



"We Love Teen Drivers"

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[What Is TeensRemembered.org?](#)

TeensRemembered.org is a comprehensive program of community awareness and public policy development that utilizes the experience of families and friends who have lost teens or suffered from disabling injury from teen crashes.

The volunteer Parent Advisory Board is chaired by Maryann Wyatt and Gary Lister who assist in educational events and legislative activities affecting the safety of novice drivers. Maryann lost her daughter, Emily, and devotes her time making presentations to teens and parents on developing good relationships and healthy driving habits. Gary is an active parent and Chairman of the Bleckley County School Board, Cochran, GA.

Other Board members include Bill Richardson, Caroline Bradberry, Bank of America, Alan Brown, Brandi M. Cline, Tina Gylstrand, Kathy Harris, Cathy Jones, Sandy Lavender, Gary Lister, Ann Sechrist, Maryann Wyatt, Representative Joe Wilkinson.

[TeensRemembered.org Website Update](#)

100,000 Web hits

9 States

62 Teens Remembered



[Georgia TRIP Meeting Held at Museum of Aviation](#)

A Georgia [TRIP \(Teen Responsibility Includes Parents\)](#) meeting was held on September 7th at the Robins Air Force Base Museum of Aviation. Georgia TRIP is a statewide tour emphasizing the need for a renewed focus on driver's education in the state. The cornerstone of the event was a presentation by PRIDE (Parents Reducing Incidents of Driver Error).

A discussion panel includes local law enforcement and experts in the area of finance and insurance. Cingular will provide information on the safe use of cell phones. The Traffic Injury Prevention Institute, a program of the University of Georgia, conducts the training portion of the presentation. Sponsors of the program include Cingular, State Farm Insurance, and the Joshua Brown Foundation. Contact brad.klaus@teenresearchcenter.org for more information.

[Meet the Teen Safety Research Center Technical Advisory Board](#)

Thomas E. Bevan, Ph.D. (Atlanta, GA) is an experienced sensor systems engineer (over 29 years) who specializes in cognitive systems engineering and sensor analysis. Dr. Bevan has over 29 years of research and project management experience. He received his B.A. from Dartmouth College in 1969 and his Ph.D. from Princeton University in 1973. At Dartmouth, he graduated cum laude and was designated as a Distinguished Military Graduate in Army ROTC. At Princeton, he was awarded a graduate fellowship for research and teaching. Dr. Bevan recently joined dNovus as Director of Research and Development and was promoted to Vice President in January 2006. Prior to joining dNovus, Dr. Bevan worked for the Georgia Tech Research Institute (GTRI), the Environmental Research Institute of Michigan, and Science Applications International, Inc. He served for three years in the US Army, conducting research at Aberdeen Proving Ground and managed programs that span \$50k-\$1.5 million in scope and was an Associate Laboratory Director of a 200-person engineering research laboratory at GTRI. Dr. Bevan currently serves as Director of Technical Research for the Teen Safety Research Center and Technical Advisory Board.



Donald Fisher, Ph.D. (Amherst, MA) is a Professor in the Department of Mechanical and Industrial Engineering at the University of Massachusetts at Amherst and the Director of the Human Performance Laboratory. He received his Ph.D. in mathematical psychology from the University of Michigan in 1983. Over the past 15 years, Professor Fisher has made contributions to the identification of factors which increase the crash risk of novice and older drivers, those factors which influence the effectiveness of signs, signals and pavement markings, and those factors which influence drivers' understanding of advanced parking management systems, advanced traveler information systems and dynamic message signs. A leader in the field of driving simulation, he chaired a TRB Human Factors Workshop on the development of standardized descriptions of driving simulator scenarios and serves as a member of the joint National Research Council and Institute of Medicine Committee on the Contributions from the Behavioral & Social Sciences in Reducing and Preventing Teen Motor Crashes and the State Farm® Mutual Automobile Insurance Company and Children's Hospital of Philadelphia Youthful Driver Initiative. Fisher supervised research projects on the driving simulator funded by the National Highway Traffic Safety Administration, the National Center for Injury Prevention and Control, the National Cooperative Highway Research Program. He has made continuing contributions to the understanding of quantitative models of human cognition, visual search and attention cognitive aging, and eye movement control in reading. He has published over 120 technical articles, including recent ones in the major journals in transportation, human factors, and psychology.

Richard Harkness, Ph.D. (Sacramento, CA) the Chief Executive Officer, founded ADEPT in 1995, creating business and marketing models that accelerate technology transfer from "think tanks" to product implementation. Using these models, Dr. Harkness assembled the ADEPT Advisory Council comprised of world recognized experts and directed the product design of teenSMART. The measurable impact of ADEPT products are directly related with his lifetime career commitment to psychological testing and statistical analysis. Dr. Harkness has studied teen crash reduction for over a decade. He has commissioned several independent research projects with the Traffic Injury Research Foundation and Carnegie Mellon University. He has also worked with leading behavioral scientists to: identify subject content that empirically relate to teen crashes, validate curriculum and learning effectiveness, measure behind the wheel behavioral change and conduct crash reduction studies. The result of these efforts was the teenSMART training system. The teenSMART system utilizes state of the art computer based training, driving simulation and engages parents for in-car supervised driving practice.

Carol Pierannunzi, Ph.D. (Kennesaw, GA) is the Director of the A.L. Burruss Institute of Public Service at Kennesaw State University, Kennesaw, Georgia. Since 2000, the Burruss Institute has conducted a variety of research and educational projects related to teen driving. The projects include geographic information analysis of accidents, attitudinal and behavioral data collection and analysis, and self-assessments by teens. Additional research to evaluate programs dealing with highway safety has been conducted by Institute staff. Examples of these projects are listed below. The Institute has worked with local law enforcement agencies to determine traffic locations at which teen accidents are most likely to occur and conducted evaluation studies for community coalition projects of the Governor's Office of Highway Safety. The Burruss Institute's telephone survey lab has conducted surveys on attitudes toward policies of underage drinking; survey projects and analysis of seat belt usage have been conducted in collaboration with Dr. Obie Clayton at Morehouse University; self-scored assessment of risk taking behaviors taken by teens enrolled in driver education programs in collaboration with Dr. Michael Firment of the KSU Department of Psychology and Career Training Concepts, Inc. (CTC).

Jean Shope, Ph.D. (Ann Arbor, MI) is Senior Research Scientist and Director of Social and Behavioral Analysis at the University of Michigan Transportation Research Institute (UMTRI), where she has worked since 1991. She is also on the faculty of the Department of Health Behavior and Health Education in the University of Michigan School of Public Health. Dr. Shope's PhD from Wayne State University is in the Theoretical and Behavioral Foundations of Education. She also completed a postdoctoral fellowship in Health Behavior and Health Education in the University of Michigan School of Public Health. Dr. Shope's UMTRI research involves the driving behavior of adolescents, young adults, and older drivers. Special interests include at-risk drinking and drink/driving, as well as graduated driver licensing.

Lorin Staplin, Ph.D. (Kulpsville, PA) is the founder and Principal Partner of the consulting firm TransAnalytics, LLC. He has also served as a Senior Research Scientist with the Texas Transportation Institute; Vice-President for Transportation Safety at the Scientex Corporation, and Senior Associate with Ketrion, Inc. (1982-1992). Dr. Staplin worked for three years at Lehigh University in Bethlehem, Pennsylvania, as an assistant professor, after completing his Ph.D. in Experimental Psychology at Arizona State University in 1979. He is a member of long standing of the National Academy of Sciences' Transportation Research Board and the Human Factors and Ergonomics Society; and, he serves as a founding member of the newly-formed umanHuHuman Factors Resources advisory group to the National Committee on Uniform Traffic Control Devices. Dr. Staplin has successfully led over twenty research grants and contracts for Federal and State government clients as the Principal Investigator or Project Manager since the early 1980's. Significant products of Dr. Staplin's work include research and development of mobility issues related to older people, pedestrians, and driver screening and evaluation programs. Dr. Staplin has published fifty articles and technical reports addressing diverse aspects of traffic safety, including two chapters in the 2004 Transportation Research Board publication Transportation in an Aging Society: A Decade of Experience.

