TITLE: Improved Motorcyclist Licensing and Testing Project

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PROJECT OBJECTIVE:

(1) To determine whether two improved motorcycle licensing programs were more effective in reducing accidents and convictions of novice motorcyclists than the standard program, (2) to determine whether applicant characteristics influenced the accident-reducing effectiveness of the licensing program, (3) to determine the predictive validity of the standard and improved knowledge and drive tests, and (4) to determine the effectiveness of remedial skills training.

SUMMARY:

This report presents the final analyses and evaluation of the relative effectiveness of two improved motorcycle licensing programs compared to California's standard licensing program. The findings are based on a sample of 40,874 original applicants who were randomly assigned to the programs over a three-year period (1976-78). The two improved programs were identical, with the exception that one (program B) required that skill test failures complete a remedial skills training program before retesting. The driver record analyses indicated a statistically significant reduction in motorcycle accident rates during the year after application for each of the two improved licensing programs in comparison with the standard program. The magnitude of the first-year motorcycle accident reductions was 15% for the program incorporating the new tests only and 21 % for the program with new tests and a training component *(p<.001).* Comparisons of the licensing programs on the other criterion measures revealed that the two improved programs did not differ from the standard program in their impact on motorcycle and automobile convictions, automobile accidents, and total accidents and convictions. However, the improved program with remedial training did result in a significant (14%, *p<.05)* reduction in total number of accidents involving an injury or fatality.

IMPLEMENTATION STATUS OF FINDINGS AND RECOMMENDATIONS:

The new written tests and motorcycle handbooks were adopted for statewide use in late 1978. A less costly version of the new test (MOST II), which did not require a range location but could be given in a DMV parking lot, was implemented in several field offices and was evaluated in a subsequent study. It did not prove effective. See Kelsey, Liddicoat, and Ratz, Report #106.

SUPPLEMENTARY INFORMATION:

Anderson, J. The effect of new motorcycle licensing programs and skills training on the driver records of original applicants. *Proceedings of the International Motorcycle Safety Conference, Vol I.* Motorcycle Safety Foundation. Washington, D.C., May 18-23, 1980.

Peck, R. c., Anderson, J., & Ford, J. Improved motorcycle licensing and testing project. Proceedings of the symposium on traffic safety effectiveness (impact) evaluation projects. National Highway Traffic Safety Administration and National Safety Council. Rosemont, Illinois, May 19-21, 1981.

Received NHTSA's Award of Honor in Recognition of Contribution to Traffic Safety Evaluation Research Literature, 1982.

Peck, R. c., Anderson, J. W., & Ford, J. The traffic safety impact of two experimental motorcycle licensing programs. Traffic Safety Evaluation Research Review, 3(1), 21-35, 1984.