CONTRACTOR OF THE PROPERTY OF						

235

the driver enough time