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RHET 102  
Proposal & Annotated Bib

### **Speed Limits: An Enemy or Ally to Cities and Its People: An Annotated Bibliography**

#### Proposal:

I am going to research the effects on lowering the speed limits and its implications on why this should be a firm establishment everywhere. This topic interests me because I am a driver and I have a passion for cars. This topic is very close to my interests and finding out more about it because my dad was involved in a car accident with a taxi driver hitting him at a very high rate of speed. This topic is important because every year thousands of drivers die due to high speed car accidents. Before starting any research on this project, I knew that high speeds were main factors of deaths in car accidents. I also noticed a trend of many states passing laws of raising the legal speed limits. My research question is, what are the effects of lowering the speed limit in city interstates? Later on in the end of my research project I will answer should the speed limit be lowered in city interstates? I will conclude this after further analysis of my sources and its effects. The effects I will look into are economic, environmental, inexperience, and behavioral.

When looking at research topics I tend to do some pre-research on topics that interest me. I do this research before the actual research to conclude on a final and firm topic. I start out with broad topics that are generally one to two words at most in the pre-research phase. I like to think of topics and ideas that I am interested in and will motivate me to write a good research paper or go even deeper into the research. For example, I am passionate about cars so my topic would have to be something that deals with it. Then I go into the topic and think about questions that involve cars and not many people are aware of. I connect that main topic to other broad topics to

make my question narrower. I want to choose a topic where I can write freely, have a lot to say about it, have compassion about, and have a lot of evidence to back it up. Another broad subject that is involved with cars is speed. I think about how heavily the pros and cons are in the matter of the topic and its effects. I like to look at the topic from a different audience's perspective and think of questions that are not too narrow or specific, but questions that are asked almost every day. This will allow me to see what I know and what I can learn from. I will use sources that are mainly peer reviewed sources and academic journals to establish credibility with my audience reading my paper. I will look for evidence in driver's education books. I will also use one to two sources that are from online blogs or post by credible authors that are experts in the field. I will look for main sources in the University of Illinois' Under Graduate Library Database. Mainly using the Academic Search Complete (EBSCO) to find multiple sources and narrow it down to the best reliable sources. Library search terms I will use are "speed limit", "lowered", and "dangers".

Challenges I will face when researching this topic is biases and many implications. Some none peer reviewed sources I might find may have many opinions and different views of people who drive and those who do not. It will also be hard for me not to include too much of my opinion within the source analysis as well into the essay because it is a topic that hits close to home for me. I am passionate about this topic because it involves someone close to me that has been affected by my research topic. I am also a driver and part of the audience. It will be hard to find an actual book in the library, but I will try to find books that have segments that talk about my topic briefly. Most sources I will try to find will stick to the facts that have already been established and analyze the statistics given. Trying to find a driver's education hard copy book(s) will be difficult because it is not offered in college.

**Working Thesis/Question:** What are the effects of lowering the speed limit in city interstates?

Annotated Bibliography:

Center for Safety Education, New York University. *Driver Education and Traffic Safety*.

Englewood Cliffs, N.J.: Prentice-Hall, 1967. Print.

In this scholarly written book, the Center for Safety Education at New York University claims to teach future drivers in America certain responsibilities and awareness in order to create a safer environment for other people in a lifetime. They argue how new drivers do not know their own car and must first learn the mechanics behind how to control and maintain it. It is also represented in general how driver's physical and emotional conditions affect the way they drive any given day. The Center for Safety Education demonstrates how different posted speed limits in suburban and city driving can leave any new driver at risk if not familiar with certain areas.

This is a good source for my research paper because it is a scholarly book that is peer reviewed. It is popularly used by many higher institutions in America as a reference to teach new drivers how to deal with driving situations. It is very descriptive in detail showing statistics, graphs, and diagrams that analyze different driving situations and mechanisms drivers need to know before and after they start driving. The publisher of the book is credible because they have done excessive research for many years on the topic I am researching. The source is very old, dating back about fifty years, however it will allow me to compare how laws are now and how they were before. This backs up my thesis and argument as a whole by talking about the effects of driver's behaviors and emotions when not fitted for certain driving situation.