Thomas Triggs, Ph.D. (Victoria, Australia) is associated primarily with the human factors and simulation program in road safety at the Centre. Formerly, he was Director of the Battelle Human Factors and Organizational Effectiveness Research Centre in Seattle, and Manager, Experimental Psychology Department at Bolt, Beranek and Newman in Boston. He is currently a member of the editorial board of Safety Science, and a member of the U.S. Transportation Research Board Sub-committee on driver training. His current research interests are in human factors of decision-aiding, human-computer interface issues and driving simulation. He obtained his Ph.D. in Psychology from the University of Michigan and his Master's degree in Aeronautical Engineering from the University of Sydney. Professor Triggs is a Fellow of the Human Factors and Ergonomics Society, and a Fellow of the Ergonomics Society of Australia of which he is a Past President. He was awarded the Cumming Memorial Medal of the Ergonomics Society in 2000, and was co-recipient of the Alan Welford Award of the Society in 2002. He was previously Associate Editor of Human Factors for 21 years, and the Australian and New Zealand Associate Editor of Applied Ergonomics for 10 years. His research interests are in the areas of human decision making, human factors in transportation, and attentional processes.

Jim Voorhees, Ph.D. (Vancouver, WA) received his Ph.D. (Experimental Psychology with Honors) from Texas Christian University in 1980. He has served on committees of the National Science Foundation, the National Research Council and the National Academy of Sciences. Prior to founding ITI he was an international consultant in the areas of ground and airborne vehicle simulation design, requirements, implementation and applied human factors research. From 1980-1991, he served as the Chief, Crew Station Research and Development Branch, Aeroflightdynamics Directorate, NASA Ames Research Center, Moffett Field, California. He had responsibility for the design and development of the most advanced aviation research simulation facility in the U.S. Army. He retired in January 1991 from the U.S. Army after 24 years of service as a combat helicopter pilot and research engineer. With this strong background in military simulation and training, Jim founded the predecessor company, Illusion Technologies, LLC in 1993 and, in concert with a consortium of small businesses, he led the development of the high-fidelity RealDrive automobile simulators delivered to the Transport Accident Commission in Melbourne, Australia, Monash University in Melbourne Australia, the University of Massachusetts, Federal Highway Administration, the University of Washington and the US Navy. The technology, hardware, software, and user-interface design concepts derived from this experience apply directly to their current CBT programs training of truck drivers.

Reginald Welles, MBA (Salt Lake City, UT) is currently the CEO and President of Applied Simulation Technologies (AST), a virtual training technology company specializing in simulation-based training and related software. The company's approach to virtual training involves full scale, immersive, interactive experiences in a simulated environment. AST develops and sells training software, applications packages, and services to the commercial vehicle, law enforcement, homeland security, corporate, and academic communities. Welles has been immersed in advanced driving simulator technologies for research, design and training. He has been involved in programs supporting the automotive industry, research universities, novice, commercial trucking and emergency vehicle training as well as virtual reality-based, interactive, immersive experiences for virtual on-the-job training (OJT). R&D efforts include developing special technology agreements to improve the transmission shifter simulator; initiate real-time tire data for integration into training simulator models; participate in the Federal DOT's NADS program, development of the PatrolSim & TranSim series of simulators, and providing the first, simulator-based, objective driver performance measurement software package for emergency driver operations. Welles was the former program manager for E&S's driving simulation group, and former President and CEO of I-Sim and GE Driver Development. He has published several papers on driving simulation applications and has over 33 years of engineering, technical & corporate management experience, with special emphasis in real-time driving simulation systems, 3D computer graphics, immersive/interactive training environments and satellite tracking and communications systems. Mr. Welles has a BS in Aeronautical Engineering from San Jose State University, and an MBA. Mr. Welles is a former Army Officer.

John Brock is Principal Technical Director for General Dynamics Information Technology. In this capacity he serves as technical expert on commercial and young driver performance, drug and alcohol abuse prevention programs, training development and design, and various aspects of computer and simulator based instruction. He is the author of over 100 journal articles, book chapters, technical reports, and presentations covering topics as varied as human factors requirements of the space station to young driver attitudes toward safety and driver education. Mr. Brock is a former Navy officer and worked as a civilian research scientist at the Navy Personnel Research and Development Center. Subsequently, he was a Research Manager for the Honeywell Systems and Research Center, a Division Manager for both Hay Systems and the Essex Corporation, and then Vice President of InterScience America, Milestone Group, and Anteon Corporation. His current position resulted when Anteon was acquired by General Dynamics. Mr. Brock is also an adjunct professor in the Organizational Sciences department of George Washington University.