

Study on Driving Infractions

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Abstract

In depth interviews were conducted in 2023 with 20 students (10 males and 10 females), at a private university campus located in Boca Raton. Our primary goal was to identify what motivates students to continue committing driving infractions despite the risks of injury, suspension, arrests or criminal records. We discovered that these students frame driving infractions as habitual and moderate. Specifically, these students explain their habits through the use of six recurring arguments: 1) all things in moderation (stop sign confidence, texting & driving confidence, not wearing seatbelts in Ubers, 2) habits (speeding unawareness and speeding to get places, and lastly (3) citations. We discuss limitations to our study and conclude by suggesting five strategies (education, incentives for rule following, driving school, GPS help and dash cams) for prevention researchers that would directly target these arguments.

Driving Infractions

Before initiating this scientific research paper, the subject must be defined. This will provide a broader overview of the basis of the study, which is driving infractions. Indeed, driving infractions constantly occur, in some places more than others, in various forms—the most common form is speeding. However, there are many other driving infractions, such as seatbelt compliance, texting, and driving, stop sign compliance, road rage, and racing. The results of committing these deviances could either be fatal or have no impact—for example, speeding. Depending on where someone is in the world, no one could be doing it, or everyone could be doing it. Once more, it differs depending on countries and traffic rules within these environments. For instance, in Germany’s highway system, “the Autobahn,” there are no speed limits (Eshe, 2022). Indeed, regulations are more lenient regarding speed, for which the government permits drivers to surpass speed limits of up to 80 mph. Whereas in Florida, as illustrated by the Insurance Institute for Highway Safety (2023), people are permitted to reach up to 70 mph on rural and urban interstates. The laws and regulations also impact each infraction and how often it is committed.

There are various reasons why people tend to commit more and more traffic infractions. Traffic infringements, considering the kind, are more common in some regions and amongst different groups and have different influencing factors such as age, ethnicity, political beliefs and day-to-day tendencies. One of the primary forms of traffic deviance is speeding infractions. Driving over the designated speed limit is reckless, yet people still take chances and break speed limit laws. To emphasize, “some people start to feel that their actions will not have tangible consequences on the outside world” (Frank Miller Webb & Moyers LLP, 2020, para. 5). This thought process provides a danger for everyone on the road who each must be cautious and vigilant when it comes to driving amongst reckless drivers.

The study must understand who commits these infractions, how often they commit them, and whether these actions occurred once or multiple instances. Age can influence a person’s driving habits.

The age group that tends to be more involved in speeding infractions are older drivers around the age of 49 (Steve Dixon Law, 2018). However, according to the U.S. Department of Health & Human Services (2022), during the first few months of obtaining a license, new licensee holders have a higher risk of having an accident.

When looking into demographics, ethnicity can influence driving habits too. Illustrated by Crime and Justice Research Alliance (2020), black drivers account for 58% of traffic tickets, while white drivers represent 36% of traffic tickets. The remaining 6% is divided between other racial groups with different ethnicities. As described, factors such as age, demographic, the reason for the violation, ethnicity, and location must be considered when looking into driving infractions.

While factors influencing driving infractions are essential for our study, the types of driving infractions also hold high importance. The various driving infractions discussed in our study include texting while driving, seatbelt compliance, road rage, speeding, racing, and stop sign compliance.

Texting & Driving

Texting while driving is widespread among drivers. These technology-based distractions are among the top driving distractions. It is proven that texting and driving diverts attention from the road and therefore compromise safety for the driver and those around them (Garcia-Herrero et al., 2021). For example, a study was conducted in Spain employing recent data on road traffic accidents and the impact of the drivers' infractions on the severity of said accidents. Showing "the probability that the severity of injuries, resulting in fatalities, increases, given the fact that the drivers committed aberrant infractions (from 9.38-9.69%)" (Garcia-Herrero et al., 2021, para. 45). In other words, the more infractions committed by a driver, the more severe injuries that resulted in fatalities occurred.

More relatable to the U.S., a study from 2018 contrasts the conclusions of the previous study. The study explains that cell phone use is far less of a public health risk than most people believe (White et al., 2018). This is due to the examination of 11 years of crash data from Kentucky during the

exponential growth of cell phones within the culture. Nevertheless, the number of cell phone-related crashes remained stable over the time period. In simpler terms, the use of cell phones increased; however, the number of crashes from cellphone use stayed steady (White et al., 2018).

