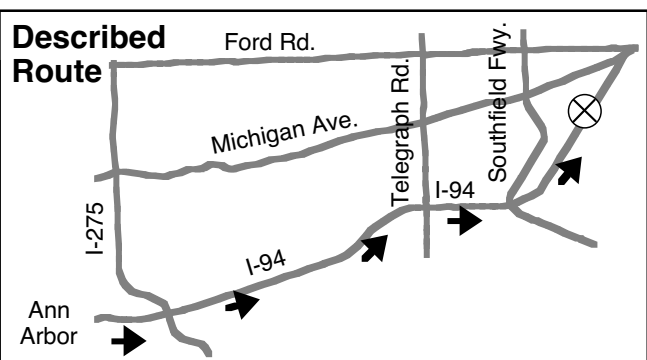
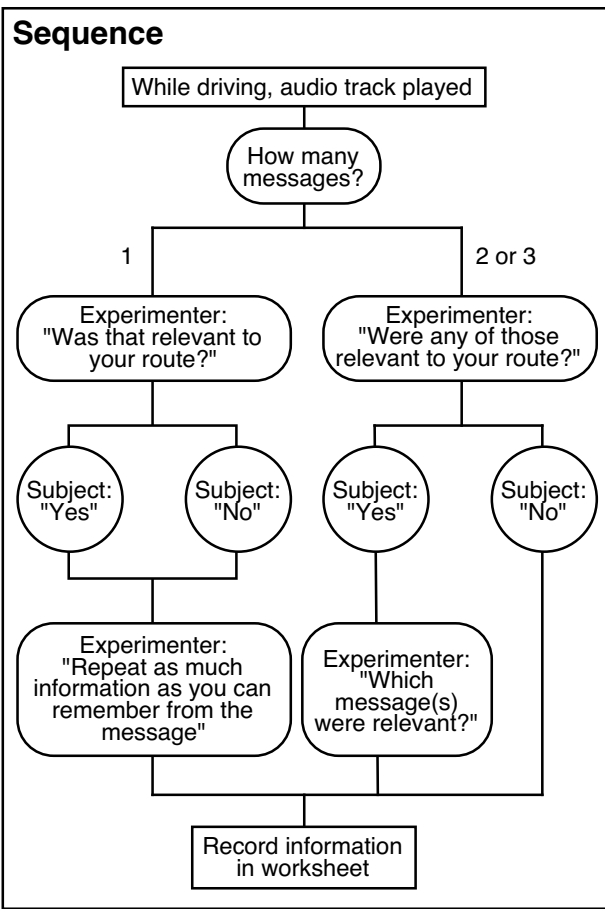


1 ISSUES

1. How does recall vary with message content (number of messages, terms, and relevant messages), message quality, and driver differences (age and sex)?
2. How do driver performance (speed, headway, lateral position) and control inputs (throttle, steering) vary with the message and driver characteristics?
3. How easy and safe to use do drivers rate auditory traffic information systems relative to other in-vehicle tasks?
4. What is the rated usefulness of traffic information systems and of each information element? Would drivers use such systems? How much would they pay for them?

