

INDEX

Note: Page numbers followed by “*f*” and “*t*” refer to figures and tables.

- AAAFTS survey, 39
- AADT. *See* Average annual daily traffic (AADT)
- AASHTO *Roadside Design Guide*, 219
- Attentional ‘pool’ theory, 61
- Abbreviated injury scale (AIS), 328
- Access features, 91–92
- Access management, 96–97
- Accidents
 - property-damage-only, 433*f*
 - time to accident (TTA), 391
 - transport, 287
- Actibump, 219
- ADT. *See* Average daily traffic (ADT)
- Advertising billboards, 64
- Aetiology of traffic conflicts, 388–390, 389*f*
- Age
 - crash severity, 330*t*
 - driver licensing, 15
 - and driving experience, 65–66
- Aggressive behaviour, driver, 38
- Aggressive driver, 40, 50
- Aggressive driving, 38, 41
 - behaviours, 51
 - defined, 39–40
 - domain of avoiding, 48
 - enforcement programs, 50–51
 - intentionally, 40
 - and managing speed, 47–51
 - moderating, 47
- AIC. *See* Akaike Information Criterion (AIC)
- Airbags, 5
- Airproxes, 290–293, 291*f*
- Airspace safety, GLARMA models
 - application to, 289–293, 291*f*
- AIS. *See* Abbreviated injury scale (AIS)
- Akaike Information Criterion (AIC), 341, 342*t*
- Alcohol, 4
 - drinking, 17
 - use, crash severity, 330*t*
- Alternate discrete variable model, 342
- Ancestry method, 429
- Annual average daily traffic (AADT), Sweden, 213
- Anti-aggressive driving strategy
 - applications, 50–51
- Antidepressant drugs, 428*f*, 437*f*, 437*t*, 438, 438*f*, 440, 441*f*, 442*f*
- Anti-lock brakes, 5
- ARCH. *See* Autoregressive Conditional Heterskedasticity (ARCH)
- ARIMA models, 282, 283
 - time-series model, 282

- Arterial road segments, 88
- Artificial intelligence (AI) field, 188
- ASE. *See* Automated speed enforcement (ASE)
- Attention
 - driver-cursory, 60
 - driver-diverted, 60
 - driver-misprioritised, 60
 - driver-neglected, 60
 - driver-restricted, 60
 - visual, 71
- Auditory–vocal *vs.* visual–manual, 67
- Australia
 - crash rate, 41–42
 - intersection crashes in, 128
- Authority, transport, 234
- Automated enforcement
 - technology, 49
- Automated speed enforcement (ASE)
 - cameras, 44
 - strategy, 44
 - supporters, 44
- Automated vehicles, driver
 - distraction, 72–74
- Automatic traffic detection system, 177
- Automatic vehicle identification (AVI), 179
- Autoregressive Conditional Heterskedasticity (ARCH), 286
- Autoregressive integrated moving average (ARIMA), 281, 288
- Average annual daily traffic (AADT), 360
- Average daily traffic (ADT), 90
- AVI. *See* Automatic vehicle identification (AVI)
- Awareness, situational, 73
- BAC. *See* Blood-alcohol-content (BAC)
- Bayesian analysis, 329, 367
- Bayesian approach, 357
- Bayesian belief network (BBN), 188
- Bayesian estimation, 363, 364
- Bayesian Information Criterion (BIC), 341, 342*t*
- Bayesian method, 367
- Bayesian model, 186, 367
- Bayes' theorem, 363
- BBN. *See* Bayesian belief network (BBN)
- Before–after evaluations,
 - robustness of
 - assessing similarity
 - in characteristics, 421
 - in trends, 420–421
 - reference/comparison group
 - sample, 420
 - separating treatment and
 - reference/comparison sites, 421–423
 - treatment group sample, 419–420
- Before–after study, 411
 - FB approach to, 418
 - observational, 418
 - SPFs in EB, 418
- Behaviour
 - aggressive driving, 51
 - based surrogate measures of
 - safety, 401
- Behavioural measurement, 397–399
 - as surrogate measures of safety, 398*f*
- Benzodiazepines, 440*f*
- Bernoulli trials, 302
- BIC. *See* Bayesian Information Criterion (BIC)
- Bicycling, infrastructure for, 231

- Bicyclists, 4, 5, 7, 8
 - directional signage for, 242–243, 243*f*, 244*f*
 - hierarchy of options in providing for, 233–234
- Bikeshare programs, 245–247
- Billboards, driver distraction from, 63–65
- Blackspot, 354–356
- Blackspot identification (BSI), 353–354, 356
 - accounting for unobserved spatial effects, 369–370
 - approach, 356–360, 359*f*
 - continuous risk profile approach, 370–371
 - empirical Bayesian approach, 365–367
 - evaluation criteria, 371–372
 - false identification test, 372–373
 - method consistency test, 373
 - Poisson mean differences test, 374
 - site consistency test, 373
 - total rank differences test, 374
 - future directions, 375–378
 - Naïve classical approach, 360–361
 - safety performance functions, 361–364
 - severity-based approach, 368–369
- Blood-alcohol-content (BAC) level, 46, 47
- Bluetooth, 179
- Braking capability, 331*t*
- BSI. *See* Blackspot identification (BSI)
- Bumper height, 331*t*
- Camera radar, 49
- Checkpoints program, in United States, 19
- Clustering techniques, 376
- CMF Development Guidebook, 410, 411, 418
- CMFs. *See* Crash modification factors (CMFs)
- Cochrane collaboration, 429–430
- CO₂ emissions, 230
- Colorado
 - state patrol, 51
 - Two Seconds for Safety* campaign, 51
- Co-mingling of mobility modes, 5
- Computer simulation of safety, 399–400
- Conflict–collision relationship, 394–397, 395*t*
- Connected vehicles, 49
- Context
 - before–after evaluations in, 411
 - purpose of before–after evaluations, 411
- Continuous risk profile (CRP)
 - approach, 356–358, 370, 371*f*
- Conway–Maxwell–Poisson model, 261
- Count-data models, 261, 262, 266, 267
- Crash(es). *See also specific types of crash*
 - classification, 301–302
 - estimation methodology, 94
 - in freeways, 119
 - high-severity, 115
 - with less severe injuries, 274
 - likelihood of, 258–259
 - precursor events, 6, 454
 - prediction

