



The Long-Term Impact on Repeat Traffic Offenders after completing the NSC Attitudinal Dynamics of Driving Program.

All 50 states and the District of Columbia have penalties for repeat traffic offenders with most following a similar theme: license suspension then reinstatement after fines or fees. But, according to a AAA report, an estimated **66%** of those drivers who have lost their license continue to drive. AAA also reported that unlicensed drivers are almost five times more likely to be in a fatal crash than are validly licensed drivers.

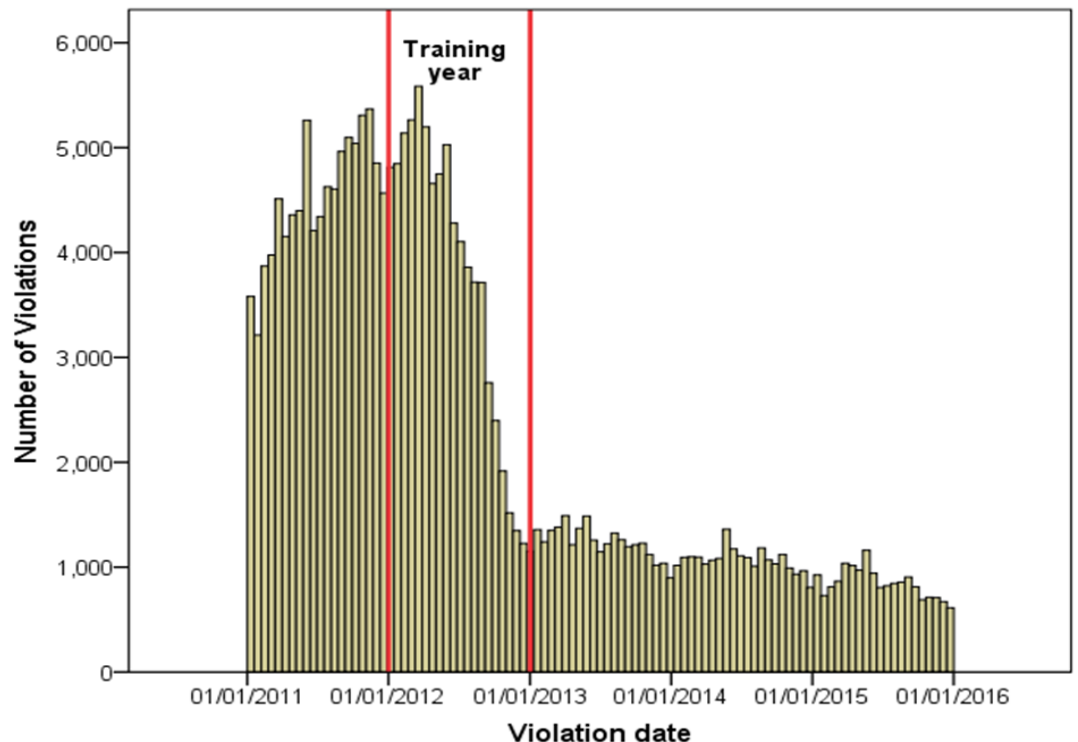
"Massachusetts recognizes that to increase safety for all roadway users we need to do more than simply suspend driving privileges. Education is critical to reducing crashes, injuries and fatalities. The retraining component in some cases allows the operator to avoid suspension entirely; however, for all operators the retraining provides a reality check on the repercussions of continuing to repeat this behavior behind the wheel."

Sara Lavoie, Director of Enforcement Services, Massachusetts Registry of Motor Vehicles

The Commonwealth of Massachusetts has chosen to address those proven problem drivers by requiring them to complete an advanced Driver Retraining Program which may be completed in lieu of suspension or as a mandatory requirement for reinstatement. National Safety Council (NSC) provides the training for this program using its DDC Attitudinal Dynamics of Driving Course, a program **specifically designed to address behavioral change.**

A recent study of this program looked at the long-term impact of the training on these repeat traffic offenders by evaluating the year before the training event and the three years following training. As can be clearly seen, this group of targeted drivers **received dramatically fewer violations** following the training year. Further, these results provide convincing evidence that the decrease in violations persists for at least three years following the training event. **Results showed no evidence of attenuation over time.** Instead, violation experience appears to continue to trend downward even after three years.

Figure 1: Number of violations experienced by target drivers 2011-2015



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Executive Summary

If drivers completed more than one training event during the study period, both the cumulative impact of all training events as well as the improvement associated with each individual training event was assessed. Three categories of motor vehicle incidents were analyzed:

- Major traffic violations
- Minor traffic violations
- Surchargeable violations

The cumulative impact of DDC ADD was assessed by comparing the violation experience one year before the first training event against the first, second, and third years following the last training event. Using this cumulative impact method, the following results were found:

- All participant groups had significantly fewer violations in each of the three years after taking DDC ADD than in the year before (regardless of age group or sex).
- Minor traffic violations **decreased an average of 84%** during the third year following DDC ADD participation compared to the year before training
- Major traffic violations **decreased an average of 78%** during the third year following DDC ADD participation compared to the year before training
- Surchargeable violations **decreased an average of 88%** during the third year following DDC ADD participation compared to the year before training

A second analysis method was used to assess the individual impact of each DDC ADD training event. This analysis method compared the year before and the first, second, and third years after each individual training event (from one training event through six training events).

- Training events one through six are each associated with significantly fewer violations for each of the three years following training compared to the year prior to training. Training events seven through eight had insufficient sample sizes to test.
- Training events one through six are each individually associated with between **84% to 88% decreases** in minor violations during the third year following DDC ADD participation compared to the year before training.
- Training events one through six are each individually associated with between **57% to 79% decreases** in major traffic violations during the third year following DDC ADD participation compared to the year before training. However, not all decreases reached statistical significance.
- Training events one through six are each individually associated with between **85% to 90% decreases** in surchargeable violations during the third year following DDC ADD participation compared to the year before training.

These results highlight two very important aspects of the MA driver improvement program. First, these results provide convincing evidence that the decrease in violations persists for at least three years following the training event. Results showed no evidence of attenuation over time. Instead, violation experience appears to continue to trend downward even after three years. Second, the structure of the MA driver improvement program demonstrates the “Goldilocks Principle” by providing drivers with the “just right” level of training intervention. Drivers with the worst violation records attend more hours of training than drivers with fewer violations. The intensity of the intervention is tailored for each individual driver based on their violation history, so it is not too little or too much.