2 METHOD



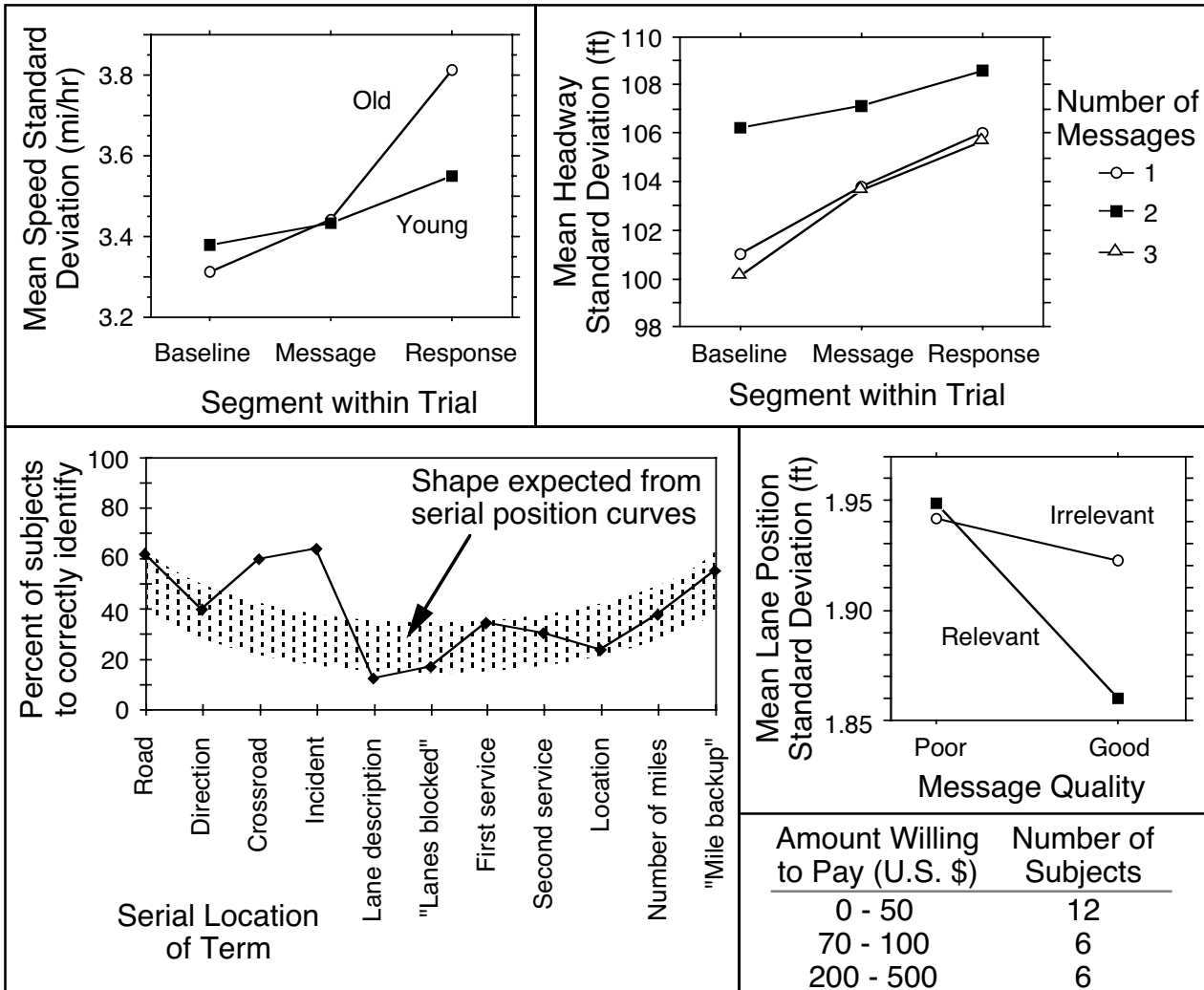
Subjects

Time	Young		Old	
	Female	Male	Female	Male
Morning	4	4	4	4
Afternoon	4	4	4	4

Iterations

Num. of messages	Message Relevance			
	Relevant		Irrelevant	
	Good	Poor	Good	Poor
1	8	8	8	8
2	8	8	8	8
3	8	8	8	8

3 RESULTS



4 CONCLUSIONS

1. Poor audio quality combined with lack of relevance, more than one message, and age led to reduced recognition of the messages. Drivers recalled less than half of the information presented. Approximately 4 terms from each traffic message were recalled, regardless of the amount presented.
2. Poor audio quality, lack of relevance, more than one message, and response tasks led to poorer driving performance.
3. Drivers generally felt that the system was safe for them to use, but did not believe that it was safe for inexperienced drivers.
4. Subjects felt that the information would be useful when driving in a familiar area, but not in an unfamiliar area. On average, drivers were willing to pay \$117 (U.S.) for this type of system. However, the most common response was \$0.