IJETRM

International Journal of Engineering Technology Research & Management
Published By:
https://www.ijetrm.com/

SELF-REALIZATION FRAMEWORK AMONG TRAFFIC VIOLATORS

Adonis, Braulio Jr. R. [1]
Cabatingan, Bren D. [2]
Gabuya, Flint E. [3]
Gocela, Arabelle Claire R. [4]
Mendoza, William Jr. G. [5]
Tumpag, Mamerto Jr. A. [6]
Graduate Student, College of Development Management Graduate Program, University of Southeastern Philippines, Philippines

ABSTRACT
This study examined the self-realization framework of traffic violators in light of the consequences of their actions, using Exploratory Factor Analysis (EFA) to evaluate the adequacy of a non-experimental quantitative research design. This approach provided insights into the factors influencing their experiences and behaviors. Focusing on a sample of 150 traffic violators from Region XI, Philippines, the research identified five key dimensions impacting self-realization: personal development, work-life impact, systemic issues, life disruptions, and emotional distress. Together, these dimensions offer a framework for understanding the factors that shape the self-realization process among violators. The findings emphasize the importance of addressing these dimensions to support personal growth and responsible behavior, contributing to improved road safety and the overall well-being of individuals in the community.

Keywords:
Traffic violators, Self-realization, EFA

INTRODUCTION

Transport violators often face a challenging emotional journey following legal infractions, particularly related to driving offenses. They frequently disregard the rules until they encounter the costly consequences, realizing too late that their actions have far-reaching impacts on their lives and livelihoods (Zhang. Q. et al, 2020). Their subsequent experiences are influenced by several key dimensions, including emotional distress, life disruptions, systemic Issues, work life impact, and personal development.

Emotional Distress is common, as violators may experience anxiety and frustration after penalties like license revocation (Pihkala, 2020). These feelings can create uncertainty about the future and affect overall mental well-being (Elpidorou, 2020). Life disruptions can further complicate their situation (Crozier and Garrett 2019). Losing driving privileges often leads to job loss, financial difficulties, and strained family relationships, resulting in increased stress (World Health Organization, 2020). Systemic issues also play a role, as violators may perceive the legal system as biased or unfair, leading to feelings of resentment that can hinder their ability to seek support (Williams-Elegbe, 2018). The work life impact of being a transport violator is significant. The inability to drive can limit job opportunities and make it harder to fulfill personal responsibilities (Conradsson et al., 2021), affecting both financial stability and self-identity. Despite these challenges, personal development can emerge as a positive aspect (Fisa et al. 2022). Many violators become motivated to participate in self-improvement initiatives (Zhao et al. 2019), such as educational programs or workshops, which can help them commit to safer driving habits.

Overall, the experiences of transport violators involve a range of emotional responses shaped by these dimensions. Understanding these challenges is important for developing support systems that encourage accountability and positive change.

iJETRM

International Journal of Engineering Technology Research & Management
Published By:
https://www.ijetrm.com/

OBJECTIVE
This study aims to determine the Self-Realization Framework for transport violators.

REVIEW OF RELATED LITERATURE

Personal Development. Personal development is essential for transport violators, helping them correct past mistakes and find a sense of purpose and responsibility. License revocation often prompts individuals to reflect on their actions and commit to self-improvement, leading to greater awareness of their driving behaviors. Research by Fisa et al. (2022) shows that educational programs and behavioral interventions can enhance driver safety practices. These initiatives encourage self-discovery and motivate drivers to adopt safer habits. Zhao et al. (2019) highlight that individual traits like risk awareness also impact driving safety. After facing penalties, many drivers are inspired to attend training sessions, enhancing their skills and decision-making to reduce future violations. This journey often begins with self-reflection, allowing violators to recognize the factors that influenced their behavior. Overall, engaging in personal development through educational programs and workshops fosters accountability and renews commitment to responsible driving, ultimately improving road safety.

Work Life Impact. The impact of being a transport violator on work life is profound, affecting work flexibility, family responsibilities, and commute reliability. Transport violators often face a loss of work flexibility, especially if their jobs require a valid driver's license. Without the ability to drive, individuals may find it challenging to adjust their work schedules or take on responsibilities that require commuting. This lack of flexibility can lead to increased stress and limit their options for employment (Belnap, 2023).

The consequences of transport violations can significantly impact family responsibilities. Individuals may struggle to fulfill obligations related to childcare or family commitments, as they rely on driving to transport children to school or attend family events. This can create tension at home and affect overall family dynamics (Sartin, 2022). License revocation or other penalties can lead to significant commute disruptions. Without access to a vehicle, individuals may have to rely on public transportation or alternative means, which can be less reliable and more time-consuming. These disruptions can result in missed work hours and increased difficulty in maintaining a stable job (Kron, 2024).

Systemic Issues Affecting Traffic Violators. