

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: Traffic Conviction- and Accident-Record Facts

DATE: October 1990

AUTHOR(S): Michael A. Gebers

REPORT NUMBER: 127

NTIS NUMBER: PB91-172387

FUNDING SOURCE: Departmental Budget

PROJECT OBJECTIVE:

To provide highway safety administrators, insurance industry representatives, and researchers in the field of traffic safety with information for developing program and policy decisions.

SUMMARY:

This report is an update of a study by Gebers and Peck (Report *tt114*, 1987) and focuses on the prediction of accident risk. The study complements *Teen and Senior Drivers* (Romanowicz & Gebers, Report #126, 1990), which focuses on factors of driver mileage and age. Specifically, this report addresses four areas related to the assessment of traffic accident risk: (1) driver record in relation to gender, (2) the accident-repeater phenomenon, (3) the relationship between accident and conviction frequencies, and (4) strategies for targeting high-risk drivers. Prior findings from the California Driver Record Study series on the relationship between subsequent accident risk and prior driving record were confirmed. The report points out that accident risk increases fairly linearly as a function of prior accidents and prior convictions on a driver record, but the correlations are too low for accurate individual prediction. The relationships are sufficient, however, to identify groups of drivers who represent substantially increased accident risk.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

Not applicable-findings provided continued support for the departmental policy of using neg-op points to trigger driver control actions.

SUPPLEMENTARY INFORMATION:

None.