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An Evaluation of a Community Service Sanction for DWI: The Baton Rouge Community Service Work Program Volume II

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16. Abstract <p>This project examined the deterrent impact of community service as sanction for DWI offenders during a one-year study in Baton Rouge, Louisiana. Since 1983, virtually all DWI offenders in Baton Rouge have been given community service as a sanction in lieu of jail. Beginning in February 1985, a city-wide PI&E campaign was conducted to increase public awareness about the use of community service for DWI offenders. A series of surveys showed that public awareness of the community service sanction for DWI increased significantly during the one-year study period. In general, self-reported data and comparison of annual accident data with other Louisiana jurisdictions failed to indicate any significant change in driving behavior during the study period. A time-series analysis of surrogate measures of alcohol-related accidents did find decreases in some measures (single vehicle fatal and injury accidents, and percent of drivers who had been drinking in fatal and injury accidents). Specific deterrence was examined by comparing the driving records of two groups of DWI offenders categorized by whether they had received community service as a sanction or not. Comparison of the two groups failed to indicate any significant differences. Interviews with key personnel throughout the adjudication system did not reveal any major organizational or operational problems with the implementation and use of community service in Baton Rouge.</p>			
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AN EVALUATION OF A COMMUNITY SERVICE SANCTION FOR DWI:
THE BATON ROUGE COMMUNITY SERVICE WORK PROGRAM

Chapter 1: INTRODUCTION AND SUMMARY

Introduction

During recent years there has been a dramatic increase in public interest concerning the control of the drinking driver. This has provided support to the on-going concern of public officials and their desire to seek solutions to this problem. Mass media attention has focused on the terrible toll exacted in human suffering by alcohol-related crashes, and President Reagan identified the national importance of the problem with creation of the Presidential Commission on Drunk Driving. Public officials with responsibility for traffic safety have responded with calls for new enforcement initiatives and new legislation. Since 1980, numerous states have passed or implemented legislation aimed at the drinking driver. Specific actions include provisions for stiffer fines, mandatory jail sentences, improved recordkeeping, streamlined administrative procedures, and higher drinking ages.

Although these actions indicate that there is widespread support for public action, observers of public policy in the DWI* area have also noted the problem of rapid change without adequate knowledge. Addressing this issue with regard to DWI rehabilitative treatment programs, Hagen (1978) noted:

The recent proliferation of rehabilitation or treatment programs for drivers convicted of DUI exemplifies a "shotgun" approach rather than one aimed at improving license controls. To enhance the probability of developing successful countermeasures, we must first understand the impact of existing countermeasures. . .

Due to a lack of understanding of the total system involved in effecting deterrence for DWI, some changes have been made in one part of the system which have created problems elsewhere in the system. One example is the use of mandatory jail sentences for DWI offenders. This is viewed as excessive punishment by some judges who believe it places an undue burden on already overcrowded facilities. With limited options available to them, some judges are more lenient in allowing a reduction of a DWI charge through plea bargaining, thus eliminating or reducing the specific and general deterrence value of the original sanction. This, and other considerations, has lead to

*The acronyms DWI (Driving While Intoxicated) and DUI (Driving Under the Influence) are used interchangeably in this report.

the search for alternatives to the use of traditional sanctions (i.e., jail, fine, license action) for DWI. Several have been implemented, but little is known about the experience, program attributes, and effectiveness of these alternatives.

To address this lack of information, the Office of Driver and Pedestrian Research of the National Highway Traffic Safety Administration issued Solicitation No. DTNH22-83-R-07276 entitled, "Deterrence Value of Alternative Sanctions for DWI" (DVAS) to sponsor a field study of the effectiveness of non-traditional sanctions for DWI*. This document is the final report of the research conducted under that solicitation. Prime contractor for the study was The Traffic Institute of Northwestern University. Major subcontractor support was provided by PVM Associates, Incorporated. Field site for the study was Baton Rouge, Louisiana. On-site field work began in late 1984 and ended in early 1986.

Deterrence Theory

Using legal means to control drinking and driving is based on a belief in the deterrence theory of legal sanctions. General deterrence refers to influencing people to refrain from drinking and driving to avoid the legal consequences. General deterrence is based on a threat that is perceived but has not been directly experienced. The conceptual basis for the general deterrence model is the belief that the effectiveness of the sanction is related to the perceived certainty, severity, and celerity of punishment. For any sanction to be effective as a general deterrent, it must first be perceived by the driving public and then that perception must affect a change in driving behavior.

Specific deterrence refers to the impact of a sanction upon the subsequent behavior of offenders who have received that sanction. The effectiveness of a sanction, as a specific deterrent, is measured in terms of the recidivism patterns of sanctioned offenders.

Project Purpose and Overview

The purpose of the DVAS project was to increase understanding about the deterrence value of alternative sanctions for DWI. Although a number of non-traditional sanctions have been proposed for DWI offenders, this project focused only on community service since it is, by far, the most widely used non-traditional sanction for DWI offenders.

Three key questions were addressed by the project:

1. Is community service an effective general deterrent for DWI?
2. Is community service an effective specific deterrent for DWI? and

*Throughout this document, the expression "DVAS project" is used to refer to work conducted under this solicitation.

3. What impact does the use of the community service sanction have on all elements of the adjudication system (i.e., enforcement, prosecution, judicial)?

Secondary issues addressed included:

- What factors limit or enhance the effectiveness of community service as a general or specific deterrent for DWI? and
- What conditions are important for the successful implementation and operation of a community service program?

The community service sanction examined for this study was the Community Service Work Program (CSWP) administered by the Probation and Rehabilitation Division of the City Court of Baton Rouge. This program was initiated in 1983 and has exhibited steady growth and acceptance by the community. Vital to the growth of this program was the strong support of the Baton Rouge City Court under the leadership of the Senior Judge, Darrell D. White. In 1983, the City Court adopted a policy of using community service as a sanction for virtually all first and second-time DWI offenders. First-time offenders must perform 32 hours of service; second-time offenders must serve 240 hours.

Methodology

The DVAS project assessed the effectiveness of community service as a sanction for DWI by examining its impact on (1) general deterrence, (2) specific deterrence and (3) the adjudication system. The following paragraphs briefly describe the methodology used for each area.

General deterrence. Since general deterrence relies upon public awareness of and understanding about the consequences of driving while intoxicated, the DVAS project coordinated a one year, city-wide public information campaign in Baton Rouge. (The community service program had received little media attention during its first two years of operation and initial project surveys indicated a low level public awareness.) The general deterrence effectiveness of the community service sanction was measured in two ways:

1. Three waves of questionnaires and interviews were administered during the one year on-site period. These surveys were designed to detect changes in public awareness, understanding, and attitudes about community service as a sanction for DWI, and were also designed to detect self-reported changes in drinking and driving behavior.
2. Annual and monthly accident and citation data for the City of Baton Rouge both before and after initiation of the one-year public information campaign were collected and analyzed to measure changes in driving behavior.

Specific deterrence. To assess the specific deterrence impact of the community service sanction on DWI offenders, the pre- and post-driving

records of two groups of sanctioned DWI offenders were compared. The first group consisted of offenders who had been sanctioned in 1982 before the City Court began using the community service sanction. The second group consisted of DWI offenders, sanctioned in 1984, all of whom had received community service as a sanction.

Impact on the adjudication system. Examination of the impact of the community service sanction on the adjudication system was based on a series of interviews with personnel in the judicial, prosecutorial, enforcement, and probation departments in the city of Baton Rouge. In most cases, interviews were conducted at both the beginning and end of the field test period to ascertain the impact of the public information campaign as perceived by personnel within the adjudication system. Where possible, relevant process and administrative data were also collected.

Project Products

During the course of the project, a variety of public information materials were produced either by project personnel or by local officials under project direction. These materials were designed to inform the public about the use of community service as a sanction for DWI offenders in the city of Baton Rouge. These materials included television, radio, and print public service announcements (PSAs); press releases; billboards; posters; and brochures. This document, the Final Report, describes the project activities, evaluation methodologies, analysis procedures, and study results. An overview of the project is presented in the Executive Summary. The project also produced an interim report entitled, "Review of Past and Current Evaluations of Alternative Sanctioning Programs for DWI Offenders and an Annotated Bibliography."

Outline of the Final Report

This document is divided in six chapters and four appendixes. The remainder of this chapter presents a brief summary of project activities and findings. Background about the city of Baton Rouge, the adjudication system for DWI offenders, and the Community Work Service Program are presented in Chapter 2. The public information program is described in Chapter 3. The remaining three chapters each deal with one aspect of the evaluation of the community service sanction. Chapter 4 examines the general deterrence impact of the sanction. The chapter is divided into two parts. The first deals with changes in public awareness and the second addresses changes in drinking and driving behavior. Chapter 5 discusses the specific deterrent impact of the community service sanction, and Chapter 6 reports on the impact of the community service program on the adjudication system in Baton Rouge. A review of the relevant literature is presented in the interim report cited above.

Summary

The DVAS project performed an intensive one-year assessment of the effectiveness of the Baton Rouge Community Service Work Program (CSWP) as an alternative sanction for DWI offenders. The City Court of Baton Rouge initiated the CSWP in 1982 and has since adopted a policy of assigning community service to all first and second-time DWI offenders in lieu of a jail sentence. During the one-year on-site period (March 1985 - February 1986), the project designed and coordinated a city-wide PI&E campaign to increase public awareness of and understanding about the use of community service as a sanction for DWI offenders in Baton Rouge. Production and distribution costs for the campaign were provided largely by volunteer local sources. No modifications were made in the operation of the Baton Rouge CSWP during the on-site period. Three assessment areas were examined: (1) the general deterrent impact of the CSWP, (2) the specific deterrent impact of the CSWP, and (3) the impact of the CSWP on the adjudication system of Baton Rouge.

PI&E Campaign

Effectiveness of the PI&E campaign was assessed by a series of survey questionnaires and interviews of drivers in Baton Rouge who admitted to drinking and then driving within three hours. Three waves of questionnaires and interviews were used to monitor changes in public awareness over the one-year period. Analysis of the survey data indicated that there were significant increases in (1) public awareness of the use of community service as a sanction for DWI and (2) the perceived impact of the sanction as a strong deterrent to DWI behavior. These positive results, however, are tempered by the following observations:

1. Initial driver awareness of the use of community service as a DWI sanction was quite low. This was a factor in the selection of Baton Rouge as the test site and greatly enhanced the likelihood that significant public awareness gains would be obtained.
2. Even at the end of the one-year on-site period, public awareness of the community service sanction, despite significant gains, was still less than awareness levels for the traditional DWI sanctions of jail, fine, and license actions.
3. Among persons who did indicate an awareness of the community service sanction, only 50% said it "strongly influenced" them to avoid violating Louisiana's DWI law.

General Deterrence

Three assessment techniques were used to examine the general deterrent impact of the Baton Rouge CSWP: (1) self-reported changes in driving behavior based on survey data from the questionnaires and interviews, (2) comparisons of annual accident data from Baton Rouge and East Baton Rouge Parish with selected Louisiana cities and parishes, and (3) time series analyses of monthly accident data for the city of Baton Rouge.

The preponderance of evidence suggests that, with few exceptions, no general deterrent impact occurred during the one-year test period. This conclusion is supported by the absence of changes in self-reported driving behavior and comparison of annual accident data for Baton Rouge with other Louisiana cities and parishes. The only assessment results that yielded mixed findings were the time series analyses of five surrogate measures of alcohol-related accidents. All five series were based on 65 months of data that spanned the period January 1981 - May 1986. The analyses revealed a significant impact by the DVAS project on the percent of single vehicle fatal and injury accidents (7.9% reduction) and on the percent of drivers who had been drinking in fatal and injury accidents (18.9% reduction). No impact, however, was found on the percent of fatal and injury accidents, the percent of single vehicle accidents, or on the percent of nighttime accidents (8 p.m. - 4 a.m.).

Specific Deterrence

The specific deterrent impact of the Baton Rouge CSWP was assessed by comparing the driving records of a group of sanctioned offenders from 1984, all of whom had received community service, with the driving records of a group of sanctioned offenders from 1982, none of whom had received community service. Both first and second offenders were examined and the number of accidents and hazardous traffic citations was collected for each offender for a specific period both before and after his/her DWI conviction. Insufficient numbers of second offenders and questions about the comparability of accident data limited the interpretation of the results. Examining only the number of before and after traffic citations for first-time offenders, no significant change between the 1982 and 1984 groups was detected. When traffic citations were subdivided into alcohol-related and non alcohol-related, however, a significant reduction in alcohol-related citations in the 1984 group was found. This encouraging result must be accepted tentatively, however, because of the small number of alcohol-related citations that appeared in the 1982 and 1984 samples.

Impact on the Adjudications System

A series of interviews with personnel in the police, the City Court, the Probation Division, and the City Court Clerk/Administrator's office were used to collect information about the impact of the Baton Rouge CWSP on the adjudication system. Each person was interviewed twice, once at the beginning of

the one-year on-site period, and a second time near the end of the project. In general, the information collected revealed no substantive impacts on the system:

- City Court personnel reported no changes in case processing time and a slight increase in guilty pleas.
- Police and prosecution personnel endorsed the use of community service as a sanction, but voiced some reservations about its effectiveness as a specific deterrent in comparison to other more traditional sanctions.
- In general, community service referral agencies that had used offenders were pleased with the results.
- Probation Division personnel reported that, although their overall workload had not increased, implementation of the sanction had required modification of their client intake and assessment procedures. The most serious problem to date had been the difficulty in monitoring client performance at the work site.

Observations

Statistical results, reported in isolation, can often fail to adequately portray the strengths, weaknesses, limitations, and nuances that always color the canvas on which any study is painted. This project is no different. Many questions are still unanswered. The following observations are offered as a means to more realistically integrate the activities, analyses, and results reported above and in the remainder of this document.

1. In assessing the results of the PI&E campaign, the relationship between the level of public awareness and influence of the community service sanction to the length and intensity of the PI&E campaign remains unknown. One year of campaigning did yield significant results. Could additional time or more intensive efforts have produced even greater gains? Answers to these questions would appear to be critical if accurate assessments in terms of cost-benefit analyses are to be performed to evaluate the general deterrence model.
2. A number of issues in the study suggest that the general deterrent impact of community service (and perhaps all sanctions to a greater or lesser degree) varies among different subpopulation groups by age, sex, education, and other demographic factors. If true, this suggests that searches for single sanctions with universal general deterrent impact will almost always be unsuccessful. It may be that the very diversity that characterizes our society calls for creative mixtures of sanctions that can be tailored to specific subpopulations. This is, of course, not an easy concept to

implement in a legal environment that seeks to provide equal protection for everyone, regardless of age, sex, education, etc.

3. In general, the results of this project suggest that while PI&E efforts can increase public awareness of and reaction to the community service sanction, the sanction does not appear to have the general deterrent impact of fines, jail, or license action. This lesser impact, however, must be weighed by policy makers against the rehabilitative and social gains realized by having clients perform constructive work in the community. It is a form of restitution that may, in the long run, reap greater benefits than the short-term gains derived from the use of traditional DWI sanctions.

Chapter 2: DESCRIPTION OF THE CITY OF BATON ROUGE AND THE LAW ENFORCEMENT, JUDICIAL, AND DISPOSITION SYSTEMS

Introduction

The City of Baton Rouge is the capitol of the State of Louisiana and is located within East Baton Rouge Parish. In Louisiana, a "parish" is equivalent to a "county" as a political and geographic subdivision of the state. The nearest larger political jurisdiction is Orleans Parish (New Orleans), 70 miles to the southeast.

According to the World Almanac 1986, the population of the City of Baton Rouge is 220,394. This compares to a total population of East Baton Rouge Parish of 400,500, according to the Rand McNally Commercial Atlas and Marketing Guide 1986. The core city has large concentrations of high rise buildings and adjacent heavy industry. While the core area is quite compact, it tapers rapidly to a narrow ring of suburbs and rural area.

Relative to the entire state, the City of Baton Rouge is a prosperous area. It has a higher than average percentage of blue collar employment due to the presence of major petrochemical industries in the area. This is balanced by the presence of Louisiana State University (LSU) and state governmental agencies with their concentrations of white collar business and professional persons. The area has a large college student population due to the presence of LSU and Southern University.

Three major television networks, nine commercial radio stations, and one public broadcasting station are represented in the City of Baton Rouge. There are two daily papers: the Morning Advocate and the State Times (evening). Both are operated by the same company and have wide circulations. There is also a daily newspaper circulated on the campus of Louisiana State University, and a cable TV network program guide that carries ads and public service announcements. A number of other weekly and monthly newspapers with limited readership are distributed in the area.

Baton Rouge is an isolated media market. Although it is only 70 miles from New Orleans, because of the strength and orientation of broadcasts, New Orleans stations are not generally received in the Baton Rouge area. Cable TV is available and growing rapidly. It carries movies, news, sports, and "superstations" (Atlanta, Chicago, New York, etc.), most of which play primarily movies and sports. Cable access to New Orleans stations is not available at the present time.

DWI Enforcement System

In 1985 there were approximately 800 employees in the Baton Rouge Police Department (600 sworn officers and 200 civilians). Approximately 200 non-supervisory officers were assigned to traffic law enforcement. Due to a series of budget cuts since 1981, overall personnel strength of the Department has declined steadily.

Support for the DWI enforcement efforts of the Department has, for the most part, been obtained out of its normal budget. The number of officers assigned to DWI enforcement activities has varied since 1980, as funds have been available or not available, to pay overtime to officers engaged in this activity. The Department has viewed DWI enforcement activities as enhanced or selective enforcement--out of the ordinary routine of police activities--and, therefore, has approached manpower allocation in this area as dependent upon the availability of funds for the payment of overtime hours devoted to the activity.

During a normal DWI stop, a police officer will determine whether he/she has cause to make an arrest for DWI by observing the person's mannerisms, appearance, and responses to initial at-the-scene questioning. If the officer determines that probable cause exists to make an arrest for DWI, a special van is called to the scene for chemical testing.

Both field sobriety tests and intoximeter tests are videotaped for use as evidence in the City Court of Baton Rouge if the case goes to trial. Representatives of the police, prosecution, and adjudication systems expressed the opinion that videotaping is one reason that approximately 90% of DWI arrestees in the City of Baton Rouge plead guilty. The videotape evidence is readily accepted by City Court judges if the proper legal foundation for its consideration as evidence is laid in specific cases (i.e., in those that go to trial). The videotape is routinely made available to the defendant and his attorney before arraignment. The impact of seeing one's self performing the field sobriety tests can be devastating.

Discussions with police officials indicates that there is relatively limited training for Baton Rouge police officers on alcohol enforcement, identification, and apprehension techniques other than training on the use of chemical test machine and videotaping equipment. Training on identification and apprehension techniques is conducted on an informal basis during shift-change roll calls, rather than in a formal classroom setting. Print materials on such techniques are available for use by police officers assigned to DWI enforcement activities.

In September 1983, a Mayor-President's Task Force was created by Baton Rouge Mayor Pat Screen. It was composed of both government officials and concerned citizens from the Baton Rouge area who were aroused by the DWI problem. In June, 1984, the Task Force issued a report containing several

recommendations directed to the law enforcement, prosecution, adjudication, and education and prevention segments of the community. The report called for vigorous selective enforcement and adjudication of the DWI laws by police, prosecutors, and City Court judges.

In 1984, the Baton Rouge DWI Public Information Center (originally known as the "DWI Target of Opportunity Project") was formed. Its purpose was to stimulate a concerted effort among existing groups, agencies, and individuals combating the DWI problem by raising the level of public awareness about issues concerning drinking and driving. It identified six major Target Objectives:

- General Deterrence (short term) - Conducting programs oriented toward deterring the majority of drunk drivers who are never arrested.
- Community Focus - Placing program emphasis and responsibility at the local community level.
- Systems Approach - Integrating and coordinating enforcement, prosecution, adjudication, referral and treatment, public information and education, and training into one cooperative network on the local level.
- Financial Self Sufficiency - Assessing fines, court costs, treatment, tuition fees, etc., on convicted offenders to defray the costs of local community programs.
- Citizen Support - Generating organizational and individual support for comprehensive community programs in order to provide a more unified approach for increased anti-DWI activities.
- Prevention (long term) - Efforts toward changing societal attitudes about drinking through long term prevention measures and in educational programs regarding appropriate and responsible drinking behaviors.

These two factors--the recommendations of the Mayor-President's Task Force and the Target Objectives of the Baton Rouge DWI Public Information Center--stimulated the police to adopt more aggressive selective enforcement techniques targeted at DWI offenders. According to the "Summary of Traffic Enforcement Activity" reports issued annually by the Baton Rouge Police Department, the number of DWI arrests was 2,012 for 1982, 1,659 for 1983, 2,273 for 1984, and 1,468 for 1985. The 1983 drop in arrests was due to budgetary constraints that restricted the use of overtime funds for DWI enforcement activity in early 1983.

In April 1983, funds again became available from the State of Louisiana and the federal government for the payment of overtime to police officers on special weekend enforcement teams. The enhanced enforcement program, funded by

monies from outside the Baton Rouge Police Department, continued in 1984 and 1985. In April 1985, the combined state-federal funding for the enhanced DWI enforcement activity was sharply cut back, leading to a decline in the total number of DWI arrests. As of December 1985, it was the intention of the Baton Rouge Chief of Police to keep the activity level of the special DWI enforcement program as high as could be maintained within current budget restraints, while at the same time attempting to restore outside funding.

DWI Judicial and Disposition System

The two major components of the judicial and disposition system in the City of Baton Rouge are the Baton Rouge City Court and the Baton Rouge City Court Department of Probation and Rehabilitation.

The City Court has trial jurisdiction for all city ordinance violations and state misdemeanor offenses. It does not, however, have trial jurisdiction for state felony offenses. The judges of the City Court are elected officials.

The Probation Department is not an independent executive branch agency of government in the City of Baton Rouge. Instead, it is a judicial branch agency, under the jurisdiction of the City Court of Baton Rouge. The Clerk/Judicial Administrator, who is the chief executive officer of the Probation Department, is appointed by the City Court judges and serves at their pleasure. The City Court judges are responsible for the budget and operations of the Probation Department. The personnel of the Probation Department, however, have city civil service status.

The prosecutorial function in the City Court of Baton Rouge is performed by the Office of the City Prosecutor. The City Prosecutor is appointed by the Parish Attorney, with the approval of the City Council. The scope of his duties is limited to representing the City at arraignments, preliminary hearings (probable cause) and trials of city ordinance and misdemeanor offenses in the City Court of Baton Rouge.

The Baton Rouge City Court, the Probation Department, and the City Prosecutor's office are located at 1100 Laurel Street, in a converted school building. It is approximately one mile from the East Baton Rouge Parish District Court and the East Baton Rouge Parish District Attorney's Office, which are located in a relatively new government building complex in downtown Baton Rouge, at 222 St. Louis Street.

In the 1982 session of the Louisiana legislature, a new DWI statute was passed which increased the penalties for DWI conviction and approved the use of community service as a sentencing sanction. The new statute, which took effect on January 1, 1983, permits City Court judges to give 32 hours of community service to first time offenders and 240 hours of community service to second offenders (see Appendix A).

By virtue of local municipality home rule power, the City of Baton Rouge also passed a new DWI ordinance, effective January 1, 1983, to coincide with the new state law. The city ordinance tracks the penalty and community service sanction provisions of the state statute (see Appendix B). Shortly before the new state statute and city ordinance went into effect, the City Court adopted a policy that, as of January 1, 1983, community service would be given to all first and second DWI offenders, rather than a jail term, unless there were extenuating circumstances.

As noted, after a driver suspected of DWI is pulled over by a Baton Rouge police officer, a special DWI van is called to the scene. Field sobriety tests are administered and videotaped in the van. A breath test is requested (there is a 180-day license suspension under state law for refusal to take the breath test). If the test is taken and failed, administrative per se applies. This means that the driver's license is taken by the police and suspended for 90 days with no privileges. A receipt citation is given which allows the person to drive for 30 days. A person has a right to an administrative hearing within 10 days. After the person is arrested, he/she is then transported to the city jail, and the vehicle is towed to a city impoundment facility. The person is permitted two phone calls and is usually bonded immediately by family or a bondsman.

The defendant's arraignment in City Court is scheduled within three weeks of his/her arrest. At the arraignment, a plea of guilty is usually entered because of the breath test and videotape evidence which is available for inspection by the defendant. A sentencing date is set within six weeks. For the interim, the defendant is ordered to report to the Probation Department to attend DWI School and to be assigned to community service work.

For those defendants who do not plead guilty, a trial is typically held within two weeks of the arraignment, unless the defendant or the City Prosecutor request a continuance. If the defendant is found guilty, the City Court judge may enter the same disposition that he/she typically does for first and second offenders (i.e., community service work), or the judge may invoke the jail provisions of the statute or ordinance. Some defendants mistakenly believe that they will not receive community service work if they do plead not guilty; this belief, along with the videotape evidence, probably accounts for the high rate of guilty pleas for both first and second offender categories. Since the number of community service work hours to be performed by second offenders is 240 (compared to only 32 for first offenders), some second offenders decide to take their "chances" on a trial to avoid the burden of 240 hours. Despite offender beliefs, City Court judges routinely use community service work for both first and second offenders, as a matter of policy.

Defendants report for intake at the Probation Department immediately following their arraignment and guilty plea, or conviction after trial. Attendance at DWI school and an intake interview is scheduled. At the interview, alcohol screening is performed by probation personnel and each defendant is classified as a social, habitual, or abusive drinker. This report is used by

the judge to make additional orders for treatment at sentencing. Referral is then made by Probation Department personnel to a community service job, usually matching the defendant's capabilities, availability, and transportation needs with available positions. Community service work is performed, together with the DWI school, before sentencing. A proof of performance slip is kept by the defendant and certified by his supervisor.

After completion of community service work, the defendant returns to City Court for sentencing. At sentencing, assuming that the community service work and DWI school have been completed, a fine is ordered (typically \$350.00), with additional conditions for treatment depending on the results of the alcohol screening. The jail sentence of 10 days (30 days for second offenders) is suspended. This latter point is the key feature of the program. Since the jail sentence is suspended upon successful performance of community service, the community service sanction is used as an alternative sanction to jail for DWI offenders.

If an offender--whether first or second--has not successfully completed his/her community service assignment upon return to the City Court for sentencing, the judge may invoke one of several possible options: (1) supervised probation with attached conditions; (2) unsupervised probation; (3) a fine; (4) a jail sentence; (5) additional time to perform community service; or (6) any combination of these options.

In some cases, the Court may order the performance of additional community service, even though the defendant has performed the required minimum of 32 or 240 hours. In that event, the case proceeds under supervised probation. The entire City Court and Probation Department process is illustrated by the flow chart that appears in Appendix C.

Community Service Work Program

The Community Service Work Program administered by the Probation Department is an outgrowth of a program first launched in 1980 called the "Litter Detail." The Litter Detail was originally devised to help address the overcrowding problem in the East Baton Rouge jail and has been used almost exclusively for jail-bound criminals. All workers are assigned to pick up litter, very often in public places. It has a public image not unlike that of a "chain gang."

When the new DWI laws went into effect on January 1, 1983, they provided for mandatory, minimum jail sentences that could be suspended only after two conditions were met: (1) successful attendance at DWI school, and (2) successful completion of 32 or 240 hours of community service work. Following passage of the new DWI laws but prior to their implementation, the City Court judges recognized that new court sentencing policies were needed. First, they felt that, in the majority of cases, DWI offenders should not go to jail.

This belief was buttressed by the critical jail overcrowding problem in the East Baton Rouge jail. The judges also felt that the Litter Detail was more of a punitive measure and did not conform to their interpretation of "rehabilitation."

As a result of the above conditions, the Community Service Work Program was established in April 1982, nine months before the new state and local laws took effect. The program was developed by Milton "Mickey" Skyring, the City Court/Clerk Administrator, in consultation with the judges and Mary Millsap, Chief Probation Officer. Skyring became the chief official responsible for the program and Millsap was designated as program supervisor.

The most significant feature of the new program has been that community service assignments are matched with the skills of clients. By doing this, the City Court judges believe that the value of hours served can be maximized and rehabilitative potential will be increased. In addition, clients are not subjected to the kinds of negative public exposure resulting from assignment to the Litter Detail. In effect, the use of the Community Service Work Program has discarded most of the punitive aspects of the Litter Detail in favor of rehabilitation, and rejected jail as a sanction for most DWI offenders.

The program is intended to be self-supporting; i.e., the value of community service performed is expected to exceed operating costs. In fact, it appears that the program provides considerable value to the community, and in light of this, local authorities have been disposed to increase funding for the program. Two additional probation officer positions have been added to keep up with the caseload, and \$40,000 has been allocated for new computer equipment to assist in tracking clients. The list of placement agencies used for the Community Service Work Program, as of October 1985, is shown in Appendix D.

Chapter 3: PUBLIC INFORMATION ACTIVITIES

Introduction

This chapter summarizes the planning, development, and implementation of the public information and education (PI&E) program. PI&E was of central importance to this project because it constituted the only intervention in the Baton Rouge project site. Accordingly, project impacts, highlighted in this report, reflect PI&E interventions exclusively.

Overall Role of PI&E in the Project

Why Baton Rouge Was Chosen As A Site

The Baton Rouge Community Service Work Program was chosen for study because it was an established and well-functioning community service program; had no unusual administrative structures, organization, or governmental framework that would limit the transferability of community service features to other localities; and was similar enough to a large number of communities so that the transferability of project findings would be maximized. Additionally, City Court policy insured that almost all first and second DWI offenders were sentenced to community service, thereby permitting the project to focus its evaluation upon the deterrence value of community service. Finally, public awareness of community service as a sanction for DWI was low in Baton Rouge before the project started, thus providing the potential for significant increases in public awareness through an active PI&E campaign. Also important was the fact that local officials were interested in the project objectives and were willing to provide local support.

Specific Goals and Objectives

The goal of the PI&E program was to promote community service as a general and specific deterrent to DWI. Within local conditions, the operational objective of the project was to plan, design, and implement a PI&E program to increase public awareness of community service as a sanction for DWI. The project did not design or implement a community service program, nor did it provide funding for personnel or equipment to implement the PI&E program.

The goal of the PI&E program was consistent with the general deterrence model; namely, if more people are made aware of the certainty, severity, and celerity of sanctions, (in this case, community service), more people will be deterred from DWI offenses. A secondary goal was to deter recidivism by first time DWI offenders by making them more aware of the penalties for repeat offenders.

There were nine primary and secondary objectives for the PI&E program. They were:

Primary Objectives

1. To inform the public about the Community Service Work Program.
2. To decrease the incidence of first offenses by explaining the details of the community service penalty for first offenders.
3. To decrease the incidence of recidivism by explaining the details of the community service penalty for second offenders.
4. To emphasize that the community service penalty is swift and sure; and that it is a real penalty.
5. To emphasize that community service assignments are closely monitored to ensure they are carried out; and that non-cooperators are penalized.

Secondary Objectives

6. To explain that the community service program is part of a comprehensive campaign to reduce DWI.
7. To increase public support by explaining that community service:
 - is not a reduced sanction.
 - is a constructive alternative to other sanctions, and has a rehabilitative effect.
8. To encourage potential employers to provide community service jobs; and to provide information on the capabilities of community service clients.
9. To describe the positive results of the Community Service Work Program in terms of numbers of community service cases, and general and specific deterrence.

PI & E Implementation Plan

Overall structure

A PI&E implementation plan was developed in consultation with personnel of the Baton Rouge City Court and project personnel during January 1985. Development of the plan began with a specification of the goals and objectives cited above. Objectives were grouped into a limited set of themes that formed the conceptual components of the implementation plan. Within each theme, PI&E messages were identified. Each theme, with its supporting messages, was packaged into a campaign with the specification of PI&E materials and activities. The PI&E implementation plan was completed with a schedule showing a logical order of campaigns and messages/materials within campaigns.

Themes and Messages

The objectives were expressed in a set of six themes. Each theme was subdivided into individual messages designed to capture the public's attention and to address appropriate objectives. Table 3-1 shows an outline of the six themes with supporting objectives.

Materials and Activities

PI&E materials and activities were designed for each message shown in Table 3-1. These materials and activities were then integrated and scheduled to form six separate campaigns. Campaign 1 described the community service program. Campaigns 2 and 3 explained community service penalties for first and second offenders. Campaign 4 was designed to promote the Community Service Work Program, and Campaign 5 encouraged participation in the program. Campaign 6 was planned to publicize the results of the Community Service Work Program.

The scheduling of campaigns was guided by three factors. First, the campaigns introducing the program and encouraging support and participation were scheduled at or near the beginning of the program. Second, materials were scheduled so that production deadlines could be met. Third, all campaigns were scheduled to be launched as early as possible so that their impact could be felt throughout the life of the project. The schedule for conducting the campaigns is shown in Figure 3-1.

Table 3-1

THEMES AND MESSAGES OF THE PI&E CAMPAIGN

Theme I. What is Community Service?

- A. DWI is a major problem that must be addressed.
- B. Penalties are needed to deter people from DWI.
- C. Community service is one of these penalties.
- D. Community service is (explain sanction here).

Theme II. How is Community Service Imposed on First Offenders?

- A. Court appearance.
- B. Report to City Probation Office.
- C. Assigned to community service (32 hours).
- D. Supervised during the course of this work.
- E. Required to complete hours within 60 days.
- F. Other penalties.
- G. 10 days jail for failure to complete community service.

Theme III. How is Community Service Imposed on Second Offenders?

- A. Court appearance.
- B. Report to City Probation Office.
- C. Assigned to community service (240 hours).
- D. Supervised during the course of this work.
- E. Placed on probation.
- F. Other penalties.
- G. 30 days jail for failure to complete community service.

Theme IV. Promotion of the Community Service Program.

- A. Community service is part of big push to reduce DWI.
- B. Community service is not a reduced sanction.
- C. Community service is a constructive alternative.
- D. Community service has a rehabilitative impact.

Theme V. Encourage Participation in the Community Service Program.

- A. To make the program work, we need your support.
- B. We need you to provide community service jobs.
- C. Work of community service clients has economic value.
- D. Participation has social benefits.

Theme VI. Present the Results of the Community Service Program.

- A. Program is working to reduce DWI offenses and crashes.
 - B. Program has provided economic value to the community.
 - C. Program has successfully served a number of clients.
-

Plan Implementation

The project did not provide funding to employ local personnel to implement the PI&E effort. Accordingly, PI&E programs were implemented using a combination of project staff and unpaid local personnel. Most of the local effort was furnished by the Baton Rouge City Court which was the designated local lead agency for the project. An agreement was negotiated with the City Court whereby it would provide implementation support in exchange for publicity for the Community Service Work Program.

Month-by-Month Activity

The PI&E program plan was designed with local personnel at the end of 1984 and was launched in mid-February of the following year. The program continued through February of 1986. The plan called for emphasis to be placed on media relations. This, it was expected, would encourage news coverage which would, in turn, support project activities.

Toward this end, a pre-implementation media briefing was held in January 1985. Its purpose was to obtain input from media representatives about effective ways to communicate information to the public about community service, and to establish media contacts and support for the program. Media representatives were invited to the briefing on a nondisclosure basis, i.e., they were asked not to publicize the briefing since it was to be a planning session only and formal program kickoff was scheduled for February 1985.

Actual kickoff of the project occurred at a press conference on February 15, 1985. This conference was sponsored by the City Court Judges, the Clerk of the City Court, and the Chief Probation Officer. Media representatives were invited to the conference with a letter and press release, both prepared by the project. Each invitation was followed up with a telephone confirmation by local personnel. Most major media outlets were represented. Attendees were given a media kit which contained a program description, fact sheet, and information about Louisiana's DWI law and the Baton Rouge Community Service Work Program. Presentations were given by the Chief Judge, the Clerk of the City Court, and the Chief Probation Officer. Coverage of the event was provided on two local TV news programs and in two newspaper articles.

The media relations plan called for initiatives to be taken for the placement of public service announcements (PSAs). The initial step was personal visits with public service directors at each local media outlet. The purpose of these meetings was to convince the directors of the need to curb DWI, to inform them about the Community Service Work Program, and to encourage them to carry PSAs. Secondary purposes were to ask some of the outlets to assist in producing spots, and to request all outlets to keep track of the number of times project spots were used. The initial visits occurred during the period January through April 1985. The second step in placing public service announcements was to deliver the spots to each outlet. Again, personal visits were

used to provide additional encouragement to each media outlet to place project spots. These follow-up visits were made throughout the life of the project, primarily by local personnel. The third step was to place phone calls to the media outlets to obtain information on the number of times each spot was used and to encourage further use of each spot. This third step was assigned to local personnel, but was carried out on an irregular basis.

The first two radio PSAs, addressing Campaign 1 (What Is Community Service?), were produced and distributed during March 1985. They were distributed in the form of announcer copy in 10, 20 and 30 second versions. The next two radio PSAs, addressing Campaign 2 (How Is Community Service Imposed On First Offenders?), were produced and distributed in April.

The first TV PSA, addressing Campaign 2, was produced locally by Channel 9 in April 1985. A second TV PSA, also addressing Campaign 2, was prepared in July 1985 and produced in August. Airing of the second TV PSA began in September and, together with the first TV PSA, continued for the duration of the project.

A press release was issued in May 1985. This provided survey results from the first interview wave conducted in February. News coverage of the release was provided by newspapers. This coverage highlighted the finding that community service was not viewed as a significant deterrent to DWI by most people.

On-site project activities slowed considerably during June and July of 1985. A speech outline was prepared during July for use by local personnel, and recorded versions of the first four radio PSAs were issued to every major radio station in the Baton Rouge area.

Two special media events were held during August 1985. Both were designed to address Campaign 4 (Community Service Promotion). The first showed community service work being performed at the Greater Baton Rouge Zoo and the second showed community service work at the USS Kidd (a WW II United States destroyer now permanently docked at the Baton Rouge waterfront). Both provided strong support for the program and also furnished information on community service penalties for first and second DWI offenders. Also during August, the project furnished artwork for the first billboard, the first and second print PSAs, a poster, and a bumpersticker. The billboard and bumpersticker were designed to promote Campaign 1, the first print PSA was designed to promote Campaign 2 and the second print PSA was designed to promote Campaign 3.