- model, Europe, 123
 - real-time, 6, 454
 - proximity measurement, 390–392
 - rear-end and sideswipe, 137
 - risk on urban and suburban
 - arterials, measurement, 88–89
 - road (*see* Road crash)
 - on road segments, 88
 - severity, 9
 - traffic conflicts and, 388–390
 - under-reporting of, 304, 339
 - in United States, 38, 128
- Crash-contributing factor, 89, 101, 188, 355
- Crash data, 179–180, 180*f*, 384
 - characteristics, 300–301
 - cross-sectional, explicitly
 - addressing temporal considerations in, 270–271
 - time-series methods for
 - assessing, 9
- Crash frequency
 - data
 - analysis, 259–263
 - continuous and duration
 - approach, 262–263
 - and severity, 95
 - speed and, 92
- Crash-injury severity data analysis, 264–265
- Crash likelihood, 186, 189, 194–196
- Crash modification factors (CMFs), 113, 116, 117, 122, 411, 414
- Crash modification function (CMFunction), 411
- Crash-prone conditions, 188
- Crash rates, 262
 - for males and females, 46
- Crash risk, 355, 453, 457
 - in-vehicle, 456
- Crash severity, 88, 95, 327
 - abbreviated injury scale, 328
 - analysis, 267
 - factors associated with
 - environmental and road factors, 332, 332*t*
 - Haddon Matrix, 329, 330*t*
 - human factors, 329–330, 330*t*
 - vehicle/equipment factors, 331–332, 331*t*
- KABCO scale, 327
- Markov-switching multinomial logit model of, 271
- modelling
 - alternative model
 - formulations, 337–339
 - examples, 339–345, 340*t*, 341*f*, 343*t*, 344*t*, 346*t*
 - nominal outcome models, 335–337
 - ordered outcome models, 333–335
 - ordered *versus* un-ordered severity outcomes, 333
 - partial PO model for, 339–342
 - prediction modelling, 347
 - road, 346
 - vehicle damage, 328–329
- Cross-sectional crash data
 - explicitly addressing temporal considerations in, 270–271
 - spatial and temporal considerations in, 269–270
- Cross-sectional modelling
 - methodology, 258, 259

- Crosswalks, pedestrians, 209,
215–217, 220*f*, 221*f*, 222*f*,
224, 226
- Cycling, 230. *See also* Off-road
cycling infrastructure;
On-road cycling
infrastructure
on footpath, 241–242, 241*f*
participation rates, 232–233
recreational, 232, 248
transport, 248
- Cyclists, 4, 5, 7, 8, 241*f*
categories, 232
end-of-trip facilities for, 243–245,
246*f*, 247*f*
facilities for, 170
recreational, 232, 243
traffic safety of, 98–99
transport, 232
utility, 232
- Data
aggregation and combination,
181–182
collection stations, 182*f*
crash data, 179–180, 180*f*
geometric and weather
data, 181
real-time traffic data, 178–179, 181
- Data mining, 186, 376
- Daylight, 135
- Death, injuries and, 457
- DeKalb County study, 23
- Detectors
in-roadway, 178
loop, 178
- Deviance information criterion
(DIC), 316
- Directional signage, for bicyclists,
242–243, 243*f*, 244*f*
- Discrete-modelling frameworks, 265
- Discrete outcome models, 264
- Distraction
driver (*see* Driver distraction)
visual, 69
- Double-roundabouts, 159–160, 160*f*
- Drinking alcohol, 17
- Driver(s). *See also specific types of
driver*
aggressive, 38, 40
behaviour, 6–7, 19–20, 453, 457
characteristics, 65–66
drunk, 46–47
errors, 38
expectations, 112
hands-free mobile phone devices
usage, 18
hazard perception test, 20–21
monotonous for, 73
night-driving restrictions, 17
novice, 19, 22, 25
older, 18
provisional, 21
to reduce stress, 48
risk perception, 398
secondary task demand, 67
self-regulation, 67–68
speeding behaviour, 43
time reduction and, 22
visual behaviour, 64
young, 15, 16, 18, 44
- Driver-cursory attention, 60
- Driver distraction, 7
activities and associated ORs, 70*t*
from billboards and roadside
advertising, 63–65
countermeasures and mitigation
of, 74–76
defined, 59
vs. driver inattention, 61

