

concerns about helmet appearance and interference with hearing, as well as focusing on affordability and improved user education.

**Learning Objectives:** Identify motivating factors relating to young people's use of safety equipment for winter sports; List specific barriers to increased helmet use among young skiers and snowboarders; Describe the efficacy of helmets in preventing and minimizing neurological injuries in winter sports.

## Poster 2845

### Risks for Workplace Violence in Long-Haul Truckers: Preliminary Data

*Debra G Anderson PhD, DB Reed PhD, S Browning PhD, S Westneat, KAllen BSN, E Kenworthy MSN*

University of Kentucky, Lexington, KY

**Background and Significance:** An average of 20 workers are murdered and an estimated 18,000 workers experience a nonfatal assault U.S. (NIOSH, 2001). The transient nature of trucking increases the risk for experiencing workplace violence (Renner, 1998).

**Purpose:** To investigate the incidence and distribution of workplace violence among long-haul truck drivers. Specific aims:

1. Identify the types of violence experienced by long-haul truck drivers
2. Identify risk factors that contribute to the violence
3. Differentiate the risks of work-related stress among distinct sociodemographic groups of truckers
4. Determine the prevalence of domestic violence experienced by long-haul truck drivers
5. Identify work environment factors that place truck drivers at risk

**Method:** A quantitative survey will be conducted with a nonprobability sample (N=1400) recruited at truck shows and truck stops across the United States. Data will be collected on violence-related variables (e.g., harassment, weapons, assault, rape, worksite security, psychological strain, and substance abuse). Qualitative data on violence at the worksite will be collected via phone interviews with a purposive sample of 30 female and 30 male participants.

**Data Analysis:** Descriptive statistics will be compiled as appropriate for the level of measurements of the variables. Dependent on the specific aim, bivariate relationships, logistic regression, discriminant analysis, Cronbach's alpha, and ANCOVA will be used. Constant-comparative methods and content analysis matrices will be used to describe, analyze, and interpret the qualitative data.

**Preliminary Results:** The truckers (N=843) have been long-haul truckers an average of 14 years; 65.5% are married; 39.4% have children under the age of 18 (of those 36.6% have children who travel with them); 88.2% have a high school education and 45.4% have attended college; 89.9% Caucasian; 6.5% African American; 2.3% Native American; 3% Hispanic origin. Twelve percent of the truckers (n=100) do not have a residence outside of their truck. Truckers fear for their personal safety at work (74.2%), and have had their safety threatened while driving (87.7%).

**Conclusion:** Preliminary results indicate that long-haul truckers are at risk for workplace violence. Safety measures at truck stops, rest areas, and delivery sites are needed to decrease workplace violence experienced by this occupational group.

**Learning Objectives:** Describe incidence and distribution of workplace violence among female and male long-haul truck drivers; Determine work environment factors that place workers at risk for violence; Discuss issues related to transiency and trucking.

## Poster 2855

### Demographic, Socioeconomic Status, Psychoactive Substance Use Disorders, and Risk-Taking Characteristics of the Pedestrian Struck Population

*Gabriel E Ryb, MD, MPH, P Dischinger, PhD, JA Kufera, MA, S Ho, MS, CA Soderstrom, MD*

The National Study Center for Trauma and Emergency Medical Systems, University of Maryland School of Medicine, Baltimore, MD

**Background:** Pedestrian injuries represent approximately 12% of all motor vehicle injuries in the USA. Pedestrian injuries are linked to urban location, darkness, male gender, alcoholism and risky crossing behaviors. We will define the demographic, socioeconomic status (SES), psychoactive substance use disorders (PSUD), and risk taking characteristics of the pedestrian struck population.

# injury and violence in america

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