Television, print, and outdoor advertising campaigns were initiated during September. TV PSA 1 began airing on all local TV stations after considerable delay in distribution and TV PSA 2, produced locally by Channel 2, was distributed to all local TV stations and began airing at the same time. Print PSA 1, initially prepared in February 1985, was printed during September by the State Times and Morning Advocate newspapers, as well as by a number of weekly shopper and special interest papers: The Shopper, Tiger Rag, Daily Reveille, and Cablecast. Publication dates for print PSA 1 are shown in Table 3-2. Billboard 1 was posted in 10 locations. The posting order for Billboard 1, showing locations, number of days up, and exposure, is presented in Table 3-3.

Table 3-2

PUBLICATION DATES FOR PRINT PSA 1

DATE	PUBLICATION	SIZE
9/11	State Times	1/4 page
9/17	Morning Advocate	1/4 page
9/19	The Shopper	1/8 page
9/28	Cablecast	1/2 page
10/5	Tiger Rag	1/4 page
10/24	Cablecast	1/2 page
11/4	Daily Reveille	1/2 page
11/8	Cablecast	1/4 page
11/18	Daily Reveille	1/4 page
11/22	Cablecast	1/2 page
11/28	Morning Advocate	1/4 page

Table 3-3

POSTING ORDER FOR BILLBOARD 1

LOCATION	DAYS UP	CARS/DAY	TOTAL
Airline & Bernare	5	26,300	131,500
Airline & Evengeline	22	28,000	616,000
Hurding & Airport	27	14,000	378,000
I-12 & Sherwood	12	36,200	434,400
Nicholson & Oklahoma	30	10,100	303,000
Oak Villa & Cohon Turner	10	12,000	120,000
14890 Old Hammond	15	10,100	151,500
22nd & Convention	12	8,700	104,400
Plunk & Skids	7	10,400	72,800
Highland & Mary	8	9,000	72,000
CAMPAIGN TOTAL			2,383,600

During October 1985, print PSA 2 was produced, TV PSA's 1 and 2 continued to be aired, additional publications of Print PSA 1 occurred, the Billboard 1 campaign continued, and the first four radio PSA's continued to be aired.

Airing of TV PSA's 1 and 2 and the first four radio PSA's continued during November along with the print PSA publication campaign. TV PSA 3, addressing Campaign 3, were produced and radio PSA 7, addressing Campaign 4 (Community Service Promotion), was produced. Also during November, a poster (addressing Campaign 3), a brochure (addressing Campaign 4), a second print PSA (addressing Campaign 3), and a second billboard (addressing Campaign 1) were produced. In December 1985, airings of all three TV PSA's and the first four radio PSA's continued, and 400 project brochures were reproduced and distributed.

Publication of Print PSA 2 began in January 1986 and continued for the duration of the project. Broadcasting of the first two TV PASs and the first four radio PSA's was phased out. Broadcasting of TV PSA 3 continued, and use of Radio PSA's 5 through 7 were initiated. In February 1986, publication of Print PSA 2 and broadcasting of TV PSA 3 and Radio PSAs 5 through 7 continued. A poster, printed at no cost by the State Times, was distributed throughout the City Court building, public places, and major work places throughout Baton Rouge. Also in February, Billboard 2 was posted according to the schedule shown in Table 3-4.

Table 3-4

POSTING ORDER FOR BILLBOARD 2

LOCATION	DAYS UP	CARS/DAY	TOTAL
Airline & Bernare	5	26,300	131,500
Airline & Evengeline	22	28,000	616,000
Hurding & Airport	27	14,000	378,000
I-12 & Sherwood	12	36,200	434,400
Nicholson & Oklahoma	30	10,100	303,000
Oak Villa & Cohon Turner	10	12,000	120,000
14890 Old Hammond	15	10,100	151,500
22nd & Convention	12	8,700	104,400
Plunk & Skids	7	10,400	72,800
Highland & Mary	8	9,000	72,000
CAMPAIGN TOTAL			2,383,600

Impact of Individual Media Channels

This section examines the degree to which the public in Baton Rouge was exposed to different media from February 1985 through February 1986.

Radio

The project produced seven radio PSA's in a variety of lengths and formats to meet the needs of ten local radio stations. Radio spots began airing in March 1985, and continued for the remaining twelve months of the project. Airing frequency for all participating stations averaged 10 per month.

The airing frequency was lower than expected, possibly because contacts with the stations were not maintained on a regular basis by local personnel. Considering that the project had no paid site coordinator, it turned out to be unrealistic to expect contacts to be maintained by local personnel, and it was difficult for project personnel to maintain these contacts by long-distance telephone. The success of the radio campaign is difficult to assess. This project did not concentrate on any particular demographic group and it is not known how influential radio is to a general audience. (The discussion of the driver survey in Chapter 4 examines the relative effectiveness of different information media sources.)

Television

The TV campaign was viewed as more successful than the radio campaign. One reason was that with fewer outlets, it was possible for project personnel to maintain sufficient contacts. The project produced three TV PSA's. The first of these was produced by Channel 9 and the second two were produced by Channel 2. Each was edited into 10, 20, and 30 second versions and distributed to all local stations. All three spots were produced free-of-charge except for out-of-pocket expenses. Some difficulty was experienced in getting the TV PSAs distributed, as evidenced by the time lag between production and airing of the first two spots.

The three commercial stations provided more air time than either the public or cable stations. On the average, 30 project PSAs were aired per month between September 1985 and February 1986. An additional factor that added to the success of the TV campaign was the media events which provided news coverage of the project. These media events had the additional benefits of informing people about community service penalties and providing good public relations for the program.

Print

PSA exposure in the print media began in September 1985, and continued for the duration of the project. The project's print campaign met with mixed

success. Only a limited number of news stories were published about the project. The project was successful, however, in placing some public service ads. This is noteworthy since the first print PSA broke a long-standing policy of the major papers in Baton Rouge, the Morning Advocate and State Times, not to publish public service ads. These papers provided the project with six good placements, three for print PSA 1 and three for print PSA 2.

The project also succeeded in obtaining good placements with Cablecast magazine. This publication, which provides information about cable TV schedules and is widely read, provided the project with four good placements.

Billboards

The billboard campaigns were successful. Twenty billboards were provided in two separate campaigns. These billboards were exposed to nearly five million cars. The key to this success was taking the time by project personnel to establish relationships with outdoor advertising executives and convincing them of the program's merits. Another key was the advertising executives themselves, who were public-minded and were convinced to favor the community service campaign over other public service advertising campaigns.

Other channels

Other communication channels included a brochure and a poster. It is difficult to assess the success of these channels because exposure data was not available. A project brochure was developed and recommendations were made for distribution throughout the City of Baton Rouge. Success of the brochure campaign depended on finding an independent source that would provide printing services at no cost to the project. We were unable to identify such a source in Baton Rouge. Accordingly, the brochure was printed in the City print shop and only 400 copies were disseminated throughout the City.

The poster campaign also depended on finding a free printing source. In this case, a good source was found. The State Times printed 50 copies at no cost to the project and the posters were distributed throughout the City of Baton Rouge.

Observations

Success of the PI&E program should be judged in light of two important factors:

- 1) the need for new PI&E materials, and
- 2) the absence of paid local personnel.

Project budget for development of PI&E materials was quite limited. The budget assumed that existing materials would be used and that development of new materials would be minimal. As it turned out, no existing materials were used, so a significant number and variety of new materials had to be created. This was accomplished, in part, by reapportioning project resources and by utilizing local volunteer assistance. The absence of paid local personnel meant that the project had to rely upon a combination of local volunteers and project personnel to implement the PI&E program.

These two factors manifested themselves in a PI&E effort that was limited in scope, and experienced uneven local support. As an example of the latter, it was not until August 1985, six months into the implementation period, that consistent local support was available. As a result, during the first six months, problems were experienced in distributing PI&E materials. The net effect was that most PI&E activities were concentrated during the latter six months of the implementation period.

Despite these problems, review of the PI&E program indicates a number of successful elements. The program did, in fact, get implemented, though it required more project attention and expense than originally planned, and even though most of the program was concentrated in the latter six months. The TV campaign was based on the creation of three new spots (one on film) at no cost to the project. Despite this, high quality standards, commensurate with local capabilities, were maintained, and good as well as frequent, quality airtimes were provided by all commercial stations. The outdoor advertising campaign exposed nearly five million vehicles to project messages in two waves using two sets of ten billboards. Finally, the print advertising campaign, though limited in scope, provided six good exposures in wide-circulation dailies, and many good exposures in weeklies of smaller circulation.

Chapter 4: GENERAL DETERRENCE IMPACT OF THE BATON ROUGE COMMUNITY SERVICE WORK PROGRAM

Introduction

Legal Sanctions and Deterrence Theory

Using legal means to control drinking and driving is based upon a belief in the deterrence theory of legal sanctions. General deterrence refers to the preventive effect of the threat of punishment, and is often hypothesized to depend both on the severity of the punishment and the probability that punishment will be applied (Gibbs, 1975). Specific deterrence refers to the effect of legal sanctions upon the subsequent behavior of offenders who receive the sanctions. This chapter examines the general deterrence impact of the Baton Rouge Community Service Work Program during the project implementation period. Specific deterrence effects are discussed in Chapter 5.

As noted above, general deterrence refers to the effect of a threatened legal sanction upon the driving population; i.e., influencing people to refrain from drinking and driving to avoid the legal consequences. General deterrence is based on a threat that is perceived but has not been directly experienced. Ross (1981) points out that the conceptual basis for the general deterrence model is the belief that the efficacy of a sanction is a function of the perceived certainty, severity, and celerity of punishment. The greater the perceived likelihood of apprehension, prosecution, conviction, and punishment (certainty); the more severe the perceived penalty (severity); and the more quickly it is seen to be administered (celerity); the greater the general deterrent effect of the sanction.

The deterrence model forms the basis for the Scandinavian-type laws that are now used, in one form or another, in all 50 states. The particular interest in the general deterrence impact of DWI sanctions stems from the recognition that most DWI offenders are not apprehended and, as a result, the greatest impact of a sanction is its ability to modify DWI behavior among the general population by changing perceptions regarding the severity of punishment. Ultimately, the general deterrence of DWI is measured in terms of a reduction in DWI behavior among the driving population.

Project Objectives

As the discussion above indicates, general deterrence is based on a perceived threat that is not directly experienced. Accordingly, the efficacy of the general deterrent impact of a sanction is measured in terms of a change in the drinking and driving behavior of the general population. For the sanction to be effective as a general deterrent, however, it must first be

perceived by the public and then that perception must affect a change in drinking and driving behavior. The DVAS Project sought to measure the general deterrence impact of the Baton Rouge Community Service Work Program by examining both public awareness levels and driving behavior changes during the course of the project.

Changes in public awareness levels. Changes in awareness levels were measured by two methods: a questionnaire that was distributed at the beginning, middle, and end of the project, and by in-depth interviews, also conducted at three different times during the one-year field test period. The questionnaire and interviews were also used to assess public knowledge about the use of the community service sanction in Baton Rouge. This information, in turn, was used to measure public attitudes about the severity and certainty of the sanction. In addition, the questionnaires and interviews were used to explore which information sources were most effective in reaching the public. Design of the interview form and questionnaire, and the administration of each, are discussed below followed by a presentation of key findings.

Changes in driving behavior. This component sought to determine whether increased awareness of the community service sanction would, in fact, affect the drinking and driving behavior of the general population. The project used three measures to examine this issue: (1) self-reported changes indicated by responses to the questionnaires and interviews, (2) changes in the number of alcohol-related accidents in the City of Baton Rouge in comparison to other Louisiana cities and parishes, and (3) changes in the numbers of alcohol-related accidents in Baton Rouge before and after initiation of the DVAS project.

Changes in Public Awareness Levels

This section describes the methodology used and results obtained from the survey questionnaires and interviews conducted with licensed drivers in Baton Rouge at three times during the project. The goal of these activities was to obtain information about public awareness levels of the community service sanction. Specific objectives were:

- to monitor changes in public awareness of drunk driving;
- to assess the reported deterrence impact of community service relative to sanctions for DWI;
- to monitor changes in public awareness of community service;
- to identify influential and effective PI&E materials and mechanisms; and
- to monitor reported changes in drinking and driving behavior.

Methodology

Survey instruments. The questionnaire and interview instruments (shown in appendixes E and F) were designed to address the goal and specific objectives cited above. The use of each instrument influenced its final form. The questionnaires were designed to be completed independently by each respondent. Accordingly, most questions were structured to permit only a small, limited number of categorical responses. This design permitted the questionnaire to be completed quickly, and also facilitated tabulation of the results for subsequent statistical analysis. In contrast, the interview forms were designed to be used as a guide to an interviewer in eliciting responses from each person interviewed. The interview process was designed to explore responses in greater depth to uncover issues, influences, and relationships that are not easily identified with traditional statistically-based survey techniques. The successful use of focus group interviews for market research testifies to the utility of this procedure. Since each survey interview may follow a slightly different line of questioning, and since relatively small numbers of interviews were conducted, statistical analyses of the interview results were not performed. Rather, the interview responses were used to supplement and, in some cases, to understand the results obtained from the statistical analysis of the questionnaire responses.

The same interview instructions and coding sheet were used for the interviews over all three waves. Two questionnaires were used for each wave. Form A consisted of 11 questions and Form B consisted of 9 questions. The first 6 questions on each questionnaire were identical. The decision to use two questionnaires was necessitated by the need to keep the questionnaire short (i.e., one page maximum length) while at the same time asking a total of 14 questions.

Survey logistics and protocol. Since the target population of the study was licensed drivers in the City of Baton Rouge who drink and drive, the Driver Licensing and Vehicle Registration Office of the Louisiana Department of Public Safety in Baton Rouge was selected as the site for the interviews and distribution of the questionnaires. The interview and questionnaire surveys were conducted in three waves: the first occurred during the month before the project was implemented, the second at an interim point eight months into the implementation phase, and the third at the completion of the project.

In all three waves, the same instruments, site, and protocol were used. Interview respondents were selected at random from a line of people waiting to begin their application process at the Driver Licensing and Vehicle Registration facility. People were offered the opportunity of bypassing the line as an incentive to cooperate with the survey. Questionnaires were distributed to persons who were waiting for pictures to be developed for their driver's licenses. This procedure had the advantage of asking people to fill out a short questionnaire without delaying them. (Most people completed the questionnaire before their picture was developed.) This strategy did not, of course, sample persons who visited the office for reasons

that did not require them to have their pictures taken. Questionnaires were distributed to each person by Department of Public Safety personnel. Return of the questionnaire was voluntary.

The first wave of the interviews was administered by students majoring in broadcast journalism at Louisiana State University in Baton Rouge. Each of the students, selected to be interviewers, had taken course work in survey research and had experience in conducting social survey interviews. The students were trained by project personnel and supervised by their professor who was engaged as a consultant to the project. The second and third waves of interviews were conducted by a single interviewer. There were two reasons for this change. First, students were not available at the time the second wave was to be conducted, and second, a single interviewer provided a higher degree of consistency both within and between interview waves.

Interview and questionnaire sample sizes. The goal at the beginning of the project was to obtain 100 completed interviews per wave and 500 completed questionnaires for each form during each wave (i.e., a total of 1,000 questionnaires per wave). The actual sample sizes obtained are summarized in Table 4-1.

Table 4-1

INTERVIEW AND QUESTIONNAIRE SAMPLE SIZES, BY WAVE

Wave	Date Administered	Questionnaires			Survey Interviews
		Forms A&B Questions 1-6	Form A Questions 7-11	Form B Questions 7-9	
1	2/85	607	305	302	185
2	10/85	1,155	556	599	135
3	2/86	975	486	489	105
Totals		2,737	1,347	1,390	425

All of the respondents to the questionnaire were divided into two groups based on their responses to Question 5 which asked each respondent to indicate the frequency with which he/she drank alcoholic beverages and then drove within three hours. A summary of responses to Question 5 is presented in Table 4-2. Approximately 37.8% of the respondents (N=1,035) indicated that they did occasionally drink and drive. The degree of frequency ranged from "once a day" to "only a few times a year." (A frequency count for each category is contained in Table G-4a.) A surprising 60.9% of all respondents indicated that they "never" drive alcoholic beverages and then drive within three hours. Since the target population of the project was persons who do drink and drive, all of the questionnaire tabulations and analyses discussed below are based on the subpopulation of 1,035 respondents who indicated that they do drink and drive. A breakdown of this subpopulation by wave and questionnaire form is shown in Table 4-3.

Table 4-2

RESPONSES TO QUESTION 5: HOW OFTEN DO YOU DRINK ALCOHOLIC BEVERAGES AND THEN DRIVE WITHIN THREE HOURS? DIVIDED INTO TWO GROUPS, BY WAVE

Wave	Drink and Drive (Response No. 1-6*)	Never Drink and Drive (Response No. 7)	Unknown	Total
1	237	357	13	607
2	458	684	13	1,155
3	340	626	9	975
Total	1,035	1,667	35	2,737
Percent	37.8	60.9	1.3	100.0

*Responses 1-6 included: (1) Once a day, (2) Several time a week, (3) Once a week, (4) Several times a month, (5) Once a month, and (6) A few Time a year

Table 4-3

QUESTIONNAIRE SAMPLE SIZES FOR DRINKING
AND DRIVING SUBPOPULATION, BY WAVE

Wave	Date Administered	Forms A&B Questions 1-6	Form A Questions 7-11	Form B Questions 7-9
1	2/85	237	113	124
2	10/85	458	223	235
3	2/86	340	168	172
Totals		1,035	504	531

Analysis Issues

Analysis organization. The results of the analyses of the questionnaire and interview responses are presented in three areas: demographics, patterns of drinking and driving, and public awareness of and attitudes about legal sanctions for DWI offenders. The specific questionnaire items associated with each topic area are identified in Table 4-4. The content and issues addressed in each topic area are discussed below.

Demographics. The purpose of this area was to obtain information about the kinds of persons who completed a questionnaire or participated in an interview. Information examined includes the age and gender of each respondent plus identification of the reason each person came to the Driver Licensing facility. The demographic data was also examined to determine whether there were any significant changes in the respondent groups by wave.

Drinking and driving patterns. This area examined the self-reported drinking and driving patterns of the respondents. In addition to a direct question about changes in the frequency of drinking and driving, analysis of this data by wave was used to detect changes in drinking and driving patterns during the course of the project. Changes in driving behavior are discussed

Table 4-4

QUESTIONNAIRE ITEMS USED FOR EACH ANALYSIS TOPIC AREA

Topic Area	Form A & B Questions 1-6	Form A Questions 7-11	Form B Questions 7-9
1. Demographics	AB1, AB2, AB3		
2. Patterns of drinking and driving	AB4, AB5, AB6a, AB6b		
3. Public Awareness			
a. Awareness Level		A7, A8, A10, A11a,	B7, B9a, B9b
b. Sources		A11b	
c. Influence of Legal Sanctions	AB6c	A9	B8, B9c

in greater detail in the last section of this chapter when accident and enforcement data for the Baton Rouge area are also examined.

Public awareness of and attitudes about legal sanctions for DWI offenders. This area addressed three topics: (1) What awareness level do respondents have about legal sanctions, in general, and the use of the Baton Rouge Community Service Work Program, in particular, for DWI offenders? (2) How did respondents learn about the legal sanctions and the Community Service Work Program? and (3) How influential do respondents believe the Community Service Work Program is in deterring them or others from drinking and driving? Examination of the data by waves permitted testing for awareness and attitude changes over the course of the project.

Questionnaire tabulations. Cross-tabulations of the questionnaire items that provided categorical responses are presented for each wave for the sub-population of drinking and driving respondents in Appendix G (tables G-1 to G-20).

Analysis procedures. Statistical analysis of the questionnaire data began with tabulation of the results for each question by wave. For some questions, categorical responses by wave were then converted to averages. The tabulated results for each question (i.e., either a 3 x N category table of frequency counts or 3 averages) were tested to determine whether significant systematic changes had occurred over the three waves. For data that was averaged, a simple ANOVA procedure was used to test for differences in means. For the frequency tables, a two-step process was used. First, treating each table as a 3 X N contingency table, a χ^2 test was used to test for independence. If a significant result was found (i.e., if the χ^2 statistic indicated that the responses by wave did not originate from the same parent population), a gamma coefficient (G) was calculated to measure the strength of the association between each wave and the categorical responses. The value of G ranges from -1 to +1 with a value 0 indicating no association between the ordinal variables.

Demographics

Data was collected on the age and gender of each respondent along with information about why the respondent had come to the Driver Licensing facility (questions AB1, AB2, and AB3). This data was examined to obtain a picture of the types of persons who responded to the questionnaires and interviews, and to determine whether the sample population had changed over the course of the project.

Analysis. Respondent age by gender and wave is summarized in Table 4-5. (Respondent age categories by wave, tabulated from Question AB1, are shown in Table G-1a, and the number of respondents by gender and wave are shown in Table G-2a.) The average age of all respondents was 32.2 years with little variation between waves. Overall, males surveyed tended to be slightly older (the average difference was 2.2 years) and this pattern persisted over all three waves. The percentage of males in the total population sampled (N=2,737) was 49.1. In the subpopulation of persons who, at least occasionally, drink and then drive, the percentage of males by wave ranged from 56.8 to 62.0. The three most frequently identified reasons for coming to the Driver Licensing facility were: (1) to renew a driver's license (67.5%), (2) to transfer a driver's license from another state (7.2%), and (3) to have a driver's license reinstated (4.8%) (Table G-3b).

Summary. Analysis of age, gender, and the reasons for coming to the Driver Licensing facility by wave failed to indicate that there were any changes in these variables over the three waves (Table H-1). Accordingly, it is concluded that the parent population remained constant over the three waves.

Patterns of Drinking and Driving

Self-reported patterns of drinking and driving were investigated by examining responses to questionnaire items A4, A5, A6a, and A6b, and interview

Table 4-5

AVERAGE AGE BY GENDER BY WAVE,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave		Males	Females	Totals
1	N=	145	90	235
	Average (yrs)	34.1	31.1	33.1
	Standard Dev. (yrs)	12.2	11.9	12.1
2	N=	258	197	455
	Average Age (yrs)	32.4	30.9	31.7
	Standard Dev. (yrs)	12.5	10.7	11.7
3	N=	197	141	338
	Average (yrs)	33.5	30.6	32.3
	Standard Dev. (yrs)	12.3	13.2	12.8
Totals	N=	600	428	1028*
	Average (yrs)	33.1	30.9	32.2
	Standard Dev. (yrs)	12.4	11.8	12.2

*Seven persons did not indicate their age

questions 1 and 21. This data was used to examine the respondents in terms of

- frequency of drinking alcoholic beverages,
- frequency of drinking and then driving within three hours,
- frequency of violating Louisiana's DWI law, and
- changes in drinking and driving patterns.

Of particular importance to the project were changes in drinking and driving behavior during the course of the study which would support the general deterrence hypothesis of the project. Changes in drinking and driving behavior as measured by changes in accident patterns are discussed in the last section of this chapter.

Analysis. Interview results indicated that 71-75% of all respondents do drink, at least on occasion. When asked, however, how frequently they drink and then drive within three hours, over 60% indicated that they never do (Table 4-2). The remaining 37.8% constitute the drinking and driving subpopulation that is used for all the analyses to follow. Among this subpopulation, 31.7% of the respondents indicated that they drink at least several times a week (Table G-4b). Another 26.2% of the respondents indicated that they drink about once a week. When asked how frequently they drink and then drive within three hours, nearly half (49.1%) indicated that they only do so a few times a year, while 23.7% admitted to drinking and driving within three hours at least once a week (Table G-5b). When asked how frequently they have violated Louisiana's DWI law within the last three months, a surprising 40.6% of the subpopulation admitted to violating the law at least once or twice (Table G-6b). Over ten percent (10.9%) admitted to violating the law at least several times a month.

Summary. Examination of the relevant questionnaire and interview data revealed that:

1. Only 37.8% of all persons surveyed indicated that they do drink and then drive within three hours.
2. Among the drinking and driving subpopulation, 40.6% of the respondents admitted to violating Louisiana's DWI law at least once or twice within the last three months.

When the responses to questions AB4, AB5, and AB6a were examined by wave, no significant trends were noted (Table H-1). (Although the chi-square statistics for questions AB4 and AB6a are significant, the gamma values associated with each indicates that the changes are not systematically related to the three waves.) The absence of any discernable change is interesting when compared to the responses to Question AB6b. When asked if their rate of drinking and driving had changed over the last three months, 41.5% responded that it had, and 94.2% of these indicated that their rate had decreased (tables G-7a and G-7b). Responses to this question remained consistent over the three waves (Table H-1). The responses to the change question (AB6c) must be judged with some skepticism. The responses are not consistent with change patterns noted for questions AB4, AB5, and AB6a. They may in fact, reflect an artifact based on the desire of the respondent to convince, either himself or others, that his rate of drinking and driving is decreasing. Even if taken at face value, the fact that 41.4% of the respondents indicated a decrease in their rate of drinking and driving in the first wave, prior to any project PI&E, argues against any causal link to project activities.

Discarding the responses to Question AB6c, the remaining results do not support the hypothesis that drinking and driving behavior patterns among the target driver population changed during the project.

Public Awareness Levels

Several questions were designed to elicit information about what the respondents knew about sanctions for DWI offenders (questions A7, A8, A10, and B7) and whether he/she was aware of any recent PI&E activities (questions A11a, B9a, and B9b). Specific questions were:

- What percent of drivers convicted of DWI for the first time in Louisiana are sentenced to perform community service? (Question A7)
- If a convicted first-time DWI offender is ordered to perform community service, what is the minimum number of hours that must be worked? (Question A8)
- What percent of drivers, arrested for DWI for the first time in Louisiana, actually have their license suspended? (Question A10)
- What penalties, if any, are applied to almost all first-time DWI offenders in Louisiana? (Question B7)
- Have you seen or heard anything in the last three months about a community service work penalty for convicted DWI offenders? (Question A11a)
- Have you noticed, read, or heard in the last three months about any changes in the enforcement, the likelihood of being convicted if arrested, or the penalties for DWI in Baton Rouge? (Question B9a)
- If you answered yes to question B9a, list the changes that have occurred. (Question B9b)

In some cases, the same question was asked in different ways on the two questionnaire forms to provide a cross-check and, in the case of Form B, to elicit responses to open-ended questions.

Analysis. The results from questions A7, A8, A10, and B7 indicate that the general awareness about and understanding of the legal sanctions for DWI among the target population was low. Although most persons were vaguely aware of the use of traditional sanctions for DWI (i.e., jail, fine, license action), they were unsure about the frequency of their use and the use of other sanctions. When asked what percent of first-time DWI offenders are sentenced to community service, the average percent by wave (based on a weighted average of the percent categories shown in Table G-10a) was:

<u>Wave</u>	<u>Average Percent</u>
1	59.9
2	57.6
3	65.4

Over 18% of the respondents indicated that community service was applied to all DWI offenders while less than 3% indicated it was never used (Table G-10b). When asked what the minimum number of hours of community service work was for first-time DWI offenders, the average by wave (based on a weighted average of the hour categories shown in Table G-11a) was:

<u>Wave</u>	<u>Average Number of Hours</u>
1	30.2
2	41.0
3	49.1

This result is curious in light of the fact that the correct answer is 32 hours. The sharp increase over the three waves may have reflected public confusion over the minimum number of hours required for first offenders (32 hours) and for second offenders (240 hours). The extent of public misunderstanding about the kinds of legal sanctions for DWI was also revealed in the responses to Question A10 which dealt with the percent of first-time DWI offenders who actually have their licenses suspended. The average percent by wave (based on a weighted average of the percent categories in Table G-13a) was:

<u>Wave</u>	<u>Average Percent</u>
1	39.9
2	37.5
2	46.9

Only 21% of the respondents choose the 80-99 or 100 percent categories in answering this question in spite of the fact that Louisiana law mandates a license suspension for all DWI offenders (Table G-13b). The final awareness question (B7) asked each respondents to list penalties that are applied to

almost all first-time DWI offenders. The results (shown in tables G-16a and G-16b) reflect the poor public knowledge about the use of legal sanctions for DWI offenders. The most frequently identified penalties were:

<u>Penalties</u>	<u>Percent of Respondents</u>
Fine	56.1
License Action	38.0
Jail	29.0
Community Service	25.1

It must be kept in mind that in Baton Rouge, virtually all first- and second-time DWI offenders pay a fine, have their license suspended, and perform community service work while few offenders spent any time in jail.

The second set of questions (A11a, B9a, and B9b) were designed to detect whether the project's PI&E campaign was, in fact, reaching the target population. Questions A11a and B9a both asked about what each respondent had heard or read about DWI in the last three months. Question A11a specifically asked about community service as a sanction for DWI. Question B9a asked the respondent to list any changes concerning DWI enforcement, sanctions, or adjudication. Responses from the two questions are not significantly different. When asked about community service, 61.1% of the respondents indicated they had heard or seen something about it in the last three months (Table G-14b). When asked the same question in B9a, the percent of responses by wave declined from 57.3% to 43.6 (Table G-18b). What is difficult to understand is the high percentage of respondents (62.0%) in the first wave who claimed they had seen or heard about community service (Table G-14b). Initial project work prior to the initiation of the PI&E campaign had verified that little information had been distributed in Baton Rouge about community service and that public awareness about the sanction was low. When asked to list what changes they had heard about or seen (Question B9b), the respondents supplied the following answers (Table G-19b):

<u>Change</u>	<u>Percent of Respondents</u>
More Enforcement	13.6
Jail	12.0
Fines	10.1
More Sanctions	9.7
Roadblocks	7.4
Community Service	7.0
Greater Chance of Conviction	6.6

This result is interesting because only 7.0 percent of the respondents identified community service in contrast to the 61.1% that answered yes to Question A11a.

Summary. Analysis of the changes in the level of responses over the three waves to questions A7, A8, A10, and B7, gives some evidence that public awareness about community service did increase during the course of the project. Two findings support this conclusion.

1. The responses to Question A8 (minimum number of hours required for community service) showed a significant increase over the three waves (Table H-2).
2. In the answers to the open-ended Question B7 (penalties applied to all DWI offenders), the number of responses for only two of the nine specific penalties showed significant change over the three waves. The two penalties were jail and community service (Table H-3).

As discussed above, the significant increase in the minimum number of hours likely reflects public confusion over the minimum number of hours of community service work required for first and second DWI offenders. The two findings from Question B7 are consistent with the activities of the project. The significant increase in awareness in community service as a sanction for DWI was expected. Not anticipated, however, was the change in public awareness that jail was no longer a usual sanction for DWI offenders. This finding, however, is consistent with the PI&E campaign which described community service as an alternative to jail for DWI offenders.

The results from questions A11a, B9a, and B9b provide little support for the effectiveness of the PI&E campaign. Responses to Question A11a did not change over the project (Table H-2) and responses to Question B9a showed a significant negative change (i.e., respondents in Wave 3 claimed to have heard or seen less than respondents in Wave 1) (Table H-4). Analysis of the individual responses to Question 9b indicated significant changes in two categories: Roadblocks (positive) and More Sanctions (negative) (Table H-4).

Sources of Public Awareness

Only one question (A11b) specifically requested data about the sources of information about community service and legal sanctions for DWI offenders.

Analysis. Responses to Question A11b indicated that television, newspapers, and friend or relatives were the major information sources among the target population (tables G-15a and G-15b). This finding is consistent with the major emphasis that the project placed on using television and local newspapers in the Baton Rouge area.

Summary. Analysis of the responses to Question A11b by wave indicate that a significant change occurred in only one information source (Table H-5) The number of responses for television increased from 34 (48.6%) for Wave 1

to 65 (60.8%) for Wave 3 (tables G-15a and G-15b). This finding reflects the effectiveness of the substantial number of television PSAs that were used during the project.

Influence of Sanctions

Four questions (AB6c, A9, B8, and B9c) were designed to explore the degree to which various legal sanctions and other actions deter drivers from DWI behavior. The specific questions were:

- If your rate of driving after drinking has changed, was it due to
 - increased or decreased enforcement,
 - greater or lesser chance of being convicted, or
 - stronger or weaker penalties? (AB6c)
- If ordered to perform community service work, how unpleasant would you find this penalty? (A9)
- Which of the penalties you listed in response to Question B7 strongly influence you not to violate Louisiana's DWI law? (B8)
- For each change you listed in response to Question B9b, indicate how strongly this change influences you not to violate Louisiana's DWI law. (B9c)

Analysis. Question A9 was designed to explore attitudes about community service by asking each respondent how unpleasant he/she would find it if ordered to perform community service work. Given a choice of options ranging from "extremely" to "not at all," 28.0% selected "extremely" while 24.4% selected "not very" or "not at all" (Table G-12b). The number of responses by unpleasantness category remained stable over the three waves. As discussed above, 41.5% of the respondents to Question AB6c indicated that they had changed their rate of drinking after driving within the last three months (Table G-7b). Of these, over 90% said their rate had decreased. Question AB6c asked each respondent to identify one or more reasons for this change. The number of drivers who indicated their rate had increased was too small to produce meaningful results (tables G-8a and G-8b). Among drivers who said their rate had decreased, the leading reasons noted was "increased enforcement" (43.0%), "stronger penalties" (27.9%), and "greater chance of conviction" (23.7%) (Table G-9b). Questions B8 and B9c were open-ended questions which asked the respondents to indicate which of the penalties or changes they had identified strongly influence them not to violate Louisiana's DWI law. While Question B8 is restricted to penalties only, Question B9c allowed the respondent to identify any changes dealing with DWI enforcement, sanctions, or adjudication that he/she was aware of. The broader nature of Question B9c produced an equally broad range of responses.

As a result, however, for most areas of interest, insufficient numbers of responses were obtained to permit legitimate interpretation or statistical analyses (tables G-20a and G-20b). When restricted to identifying only penalties that "strongly influence" them to deter from DWI behavior (Question B8), the most frequently mentioned were (Table G-17b):

<u>Penalties</u>	<u>Percent of Respondents</u>
Fines	28.1
License Actions	25.6
Jail	23.0

Community service was identified by only 10.6% of the respondents over all three waves. Examination of the responses by wave however, reveals a sharp increase in the identification rate for community service from Wave 1 (6.5%) to Wave 3 (18.0%).

Summary. Analysis of the responses for questions AB6c, A9, B8, and B9c over the three waves supports the following observations:

1. The proportion of the target driving population who identified the community service sanction as having a "strong influence" on their decision to drink and drive increased significantly during the project.
2. Relative to more traditional sanctions, community service was not identified as a primary influence (and presumably deterrent) in the decision to drink and drive.

Both observations are most clearly supported by the responses to the open-ended Question B8 (tables G-17a and G-17b). Over the course of the project, the percentage of respondents that identified community service tripled. Statistical analyses of this change was significant at the .001 level and the associated gamma coefficient was 0.401 (Table H-7). Interestingly, the responses for two other penalties in Question B8 also changed significantly: jail ($\alpha=.02$, $G=-0.181$) and litter detail ($\alpha=.05$, $G=-0.163$). The negative gamma coefficient in both cases indicates a decline in the relative number of responses over the three waves. It can be argued that both results are consistent with the content and themes of the PI&E campaign of the project; i.e., that community service is used as an alternative to jail as a sanction for DWI offenders while the litter detail is usually used for non-DWI offenders and is often given in conjunction with jail as a sanction.

The second observation is supported by the actual numbers of respondents who identified the penalties which influence their DWI behavior. The most frequently identified penalties were fines, license action, and jail with

community service being the fourth highest identified penalty by Wave 3 (Table G-17b). In fact, it is interesting to note that in Wave 3, the response rates for jail and community service were very close (20.4 and 18.0 percent respectively). It should be added, however, that the responses for jail may have declined as the target population learned that jail was no longer frequently used as a sanction for DWI and hence was perceived as a less important or influential factor.

Summary

Adequate public awareness about the nature and use of a legal sanction is a key element in its success as a general deterrent to DWI behavior. More particularly, public awareness should consist of an understanding or perception of the certainty, severity, and celerity of the sanction. This section has examined changes in public awareness about the use of community service as a sanction for DWI in the City of Baton Rouge from February 1985 through February 1986. Analysis of the data was directed toward three broad issues:

1. Was public awareness about community service as a sanction for DWI increased?
2. Were the specific components of public awareness required for general deterrence increased?
3. Was the impact of community service as a deterrent for DWI increased?

Each issue and related project findings are discussed below. The self-reported changes in drinking and driving behavior are discussed in the section that follows.

Was public awareness increased? The responses to questions A8 and B7 support the conclusion that public awareness about community service as a sanction for DWI increased over the project period. When asked for the minimum number of hours required for community service, the average response increased from 30.2 to 49.1 hours over the three waves. In response to an open-ended question about penalties for DWI offenders, the percentage of drivers who identified community service increased from 14.5 to 37.8 over the three waves.

Were the public awareness components of the general deterrence model increased? The three components of awareness are certainty, severity, and celerity. Responses from the interviews and questionnaires support the following conclusions:

1. Certainty - Responses to Question B7 indicate that a significant increase occurred in the number of drivers who know that community service is given to "almost everyone convicted of DWI."

2. Severity - Responses to question A9 produced mixed results. While 46.9% of the drivers indicated that they would find community service to be an "extremely" or "very" unpleasant experience; another 23.4% said it would be "not very" or "not at all" unpleasant." The pattern of responses did not change over the three waves.
3. Celerity - No interview or questionnaire response specifically addressed this issue.

The mixed results produced from the severity question may, in fact, reflect differences in responses that are predicated on socio-economic factors that were not captured or analyzed by the project (e.g., is the community service sanction considered more attractive (or less unpleasant) by women or by persons with high education or professional backgrounds?).

Was the deterrent impact of community service increased? Responses to the open-ended question B8 support the conclusion that the deterrent impact of community service increased over the project period. The percentage of drivers who identified community service as "strongly influencing" them not to violate Louisiana's DWI law increased from 6.5 to 18.0 over the three waves. Caution must be exercised, however, in noting this result. First, although the influence of community service as a deterrent to DWI did increase during the project, the relative influence of the community service sanction was still less than the reported influence of traditional sanctions such as jail, fines, and license actions. It is not known, of course, if the deterrent impact of community service would have been higher if a more intensive PI&E campaign had been conducted or if the project had continued for more than one year. The second limitation that should be noted is that, despite significant increases in public awareness, even among drivers who identified community service as a sanction for DWI less than 50% indicated that it "strongly influenced" them not to violate Louisiana's DWI law (derived from tables G-16a and G-17a).

Changes in Driving Behavior

As noted earlier, the two keystones of a general deterrence sanction for DWI are (1) a sufficient level of public awareness about the certainty, severity, and celerity of a sanction, and (2) a diminution in DWI behavior by the driving public, most of whom have not experienced the sanction themselves. The previous section examined the effectiveness of the project in increasing public awareness about the use and nature of community service as a sanction for DWI in Baton Rouge. This section examines changes in driving behavior during the project period from March 1985 through February 1986.

Methodology

Three measures of driving behavior were used:

1. self-reported driving patterns,
2. the number and pattern of alcohol-related traffic accidents in Baton Rouge and other Louisiana cities and parishes, and
3. the number and pattern of alcohol-related traffic accidents in Baton Rouge before and after initiation of the DVAS project.

Detection of changes in driving behavior during the project period were based on three types of analyses: (1) changes in self-reported driving patterns, (2) use of accident statistics to compare Baton Rouge and East Baton Rouge Parish with selected cities and parishes in Louisiana, and (3) use of time series analyses of accident data for the City of Baton Rouge. A summary of the measures and analysis procedures is presented in Table 4-6 and each analysis approach is discussed in greater detail below.

Table 4-6

DRIVING BEHAVIOR MEASURES AND ANALYSIS PROCEDURES

Analysis Procedures	Self Reported Data	Accident Data
Survey (3 waves)	X	-
Inter-Parish/ City Comparisons	-	X
Time Series	-	X

Self-reported changes. The three waves of questionnaires and interviews provided information about the frequency of drinking and driving among the target population. Administration of the surveys at the beginning, middle, and end of the project provided three "snapshots" of the driving behavior of the target population during the course of the project. Comparison of these snapshots were used to detect changes in drinking and driving patterns. The survey instruments and protocol are described in the previous section and are not repeated here. As with the other survey data, a chi-square test was used to identify significant changes between waves and the gamma coefficient was used to measure the strength of each change.

Interpretation of the survey results from the three waves must be done cautiously in light of two important limitations with self-reported data:

1. Beyond comparing the internal consistency of responses to several questions dealing with driving and drinking, the project had no external means with which to verify the information provided by each respondent.
2. The survey did not identify respondents who had been sanctioned for DWI. As a result, the total pool of respondents likely included drivers who were reacting to a specific deterrent effect of an earlier imposed sanction. This impact was probably not major, however, since it is generally recognized that the number of DWI violators who are ever apprehended and sanctioned is small in comparison to the total number of violators among all drivers.

Inter-parish/city comparisons. A second procedure for detecting driver behavior changes was to compare annual accident data from East Baton Rouge Parish and the City of Baton Rouge with selected parishes and cities in Louisiana. Data from both before and during the project period were used. Two comparisons were examined.

1. The annual percent of alcohol-related fatal and injury accidents in East Baton Rouge Parish was compared with the combined average annual percent from four other parishes in Louisiana.
2. The annual percent of drivers who had been drinking in fatal and injury accidents in the City of Baton Rouge was compared with the combined average annual percent for three other cities in Louisiana.

Both comparisons were based on the time period 1981-1985. The data was obtained from reports issued by the Louisiana Highway Safety Commission.

Population information about the four comparison parishes of Caddo, Calcasieu, Jefferson, and Lafayette plus East Baton Rouge Parish is presented in Table 4-7. Jefferson Parish which is adjacent to the City of New Orleans lies east and slightly south of Baton Rouge. Calcasieu and Lafayette parishes are almost due east of Baton Rouge and Caddo Parish lies to the northwest. The largest parish in the state, Orleans Parish, was not included because of the unavailability of data from the City of New Orleans. Population information for the three comparison cities of Shreveport, Lafayette and Lake Charles plus Baton Rouge is presented in Table 4-8. These cities represent four of the six largest urban centers in the state. The first and fourth largest areas, New Orleans and Metairie, were not used because of the unavailability of data.

Table 4-7

PARISH POPULATION DATA

Parish	Population	State Rank	Major City
Jefferson	454,929	2	Suburbs of New Orleans
East Baton Rouge	366,164	3	Baton Rouge
Caddo	252,437	4	Shreveport
Calcasieu	167,048	5	Lake Charles
Lafayette	150,017	6	Lafayette

Source: 1980 census, U.S. Bureau of the Census.

Table 4-8

CITY POPULATION DATA

City	Parish	Population	State Rank
Baton Rouge	East Baton Rouge	220,394	2
Shreveport	Caddo, Bossier	205,815	3
Lafayette	Lafayette	80,584	5
Lake Charles	Calcasieu	75,051	6

Source: 1980 census, U.S. Bureau of the Census.

Potential limitations with the comparison of accident data between parishes and cities are:

1. The degree of similarity or differences between the parishes and cities being compared. For this report, the only factors used to select each comparison parish and city were its location (i.e., it had to be in Louisiana) and its population.
2. The data used for each location originates from accident reports compiled by the personnel from the enforcement agencies that have jurisdiction in each parish or city. The validity of the comparison of accident data between parishes and cities is predicated therefore on the assumption that the same reporting procedures and guidelines are followed by all enforcement personnel.

Time series analysis. Examination of driving pattern changes among the target population was used to detect and measure the intervention effects of the Community Service Work Program in Baton Rouge. Viewing the intervention as an experiment, traditional methods would attempt to measure the effects of the intervention by comparing driver behavior at the experimental site (Baton Rouge) with driver behavior at one or more control sites (other parishes or cities) both before and after initiation of the intervention event. Transfer of this classical laboratory model to social settings is difficult at best and alternative design schemes have been proposed. One such alternative is use of time series quasi-experiments (Campbell, 1963; Campbell and Stanley, 1963) as a means of assessing the impact of a discrete intervention on a social process. After identifying an appropriate measure of the social process under investigation, time sequenced data is collected from both before and after initiation of the intervention. The time series of observations is then divided into two segments, preintervention and postintervention. The analysis of a time-series quasi-experiment focuses on the null hypothesis: did the intervention have an impact on the time series? The hypothesis is tested by comparing the pre- and postintervention segments of the time series. The analysis can also be used to estimate the magnitude and form of the impact. Statistical comparison of the pre- and postintervention segments requires a statistical model which can be stated as

$$y(t) = b(\text{pre}) + b(\text{post}) + e(t)$$

where

$$\begin{aligned} y(t) &= \text{the } t\text{-th observation of the time series} \\ b(\text{pre}) &= \text{preintervention level} \\ b(\text{post}) &= \text{postintervention level} \\ e(t) &= \text{error term associated with } y(t). \end{aligned}$$

The null hypothesis becomes

$$H_0: b(\text{pre}) - b(\text{post}) = 0.$$

Ordinary least square regression estimates of the pre- and postintervention time series levels are not usually useful because of the high level of correlation that usually exists between observations of most social processes. The time series analyses described below utilize autoregressive integrated moving average (ARIMA) models to estimate pre- and postintervention series levels. ARIMA models can account not only for serial correlation within the series, but also for trend, seasonality, and other non-project interventions. (McCleary and Hay, 1980).

Five accident measures were used to examine driver behavior changes. One enforcement measure, the percent of DWI arrests by month, was also used in order to examine the impact of a DWI enforcement project by the Baton Rouge Police Department that was active from April 1983 through April 1985. A summary of all six measures is presented in Table 4-9. Each measure used

Table 4-9

ACCIDENT AND ENFORCEMENT MEASURES USE FOR TIME SERIES ANALYSIS

Series Name	Description	Method of Calculation	Time Period	Number of Months
PERFI	Percent of fatal and injury accidents by month	$100 \times (\text{number of fatal and injury accidents}) / (\text{total number of accidents})$	1/81 - 5/86	65
PERSA	Percent of single vehicle accidents by month	$100 \times (\text{number of single vehicle accidents}) / (\text{total number of accidents})$	1/81 - 5/86	65
PERSAFI	Percent of single vehicle fatal and injury accidents by month.	$100 \times (\text{number of single vehicle fatal and injury accidents}) / (\text{total number of fatal and injury accidents})$	1/81 - 5/86	65
PERTIME	Percent of nighttime accidents (8 p.m. - 4 a.m.) by month	$100 \times (\text{number of nighttime accidents}) / (\text{total number of accidents})$	1/81 - 5/86	65
PERHBD	Percent of drivers who had been drinking in fatal and injury accidents by month	$100 \times (\text{number of drivers who had been drinking in fatal and injury accidents}) / (\text{number of drivers in all fatal and injury accidents})$	1/81 - 5/86	65
PERENF	Percent of DWI arrests by month	$100 \times (\text{number of DWI arrests}) / (\text{total number of hazardous traffic violation citations})$	1/81 - 12/85	60

Source: "Summary of Motor Vehicle Traffic Accidents" issued monthly by the Baton Police Department

was a percent based on a specific variable related to drinking and driving and a parent population. Use of percent measures simplified the time series analysis by minimizing (or eliminating) seasonality effects. The values and plots for each time series by month are shown in Appendix I. Except for the enforcement data, a total of 65 monthly observations were used for each series covering the period from January 1981 through May 1986.

To account for the potential impact of a federally-funded DWI patrol emphasis project at the Baton Rouge Police Department, an intervention component for the period April 1983 through April 1986 (months 28-52 of each series) was added to all of the time series models studied.

The analysis of each series followed the recommended procedures of McCleary & Hay (1980) and consisted of the following steps:

1. Each term of the series was transformed by taking its natural logarithm. This is a common procedure to maximize variance stability in the series.
2. The monthly observations were plotted, and autocorrelation and partial autocorrelation values were used to tentatively identify an appropriate ARIMA model.
3. A non-linear minimization algorithm was used to determine the model parameters, and the standard errors of the parameters and residuals were examined to verify the validity of the tentative model. (The BMDP statistical software package [Dixon 1983] was used.)
4. If the model was not adequate, steps 2 and 3 were repeated. If the model was adequate, intervention components were examined to determine whether any project impact was evident, and if so, the magnitude and form of the effect.

Two project intervention periods were examined for each time series. A "long" intervention covering the period from the operational beginning of the PI&E campaign in March 1985 (month 51) until the end of each series--usually May 1986 (month 65). The rationale for continuing the intervention effect beyond the formal end of the project in February 1986 (month 62) was based on two assumptions.

1. Some of the PI&E campaign materials and PSA's continued to be available and used beyond February 1986.
2. Even if all PI&E materials were removed at the end of February, their effect would continue to be evident for some months after the formal end of the project.

The "short" intervention covered the period from September 1985 (month 57) until the end of each series. The reason for examining a second intervention period that began six months after the actual beginning of on-site project activities was the recognition that despite some limited activities, extensive PI&E coverage did not begin until September 1985. The short intervention was an attempt to more realistically model the actual events of the project period.

Summary tables of the ARIMA analysis are presented in Appendix J. Each table provides information about the preintervention model (with the enforcement intervention added) and the examination of three postintervention models for both the long and short DVAS interventions. The three postintervention models (abrupt temporary, gradual permanent, and abrupt permanent) describe different startup patterns and long-term effects of the intervention event (McCleary and Hay, 1980). For interventions that were found to be significant, the magnitude of change was estimated by the formula:

$$\% \text{ change} = 100 \times (\exp(W_0) - 1).$$

The W_0 term is estimated by the algorithm for each intervention component. This formula and the W_0 values in Appendix J were used to calculate the percent values shown below in Table 4-10.

Analysis

This subsection examines three measures of driving behavior using data collected from Baton Rouge in order to determine whether any general deterrence impact resulted from the PI&E campaign of the DVAS project.

Self-reported data. Analyses of the questionnaire and interview data related to drinking and driving (questions AB4, AB5, AB6a, and AB6b) are described in the previous section of this chapter under the title "Patterns of Drinking and Driving." This discussion will only summarize the conclusions reported above. The data describing the respondents drinking and driving patterns revealed the following:

1. Only 37.8% of all respondents indicated that they ever drink and then drive within three hours (Question AB5, Table 4-2).
2. Among the drinking and driving subpopulation, 31.7% said they drink at least several times a week and 26.2% said they drink at least once a week (Question AB4, Table G-4b).
3. Among the drinking and driving subpopulation, 49.1% said they drink and then drive within three hours only a few times a year while 23.7% admitted to doing it at least once a week (Question AB5, Table G-5b).

Table 4-10

IMPACT ASSESSMENT SUMMARY OF THE DVAS PROJECT
ON SEVERAL ACCIDENT MEASURES OF DRIVER BEHAVIOR*

Measure	Enforcement Intervention (April 1983- April 1985)	DVAS Project Intervention	
		Long (March 1985)	Short (September 1985)
Percent of fatal and injury accidents (PERFI)	+3.5%	No Impact	No Impact
Percent of single vehicle accidents (PERSA)	No Impact	No Impact	No Impact
Percent of single vehicle, fatal and injury accidents (PERSAFI)	No Impact	-7.9%	-11.3%
Percent of nighttime accidents (PERTIME)	No Impact	No Impact	No Impact
Percent of drivers who had been drinking in fatal and injury accidents (PERHBD)	No Impact	-18.9%	-18.2%
Percent of DWI arrests (PERENF)	+31.9%	+	+

*Table entries indicate the percent change in the series during the intervention period.

†The impact of the DVAS project upon DWI arrests was not examined.

4. Among the target population of drivers, 40.6% admitted to violating Louisiana's DWI law at least once or twice in the last three months and 10.9% said they violated the law at least several time a month (Question AB6a, Table G-6b).
5. Analysis of the responses to questions AB4, AB5, and AB6a indicated no change in the frequency of drinking, the frequency of drinking and then driving within three hours, or in the frequency of violating Louisiana's DWI law (Table H-4).
6. When asked if their rate of driving after drinking had changed within the past three months, 41.5% responded that it had; and 94.2% of those said that their rate had decreased (Question AB6b, Table G-7b).
7. Despite the fact that the first wave of questionnaires and interviews was conducted prior to the beginning of the PI&E campaign, the percent of respondents who reported a decrease in their rate of drinking and then driving was higher for first wave than for either of the subsequent two waves (Table G-7b).
8. Analysis of the responses to Question AB6b do not indicate any variation in the rate of reported change of drinking and driving over the course of the project.

The self-reported data provides no evidence that the PI&E campaign affected the driving and drinking patterns of the target population.

Accident data. Two procedures were used to examine changes in accident patterns before and after initiation of the DVAS project: (1) comparison of annual Louisiana parish and city accident data, and (2) time series analyses of monthly accident data from Baton Rouge.

Two measures were used to compare East Baton Rouge Parish and the City of Baton Rouge with other Louisiana parishes and cities. Parishes were compared on the basis of the annual percent of alcohol-related accidents among all fatal and injury accidents; and cities were compared on the basis of the annual percent of drivers who had been drinking among all drivers in fatal and injury accidents. The annual data for each measure is shown in Table 4-11 and plots of each are presented in figures 4-1 and 4-2. Although both measures show a steady decline over the five year period in both Baton Rouge and other locations in Louisiana, it is evident that both measures declined more rapidly in the comparison sites in 1985 than in either East Baton Rouge Parish or the City of Baton Rouge.

Time series analyses were performed on five accident measures from Baton Rouge for the period January 1981 through May 1986. Definitions of the measures are provided in Table 4-9 above, the values and plot for each are presented in Appendix I, and the details of the time series analyses are shown in Appendix J. A summary of the results are shown above in Table 4-10 above.

Table 4-11

COMPARISON OF DRIVING PATTERNS IN
BATON ROUGE AND EAST BATON ROUGE PARISH
WITH SELECTED LOUISIANA CITIES AND PARISHES
1981-1985

Year	Percent of Alcohol-Related Accidents Among All Fatal and Injury Accidents		Percent of Drivers Who Had Been Driving Among All Drivers in Fatal and Injury Accidents	
	East Baton Rouge Parish	Four Louisiana Parishes ^a	City of Baton Rouge	Three Louisiana Cities ^b
1981	14.1	17.1	6.0	7.0
1982	10.0	16.1	4.1	6.5
1983	10.4	14.1	4.2	5.9
1984	8.7	13.5	3.4	6.1
1985	7.9	11.6	3.1	5.2

Source: Louisiana Highway Safety Commission.

^aParishes: Caddo, Calcasieu, Jefferson, Lafayette.

^bCities: Lafayette, Lake Charles, Shreveport.

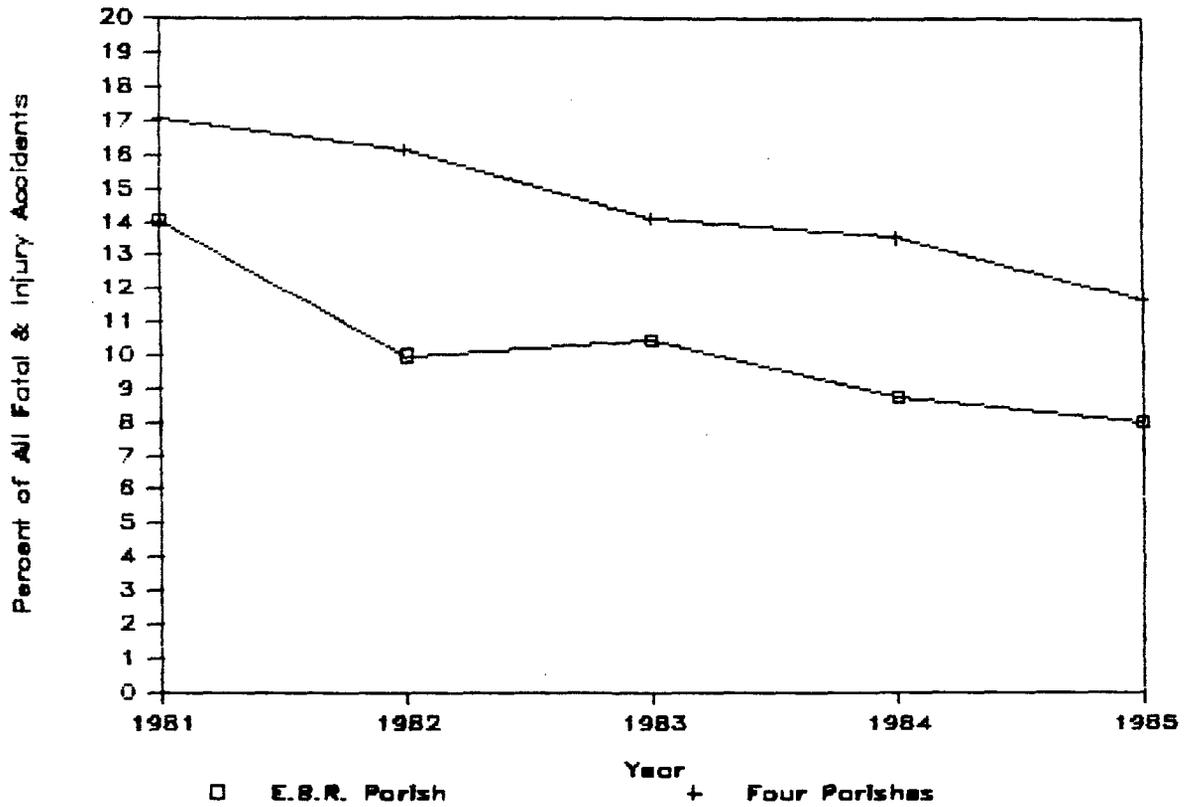


Figure 4-1

ALCOHOL-RELATED FATAL AND INJURY ACCIDENTS,
 PERCENT OF ALL FATAL AND INJURY ACCIDENTS,
 EAST BATON ROUGE PARISH AND FOUR LOUISIANA
 PARISHES, ANNUAL, 1981-1985

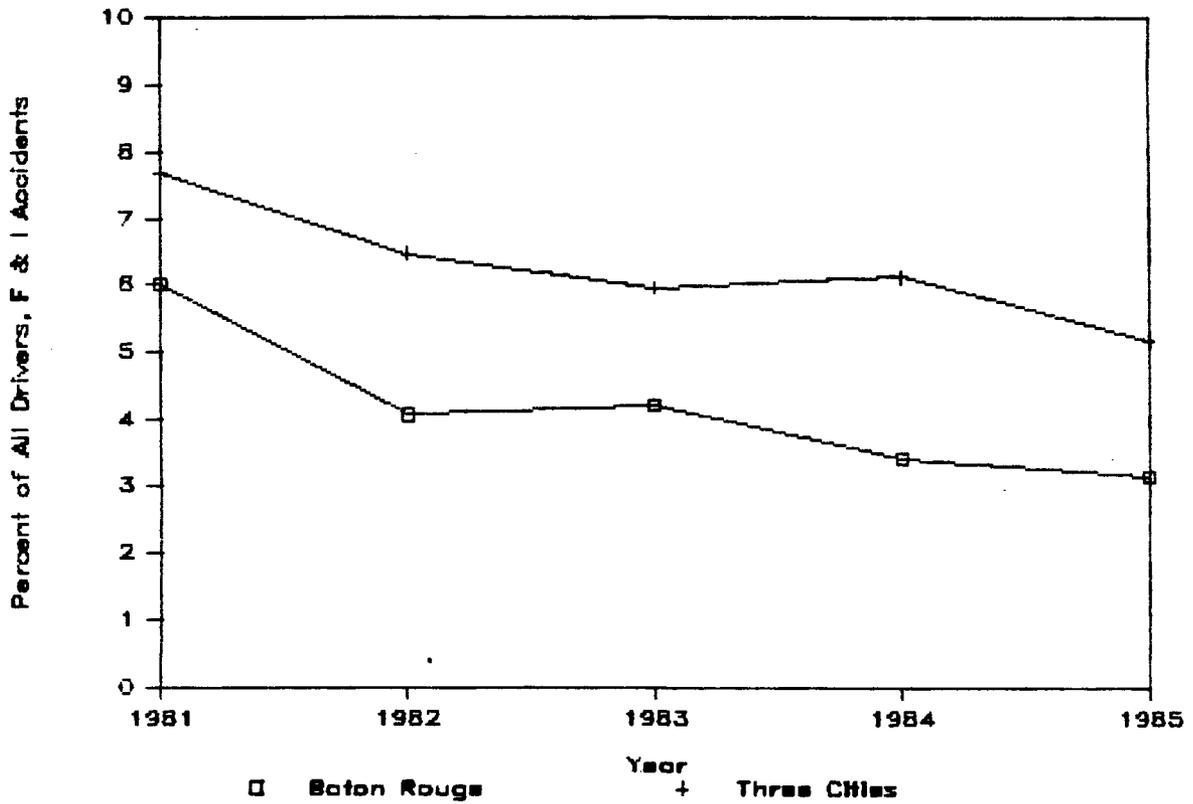


Figure 4-2

DRIVERS WHO HAD BEEN DRINKING IN FATAL AND INJURY ACCIDENTS, PERCENT OF ALL DRIVERS IN FATAL AND INJURY ACCIDENTS, CITY OF BATON ROUGE AND THREE LOUISIANA CITIES, ANNUAL, 1981-1985

Analysis results from the long and short intervention periods yield identical results. No impact was found for three of the measures: percent of fatal and injury accidents, percent of single vehicle accidents, and percent of nighttime accidents. Declines were found for the percent of single vehicle, fatal and injury accidents (7.9% for the long intervention and 11.3% for the short intervention); and the percent of drivers who had been drinking in fatal and injury accidents (18.9% for the long intervention and 18.2% for the short intervention).

Quite clearly, these results must be interpreted cautiously. If all five measures are treated equally, then it is only possible to conclude that while the results suggest a possible project impact, no firm conclusions can be made without further study of the process or replication at other sites.

If a narrower perspective is adopted, however, based on the premise that the three strongest surrogate measures of alcohol-related accidents, of the five measures used, are percent of single vehicle, fatal and injury accidents; percent of nighttime accidents; and percent of drivers who had been drinking in fatal and injury accidents, then the significant declines in two of the three measures support a stronger conclusion of some general deterrence impact on the driving behavior of the target population. A possible explanation for the absence of any demonstrable project impact on the percent of nighttime accidents may stem from indications suggested by the questionnaire and interview results that the general deterrence impact of community service may be correlated to the demographics of the target population; i.e., if driving patterns (e.g., what periods of the day are used for drinking and driving) are related to age, sex, or other socio-economic factors, then it is possible that traditional surrogate measures of alcohol-related accidents (e.g., nighttime accidents) may not reflect the impact of the project--or more accurately, the impact of certain sanctions which only have significant general deterrence impact on particular subgroups within the target population.

Enforcement data. Enforcement patterns were examined using the PERENF variable (percent of DWI arrests). A plot of the data is shown in Figure I-6. Over the 60 months of observations from January 1981 through December 1985, the percent ranged from a low of 1.7 to a high of 7.9 with an average of 4.4. The impact of the special DWI emphasis patrols from months 28 through 52 is evident in the plot of the data, particularly in 1984. The ARIMA analysis (Table J-6) indicated that during the 25 months of the special patrol, DWI arrests increased by 31.9% (Table 4-10). No DVAS impact from either the long or short intervention was anticipated or detected.

Despite the sharp increase in DWI arrests, the 25-month enforcement intervention component added to each series produced a significant result in only one accident measure; the percent of fatal and injury accidents increased by 3.5%. This result was only significant at the 10 percent level and may represent an anomaly in the time series data. In general, the analyses gave no evidence of any change in driver behavior because of the police DWI patrols between April 1983 and April 1985.

Summary

Changes in driver behavior were examined with three measures:

1. self-reported changes,
2. changes in the number of alcohol-related accidents in Baton Rouge, and other Louisiana cities and parishes, and
3. changes in the number of alcohol-related accidents in Baton Rouge before and after initiation of the DVAS project.

With few exceptions, each of these measures failed to provide any evidence of changes in pattern of drinking and driving among the target population or driving population in general. Summarizing the results reported above:

1. Analysis of key questionnaire and interview responses by wave showed no change in any of the self-reported measures of drinking and driving.
2. Comparison of annual measures of alcohol-related accidents between Baton Rouge and East Baton Rouge Parish and selected locations in Louisiana gave no evidence of any significant decline of these measures in Baton Rouge.
3. Time series analyses of the monthly values for five surrogate measures of alcohol-related accidents in Baton Rouge produced mixed results. No project impact was found for the percent of fatal and injury accidents, the percent of single vehicle accidents and the percent of nighttime accidents. Significant declines, however, were found for the percent of single vehicle, fatal and injury accidents, and the percent of drivers in fatal and injury accidents who had been drinking.

In general, these results fail to provide conclusive evidence of any general deterrence impact from the PI&E campaign. The two declines reported from the time series analyses may suggest that the impact of the community service sanction is correlated to the demographics of the drinking and driving population. If so, the surrogate measures used may not have been selective enough to capture driving changes among key subgroups of the drinking and driving population.

Chapter 5: SPECIFIC DETERRENCE IMPACT OF THE BATON ROUGE COMMUNITY SERVICE WORK PROGRAM

Introduction

Specific deterrence refers to the impact of a sanction upon the subsequent behavior of offenders who have received that sanction. The effectiveness of a sanction, as a specific deterrent, is measured in terms of the recidivism patterns of sanctioned offenders. Although the primary thrust of the DVAS project was directed at the promotion of the Baton Rouge Community Service Work Program (CSWP) as a general deterrence strategy to modify driving patterns among the general population to reduce the frequency of DWI offenses, the effectiveness of the CSWP, as a specific deterrent, was also examined. This chapter reports on the methodology and analysis procedures that were used to assess the specific deterrence impact of the CSWP. The closing section discusses and summarizes the results of these activities.

Methodology

The specific deterrence impact was assessed by examining the driving records of two groups of DWI offenders. The first group consisted only of drivers who had been convicted of DWI in the calendar year 1982; the second group consisted only of drivers who had been convicted in calendar year 1984. These time periods were selected because they bridged the initiation of the CSWP in January 1983. None of the drivers selected from 1982 had received community service as a sanction and this group served as a control for the 1984 group of drivers, all of whom had received community service. Two kinds of driving information were collected about each driver: number of accidents and number of hazardous traffic violations both before and after his/her DWI conviction. Information about the driving records of sanctioned DWI offenders was obtained from the Probation and Rehabilitation Division of the City Court of Baton Rouge and the Louisiana Department of Public Safety.

Driver Selection

The driver sample for 1982 was obtained using the following guidelines and procedures:

1. All sanctioned 1st DWI offenders who were convicted in December of 1982 were examined.
2. If an offender had not received community service, he/she was selected.

3. If the total number of drivers selected was less than 400, offenders convicted in the next previous month was examined.

This procedure was also used to obtain a second set of drivers from 1982 consisting only of 2nd DWI offenders. Two sets of drivers from 1984 were also obtained with the important difference that all of the 1984 drivers had received and successfully completed their community service sanction.

Driver Sample Demographics

The following information was collected for each driver:

- age
- sex
- days without license for DWI conviction
- date of each prior/subsequent accident/hazardous traffic violation
- days without license for each prior/subsequent violation

A summary of the number of drivers, average age, and percentage of males for each group is presented in Table 5-1.

Table 5-1

DEMOGRAPHICS OF DRIVER SAMPLES

	1982		1984	
	1st Offenders	2nd Offenders	1st Offenders	2nd Offenders
Number of Drivers(N)	289	70	376	30
Average Age	30.7	32.3	29.7	34.7
Standard Deviation	10.2	9.0	10.2	12.2
% Males	89.6	95.7	76.3	90.0

Although the initial goal of the selection process was to obtain 400 drivers for each group and subgroup, that goal was not obtained. In every case, fewer than 400 drivers were obtained after an examination of all 12 months within each target year. Since a substantial number of 1st offenders were obtained for both years, the decision was made not to select additional drivers from outside the target years. Discussions with City Court probation personnel verified that the low numbers of 2nd DWI offenders found in both 1982 and 1984 were not unexpected due to: (1) the number of 2nd DWI offenders appearing in City Court is substantially lower than the number of 1st offenders, and (2) many of the 1984 offenders (who had received community service as a sanction) had not successfully completed their 240 hours of service.

The demographic information identified no inconsistencies or significant differences between the groups. The average age for 1st offenders in both groups was about 30 years. Second offenders were slightly older in both groups and the 2.4 years difference between the 1982 and 1984 2nd offender groups was not significant. Although, males constituted the overwhelming majority of all DWI offenders, the percentages of males, for both 1st and 2nd offenders, did show a decline from 1982 to 1984. These results are consistent with Court personnel observations that greater numbers of females are appearing as DWI offenders.

Analysis Methodology

Analyses of the data collected for both years and for both 1st and 2nd offenders consisted of two steps. First, each group and subgroup was examined separately to assess the significance of the changes in the before/after numbers of traffic violations and accidents. Next, comparable groups from 1982 and 1984 were examined to assess the significance of the Baton Rouge CSWP on before/after driving behavior changes (see Table 5-2).

Before/After Exposure Periods

For each driver, a period of 1½ years before and 1½ years following his/her DWI conviction was used for counting before and after traffic violations and accidents. This exposure length was used for all before/after analyses to provide a consistent basis for comparison. Use of 1½ years was dictated primarily by the limited time available to the project to collect post-1984 driving data. The actual exposure period for data collection for each driver was adjusted to account for license suspensions. As an example, if a driver received a one-year license suspension at the time of his/her DWI conviction, the data collection exposure period was extended to 2½ calendar years. In some instances, it was not possible to collect data over an entire 1½ years for a driver. When this occurred, both the before and after exposure periods for the driver were adjusted to insure that equal data collection time periods were used. As a result, the average data collection exposure period for each group of drivers was always less than 1½ years. Table 5-3 summarizes the average time periods for the four driver groups for

Table 5-2

SPECIFIC DETERRENCE ANALYSES

<p><u>Single Groups</u></p> <ul style="list-style-type: none"> ● 1982 1st Offenders ● 1982 2nd Offenders ● 1984 1st Offenders ● 1984 2nd Offenders 	<p><u>Analyses</u></p> <p>Within each group, compare the before/after numbers of hazardous traffic violations and accidents.</p>
<p><u>Comparison Groups</u></p> <ul style="list-style-type: none"> ● 1982/84 1st Offenders ● 1982/84 2nd Offenders 	<p><u>Analyses</u></p> <p>Within each offender type, compare the before/after numbers of hazardous traffic violations and accidents between 1982 and 1984.</p>

Table 5-3

AVERAGE BEFORE/AFTER DATA COLLECTION EXPOSURE PERIODS

	1982		1984	
	1st Offenders	2nd Offenders	1st Offenders	2nd Offenders
<u>Accidents</u>				
Number of Drivers(N)	298	70	376	30
Avg./Period Length (Yrs)	1.49	1.46	1.38	0.87
<u>Hazardous Traffic Violations</u>				
Number of Drivers(N)	290	66	376	30
Avg./Period Length (Yrs)	1.49	1.44	1.38	0.87

both violations and accidents. The average period lengths for both 1982 driver groups were very close to 1½ years. The 1984 groups, however, reflected the impact of the limited post-period data collection time available to the project. Most affected was the 1984 2nd offender group. The average data collection period of 0.87 years is the result of frequent and longer license suspension times that pushed the actual calendar time period for most 2nd offenders past the end of project data collection activities.

Analysis Procedures

Within group tests. Two methods were used to assess the statistical significance of the change in the numbers of before/after violations and accidents within each group.

1. Accident/Violation Rates - If each accident or violation is treated as an independent event, the occurrence of accidents and violations within each exposure period can be treated as a truncated Poisson distribution. Sample data based on the total number of violations (or accidents) and the total number of exposure years for all drivers can be used to estimate distribution parameters for both the before and after periods. The significance of changes in the number of accidents or violations between the before and after periods can be examined by using the distribution parameter estimates to construct a paired t-test. (See Appendix K.)
2. Driver Change Categories - Comparison of the numbers of before and after accidents and violations was used to classify each driver into one of three categories. The three categories were:

<u>Category</u>	<u>Rule</u>
Increase (+)	Number of after accidents (violations) is greater than the number of before accidents (violations).
Same (0)	Number of after accidents (violations) is the same as the number of before accidents (violations).
Decrease (-)	Number of after accidents (violations) is less than the number of before accidents (violations).

To test whether a change in driver behavior had occurred between the before and after exposure periods, the distribution of the number of drivers in the Increase (+) and Decrease (-) categories was examined. The null hypothesis was based on the assumption that if no change had occurred, the number of drivers in the Increase and Decrease categories should be equal. This is equivalent to testing the sample proportion of a binomial distribution against the hypothesis that the population proportion equals 0.5. (See Appendix L.)

Between groups tests. The between groups analyses were based on tests which paired the before and after records of each 1984 driver group with the corresponding group from 1982. Two procedures were used to test for change.

1. Number of Before/After Accidents/Violations - The before and after data for each paired driver groups were used to form a four-cell, two-way contingency table which could be tested for independence with the x^2 statistic.
2. Driver Changer Categories - The three driver categories from each pair of driver groups were used to form a six-cell, two-way contingency table which could also be tested with the x^2 statistic.

Data Collection and Analysis Summaries

A summary of the before and after driver information collected for both 1982 and 1984 driver groups is presented in Table 5-4. Greater detail about the type of accident or violation (i.e., alcohol-related or not) and the type of licensing sanction imposed on each driver is presented in Appendix M in tables M-1 through M-8.

Analysis of the data consists of the four parts.

1. Analysis of the before and after driving behavior of all 1982 and 1984 drivers. (tables 5-5 and 5-6)
2. Analysis of the before and after driving behavior of all 1982 drivers divided into those who had their license's suspended and those who did not. (tables 5-7 and 5-8)
3. Analysis of the before and after driving behavior of only those 1982 and 1984 drivers who had their license's suspended. (tables 5-9 and 5-10)

Table 5-4

SUMMARY OF BEFORE/AFTER ACCIDENTS AND
HAZARDOUS TRAFFIC VIOLATIONS

	1982		1984	
	1st Offenders	2nd Offenders	1st Offenders	2nd Offenders
<u>Accidents</u>				
Number of Drivers(N)	298	70	376	30
Number of Before Accidents	57	18	21	1
Number of After Accidents	15	4	38	1
% change (Before/After)	-73.7	-77.8	+81.0	0.0
<u>Hazardous Traffic Violations</u>				
Number of Drivers(N)	290	66	376	30
Number of Before Violations	121	37	161	14
Number of After Violations	73	16	106	9
% Change (Before/After)	-39.7	-56.8	-34.2	-35.7

4. Analysis of the before and after numbers of alcohol-related and non alcohol-related traffic violations for 1st offenders in 1982 and 1984. (tables 5-11 and 5-12)

All of the analysis summary tables discussed below (i.e., tables 5-5 - 5-12) utilize the same presentation format (tables 5-11 and 5-12 are slightly different and are discussed separately below.) Each table consists of 10 rows and four columns. (The row and column numbers are identified in parentheses in Table 5-5.). The first two columns present data for two groups of 1st offenders, and the second pair of columns present comparable data for two groups of 2nd offenders. In Table 5-5, for example, columns 1 and 2 present accident data for 1982 and 1984 1st offenders, and columns 3 and 4 present the same data for 1982 and 1984 2nd offenders. The ten rows in each table are divided into three groups.

Rows 1-4. The first four rows indicate the number of drivers in each group (row 1), the average exposure period in years for each driver (row 2), the number of before and after events (accidents or violations) (row 3), and the percentage change in the number of events between the before and after periods (row 4). The total exposure period in years for each driver group can be obtained by multiplying the total number of drivers by the average exposure period length. In column 1 of Table 5-5, for example, the 289 drivers examined had an average exposure period of 1.49 years.