- driving performance and safety, 68–72
- education and training, 74–75
- in highly automated vehicles, 72–74
- human factors, 74
- human–machine interface, 75–76
- moderators of, 65–68
- sources of, 62–65
- theories of, 61–62
- Driver-diverted attention, 60
 - driving-related, 60
 - non-driving-related, 60
- Driver education, 14, 22–25, 47–48
 - future challenge for, 28–29
 - hazard perception skills training and education, 25
 - insight training, 25
 - post-licence education, 24
 - pre-licence training, 23
 - procedural skills training, 24–25
 - resilience training, 23–24
 - school-based driver training, 23
- Driver Fatigue and Distraction Monitoring and Warning System, 120
- Driver inattention, 74
 - defined, 59
 - vs. driver distraction, 61
 - mechanisms of, 60
 - taxonomy of, 59–60
 - theories of, 61–62
- Driverless vehicles, 456
- Driver licensing, 14–15, 29
 - age, 15
 - changes on unlicensed driving, 21
 - compliance and enforcement, 19–20
 - driver testing, 20–21
 - graduated (*see* Graduated driver licensing (GDL))
 - learner licence, 16–17
 - monitoring the impact of, 21
 - novice, 15
 - provisional/intermediate licence, 17–18
 - role of parents, 18–19
- Driver-misprioritised attention, 60
- Driver-neglected attention, 60
- Driver-restricted attention, 60
- Driver safety, 398
 - vs. security, 4–5
- Driver testing, 20–21
- Driver training, 22
 - future challenge for, 28–29
 - hazard perception skills training and education, 25
 - insight training, 25
 - part-task training, 25
 - pre-licence training, 23
 - procedural skills training, 24–25
 - resilience training, 23–24
 - school-based, 23
- Driver workload, reduction in, 72–73
- Driving. *See also specific types of driving*
 - aggressive (*see* Aggressive driving)
 - contexts, 42–44
 - experience, age, 65–66
 - instructors, 26, 27
 - night-driving restrictions, 17
 - performance and safety, 68–72
 - professional, 16
 - rural, 43
 - speed, 331*t*
 - supervised, 16

- Driving simulators, 25–26
 - driving testing, 28
 - in education, 26–28
- Driving task
 - complexity of, 3–4
 - demand, 66–67
- Driving testing, 28
- Driving under the influence (DUI), 40, 46–47
 - arrests and safety messages, 51
- Drugs, 4
 - antidepressant, 428*f*, 437*f*, 437*t*, 438, 438*f*, 440, 441*f*, 442*f*
- Drunk drivers, 46–47
- DUI. *See* Driving under the influence (DUI)
- Duration-model approach, 263
- Dynamic stability control, 5

- EB. *See* Empirical Bayes (EB)
- Education, driver. *See* Driver education
- Electronic billboards, 65
- Empirical Bayes (EB)
 - approach, 356, 357, 365, 372
 - before–after evaluation, 412
 - mathematics essentials, 412–415
 - estimator, 365, 366
 - methodology, 412, 417
- Empirical Bayesian approach, 365–367
- End-of-trip facilities, for cyclists, 243–245, 246*f*, 247*f*
- Endogeneity, 273–274
- Engineering
 - roadway and vehicle design, 48–49
 - transport system for humans, 4
- Environmental factors, crash severity, 332, 332*t*

- EPDO. *See* Equivalent property damage only (EPDO)
- Equivalent property damage only (EPDO), 357, 368, 369, 374
- EUROCONTROL, 289, 292, 293
- European countries, speed limit strategy, 47
- European crash prediction model, 123
- European Directive on road infrastructure safety management, 109–112
- European trans-national model, 124
- Excess zero responses, 301–303
 - effects of, 305–308
 - important omitted variables, 305
 - sites characterised by low exposure and high risk, 304–305, 305*t*
 - spatial and time scales, 303–304, 304*f*
 - under-reporting of crashes, 304
- Explanatory variables, urban and suburban arterials, 89, 93, 94
- Exploratory meta-analysis, 431–434
- Expressways, in urban and rural areas, 176

- False identification test, 372–373
- False negatives (FNs), 372
- False positives (FPs), 372
- Fastest drivers, 44
- Fatality, 328, 341
 - risk on motorways, 108
 - safety impacts on, 122, 123*f*
- Federal Highway Administration (FHWA), 86–87, 215
- Federal Motor Carrier Safety Administration (FMCSA), United States, 120

