

# **Human Factors in Traffic Safety**

**errata**

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and  
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## Captions for Figures in Chapter 4

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**Figure 4.1** Transition diagram

**Figure 4.2** Eye-head dynamics. Source: Robinson, Erickson, Thurston and Clark (1972), p. 318. Note: The visual fixation angle is the sum of the eye and head movement values.

**Figure 4.3** Distribution of radio glance durations. Source: Rockwell (1988), p.321. Note:  $\bar{x}$  is the mean,  $s$  is the standard deviation, and  $N$  is the number of glances in the sample.

**Figure 4.4** Distribution of left mirror glance durations. Source: Rockwell (1988), p. 321. Note:  $\bar{x}$  is the mean,  $s$  is the standard deviation, and  $N$  is the number of glances in the sample.

**Figure 4.5** Percentage of fixation time to various locations for one driver for three trials on the same road. Source: Mourant, Rockwell and Rackoff (1969) p. 5.

**Figure 4.6** Percentage of time glances were made to various locations for day and night driving. Adopted from: Olson, Battle and Aoki (1989).

**Figure 4.7** Where drivers look as a function of curve radius. Source: Fitzpatrick et.al. (1999), p. 120.

**Figure 4.8** Road scene shown by Land and Horwood (1995). Source: Land and Horwood (1995), p. 339.

**Figure 4.9** Scan paths for experienced drivers, simulated curve example. Source: Laya (1992), p. 23

**Figure 4.10** Response eccentricity versus experimental condition. Adopted from Muira, 1992, p. 46.

**Figure 4.11** Distribution of gaze for a car and a truck. Source: Kito, Haraguchi, Funatsu, Sato and Kondo (1989), p. 23.

**Figure 4.12** Glance data for various tasks adopted from Wierwille, Antin, Dingus and Hulse (1988).

**Figure 4.13** Histogram of glance durations. Source: Hada (1994), p. 20 and modified by the author.



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