Cruzado, Ivette, and Eric T. Donnell. "Factors Affecting Driver Speed Choice Along Two-Lane Rural Highway Transition Zones." *Journal Of Transportation Engineering* 136.8 (2010): 755-764. Academic Search Complete. Web. 27 Feb. 2015.

This peer reviewed article claims that even with higher speeds, accurate studies were shown to prove there was greater speed reduction in transition zones entering from rural roads to urban roads. The article points out that there are greater percentage of deaths on rural highways than urban highways. Their studies have shown that having less lanes on rural highways increased the chance of drivers slowing down and driving under the speed limit. The study performed has been conducted with a control group and over a certain amount of time. From the study, it is demonstrated through charts and graphs that the environment of the roadway changed the driver's behavior.

This is a good source for my research paper because it is both a scholarly article and peer reviewed. The source can be used as a primary source because it is very descriptive and detailed showing how evidence was obtained. It is also a recent article that dates back about six years ago. The authors of the article are credible because they have good background affiliations and knowledge in the topic I am researching. This source backs up my thesis and argument as a whole by talking about the opposite side of my working thesis. I will be able to use this to help prove the counter argument, which will also help with creating a rebuttal from those statements made in this article.

Elvik, Rune. "A Before–After Study Of The Effects On Safety Of Environmental Speed Limits In The City Of Oslo, Norway." *Safety Science* 55.(2013): 10-16. Academic Search Complete. Web. 27 Feb. 2015

In this peer reviewed article, Rune Elvik claims from his study's findings that lowering the speed limit in parts of the city in Norway have reduced the death rate in recent years. He suggests that by lowering the speed limit in Norway has substantially helped reduce pollution. He describes that the lowered speed limits have made drivers more cautious when driving in bad weather conditions. Rune uses a very controlled group and fixed amount of time to perform his study and collected accurate results with equations, charts, and graphs. Rune exemplifies his evidence in his findings by determining the rate of change in decreasing the speed limit and death rates.

This is a good source for my research paper because it is both a scholarly article and peer reviewed. The source can be used as a primary source because it is very descriptive and detailed showing how evidence was obtained containing formulaic functions. It is also a fairly recent article that dates back about ten years ago. The author of the article is credible because he has good background affiliations and knowledge in the topic I am researching. This source backs up my thesis and argument as a whole by talking about the environmental effects of cars traveling at high rates of speeds. I will be able to use this to help prove my argument by describing how the author uses his findings such as graphs and statistics.

Forbes, T. W., ed. *Human Factors in Highway Traffic Safety Research*. Canada: John Wiley & Sons, 1972. Print.

Forbes claims that technological advancements have an effective stand in allowing drivers to control their cars in any given situation. He argues that cars have the equipment to keep cars out of danger and other drivers safe. He mentions how ABS brakes are huge advancements in allowing cars to stop quicker. Many consistent test were produced, used, and analyzed to finalize data and results. Roads tested and compared were in rural and urban areas. Consumer reports finding have verified and approved on other car technologies helping drivers handling their cars.

This is a good source for my research paper because it is a scholarly book that is peer reviewed. It is very descriptive in detail showing statistics, graphs, and tables of test that analyze how new implemented driving technologies make a difference on the road and driver's capabilities. The author of the article is credible because he has good background knowledge on the topic I am researching and has been focusing on this area for many years. The source is very old, dating back over thirty years, however I will use it to my advantage to compare how cars were built back then and how technology has changed in the way of how cars are built now in answering my research question. This source goes against my thesis and argument, but also can be used as a rebuttal to back it up as a whole by talking about the technological effects.

Heydari, Shahram, Luis F. Miranda-Moreno, and Fu Liping. "Speed Limit Reduction In Urban Areas: A Before–After Study Using Bayesian Generalized Mixed Linear Models." *Accident Analysis & Prevention* 73.(2014): 252-261. Academic Search Complete. Web. 27 Feb. 2015.

This peer reviewed article claims that more caution is taken in driver's abilities when speed limits are increased. The data was taken from a controlled study that was observed hourly over a certain period of time. The article explains that driver's behavior was more affective and responsive when the speed limit was lowered. The article mentions that drivers had to reduce their speed in cities due to high population of pedestrians and cyclists, while on highways the speed limits were not followed and caused death rates to increase regardless of higher speed limits.