- Females, crash rates for, 46
- FHWA. *See* Federal Highway Administration (FHWA)
- Fidelity, 26
- Field-of-view axiom/rule, 118, 119*f*
- First-order volatility model, 286
- FOCAL program. *See* Forward Concentration and Attention Learning (FOCAL) program
- Footpath, cycling on, 241–242, 241*f*
- Forgiving roads, 100
- Forward Concentration and Attention Learning (FOCAL) program, 27
- France, splitter islands, 155
- Freeway
 - crashes in, 119
 - design and speed consistency on, 112–115
 - grade-separated interchange, 110*f*
 - improve safety on existing, 118–120
 - risk trends in Italy from 2001 to 2014, 111*f*
 - vs.* roads risk for different countries, 108, 110*f*
 - section control signs in Italy, 115*f*
 - in urban and rural areas, 176
- Freeway networks, 108
 - safety assessment of, 122–124
 - safety issue for, 115
- Freeway safety, 113, 198
 - future research directions in, 124
 - ITS and, 120–122
- Freeway segment, 109*f*
 - highway safety manual model for, 113, 117
- Full Bayes (FB) approach, 418–419
- GADGET matrix, 22
- Gaussian distribution, 282, 283
- GDL. *See* Graduated driver licensing (GDL)
- GDP. *See* Gross domestic product (GDP)
- Gender role, speed, 44–46
- Generalised linear model (GLM), 287, 310, 313
- Generalised ordered logit (GOL), 337–338, 344
- Geographic information system (GIS) tools, 357
- Geometric data, 181
- Geometric design
 - central island, 160–161
 - circulatory roadway width, 163
 - entry angle, 162–163
 - entry radius, 162
 - entry width, 161–162
 - exit radius, 164
 - exit width, 163
- Germany, human factors design
 - mistake and crashes, 120*t*
- GLARMA models, 286–289, 294
 - application to airspace safety, 289–293, 291*f*
- GLM. *See* Generalised linear model (GLM)
- Global positioning system (GPS), 47, 179
 - warnings, 44
- Global society, health burden on, 3
- Goals for Driver Education
 - framework, 22
- GOL. *See* Generalised ordered logit (GOL)
- Governors Highway Safety Association, 111

- GPS. *See* Global positioning system (GPS)
- Graduated driver licensing (GDL),
15, 17, 22
effectiveness of, 21
laws, 20
parental involvement in, 18–19
programs, 7
- Great Britain's Automobile Association (1995), 39
- Green Book, 214, 215
- Gross domestic product (GDP), 2
- Haddon Matrix, 329, 330*t*
- Handbook of road safety measures*, 99
- Hands-free mobile phone devices,
usage for drivers, 18
- Hauer's method, 419
- Hazard-based models, 263
- Hazard perception, 26
skills, 26
training and education, 25
test, driver, 20–21
training, 25, 26
- Head rotation-monitoring
system, 76
- Health burden, on global societies, 3
- Heterogeneity, 442
unobserved, 265–268
- High-fidelity simulators, 26
- High-friction wearing course, 117,
117*f*
- Highly automated vehicles, driver
distraction in, 72–74
- Highly dispersed data, 299, 306, 308,
316
- High-risk crash locations detection,
354
- High-severity crashes, 115
- High-speed highways, 4
- High speed roads, speed limit on,
42, 42*t*
- Highway Capacity Manual (HCM),
151
- Highway, high-speed, 4
- Highway–railway crossings, 339
- Highway Safety Manual (HSM),
95–96, 116, 120, 123
model for freeway segments, 113,
117
- Hotspots, 353, 354, 358, 368
- How to Live Dangerously* (Cairns),
211
- HSM. *See* Highway Safety Manual (HSM)
- Human, engineering transport
system for, 4
- Human errors, 100
- Human factors, 74
crash severity, 329–330, 330*t*
design mistakes, Germany, 120*t*
driver distraction, 74
improve safety on existing
freeways, 118–120
related crashes, 118
- Human–machine interface,
ergonomically designed,
75–76
- ICD. *See* Inscribed circle diameter (ICD)
- Illegal drugs, 4
- Inattention. *See* Driver inattention
- Injury
and deaths, 457
reducing, 3
- Injury severity
models, 267, 345
multinomial logit model of, 268
- Injury Severity Score (ISS), 328

- In-roadway detectors, 178
- In-roadway sensor, 178
- Inscribed circle diameter (ICD), 153
- Integer-valued autoregressive (INAR) Poisson models, 283
- Intelligent transportation system (ITS), 125, 177
 - and freeway safety, 120–122
 - traffic detection system, 178
- Intermediate licence, 17–18
- Intersection crash, 128, 140–141
 - analysis, 129–130
 - frequency, 131*t*
 - likelihood and frequency, 130–135
 - rural, 133–135, 134*t*
 - urban, 131–133, 132*t*
 - safety of, 129
 - severity, 135–137
 - rural, 138*t*, 139
 - urban, 137–139, 138*t*
- Intersection density, 91–92
- Intersection safety, roundabouts improvement, 148
- In-vehicle crash risk, 456
- In-vehicle method, 393
- Inverse-variance
 - meta-analysis, 435
 - technique, 430
- ISS. *See* Injury Severity Score (ISS)
- Italy
 - freeway risk trends in Italy from 2001 to 2014, 111
 - freeway section control signs in, 115*f*
 - freeway system, 114
 - speed diagram, 112, 113
- ITS. *See* Intelligent transportation system (ITS)
- Just-in-time crash prediction, 375
- KABCO
 - scale, 327
 - severity, 327
- Kernel density estimation, 357, 369
- Lane Departure Warning system, 124
- Lane width, 93–94
- Latent class models, 268
- Learner licence, 16–17
- Licensing, driver. *See* Driver licensing
- Lidar detector, 49
- Likelihood ratio test, 269
- Lindley distribution, 311
- Linear regression, 333
- Local environment factor, 129
- Logic axiom/rule, 118
- Logistic models
 - matched case-control, 186
 - regression models, 184
- Loop detectors, 178
- Macro-environmental factors, 129, 141
- MAIS. *See* Maximum AIS (MAIS)
- MAIS scale, 346
- Males
 - crash rates for, 46
 - testosterone levels, 46
- Markov Chain Monte Carlo (MCMC) sampling, 363, 364
- Markov-switching model, 270, 271
- Matched case-control logistic model, 186
- Maximum AIS (MAIS), 328
- Maximum likelihood estimation (MLE), 363

