

TITLE: An Optimum System for Traffic Enforcement/Driver Control-Volumes I through III

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AUTHOR(S): Roy Finkelstein & John McGuire, Sociosystems, GTE - Sylvania, Inc. under contract to DMV

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PROTECT OBTECTIVE:

This study was conducted in response to a 1968 Senate Resolution (SR 160) which directed the California Department of Motor Vehicles to make an in-depth study of functions performed by state traffic enforcement/ driver control agencies..

SUMMARY:

The major recommendation of the four-volume report is that administrative changes should be effected to achieve a more coordinated approach to the traffic safety problem. The main findings and methods of the study are contained in Volume I. Specific recommendations are made for improved driver licensing procedures, post-licensing control activities, better use of driver records and more effective allocation of traffic officers. A more unified approach to penalizing and treating the negligent operator, drunk driver, and other problem drivers is also recommended in the report. Another significant finding of the study was that most suspended / revoked drivers continued to drive and were usually not prosecuted for driving while suspended, even when cited for moving violations. Much of this problem was due to failure or inability of many courts to verify the subject's driving status and driving record prior to adjudication. Another frequent problem was court dismissal of prior drunk driving charges, and other practices which prevented DMV from exercising its revocation authority. The report recommends that an agency be designated to centralize planning and coordination of traffic safety programs, as well as to develop and evaluate more effective accident countermeasures.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

A total of 82 recommendations were made by the consultant. The state's position and the implementation status of the recommendations were summarized in a separate volume (see following report summary). A number of recommendations were implemented, but the majority were not. One of the major recommendations of the study-to consider administrative adjudication of traffic infractions- was implemented in the form of a Senate resolution (Senate Concurrent Resolution 46, 1975). Legislation was passed in 1978 (Assembly Bill 1068, Fazio) establishing an administrative adjudication pilot program in several counties.

SUPPLEMENTARY INFORMATION:

None available.