This is a good source for my research paper because it is both a scholarly article and peer reviewed. The source is very descriptive and detailed showing how evidence was obtained. It is also a very recent article that dates back almost a year ago. The authors of the article are credible because they have good background affiliations and knowledge in the topic I am researching. This source backs up my thesis and argument as a whole by talking about the driver's behaviors and them affecting the speed limits posts. I will be able to use this to help prove the counter argument, which will also help with creating a rebuttal from those statements made in this article.

Nitzsche, Eric, and Stefan Tscharaktschiew. "Efficiency Of Speed Limits In Cities: A Spatial Computable General Equilibrium Assessment." *Transportation Research Part A: Policy & Practice* 56.(2013): 23-48. Academic Search Complete. Web. 8 Mar. 2015.

This peer reviewed article claims that speed cameras on inner-city highways do impact people's driving behaviors. The article demonstrates this through constant testing and studying of how drivers react when they see a speed limit near city highway exits. There is further analysis that is shown as to why and what happens when driver speed on city ramps when exiting highways. The article further shows the behavioral driving abilities in driver effectiveness after getting a speeding ticket or not obeying road laws.

This is a good source for my research paper because it is a scholarly article and peer reviewed. The source is very descriptive and detailed showing how evidence was obtained. It is also a very recent article that dates back two ago. The authors of the article are credible because they have good background affiliations and knowledge in the topic I am researching. They have been studying about a similar topic for many years. This source backs up my thesis and argument as a whole by talking about the driver's behaviors and how the speed cameras affect the way they drive. I will be able to use this to help prove my argument with looking into the technological gains and behavioral effects.

Sánchez-Oro, J., et al. "Radar-Based Road-Traffic Monitoring In Urban Environments." *Digital Signal Processing* 23.1 (2013): 364-374. Academic Search Complete. Web. 8 Mar. 2015.

This peer reviewed article claims that traffic cameras on suburban highways do not impact people's driving behaviors compared to other major cities. The article demonstrates this



through consistent testing and studying of how drivers react to different roads that enter to inner-city junction highways. There is further analysis that is shown as to why and what happens when driver speeds are increased on suburban highways when roads are in different conditions compared to cities. The article further shows the behavioral driving abilities in driver effectiveness after getting into an accident or speeding violation.

This is a good source for my research paper because it is a scholarly article and peer reviewed. The source is very descriptive and detailed showing how evidence was obtained containing charts, graphs, and images. It is also a very recent article that dates back two years ago. The author of the article is credible because they have good background affiliations and knowledge in the topic I am researching. He has been studying about a similar topic for many years in his own home town. This source backs up my thesis and argument as a whole by talking about the driver's behaviors and how the speed cameras affect the way they drive in the suburbs. I will be able to use this to help prove my argument and have a rebuttal against the counter argument by comparing another article about city laws and cameras versus rural areas. I would look into the technological gains or losses and behavioral effects of driving fast in certain areas.

White, Jesse. *Illinois Rules of the Road: Non-CDL Vehicles*. Chicago: Secretary of State, 2014.  
Print.

This periodical claims that drivers need to learn the laws of driving in Illinois in order to be safe and successful. The secretary of state argues that annually there are many young driver deaths due to inexperience. The inexperience comes from not knowing the roads and weather conditions well enough. Jessie White further implies that most accidents happen in the city and

inter junctions of interstate highways because in general driver are not cautious in yielding. The secretary of state demonstrates where and how driver make simple errors and need correction in order to improve safeties of other people.

This is a good source for my research paper because it is a periodical that is peer reviewed. It is popularly used by many schools for education in Illinois as a reference to teach new driver the laws of the road. This source is given to every new driver before getting their license starting off. It is very descriptive in detail showing statistics, graphs, and images that analyze different driving situations. The author of the article is credible because he has good background knowledge on the topic I am researching and has been focusing on this area for many years. The source is very recent and only a year old. This source backs up my thesis and argument as a whole by talking about the driver's behaviors and what happens when people do and do not obey the speed limit posts. I will be able to use this to help prove the argument on the effects of being inexperienced.