- MCMC. *See* Markov Chain Monte Carlo (MCMC) sampling
- Mean Absolute Deviance (MAD), 316
- Mean Predicted Square Error (MPSE), 316
- Meta-analysis, 426
 - controversies in, 441–442
 - exploratory, 431–434
 - inverse-variance, 435
 - main analysis, 434–438
 - methods, 10
 - performing, 427–428
 - pitfalls and research needs, 441–445
 - preparing for, 428–431
 - sensitivity analysis, 439–441
- Microsimulation tools, 152
- Mini-roundabouts, 153, 154*t*
- Mitigation strategy, 75
- Mixed generalised ordered logit (MGOL), 344, 345
- Mixed-logit model, 267
- Mixed-model formulations, 336
- Mixed multinomial logit model (MMNL), 344, 345
- MLE. *See* Maximum likelihood estimation (MLE)
- MNL. *See* Multinomial logit model (MNL)
- MNP. *See* Multinomial probit model (MNP)
- Mobile phone, 179
 - ban, 18
- Mobility
 - in developing countries, 458
 - modes, co-mingling, 5
- Model estimation concerns, 271
 - correlation of observations, 272
 - irrelevant variables, 272–273
 - methodological approach, 274–275
 - multicollinearity, 273
 - non-linearities, 273
 - omitted variables, 272
 - selectivity-bias/endogeneity, 273–274
 - under-reporting of crashes with less severe injuries, 274
- Modelling methods, 184–188
- Monotonous, for drivers, 73
- Motorcyclists, 5
- Motorised societies, 14
- Motorist, 38, 49, 148, 176, 217–218, 220
- Motor skills, 16
- Motor vehicle crashes, 353
- Motorway, fatality risk on, 108
- MRT. *See* Multiple Resource Theory (MRT)
- Multicollinearity, 273
- Multi-lane roundabouts, 157, 158*t*
- Multilayer perceptron architecture, 186–187
- Multinomial logit model (MNL), 336, 344
 - of injury severities, 268
- Multinomial model, 341, 342
- Multinomial probability model, 336–337
 - formulation, 335
- Multinomial probit model (MNP), 336
- Multi-parameter analysis
 - tools, 318
- Multi-parameter models, 308–310, 318
 - application
 - comparing distributions, 315
 - comparing models, 316, 316*t*

- negative binomial-crack model, 313–315
- negative binomial–generalised exponential model, 312–313
- negative binomial–Lindley model, 310–312
- Multiple Resource Theory (MRT), 61, 62

- Naïve classical approach, 360–361
- National Cooperative Highway Research Program (NCHRP), 42, 315
- National Road Safety Strategy, 111
- Naturalistic driving, 394
 - experiments and data, 457
 - study, 58–59, 69–70
- NB. *See* Negative binomial (NB)
- NB-CR model. *See* Negative binomial-crack (NB-CR) model
- NB-GE model. *See* Negative binomial–generalised exponential (NB-GE) model
- NBINGARCH model, 285, 289
- NB-L model. *See* Negative Binomial–Lindley (NB-L) model
- NCHRP Project
 - intersections, 89–90
 - road segments, 89
- Near-crash events, 387
- Negative binomial (NB)
 - distribution, 306, 306*t*
 - model, 299, 303, 306
- Negative binomial-crack (NB-CR) model, 313–315
- Negative binomial–generalised exponential (NB-GE) model, 312–313
- Negative Binomial–Lindley (NB-L) model, 310–312
- Nested logit (NL), 344
- Network screening. *See* Blackspot identification (BSI)
- Neural network models, 186
- Newton–Raphson algorithm, 285
- Newton’s laws of motion, 92
- NHTSA, 49–50
 - aggressive driving defined by, 39–40
 - safety statistics and survey, 45
- Night-driving restrictions, 17
- Nominal outcome model, crash severity, 335–337
- Non-crash case selection, 182–184
- Non-linearity, 273
- Non-linear optimisation technique, 285
- Non-renewable petroleum products, 230
- Non-visible injury, 327
- Norwegian drivers, 16
- Novice driver, 19, 22, 25
 - licensing, 15
 - training programmes for, 75
- Observation-driven model, 287
- Odds ratios (ORs), 70, 70*t*, 432
- Off-road cycling infrastructure, 237–239, 237*f*
 - cycling on footpath, 241–242, 241*f*
 - shared bicycle paths, 239–241, 240*f*
- Off-roadway detection technology, 178
- Older driver, 18
- On-board technology, 120

- On-road cycling infrastructure, 234
 - intersections: careful planning, 236
 - marked bicycle lanes, 235–236, 235*f*
- On-road driving tests, 20
- Optical density, 118
- Ordered generalised extreme value logit (OGEV), 344
- Ordered logit (OL) model, 334
- Ordered probability models, 264
- ORs. *See* Odds ratios (ORs)
- Over-dispersion, 301–303
- Over-roadway sensor, 179

