

The following is only an abstract of one of our earlier reports. An email request for a printed or PDF copy of the complete report can be generated by clicking on the **Report Number** of this report in the table of reports on the [Research Studies and Reports](#) page. The PDF copy of the complete report was created by scanning an original, printed copy, and thus is only *partially* searchable and *is not* accessible, but is fully printable.

A printed or PDF copy of our studies and reports may also be requested by mail or phone at:

Department of Motor Vehicles
Research and Development Branch
2570 24th Street, MS H-126
Sacramento, CA 95818-2606
(916) 657-5805

For a request by mail, please include the report number and your name, address, and phone number. Also, please state whether you are requesting a printed copy, a PDF copy, or both. For a PDF copy, please include your email address.

TITLE: An Evaluation of the California Drive Test in Theme and Variation. Volume I: Treatment Development and Preliminary Evaluation_

DATE: August 1978

AUTHOR(S): Michael Ratz

REPORT NUMBER: 62

NTIS NUMBER: PB89-190847/ AS

FUNDING SOURCE: Special state appropriation

PROTECT OBTECTIVE:

To develop two modifications of the standard California drive test--the first to make the test more difficult, the second to make the test more comprehensive and more difficult. In addition, the relationships between scores on the standard and new, more comprehensive, test and biographical and driver record data were to be obtained.

SUMMARY:

Two new tests were developed, both of which had a first-attempt fail rate of approximately 50%. Parallel parking was selected for use with the new tests on the basis of its correlation with drive test scores and its dual-rater reliability. Both the standard and the more comprehensive test were significantly correlated with age, with older drivers tending to receive lower scores. The new test was significantly correlated with sex, with males tending to score higher. The standard test was not significantly correlated with sex. Neither drive test was significantly correlated with subsequent accident records. Both tests were significantly correlated with convictions in that higher scoring applicants showed a slight tendency to receive more traffic convictions.

No more individual test items were significantly correlated with either accidents or convictions than could be expected by chance. (In no correlations involving accidents or convictions was a mileage correction made.)

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

The tests developed in this study were used in a later experiment, where they were compared to the standard test to determine if the use of either could result in an accident reduction (see Report 62, Volume II).

SUPPLEMENTARY INFORMATION:

None.