

TRAFFIC TECH



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COMPENDIUM OF RESEARCH AND EVALUATIONS IN TRAFFIC SAFETY PUBLISHED

Want to know about NHTSA sponsored research conducted on DWI enforcement? Or pedestrian safety? How about the effectiveness of methods to increase safety belt usage? It's all covered in NHTSA's *Compendium of Traffic Safety Research Projects: A Decade and Beyond*.

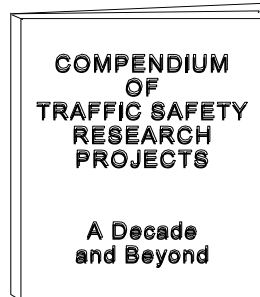
The National Highway Traffic Safety Administration's (NHTSA's) Office of Program Development and Evaluation (OPDE) conducts research projects that investigate human attitudes, behaviors, and failures as they relate to motor vehicle crashes. OPDE focuses on drivers, passengers, pedestrians, bicyclists, and motorcyclists, and their roles in traffic safety. Evaluations test how well specific countermeasures work in the real world of traffic safety, crashes, and impaired driving, and the laws intended to reduce the carnage.

Basic problem identification research identifies and measures the importance of behaviors that cause crashes or increase the severity of injuries. Laboratory and field studies develop and refine countermeasures that can deter unsafe behaviors and promote safe alternatives. Large scale evaluations of on-going projects measure the impact of public information and education, legislation, enforcement, and their long term effects.

OPDE's research has resulted in products that have significantly enhanced the effectiveness of police traffic services, community traffic safety programs, driver licensing agencies, and public interest groups concerned with traffic safety.

The *Compendium* is an annotated bibliography of behavioral research and evaluations sponsored by NHTSA over the past ten years. It gives a brief

description of almost 200 of OPDE's projects, past and present, categorized in eight main topic areas.



- Alcohol-Impaired Driving**
 - Alcohol Impairment
 - Attitudes and Behaviors of Drinking and Driving
 - Countermeasures and Sanctions
 - Drinking-Driving Legislation
 - DWI Detection, Investigation, and Enforcement
 - DWI Prosecution and Adjudication
 - Prevention
 - Other Alcohol Topics
- Drug-Impaired Driving**
 - Drug Use and Impairment
 - Drug Evaluation and Classification
 - Program
 - Other Drug Topics
- Novice and Young Drivers**
 - Countermeasures
 - Problem Identification
 - Training Development and Evaluation
- Occupant Protection**
 - Barriers to Safety Belt & Child Safety Seat Use
 - Crash Injury
 - Education
 - Enforcement of Occupant Protection Laws
 - Impact of Occupant Protection Laws
 - Incentives for Safety Belt and Child Safety Seat Use
 - Surveys
 - Other Occupant Protection Topics
- Older Drivers**
 - Problem Identification

*Program Development
Program Planning*

***Pedestrians and Bicyclists**
Countermeasures
Problem Identification
Public Information and Education Programs*

***Speed and Unsafe Driving Actions**
Problem Identification
Enforcement*

Miscellaneous

The Compendium also includes information on how to order individual reports.

To request a copy of the *Compendium of Traffic Safety Research Projects: A Decade and Beyond* write to the Office of Program Development and Evaluation, NHTSA, NTS-30, 400 Seventh Street, S.W., Washington, DC 20590, or send a fax to (202) 366-7096.

This and other NHTSA reports and *TRAFFIC TECHS* can be found on the NHTSA Home Page at <http://www.nhtsa.dot.gov/>

Sample of 2 entries in the Compendium

The Effects of Implementing and Publicizing Administrative License Revocation in Nevada

April 1990, DOT HS 807 600

Nevada law calls for confiscating the drivers' licenses of DWI arrestees who either refuse the chemical test or have BACs of .10 or more. In this study, a public information campaign was designed and implemented to emphasize the law and its strict enforcement. A subsequent survey revealed increased awareness of the sanction and reduced (self-reported) drinking-driving behavior. Alcohol-related crashes were also found to have dropped by 12 percent during the study period.

Evaluation of California's Safety Belt Law Change to Primary Enforcement

December 1994, DOT HS 808 205

On January 1, 1993, California became the first state to implement an uninterrupted change from secondary to primary belt law enforcement. In the six study communities, the percentage of drivers observed wearing seat belts increased from 58 percent to 76 percent. Police officers participating in focus groups indicated that they were pleased with the change and had received no negative public reactions.

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TRAFFIC TECH is a publication to disseminate information about traffic safety programs, including evaluations, innovative programs, and new publications. Feel free to copy it as you wish. If you would like to receive a copy contact:
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