- Parameter-driven model, 286
- Parental involvement, in
 - graduated driver licensing, 18–19
- PAR model. *See* Poisson autoregressive (PAR) model
- Partial proportional odds (PPO),
 - 342*t*, 343*t*, 344*t*
 - model, 337–339
 - for crash severity, 339–342, 340*t*, 341*f*
- Pedestrian(s), 2, 4, 5, 7, 8, 453–456
 - absurdity of, 216
 - crash severity, 330*t*
 - crosswalks, 209, 215–217, 220*f*, 221*f*, 222*f*, 224, 226
 - encouraging, 217
 - fatalities, 209
 - measurement of safety, 211–212
 - safety for, 208, 217
 - traffic safety, 98–99, 209, 211
 - user groups, 212
 - walking, benefits, 210–211
- Pedestrian facilities, 169–170
 - across roadways, 215–225, 216*f*
 - achieve low speeds, 218–222, 219*f*, 220*f*, 221*f*, 222*f*
 - making pedestrians noticed, 224, 224*f*
 - prioritising pedestrians, 225
 - speeds and safety, 222–223
 - along roadways, 212–215, 215*f*
- Performance check
 - deviation angle, 166
 - entry path radius, 165–166, 167*f*
 - radius of deflection, 164–165
 - sight distance, 168–169
 - speed control, 164
- PET. *See* Post-encroachment time (PET)
- PFI. *See* Potential for improvement (PFI)
- PIARC Guide, 118, 119
- Platooning vehicles, 124
- Poisson- and Poisson-Gamma-based GLARMA model
 - estimation, 291, 292*t*
- Poisson autoregressive (PAR) model, 284–285
- Poisson distribution, 283, 291, 306, 306*t*
- Poisson-Gamma-based GLARMA models, 290
- Poisson-Gamma conditional distribution, 291
- Poisson-Gamma model, 287
- Poisson INAR model, 283
- Poisson mean differences test, 374
- Poisson model, 261, 275, 283–284, 303
 - integer-valued autoregressive, 283
- Poisson regression, 261
 - model, 260
- Post-encroachment time (PET),
 - 390–392, 392*f*

- Potential for improvement (PFI), 365–366
- P-plates, 18
- PPO. *See* Partial proportional odds (PPO)
- Precipitating events, 387
- Predictability of roads, 100
- Predictive variables, urban and suburban arterials, 91, 94
- Pre-driver
 - licensing curriculum, 23
 - licensing group, 23
- Probe vehicle, 179
- Professional driving, 16
- Property-damage-only (PDO)
 - accidents, 433*f*
 - crashes, 301
- Proportional odds (PO) assumption, 335
- Provisional drivers, 21
- Provisional licence, 17–18
- Psychological theory, 61
- Publication bias, 439
- Public bicycle hire programs, 245
- Pursuing robust model, 364

- Radar detector, 49
- Radio-connected vehicles, 52
- Random-effects model, 435–436
- Random-parameter models, 267
- Random-parameter multinomial logit model, 274
- Rate quality control (RQC), 356
- Real-time crash-contributing factors, 188
- Real-time crash prediction, 6, 179, 182, 188, 454
- Real-time crash risk evaluation model, 180

- Real-time data, from crash, non-crash cases and pre-crash traffic conditions, 184
- Real-time traffic safety, 189
 - analysis, 184
 - and corresponding findings, 188–189, 190*t*–190*t*
 - data, 178–179, 181
 - applications, 197–199
 - future studies, 199–200
 - management, 198
 - operation, 197*f*
- Rear-end collisions, 88
- Rear-end crashes, 137
- Recreational cycling, 232, 248
- Recreational cyclists, 232, 243
- Recreational riders, 233
- Recreational riding, 248
- Reduced Vertical Separation Minima (RVSM), 289, 290, 292
- Regression-to-the-mean (RTM), 412, 417
 - effect, 357, 361, 365, 371
- Reshaping of cities, 457–458
- Restraint use, crash severity, 330*t*
- Riders
 - recreational, 233
 - utilitarian, 242
- Riding, recreational, 248
- Rising congestion, 38
- Risk management, 9
- Risky events, 388–391, 400
- Road
 - classification in United Kingdom, 87
 - design and conditions, 129
 - factors, crash severity, 332, 332*t*
 - forgiving, 100

- infrastructure, safety
 - management, 109–112
 - predictability of, 100
 - self-explaining, 100
 - surfaces, porous, 443*f*
 - urban and suburban arterial, 86
 - users, 129, 453–454
- Road crash, 2, 98, 452–453
 - challenges in reducing, 3
 - challenges in evaluating road safety, 5–6
 - co-mingling of mobility modes, 5
 - complexity of driving task, 3–4
 - driver safety and security, 4–5
 - engineering transport systems for humans, 4
 - severity, 346
 - on urban and suburban arterials, 89–94
- Road diet, 97
- Road rage, 43
 - situations, 39
- Road safety, 63, 64, 71, 76, 453, 454
 - challenges in evaluating, 5–6
 - freeway, 111–112
 - improving, 3
 - managers, 455
 - surrogate measures of, 455–456
- Road segments, 89
 - arterial, 88
 - crashes on, 88
- Roadside advertising, driver
 - distraction from, 63–65
- Roadside Design Guide, 215
- Roadside observation techniques, 394
- Roadside safety, 115–118
- Roadway
 - characteristics and intersection
 - crash frequency, 131*t*, 132*t*–133*t*, 138*t*
 - design, 48–49
 - factors, 140
 - pedestrian facilities along, 212–215
- Roundabouts, 148–149
 - classification
 - double-roundabouts, 159–160, 160*f*
 - mini-roundabouts, 153, 154*t*
 - multi-lane roundabouts, 157, 158*t*
 - single-lane roundabouts, 153–155, 155*f*, 156*t*, 157
 - turbo-roundabouts, 157, 159
 - design process, 150–153, 151*f*
 - warrant criteria, 149–150
- RQC. *See* Rate quality control (RQC)
- RTM. *See* Regression-to-the-mean (RTM)
- Rumble strips, 117
- Run-off-road crash severity, 116
- Rural areas
 - expressways in, 176
 - freeways in, 176
- Rural driving, 43
- Rural intersection crash likelihood and frequency, 133–135, 134*t*
- RVSM. *See* Reduced Vertical Separation Minima (RVSM)
- Safe driving, 58
- Safe mobility application, 282–284