Seatbelt Compliance

While the majority of people wear their seatbelts, there is a small percentage who do not comply with seatbelt regulations. The rate of seatbelt use has increased by approximately six percentage points since 2009, from 84.1 percent to 90.3 percent in 2020 (NHTSA, 2021). But, the effects of not wearing a seatbelt could be fatal. However, what common themes result in the choice of wearing or not wearing a seatbelt? For example, a 2012 study from Malaysia showed that older, female, married, and more educated rear-seat passengers perceived a high level of legislation enforcement, a higher risk aversion, and more driving experience (Peng, 2012), therefore, making them more likely to wear a rear seatbelt. Closer to home, statistics from 2017 showed that among American drivers, women also reported higher seatbelt compliance than men, with 89.6 percent of women complying compared to 81.9 percent of men (Sunshine et al., 2017). From these two studies, it is evident that driving habits can vary by gender, specifically regarding seatbelt compliance. However, age can also influence a person's decision to wear a seatbelt. For example, "Adults aged 18-34 are almost 10 percent less likely to wear a seat belt than adults 35 years or older" (CDC, 2011, para. 6). As seen, demographics can influence driving habits.

Road Rage

Road rage is surprisingly common among drivers, which can sometimes lead to fatalities depending on the severity of the scenario. The impact of road rage is significant and can invite physical altercations, trauma, and injuries between drivers. Indeed, as stated in a study by Sansone & Sansone (2010), diverse factors may influence or provoke road rage incidents. These may be environmental, psychological, and antisocial personality disorders. The demographic was found to be males with an

average age of 33 years (Sansone & Sansone, 2010). With road rage the number of hours driven and stress may contribute to the likelihood of being involved in road rage. Road rage can vary from person to person, "19.3 percent of respondents reported feeling anger and intense aggression while driving in the past year, while 5.5 percent said that they experienced those same feelings weekly" (Covington, 2023, para. 25). From these studies, it can be determined younger men are more apt to be involved in a road rage incident. Road rage comes in many forms and depends on many personalities and psychological tendencies.

Speeding

Traffic violations vary based on the location or state. Indeed, laws and regulations are different in each state. For instance, in Florida, a speeding fine for 10 to 14 miles per hour over the limit is about \$200 and three points added to the driving license record, according to Florida Ticket Firm (2022). Another article illustrates that in California if someone were to go over the speed limit by 10 miles per hour, the ticket would be around \$238, which is \$38 more than in Florida (Gusner & Gollub, 2023). If we are still to analyze the U.S., the most prominent state for traffic infractions is Virginia, with 17.73 percent of its drivers with a speeding ticket. Iowa is second, with 17.55 percent of its drivers with a speeding ticket (Insurify, 2020).

Speeding is the most common form of driving infractions. Additionally, speeding can lead to inconvenience for people around the person speeding, including fatal crashes and injuries and drastically impacting the environment. Regarding the environment, speeding "increases the number of poisonous oxide emissions polluting the air" (Flair, 2016, para. 25). In other words, reaching high speeds impacts the environment negatively. Based on that, lower speeds reduce the number of carbon emissions produced by fossil fuel vehicles. Moreover, the act of speeding increases the risk of deaths on the road. Indeed, in a 2020 study, "speeding was a contributing factor in 29 percent of all traffic fatalities" (National Highway Traffic Safety Administration, n.d., para. 1). This is because more than

10,000 people died from speeding accidents in 2020 alone. For the reasons behind speeding, we can directly refer to a study by Trespalacios and Parker (2017) describing how a driver's mood affects their cognition and need to speed. They aimed to detect whether negative moods cause drivers to increase their speed. Through that, they found an association between the behaviors of a driver in association to their moods (fatigued or angry) which influenced their aptitude to reach more incredible speeds, all still according to (Trespalacios & Parker, 2017). Depending on their moods, drivers can be influenced to reach greater speeds, negatively impacting the drivers around them and the environment.

Racing

Regarding racing, somewhat similar to speeding, it involves drivers exceeding imposed speed limits on interstates and rural areas. Speeding and racing heavily influence accidents and also engender panic towards drivers around. Indeed, "in 2001, 87 percent of deaths among young people were related to speeding in illegal racing activities" (Avrek Law Firm, 2023, para.3). This means the number of young individuals that lost their lives through street racing has been exceedingly significant. Half of these accidents' victims are between the ages of 15 and 50. As stated in the initial analysis on speeding, the same concept can be applied to the reasoning behind why a driver races. The concept of anger, drunk driving, and ego once again reach high-speed levels, which is illegal and punishable.

