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Department of Motor Vehicles  
Research and Development Branch  
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TITLE: An Administrative Abstract of the 1964 California Driver Record Study

DATE: July 1967

AUTHOR(S): Harrington & Peck

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FUNDING SOURCE: Departmental Budget

PROTECT OBTECTIVE:

The purpose of this abstract is to provide the administrator with a convenient access to the more important findings of the study, written in relatively non-technical language.

SUMMARY:

The 1964 California Driver Record Study was issued in nine parts, between December 1964 and March 1967. It was undertaken to provide data for the following purposes:

1. Fiscal and Administrative Planning – Supplying data and long range projections for budgetary planning. The data on the number of different types of documents on file was used extensively by the Division of Drivers Licenses in the planning of their manual file conversion to electronic data processing.

2. Community Service - Providing data to other agencies and the community at large. The data on number of drivers by age, sex, and county of residence has been much requested by local Chambers of Commerce.

3. Program Evaluation - Evaluating the Department's point system used in determining negligent operator status.

4. Management and Public Education - Making administrators and the public aware of basic facts about driving behavior. The data on number of accidents by age, sex and marital status fulfilled this purpose. A fact sheet of the more salient data is also being compiled for use by the Department's driver improvement analysts in conducting their negligent operator hearings.

5. Basic Research - Research aimed primarily at extending knowledge of the causes of accidents. The relationship between biographical data obtained by questionnaire and the number of accidents exemplifies this purpose.

6. Program Development - As a result of study findings experimental programs aimed at improving the "average" driver are being developed by the Research and Statistics Section for research evaluation and possible implementation.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

This study and the no-action hearing study examined two logically complementary alternatives to the individual hearing and group meeting driver improvement programs. Because there were no clear-cut accident effect differences between the two experimental programs, and probation-by-mail resulted in a greater budgetary savings, the implementation of probation-by-mail was recommended. The program was implemented statewide in July 1979. In 1982, evidence of declining effectiveness led the department to restructure its post licensing control system.

SUPPLEMENTARY INFORMATION:

The 1964 California Driver Record Study was published in 9 volumes:

- Part 1 - An Introduction and Methodological Description (Rpt # 20.1)
- Part 2 - Accidents, Traffic Citations and Negligent Operator Count by Sex (Rpt # 20.2)
- Part 3 - Drivers by Age, Sex and Area of Residence (Rpt # 20.3)
- Part 4 - The Relationship between Concurrent Accidents and Citations (Rpt # 20.4)
- Part 5 - Driver Record by Age, Sex and Marital Status (Rpt # 20.5)
- Part 6 - The Stability of Reported Accidents and Citations (Rpt # 20.6)
- Part 7 - The Relationship between Types of Convictions and Accidents (Rpt # 20.7)
- Part 8 - The Prediction of Accident Involvement Using Concurrent Driver Record Data (Rpt #20.8)
- Part 9 - The Prediction of Accident Involvement from Driver Record and Biographical Data (Rpt # 20.9)