- Safe Performance Curriculum, 23
- Safer Man–Road Interface, 118
- Safety. *See also specific types of safety*
- analysis in developing countries, 458
 - assessment of freeway networks, 122–124
 - computer simulation of, 399–400
 - concerns, 86
 - countermeasures, 95–96, 98–99
 - critical events, 70–71, 74
 - effects, associated with 10 mph (16 km/hr), 42, 42*t*
 - expenditures, transport network, 455
 - impacts on fatalities, 122, 123*f*
 - measurement, 211–212
 - restraints work, 5
 - road (*see Road safety*)
 - speed and, 92
 - surrogate measures of, 9
 - transport system, 455
 - tutor system, 114
- Safety managers, 355
- Safety performance functions (SPFs), 355–357, 361–364, 366, 368, 369, 412, 413
- SAS SURVEYSE LECT procedure, 342
- SAVeRS project, 124
- SAVeRS tool. *See Selection of Appropriate Vehicle Restraint Systems (SAVeRS) tool*
- School-based driver training, 23
- Seating position, crash severity, 330*t*
- Secondary task demand, driver, 67
- Security vs. driver safety, 4–5
- Segmentation, of transport networks, 377
- Selection of Appropriate Vehicle Restraint Systems (SAVeRS) tool, 116–117
- Selectivity-bias, 273–274
- Self-driving (autonomous) vehicles, 52
- Self-explaining roads, 100
- Self-regulation, driver, 67–68
- Sensitivity analysis, 439–441
- Sensor
 - automatic vehicle identification, 179
 - in-roadway, 178
 - over-roadway, 179
- Serial correlation, 283, 291
- SHRP2 program, 394
- Sichel (SI)
 - models, 306, 307
 - simulation, 308*f*, 309*t*
- Sideswipe crashes, 137
- Sideswipe same direction collisions, 88
- Sidewalk, 8, 213, 213*f*, 215
- Sight distance, 168–169
- Simulation-based maximum likelihood method, 267
- Simulators, 29
 - driving (*see Driving simulators*)
- Single-lane roundabouts, 153–155, 155*f*, 156*t*, 157
- Single-vehicle fatal crash, 315*t*
- Site consistency test, 373
- Situational awareness, 73
- The 6-seconds axiom/rule, 118
- Snowfall effect, 266
- Societal impacts
 - and injury crashes, 88
 - of road crashes, 3

- Societal risk, 2, 9, 456, 457
- Spatial and time scales,
303–304, 304*f*
- Speed, 41–42, 51, 113
aggressive driving and managing,
47–51
behaviour, 43
cameras, 49
consistency on freeways, 112–115
control, 152, 154, 160, 162, 164
and crash frequency, 92
diagram, Italian design standard,
112, 113*f*
drivers in fatal crashes by age and
gender, 45, 45*f*
humps, 97
radio and laser detection, 49
reduction programs, 97
role of gender, 44–46
and safety, 92
pedestrians, 222–223
selection, 397–399
ties to demographic attributes and
driving contexts, 42–44
vehicle, 92–93
of vehicles, 49
- Speed enforcement, 113
at crosswalk, 220, 221*f*
principle, 114*f*
- Speed governors, 47
- ‘Speed Kills’, 41
- Speed limit, 40, 87
European countries, 47
on high speed roads, 42, 42*t*
- Speed limiter, 44
- Speedometers, 44
- Speed–safety relationship, 398
- Speed violation rates,
United States, 44
- SPFs. *See* Safety performance
functions (SPFs)
- Splitter islands, 154, 155
- State-of-the-art
methodology, 410
model, 364
- State-of-the-practice modelling of
crash risk model, 354
- State-space model, for time-series,
286
- Stress, drivers to reduce, 48
- Suburban arterials, 87
crash risk on
factors known to influence,
89–94
measurement, 88–89
design traits of, 101
explanatory variables, 89, 93, 94
facilities, 88
predictive variables, 91, 94
road, 86
network, 100–101
road safety on
methodological approaches
used to evaluate, 94–95
strategies for improving,
95–100
traffic safety of pedestrians and
cyclists on, 98–99
- Supervised driving, 16
- Support vector machine (SVM), 188
- Surrogate measures of safety, 385,
386
behavioural measurement as, 398*f*
behaviour-based, 401
road, 455–456
- Sustainable Mobility Project, 327
- Sustainable safety, 99–100,
101–102

- Sustainable transport, 233, 239, 245, 246, 248
- Sweden
 - annual average daily traffic (AADT), 213
 - crash rate, 41–42
 - rural roads, 212–213
- Task demand
 - driving, 66–67
 - secondary, 67
- Temporal transferability, 269
- TERN. *See* Trans European Road Network (TERN)
- Testosterone levels, 46, 52
- Time- and weather-related factors, 189
- Time reduction, driver, 22
- Time-related factors, 189
- Time-series
 - datasets
 - disaggregated, 293
 - highly aggregated, 293
 - highly disaggregated, 294
 - methods for assessing crash data, 9
 - regression models, 281
 - applications in safe mobility, 282–284
 - GLARMA models, 286–289
 - NBINGARCH models, 285
 - Poisson autoregressive model, 284–285
 - state-space model for, 286
 - statistical model, 281
- Times to collision (TTC), 387, 389–391, 393, 400
- Time to accident (TTA), 391
- Tobit model, 262
- TomTom Go., 29
- TomTom Sat Nav in Europe, 29
- Total rank differences test, 374
- Traditional crash-based method, 385
- Traditional models, 299
- Traditional non-count statistical method, 262
- Traditional police-reported crash data, 269
- Traditional regression models, 308
- Traditional safety analysis, 177
- Traffic
 - calming strategies, 97, 101
 - congestion, 38
 - control devices, 170–171
 - factors, 189
 - flow, 149
 - parameters, 179
 - law enforcement, 49
 - truck, 133–134
 - unsafety, 88, 89
- Traffic conflicts
 - aetiology of, 388–390, 389*f*
 - and crashes, 388–390
 - historical perspective of, 386–388
 - observing, 392–394
- Traffic safety, 77
 - analyses, 129–130
 - of cyclists, 98–99
 - of pedestrians, 98–99
 - strategy, 95
- Traffic Safety Facts, 176
- Traffic volume, 90–91
 - effect of, in crash severity, 137–138
 - estimates of coefficients for, 445*t*
- Trans European Road Network (TERN) infrastructures, 109–112
- Transferability, 269
- Transport accidents, 287

- Transport authority, 234
- Transport cycling, 248
- Transport cyclists, 232
- Transport engineering, for
 - humans, 4
- Transport network, 454–456
 - management, 452–453
 - safety-related expenditures, 455
 - segmentation of, 377
- Transport system, 7
 - locations, 353
 - managers, 354
 - safety, 455
- Truck apron, 155, 163
- Truck traffic, 133–134
- TTA. *See* Time to accident (TTA)
- TTC. *See* Times to collision (TTC)
- Two Seconds for Safety* campaign, 51
- United Kingdom (UK), roads
 - classification in, 87
- United States (US)
 - checkpoints program in, 19
 - crashes in, 38
 - Federal Motor Carrier Safety Administration, 120
 - intersection crashes in, 128
 - Manual on Uniform Traffic Control Devices*, 220
 - Motor Vehicle Occupant Safety Surveys, 45
 - road crashes, 2
 - speed violation rates, 44
- Unlicensed driving, 21
- Unobserved heterogeneity, 265–268
- Urban areas
 - expressways in, 176
 - freeways in, 176
- Urban arterials
 - crash risk on
 - factors known to influence, 89–94
 - measurement, 88–89
 - defined, 86–87
 - design traits of, 101
 - explanatory variables, 89, 93, 94
 - facilities, 88
 - predictive variables, 91, 94
 - road, 86
 - network, 100–101
 - road safety on, 94–95
 - methodological approach, 94–95
 - strategies for improving, 95–100
 - traffic safety of pedestrians and cyclists on, 98–99
- Urban intersection crash likelihood and frequency, 131–133, 132*t*
- Urban intersection crash severity, 137–139, 138*t*
- User groups, pedestrian, 212
- Utilitarian riders, 242
- Utility cyclists, 232
- Variable importance measure (VIM), 187
- Variable speed limits (VSL)
 - algorithm, 198–199
- ‘Variance Kills’ theory, 41
- Vehicle(s). *See also specific types of vehicle*
 - connected, 49
 - and crash factors, 331–332, 331*t*
 - damage, 328–329
 - design, 48–49
 - driverless, 456
 - failure, 456
 - power restrictions, 18

- radio-connected, 52
- self-driving (autonomous), 52
- speed of, 49, 92–93
- and traffic conditions, 129
- Vehicle crash
 - Haddon Matrix for, 330*t*
 - research, 258
- Vehicle-to-infrastructure (V2I)
 - interaction, 120–121, 121*f*
- Vehicle-to-vehicle (V2V)
 - functions, 122
 - interaction, 120–121
- VIM. *See* Variable importance measure (VIM)
- VISSIM, 399
- Visual attention, 71
- Visual behaviour, of drivers, 64
- Visual distraction, 69
- Visual–manual (VM)
 - vs.* auditory–vocal, 67
 - phone task, 68
- Visual scanning, 26
- VM. *See* Visual–manual (VM)
- Volatility model, first-order, 286
- VSL. *See* Variable speed limits (VSL)
- Vulnerable road-user group, 8
- Wald test of PO, 340
- Walking, benefits of, 210–211
- Warrant criteria, 149–150
- Weather conditions, effects of, 196
- Weather data, 181
- Weather-related factors, 189
- Wet pavements, 196
- Wet road surface, 135
- World Business Council for Sustainable Development (WBC), 327
- You Hold the Key* program, 24
- Young driver, 15, 16, 18, 44
- Zhu’s model, 285