Stop Sign Compliance

Stop sign compliance is a straightforward form of driving infraction. Many people ask, "If the road is empty and I see no cars, why must I stop?" When violated in this case, the results are positive, and the outcome is rarely severe. Suppose it was violated on a busy road; that is when the outcome could become more severe. A study that observed driver behavior monitored two intersections with stop signs. One stop sign was considered highly appropriate, the other highly inappropriate. Under the observed conditions, it was found that 37 percent of drivers stopped at the inappropriate sign, and 82 percent stopped at the appropriate sign (Hendrick, 2000). Suggesting people will comply when they

perceive the stop sign as appropriate. In other words, if people believe the place of the stop sign is required, they will stop, but if not, for example, an empty road.

Throughout the remainder of this paper, we will 1) discuss the methodology for our found research and 2) detail seven patterns found among participants who commit driving infractions. Our research question is, what motivates students to keep committing driving infractions, even though they know the risks, including injury, suspensions, arrest, or even a criminal record?

Methods

Over two weeks, our group of four researchers directed twenty in-depth interviews with Florida students over 18 who committed multiple driving infractions. In order to examine the choice of these individuals to commit driving infractions although the risks involved, including injury, suspension, arrest, or even a criminal record, we created in-depth interview questions relating to driving infractions. A sample of 20 subjects were interviewed and recorded using the voice recording app during January 2023.

Each team member recruited five students in Florida to interview with the desired demographics mentioned previously, all of whom committed multiple driving infractions. The team members refrained from interviewing individuals outside of the preferred demographics. Researchers recruited candidates by approaching those who they knew committed driving infractions. The researchers selected the pool of infraction candidates to include a mix of male and female participants of varying ages (above 18). This was done to ensure diversity among participants and produce data that could also be compared between gender and age. See Table 1 for demographic information. A few candidates hesitated about the interview when first approached; however, the hesitation was overcome after guaranteeing confidentiality and educating them about the study. Other candidates were entirely up for the interview from the get-go.

In-depth interviews was the qualitative research method of choice and was picked because the advantages of in-depth interviews can be used to manage sensitive topics and accumulate more than just yes or no answers, unlike focus groups. Since the interviewer can speak one-on-one, the candidates are more likely to feel relaxed expressing their experiences. The interviewer can also gain more personal insight because the candidates are not in one big group (Mack et al., 2011).

Table 1
Participant demographic information

<i>Demographic Category</i>	<i>N</i>
<i>Gender</i>	
Male	10
Female	10
<i>Florida Native</i>	
Yes	8
No	12
<i>Age</i>	
18-20	5
21-25	15

All researchers involved had completed prior training in interviewing techniques and ethical guidelines. Each researcher also completed 'Protecting Human Subjects' IRB ethics training.

The interviews were conducted at a time and location the participants felt comfortable with to support privacy and accommodate the subjects' time. Each interview lasted around fifteen to twenty minutes and entailed of various open-ended questions. Open-ended questions were utilized to create routine between subjects and let them answer with as much or as little detail as they desired. Within

the interview questions were seven fundamental issues: speeding, texting while driving, seatbelt compliance, drag racing, road rage, stop signs, and tickets. Although the subjects must have committed multiple driving infractions, all topics may not apply to every candidate. Because of this, different questions will be selected based on whether they have committed that driving infraction. However, some can be applied to every subject (questions 1, 2, 3, 4, 9, 10). These topics were addressed by answering the following questions/statements below (see Appendix A for remaining questions):

1. What are the main causes for your speeding? (emergent/regular)
2. Tell me a negative experience you have had when not wearing a seatbelt.
3. Describe a reason why you don't stop at stop signs.

The risks and discomforts associated with this study are psychological, social, legal, and economical. Psychological risks include emotional stress and a reminder of sensitive events. The mitigation of these risks were maintained with the confidentiality of participants and providing subjects with supportive resources, providing no judgment, and being sensitive with terms and questions. Social risks include criticism from others, pressure, and a loss of relationships. In other words, the experience could damage social image if participation in this study was revealed. This risk is mitigated by maintaining respondents' anonymity by using encrypted files and eliminating names and other identifiable information. The subjects are subject to legal risks by participating in the study, mitigated through the confidentiality of the study. Lastly, the study exposes subjects to economic risks like insurance issues, the loss of scholarships, a place at school or jobs, background checks, and a license revoking. This risk is mitigated again through confidentiality, making it less likely for consequences of behavior.

The benefits of this research study include understanding a more profound purpose of why individuals commit driving infractions despite the risks. An added advantage is providing participants

time to reflect on their choices and help them assess the benefits of their actions. Additionally, accumulating data can help see if internal or external forces influence deviant conduct.

The participants were given and signed a consent form containing information relating to the study, its purposefulness, and risks. The consent form also contained the contact information of the interviewer they had been designated. In addition, participants were made conscious of their rights and how they would not be paid for their involvement in the study. As well as the reassurance of confidentiality, they had the right to skip any question they did not feel comfortable answering. The researchers ensured there was no pressure to continue in the study and made it clear that the participant had the right to withdraw at any moment. This type of environment and precautions helped establish trust between participants and interviewers. Along with this, participants could see the significance of the study and the motivation behind it, allowing a higher-quality discussion to be exchanged. All data found was encrypted in an iPad with a passcode, and all participants were named Subjects, for example, Subject 1, to classify them based on their specific interviewer and the order in which they were interviewed in.

One of the positives of using the method of in-depth interviews is that an interview can obtain more detailed answers as opposed to yes or no answers. However, it can be harder to gain detailed answers when asking participants about deviant behavior. This is something our interviewers faced. While many provided open and detailed responses, others took more warming up to the idea. The interviewers approached the more reluctant applicants by building a friendly relationship and establishing the extra trust needed. Although some challenges, the interviewers remained dedicated to the study, showing no frustration to the participants. What was interesting was the fact that many participants were proud to share information and felt extremely comfortable with going into detail.

When scheduling appointments with participants, the interviewers ran into slight scheduling conflicts due to busy schedules. However, this issue was helped by zoom meetings offered for those

who could not get to a particular place at a specific time. Participants also seemed more up for zoom meetings as they did not have to leave the comfort of their own homes or choice of environment. This helped with participants be more comfortable; however, it did make it harder for the interviewer to establish body language and trust.

Results

Before conducting our interviews, various studies supplied us with statistical data on the different kinds of driving infractions. Our study aimed to find driver's motives who commit infractions and identify an answer to our research question, what motivates students to continue to commit driving infractions despite the risks?

During our study, we interviewed 20 students collectively (ten male and ten female), asking questions about driving infractions and their experiences. While there were a broad number of answers, based on the participants' circumstances, the basic reasonings that arouse remained similar from interview to interview. The three most common justifications were: 1) All-things-in-moderation, 2) Habits, and 3) Speeding, resulting in a citation.

All-Things-In-Moderation

Of the many reasonings that were recorded and transcribed, the most prevalent included moderation. What is meant by moderation is the justification that a student is not causing any trouble because they do not commit such driving infractions consistently or in dangerous situations.

Stop Sign Compliance

Starting with the stop sign confidence argument, many of the moderation justifications highlighted stop signs in particular. As our prior research indicates, stop signs that are not important are less likely to be stopped at. This was also indicated among our interviewees. This justification of moderation asserts that since the participants stop when they deem it necessary, their use is morally justifiable.

We can see this line of reasoning with subject O1M, who explained, "If there is no traffic at a four-way stop sign, I do not stop." Similarly, Subject N2F agreed, "I always stop, if necessary, but, to me, if the road is empty, why do I have to stop?" Some, like Subject O3F, gave specific examples of places they chose not to stop at if the coast was clear. "I find myself not stopping at stop signs on campus when there are no cars around me. There are two stop signs directly after each other by the performing center, and it just drives me insane." Subject O2F once again highlighted, "If I know the road is clear, then I don't stop. What's the point?". The common theme with these answers and their relation to moderation is that the participants are indicating that if there is traffic, then they would stop, which is why they commit this infraction moderately and not recklessly. Subject N1M even admits, "Apart from traffic lights, there's no reason to stop at stop signs if I know the coast is clear" Even though he does not stop at stop signs all the time, he still follows the laws of traffic lights which can lead to more fatal outcomes if disobeyed.

Regardless of whether it is illegal to disobey stop sign laws, the participants indicated and justified their decision to do so with moderation. These students did not argue that they were not breaking the law. Instead, they asserted that it is done with good conscience and safely, which leads to the next topic that also applies this mindset from participants.

Texting and Driving Confidence

This pattern occurred from multiple participants feeling confident in their ability to text and drive and that they could do so safely. Although texting and driving are known to take away focus from the road and increase the possibility of danger, students find themselves doing it often. Some, like Subject M1F, only trust their ability to text and drive on less busy roads. She claimed, "I'm able to watch the road while usually texting unless the roads are busy, I'll do it." Subject O4F also felt the same, "I am guilty of texting and driving, but [pause], I'm not dangerous about it. I know my ability, which is why when there's loads of traffic, and I need to concentrate, I put the phone down." This ability to put down

the phone in situations where they feel less confident with their use highlights moderation clearly.

Another subject explains this by saying, "People think texting and driving is not watching the road at all, that's not true. Of course, if I'm on a busy road I'm going to be focused on that, not on a text."

Others in the study proposed the idea that they had sole confidence in their ability to text and drive. Subject N3M, for example, said, "It doesn't really matter, people make a huge deal of it, but I'm still able to concentrate between texting and driving." Similarly, Subject M2M, explained, "I've texted while driving plenty of times, so I'm pretty confident in my ability." Although there was a slight contrast between the subjects prior, the participants believed they were not causing harm. Each of these subjects talk about how they think people underestimate their abilities to text and drive. Almost like they are offended. This could vary from age to age as younger people are more 'tech-savvy' and phone obsessed.

The most interesting aspect of this justification is that the participants know that the action could cause harm if used irresponsibly. However, they have confidence in themselves that they are safe when texting and driving. Words like 'ability' and 'confidence' are used, which means they acknowledge the crime and justify their use with these words. The participants clearly do not see this crime as being heavily enforced and feel as though they can do it in their day-to-day lives and still get away with it.

Not Wearing Seatbelts in Ubers

The last pattern within moderation is related to not wearing seatbelts in Ubers. This is a fascinating topic that many participants highlighted. Many different factors could influence the cause. For example, is it peer pressure or convenience? Are these students trying to look cool in front of their peers? Let us see. Subject N4F explained, "Wearing a seatbelt, in my opinion, is annoying when traveling with friends in Ubers and stuff. Besides people still manage to get injured with a seatbelt." Another participant, Subject O2F, agreed, "The only time I choose not to wear my seatbelt is when I'm in an Uber with friends for a short distance." The common theme here is that participants are with friends, and in

Ubers, they do not want to wear their seatbelts. We see this again with Subject N2F. "I only wear my seatbelt when I am driving with my parents or by myself. If it's a short journey with my friends and we're all packed into an Uber or something, I generally don't wear it." The reoccurrence of friends being present indicates that the participants feel a type of pressure to not wear their seatbelts when with friends. Or could this be an effect where one friend sees another not wearing their seatbelt, so they do the same and by the time multiple people are in the car no one is wearing a seat belt? Although it is law to wear a seatbelt, it would be interesting to know if there are experiences with Uber drivers enforcing seatbelt laws.

Finally, many in this study contrasted not wearing a seatbelt with other, more dangerous driving infractions like driving under the influence. As described by A2M, "I don't really get the big deal about not wearing my seatbelt in certain situations. There are way worse things I could be doing instead, like drinking and driving." He went on, "I call an Uber mainly when I'm drunk and don't want to drive, am I really going to put a seatbelt on when I'm drunk? No. But hey at least I'm not driving." Another participant had similar views. Subject M3F said, "Normally when me and my friends have had a few too many drinks I'm the responsible one and call Uber. Just because I don't wear my seatbelt in the Uber doesn't mean I'm not responsible" she finished with, "there are much worse things I could be doing." While this is more to do with comparing the severity of two evils, it still highlights moderation as these participants still explain that they wear their seatbelts in some situations, just not all.

Habits

Habits. Everyone has them. They could be as simple as biting nails or, in this case, a driving infraction. Within our interviews, we found a recurring pattern of the excuse of habits.

Speeding To Get Places

The most recurring pattern from the habits portion includes speeding to get places. The leading cause of this is a recurring theme of being late or rushing. Many participants were asked about the most

common reason for speeding during the interview. Most answers to this question involved wanting to arrive at the destination more quickly. More specifically, class and work were mentioned. Subject A2M said, "I was running late to class, and it was okay since I cannot be marked late."

Similarly, Subject N2F said, "I really hate being late, specifically if I have important meetings for work, so in that instance, yes, speeding helps me cut time and get where I need to be in a quicker manner." The cause of these is lateness and having to get to a school or work obligation on time. Some people struggle with lateness and develop the habit frequently. For others, it could be more of a now-and-again type of situation. Another Subject O1M, said, "I speed to get to where I need to be quicker." Once again, it highlighted the habit of wanting to arrive at a destination more quickly.

Speeding Unawareness

Similar to speeding to get places but with different motives is speeding unawareness. This includes instances where the participant must be made aware of their speeding. For example, Subject A4M explained, "I was unable to realize the speed I was going." Another said, "I was thinking about something from earlier and wasn't looking at how fast I was going." The main cause of this is distraction. However, for some, distraction is a habit. Some of these subjects found themselves daydreaming while driving or just thinking about something else, which is what led them to speed. An interesting take on this was Subject N2F: "I drive an Audi Q7 [car], and I can say that in my subconscious, I'm doing 65mph, whereas, in the speed meter, I'm doing 90 mph. It all depends on the vehicle model." Another consolidated this pattern. "Sometimes I feel like I'm driving slower than I actually am. In my mom's Jeep [car], 60 mph feels so fast, but in my own car, it feels like 40 mph," said Subject M1F. These claims indicate that there is a habit of feeling the need to drive faster or as though they are driving fast maybe due to daydreaming, stress or just pure distraction from the road.

Speeding Resulting In Citation

Throughout the interview, some participants spoke about their past experiences with speeding and getting pulled over. “I got pulled over for speeding, but I fought the ticket because the cop exaggerated the speed I was going,” expressed Subject O1M. Following that interaction, we discovered a pattern in another interview, evolving around being pulled over based on the speeds reached. “I got pulled over going over the speed limit and ended up with a ticket,” discussed Subject N3M. As for his reasoning, “well, I only went ten mph over the limit, and I still do not understand until this day why the police officer made a huge deal out of it”. These justifications by both interviewees helped us discover more insight into why people speed and the result of a citation and found they often blame the cops.

Another prominent factor amongst people that speed and get a ticket afterward also depends on the circumstances they find themselves in. “On my way to classes, before entering the highway, I was doing 15 over the posted speed limited the later got pulled over for it,” said Subject N4F. We have another instance, Subject M4M, who described that “I was going pretty fast, but I got pulled over because someone jumped in front of me quickly and made me slow down and switch lanes fast.” Following that act, a few months later, he then describes that he received a ticket through his mail with an outstanding fee of \$300. “I don’t quite recall, but I believe two months after, I received in my mail a citation for \$300”.

While we acknowledge similar situations in the four interviews conducted for this segment, the circumstances and reasons behind their willingness to speed were different; some illustrate that it is to prevent them from being late to classes. Another few show their displeasure of being pulled over, and a smaller portion provides details on the dangerous situations they found themselves in due to excessive speeding. Whether agreed upon or not, many individuals still believe that speeding is a part of their habits and is a solid reason they are on time for their daily activities.

Conclusion

At the end of our study, we concluded that college students between the ages of 18-25 have a high tendency to commit driving infractions specifically involving the following patterns:

1. Stop sign and driving and texting confidence
2. No seatbelts in Ubers
3. Speeding unawareness and speeding to get places
4. Speeding resulting in a citation

Many of the reasonings behind these infractions derive from the participants' aptitude, willingness, and circumstantial factors that lead them to commit infractions. Throughout this research paper, we presented ways college students justified their behaviors and illustrated their beliefs on each infraction listed above. We found the following patterns within the interviews: - all-things-in-moderation (stop sign confidence, texting and driving confidence, not wearing seatbelts in Ubers), habits (speeding to get places, speeding unawareness), and speeding resulting in a citation.

Students first began justifying their reason for speeding, not coming to a complete stop at stop sign intersections, and not wearing their seatbelts when being in Ubers. We identified similarities between the patterns we saw during the interviewing process. For instance, we managed to gather recurring data of subjects pulled over based on the speeds they reached; each needed to appreciate the experience. Some criticized the police officers. "The cop exaggerated the speed I was going" (O1M). Another example can be taken from the stop sign infractions, where two subjects based their reasoning on committing the infractions based on "the road [being] clear." As researchers, these patterns open our eyes to the possibility of more similarities concerning our subject's encounters. If we had asked different age demographics we could have compared these patterns to age, gender and race norms. For example, are younger students more or less likely to have texting and driving confidence?

