

# Integrating Sources

This is an example of an APA research paper, demonstrating possible methods of blending sources into work.

When Gary Golatas climbed into the passenger seat of Allyson P. Smitter's sports car on the morning of July 4, 2011, he had no idea that she would be taking him for his last ride. According to an article in the *Terlingua Daily Express*, Golatas, 17, and Smitter, 18, had planned a holiday excursion to festivities in nearby Alamosa County. Six months later, it was no holiday when a Kiva County grand jury indicted Smitter for vehicular homicide (Buck, 2011). Witnesses testified that Smitter was texting while driving along State Route 90 on that July 4. She went into a skid while trying to avoid a van attempting to make a left turn in front of her, but she slammed into it. Golatas was killed, as were two young children in the van. The children's mother and driver of the other car, Daniella Simpson, was seriously injured, is now paralyzed, and "sentenced to spend the rest of her life confined to a wheelchair" (Kingman, 2012, p. 111). This tragedy might have been avoided if the United States had a national law prohibiting texting while driving, strictly enforced such a law, and established stiff penalties for those convicted of breaking it.

Texting while driving, statistics prove, is not only rising but creating hazards on the nation's highways. In the United States, texting increased from 9.8 billion messages a month in January of 2009 to 99.4 billion in January of 2010 (Bandelier, 2007). As cited by the Automotive Review Council (2009), researcher Alan M. Tercero finds that "as many as 70 percent of those messages are being sent by people driving cars" (p. 29). An insurance accident investigator, Barry G. Hulicki, says that drivers using cell phones were involved in 22% of the fatal automobile accidents that occurred in 2011. Hulicki also cites law-enforcement and traffic-safety personnel as predicting that this percentage could rise as much as 2% per year unless stricter laws are enacted (as cited in Burns & Nobel, 2001). Despite these alarming statistics, only 29 states have laws against texting while driving. However, there is one statistic that stands out: Those 29 states recorded an astounding 37% fewer fatal accidents than those states without laws (Jackson, 2008). "These numbers," argues National Safety Commissioner Craig Metcalf, "offer incontrovertible evidence that laws against texting while driving lead to safer highways" (as cited in Kingman, 2012, p. 112).

**Note:** See Academic Support Center APA handout for more information.

Parenthetical reference (paraphrase) from a newspaper article.

Partial quotation from one author blended into sentence.

Parenthetical reference (paraphrase) from one author.

Signal phrase for quoted material from a source cited in another source.

Parenthetical reference (paraphrase) from a source cited in another source.

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But are these 29 individual states' actions enough? Until there is a national standard, texting while driving will remain a hazard for everyone on the highways. Insurance company studies indicate that texting is a problem that transcends state lines ("All Is Not Well," 2009). If each state has different laws, can they truly be effective? The answer is a resounding "No!" according to Thomas T. Trane of the Citizens on Guard Committee for Policing Highways. "If the other states do not follow suit," he adds, "the federal government should step in and make texting while driving a federal crime" (as cited in "Deadly Consequences," 2009, para. 3). Therefore, it is obvious that a uniform national law is needed to save the lives of texting drivers, as well as those they encounter on all of the nation's highways.

Trane's view is gaining support from other lawmakers. In a 2009 interview, Florida representative Henrietta Hangman stated, "I would be criminally negligent if I failed to support any proposed bill prohibiting texting while driving" (as cited in "Southern Sunshine," 2008, para. 4). Hangman, Trane, and others claim the only answer is a federal law, such as the one proposed by Rep. Harding R. Layman of North Dakota. Layman is pushing for a law that would ban not just texting, but any use of cell phones on all U.S. designated highways and the nation's interstate system ("Southern Sunshine," 2008).

One segment of the nation's population appears particularly vulnerable. Layman's proposal is bolstered by another frightening statistic: 63% of these fatal crashes involved drivers between the ages of 18 and 24 (Curleigh, Mole, & Lari, 2011). A national survey revealed that the teens themselves admit that texting is their number-one distraction while driving (Fony, 2011). In 2010, one state, Georgia, enacted Bill 23, which prohibits those 18 and younger from using a wireless device while driving.

But even with a national law such as the one proposed by Layman, would officers be able to enforce it? Opponents argue that such a law would be nearly impossible to enforce, creating a debate similar to that of the controversial 2010 Arizona law that called for police officers to check a person's immigration status while enforcing other laws and required immigrants to prove that they were authorized to be in the country. Thanks to advanced technology, however, officers now have a new weapon to enforce these texting-while-driving laws. Just as radar aids officers in identifying speeders, a new device developed by Engineering Inc. checks not just a driver's speed but also whether or not a cell phone is in use (Adams, 2012).

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Direct quote from an article with an unknown author, no page numbers.

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