Rows 5-7. The middle three rows of each table are used to test the significance of both within group (i.e., within column) before/after changes and between group (i.e., between columns) changes based on accident or violation rates. The number of events per 100 drivers per year for each driver group is shown in row 5. The results of the paired t-test for each driver group are shown in row 6. The results are indicated either as "Significant" or "Not Significant." Significance is noted whenever the probability (shown as a) of obtaining the test statistic value by chance is less than 10 percent. The results of the one-way (4 cell) contingency table test for independence between columns 1 and 2 and between columns 3 and 4 are shown in row 7.

Rows 8-10. The last three rows of each table also examine the significance of within group and between group changes. The bases for these tests are the distributions of drivers in the three change categories described above. The number of drivers in each category is shown in row 8. The results of the binomial test for each group are shown in row 9 and the two-way (6 cell) contingency table test results for columns 1 and 2 and for columns 3 and 4 are shown in row 10.

Tables 5-11 and 5-12. Tables 5-11 and 5-12 consist of seven rows. The first six are identical to rows 1-6 described above. Row 7 is used to report the results of a two-way (4 cell) contingency table test based on the number of after violations from each of the four groups.

Table 5-5

ANALYSIS OF CHANGE, BEFORE/AFTER ACCIDENTS, ALL DRIVERS

Row/Column	1st Offenders		2nd Offenders	
	1982 (1)	1984 (2)	1982 (3)	1984 (4)
(1) Number of Drivers(N)	289	376	70	30
(2) Average Exposure Period (Years.)	1.49	1.38	1.46	0.87
(3) Number of Before/After Accidents	57/15	21/38	18/4	1/1
(4) Change (%)	-73.7	+81.0	-77.8	0.0
<u>Accident Rates</u>				
(5) Accidents/100 Drivers/ Yr, Before/After	13.21/3.48	4.06/7.35	17.56/3.90	3.85/3.85
(6) Within Group Test, Change in Before/After Accident Rates	Significant (a=.001)	Significant (a=.05)	Significant (a=.01)	Not Significant
(7) Between Group Test, Change in Before/After Accident Rates With Control Group	Significant (a=.001)		Too few observations	
<u>Change Categories</u>				
(8) Change in the Number of Before/After Accidents Per Driver, (Increase/Same/Decrease)	8/242/39	27/332/17	4/50/16	1/28/1
(9) Within Group Test, Dist. of Drivers Within Classes	Significant (a=.0001)	Not Significant	Significant (a=.001)	Not Significant
(10) Between Years Test, Dist. of Drivers Within Classes With Control Group	Significant (a=.001)		Too few observations	

Table 5-6

ANALYSIS OF CHANGE, BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS, ALL DRIVERS

	1st Offenders		2nd Offenders	
	1982	1984	1982	1984
Number of Drivers(N)	290	376	66	30
Average Exposure Period (Years)	1.49	1.44	1.44	0.87
Number of Before/After Violations	121/73	161/106	37/16	14/9
Change (%)	-39.7	-34.2	-56.8	-35.7
<u>Violation Rates</u>				
Violations/100 Drivers/Yr, Before/After	27.9/16.9	31.1/20.5	39.0/16.8	53.8/34.6
Within Group Test, Change in Before/After Violation Rates	Significant (a=.001)	Significant (a=.001)	Significant (a=.01)	Not Significant
Between Group Test, Change in Before/After Violation Rates With Control Group	Not Significant		Not Significant	
<u>Change Classes</u>				
Change in the Number of Before/After Violations Per Driver, (Increase/Same/Decrease)	47/178/65	54/232/90	9/35/22	4/15/11
Within Group Test, Dist. of Drivers Within Classes	Not Significant	Significant (a=.01)	Significant (a=.02)	Significant (a=.05)
Between Group Test, Dist. of Drivers Within Classes With Control Group	Not Significant		Not Significant	

Table 5-7

ANALYSIS OF CHANGE, BEFORE/AFTER ACCIDENTS BY LICENSE SANCTION, 1982 DRIVERS ONLY

	1st Offenders		2nd Offenders	
	License Suspension	No License Suspension	License Suspension	No License Suspension
Number of Drivers(N)	88	201	45	25
Average Exposure Period (Years)	1.49	1.50	1.44	1.50
Number of Before/After Accidents	21/7	36/8	10/3	8/1
Change (%)	-66.7	-77.8	-70.0	-87.5
<u>Accident Rates</u>				
Accidents/100 Drivers/Yr, Before/After	16.0/5.3	12.0/2.7	15.4/4.6	21.3/2.7
Within Group Test, Change in Before/After Accident Rates	Significant (a=.01)	Significant (a=.001)	Not Significant	Significant (a=.05)
Between Group Test, Change in Before/After Accident Rates With Control Group	Not Significant		Too few observations	
<u>Change Classes</u>				
Change in the Number of Before/After Accidents Per Driver, (Increase/Same/Decrease)	3/68/17	5/169/27	3/33/9	1/17/7
Within Group Test, Dist. of Drivers Within Classes	Significant (a=.001)	Significant (a=.0001)	Significant (a=.05)	Significant (a=.01)
Between Group Test, Dist. of Drivers Within Classes With Control Group	Not Significant		Not Significant	

Table 5-8

ANALYSIS OF CHANGE, BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS
BY LICENSE SANCTION, 1982 DRIVERS ONLY

	1st Offenders		2nd Offenders	
	License Suspension	No License Suspension	License Suspension	No License Suspension
Number of Drivers(N)	88	202	41	25
Average Exposure Period (Years)	1.49	1.50	1.43	1.46
Number of Before/After Violations	54/23	67/50	23/8	14/8
Change (%)	-57.4	-25.4	-65.2	-42.9
<u>Violation Rates</u>				
Violations/100 Drivers/Yr, Before/After	41.2/17.6	22.2/16.6	39.3/13.7	38.4/21.9
Within Group Test, Change in Before/After Violation Rates	Significant (a=.001)	Not Significant	Significant (a=.01)	Not Significant
Between Group Test, Change in Before/After Violation Rates With Control Group	Significant (a=.10)		Not Significant	
<u>Change Classes</u>				
Change in the Number of Before/After Accidents Per Driver, (Increase/Same/Decrease)	16/43/29	31/135/36	6/21/14	3/14/8
Within Year Test, Dist. of Drivers Within Classes	Significant (a=.05)	Not Significant	Significant (a=.05)	Not Significant
Between Years Test, Dist. of Drivers Within Classes With Control Group	Significant (a=.01)		Not Significant	

Table 5-9

ANALYSIS OF CHANGE, BEFORE/AFTER ACCIDENTS,
ONLY DRIVERS WITH LICENSE SUSPENSION SANCTION

	1st Offenders		2nd Offenders	
	1982	1984	1982	1984
Number of Drivers(N)	88	376	45	30
Average Exposure Period (Years)	1.49	1.38	1.44	0.87
Number of Before/After Accidents	21/7	21/38	10/3	1/1
Change (%)	-66.7	+81.0	-70.0	0.0
<u>Accident Rates</u>				
Accidents/100 Drivers/Yr, Before/After	16.0/5.3	4.1/7.4	15.4/4.6	3.8/3.8
Within Year Test, Change in Before/After Accident Rates	Significant (a=.01)	Significant (a=.05)	Not Significant	Not Significant
Between Group Test, Change in Before/After Accident Rates With Control Group	Significant (a=.01)		Too few observations	
<u>Change Classes</u>				
Change in the Number of Before/After Accidents Per Driver, (Increase/Same/Decrease)	3/68/17	27/332/17	3/33/9	1/28/1
Within Group Test, Dist. of Drivers Within Classes	Significant (a=.001)	Not Significant	Significant (a=.05)	Not Significant
Between Years Test, Dist. of Drivers Within Classes With Control Group	Significant (a=.001)		Too few observations	

Table 5-10

ANALYSIS OF CHANGE, BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS,
ONLY DRIVERS WITH LICENSE SUSPENSION SANCTION

	1st Offenders		2nd Offenders	
	1982	1984	1982	1984
Number of Drivers(N)	88	376	41	30
Average Exposure Period (Years)	1.49	1.38	1.43	0.87
Number of Before/After Violations	54/23	161/106	23/8	14/9
Change (%)	-57.4	-34.2	-65.2	-35.7
<u>Violation Rates</u>				
Violations/100 Drivers/Yr, Before/After	41.2/17.6	31.1/20.5	39.3/13.7	53.8/34.6
Within Group Test, Change in Before/After Violation Rates	Significant (a=.001)	Significant (a=.001)	Significant (a=.01)	Not Significant
Between Group Test, Change in Before/After Violation Rates With Control Group	Not Significant		Not Significant	
<u>Change Classes</u>				
Change in the Number of Before/After Violations Per Driver, (Increase/Same/Decrease)	16/43/29	54/232/90	6/21/14	4/15/11
Within Group Test, Dist. Drivers Within Classes	Significant (a=.05)	Significant (a=.01)	Significant (a=.05)	Significant (a=.05)
Between Group Test, Dist. of Drivers Within Classes With Control Group	Significant (a=.10)		Not Significant	

Table 5-11

ANALYSIS OF CHANGE, BEFORE/AFTER HAZARDOUS
TRAFFIC VIOLATIONS BY OFFENSE TYPE, 1st OFFENDERS ONLY

	1982		1984	
	Alcohol Related	Non-Alcohol Related	Alcohol Related	Non-Alcohol Related
Number of Drivers(N)	290	290	376	376
Average Exposure Period (Years)	1.49	1.49	1.38	1.38
Number of Before/After Violations	3/34	118/39	4/11	157/95
Change (%)	+1,033.3	-75.5	+175.0	-39.5
<u>Violation Rates</u>				
Violations/100 Drivers/Yr, Before/After	0.7/7.9	27.3/9.0	0.8/2.1	30.4/18.4
Within Group Type Test Change in Before/After Violation Rates	Significant (a=.01)	Significant (a=.001)	Significant (a=.10)	Significant (a=.001)
Between Group Test, Proportion of Alcohol-Related/Non-Alcohol-Related After Violations	Significant (a=.001)			

Table 5-12

ANALYSIS OF CHANGE, BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS,
BY OFFENSE TYPE, 1st OFFENDERS WITH LICENSE SUSPENSION SANCTION

	1982		1984	
	Alcohol Related	Non-Alcohol Related	Alcohol Related	Non-Alcohol Related
Number of Drivers(N)	88	88	376	376
Average Exposure Period (Years)	1.49	1.49	1.38	1.38
Number of Before/After Violations	1/10	53/13	4/11	157/95
Change (%)	+900.0	-75.5	+175.0	-39.5
<u>Violation Rates</u>				
Violations/100 Drivers/Yr, Before/After	0.8/7.6	40.5/9.9	0.8/2.1	30.4/18.4
Within Group Type Test Change in Before/After Violation Rates	Significant (a=.01)	Significant (a=.001)	Significant (a=.10)	Significant (a=.001)
Between Group Test, Proportion of Alcohol-Related/Non-Alcohol-Related After Violations	Significant (a=.001)			

Analysis Results

The discussion that follows is divided into four parts. The first part examines the change in driving behavior for all drivers in the 1982 and 1984 driver groups. The second part examines driving behavior changes for two groups of drivers from 1982. The third part examines the change in driving behavior for the subset of 1982 and 1984 drivers who received a license suspension as part of their sanction for DWI, and the final part examines the before and after frequencies of alcohol-related traffic violations for 1982 and 1984 driver groups.

Comparison of 1982 and 1984 Groups - All Drivers

Accidents (Table 5-5). Data are shown for both 1st and 2nd offenders. Results for 2nd offenders are limited, however, because of the small sample size for each year (i.e., N=70 for 1982 and N=30 for 1984). An unusual result is the before/after accident counts for 1984 1st offenders. The increase from 21 to 38 accidents is in contrast to the consistent pattern of before/after declines that appear throughout tables 5-5 to 5-12. Discussions with Department of Public Safety personnel revealed that this result may in fact be related to the nature of accident reporting in Louisiana. The system is essentially a self-reporting procedure (i.e., the motorist must file a form with the state). It is widely believed that, despite a legal requirement to report all accidents, many motorists fail to comply with the law and that the rate of non-compliance has been increasing for several years as motorists seek to avoid higher insurance rates and the public has learned that no state enforcement effort is directed at identifying violators. The striking increase in accidents during the after period for 1984 1st offenders likely stems from the fact that all convicted offenders in 1984 were on probation while they completed their community service requirement. Failure to report an accident is a violation of law and grounds for revocation of probation. Hence, DWI offenders, while on probation, may have been more inclined to report their accidents. The within group tests clearly indicate significant decreases in accidents for both 1st and 2nd offenders in 1982. Results for 1984 are mixed. For 1st offenders, the accident rate increased significantly, but the category change results were not significant. No change was observed for 1984 2nd offenders.

Only the between group results for 1st offenders are meaningful because of the limited data for 2nd offenders. Obviously, due to the increase in after accidents among 1984 1st offender drivers, a significant difference was found between the 1982 and 1984 1st offender groups.

Violations (Table 5-6). All four groups showed a decrease in violations ranging from 34.2 to 56.8 percent. Six of the eight within group tests indicate that these decreases were significant. All four between groups tests, however, failed to indicate any significant differences between the declines for the 1982 and 1984 driver groups.

Comparison of 1982 Drivers Grouped by License Sanction

The analyses reported in tables 5-5 and 5-6 include all 1982 drivers selected regardless of the licensing sanction used. In the 1984 driver group, all offenders received a license suspension in addition to a community work service requirement. To explore the impact of the type of licensing sanction received, all 1982 drivers were divided into two groups based on whether a licensing sanction has been applied or not. The analyses of these groups are presented in tables 5-7 and 5-8.

Accidents (Table 5-7). All four groups show a dramatic decrease in accidents ranging from 66.7 to 87.5 percent. All but one of the within group tests indicate that these decreases are statistically significant. The absence of a significant finding based on the paired t-test for 2nd offenders with suspended licenses is likely due to insufficient numbers of accidents. None of the between groups tests, however, support the contention that the type of licensing sanction used significantly affected the subsequent accident record of one group more than the other.

Violations (Table 5-8). All four groups show decreases in the number of violations ranging from 25.4 to 65.2 percent. In contrast to the before/after accident data, however, only drivers who had their licenses suspended yielded significant test results. Between group tests were significant for 1st offenders indicating that the license suspension group had lowered their after traffic violation occurrences significantly more than the no license suspension group.

Comparison of 1982 and 1984 Groups - Drivers With Suspended Licenses Only

Tables 5-9 and 5-10 repeat the analyses reported in tables 5-5 and 5-6 with the restriction that all drivers in both 1982 and 1984 also received a license suspension as part of their DWI sanction.

Accidents (Table 5-9). These results mirror those presented in Table 5-5. Again, however, results must be cautiously interpreted because of the low number of 2nd offender drivers and the potential reporting error for the 1984 data. Among first offenders, the decline in accidents for 1982 drivers and the corresponding increase in accidents for 1984 drivers yields a significant difference between these groups. Both between group test results for 2nd offenders are not reported because of insufficient sample sizes.

Violations (Table 5-10). These results are similar to those reported in Table 5-6. All of the groups reported decreases in violations ranging from 34.2 to 65.2 percent. Seven of the eight within group tests again indicated that the decreases were statistically significant. The between group test results are similar to those reported in Table 5-6. The only difference between the two tables occurs in the change category test for 1st offenders. This test yielded an insignificant result in Table 5-6, but yielded a significant result (albeit at $\alpha = .10$) in Table 5-10.

Comparison of 1982 and 1984 Traffic Violations Grouped by Offense Type

The analyses reported in tables 5-11 and 5-12 examine the impact of the Baton Rouge CSWP on the before and after driving records of 1st offenders from 1982 and 1984. Within each year, all violations were divided into alcohol and non alcohol-related categories. Neither accident data nor 2nd offender data were examined because of insufficient numbers of alcohol-related events. In both tables, the increase in the number of after alcohol-related violations for 1st offenders was expected since, by definition, a 1st offender should have zero or, at least, very few alcohol-related before violations. The number of after non alcohol-related violations decreased for both the 1982 and 1984 groups.

To determine whether the number of alcohol-related violations changed significantly in 1984, a two-way (4 cell) contingency table was constructed based on the number of alcohol and non alcohol-related after violations from both 1982 and 1984. This array was tested for independence with the χ^2 statistic and the result is reported in the last row of each table.

In Table 5-11, which is based on all 1st offenders from 1982 and 1984 regardless of the licensing sanction received, the test result supports the conclusion that a significant decline in the number of alcohol-related violations occurred in 1984 due to the presence of the Baton Rouge CSWP. When only drivers who had their licenses suspended in 1982 are used (Table 5-12) the same conclusion is supported.

Summary

This chapter examines the specific deterrence impact of the Baton Rouge CSWP based on analyses of the before and after driving records of two groups of drivers: those who had received community service as part of their DWI sanction and those who had not. The first group of drivers were convicted of DWI in calendar year 1982. The second group consisted of drivers who were convicted in 1984. The number of accidents and hazardous traffic violations were obtained for each driver for a period of 1 1/2 years before and 1 1/2 years after his/her DWI conviction. Exposure periods were adjusted for license suspensions.

Impact of the Sanctioning Process

The initial questions focused on the before and after results within each offender group and year. The questions were:

1. Does the sanctioning process impact subsequent offender driving behavior?
2. What kinds of subsequent driving behavior are affected?

The consistent decrease in the number of violations and accidents within each group and year supports the conclusion that the sanctioning process for DWI offenders does affect their subsequent driving behavior. This observation is most strongly supported by the before and after traffic violation data. Among first offenders, decreases of 34.2 percent (1984) and 57.4 percent (1982) were observed (Table 5-10). A number of limitations with this observation, however, must also be noted:

1. The exposure period for each driver was a maximum of 1 1/2 years. No information about the long term impact on driving was obtained.
2. The small amount of 2nd offender data collected and questions about the completeness of the 1984 accident data limit the interpretability of the accident data.
3. The data did not provide sufficient numbers of alcohol-related accidents and violations to examine the impact of the sanctioning process upon specific subsets of accident and violation types.

Impact of the Baton Rouge Community Service Work Program

Although the data and test results strongly suggest that the sanctioning process, in general, does impact on subsequent driving behavior, a key issue for the project was whether the Baton Rouge CSWP was any more or less successful than other sanctions as a specific deterrent for DWI. The project addressed this question by comparing the before and after driving records of offenders who had received community service as a sanction with the before and after driving records of offenders who had not received community service as a sanction. In general, the project data and tests failed to detect any significant difference in the before and after driving records of the two offender groups. The absence of a significant difference in impact by the Baton Rouge CSWP is clearly evident in the traffic violation data (Table 5-10) and less evident, for reasons discussed above, in the accident data (Table 5-9). The three limitations listed above are also applicable to this conclusion.

Also of importance to the project was the information (albeit limited) obtained about the impact of the community service sanction on alcohol-related accidents and violations. An analysis of 1st offender data (tables 5-11 and 5-12) supports the general conclusion that the Baton Rouge CSWP does significantly reduce the frequency of alcohol-related accidents and violations in comparison to earlier sanctioning efforts.

Impact of License Suspension

The 1982 driver information collected for the project included both offenders who had had licenses suspended and offenders who had not. Examining the before and after driving records of both groups permitted an analysis of the relative special deterrence effectiveness of the license suspension sanction. The results revealed no impact on accidents (Table 5-7). For traffic violations (Table 5-8), the results were mixed. No impact was noted for 2nd offenders, but a statistically significant reduction was obtained in the number of subsequent traffic violations by 1st offenders who had had their licenses suspended.

Chapter 6: IMPACT OF COMMUNITY SERVICE WORK ON THE ADJUDICATION SYSTEM

Introduction

This aspect of the project addressed the question: What impact would a community service program have on the criminal justice system? This activity was designed to examine the impact of the use of community service as an alternative sanction for DWI offenders on the processes and personnel of the adjudication system in the City of Baton Rouge: police, City Court judges, Probation Division personnel, the City Court Clerk/Administrator, the City Court prosecutor (and other prosecution officials), and offenders themselves. This chapter reports on the views and impressions of these individuals concerning the changes, benefits, problems, and solutions brought about by institution of the Community Service Work Program in Baton Rouge.

Illustration of the effect of community service as a DWI sanction upon the local criminal justice system can be used to demonstrate to other jurisdictions how such a program works, what are potential pitfalls and problems, what are solutions to various problems that can arise, and what benefits can be expected from such a program. This examination also provided the project with additional information about the relationships between the agencies and individuals involved in the apprehension, prosecution, and sanctioning of DWI offenders in the City of Baton Rouge.

The primary project information-gathering mechanism was a series of interviews with practitioners at all levels within the system--judges, clerks, probation officers, police officials, and prosecutors. The purpose of these interviews was to determine the respondents' subjective impressions of the impact of the Community Service Work Program upon various aspects of the adjudication system; e.g., how the Community Service Work Program affected arrest rates, plea bargaining practices, frequency of guilty pleas, case processing time and procedures, conviction rates, and post-sentencing procedures. The goal was to determine both positive and negative impacts upon personnel and the adjudication system.

Another purpose was to identify the forms, guidelines, reporting requirements, and other documents generated and used by the Probation Division for the Community Service Work Program. Interviews with Division personnel were also used to determine: (1) What new or extended procedures had been initiated for the Community Service Work Program? (2) What was the reaction of Division personnel to community service? (3) Was community service viewed as an effective deterrent to the DWI problem in Baton Rouge; and (4) What improvements in the Community Service Work Program would Division personnel recommend?

Personnel interviews were scheduled to coincide with the public information campaign that began in February 1985. The first wave of interviews was conducted at the beginning of the campaign, and a second wave of interviews was conducted near the end of the campaign, approximately one year later. The first set of interviews took place in January-February 1985, and the second set took place in December 1985 - March 1986.

An important purpose of the first set of interviews was to gain information about the early history of the program; i.e., startup problems, initial funding, early adjustments, etc. This information could provide valuable insights for other communities that are investigating the use of community work service as a DWI sanction. The initial set of interviews was also used to identify "baseline" attitudes of key personnel in the adjudication system contemporaneous to the initiation of the public information campaign.

The primary objective of the second set of interviews was to identify whether changes had occurred in the attitudes of key personnel, or whether new system problems had arisen as a result of the public information campaign about the Community Service Work Program during the past year.

Evaluation Activities

An interview instrument was developed for each category of personnel in the Baton Rouge adjudication system. (See Appendix N) Each interview instrument was used as the basis for both the first and second set of interviews. In actual practice, project staff occasionally departed from the precise sequence of questions in the interview instrument to ask different questions as new areas of inquiry arose during the interview process; e.g., during the second set of interviews, each instrument was collapsed into a few questions to achieve the more limited objective of ascertaining whether there had been changes in attitude or new problems had arisen since the first set of interviews.

It should be noted that many of the same questions were asked of personnel in different categories in addition to questions that were unique to each category. This was done in order to obtain personnel impressions and beliefs, not only about the operation of their own areas, but also about the operations of other parts of the adjudication system. Since the primary focus of the project was the Community Service Work Program as administered by the City Court Probation Division, personnel in other areas of the adjudication system were asked questions pertaining to the operations and procedures of the Probation Division as they pertained to how the Division administered the Community Service Work Program.

Additional evaluation activities included examination of improved efficiencies instituted by the Probation Division, completion rates of offenders

given the community service sanction, collection of "success stories" (i.e., stories about offenders who demonstrated a positive reaction to their community service experience), and reactions of personnel in the community service agencies themselves.

Persons Interviewed

The following persons were interviewed in person, by telephone, or by correspondence.

Baton Rouge City Court Judges

- Darrell D. White, Senior Judge
- Rosemary Pillow
- Freddie Pitcher
- Bryan Stringer

East Baton Rouge District Court Judge

- William H. Brown

Baton Rouge City Police Officials and Personnel

- Chief P. Bonnano
- Chief W. Rogillio
- Captain C. C. Brown
- Sergeant John T. Mayo

Baton Rouge City, East Baton Rouge Parish, and National and Louisiana District Attorneys Association Officials

- Ralph Tyson, Baton Rouge City Prosecutor
- Bryan Bush, East Baton Rouge District Attorney
- Pete Adams, Executive Director, Louisiana District Attorneys Association
- Jack E. Yelverton, Executive Director, National District Attorneys Association

Baton Rouge City Court Clerk/Administrator's Office

- Milton (Mickey) Skyring, Clerk/Judicial Administrator
- Cynthia Gaudin, Chief Deputy, Clerk Traffic Division

Baton Rouge City Court Probation and Rehabilitation Division

- Mary Millsap, Chief Probation Officer
- Robbie Harrelson, Casework Supervisor
- Robert Menck, Probation Officer 2
- Staff members, Probation and Rehabilitation Division.

Observations and Selections from Personnel Interviews

The following observations were drawn from interviews with the persons identified above. It must be stressed that a key objective of the interviews was to ascertain the impressions and perceptions of key personnel within the adjudication system about the impact and effectiveness of the Community Service Work Program. The focus, therefore, was not on the collection of survey data suitable for statistical analysis, but rather on the accurate recording of the reactions and views of important actors within the system in order to assess, to the extent possible, how their reactions to the Community Service Work Program may have affected its implementation and use.

Baton Rouge City Court Judges and East Baton Rouge District Court Judge.

- Community service has not affected the number of DWI cases appearing in the City Court. The number of such cases is largely determined by the activities of the police, which are dependent upon the level of funding available for enhanced enforcement activities.
- Community service has not increased the amount of paperwork or case processing procedures in the City Court, with the possible exception of repeated court appearances for offenders who have difficulty completing their assignments in the allotted time and request continuances to do so.
- The number of guilty pleas in DWI cases has not been affected by the availability of community service as a sanction.

- On January 1, 1983, the City Court judges adopted a policy of using community service for all first and second DWI offenders unless there were extenuating circumstances. While no judge expressed major disagreement with the wisdom of this policy, one judge offered the view that the only effective deterrent for first and second DWI offenders was jail and a stiff fine.
- The judges believed that the availability of community service has had no appreciable impact upon the number of cases going to trial.
- It was thought that community service was viewed by a substantial number of offenders as a means of "atonement," or a way to pay back their debt to society.
- The judges offered the belief that two-thirds of DWI offenders are problem drinkers who are not appreciably affected by any particular DWI sanction--including jail.
- The most effective means of making community general deterrence to DWI is to maintain a high level of public information and education, with emphasis upon the certainty of the sanction and the burden aspect (i.e., 32 hours for a first offense and 240 hours for a second offense). The punitive aspect of the sanction should be stressed among the general public. It was believed that this aspect of the sanction had been adequately publicized in the project's public information and education materials.

Baton Rouge City Police Officials and Personnel.

- Community service has not directly affected the arrest activities of the police in DWI cases, nor has it added to their paperwork, processing procedures, or otherwise created any particular problems for the police.
- It is generally believed that community service is not as effective a deterrent as jail and a fine, although the punitive aspect, if stressed in an ongoing public information and education campaign, may ultimately have that effect.
- No one expressed the view that community service was "too soft" or was creating an atmosphere of "permissiveness."
- A more effective general deterrence strategy for DWI is to publish the names of offenders in the newspaper.

Prosecutorial Officials: City, District, State Association and National Association.

- Changes in the number of DWI arrests are due to changes in police enforcement activity, not the availability of community service as a sanction.
- Some additional cases may be going to trial in the Baton Rouge City Court as the result of the belief that the policy of giving community service to all first and second DWI offenders is a more severe sanction than a fine. This would be particularly true for second offenders because of the onerous 240 hour requirement. Most prosecution personnel, however, believe that any increase in requests for trials (and concurrent decrease in guilty pleas) generated by the use of community service as a sanction is "negligible."
- There has been no appreciable increase in the workload, paperwork, or procedures of the City Court Prosecutor's Office as a result of the Community Service Work Program.
- The City Court prosecutor is not ordinarily involved in a case after a person has been assigned to community service unless an offender does not successfully complete the assignment. If this occurs, probation revocation takes place and the prosecutor is involved in these proceedings. Even if community service was not available as a sanction, the type of offender who "fails" community service probably would "fail" any other conditions of probation, and would become a "revocation" requiring action by the City Court prosecutor.
- In general, prosecutor personnel were not certain whether community service was an effective general or specific deterrent for DWI. Some prosecutor personnel expressed the view that to be an effective specific deterrent, community service must be combined with probation and medical counseling to assist the offender in working on his/her alcohol problem. This view is based on the assumption that most DWI cases involve "problem drinkers," rather than "social drinkers."
- Some concern was expressed about the adequacy of the monitoring of assignments by probation personnel.
- State and national prosecutor personnel expressed the view that the Baton Rouge Community Service Work Program was regarded in their prosecutorial communities as an exemplary program.

Baton Rouge City Court Clerk/Administrator's Personnel.

- Community service has not had any significant effect upon the number of arrests, guilty pleas, or trials; nor has it led to any appreciable increase in workload, paperwork, or case processing time.
- There is some feeling that the availability of community service has increased the amount of guilty pleas because of offender perceptions that if he/she goes to trial and is convicted, he/she is more likely to receive jail as a sanction than community service.
- All personnel in this office approve of the use of community service as a sanction over jail. Jail was viewed as "destructive to this type of offender and especially to the offender's family.
- One good effect of community service is that it has shifted some of the responsibility of supervising offenders to the community; i.e., the community service placement agencies. Often, placement personnel take a personal interest in the offenders assigned to them and become an important factor in the rehabilitation process.
- The view was expressed that community service may not be an effective specific deterrent unless it is viewed as "punishment" by the offender. Adequate levels of enforcement presence and arrests for DWI are viewed as the most effective vehicles for general deterrence, along with educational activities and programs in the community.

Baton Rouge City Court Probation and Rehabilitation Division Personnel.

- Community service has had little effect upon the number of arrests, guilty pleas, and cases going to trial.
- Management personnel indicated that there have been no major negative impacts of the program upon the amount of workload, paperwork, or procedures of the office. New forms and procedures were instituted to monitor and manage the program.
- The Probation Division has the primary responsibility for implementing the program, and Division management personnel said that a major problem has been inadequate monitoring of

the performance of community service clients by probation staff and placement agencies. New procedures to more closely monitor client performance were implemented in 1985. (See detailed description in Appendix O)

- Two areas for future program improvement are the identification of additional placement agencies and quicker judicial procedures for dealing with offenders who do not cooperate with probation officers and placement agency personnel.
- Many probation officers expressed the view that the implementation of the Community Service Work Program has increased their workload (caseload), and had added new and additional forms and procedures for screening, processing, assessing, monitoring, and following-up on offenders assigned to community service agencies. (Some of these forms and procedures are contained in Appendix P.)
- Other criticisms of the program were inadequate numbers of placement agencies, inability of probation officers to adequately monitor work performance, failure of placement agencies to cooperate in the monitoring of offender work performance, lack of expedited processes for revoking probation, lack of judicial sympathy in dealing with uncooperative offenders, inadequate screening and assessment of offenders for appropriate placements, and outdated and cumbersome forms.

Completion Rates of Community Service Work Program Offenders

One measure of program effectiveness is the percentage of clients that successfully complete their community service assignments. "Successful" completion is defined as completion of all hours assigned by the City Court (i.e., 32 for first offenders and 240 for second offenders) even if an offender is granted a continuance of his/her case for additional time to complete his/her hours.

Client completion figures for the period January 1, 1983 to December 31, 1984 were compiled by the Probation Division and are summarized in Table 6-1.

Table 6-1

COMPLETION RATES OF COMMUNITY SERVICE WORK PROGRAM CLIENTS
January 1, 1983 - December 31, 1984

	First-Time Offenders	Second-Time Offenders
Successful Completion	90%	45%
Unsuccessful Completion	10	26
Active*	0	29

*Includes offenders who are completing their work assignment as of April 1985. The high percentage of cases that are active for second offenders illustrates the difficulty second offenders have in completing the requirement of 240 hours of work.

Community Service Work Program "Success Stories"

Project staff asked personnel of the Probation Division to identify specific examples of DWI offenders who had exhibited remarkable rehabilitative progress that could, at least subjectively, be attributed to their community service experience. Several examples are given below.

- "One individual was assigned to complete her 32 hours as a secretary in the Warrants Office. As a result of her good work there, she was hired as a full-time employee of the City Court.
- "Mr. _____ had 240 hours of community service which he successfully completed. He built a book case for the Judicial Administrator's office. He also divided and paneled the secretary's office, and he built a book case for the Probation Division's file completion room. He also did an outstanding job in building the book shelves for the Chief Deputy's Traffic Division office."
- "Mr. _____ is an international jazz musician who completed his hours of community service by playing for the Council on Aging

during the Christmas Season, 1983. He also played in nursing homes throughout the City and Parish. The nursing homes were estatic over his coming to play, and reported that the elderly enjoyed his music very much.

- "Mr. _____, an electrical engineer, designed and installed a security light system for City Court along with other electrical work during his 32 hours of community service. When he completed his 32 hours of community service, the security light system was not finished. He told his probation officer not to worry about it. He wanted to complete the outside security light system because he knew just how everything went and did not want someone else to 'mess up' the system. He put in nine extra hours to complete the outside lighting system.
- "A retired engineer from a chemical refinery performed his community service at the Public Library. He was amazed at all the services the library offered. Subsequently, his interest was recognized and he has continued to work at the library on a volunteer basis.
- "A widowed housewife who had never worked outside the home except to aid her husband in his business did her community service at the Earl K. Long Hospital information desk. She found it so fulfilling that she now volunteers on a regular basis.

Reactions of Personnel in Community Service Work Placement Agencies

Interviews with personnel in the Community Service Work placement agencies revealed that the overwhelming majority of the public and private agencies that serve as placements for offenders in the Community Service Work Program are pleased with the performance of the persons assigned to them, and that they appreciated the many contributions made to their agencies. One such expression of appreciation from Mr. Richard A. Sabino, Executive Director of the Arts and Humanities Council of Greater Baton Rouge, is included in Figure 6-1.

April 29, 1985

Mary Millsap MSW, BCSW
Chief Probation Officer
City Court Probation and Rehabilitation
City of Baton Rouge
Parish of East Baton Rouge
Room 124
1100 Laurel
Baton Rouge, LA

Dear Mary:

I want to take this opportunity to not only thank you for your help with the River City Blues Festival this year, but with our booth renovation project a month ago, and all the festivals and other cultural projects we have worked on over the last two years.

The rehabilitation program involving community workers has assisted us greatly, and we believe that through our programs and festivals the community workers feel that their efforts are worthwhile and beneficial not only to the community but to themselves as well.

The past "graduates" of the program have stayed with us to help on festivals and projects after their time was fulfilled with your program. These people are _____, who is a great help to us with inventory control during an event, and _____, who has become a key member of our Site Coordination and Grounds Management Team - a group we could not exist without.

I hope that we can continue to be a part of your program in the future. The results have been super.

Sincerely,

Richard A. Sabino
Director
River City Festivals Association

Figure 6-1

LETTER OF APPRECIATION FROM A COMMUNITY SERVICE WORK AGENCY

Observations

This section draws together the interview information cited above and other relevant data about the operation of the adjudication system in the city of Baton Rouge in order to summarize changes to the system as a result of the implementation of the Community Service Work Program.

Percent of Guilty Pleas

In the opinion of several persons who were interviewed, institution of the Community Service Work Program in Baton Rouge appears to have increased slightly the number of guilty pleas in DWI cases. Beginning in 1983, City Court judges adopted a policy of giving community work service for every first and second offender unless there were aggravating circumstances, such as a serious accident with injury or a "recalcitrant" offender. Since implementation of the policy, approximately 90% of all DWI cases have ended in guilty pleas, which may be slightly more than pre-community service work experience.

Case Processing Time

It was also noted by the persons who were interviewed that institution of community service appears not to have increased appreciably the amount of time needed for case processing from initial arraignment to final disposition. Case processing time was 60 days prior to community service for first offenders, and has remained essentially the same. Only if an offender is unable to complete his/her community service hours due to illness, a problem with the assignment, or recalcitrance, is the time likely to be more than 60 days. Also, the presence of community service has not affected the time frame for trials for not guilty pleas. The time frame has remained at two weeks from arraignment, the same as it was before institution of community service.

Post-Sentencing Procedures

Post-sentencing procedures have remained essentially the same since institution of the Community Service Work Program. If a person fails to complete his/her hours in a timely fashion, he/she is sent back to City Court for action by the sentencing judge.

Arrest Rates

Arrest rates for DWIs for the years 1982 through 1985 are shown in Table 6-2. The drop in arrests for 1983 was due to budget and staffing cuts in the police department.

Table 6-2

ANNUAL DWI ARREST TOTALS, CITY OF BATON ROUGE

Year	DWI Arrests
1982	2,012
1983	1,659
1984	2,273
1985	1,468

Source: "Summary of Traffic Enforcement Activity," Baton Rouge Police Department

Probation Department

The major impact of community service on the adjudication system has been upon the staff and procedures of the Probation and Rehabilitation Division of the City Court. New procedures were instituted for intake, skills assessment of clients, assignment, monitoring, and ultimate reporting back to the court after each community service assignment was completed. This has created additional work per client for probation officers, but there has not been an increase in the number of clients per probation worker. It appears that probation officers are working the same total number of hours per week since implementation of the Community Service Work Program as they were before the institution of the program. In some cases, however, they are now working evenings and weekends (Saturday) to accommodate the schedule of community service assignments. Few probation workers have found the new procedures unduly burdensome.

A major problem for probation officers appears to be monitoring the number of hours spent on community service by their charges. Frequently there is a delay of several weeks before a probation officer becomes aware that an offender is not fulfilling his/her assignment. Letters and phone calls to delinquent offenders are sometimes ignored. Offenders may communicate directly with the sentencing judge if they do not like their assignment, and changes are sometimes made by the judges without input by the probation officer. Many probation officers expressed the view that they have insufficient leverage over their charges, short of bringing them back into court.

