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 <u>Research Studies and Reports</u> 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.

<u>TITLE</u>: The Traffic Safety Impact of TVS Citation Dismissals

DATE: November 1991

AUTHOR(S): Raymond C. Peck & Michael A. Gebers

REPORT NUMBER: 133

NTIS NUMBER: PB92-167527

FUNDING SOURCE: Departmental Budget

PROTECT OBJECTIVE:

To reassess the traffic safety impact of California's policy of dismissing and masking traffic citations in lieu of completing a DMV-licensed traffic violator school program.

SUMMARY:

This study identified and compared two large samples of drivers who had either: (1) completed a TVS (N = 38,131) or (2) been convicted of a traffic violation (N = 23,578) during the period 1987-1989. Prior to adjudication, the TVS group had characteristics that were predictive of a lower subsequent accident expectancy (lower prior accident rate, lower prior conviction rate, higher proportion of females and lower proportion of professional drivers). Despite this finding, the TVS group had sigtlificantly more accidents than did the conviction group in the subsequent one-year period. This difference (7.1%) increased to 10.2% when adjusted for the more favorable preexisting characteristics of the TVS group. At least part of the increase in subsequent accident rate was attributed to the loss in general and specific deterrence resulting from the nonconviction, masked status of the citation. It was estimated, for example, that 13,000 TVS graduates each year avoided DMV license control actions because the dismissals did not receive a point count pursuant to California's negligent operator law (CVC 12810). It was also found that the masked status of the TVS dismissal distorted the actuarial validity of the driver record in estimating a driver's future accident risk and in determining a driver's eligibility for "good driver" discounts pursuant to the state's Insurance Code. The report offers the following two recommendations for lessening the detrimental impact of TVS policy: (a) assign negligent-operator points to all TVS dismissals, and (b) unmask the original TVS dismissal whenever a driver receives a second TVS dismissal or subsequent traffic conviction within 18 months.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

Recommendations have not been implemented.

SUPPLEMENTARY INFORMATION:

Related studies are Peck et al., Report #71; Gebers et al., Report #113; and Gebers, Report #147.