Although our research study remained unbiased, from the patterns discovered, we suggested influencing safer driving environments as well as the following recommendations to reduce the number of infractions committed:

- Increase in ticket price. To encourage drivers to commit fewer infractions due to the high fines they will have to pay and resolve their citation notice. In other words, drivers will think twice before committing a mistake that will hurt their pockets. Within that same process, insurance will eventually be notified of the violation, which will elevate monthly insurance fees that must be paid.
- Educative driving classes offered every year should be mandatory not only for college students all around but all drivers in the United States. That initiative would be beneficial simply by learning how to be better drivers, which can include: the (a) right of way, (b) stop sign compliance involving coming to a complete stop for 5 seconds before relaunching, (c) speed limit areas such as highways, busy streets, school zone, and (d) seatbelt compliance either as a driver or passenger.
- Police speakers on college campuses would be a direct approach to freely communicate with the designated target for this study (college students), police officials can provide an overview of different citations for driving infractions. Questions could be asked to obtain better knowledge on becoming a better driver by respecting speed limits and being aware of stop sign's importance. Lastly, these officials can tackle another issue: seatbelt's mandatory usage when operating a vehicle and the consequences of not doing so.
- Invite college student drivers to have a dash camera to record their driving. This can help the students understand where they can improve when it comes to their driving skills and ability to scan their environments constantly. This process can also help in another instance students

dispute a ticket if they have clear evidence through the recordings that they did not commit an infraction.

- GPS driving assistance and advanced vehicles monitoring speed and sudden breaking in vehicles, helping college students' awareness of the road, signaling different road information such as :
(a) the distance from the vehicle ahead preventing rear-end collisions, (b) stop signs ahead, (c) Speed control when they are going over the limit, (d) speed bumps ahead, (e) reminder of wearing a seatbelt before driving. Having a voiceover would greatly help college students improve their on-the-road skills and break bad driving habits.

Given these points and suggestions, we invite college students and drivers to be safer and more cautious on the road.

Discussion

Similarities between our findings and research include that most of our findings from the interviewing process relate directly to our previous research in our literature study. Many of our subjects had demonstrated their frustrations regarding being pulled over for speeding and receiving citations because of not following traffic stop rules. Hence, throughout this section of our study, we will: (a) show the similarities and differences in our findings, (b) address missing data, and (c) provide future research ideas.

Our interviews found similarities between subject patterns and our research question. Finding the motive behind committing driving infractions despite the risks. The similarities were discovered through the participants' perceptions and beliefs based on their infractions committed. Similarities between our findings and research include recognizing background information related to texting and driving. That diverts attention away from the road, therefore, the safety of the driver and those around them (Garcia-Herrero et al., 2021). However, a study also explained that cell phone use is less severe

than most people think (White et al., 2018). The main pattern with texting and driving was that students have confidence but also moderation when they choose to text and drive. This was the same with our research about stop signs. Many participants believed it was ok to go through a stop sign if the road was clear. Indicating they are only committing the infraction when they deem it safe. We also developed patterns from seat belt use and speeding habits. We found that the students were less likely to wear seatbelts with friends or if they were traveling in Uber or Lyft. This could result from the convenience of not wearing a seatbelt for short, crowded Uber trips, wanting to be 'cool' in front of friends, or just pure laziness.

The main difference was that we did not find any groundbreaking or interesting data regarding road rage. None of our subjects had experienced a severe incident other than getting angry and cursing. Therefore, no patterns were created, and we found little to no similarities to our road rage literature study. This was also the case with drag racing.

Due to our study being conducted over a short period, we needed more data. If there had been a more extended time period, a wider variety of age ranges could have been interviewed, giving us a way to compare and analyze behaviors within different ages. We would also have collected data from other demographics, such as income, location, and ethnicity. Another interesting point of view could have been the levels of education. What are the habits of someone with a high school diploma compared to a college degree, if any?

Ideas for a future study include interviewing people from different demographics, people who took driving school lessons, and those who are self-taught and seeing the difference between driving habits.

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Appendix A:

4. Tell me a time speeding helped you.
5. What is a benefit of speeding?
6. How fast do you typically drive day to day?
7. What is your reason for not wearing a seatbelt?
8. Describe the feelings you have when drag racing.
9. Explain your actions when experiencing road rage
10. In what ways have you acquired tickets, are they ever paid?
11. Describe an experience where you have been pulled over, what was the cause? Would you repeat it again?