Specific Deterrence

Most, but not all, probation officers believe that community service is an effective specific deterrent to DWI recidivism. All of the judges and administrators in the City Court of Baton Rouge are of the view that community service is an effective specific deterrent in most cases. Police and prosecution officials generally concur in this, but appear to be less certain, and in some cases were mildly skeptical about the impact of community service as an effective specific deterrent.

Summary

No appreciable shift was detected in the opinions or impressions of the personnel in any facet of the adjudication system between the first and second round of interviews. The perception of most persons interviewed remained that:

- (1) Community service was an adequate and effective specific deterrent to DWI recidivism, and was probably as effective as jail and fines. (No one expressed the view that the uniform policy of the City Court judges concerning the giving of community service as a sanction should be changed or modified.);
- (2) Community service had been of invaluable service to the referral agencies and organizations; and
- (3) The Community Service Work Program had not negatively affected the workload or procedures of any aspect of the adjudication system or created serious problems.

There was, however, a change in attitude concerning the perceived effectiveness of community service as a general deterrent to DWI. In the initial round of contacts, most persons appeared uncertain of the effectiveness of community service as a general deterrent among the public, apparently because it was not clear then how much the general public knew about the sanction. This was just before or at the beginning of the project's PI&E campaign.

The second contacts, however, occurred near the end of the concerted PI&E activities. Now, many persons were of the opinion that the public had been made aware of the availability and workings of community service as a DWI sanction, especially the mandatory policy of the City Court judges. Much of the PI&E campaign had stressed the inconvenience and burdensome aspect of performing 32 hours of community service for first offenders and 240 hours for second offenders. The certainty of receiving the sanction, and the negative impact upon the offender and his/her family had been stressed in much of the PI&E materials. A majority of the personnel now believed that community service had become an effective general deterrent as a result of the PI&E campaign.

Appendix A: STATE OF LOUISIANA DWI LAW

Louisiana Revised Statute 14:98

- A. The crime of operating a vehicle while intoxicated is the operating of any motor vehicle, aircraft, watercraft, vessel, or other means of conveyance when:
- (1) The operator is under the influence of alcoholic beverages; or
 - (2) The operator's blood alcohol concentration is 0.10 per one hundred cubic centimeters of blood; or
 - (3) The operator is under the influence of narcotic drugs, central nervous system stimulants, hallucinogenic drugs or barbiturates.
- B. On a first conviction, the offender shall be fined not less than one hundred twenty-five dollars nor more than five hundred dollars and imprisoned for not less than ten days nor more than six months. Imposition of execution of sentence shall not be suspended unless:
- (1) The offender is placed on probation with a minimum condition that he serve two days in jail and participate in a court-approved substance abuse program and participate in a court approved driver improvement program; or
 - (2) The offender is placed on probation with a minimum condition that he perform four eight-hour days of court-approved community service activities, participate in a court-approved substance abuse program and participate in a court-approved driver improvement program.
- C. On a second conviction, regardless of whether the second offense occurred before or after the first conviction, the offender shall be fined not less than three hundred dollars and not more than five hundred dollars and imprisoned for not less than thirty days nor more than six months. Imposition or execution of sentence shall not be suspended unless:
- (1) The offender is placed on probation with a minimum condition that he serve fifteen days in jail and participate in a court-approved substance abuse program and participate in a court-approved driver improvement program; or
 - (2) The offender is placed on probation with a minimum condition that he perform thirty eight-hour days of court-approved community service activities and participate in a court-approved substance abuse program and participate in a court-approved driver improvement program.

- D. On a third conviction, regardless of whether the offense occurred before or after an earlier conviction, the offender shall be imprisoned with or without hard labor for not less than one year nor more than five years, and may be fined not more than one thousand dollars. At least six months of the sentence of imprisonment imposed shall be without benefit of probation, parole or suspension of sentence. If a portion of the sentence is imposed with benefit of probation, parole or suspension of sentence, the court shall require the offender to participate in a court-approved substance abuse program and/or participate in a court-approved driver improvement program.
- E. On a fourth conviction, regardless of whether the fourth offense occurred before or after an earlier conviction, the offender shall be sentenced to imprisonment at hard labor for not less than ten nor more than thirty years.

Appendix B: CITY OF BATON ROUGE DWI ORDINANCE

City of Baton Rouge, Title 11, Chapter XIII, Section 140

BE IT ORDAINED by the City Council of the City of Baton Rouge that:

SECTION 1. Title 11, Chapter XIII Section 140 of the Baton Rouge City Code is hereby amended and re-enacted so as to read as follows:

- "(a) Operating a vehicle while intoxicated is the operating of any vehicle vehicle, aircraft, vessel or other means of conveyance while under the influence of alcoholic beverages, narcotic drugs, central nervous system stimulants, hallucinogenic drugs, barbiturates, marijuana, morphine or cocaine.
- "(b) On a first conviction, the offender shall be fined not less than one hundred twenty-five dollars nor more than five hundred dollars and imprisoned for not less than ten days nor more than six months. Imposition or execution of sentence shall not be suspended unless: (1) The offender is placed on probation with a minimum condition that he serve two days in jail and participate in a court-approved substance abuse program and participate in a court-approved driver improvement program; or (2) The offender is placed on probation with a minimum condition that he perform four eight-hour days of court-approved community service activities, participate in a court-approved substance abuse program and participate in a court-approved driver improvement program.
- "(c) On a second conviction, regardless of whether the second conviction occurred before or after the first conviction, the offender shall be fined not less than three hundred dollars and not more than five hundred dollars and imprisoned for not less than thirty days nor more than six months. Imposition or execution of sentence shall not be suspended unless: (1) The offender is placed on probation with a minimum condition that he serve fifteen days in jail and participate in a court-approved substance abuse program and participate in a court-approved driver improvement program; or (2) The offender is placed on probation with a minimum condition that he perform thirty eight-hour days of

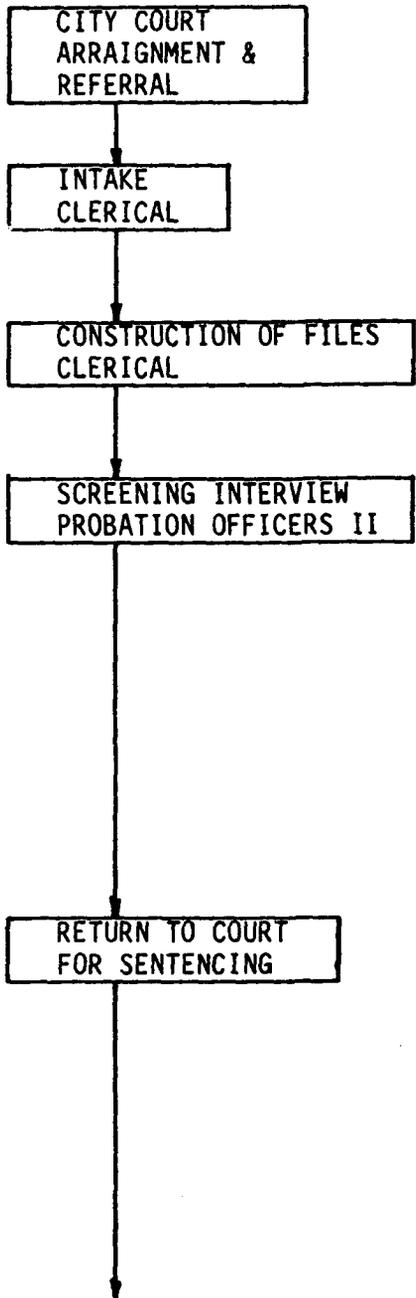
court-approved community service activities and participate in a court-approved substance abuse program and participate in a court-approved driver improvement program.

- "(d) The offense of Reckless Driving as defined in this chapter shall be a responsive verdict to charges under this section.
- "(e) Provided that any offense under this section committed more than five years prior to the commission of the crime for which the defendant is being tried shall not be considered in the assessment of penalties hereunder.
- "(f) Court-approved substance abuse programs provided for herein shall include a screening procedure to determine the portions of the program which may be applicable and appropriate for individual offenders."

Section 2. The effective date of this ordinance shall be January 1, 1983.

Section 3. All ordinances or parts of ordinances in conflict herewith are hereby repealed.

Appendix C: BATON ROUGE CITY COURT PROBATION AND REHABILITATION
DIVISION DWI/COMMUNITY SERVICE WORK REFERRAL PROCESS

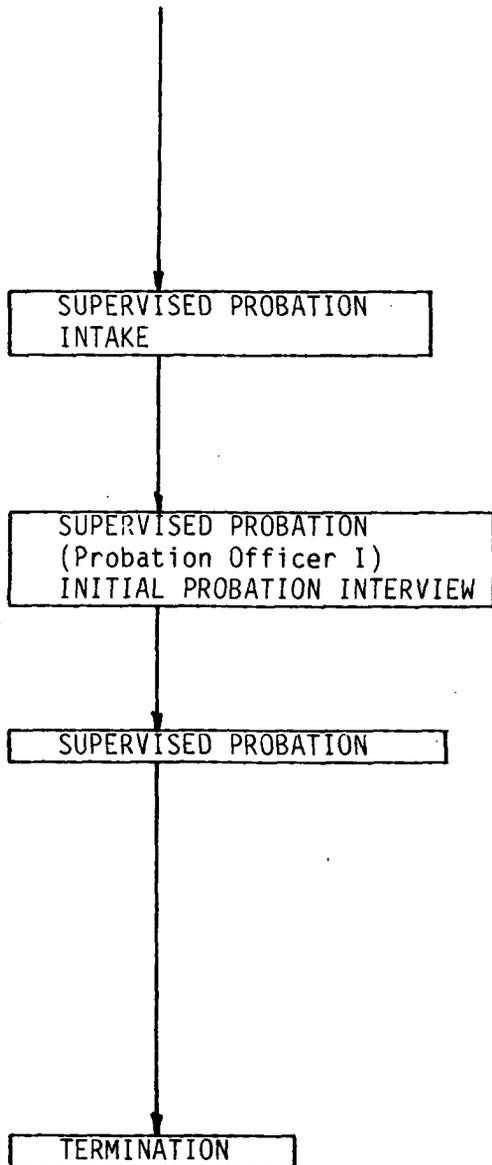


1. Completion of Community Service/Work Profile Sheet.

1. Compilation of Record Checks and completion of files.
2. Completed files forwarded to evaluators.

1. Assignment of Community Service Work placement and date/time service is scheduled to begin. Subject is provided with Community Service Work Card for verification of completion of required hours and statistical record keeping. (Upon completion, the card is returned to the Probation Officer and is not considered valid until signed by a Probation Officer.)
2. Community Service Work card validated.

Satisfactory completion of community service work is noted and taken into account relative to sentencing.
NOTE: At this point additional community service work may be ordered by the Judge. Community service work beyond 32 hours is monitored as a condition of supervised probation. In this event the flow chart continues as



follows. Also, in the event that the subject has not satisfactorily completed community service work, the subject may be referred to supervised probation for continuation of the process.

1. The offender returns to intake.
2. The offender is assigned randomly to a Probation Officer and given an appointment date within two weeks from sentencing date.

1. Assignment of community service work placement is made.
2. Time period for completion of community service work is established.

1. Implementation and monitoring of community service work.
2. Should community service work obligations be fulfilled or treatment plan satisfied, the option of amending probation from supervised probation to unsupervised probation may be exercised contingent upon the approval of the sentencing Judge as defined by guidelines for amending to unsupervised probation.

- A. Satisfactory.
- B. Unsatisfactory (fine and/or jail).
- C. Termination without qualification.
- D. Revocation.
- E. Article 894 (expungement of record).
- F. Verification of Judge's approval of final report.

Appendix D: BATON ROUGE CITY COURT PROBATION AND REHABILITATION DIVISION
 COMMUNITY SERVICE WORK PROGRAM - PARTICIPATING AGENCIES

<u>Agency</u>	<u>ADDRESS</u>
Alcohol & Drug Abuse Council	1819 Florida Blvd. B.R., La. 70802
Animal Control Center	2680 Progress Road B.R., La. 70807
B.R. Area Alcohol & Drug Center, Inc.	1819 Florida Blvd. B.R., La. 70802
B.R. Association for Community Action	4523 Plank Road B.R., La. 70805
B.R. Civil Defense	222 St. Louis Street #B-230 B.R. La. 70801
B.R. DWI Public Information Center	215 St. Louis Street #105
B.R. Fire Department	2332 Florida Street B.R., La. 70802
B.R. Mental Health Center	655 North 5th Street B.R., La. 70808
B.R. Police Dept.	750 River Road B.R., La. 70821
B.R. Vocational-Technical Institute	3250 N. Acadian Thruway. B.R., La. 70805
Big Buddy Program	333 East Chimes B.R., La. 70802
Brownsfield Volunteer Fire Department	11420 Plank Road B.R., La. 70811
Capital Area United Way	700 Laurel St. B.R., La. 70821
Citizen's Service - Parking Garage	P.O. Box 1471 B.R., La. 70821

<u>AGENCY</u>	<u>ADDRESS</u>
Club Twelve	1809 Baumont B.R., La. 70806
Community Blood Center	4550 North Blvd. B.R., La. 70816
Council Administrator	Room 364 Governmental Bldg. B.R., La. 70821
D.P.W. Inspection	300 North 10th B.R., La. 70821
Earl K. Long Memorial Hospital	5825 Airline Hwy. B.R., La. 70805
East B.R. Parish Clerk of Court	222 St. Louis Street #115 B.R., La. 70802
East B.R. Council on Aging	2905 Fairfields Ave. B.R., La. 70802
East B.R. Parish Health	353 North 12th B.R., La. 70802
East B.R. Parish Library	7711 Goodwood B.R., La. 70806
East B.R. Parish School Board	2875 Michelli B.R., La. 70805
Eden Park Community Center	4142 Gus Young Ave. B.R., La. 70802
Eden Park Health, Referral & Social Services Agency	1706 W. Acadian Thruway. B.R., La. 70802
Greater B.R. Chamber of Commerce	P.O. Box 3217 B.R., La. 70821
Greater B.R. Zoo	P.O. Box 60 Baker, La. 70714
Juvenile Reception & Diagnostic Center	P.O. Box 116 Baker, La. 70714

<u>AGENCY</u>	<u>ADDRESS</u>
Louisiana Capital Area Chapter Red Cross	P.O. Box 66495 B.R., La. 70896
Louisiana Naval War Memorial Commission U.S.S. KIDD	P.O. Box 44242 B.R., La. 70804
Louisiana State Library	P.O. Box 131 B.R., La. 70821
Magnolia Cemetary	Laurel & North 19th B.R., La. 70803
Margaret Dumas Mental Health	3843 Harding Blvd. B.R., La. 70807
MPCYO Sports Academy	1002 Laurel B.R., La. 70805
North B.R. Community Center	2013 Central Road B.R., La. 70807
O'Brian House	1231 Laurel Street B.R., La. 70802
Office of Juvenile Services, Division of Youth Services	333 Laurel B.R., La. 70804
Offices of Woman's Services	200 Riverside Mall B.R., La. 70802
Operation Upgrade of B.R., Inc.	2928 College Drive B.R., La. 70808
Public Defender	123 St. Ferdinand B.R., La. 70801
Recreation and Park Commission for the Parish of East B.R.	3140 North Sherwood Forest B.R., La. 70815
Reddy Cultural Center	720 Terrace Avenue B.R., La. 70802
River City Festival Association	427 Laurel B.R., La. 70801
Safety Council of Greater B.R.	1536 N. Foster Drive B.R., La. 70806

AGENCY

ADDRESS

Salvation Army

7361 Airline Hwy.
B.R., La.

South B.R. Community Development
Assoc., Inc.

1520 Thomas H. Delpit
B.R., La. 70806

South B.R. Community Development
Assoc. Alcohol & Drug
Rehabilitation Center

134 North 19th
B.R., La. 70806

Volunteers of America

473 Roselawn
B.R., La.

Womans Community Rehabilitation
Center

855 St. Ferdinand
B.R., La. 70802

A.C. Lewis YMCA

350 South Foster
B.R., La. 70806

Baranco-Clark YMCA

1735 Thomas H. Delpit
B.R., La. 70802

Charles Laser YMCA

5555 Beachwood Drive
B.R., La. 70805

Young Women's Christian
Association YWCA

P.O. Box 66435
B.R., La. 70896

Appendix E: QUESTIONNAIRE FORMS A AND B

BATON ROUGE CITY COURT HIGHWAY SAFETY QUESTIONNAIRE

This is a questionnaire about drunk driving. Please take a few moments to answer each question. Do not write your name on the questionnaire.

1. YOUR AGE (Write in your age) _____
2. SEX (Check one) _____ Male _____ Female
3. WHY DID YOU COME TO THIS OFFICE TODAY? (Check one)
____ Renew driver license ____ Get first driver license ____ Get photo ID
____ Transfer driver license from another state ____ To get driver license reinstated ____ Other
4. IN GENERAL, ABOUT HOW OFTEN DO YOU DRINK ALCOHOLIC BEVERAGES (BEER, WINE, LIQUOR)? (Check one)
____ Once a day ____ Several times a week ____ Once a week ____ Several times a month ____ Once a month
____ A few times a year ____ Never
5. HOW OFTEN DO YOU DRINK ALCOHOLIC BEVERAGES AND THEN DRIVE WITHIN THREE HOURS? (Check one)
____ Once a day ____ Several times a week ____ Once a week ____ Several times a month
____ Once a month ____ A few times a year ____ Never
- 6a. WITHIN THE LAST THREE MONTHS, HOW OFTEN DO YOU THINK YOU MAY HAVE DRIVEN AFTER DRINKING ENOUGH TO VIOLATE LOUISIANA'S DRUNK DRIVING LAW? (Check one)
____ Once a day ____ Several times a week ____ Once a week ____ Several times a month
____ Once a month ____ Once or twice in the last three months ____ Never
- 6b. COMPARED WITH THREE MONTHS AGO, HAS YOUR RATE OF DRIVING AFTER DRINKING (Check one)
____ Increased ____ Decreased ____ Stayed the same
- 6c. IF YOUR RATE OF DRIVING AFTER DRINKING HAS CHANGED, PLEASE INDICATE WHY (Check all that apply)
____ Increased/Decreased enforcement ____ Greater/Lesser chance of being convicted
____ Stronger/Weaker penalties ____ Other (Please specify)

7. WHAT PERCENT OF DRIVERS CONVICTED OF DRUNK DRIVING FOR THE FIRST TIME IN LOUISIANA ARE SENTENCED TO PERFORM COMMUNITY SERVICE WORK (UNPAID WORK IN COMMUNITY SERVICE AGENCIES)? (If you are not sure, please indicate your best guess)
____ 0% ____ 1-19% ____ 20-30% ____ 40-59% ____ 60-79% ____ 80-99% ____ 100%
8. IF THE COURT ORDERS A CONVICTED FIRST OFFENSE DRUNK DRIVER TO PERFORM COMMUNITY SERVICE WORK, WHAT IS THE MINIMUM NUMBER OF HOURS REQUIRED? (If you don't know, please write in your best guess)
_____ Hours
9. IF YOU ARE CONVICTED OF DRUNK DRIVING, AND WERE ORDERED TO PERFORM COMMUNITY SERVICE WORK, HOW UNPLEASANT WOULD YOU FIND THIS PENALTY? (Check one)
____ Extremely ____ Very ____ Somewhat ____ Not very ____ Not at all
10. WHAT PERCENT OF DRIVERS, ARRESTED FOR DRUNK DRIVING FOR THE FIRST TIME IN LOUISIANA, ACTUALLY HAVE THEIR LICENSES SUSPENDED? (IF you are not sure, please indicate your best guess)
____ 0% ____ 1-19% ____ 20-39% ____ 40-59% ____ 60-79% ____ 80-99% ____ 100%
11. HAVE YOU SEEN OR HEARD ANYTHING IN THE LAST THREE MONTHS ABOUT A COMMUNITY SERVICE WORK PENALTY FOR CONVICTED DRUNK DRIVERS?
____ Yes ____ No
IF YES, PLEASE INDICATE WHERE YOU HAVE HEARD ABOUT IT. (Check all that apply)
____ TV ____ Radio ____ Newspaper ____ Other print material ____ Friend or relative ____ Other

Thank you for completing this questionnaire! Please return your completed questionnaire before you leave the DPS License Examining Station.

BATON ROUGE CITY COURT HIGHWAY SAFETY QUESTIONNAIRE

This is a questionnaire about drunk driving. Please take a few moments to answer each question. Do not write your name on the questionnaire.

1. YOUR AGE (Write in your age) _____
2. SEX (Check one) _____ Male _____ Female
3. WHY DID YOU COME TO THIS OFFICE TODAY? (Check one)
____ Renew driver license ____ Get first driver license ____ Get photo ID
____ Transfer driver license from another state ____ To get driver license reinstated ____ Other
4. IN GENERAL, ABOUT HOW OFTEN DO YOU DRINK ALCOHOLIC BEVERAGES (BEER, WINE, LIQUOR)? (Check one)
____ Once a day ____ Several times a week ____ Once a week ____ Several times a month ____ Once a month
____ A few times a year ____ Never
5. HOW OFTEN DO YOU DRINK ALCOHOLIC BEVERAGES AND THEN DRIVE WITHIN THREE HOURS? (Check one)
____ Once a day ____ Several times a week ____ Once a week ____ Several times a month
____ Once a month ____ A few times a year ____ Never
- 6a. WITHIN THE LAST THREE MONTHS, HOW OFTEN DO YOU THINK YOU MAY HAVE DRIVEN AFTER DRINKING ENOUGH TO VIOLATE LOUISIANA'S DRUNK DRIVING LAW? (Check one)
____ Once a day ____ Several times a week ____ Once a week ____ Several times a month
____ Once a month ____ Once or twice in the last three months ____ Never
- 6b. COMPARED WITH THREE MONTHS AGO, HAS YOUR RATE OF DRIVING AFTER DRINKING (Check one)
____ Increased ____ Decreased ____ Stayed the same
- 6c. IF YOUR RATE OF DRIVING AFTER DRINKING HAS CHANGED, PLEASE INDICATE WHY (Check all that apply)
____ Increased/Decreased enforcement ____ Greater/Lesser chance of being convicted
____ Stronger/Weaker penalties ____ Other (Please specify)

7. WHAT PENALTIES, IF ANY, ARE APPLIED TO ALMOST EVERYONE WHO IS CONVICTED OF DRUNK DRIVING FOR THE FIRST TIME IN LOUISIANA? (Write in the penalties you think apply)

8. WHICH, IF ANY, OF THE PENALTIES YOU LISTED ABOVE, STRONGLY INFLUENCE YOU NOT TO DRIVE IN VIOLATION OF LOUISIANA'S DRUNK DRIVING LAW?

9. HAVE YOU NOTICED, READ, OR HEARD IN THE LAST THREE MONTHS ABOUT ANY CHANGES IN THE ENFORCEMENT, THE LIKELIHOOD OF BEING CONVICTED IF ARRESTED, OR THE PENALTIES FOR DRUNK DRIVING IN BATON ROUGE?

(check one) ____ Yes ____ No

IF YES, PLEASE LIST THE CHANGES THAT OCCURRED AND INDICATE HOW MUCH, IF AT ALL, YOU WOULD SAY THESE CHANGES INFLUENCE YOU NOT TO DRIVE IN VIOLATION OF LOUISIANA'S DRUNK DRIVING LAW.

CHANGE	DEGREE OF INFLUENCE		
_____	____ Strong	____ Moderately	____ Not at all
_____	____ Strong	____ Moderately	____ Not at all
_____	____ Strong	____ Moderately	____ Not at all
_____	____ Strong	____ Moderately	____ Not at all

Thank you for completing this questionnaire. Please return your completed questionnaire before you leave the DPS Licensing Examining Station.

Appendix F: SURVEY INTERVIEW FORMS

1. Instructions to Interviewers
and Narrative Questions
2. Inter Coding Sheet

**Instructions to Interviewers
and Narrative Questions**

General

Your instructions are presented here in bold, lower case text. The dialogue for the questions you are to present to respondents is presented here in indented upper case text. The question numbers provide you with reference to the "Interview Coding Sheet".

Instructions and Dialogue

Approach the person in line you have selected who falls into your appointed demographic groups. Walk up to the person and say:

EXCUSE ME. I'M A VOLUNTEER HELPING THE BATON ROUGE CITY COURT TRAFFIC SAFETY SURVEY

(gesture to sign).

WE HAVE A FEW QUESTIONS TO ASK. IT SHOULDN'T TAKE BUT ABOUT 10 MINUTES AND YOU WON'T LOSE YOUR PLACE IN LINE. OK?

If "yes", ask:

ARE YOU A LICENSED DRIVER IN LOUISIANA?

If "no", end the interview saying:

WE NEED TO INTERVIEW ONLY LICENSED DRIVERS. THANK YOU ANYWAY.

If "yes", take the person to the interview table.

(1) and (2) Sit down and ask:

WHAT IS THE MOST IMPORTANT THING THAT INFLUENCES YOU
NOT TO DRINK AND DRIVE?

If necessary, prompt with:

PENALTIES, ACCIDENT THREAT.

If respondent say he doesn't drink, check "no" next to Question 1
on the coding sheet and skip to Question 4.

(3) Ask:

WHY DO (respondents choice) INFLUENCE YOU MOST?

(4) Say:

I'D LIKE TO DISCUSS PENALTIES FOR DRUNK DRIVING.

Ask:

WHAT PENALTIES DO YOU KNOW ABOUT FOR A DRUNK DRIVING
CONVICTION IN BATON ROUGE?

If necessary, prompt with:

FINE? JAIL? COMMUNITY SERVICE? LICENSE SUSPENSION? DWI
SCHOOL? ALCOHOL EVALUATION? ANYTHING ELSE?

(5) Ask:

FOR THE PENALTIES YOU MENTIONED WHAT PERCENT OF DRIVERS CONVICTED OF DRUNK DRIVING ACTUALLY RECEIVE THE PENALTY?

If necessary, prompt with the penalties mentioned by the respondent in Question 4.

(6) Ask:

WHERE DID YOU LEARN OF THESE PENALTIES?

If necessary, prompt with:

PERSONAL EXPERIENCE? PEOPLE YOU KNOW? MEDIA?

If personal experience, ask:

WHEN? WHERE? and WHAT HAPPENED?

If people the respondent knows, ask:

WHAT RELATIONSHIP? WHAT WAS THE INFORMATION? HOW DID YOU RECEIVE IT? and HOW OFTEN?

If media, ask:

WHAT KIND? WHAT SOURCE? WHEN? and HOW OFTEN?

(7) Ask:

WHAT ABOUT OTHER THINGS THAT CAN HAPPEN TO A PERSON WHO HAS TO GO TO COURT FOR DRUNK DRIVING? SORT OF THE INDIRECT PENALTIES?

Prompt with:

LEGAL FEES? PAY LOSS? INCREASED INSURANCE? ARREST EXPERIENCE? COURT APPEARANCE? INCONVENIENCE? EMBARRASSMENT? ANYTHING ELSE?

(8) Ask:

WHERE DID YOU LEARN OF THESE INDIRECT PENALTIES?

If necessary, prompt with:

PERSONAL EXPERIENCE? PEOPLE YOU KNOW? MEDIA?

If personal experience, ask:

WHEN? WHERE? and WHAT HAPPENED?

If people the respondent knows, ask:

WHAT RELATIONSHIP? WHAT WAS THE INFORMATION? HOW DID YOU RECEIVE IT? and HOW OFTEN?

If media, ask:

WHAT KIND? WHAT SOURCE? WHEN? and HOW OFTEN?

(9) Ask:

WHICH OF THE PENALTIES YOU MENTIONED INFLUENCES YOU MOST NOT TO DRINK AND DRIVE?

If necessary, prompt with the penalties mentioned in response to questions 4 and 7. If more than one answer is given, rank the answers in order of importance to the respondent.

(10) Say:

IN BATON ROUGE DRUNK DRIVERS ARE SENTENCED TO COMMUNITY SERVICE WORK. DO YOU KNOW WHAT KINDS OF COMMUNITY SERVICE WORK ARE REQUIRED?

If respondent's answer indicates that he is confusing the litter detail with Community Service say:

YOU MAY BE THINKING OF THE LITTER DETAIL. THE COMMUNITY SERVICE PROGRAM IS DIFFERENT. IT PROVIDES THE KIND OF WORK THAT BEST MATCHES THE SKILLS OF THE OFFENDER.

(11) Ask:

DO YOU KNOW HOW LONG FIRST TIME DRUNK DRIVING OFFENDERS ARE REQUIRED TO DO COMMUNITY SERVICE WORK?

(12) Ask:

DO YOU KNOW HOW LONG SECOND TIME DRUNK DRIVING
OFFENDERS ARE REQUIRED TO DO COMMUNITY SERVICE WORK?

(13) Ask:

DO YOU KNOW IF COMMUNITY SERVICE WORK CAN BE DONE
INSTEAD OF GOING TO JAIL?

(14) Ask:

IF YOU HAD A CHOICE BETWEEN GOING TO JAIL FOR TEN DAYS OR
DOING 32 HOURS OF COMMUNITY SERVICE WORK, WHICH WOULD
YOU CHOOSE? WORK OR JAIL?

(15) If response to question 14 is "Work" then ask:

HOW MANY DAYS IN JAIL WOULD YOU BE WILLING TO SERVE
INSTEAD OF DOING 32 HOURS OF COMMUNITY SERVICE WORK?

If response to question 14 is "Jail", skip to question 16.

(16) Ask:

IF YOU HAD A CHOICE BETWEEN GOING TO JAIL FOR 30 DAYS OR
DOING 240 HOURS OF COMMUNITY SERVICE WORK, WHICH WOULD
YOU CHOOSE? WORK OR JAIL?

If response to question 16 is "Jail", skip to question 18

(17) If response to question 16 is "Work" then ask:

HOW MANY DAYS IN JAIL WOULD YOU BE WILLING TO SERVE
INSTEAD OF DOING 240 HOURS OF COMMUNITY SERVICE WORK?

(18) Ask:

**DOES THE COMMUNITY SERVICE PENALTY INFLUENCE YOU NOT TO
DRINK AND DRIVE?**

(19) Say:

**NOW I'D LIKE TO FOLLOW UP ON A FEW OF THE THINGS WE JUST
TALKED ABOUT.**

Ask:

HAVE YOU HEARD ABOUT . . .

**. . .and one at a time go through each of the subjects listed in
the left-hand column of the matrix. To the first answer "yes",
say:**

TELL ME HOW YOU HEARD ABOUT THAT.

**Enter an "A" in the appropriate box of the matrix and at the
bottom of the page where you should provide details obtained from
the respondent. Continue using B, C, D, etc. as required. If
respondent has not heard about any of the subjects, skip to
question 21.**

(20) Ask:

**WHICH OF THE INFORMATION SOURCES YOU JUST MENTIONED
INFLUENCES YOU MOST NOT TO DRINK AND DRIVE?**

If more than one answer is given, rank-order the responses.

(21) Say:

PLEASE LISTEN CAREFULLY TO THIS QUESTION. MANY RESPONSIBLE PEOPLE DRIVE AND, FROM TIME TO TIME, HAVE A DRINK OR TWO, WHICH IS USUALLY WITHIN THE LEGAL LIMIT.

Ask:

DO YOU FIT IN THIS CATEGORY?

If any hesitation to answer, say:

WE DON'T HAVE YOUR NAME AND THIS IS A CONFIDENTIAL SURVEY.

Also try: THE NEXT QUESTION IS REALLY IMPORTANT TO THIS STUDY BUT WE HAVE TO HAVE YOUR ANSWER TO THIS QUESTION FIRST.

If response is "no", terminate.

(22) Ask:

REGARDLESS OF HOW MUCH OR HOW OFTEN YOU DRINK AND DRIVE, HAVE YOU CHANGED HOW YOU DRINK AND DRIVE IN ANY WAY DURING THE LAST YEAR?

If no, terminate.

(23) Ask:

WHAT KIND OF CHANGE? WHEN DID IT HAPPEN? WAS THE CHANGE GRADUAL? HOW LONG DID IT TAKE FOR THE CHANGE? ONCE THE CHANGE HAPPENED, HAVE YOU STUCK WITH IT? WHAT FACTORS CAUSED THE CHANGE?

(24), (25) AND (26) Ask for age by age group. Enter this as well as sex and race information on form and terminate.

INTERVIEW CODING SHEET

1.0 RESPONDENT DRINKS 1.1 Yes _____ 1.2 No _____

2.0 MAJOR INFLUENCE NOT TO DRINK AND DRIVE

2.1 Penalties Unprompted _____ Prompted _____

2.2 Accident threat Unprompted _____ Prompted _____

2.3 Other _____

3.0 NARRATIVE WHY TO QUESTION 2

4.0 DIRECT PENALTIES FOR DWI

4.1 Fine Unprompted _____ Prompted _____

4.2 Jail Unprompted _____ Prompted _____

4.3 Community service Unprompted _____ Prompted _____

4.4 License suspension Unprompted _____ Prompted _____

4.5 DWI school Unprompted _____ Prompted _____

4.6 Alcohol evaluation Unprompted _____ Prompted _____

4.7 Other _____ Specify _____

5.0 PERCENT WHO RECEIVE PENALTIES

5.1 Fine _____ 5.2 Jail _____ 5.3 Community service _____

5.4 License suspension _____ 5.5 DWI school _____

5.6 Alcohol evaluation _____ 5.7 Other _____

6.0 WHERE RESPONDENT LEARNED OF DIRECT PENALTIES

6.1 Personal experience _____

6.2 Interpersonal relation _____

6.3 Media _____

6.4 Other _____

7.0 INDIRECT PENALTIES FOR DWI

7.1 Legal fees Unprompted _____ Prompted _____

7.2 Pay loss Unprompted _____ Prompted _____

7.3 Increased insurance Unprompted _____ Prompted _____

7.4 Arrest experience Unprompted _____ Prompted _____

7.5 Court appearance Unprompted _____ Prompted _____

7.6 Inconvenience Unprompted _____ Prompted _____

7.7 Embarrassment Unprompted _____ Prompted _____

7.8 Other _____

8.0 WHERE RESPONDENT LEARNED OF INDIRECT PENALTIES

8.1 Personal experience _____

8.2 Interpersonal relation _____

8.3 Media _____

8.4 Other _____

9.0 MOST INFLUENTIAL PENALTIES

9.1 First ranked penalty _____

9.2 Second ranked penalty _____

9.3 Third ranked penalty _____

9.4 Fourth ranked penalty _____

10.0 KNOWLEDGE OF TYPE OF COMMUNITY SERVICE WORK

10.1 Yes Correct _____ Incorrect _____

10.2 Does not know _____

11.0 KNOWLEDGE OF LENGTH OF COMMUNITY SERVICE (first offense)

11.1 Yes Correct _____ Incorrect _____

11.2 Does not know _____

12.0 KNOWLEDGE OF LENGTH OF COMMUNITY SERVICE (second offense)

12.1 Yes Correct _____ Incorrect _____

12.2 Does not know _____

13.0 COMMUNITY SERVICE AS AN ALTERNATIVE TO JAIL

13.1 Yes _____ 13.2 No _____

14.0 COMMUNITY SERVICE CHOICE (first offense)

14.1 Community service _____ 14.2 Jail _____

15.0 JAIL TIME EQUIVALENCY (first offense) _____

16.0 COMMUNITY SERVICE CHOICE (second offense)

16.1 Community service _____ 16.2 Jail _____

17.0 JAIL TIME EQUIVALENCY (second offense) _____

18.0 COMMUNITY SERVICE INFLUENCE 18.1 Yes _____ 18.2 No _____

19.0 REFER TO MATRIX

20.0 MOST INFLUENTIAL CHANNELS

20.1 First ranked channel _____

20.2 Second ranked channel _____

20.3 Third ranked channel _____

20.4 Fourth ranked channel _____

21.0 RESPONDENT DRINKS AND DRIVES 21.1 Yes _____ 21.2 No _____

22.0 DRINKING/DRIVING BEHAVIOR CHANGE 22.1 Yes _____ 22.2 No _____

23.0 NARRATIVE EXPLANATION TO QUESTION 22

24.0 AGE

24.1 15 or younger_____

24.8 45-54_____

24.2 16_____

24.9 55-64_____

24.3 17_____

24.10 65-74_____

24.4 18-19_____

24.11 75 or more_____

24.5 20-24_____

24.6 25-34_____

24.7 35-44_____

25.0 SEX 25.1 Male_____ 25.2 Female_____

26.0 RACE White_____ Black_____ Hispanic_____ Other_____

Appendix G: CROSS-TABULATIONS OF EACH QUESTIONNAIRE ITEM BY
WAVE, DRINKING AND DRIVING SUBPOPULATION ONLY

<u>Table</u>	<u>Title</u>
G-1a	Number of Respondents by Age Category by Wave, Question AB1, Drinking and Driving Subpopulation Only
G-1b	Percent of Respondents by Age Category by Wave, Question AB1, Drinking and Driving Subpopulation Only
G-2a	Number of Respondents by Gender by Wave, Question AB2, Drinking and Driving Subpopulation Only
G-2b	Percent of Respondents by Gender by Wave, Question AB2, Drinking and Driving Subpopulation Only
G-3a	Number of Respondents, Reason for Coming to the Driver Licensing Facility by Wave, Question AB3, Drinking and Driving Subpopulation Only
G-3b	Percent of Respondents, Reason for Coming to the Driver Licensing Facility by Wave, Question AB3, Drinking and Driving Subpopulation Only
G-4a	Number of Respondents, Frequency of Drinking by Wave, Question AB4, Drinking and Driving Subpopulation Only
G-4b	Percent of Respondents, Frequency of Driving by Wave, Question AB4, Drinking and Driving Subpopulation Only
G-5a	Number of Respondents, Frequency of Drinking and Then Driving Within Three Hours by Wave, Question AB5, Drinking and Driving Subpopulation Only
G-5b	Percent of Respondents, Frequency of Drinking and Then Driving Within Three Hours by Wave, Question AB5, Drinking and Driving Subpopulation Only
G-6a	Number of Respondents, Frequency of Violating the Louisiana DWI Law During the Last Three Months by Wave, Question AB6a, Drinking and Driving Subpopulation Only
G-6b	Percent of Respondents, Frequency of Violating the Louisiana DWI Law During the Last Three Months by Wave, Question AB6a, Drinking and Driving Subpopulation Only
G-7a	Number of Respondents, Change in the Rate of Driving After Drinking During the Past Three Months by Wave, Question AB6b, Drinking and Driving Subpopulation Only

<u>Table</u>	<u>Title</u>
G-7b	Percent of Respondents, Change in the Rate of Driving After Drinking During the Past Three Months by Wave, Question AB6b, Drinking and Driving Subpopulation Only
G-8a	Number of Respondents, Reason for Increase by Wave, Question AB6c, Only Respondents Who Indicated Their Rate of Driving After Drinking Had Increased During the Past Three Months, Drinking and Driving Subpopulation Only
G-8b	Percent of Respondents, Reason for Increase by Wave, Question AB6c, Only Respondents Who Indicated Their Rate of Driving After Drinking Had Increased During the Past Three Months, Drinking and Driving Subpopulation Only
G-9a	Number of Respondents, Reason for Decrease by Wave, Question AB6c, Only Respondents Who Indicated Their Rate of Driving After Drinking Had Decreased During the Past Three Months, Drinking and Driving subpopulation Only
G-9b	Percent of Respondents, Reason for Decrease by Wave, Question AB6c, Only Respondents Who Indicated Their Rate of Driving After Drinking Had Decreased During the Past Three Months, Drinking and Driving Subpopulation Only
G-10a	Number of Respondents, Percent Category by Wave, Percent of First-Time DWI Offenders in Louisiana That Are Sentenced to Perform Community Service Work, Question A7, Drinking and Driving Subpopulation Only
G-10b	Percent of Respondents, Percent Category by Wave, Percent of First Time DWI Offenders in Louisiana That Are Sentenced to Perform Community Service Work, Question A7, Drinking and Driving Subpopulation Only
G-11a	Number of Respondents, Hours Category by Wave, Minimum Number of Hours of Community Service Work for First-Time DWI Offenders in Louisiana, Question A8, Drinking and Driving Subpopulation Only
G-11b	Percent of Respondents, Hours Category by Wave, Minimum Number of Hours of Community Service Work for First-Time DWI Offenders in Louisiana, Question A8, Drinking and Driving Subpopulation Only
G-12a	Number of Respondents, Degree of Unpleasantness If Required to Perform Community Service by Wave, Question A9, Drinking and Driving Subpopulation Only

<u>Table</u>	<u>Title</u>
G-12b	Percent of Respondents, Degree of Unpleasantness If Required to Perform Community Service by Wave, Question A9, Drinking and Driving
G-13a	Number of Respondents, Percent Category by Wave, Percent of First Time DWI Offenders in Louisiana Who Have Their Driver's License Suspended, Question A10, Drinking and Driving Subpopulation Only
G-13b	Percent of Respondents, Percent Category by Wave, Percent of First Time DWI Offenders in Louisiana Who Have Their Driver's License Suspended, Question A10, Drinking and Driving Subpopulation Only
G-14a	Number of Respondents Who Have Seen or Heard Anything in the Last Three Months About a Community Service Work Penalty for Convicted DWI Offenders by Wave, Question A11a, Drinking and Driving Subpopulation Only
G-14b	Percent of Respondents Who Have Seen or Heard Anything in the Last Three Months About a Community Service Work Penalty for Convicted DWI Offenders by Wave, Question A11a, Drinking and Driving Subpopulation Only
G-15a	Number of Respondents, Source of Information by Wave, Question A11b, Only Respondents Who Indicated That in the Last Three Months They Had Seen or Heard About a Community Service Work Penalty for Convicted DWI Offenders in Louisiana, Drinking and Driving Subpopulation Only
G-15b	Percent of Respondents, Source of Information by Wave, Question A11b, Only Respondents Who Indicated That in the last Three Months They Had Seen or Heard About a Community Service Work Penalty for Convicted DWI Offenders in Louisiana, Drinking and Driving Subpopulation Only
G-16a	Number of Respondents, Penalties Applied to Almost Everyone Who Is Convicted of DWI for the First Time in Louisiana by Wave, Question B7, Drinking and Driving Subpopulation Only
G-16b	Percent of Respondents, Penalties Applied to Almost Everyone Who Is Convicted of DWI for the First Time in Louisiana by Wave, Question B7, Drinking and Driving Subpopulation Only
G-17a	Number of Respondents, Penalties Which Strongly Influence Them Not to Violate Louisiana's DWI Law by Wave, Question B8, Drinking and Driving Subpopulation Only

<u>Table</u>	<u>Title</u>
G-17b	Percent of Respondents, Penalties Which Strongly Influence Them Not to Violate Louisiana's DWI Law by Wave, Question B8, Drinking and Driving Subpopulation Only
G-18a	Number of Respondents That Noticed, Read, or Heard About Changes in the Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge in the Last Three Months by Wave, Question B9a, Drinking and Driving Subpopulation Only
G-18b	Percent of Respondents That Noticed, Read, or Heard About Changes in the Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge in the Last Three Months by Wave, Question B9a, Drinking and Driving Subpopulation Only
G-19a	Number of Respondents, Changes by Wave, Question B9b, Only Respondents Who Indicated That They Had Noticed, Read, or Heard About Changes in the Last Three Months in the Enforcement, Likelihood of Being Convicted If Arrested or Penalties for DWI in Baton Rouge, Drinking and Driving Subpopulation Only
G-19b	Percent of Respondents, Changes by Wave, Question B9b, Only Respondents Who Indicated That They Had Noticed, Read, or Heard About Changes in the Last Three Months in the Enforcement, Likelihood of Being Convicted If Arrested or Penalties for DWI in Baton Rouge, Drinking and Driving Subpopulation Only
G-20a	Number of Respondents, Changes Which Strongly Influence Them Not to Violate Louisiana's DWI Law by Wave, Question B9c, Only Respondents Who Indicated That in the Last Three Months They Had Noticed, Read, or Heard About Changes in the Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge, Drinking and Driving Subpopulation Only
G-20b	Percent of Respondents, Changes Which Strongly Influence Them Not to Violate Louisiana's DWI Law by Wave, Question B9c, Only Respondents Who Indicated That in the Last Three Months They Had Noticed, Read, or Heard About Changes in the Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge, Drinking and Driving Subpopulation Only

Table G-1a

NUMBER OF RESPONDENTS BY AGE CATEGORY BY WAVE, QUESTION AB1, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	15 or Younger	16	17	18-19	20-24	25-34	35-44	45-54	55-64	65-74	75 or Older	Unknown	Total
1	0	0	3	10	51	91	42	21	12	4	1	1	237
2	1	1	2	36	98	162	97	32	15	6	5	3	458
3	0	0	3	23	91	106	59	35	13	5	3	2	340
Total	1	1	8	69	240	359	198	88	40	15	9	7	1,035

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Table G-1b

PERCENT OF RESPONDENTS BY AGE CATEGORY BY WAVE, QUESTION AB1, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	15 or Younger	16	17	18-19	20-24	25-34	35-44	45-54	55-64	65-74	75 or Older	Unknown	Total
1	0.0	0.0	1.3	4.2	21.5	38.4	17.7	8.9	5.1	1.7	0.4	0.8	100.0
2	0.2	0.2	0.4	7.9	21.4	35.4	21.2	7.0	3.3	1.3	1.1	0.7	100.0
3	0.0	0.0	0.9	6.8	26.8	31.2	17.4	10.3	3.8	1.5	0.9	0.6	100.0
Total	0.1	0.1	0.8	6.7	23.2	34.7	19.1	8.5	3.9	1.5	0.9	0.7	100.0

Table G-2a

NUMBER OF RESPONDENTS BY GENDER BY WAVE, QUESTION AB2,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Male	Female	Unknown	Total
1	147	90	0	237
2	260	197	1	458
3	198	142	0	340
Total	105	429	1	1,035

Table G-2b

PERCENT OF RESPONDENTS BY GENDER BY WAVE, QUESTION AB2,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Male	Female	Unknown	Total
1	62.0	38.0	0.0	100.0
2	56.8	43.0	0.2	100.0
3	58.2	41.8	0.0	100.0
Total	58.5	41.5	0.1	100.0

Table G-3a

NUMBER OF RESPONDENTS, REASON FOR COMING TO THE DRIVER LICENSING FACILITY BY WAVE,
QUESTION AB3, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Reason for Coming to the Driver Licensing Facility							Total
	Renew Driver License	Get First Driver License	Get Photo ID	Transfer Driver License	Get Driver License Rein- stated	Other	Unknown	
1	166	2	3	21	12	33	0	237
2	309	10	12	31	19	75	2	458
3	224	9	2	22	19	61	3	340
Total	699	21	17	74	50	169	5	1,035

Table G-3b

PERCENT OF RESPONDENTS, REASON FOR COMING TO THE DRIVER LICENSING FACILITY BY WAVE,
QUESTION AB3, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Reason for Coming to the Driver Licensing Facility							Total
	Renew Driver License	Get First Driver License	Get Photo ID	Transfer Driver License	Get Driver License Reinstated	Other	Unknown	
1	70.0	0.8	1.3	8.9	5.1	13.9	0.0	100.0
2	67.5	2.2	2.6	6.8	4.2	16.4	0.4	100.0
3	65.9	2.7	0.6	6.5	5.6	17.9	0.9	100.0
Total	67.9	2.0	1.6	7.2	4.8	16.3	0.5	100.0

Table G-4a

NUMBER OF RESPONDENTS, FREQUENCY OF DRINKING BY WAVE, QUESTION AB4,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Frequency of Drinking Alcoholic Beverages								Total
	Once a Day	Several Times a Week	Once a Week	Several Times a Month	Once a Month	Few Times A Year	Never	Unknown	
1	17	66	65	35	20	33	0	1	237
2	35	113	110	94	54	48	0	4	458
3	26	71	96	60	27	57	3	0	340
Total	78	250	271	189	101	138	3	5	1,035

Table G-4b

PERCENT OF RESPONDENTS, FREQUENCY OF DRINKING BY WAVE, QUESTION AB4,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Frequency of Drinking Alcoholic Beverages								Total
	Once a Day	Several Times a Week	Once a Week	Several Times a Month	Once a Month	Few Times A Year	Never	Unknown	
1	7.2	27.9	27.4	14.8	8.4	13.9	0.0	0.4	100.0
2	7.6	24.7	24.0	20.5	11.8	10.5	0.0	0.9	100.0
3	7.7	20.9	28.2	17.7	7.9	16.8	0.9	0.0	100.0
Total	7.5	24.2	26.2	18.3	9.8	13.3	0.3	0.5	100.0

Table G-5a

NUMBER OF RESPONDENTS, FREQUENCY OF DRINKING AND THEN DRIVING WITHIN THREE HOURS BY WAVE,
QUESTION AB5, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Frequency of Drinking and Then Driving Within Three Hours								Total
	Once a Day	Several Times a Week	Once a Week	Several Times a Month	Once a Month	Few Times a Year	Never	Unknown	
1	4	17	38	33	28	117	0	0	237
2	8	32	63	76	58	221	0	0	458
3	14	21	48	37	50	170	0	0	340
Total	26	70	149	146	138	508	0	0	1,035

Table G-5b

PERCENT OF RESPONDENTS, FREQUENCY OF DRINKING AND THEN DRIVING WITHIN THREE HOURS BY WAVE,
QUESTION AB5, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Frequency of Drinking and Then Driving Within Three Hours								Total
	Once a Day	Several Times a Week	Once a Week	Several Times a Month	Once a Month	Few Times a Year	Never	Unknown	
1	1.7	7.2	16.0	13.9	11.8	49.4	0.0	0.0	100.0
2	1.7	7.0	13.8	16.6	12.7	48.3	0.0	0.0	100.0
3	4.1	6.2	14.1	10.9	14.7	50.0	0.0	0.0	100.0
Total	2.5	6.8	14.4	14.1	13.1	49.1	0.0	0.0	100.0

Table G-6a

NUMBER OF RESPONDENTS, FREQUENCY OF VIOLATING THE LOUISIANA
DWI LAW DURING THE LAST THREE MONTHS BY WAVE, QUESTION AB6a,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Frequency of Violating the Louisiana DWI Law During Last Three Months								Total
	Once a Day	Several Times a Week	Once a Week	Several Times a Month	Once a Month	Once or Twice in Last Three Months	Never	Unknown	
1	2	8	7	4	15	61	139	1	237
2	1	4	14	29	21	118	270	1	458
3	5	7	12	20	13	79	204	0	340
Total	8	19	33	53	49	258	613	2	1,035

Table G-6b

PERCENT OF RESPONDENTS, FREQUENCY OF VIOLATING THE LOUISIANA
DWI LAW DURING THE LAST THREE MONTHS BY WAVE, QUESTION AB6a,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Frequency of Violating the Louisiana DWI Law During Last Three Months								Total
	Once a Day	Several Times a Week	Once a Week	Several Times a Month	Once a Month	Once or Twice in Last Three Months	Never	Unknown	
1	0.8	3.4	3.0	1.7	6.3	25.7	58.7	0.4	100.0
2	0.2	0.9	3.1	6.3	4.6	25.8	59.0	0.2	100.0
3	1.5	2.1	3.5	5.9	3.8	23.2	60.0	0.0	100.0
Total	0.8	1.8	3.2	5.1	4.7	24.9	59.2	0.2	100.0

Table G-7a

NUMBER OF RESPONDENTS, CHANGE IN THE RATE OF DRIVING AFTER DRINKING DURING PAST THREE MONTHS BY WAVE, QUESTION AB6b, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Change in the Rate of Driving After Drinking During Past Three Months				Total
	Increased	Decreased	Same	Unknown	
1	6	98	128	5	237
2	10	179	266	3	458
3	9	128	192	11	340
Total	25	405	586	19	1,035

Table G-7b

PERCENT OF RESPONDENTS, CHANGE IN THE RATE OF DRIVING AFTER DRINKING DURING PAST THREE MONTHS BY WAVE, QUESTION AB6b, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Change in the Rate of Driving After Drinking During Past Three Months				Total
	Increased	Decreased	Same	Unknown	
1	2.5	41.4	54.0	2.1	100.0
2	2.2	39.1	58.1	0.7	100.0
3	2.7	37.7	56.5	3.2	100.0
Total	2.4	39.1	56.6	1.8	100.0

Table G-8a

NUMBER OF RESPONDENTS, REASON FOR INCREASE BY WAVE,
QUESTION AB6c, ONLY RESPONDENTS WHO INDICATED THEIR RATE OF
DRIVING AFTER DRINKING HAD INCREASED DURING THE PAST THREE
MONTHS, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respon- dents	Reason(s) for Increase in the Rate of Driving after Drinking During the Past Three Months				Total*
		Decreased Enforce- ment	Less Chance of Con- viction	Weaker Penal- ties	Other	
1	6	2	2	1	3	8
2	10	2	2	1	5	9
3	9	3	1	2	3	9
Total	25	7	4	4	11	26

*Total number of reasons by wave may not equal the number
of respondents by wave since each respondent could
identify multiple reasons.

Table G-8b

PERCENT OF RESPONDENTS, FOR REASON FOR INCREASE BY WAVE,
QUESTION AB6c, ONLY RESPONDENTS WHO INDICATED THEIR RATE
DRIVING AFTER DRINKING HAD INCREASED DURING THE PAST
THREE MONTHS, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respon- dents	Reason(s) for Increase in the Rate of Driving after Drinking During the Past Three Months				Total*
		Decreased Enforce- ment	Less Chance of Con- viction	Weaker Penal- ties	Other	
1	6	33.3	33.3	16.7	50.0	100.0
2	10	20.0	10.0	10.0	50.0	100.0
3	9	33.3	11.1	22.2	33.3	100.0
Total	25	28.0	16.0	16.0	44.0	100.0

*Total number of reasons by wave may not equal 100.0 since each respondent could identify multiple reasons.

Table G-9a

NUMBER OF RESPONDENTS, REASON FOR DECREASE BY WAVE, QUESTION AB6c, ONLY RESPONDENTS WHO INDICATED THEIR RATE OF DRIVING AFTER DRINKING HAD DECREASED DURING THE PAST THREE MONTHS, AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Reason(s) for Decrease in the Rate of Driving after Drinking During the Past Three Months				Total*
		Decreased Enforcement	Less Chance of Conviction	Weaker Penalties	Other	
1	98	45	27	36	40	148
2	179	78	42	43	67	230
3	128	51	27	34	44	156
Total	405	174	96	113	151	534

*Total number of reasons by wave may not equal the number of respondents since each respondent could identify multiple reasons.

Table G-9b

PERCENT OF RESPONDENTS, REASON FOR DECREASE BY WAVE, QUESTION
AB6c, ONLY RESPONDENTS WHO INDICATED THEIR RATE OF DRIVING
AFTER DRINKING HAD DECREASED DURING THE PAST THREE MONTHS,
AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respon- dents	Reason(s) for Decrease in the Rate of Driving after Drinking During the Past Three Months				Total*
		Decreased Enforce- ment	Less Chance of Con- viction	Weaker Penal- ties	Other	
1	98	45.9	27.6	36.7	40.8	151.0
2	179	43.6	23.5	24.0	37.4	128.5
3	128	39.8	21.1	26.6	34.4	121.9
Total	405	43.0	23.7	27.9	37.3	131.9

*Total percent by wave may not equal 100.0 since each respondent could identify multiple reasons

Table G-10a

NUMBER OF RESPONDENTS, PERCENT CATEGORY BY WAVE, PERCENT OF FIRST-TIME OFFENDERS IN LOUISIANA THAT ARE SENTENCED TO PERFORM COMMUNITY SERVICE WORK, QUESTION A7, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Percent of First-Time DWI offenders In Louisiana That Are Sentenced To Perform Community Service Work								Total
	0	1-19	20-39	40-59	60-79	80-99	100	Unknown	
1	3	13	18	18	18	24	17	2	113
2	6	28	39	37	37	36	35	5	223
3	5	16	23	20	24	38	39	3	168
Total	14	57	80	75	79	98	91	10	504

Table G-10b

PERCENT OF RESPONDENTS, PERCENT CATEGORY BY WAVE, PERCENT OF FIRST-TIME OFFENDERS
 IN LOUISIANA THAT ARE SENTENCED TO PERFORM COMMUNITY SERVICE WORK, QUESTION A7,
 DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Percent of First-Time DWI offenders In Louisiana That Are Sentenced To Perform Community Service Work								Total
	0	1-19	20-39	40-59	60-79	80-99	100	Unknown	
1	2.7	11.5	15.9	15.9	15.9	21.1	15.0	1.8	100.0
2	2.7	12.6	17.5	16.6	16.6	16.1	15.7	2.2	100.0
3	3.0	9.5	13.7	11.9	14.3	22.6	23.2	1.8	100.0
Total	2.8	11.3	15.9	14.9	15.7	19.4	18.1	2.0	100.0

Table G-11a

NUMBER OF RESPONDENTS, HOURS CATEGORY BY WAVE, MINIMUM NUMBER OF HOURS OF COMMUNITY SERVICE WORK FOR FIRST TIME DWI OFFENDERS IN LOUISIANA, QUESTION A8, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Minimum Number of Hours of Community Service Work for First-Time DWI Offenders in Louisiana											Total
	0	1-8	9-16	17-24	25-32	33-40	41-48	49-56	57-64	65+	Unknown	
1	0	19	13	18	22	20	3	55	4	6	6	113
2	2	25	19	31	46	34	8	7	10	31	10	223
3	1	15	9	24	46	26	3	0	5	28	11	168
Total	3	59	41	73	114	80	14	12	19	65	24	504

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Table G-11b

PERCENT OF RESPONDENTS, HOURS CATEGORY BY WAVE, MINIMUM NUMBER OF HOURS OF COMMUNITY SERVICE WORK FOR FIRST TIME DWI OFFENDERS IN LOUISIANA, QUESTION A8, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Minimum Number of Hours of Community Service Work for First-Time DWI Offenders in Louisiana											Total
	0	1-8	9-16	17-24	25-32	33-40	41-48	49-56	57-64	65+	Unknown	
1	0.0	16.8	11.5	15.9	19.5	17.7	2.7	4.4	3.5	5.3	2.7	100.0
2	0.9	11.2	8.5	13.9	20.6	15.3	3.6	3.1	4.5	13.9	4.5	100.0
3	0.6	8.9	5.4	14.3	27.4	15.5	1.8	0.0	3.0	16.7	6.6	100.0
Total	0.6	11.7	8.3	14.5	22.6	15.9	2.8	2.4	2.8	12.9	4.8	100.0

Table G-12a

NUMBER OF RESPONDENTS, DEGREE OF UNPLEASANTNESS IF REQUIRED
TO PERFORM COMMUNITY SERVICE BY WAVE, QUESTION A9,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Degree of Unpleasantness if Required To Perform Community Service Work						Total
	Extremely	Very	Somewhat	Not Very	Not At All	Unknown	
1	26	23	34	19	11	0	113
2	66	38	62	32	21	4	223
3	49	34	45	16	19	5	168
Total	141	95	141	67	51	9	504

Table G-12b

PERCENT OF RESPONDENTS, DEGREE OF UNPLEASANTNESS IF REQUIRED
TO PERFORM COMMUNITY SERVICE BY WAVE, QUESTION A9,
DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Degree of Unpleasantness if Required To Perform Community Service Work						Total
	Extremely	Very	Somewhat	Not Very	Not At All	Unknown	
1	23.0	20.4	30.1	16.8	9.7	0.0	100.0
2	29.6	17.0	27.8	14.4	9.4	1.8	100.0
3	29.2	20.2	26.8	9.5	11.3	3.0	100.0
Total	28.0	18.9	28.0	13.3	10.1	1.8	100.0

Table G-13a

NUMBER OF RESPONDENTS, PERCENT CATEGORY BY WAVE, PERCENT OF FIRST-TIME DWI OFFENDERS IN LOUISIANA WHO HAVE THEIR DRIVER'S LICENSE SUSPENDED, QUESTION A10, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Percent of First-Time DWI offenders In Louisiana Who Have Their Driver's Licenses Suspended								Total
	0	1-19	20-39	40-59	60-79	80-99	100	Unknown	
1	9	26	29	24	7	8	10	0	113
2	25	67	43	28	12	21	21	6	223
3	12	39	29	23	10	21	25	9	168
Total	46	132	101	75	29	50	56	15	504

Table G-13b

NUMBER OF RESPONDENTS, PERCENT CATEGORY BY WAVE, PERCENT OF FIRST-TIME DWI OFFENDERS IN LOUISIANA WHO HAVE THEIR DRIVER'S LICENSE SUSPENDED, QUESTION A10, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Percent of First-Time DWI offenders In Louisiana Who Have Their Driver's License Suspended								Total
	0	1-19	20-39	40-59	60-79	80-99	100	Unknown	
1	8.0	23.0	25.7	21.2	6.2	7.1	8.9	0.0	100.0
2	11.2	30.0	19.3	12.6	5.4	9.4	9.4	2.7	100.0
3	7.1	23.2	17.3	13.7	6.0	12.5	14.9	5.4	100.0
Total	9.1	26.2	20.0	14.9	5.8	9.9	11.1	3.0	100.0

Table G-14a

NUMBER OF RESPONDENTS WHO HAVE SEEN OR HEARD ANYTHING IN THE LAST THREE MONTHS ABOUT A COMMUNITY SERVICE WORK PENALTY FOR CONVICTED DWI OFFENDERS
QUESTION A11a, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Have You Seen or Heard Anything in the Last Three Months About a Community Service Work Penalty for Convicted DWI offenders			Total
	Yes	No	Unknown	
1	70	42	1	113
2	131	87	5	223
3	107	57	4	168
Total	308	186	10	504

Table G-14b

PERCENT OF RESPONDENTS WHO HAVE SEEN OR HEARD ANYTHING IN THE LAST THREE MONTHS ABOUT A COMMUNITY SERVICE WORK PENALTY FOR CONVICTED DWI OFFENDERS
QUESTION A11a, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Have You Seen or Heard Anything in the Last Three Months About a Community Service Work Penalty for Convicted DWI offenders			Total
	Yes	No	Unknown	
1	62.0	37.2	0.9	100.0
2	58.7	39.0	2.2	100.0
3	63.7	33.9	2.4	100.0
Total	61.1	36.9	2.0	100.0

Table G-15a

NUMBER OF RESPONDENTS, SOURCE OF INFORMATION BY WAVE, QUESTION A11b, ONLY RESPONDENTS WHO INDICATED THAT IN THE LAST THREE MONTHS THEY HAD SEEN OR HEARD ABOUT A COMMUNITY SERVICE WORK PENALTY FOR CONVICTED DWI OFFENDERS IN LOUISIANA, DRINKING AND DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	No of Respondents	Source(s) of Information About Community Service Work as a Penalty for Convicted DWI Offenders						Total*
		TV	Radio	News-paper	Other Print Material	Friend or Relative	Other	
1	70	34	13	22	4	22	8	103
2	131	42	23	59	7	57	14	202
3	107	65	28	49	10	41	12	205
Total	308	141	64	130	21	120	34	510

*Total number of sources by wave may not equal the number of respondents by wave since each respondent could identify multiple sources of information.

Table G-15b

PERCENT OF RESPONDENTS, SOURCE OF INFORMATION BY WAVE, QUESTION A11b, ONLY RESPONDENTS WHO INDICATED THAT IN THE LAST THREE MONTHS THEY HAD SEEN OR HEARD ABOUT A COMMUNITY SERVICE WORK PENALTY FOR CONVICTED DWI OFFENDERS IN LOUISIANA, DRINKING AND DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	No of Respondents	Source(s) of Information About Community Service Work as a Penalty for Convicted DWI Offenders						Total*
		TV	Radio	News-paper	Other Print Material	Friend or Relative	Other	
1	70	48.6	18.6	31.4	5.7	31.4	11.4	147.1
2	131	32.1	17.6	45.0	5.3	43.5	10.7	154.2
3	107	60.8	26.2	45.8	9.4	38.3	11.2	191.6
Total	308	45.8	20.8	42.2	6.8	39.0	11.0	165.6

*Total percent by wave may not equal 100.0 since each respondent could identify multiple sources of information.

Table G-16a

NUMBER OF RESPONDENTS, PENALTIES APPLIED TO ALMOST EVERYONE WHO IS CONVICTED OF DWI FOR THE FIRST TIME
IN LOUISIANA BY WAVE, QUESTION B7, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Penalties Applied to Almost Everyone Who is Convicted of DWI for the First Time in Louisiana										Total*
		Fine	Arrest	Jail	License Action	DWI School	Community Service	Litter Detail	Embar-rassment	Higher Insur-ance Rates	Other	
1	124	72	5	48	53	13	18	26	7	5	25	272
2	235	122	8	63	90	20	50	32	5	4	38	432
3	172	104	13	43	59	18	65	25	8	5	25	365
Total	531	298	26	154	202	51	133	83	20	14	88	1,069

*The total number of penalties by wave may not equal the number of respondents by wave since each respondent could identify multiple penalties.

Table G-16b

PERCENT OF RESPONDENTS, PENALTIES APPLIED TO ALMOST EVERYONE WHO IS CONVICTED OF DWI FOR THE FIRST TIME IN LOUISIANA BY WAVE, QUESTION B7, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Penalties Applied to Almost Everyone Who is Convicted of DWI for the First Time in Louisiana										Total*
		Fine	Arrest	Jail	License Action	DWI School	Community Service	Litter Detail	Embar-rassment	Higher Insur-ance Rates	Other	
1	124	58.1	4.0	38.7	42.7	10.5	14.5	21.0	5.7	4.0	20.2	219.4
2	235	51.9	3.4	26.8	38.3	8.5	21.3	13.6	2.1	1.7	16.2	183.3
3	172	60.5	7.6	25.0	34.3	10.5	37.8	14.5	4.7	2.9	14.5	212.2
Total	531	56.1	4.9	29.0	38.0	9.6	25.1	15.6	3.8	2.6	16.6	201.3

*The total percent by wave may not equal 100.0 since each respondent could identify multiple penalties.

Table G-17a

NUMBER OF RESPONDENTS, PENALTIES WHICH STRONGLY INFLUENCE THEM NOT TO VIOLATE LOUISIANA'S DWI LAW BY WAVE, QUESTION B8, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Penalties Applied to Almost Everyone Who is Convicted of DWI for the First Time in Louisiana										Total*
		Fine	Arrest	Jail	License Action	DWI School	Community Service	Litter Detail	Embar-rassment	Higher Insur-ance Rates	Other	
1	124	39	6	40	36	7	8	12	6	6	22	182
2	235	59	8	47	60	6	17	7	7	2	40	253
3	172	51	6	35	40	10	31	10	8	4	19	214
Total	531	149	20	122	136	23	56	29	21	12	81	649

*The total number of penalties by wave may not equal the number of respondents by wave since each respondent could identify multiple penalties.

Table G-17b

PERCENT OF RESPONDENTS, PENALTIES WHICH STRONGLY INFLUENCE THEM NOT TO VIOLATE LOUISIANA'S DWI LAW BY WAVE,
QUESTION B8, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Penalties Applied to Almost Everyone Who is Convicted of DWI for the First Time in Louisiana										Total*
		Fine	Arrest	Jail	License Action	DWI School	Community Service	Litter Detail	Embar-rassment	Higher Insurance Rates	Other	
1	124	31.5	4.8	32.3	29.0	5.7	6.5	9.7	4.8	4.8	17.7	146.8
2	235	25.1	3.4	20.0	25.5	2.6	7.2	3.0	3.0	0.9	17.0	107.7
3	172	29.7	3.5	20.4	23.3	5.8	18.0	5.8	4.7	2.3	11.0	124.4
Total	531	28.1	3.8	23.0	25.6	4.3	10.6	5.5	4.0	2.3	15.3	122.2

*The total percent by wave may not equal 100.0 since each respondent could identify multiple penalties.

Table G-18a

NUMBER OF RESPONDENTS THAT NOTICED, READ, OR HEARD ABOUT CHANGES IN THE ENFORCEMENT, LIKELIHOOD OF BEING CONVICTED IF ARRESTED, OR PENALTIES FOR DWI IN BATON ROUGE IN THE LAST THREE MONTHS BY WAVE, QUESTION B9A, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Noticed, Read, or Heard About Changes in Last Three Months			Total
	Yes	No	Unknown	
1	71	43	10	124
2	112	115	8	235
3	75	90	7	172
Total	258	248	25	531

Table G-18b

PERCENT OF RESPONDENTS THAT NOTICED, READ, OR HEARD ABOUT CHANGES IN THE ENFORCEMENT, LIKELIHOOD OF BEING CONVICTED IF ARRESTED, OR PENALTIES FOR DWI IN BATON ROUGE IN THE LAST THREE MONTHS BY WAVE, QUESTION B9A, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Noticed, Read, or Heard About Changes in Last Three Months			Total
	Yes	No	Unknown	
1	57.3	34.7	8.1	100.0
2	47.7	48.9	3.4	100.0
3	43.6	52.3	4.1	100.0
Total	48.6	46.7	4.7	100.0

Table G-19a

NUMBER OF RESPONDENTS, CHANGES BY WAVE, QUESTION B9b, ONLY RESPONDENTS WHO INDICATED THAT THEY HAD NOTICED, READ, OR HEARD ABOUT CHANGES IN THE LAST THREE MONTHS IN THE ENFORCEMENT, LIKELIHOOD OF BEING CONVICTED IF ARRESTED, OR PENALTIES FOR DWI IN BATON ROUGE, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Changes Noticed, Read, or Heard in Last Three Months About Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge											Total*
		More Enforcement	Road-blocks	Arrest	Police Patrols	More Sanctions	Jail	Fines	License Action	Community Service	Greater Chance of Conviction	Other	
1	71	12	0	6	4	14	13	11	3	5	4	10	82
2	112	11	10	5	5	9	10	10	3	6	8	18	95
3	75	12	9	2	3	2	8	5	4	7	5	8	65
Total	258	35	19	13	12	25	31	26	10	18	17	36	242

*The total number of changes by wave may not equal the number of respondents by wave since each respondent could identify multiple changes.

Table G-19b

PERCENT OF RESPONDENTS, CHANGES BY WAVE, QUESTION B9b, ONLY RESPONDENTS WHO INDICATED THAT THEY HAD NOTICED, READ, OR HEARD ABOUT CHANGES IN THE LAST THREE MONTHS IN THE ENFORCEMENT, LIKELIHOOD OF BEING CONVICTED IF ARRESTED, OR PENALTIES FOR DWI IN BATON ROUGE, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Changes Noticed, Read, or Heard in Last Three Months About Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge											Total*
		More Enforcement	Road-blocks	Arrest	Police Patrols	More Sanctions	Jail	Fines	License Action	Community Service	Greater Chance of Conviction	Other	
1	71	16.9	0.0	8.5	5.6	19.7	18.3	15.5	4.2	7.0	5.6	14.1	115.5
2	112	9.8	8.9	4.5	4.5	8.0	8.9	8.9	2.7	5.4	7.1	16.1	84.8
3	75	16.0	12.0	2.7	4.0	2.7	10.7	6.7	5.3	9.3	6.7	10.7	86.7
Total	258	13.6	7.4	5.0	4.7	9.7	12.0	10.1	3.9	7.0	6.6	14.0	93.8

*The total percent by wave may not equal 100.0 since each respondent could identify multiple changes.

Table G-20a

NUMBER OF RESPONDENTS, CHANGES WHICH STRONGLY INFLUENCE THEM NOT TO VIOLATE LOUISIANA'S DWI LAW BY WAVE, QUESTION B9c, ONLY RESPONDENTS WHO INDICATED THAT IN THE LAST THREE MONTHS THEY HAD NOTICED, READ OR HEARD ABOUT CHANGES IN THE ENFORCEMENT, LIKELIHOOD OF BEING CONVICTED IF ARRESTED, OR PENALTIES FOR DWI IN BATON ROUGE, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Changes Noticed, Read, or Heard in Last Three Months About Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge which Strongly Influence Respondents not to Violate Louisiana's DWI Law											Total*
		More Enforcement	Road-blocks	Arrest	Police Patrols	More Sanctions	Jail	Fines	License Action	Community Service	Greater Chance of Conviction	Other	
1	71	8	0	6	3	9	12	7	3	3	3	9	63
2	112	7	7	5	3	8	9	8	2	4	7	17	77
3	75	8	4	1	3	0	7	4	4	5	3	8	47
Total	258	23	11	12	9	17	28	19	9	12	13	34	187

*The total number of changes by wave may not equal the number of respondents by wave since each respondent could identify multiple changes.

Table G-20b

PERCENT OF RESPONDENTS, CHANGES WHICH STRONGLY INFLUENCE THEM NOT TO VIOLATE LOUISIANA'S DWI LAW BY WAVE, QUESTION B9c, ONLY RESPONDENTS WHO INDICATED THAT IN THE LAST THREE MONTHS THEY HAD NOTICED, READ OR HEARD ABOUT CHANGES IN THE ENFORCEMENT, LIKELIHOOD OF BEING CONVICTED IF ARRESTED, OR PENALTIES FOR DWI IN BATON ROUGE, DRINKING AND DRIVING SUBPOPULATION ONLY

Wave	Number of Respondents	Changes Noticed, Read, or Heard in Last Three Months About Enforcement, Likelihood of Being Convicted If Arrested, or Penalties for DWI in Baton Rouge which Strongly Influence Respondents not to Violate Louisiana's DWI Law											Total*
		More Enforcement	Road-blocks	Arrest	Police Patrols	More Sanctions	Jail	Fines	License Action	Community Service	Greater Chance of Conviction	Other	
1	71	11.3	0.0	8.5	4.2	12.7	16.9	9.9	4.2	4.2	4.2	12.7	88.7
2	112	6.3	6.3	4.5	2.7	7.1	8.0	7.1	1.8	3.6	6.3	15.2	68.8
3	75	10.7	5.3	1.3	4.0	0.0	9.3	5.3	5.3	6.7	4.0	10.7	62.7
Total	258	8.9	4.3	4.7	3.5	6.6	10.9	7.4	3.5	4.7	5.0	13.2	72.5

*The total percent by wave may not equal 100.0 since each respondent could identify multiple changes.

Appendix H: ANALYSIS OF CHANGE BY WAVE, ALL QUESTIONNAIRE ITEMS,
DRINKING AND DRIVING SUBPOPULATION ONLY

Table

H-1	Analysis of Change By Wave, Questionnaire Items Related to Demographics and To Drinking and Driving Patterns, Questions AB1-AB5, AB6a, and AB6b, Drinking and Driving Subpopulation Only
H-2	Analysis of Change By Wave, Questionnaire Items Related to Public Awareness of DWI Sanctions, Questions A7, A8, A10, and A11a, Drinking and Driving Subpopulation Only
H-3	Analysis of Change By Wave, Questionnaire Items Related to Public Awareness of DWI Sanctions, Question B7, Drinking and Driving Subpopulation Only
H-4	Analysis of Change By Wave, Questionnaire Items Related to Public Awareness of DWI Sanctions, Question B9, Drinking and Driving Subpopulation Only
H-5	Analysis of Change By Wave, Questionnaire Items Related to Sources of Information About DWI Sanctions, Question A11b, Drinking and Driving Subpopulation Only
H-6	Analysis of Change By Wave, Questionnaire Items Related to the Deterrence Impact of DWI Sanctions, Questions AB6c and A9, Drinking and Driving Subpopulation Only
H-7	Analysis of Change by Wave, Questionnaire Items Related to the Deterrence Impact of DWI Sanctions, Question B8, Drinking and Driving Subpopulation Only
H-8	Analysis of Change By Wave, Questionnaire Items Related to the Deterrence Impact of DWI Sanctions, Question B9c, Drinking and Driving Subpopulation Only

Table H-1

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRE ITEMS RELATED TO DEMOGRAPHICS AND TO DRINKING AND DRIVING PATTERNS, QUESTIONS AB1-AB5, AB6a, and AB6b, DRINKING AND DRIVING SUBPOPULATION ONLY

Topic Area	Form	Question Number	Content	Table	Significant Change By Wave ^a ?	Gamma Statistic
Demographics	AB	1	Age of respondent	G-1a	b.	-
	AB	2	Gender of respondent	G-2a	Not Sig.	-
	AB	3	Reason for coming to Driver License facility	G-3a	Not Sig.	-
Drinking and Driving Pattern	AB	4	Frequency of drinking alcoholic beverages	G-4a	a=.10	-0.054
	AB	5	Frequency of drinking alcoholic beverages and then driving within three hours	G-5a	Not Sig.	-
	AB	6a	Frequency of violating Louisiana's DWI law within the past 3 months	G-6a	a=.10	0.000
	AB	6b	Change in the frequency of drinking and driving within past 3 months	G-7a	Not Sig.	-

^aChi-square statistic at .10 level of significance.

^bInsufficient data to perform test.

Table H-2

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRES ITEMS RELATED TO PUBLIC AWARENESS OF DWI SANCTIONS,
 QUESTIONS A7, A8, A10, and A11a, DRINKING AND DRIVING SUBPOPULATION ONLY

Topic Area	Form	Question Number	Content	Table	Significant Change By Wave ^a ?	Gamma Statistic
Public Awareness of DWI Sanctions	A	7	Percent of drivers convicted for DWI for the first time in Louisiana who are sentenced to perform community service	G-10a	Not Sig.	-
	A	8	Minimum number of hours of community work for 1st time DWI offenders	G-11a	a=.05 ^b	0.112
	A	10	Percent of first-time DWI offenders in Louisiana that actually have their licenses suspended	G-13a	Not Sig.	-
	A	11a	Seen or heard anything about a community work service sanction for DWI in the last 3 months	G-14a	Not Sig.	-

^aChi-square statistic at .10 level of significance.

^bAnalysis of variance on weighted averages over 3 waves.

Table H-3

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRE ITEMS RELATED TO PUBLIC AWARENESS OF DWI SANCTIONS, QUESTION B7,
DRINKING AND DRIVING SUBPOPULATION ONLY

Topic Area	Form	Question Number	Content	Table	Significant Change By Wave?*	Gamma Statistic
Public Awareness of DWII Sanctions	B	7	Is the following penalty applied to persons convicted of DWI for the first time in Louisiana, (Yes/No)			
			● Fine	G-16a	Not Sig.	-
			● Arrest	G-16a	Not Sig.	-
			● Jail	G-16a	a=.02	-0.187
			● License action	G-16a	Not Sig.	-
			● DWI school	G-16a	Not Sig.	-
			● Community service	G-16a	a=.001	0.391
			● Litter detail	G-16a	Not Sig.	-
			● Embarrassment	G-16a	Not Sig.	-
			● Higher insurance rates	G-16a	Not Sig.	-
● Other	G-16a	Not Sig.	-			

*Chi-square statistic at .10 level of significance.

Table H-4

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRE ITEMS RELATED TO PUBLIC AWARENESS OF DWI SANCTIONS,
QUESTION B9, DRINKING AND DRIVING SUBPOPULATION ONLY

Topic Area	Form	Question Number	Content	Table	Significant Change By Wave? ^a	Gamma Statistic
Public Awareness of DWI Sanctions	B	9a	Noticed, read, or heard about any changes in the enforcement, likelihood of being convicted if arrested, or the penalties for DWI in Baton Rouge in last three months? (Yes/No)	G-18a	a=.02	-0.193
		9b	If yes, list the changes that have occurred.			
			● More enforcement	G-19a	Not Sig.	-
			● Roadblocks	G-19a	a=.02	0.549
			● Arrest	G-19a	Not Sig.	-
			● Police patrols	G-19a	b.	-
			● More sanctions	G-19a	a=.01	-0.579
			● Jail	G-19a	Not Sig.	-
			● Fines	G-19a	Not Sig.	-
			● License action	G-19a	b.	-
	● Community Service	G-19a	Not Sig.	-		
	● Greater chance of conviction	G-19a	Not Sig.	-		
	● Other	G-19a	Not Sig.	-		

^aChi-square statistic at .10 level of significance.

^bInsufficient data for test.

Table H-5

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRE ITEMS RELATED TO SOURCES OF INFORMATION ABOUT DWI SANCTIONS, QUESTION 11b, DRINKING AND DRIVING SUBPOPULATION ONLY

Topic Area	Form	Question Number	Content	Table	Significant Change By Wave?*	Gamma Statistic
Sources of Information About DWI Sanctions	A	11b	If you have seen or heard anything about a community service work penalty for convicted DWI offenders in the last 3 months, please indicate where you heard or saw it.			
			● Television	G-15a	a=.001	0.216
			● Radio	G-15a	Not Sig.	-
			● Newspaper	G-15a	Not Sig.	-
			● Other print material	G-15a	Not Sig.	-
			● Friend or relative	G-15a	Not Sig.	-
			● Other	G-15a	Not Sig.	-

*Chi-square statistic at .10 level of significance.

Table H-6

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRE ITEMS RELATED TO THE DETERRENCE IMPACT OF DWI SANCTIONS, QUESTIONS AB6c and A9, DRINKING AND DRIVING SUBPOPULATION ONLY

Topic Area	Form	Question Number	Content	Table	Significant Change By Wave?*	Gamma Statistic
Influence of DWI Sanctions	AB	6c	If your rate of drinking and then driving has <u>increased</u> in the last three months, indicate why: <ul style="list-style-type: none"> ● Decreased enforcement ● Less chance of being convicted ● Weaker penalties ● Other 	G-8a	b.	-
				G-8a	b.	-
				G-8a	b.	-
				G-8a	b.	-
	AB	6c	If your rate of drinking and then driving has <u>decreased</u> in the last three months, indicate why: <ul style="list-style-type: none"> ● Increased enforcement ● Greater change of being convicted ● Stronger penalties ● Other 	G-9a	Not Sig.	-
				G-9a	Not Sig.	-
				G-9a	a=.10	-0.135
A	9	Degree of unpleasantness in performing community service work because of a DWI conviction.	G-12a	Not Sig.	-	

aChi-square statistic at .10 level of significance.

bInsufficient data to perform test.

Table H-7

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRE ITEMS RELATED TO THE DETERRENCE IMPACT OF DWI SANCTIONS, QUESTION B8, DRINKING AND DRIVING SUBPOPULATION

Topic Area	Form	Question Number	Content	Table	Significant Change By Wave? ^a	Gamma Statistic
Influence of DWI Sanctions	B	8	Which of the DWI penalties listed on response to Question 7 strongly deter you from violating Louisiana's DWI law?			
			● Fine	G-17a	Not Sig.	-
			● Arrest	G-17a	Not Sig.	-
			● Jail	G-17a	a=.02	-.181
			● License action	G-17a	Not Sig.	-
			● DWI school	G-17a	Not Sig.	-
			● Community service	G-17a	a=.001	0.401
			● Litter detail	G-17a	a=.05	-0.163
			● Embarrassment	G-17a	Not Sig.	-
● Higher insurance rates	G-17a	b.	-			
● Other	G-17a	Not Sig.	-			

^aChi-square statistic at .10 level of significance.

^bInsufficient data to perform test.

Table H-8

ANALYSIS OF CHANGE BY WAVE, QUESTIONNAIRE ITEMS RELATED TO THE DETERRENCE IMPACT OF DWI SANCTIONS,
QUESTION B9c, DRINKING AND DRIVING SUBPOPULATION ONLY

Topic Area	Form	Question Number	Content	Tables	Significant Change By Wave? ^a	Gamma Statistic
Influence of DWI Sanctions	B	9c	In response to Question 9b, you listed changes you had noticed, read, or heard on the last 3 months about the enforcement, adjudication, or penalties for DWI offenders.			
			Indicate how strongly do these changes influence you not to violate the DWI law:			
			● More enforcement	G-19a&20a	Not Sig.	-
			● Roadblocks	G-19a&20a	b.	-
			● Arrest	G-19a&20a	Not Sig.	-
			● Police patrol	G-19a&20a	b.	-
			● More sanctions	G-19a&20a	a=.01	-0.634
			● Jail	G-19a&20a	Not Sig.	-
			● Fines	G-19a&20a	Not Sig.	-
			● License action	G-19a&20a	b.	-
● Community service	G-19a&20a	b.	-			
● Greater chance of conviction	G-19a&20a	b.	-			
● Other	G-19a&20a	Not Sig.	-			

^aChi-square statistic at .10 level of significance.

^bInsufficient data to perform test.

Appendix I: VALUES AND PLOTS FOR DRIVING BEHAVIOR (BATON ROUGE)
TIME SERIES ANALYSIS

Time Series Values

<u>Variable</u>	<u>Definition</u>
PERFI -	Percent of fatal and injury accidents by month (January 1981 - May 1986)
PERSA -	Percent of single vehicle accidents by month (January 1981 - May 1986)
PERSAFI -	Percent of single vehicle fatal and injury accidents by month (January 1981 - May 1986)
PERTIME -	Percent of nighttime accidents (8 p.m. - 4 a.m.) by month (January 1981 - May 1986)
PERHBD -	Percent of drivers who had been driving in fatal and injury accidents by month (January 1981 - May 1986)
PERENF -	Percent of DWI Arrests by month (January 1981 - December 1985)

Time Series Plots

<u>Figure</u>	<u>Title</u>
I-1	Percent of Fatal and Injury Accidents By Month (January 1981 - May 1986)
I-2	Percent of Single Vehicle Accidents By Month (January 1981 - May 1986)
I-3	Percent of Single Vehicle Fatal and Injury Accidents By Month (January 1981 - May 1986)
I-4	Percent of Nighttime Accidents (8 P.M. - 4 A.M.) by Month (January 1981 - May 1986)
I-5	Percent of Drivers Who Had Been Drinking in Fatal and Injury Accidents by Month (January 1981 - May 1986)
I-6	Percent of DWI Arrests by Month (January 1981 - December 1985)

<u>MONTH NUMBER</u>	<u>DATE</u>	<u>PERFI</u>	<u>PERSA</u>	<u>PERSAFI</u>
1	1/81	31.980	10.457	18.095
2	2/81	28.131	10.019	14.384
3	3/81	29.963	12.684	18.405
4	4/81	32.917	11.132	13.703
5	5/81	32.611	13.289	21.098
6	6/81	32.072	11.436	16.622
7	7/81	31.145	10.889	18.252
8	8/81	32.592	10.351	15.223
9	9/81	32.900	11.431	15.819
10	10/81	32.945	10.483	13.384
11	11/81	34.017	10.718	15.890
12	12/81	31.533	11.095	17.130
13	1/82	29.483	10.638	17.869
14	2/82	27.102	11.276	15.693
15	3/82	29.831	11.441	15.909
16	4/82	31.059	11.490	16.763
17	5/82	31.534	10.890	17.417
18	6/82	30.690	11.287	17.325
19	7/82	29.620	13.315	22.936
20	8/82	32.358	10.849	15.452
21	9/82	32.233	10.777	20.482
22	10/82	31.255	10.806	18.085
23	11/82	31.714	10.997	13.710
24	12/82	30.275	12.863	18.912
25	1/83	29.674	9.693	14.333
26	2/83	29.418	11.642	15.194
27	3/83	30.238	11.750	15.761
28	4/83	32.476	11.225	16.095
29	5/83	32.065	10.769	17.929
30	6/83	29.379	10.669	14.363
31	7/83	31.876	11.293	15.714
32	8/83	31.848	9.806	14.249
33	9/83	33.333	13.043	18.670
34	10/83	30.988	10.329	17.529
35	11/83	30.911	9.895	13.598
36	12/83	30.383	10.878	12.593
37	1/84	32.582	11.344	14.568
38	2/84	35.389	12.332	15.404
39	3/84	33.028	10.316	14.610
40	4/84	35.100	10.599	16.337
41	5/84	35.255	11.278	19.431
42	6/84	32.790	9.788	14.428
43	7/84	34.173	12.259	21.130
44	8/84	34.154	10.692	17.117
45	9/84	30.840	10.806	16.173
46	10/84	31.315	10.090	14.797
47	11/84	30.244	9.857	16.713
48	12/84	29.985	10.355	17.010

<u>MONTH NUMBER</u>	<u>DATE</u>	<u>PERFI</u>	<u>PERSA</u>	<u>PERSAFI</u>
49	1/85	30.611	10.891	14.286
50	2/85	31.343	10.647	17.143
51	3/85	33.934	11.862	15.929
52	4/85	34.039	11.608	16.590
53	5/85	32.639	11.545	15.426
54	6/85	34.737	10.789	15.657
55	7/85	32.040	11.148	14.691
56	8/85	31.308	11.215	17.662
57	9/85	31.094	12.109	14.824
58	10/85	30.620	11.608	12.854
59	11/85	32.568	11.562	16.802
60	12/85	30.989	9.231	13.239
61	1/86	31.769	11.144	15.077
62	2/86	31.693	10.501	13.433
63	3/86	30.546	11.092	15.642
64	4/86	35.294	10.727	14.461
65	5/86	29.412	11.599	16.338

<u>MONTH NUMBER</u>	<u>DATE</u>	<u>PERTIME</u>	<u>PERHBD</u>	<u>PERENF</u>
1	1/81	19.797	5.511	4.721
2	2/81	20.906	4.924	5.222
3	3/81	21.324	4.082	4.629
4	4/81	20.921	3.107	3.826
5	5/81	21.112	2.239	4.749
6	6/81	16.509	2.416	4.748
7	7/81	18.735	2.436	3.985
8	8/81	20.958	4.016	5.442
9	9/81	19.796	5.085	5.768
10	10/81	20.632	3.759	4.302
11	11/81	19.664	4.459	4.108
12	12/81	19.270	4.209	4.395
13	1/82	22.594	4.592	3.327
14	2/82	15.529	3.255	3.414
15	3/82	17.797	3.673	4.264
16	4/82	20.646	4.435	3.007
17	5/82	19.223	4.252	3.610
18	6/82	13.899	2.914	3.987
19	7/82	16.123	3.599	3.797
20	8/82	15.189	3.516	2.533
21	9/82	16.214	3.620	2.608
22	10/82	17.539	3.774	3.034
23	11/82	17.732	3.448	4.944
24	12/82	18.980	5.549	7.870
25	1/83	15.628	3.722	1.974
26	2/83	16.320	4.545	1.704
27	3/83	16.270	3.338	1.867
28	4/83	19.537	4.291	4.302
29	5/83	18.543	5.556	3.684
30	6/83	17.436	3.990	3.796
31	7/83	16.393	4.533	4.161
32	8/83	16.370	3.333	3.402
33	9/83	19.011	3.531	4.125
34	10/83	19.501	4.871	4.010
35	11/83	16.462	2.198	5.177
36	12/83	17.854	4.072	4.103
37	1/84	15.366	3.386	5.203
38	2/84	18.141	3.041	3.906
39	3/84	15.973	3.386	4.410
40	4/84	16.855	4.167	6.158
41	5/84	15.372	3.380	4.843
42	6/84	16.476	3.580	4.259
43	7/84	14.777	2.570	5.977
44	8/84	15.077	2.547	5.751
45	9/84	19.202	3.417	6.706
46	10/84	13.976	3.362	5.594
47	11/84	15.249	3.552	5.258
48	12/84	16.383	3.788	6.877

<u>MONTH NUMBER</u>	<u>DATE</u>	<u>PERTIME</u>	<u>PERHBD</u>	<u>PERENF</u>
49	1/85	15.512	3.448	5.944
50	2/85	15.721	3.962	4.639
51	3/85	18.393	3.804	5.982
52	4/85	16.392	2.854	4.941
53	5/85	17.361	2.865	4.319
54	6/85	16.667	3.273	3.327
55	7/85	16.102	3.198	4.108
56	8/85	16.822	2.580	3.707
57	9/85	16.875	2.788	3.134
58	10/85	18.546	1.776	3.643
59	11/85	17.211	2.455	4.096
60	12/85	14.432	3.421	4.694
61	1/86	15.054	4.236	
62	2/86	15.705	3.608	
63	3/86	15.785	2.483	
64	4/86	15.657	5.602	
65	5/86	19.056	2.156	

FATAL AND INJURY ACCIDENTS (%)

MONTHLY, JANUARY 1981 - MAY 1986

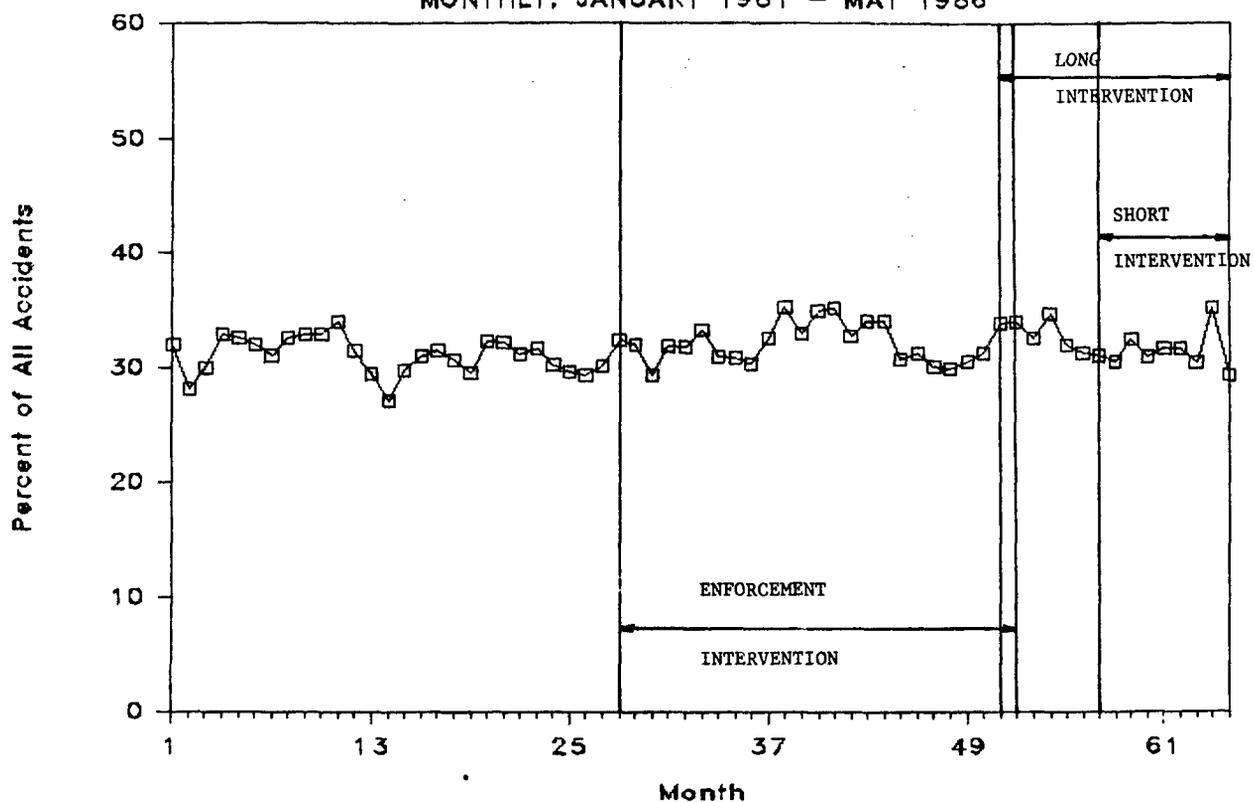


Figure I-1

PERCENT OF FATAL AND INJURY ACCIDENTS
BY MONTH (JANUARY 1981 - MAY 1986)

SINGLE VEHICLE ACCIDENTS (%)

MONTHLY, JANUARY 1981 - MAY 1986

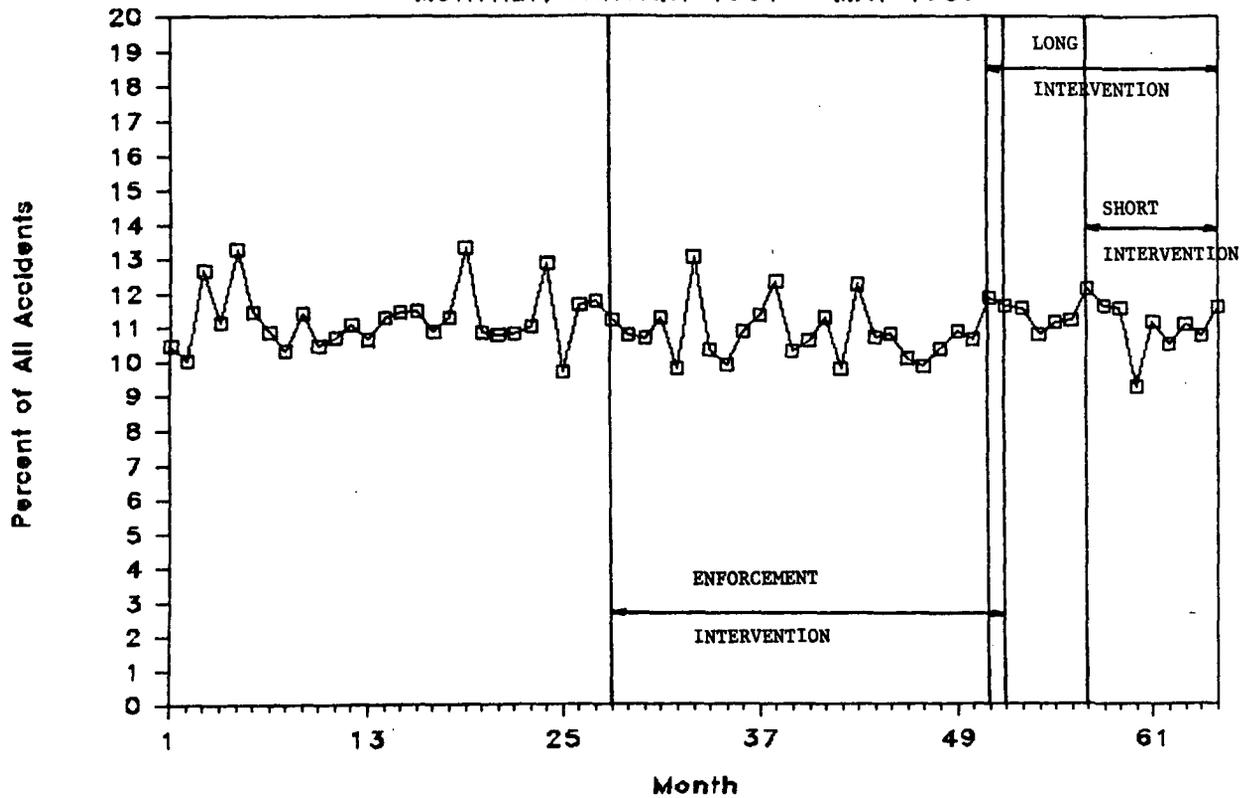


Figure I-2

PERCENT OF SINGLE VEHICLE ACCIDENTS
BY MONTH (JANUARY 1981 - MAY 1986)

SINGLE VEHICLE F & I ACCIDENTS (%)

MONTHLY, JANUARY 1981 - MAY 1986

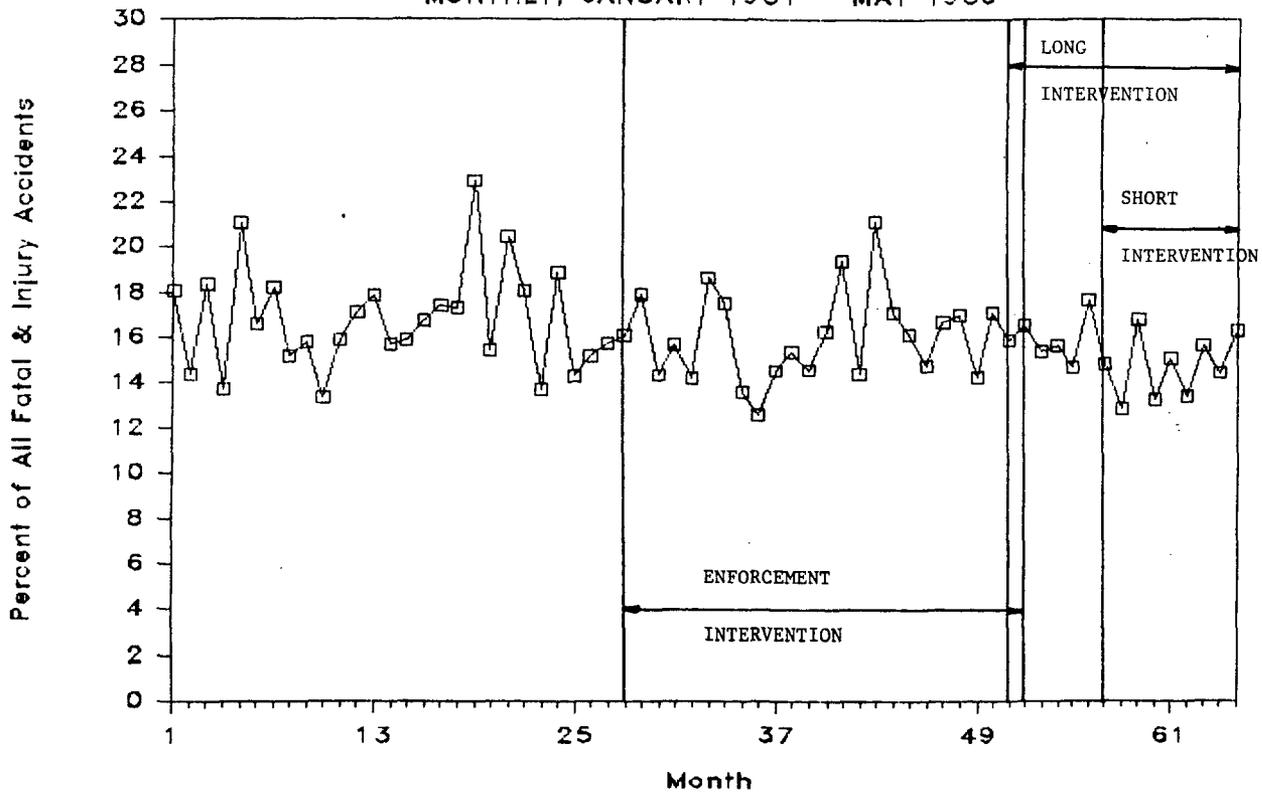


Figure I-3

PERCENT OF SINGLE VEHICLE FATAL AND INJURY ACCIDENTS BY MONTH (JANUARY 1981 - MAY 1986)

NIGHTTIME (8 PM - 4 AM) ACCIDENTS (%)

MONTHLY, JANUARY 1981 - MAY 1986

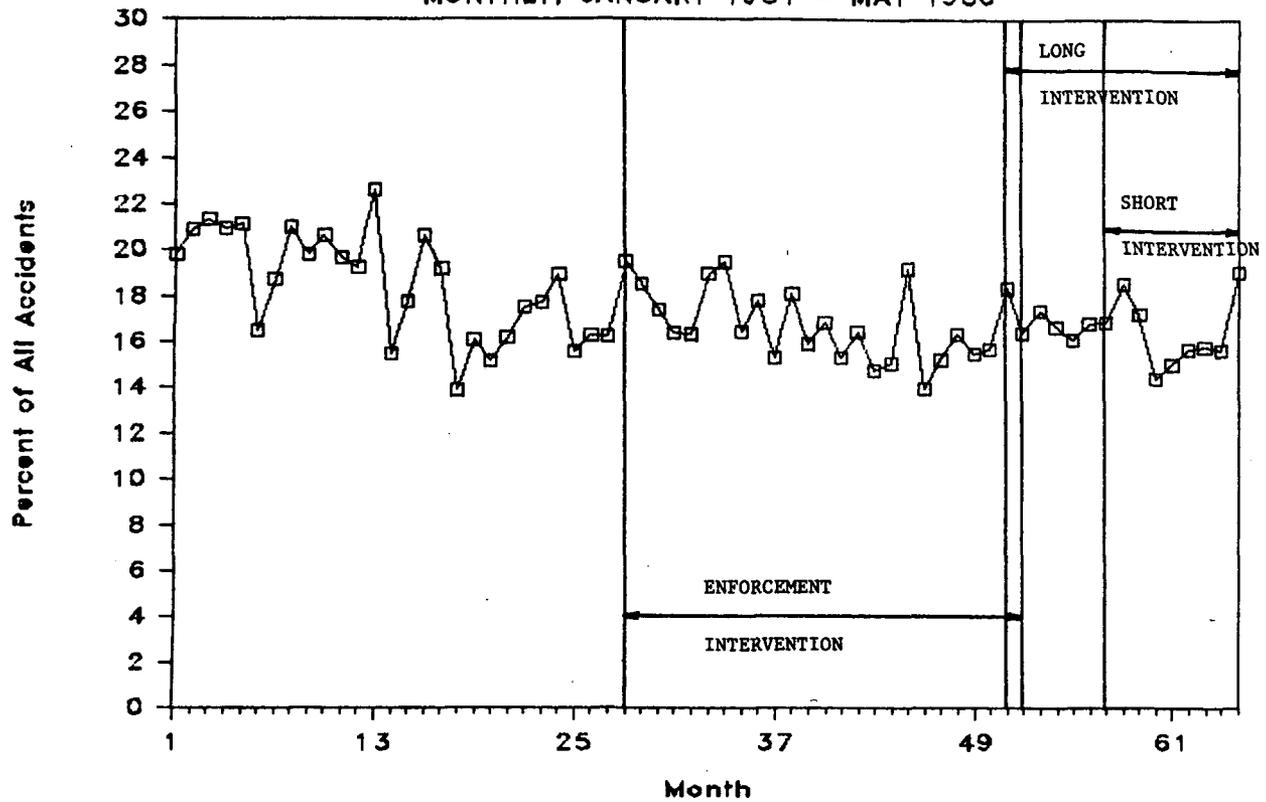


Figure I-4

PERCENT OF NIGHTTIME ACCIDENTS (8 P.M. - 4 A.M.)
BY MONTH (JANUARY 1981 - MAY 1986)

DRIVERS WHO HAD BEEN DRINKING (%)

MONTHLY, JANUARY 1981 - MAY 1986

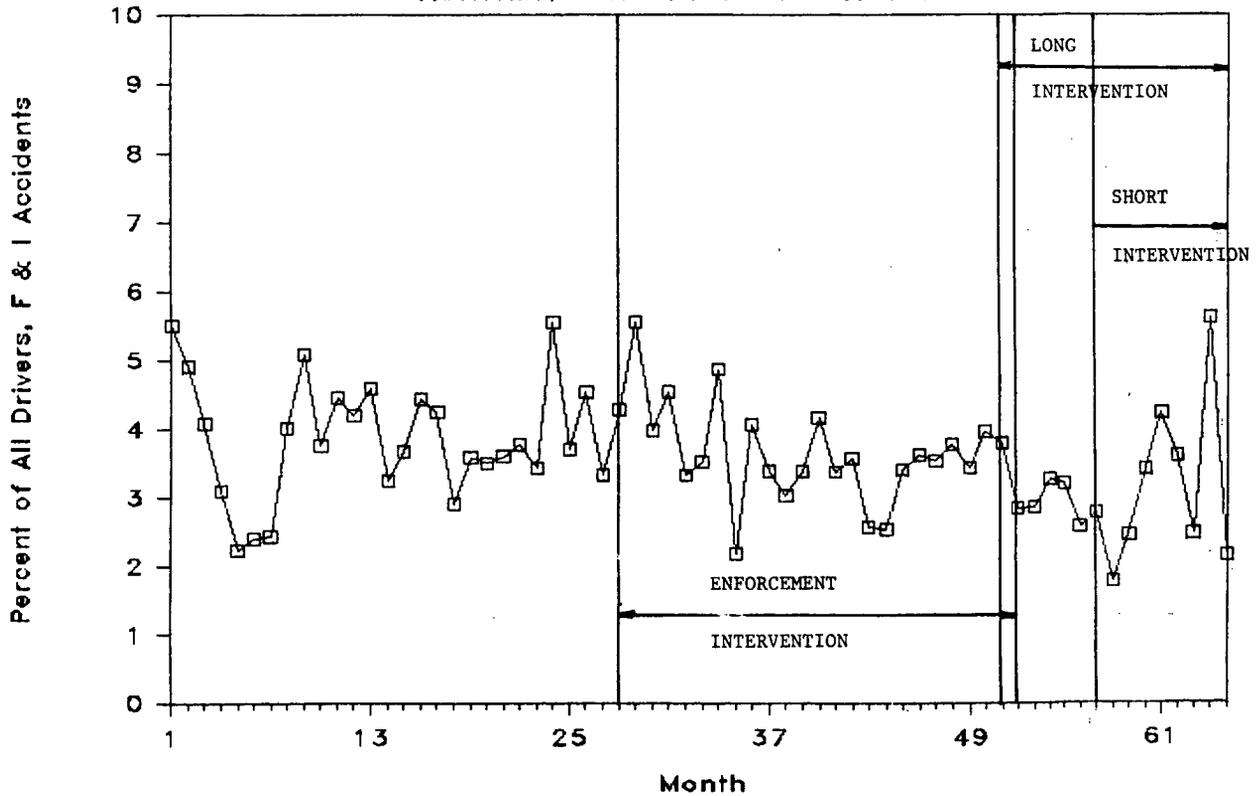


Figure I-5

PERCENT OF DRIVERS WHO HAD BEEN DRINKING IN
FATAL AND INJURY ACCIDENTS BY MONTH
(JANUARY 1981 - MAY 1986)

DWI ARRESTS (%)

MONTHLY, JANUARY 1981 - DECEMBER 1985

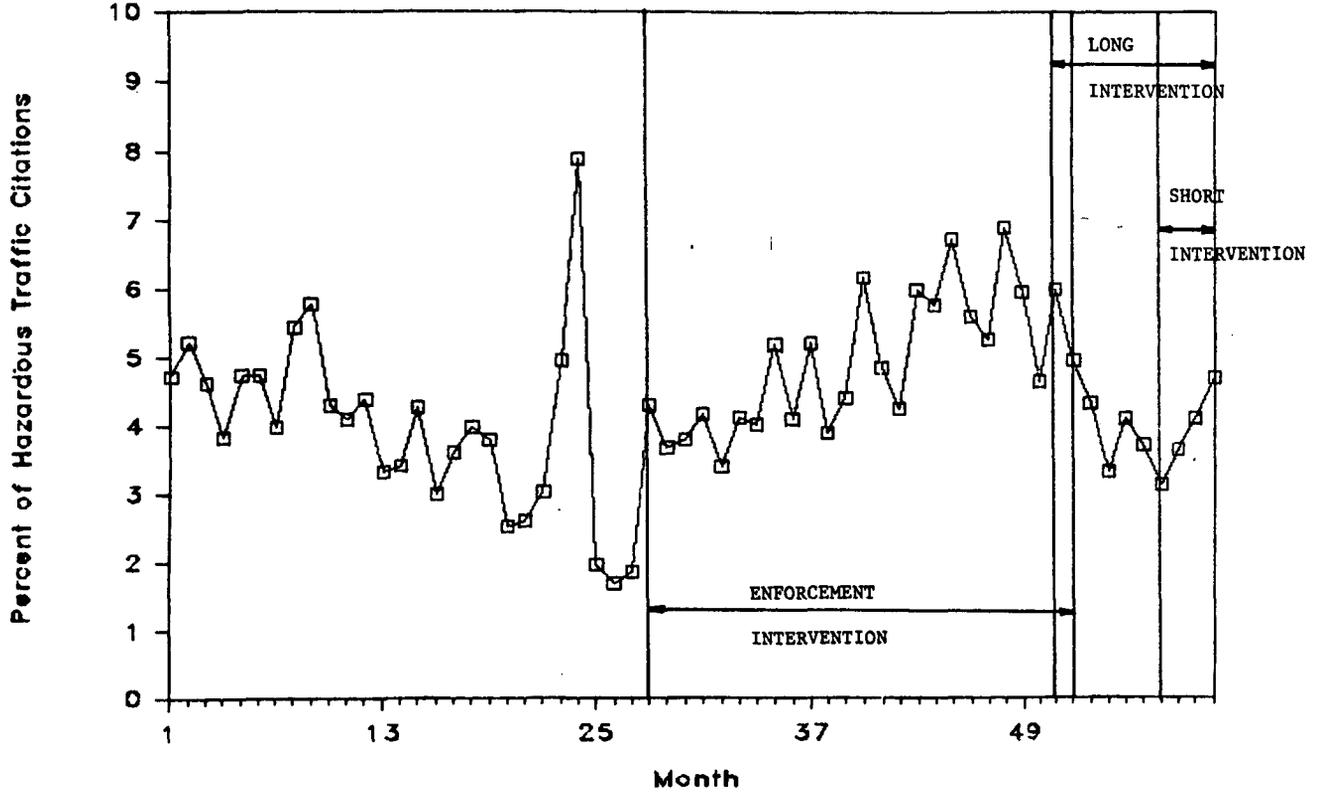


Figure I-6

PERCENT OF DWI ARRESTS BY MONTH
(JANUARY 1981 - DECEMBER 1985)

Appendix J: TIME SERIES IMPACT ASSESSMENT SUMMARY TABLES

<u>Table</u>	<u>Title</u>
J-1	Impact Assessment of the DVAS Project on Fatal and Injury Accidents as a Percent of All Fatal and Injury Accidents in Baton Rouge (PERFI), January 1981 - May 1986 (65 Months)
J-2	Impact Assessment of the DVAS Project on Single Vehicle Accidents as a Percent of All Accidents in Baton Rouge (PERSA), January 1981 - May 1986 (65 Months)
J-3	Impact Assessment of the DVAS Project on Single Vehicle, Fatal and Injury Accidents as a Percent of All Fatal and Injury Accidents in Baton Rouge (PERSAFI), January 1981 - May 1986 (65 Months)
J-4	Impact Assessment of the DVAS Project on Nighttime Accidents (8 P.M. - 4 A.M.) as a Percent of all Accidents in Baton Rouge (PERTIME), January 1981 - May 1986 (65 Months)
J-5	Impact Assessment of the DVAS Project on Drivers Who Had Been Drinking as a Percent of all Drivers in Fatal and Injury Accidents (PERHBD), January 1981 - May 1986 (65 Months)
J-6	Impact Assessment, DWI Arrests as a Percent of all Hazardous Traffic Violations (PERENF), January 1981 - December 1985 (60 Months)

Table J-1

IMPACT ASSESSMENT OF THE DVAS PROJECT ON FATAL AND INJURY ACCIDENTS AS A PERCENT OF ALL ACCIDENTS IN BATON ROUGE (PERFI),
 JANUARY 1981 - MAY 1986, (65 MONTHS)

Model Components	Preintervention Model		Long Intervention Model - March 1985						Short Intervention Model - September 1985					
			Abrupt Temporary		Gradual Permanent		Abrupt Permanent		Abrupt Temporary		Gradual Permanent		Abrupt Permanent	
	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.
Mean AR(1)	3.442 0.380	.001 .01	3.431 0.388	.001 .01	3.432 0.351	.001 .01	3.432 0.351	.001 .01	3.440 0.499	.001 .001	3.440 0.379	.001 .01	3.441 0.378	.001 .01
Enforcement														
W ₀	0.034	.10	0.039	.10	0.041	.05	0.041	.05	0.037	.10	.00	.10	.00	.10
DVAS														
W ₀	-	-	0.072	.10	0.039	NS	0.032	NS	-0.011	NS	0.013	NS	0.004	NS
d	-	-	0.871	NS	-0.225*	NS	-	-	-1.376*	.001	-0.619	NS	-	-
Residuals														
ss	0.153	-	0.133	-	0.147	-	0.147	-	0.121	-	0.152	-	0.153	-

Final Model: A(1,0,0)

*Parameter estimate is beyond the bounds of sp. few stability.

J-2

Table J-2

IMPACT ASSESSMENT OF THE DVAS PROJECT ON SINGLE VEHICLE ACCIDENTS AS A PERCENT OF ALL ACCIDENTS IN BATON ROUGE (PERSA),
 JANUARY 1981 - MAY 1986, (65 MONTHS)

Model Components	Preintervention Model		Long Intervention Model - March 1985						Short Intervention Model - September 1985					
			Abrupt Temporary		Gradual Permanent		Abrupt Permanent		Abrupt Temporary		Gradual Permanent		Abrupt Permanent	
	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.
Mean	2.413	.001	2.413	.001	2.409	.001	2.412	.001	2.412	.001	2.415	.001	2.417	.001
Enforce- ment														
W_0	-0.027	NS	-0.033	.10	-0.023	NS	0.026	NS	-0.026	NS	-0.029	NS	-0.030	NS
DVAS														
W_d	-	-	0.100	NS	0.024	NS	0.004	NS	0.086	NS	-0.032	NS	-0.016	NS
	-	-	0.508	NS	-1.105*	.001	-	-	0.233	NS	-1.410*	.001	-	-
Residuals														
ss	0.350	-	0.333	-	0.335	-	0.350	-	0.338	-	0.339	-	0.348	-

Final Model: A(0,0,0)

*Parameter estimate is beyond the bounds of system stability.

J-3

Table J-3

IMPACT ASSESSMENT OF THE DVAS PROJECT ON SINGLE VEHICLE, FATAL AND INJURY ACCIDENTS
AS A PERCENT OF ALL FATAL AND INJURY ACCIDENTS IN BATON ROUGE (PERSAFI),
JANUARY 1981 - MAY 1986, (65 MONTHS)

Model Components	Preintervention Model		Long Intervention Model - March 1985						Short Intervention Model - September 1985					
			Abrupt Temporary		Gradual Permanent		Abrupt Permanent		Abrupt Temporary		Gradual Permanent		Abrupt Permanent	
	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.
Mean	2.780	.001	2.775	.001	2.778	.001	2.806	.001	2.775	.001	2.792	.001	2.807	.001
Enforcement														
W ₀	-0.008	NS	-0.004	NS	-0.006	NS	-0.028	NS	-0.003	NS	-0.020	NS	-0.035	NS
DVAS														
W ₀	-	-	0.007	NS	0.001	NS	-0.082	.05	0.073	NS	-0.145	NS	-0.120	.02
d	-	-	-1.187*	.01	-1.354*	.05	-	-	-0.976*	.001	-1.455*	.001	-	-
Residuals														
ss	0.995	-	0.961	-	0.980	-	0.923	-	0.942	-	0.931	-	0.895	-

Final Model: A(0,0,0)

*Parameter estimate is beyond the bounds of system stability.

Table J-4

IMPACT ASSESSMENT OF THE DVAS PROJECT ON NIGHTTIME ACCIDENTS (8 P.M. - 4 A.M.) AS A PERCENT OF ALL ACCIDENTS IN BATON ROUGE (PERTIME),
JANUARY 1981 - MAY 1986, (65 MONTHS)

Model Components	Preintervention Model		Long Intervention Model - March 1985						Short Intervention Model - September 1985					
			Abrupt Temporary		Gradual Permanent		Abrupt Permanent		Abrupt Temporary		Gradual Permanent		Abrupt Permanent	
	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.
Mean AR(1)	2.873 0.370	.001 .01	2.870 0.375	.001 .01	2.904 0.267	.001 .05	2.894 0.290	.001 .05	2.876 0.345	.001 .01	2.892 0.300	.001 .02	2.892 0.297	.001 .02
Enforcement														
W ₀	-0.048	NS	-0.048	NS	-0.079	.05	-0.066	.10	-0.051	NS	-0.068	.10	-0.069	.10
DVAS														
W ₀	-	-	0.116	NS	0.021	NS	0.063	NS	-0.014	NS	-0.099	NS	-0.082	NS
d	-	-	-1.108*	NS	0.818	.05	-	-	1.114*	NS	-0.280*	NS	-	-
Residuals														
ss	0.694	-	0.661	-	0.663	-	0.679	-	0.669	-	0.674	-	0.675	-

Final Model: A(1,0,0)

*Parameter estimate is beyond the bounds of system stability.

Table J-5

IMPACT ASSESSMENT OF THE DVAS PROJECT ON DRIVERS WHO HAD BEEN DRINKING AS A PERCENT OF ALL DRIVERS IN FATAL AND INJURY ACCIDENTS IN BATON ROUGE (PERHBD), JANUARY 1981 - MAY 1986, (65 MONTHS)

Model Components	Preintervention Model		Long Intervention Model - March 1985						Short Intervention Model - September 1985					
			Abrupt Temporary		Gradual Permanent		Abrupt Permanent		Abrupt Temporary		Gradual Permanent		Abrupt Permanent	
	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.
Mean	1.251	.001	1.239	.001	1.259	.001	1.319	.001	1.248	.001	1.266	.001	1.296	.001
Enforcement														
W ₀	0.020	NS	0.031	NS	0.013	NS	-0.031	NS	0.023	NS	0.048	NS	-0.025	NS
DVAS														
W ₀	-	-	0.093	NS	-0.010	NS	-0.209	.01	-0.052	NS	-0.089	NS	-0.201	.05
d	-	-	-0.700*	NS	-1.396*	.001	-	-	-0.623*	NS	-1.407*	.001	-	-
Residuals														
ss	3.988	-	3.759	-	3.545	-	3.525	-	3.780	-	3.458	-	3.705	-

Final Model: A(0,0,0)

*Parameter estimate is beyond the bounds of system stability.

J-C

Table J-6

IMPACT ASSESSMENT, DWI ARRESTS AS A PERCENT OF ALL HAZARDOUS TRAFFIC VIOLATIONS IN BATON ROUGE (PERENF),
 JANUARY 1981 - MAY 1986, (60 MONTHS)

Model Components	Preintervention Model		Long Intervention Model - March 1985						Short Intervention Model - September 1985					
			Abrupt Temporary		Gradual Permanent		Abrupt Permanent		Abrupt Temporary		Gradual Permanent		Abrupt Permanent	
	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.	Est.	Sig.
Mean AR(1)	1.325 0.454	.001 .001	1.312 0.468	.001 .001	1.291 0.480	.001 .001	1.303 0.461	.001 .001	1.327 0.451	.001 .001	1.308 0.455	.001 .001	1.325 0.454	.001 .001
<u>Enforcement</u>														
W ₀	0.277	.02	0.298	.02	0.309	.02	0.290	.02	0.274	.02	0.291	.02	0.277	.02
<u>DVAS</u>														
W ₀	-	-	0.172	NS	0.212	NS	0.094	NS	-0.185	NS	-0.029	NS	0.004	NS
d	-	-	-0.656*	NS	-0.779*	.05	-	-	0.213	NS	1.381*	.10	-	-
<u>Residuals</u>														
ss	3.442	-	3.293	-	3.340	-	3.408	-	3.356	-	3.400	-	3.411	-

Final Model: A(1,0,0)

*Parameter estimate is beyond the bounds of system stability.

J-7

Appendix K: PAIRED T-TEST FOR THE COMPARISON OF ACCIDENT/VIOLATION RATES

1. The t-test statistic for testing the difference between the means of two populations is given by

(1)

$$t = \frac{\bar{x}_1 - \bar{x}_2}{\sqrt{\frac{(n_1 - 1)s_1^2 + (n_2 - 1)s_2^2}{n_1 + n_2 - 2} \left(\frac{1}{n_1} + \frac{1}{n_2} \right)}}$$

degrees of freedom = $n_1 + n_2 - 2$

where

\bar{x}_1, \bar{x}_2 = means of populations 1 and 2

s_1, s_2 = standard deviations of populations 1 and 2

n_1, n_2 = sample sizes of populations 1 and 2

If $n_1 = n_2 = n$, formula (1) reduces to

$$t = \frac{\bar{x}_1 - \bar{x}_2}{\sqrt{\frac{s_1^2 + s_2^2}{n}}} \quad (2)$$

degrees of freedom = $2(n-1)$

Two primary assumptions of the paired t-test are:

1. The variables are normally distributed within each population.
 2. The variances of the two populations are equal.
2. The discrete Poisson distribution is given by

$$P(k;\lambda) = e^{-\lambda t} \frac{(\lambda t)^k}{k!}, \quad k = 0, 1, 2, \dots$$

where $E(k) = \lambda t$ and $\text{Var}(k) = \lambda t$.

The Poisson distribution describes the number of independent, random occurrences k over a fixed time interval t . The parameter λ shows the expected number of occurrences over a unit interval of time.

The parameter λt can be estimated as

$$\lambda t = \frac{E}{N}$$

where E = number of events
 N = number of fixed intervals

3. The t-test with the estimated Poisson distribution parameters estimates becomes

$$t = \frac{E_1 - E_2}{\sqrt{E_1 + E_2}}$$

degrees of freedom = $2(N-1)$

where

E_1, E_2 = number of events for populations 1 and 2
 N = number fixed time intervals for each population.

Justification for use of the paired t-test to test the difference in the means of Poisson distributed values is based on the recognition of the fact that as N becomes large, the Poisson distribution approaches the Normal distribution, the robustness of the t-test, and the less stringent need for equal variances when equal sample sizes are used.

Appendix L: TEST FOR THE DIFFERENCE BETWEEN A SAMPLE PROPORTION AND
THE POPULATION PROPORTION

1. Binomial distribution is given by

$$b(k, N; p) = \binom{N}{k} p^k (1-p)^{N-k} \quad k = 0, 1, \dots, N$$

$$E(k) = Np, \quad \text{Var}(k) = Np(1-p)$$

where

k = number of occurrences
N = total number of trials
p = probability of success.

2. Normalized (z) variable is given by

$$z = \frac{k - E(k)}{\sqrt{\text{Var}(k)}}$$

Using the binomial distribution variates, z becomes

$$z = \frac{k - Np}{\sqrt{Np(1-p)}}$$

For $p=1/2$, z reduces to

$$z = \frac{2k - N}{\sqrt{N}} \quad (1)$$

3. A continuity correction is usually applied to formula (1) to correct for use of the continuous normal distribution to estimate probabilities for the discrete binomial distribution.

$$z = \frac{2k' + 1 - N}{\sqrt{N}}$$

where k' is the larger of $(k, N-k)$.

4. Test implementation is based on the following guidelines
 - a. For $N < 30$, binomial tables are used to determine the probability (a) of the observed number of occurrences k when the population parameter $p = 0.5$.
 - b. For $N \geq 30$, the Z value can be used in normal distribution tables to estimate (a) based on a specific k and N .

Appendix M: TABULATIONS OF THE BEFORE/AFTER ACCIDENTS AND
 VIOLATIONS FOR SANCTIONED DWI OFFENDERS

<u>Table</u>	<u>Title</u>
M-1	Number of Before/After Accidents, 1st Offenders, 1982
M-2	Number of Before/After Accidents, 2nd Offenders, 1982
M-3	Number of Before/After Accidents, 1st Offenders, 1984
M-4	Number of Before/After Accidents, 2nd Offenders, 1984
M-5	Number of Before/After Hazardous Traffic Violations, 1st Offenders, 1982
M-6	Number of Before/After Hazardous Traffic Violations, 2nd Offenders, 1982
M-7	Number of Before/After Hazardous Traffic Violations, 1st Offenders, 1984
M-8	Number of Before/After hazardous Traffic Violations, 2nd Offenders, 1984

Table M-1

NUMBER OF BEFORE/AFTER ACCIDENTS, 1st OFFENDERS, 1982

Number of Drivers (N) Number of Before/After Accidents Change (%)		Type of Accident			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Sanction	Suspension	N=88 0/0 -	N=88 18/7 -61.1	N=88 3/0 -100.0	N=88 21/7 -66.7
	No Suspension	N=201 0/0 -	N=201 33/8 -75.8	N=201 3/0 -100.0	N=201 36/8 -77.8
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=289 0/0 -	N=289 51/15 -70.6	N=289 6/0 -100.0	N=289 57/15 -73.7

Table M-2

NUMBER OF BEFORE/AFTER ACCIDENTS, 2nd OFFENDERS, 1982

Number of Drivers (N) Number of Before/After Accidents Change (%)		Type of Accident			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Suspension	Suspension	N=45 0/0 -	N=45 8/3 -62.5	N=45 2/0 -100.0	N=45 10/3 -70.0
	No Suspension	N=25 2/0 -100.0	N=25 5/1 -80.0	N=25 1/0 -100.0	N=25 8/1 -87.5
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=70 2/0 -100.0	N=70 13/4 -69.2	N=70 3/0 -100.0	N=70 18/4 -77.8

Table M-3

NUMBER OF BEFORE/AFTER ACCIDENTS, 1st OFFENDERS, 1984

Number of Drivers (N) Number of Before/After Accidents Change (%)		Type of Accident			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Sanction	Suspension	N=376 2/1 -50.0	N=376 19/36 89.5	N=376 0/1 -	N=376 21/38 81.0
	No Suspension	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=376 2/1 -50.0	N=376 19/36 89.5	N=376 0/1 -	N=376 21/38 81.0

Table M-4

NUMBER OF BEFORE/AFTER ACCIDENTS, 2nd OFFENDERS, 1984

Number of Drivers (N) Number of Before/After Accidents Change (%)		Type of Accident			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Sanction	Suspension	N=30 0/0 -	N=30 1/1 0.0	N=30 0/0 -	N=30 1/1 0.0
	No Suspension	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=30 0/0 -	N=30 1/1 0.0	N=0 0/0 -	N=30 1/1 0.0

Table M-5

NUMBER OF BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS,
1st OFFENDERS, 1982

Number of Drivers (N) Number of Before/After Violations Change (%)		Type of Violation			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Sanction	Suspension	N=88 1/10 900.0	N=88 53/13 -75.5	N=88 0/0 -	N=88 53/13 -57.4
	No Suspension	N=202 2/24 1,100.0	N=202 65/26 -60.0	N=202 0/0 -	N=202 67/50 -25.4
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=290 3/34 1,033.3	N=290 118/39 -67.0	N=290 0/0 -	N=290 121/73 -39.7

Table M-6

NUMBER OF BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS,
2nd OFFENDERS, 1982

Number of Drivers (N) Number of Before/After Violations Change (%)		Type of Violation			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Sanction	Suspension	N=41 1/4 300.0	N=41 22/4 -81.8	N=41 0/0 -	N=41 23/8 -65.2
	No Suspension	N=25 1/1 0.0	N=25 13/7 -16.2	N=25 0/0 -	N=25 14/8 -42.9
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=66 2/5 150.0	N=66 35/11 -68.6	N=66 0/0 -	N=66 37/16 -56.6

Table M-7

NUMBER OF BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS,
1st OFFENDERS, 1984

Number of Drivers (N) Number of Before/After Violations Change (%)		Type of Violation			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Sanction	Suspension	N=376 4/11 175.0	N=376 157/95 -39.5	N=376 0/0 -	N=376 161/106 -34.2
	No Suspension	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=376 4/11 175.0	N=376 157/95 -39.5	N=376 0/0 -	N=376 161/106 -34.2

Table M-8

NUMBER OF BEFORE/AFTER HAZARDOUS TRAFFIC VIOLATIONS,
OFFENDERS, 1984

Number of Drivers (N) Number of Before/After Violations Change (%)		Type of Violation			Totals
		Alcohol Related	Non- Alcohol Related	Unknown	
License Sanction	Suspension	N=30 5/2 -60.0	N=30 9/7 -22.2	N=0 0/0 -	N=30 14/9 -35.7
	No Suspension	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
	Unknown	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -	N=0 0/0 -
Totals		N=30 5/2 -60.0	N=30 9/7 -22.2	N=0 0/0 -	N=30 14/9 -35.7

Appendix N: INTERVIEW QUESTIONS FOR COURT CLERK/ADMINISTRATOR,
JUDGES, POLICE, AND PROBATION PERSONNEL

Interview Questions for Court Clerk/Administrator

- Has community service work increased or decreased the number of DWI cases your office processes?
- Has community service work changed any of your paperwork, or case processing procedures?
- Has community service work changed the plea-bargaining procedures in your court room?
- Has community service work changed sentencing (substantive and procedural) in your court room?
- In what types of cases are your judges giving community service work?
- Are fewer or more cases going to full trial in your court room now that community service work is a sentencing option?
- In community service work cases does the post-sentencing process involve any additional paperwork or administrative work for you?
- If a person does not successfully complete community service work, what is the role of your office in post-sentencing procedures?
- What data, records or reports do you have or know of pertaining to community service work?
- In your view, what was the biggest impact of the program when it started up?
- From the time that community service work began, in what ways has it changed or improved?
- From the time that community service work began, in what ways has it changed your job and procedures?
- If I were to return a year from now what would be the biggest change in community service work that I would observe?

- Where is the Community Service Work Program going? What do you see as future major changes?
- In your opinion is community service work succeeding in its intended goals?
- What is the Community Service Work Program designed to accomplish? Is it doing it? Is it working?
- What should be done as an effective deterrent to DWI? Is community service work doing it? If not, what should be done?
- Will a public information program help to create general deterrence or the climate for general deterrence? If not, what would work better? Harsher sanctions?
- Do you want more information about the public information program?
- What efforts were made by probation to introduce other elements to the community service work?
- What do you know about the history of the program? Who were the early actors? What was done to get the program off the ground? What models were used?
- Have you observed any changes in plea bargaining procedures since community service work was started?
- How do you define a "failure" in a community service work placement?
- How much monitoring of community service work placements is there? How does it work?
- Do you view community service work as a legitimate sanction?

Interview Questions for Judges

- Has community service work increased or decreased the number of DWI cases you process?
- Has community service work changed any of your paperwork, or case processing procedures?
- Has community service work changed your plea-taking procedures?
- Has community service work changed your sentencing?
- In what types of cases do you give community service work?
- In what types of cases do you not give community service work?
- Are fewer or more cases going to full trial now that community service work is a sentencing option?
- When you order community service work does the post-sentence process involve any additional paper work or administrative work for you?
- If a person does not successfully complete community service work, what is the judicial role in post-sentencing procedures?
- What data, records or reports do you have or know of pertaining to community service work?
- In your view, what was the biggest impact of the program when it started up?
- From the time that community service work began, in what ways has it changed or improved?
- From the time that community service work began, in what ways has it changed your job and procedures?
- If I were to return a year from now what would be the biggest change in community service work that I would observe?
- Where is the Community Service Work Program going? What do you see as future major changes?

- In your opinion is community service work succeeding in its intended goals?
- What is the Community Service Work Program designed to accomplish? Is it doing it? Is it working?
- What should be done as an effective deterrent to DWI? Is community service work doing it? If not, what should be done?
- Will a public information program help to create general deterrence or the climate for general deterrence? If not, what would work better? Harsher sanctions?
- Do you want more information about the public information program?
- What efforts were made by probation to introduce other elements the community service work?
- What do you know about the history of the program? Who were the early actors? What was done to get the program off the ground? What models were used?
- Have you observed any changes in plea bargaining procedures since community service work was started?
- How do you define a "failure" in a community service work placement?
- How much monitoring of community service work placements is there? How does it work?
- Do you view community service work as a legitimate sanction?

Interview Questions for Police

- Has community service work increased or decreased the number of DWI arrests you make?
- Has community service work added to any of your paper work, or processing procedures and time?
- What data, records or reports do you have or know of pertaining to community service work?
- In your view, what was the biggest impact of the program when it started up?
- From the time that community service work began, in what ways has it changed or improved?
- From the time that community service work began, in what ways has it changed your job and procedures?
- If I were to return a year from now what would be the biggest change in community service work that I would observe?
- Where is the Community Service Work Program going? What do you see as future major changes?
- In your opinion is community service work succeeding in its intended goals?
- What is the Community Service Work Program designed to accomplish? Is it doing it? Is it working?
- What should be done as an effective deterrent to DWI? Is community service work doing it? If not, what should be done?
- Will a public information program help to create general deterrence or the climate for general deterrence? If not, what would work better? Harsher sanctions?
- Do you want more information about the public information program?
- What efforts were made by probation to introduce other elements to the community service work?

- What do you know about the history of the program? Who were the early actors? What was done to get the program off the ground? What models were used?
- Have you observed any changes in plea bargaining procedures since community service work was started?
- How do you define a "failure" in a community service work placement?
- How much monitoring of community service work placements is there? How does it work?
- Do you view community service work as a legitimate sanction?
- If community service work is viewed as not a legitimate sanction, does this make your job as a police administrator harder? What is the attitude of the policeman in the street?
- Is community service work an example of permissiveness? Does it make the police job harder?
- Does community service work have a demoralizing effect on the police? Does it have a positive or negative effect on offenders?
- How do offenders view community service work? How does the public view community service work? Is community service work likely to have a deterrent effect on DWI or just the opposite?

Interview Questions for Probation Personnel

- Has community service work increased or decreased the number of DWI clients assigned to you?
- Has community service work changed any of your paperwork, or case processing procedures?
- Has community service work created new responsibilities for you in handling your caseload?
- Do you spend more time monitoring the placement and progress of community service work clients than other clients?
- What procedures do you follow in cases where a community service work client fails to successfully complete his assignment? Is this different from other types of client placements?
- If a community service work client does not successfully complete his assignment, what is your role in the post-sentencing procedure?
- What data, records or reports do you have or know of pertaining to community service work?
- In your view, what was the biggest impact of the program when it started up?
- From the time that community service work began, in what ways has it changed or improved?
- From the time that community service work began, in what ways has it changed your job and procedures?
- If I were to return a year from now what would be the biggest change in community service work that I would observe?
- Where is the Community Service Work Program going? What do you see as future major changes?
- In your opinion is community service work succeeding in its intended goals?

- What is the Community Service Work Program designed to accomplish? Is it doing it? Is it working?
- What should be done as an effective deterrent to DWI? Is community service work doing it? If not, what should be done?
- Will a public information program help to create general deterrence or the climate for general deterrence? If not, what would work better? Harsher sanctions?
- Do you want more information about the public information program?
- What efforts were made by probation to introduce other elements of the adjudication system to the community service work?
- What do you know about the history of the program? Who were the early actors? What was done to get the program off the ground? What models were used?
- Have you observed any changes in plea bargaining procedures since community service work was started?
- How do you define a "failure" in a community service work placement?
- How much monitoring of community service work placements is there? How does it work?
- Do you view community service work as a legitimate sanction?

Interview Questions for Prosecutors

- Has community service work increased or decreased the number of DWI cases you process?
- Has community service work changed any of your paperwork, or case processing procedures?
- Has community service work changed your plea bargaining procedures?
- Has community service work changed your sentence recommendation procedures?
- In what types of cases do you recommend community service work? What types of cases do you not recommend community service work ?
- Are fewer or more cases going to full trial now that community service work is available?
- When the Court orders community service work, does the post-sentence process involve any additional paper work or administrative work for your office?
- If a person does not successfully complete community service work, what is the role of your office in post-sentencing procedures?
- What data, records or reports do you have or know of pertaining to community service work?
- In your view, what was the biggest impact of the program when it started up?
- From the time that community service work began, in what ways has it changed or improved?
- From the time that community service work began, in what ways has it changed your job and procedures?
- If I were to return a year from now what would be the biggest change in community service work that I would observe?

- Where is the Community Service Work Program going? What do you see as future major changes?
- In your opinion is community service work succeeding in its intended goals?
- What is the Community Service Work Program designed to accomplish? Is it doing it? Is it working?
- What should be done as an effective deterrent to DWI? Is community service work doing it? If not, what should be done?
- Will a public information program help to create general deterrence or the climate for general deterrence? If not, what would work better? Harsher sanctions?
- Do you want more information about the public information program?
- What efforts were made by probation to introduce other elements to the community service work?
- What do you know about the history of the program? Who were the early actors? What was done to get the program off the ground? What models were used?
- Have you observed any changes in plea bargaining procedures since community service work was started?
- How do you define a "failure" in a community service work placement?
- How much monitoring of community service work placements is there? How does it work?
- Do you view community service work as a legitimate sanction?

Appendix O: MEASURES TAKEN BY THE PROBATION DIVISION TO ENHANCE THE EFFICIENCY OF THE COMMUNITY SERVICE WORK PROGRAM

This description was written by a probation officer of the Division and while it is, in part, not consistent with the views of all probation officers concerning workload increases, it is presented as descriptive of the measures taken to enhance Division efficiency.

"The DWI legislation of January 1983, increased this division's workload dramatically. Our personnel at that time numbered 11, making us one of the largest Misdemeanor Probation Units in the nation. However, soon after the legislation, caseloads rose to an average of around 80 with some officers supervising in excess of 100 offenders on a monthly basis. In addition, each officer was conducting approximately 25 pre-sentence investigations per month as well as around 15 record check reports. Our system was over-extended, but fiscally limited relative to personnel expansion.

It was into this over-burdened and strained work situation that the requirement for community service work was introduced. In addition to other duties, probation officers were required to assign, monitor and verify completion of 32 to 240 hours of community service. It appeared obvious that we would be unable to increase manpower. Therefore, we must work more efficiently. The following measures were taken to work towards that goal:

(1) Probation officers conduct initial screening on all DWI offenders. The evaluation consists of objective evaluators such as prior record, professional evaluation tests, and personal interviews. Those subjects who fall clearly into the social drinker category are, at the time of the interview, assigned 32 hours of community service. Upon verification of completion of community service, verification of completion of DWI school, and verification of restitution (if applicable), the social drinker is sentenced and removed from the system. The probation officer usually fully processes social drinkers within a period of 30-40 days and they have a high percentage of successful completion regarding community service.

Those screened as excessive or problematic drinkers are recommended for probation. The officers assigned, do an indepth evaluation into the offender's drinking patterns and formulate appropriate treatment plans. This group includes second DWI offenders who have the requirement of 240 hours of community service. The probation officers initially assign the offenders to begin the service work. Therefore, they should have 32-50 hours completed before sentencing. Completion of the service work becomes an obligation of the probation conditions and a time limit is set defining the time frame in which the community service work is to be performed.

An efficient aspect of this system is that the social information worksheet is completed only on individuals placed on supervised probation. Considering that approximately one-third of the offenders are screened as social drinkers, this translates into a significant reduction in workload.

(2) The traditional narrative style pre-sentence investigation report was modified to an information-in-the-blank style of report which required less time and effort on the part of the probation officer.

(3) A social information worksheet was implemented so that all pre-sentence investigation information omitted from the narrative would be retained. However, this information is not routinely forwarded to the judges unless requested. This form is not typed. The procedure relieves the typist of excessive work.

(4) Over fifty community resources were nurtured to participate in the community service project. The rationale for cultivating such a large number of resource agencies was to insure existence of a varied placement for different job skills and a wide range of time periods available for workers, including weekends and evening hours.

(5) It was this agency's experience that one or two probation officers handling the general bulk of community service functioned smoother than distributing the community service workers equally among all probation officers. It was also observed that the records kept by two people were more accurate than those kept by a larger number of probation officers.

(6) When an offender is placed on community service work, at the time of intake he is required to fill out a multicopied form designated the Community Service Information sheet. That sheet has information regarding education skills, hobbies. This form is designed to determine appropriateness for referral to one of our fifty participating resources. It also serves as a guideline for determining the most realistic time period for performing service work.

(7) A card designated the Record of Volunteer Service was developed to verify date, hour, location and supervisor under which the service was performed. The back of the card contains statistical information. This card is given to the offender and he has the responsibility for verifying time and obtaining verification of completion of community service work. By placing this responsibility on the community service work workers themselves, the procedure saved time and effort on the part of the probation officer.

(8) The card must be verified and approved by the probation officer supervising the case before the card is considered valid. A sample of the signatures of the referral agency supervisors is kept on file to discourage forgeries. Should the card be lost by the worker, they must repeat the hours of work which cannot be verified. Although not required by this Division, some referral agencies maintain duplicate records."

Appendix P: FORMS USED BY THE PROBATION AND REHABILITATION DIVISION
OF THE CITY COURT OF BATON ROUGE FOR THE COMMUNITY SERVICE
WORK PROGRAM

<u>Form</u>	<u>Title</u>
1.	Pre-Sentence Report
2.	Client History
3.	Community Service Information Sheet

CITY OF BATON ROUGE

BATON ROUGE CITY COURT
1100 Laurel Street
Baton Rouge, LA 70821
(504) 389-3009

SENTENCING DATE: _____

VS

ADDRESS: _____

COURT NUMBER: _____

ARREST DATE: _____

DOR: _____

OFFENSE: _____

PHOTO

PRIOR RECORD: COMMENTS: _____

OFFENSE INFORMATION

ACCIDENT _____ INJURY _____ DAMAGE _____

INSURANCE VERIFIED: _____ RESTITUTION: _____

PERSONAL INFORMATION

AGE _____ R/S _____ DOB _____ OCCUPATION _____ EMPLOYER _____

INCOME _____ #DEPENDENTS _____ OTHER SIGNIFICANT FACTORS AFFECTING FINE _____

TESTING RESULTS AND/OR ASSESSMENT (SCREENING PROCESS)

BAC: _____ SOCIAL _____ EXCESSIVE _____ PROBLEM _____

ATTITUDE AT TIME OF INTERVIEW _____

DWI SCHOOL: ASSIGNMENT DATE(S) _____ COMPLETED: YES _____ NO _____

COMMUNITY SERVICE: COMPLETION VERIFIED: YES _____ NO _____

RECOMMENDATION

FINE/RESTITUTION MAX _____ MED _____ MIN _____

INCARCERATION MAX _____ MED _____ MIN _____

IMPOSED _____ SUSP _____ WEEKEND _____

PROBATION *SUPERVISED _____ UNSUPERVISED _____

COMMUNITY SERVICE _____ LITTER DETAIL _____

ADDITIONAL CONDITIONS:

1. _____
2. _____
3. _____
4. _____

*Other conditions may be recommended contingent upon further investigation by probation officer

PRE-SENTENCE INVESTIGATOR
DATE OF REPORT _____

Offense: _____
Court No.: _____

I. SOCIAL DATA:

NAME: _____

ADDRESS (if changed from intake) _____

ZIP CODE _____

TYPE OF RESIDENCE _____

OWN _____ RENT _____ BUYING _____ MONTHLY PAYMENTS _____

RESIDENCE PRIOR TO COMING TO BATON ROUGE _____

NAME OF PRESENT SPOUSE _____ ADDRESS _____

EDUC. OF SPOUSE _____ OCCUPATION _____

EMPLOYER _____ WAGE _____

DATE OF MARRIAGE FROM: _____ TO: _____

NUMBER OF CHILDREN _____ NUMBER OF CHILDREN IN HOME _____

NAMES OF CHILDREN (including those from previous marriages)	AGE	CUSTODY AND SUPPORT

ATTITUDE OF DEFENDANT TOWARD SPOUSE, CHILDREN AND HOME ATMOSPHERE (If DWI, Int. B pg. 9__)

PREVIOUS MARRIAGES: (number) _____
(If DWI, Int. B Pg. 10 (dates) _____
(children) _____ if yes, how many _____
(outcome) _____

NAME OF FATHER _____ ADDRESS _____

OCCUPATION _____ TELEPHONE _____ EDUC. _____

NAME OF MOTHER _____ ADDRESS _____

OCCUPATION _____ TELEPHONE _____ EDUC. _____

NUMBER OF SIBLINGS _____ RANK _____

NAMES OF SIBLINGS IN BATON ROUGE _____

ATTITUDE OF DEFENDANT TOWARD PARENTS, SIBLINGS AND HOME ATMOSPHERE:

PRESENT OCCUPATION _____
 (if DWI, Int. B Pg. 11, 12, 13 _____)
 EMPLOYER _____ INCOME _____ SOURCE _____

LENGTH OF EMPLOYMENT _____

EMPLOYMENT (cover last five (5) jobs including reasons for periods of unemployment or disability)

EMPLOYER (if DWI, Int. B pg. 11&12)	DATES FROM/TO	OCCUPATION	WAGE	REASON FOR LEAVING
1.				
2.				
3.				
4.				
5.				

OCCUPATIONAL SKILLS, INTERESTS, AND AMBITIONS

EDUCATION

HIGHEST GRADE COMPLETED	AGE LEFT SCHOOL	REASON FOR LEAVING

OTHER TRAINING RECEIVED (Business or trade)

NAME OF SCHOOL (List schools attended; start with last)	LOCATION	ATTENDED FROM/TO	DEGREE RECEIVED

MILITARY SERVICE

BRANCH OF SERVICE:	SERVICE RELATED INJURIES:	DATE OF ENTRY	DISCHARGE	TYPE OF DISCHARGE
HIGHEST RANK HELD:	RANK AT SEPARATION:	DECORATIONS AND AWARDS:		

FINANCIAL CONDITION

What is your approximate monthly income? (salary, interest, rental property, spouse's salary, etc.) \$ _____

What is your approximate monthly total of expenditures? (rent, notes, food, utilities, etc.) \$ _____

Briefly describe your financial situation, i. e., hard to manage, tight but able to manage, no problem, etc. _____

INTERESTS AND ACTIVITIES: _____

MEDICAL AND/OR PSYCHIATRIC HISTORY:(If DWI, Intake Face Sheet & Int. B pg. 2,3,7 _____)

PRIOR INVOLVEMENT WITH THE LAW: (Defendant's explanation & officer's observation)
(Include juvenile record if applicable)(If DWI, Int. B pg. 4 _____)

II. PROBLEM IDENTIFICATION:(For DWI PSI-See attached Evaluative Procedures)
(Diagnostic tools used & test results (MMPI, STRESS TEST, MICHIGAN TESTS, ETC.) _____)

OFFICER'S PROFESSIONAL ASSESSMENT: _____

III. TREATMENT PLAN:
(Include any community resources to be utilized) _____

APPROVED FOR COMPLETENESS:

Cherine Schofield
Casework Supervisor
DATE: _____

SIGNED: _____

DATE: _____

COMMUNITY SERVICE
Information Sheet

NAME: _____ AGE: _____ HOME PHONE: _____

ADDRESS: _____
(Street) (City) (Zip Code)

PRESENT OCCUPATION: _____ BUSINESS PHONE: _____

APPLICANT'S EDUCATION: 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 _____
(Please circle) (Grade School) (High School) (College) Graduate Sch. Level

NAME OF HIGH SCHOOL/COLLEGE: _____

SPECIAL COURSES OR SKILLS: _____

BRIEFLY DESCRIBE WORK EXPERIENCE: _____

DO YOU HAVE SPECIAL SKILLS? (DESCRIBE BRIEFLY) _____

DO YOU HAVE A HOBBY OR LEISURE TIME INTEREST? (DESCRIBE BRIEFLY): _____

DO YOU HAVE ANY HEALTH PROBLEMS OR DISABILITIES: (DESCRIBE) _____

ARE YOU PRESENTLY TAKING MEDICATION? _____ IF SO, WHAT KIND? _____

PLEASE INDICATE TIME AVAILABLE FOR COMMUNITY SERVICE:

	<u>MORNING</u>	<u>AFTERNOON</u>	<u>EVENING</u>
MONDAY	_____	_____	_____
TUESDAY	_____	_____	_____
WEDNESDAY	_____	_____	_____
THURSDAY	_____	_____	_____
FRIDAY	_____	_____	_____
SATURDAY	_____	_____	_____
SUNDAY	_____	_____	_____

FOR COMPLETION BY PROBATION OFFICER

LOCATION OF COMMUNITY SERVICE: _____

TOTAL NO. OF HRS. TO BE PROVIDED: _____

DUTIES TO BE PERFORMED: _____

DATE TO BEGIN COMMUNITY SERVICE: _____

ANTICIPATED DATE OF COMPLETION: _____

CONTACT INDIVIDUAL FOR RESOURCE AGENCY: _____

CARD PLACED IN KARDEX: _____

City Court PR Form No.1 Rev.10/14/82

PROBATION OFFICER DATE

BIBLIOGRAPHY AND REFERENCES

For additional bibliographic information, the reader is directed to the project interim report (published under separate cover) entitled "Review of Past and Current Evaluations of Alternative Sanctioning Programs for DWI Offenders and an Annotated Bibliography."

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