

## **WEBINAR. Using the SHRP 2 NDS to Investigate Driver Response during Crash and Near-Crash Events**

**Date; July 17<sup>th</sup> 12PM-1PM ET. Registration is not required. The webinar will be recorded.**

**This research was conducted under TPF 5 (361) SHRP 2 Naturalistic Driving Study Pooled Fund: Advancing Implementable Solutions [TPF - Study Detail \(pooledfund.org\)](https://pooledfund.org)**

Various driver performance measures serve as a basis for existing guidance documents for highway design and traffic engineering. Since the development of these guidelines, substantive changes have occurred with respect to the vehicle fleet, the driving population, and the prevalence of various types of distractions. This research leveraged data from the second Strategic Highway Research Program (SHRP2) Naturalistic Driving Study (NDS) to investigate several important design parameters of interest, including brake reaction times and deceleration rates leading up to safety-critical (i.e., crash and near-crash) events. The study also examined how these parameters varied between distracted and non-distracted drivers. The role of distraction was also assessed with respect to driver speed selection and responses to traffic signal changes. Finally, the study provides insights as to the nature of distraction in terms of when and where drivers were most likely to be engaged in secondary tasks, as well as how the risk of being involved in a safety critical event varied based upon the type and intensity of distraction.

The webinar will be presented by Peter Savolainen (Michigan State University).

**Peter Savolainen** is an MSU Foundation Professor and Chair of the Department of Civil and Environmental Engineering at Michigan State University. Dr. Savolainen's research examines the fundamental nature of road user behavior, particularly how traffic safety and operations are influenced by behavior in consideration of roadway and traffic characteristics. His work in this area has provided important information as to how road user behavior changes in response to various roadway features. His research has also advanced fundamental knowledge as to how roadway design, environmental factors, and in-vehicle distractions affect the risk of traffic crashes. This research has led to the publication of more than 100 peer-reviewed articles, highlighted by a series of contributions in the areas of naturalistic driving research, countermeasure evaluation, and crash-injury severity analysis. Dr. Savolainen currently serves as an Associate Editor for the American Society of Civil Engineers Journal of Transportation Engineering, Part A: Systems, as well as on the editorial advisory boards of Accident Analysis and Prevention and Analytic Methods in Accident Research. He is a member of the Transportation Research Board Standing Committee on Safety Performance and Analysis (ACS20) and a registered professional engineer in the state of Michigan.

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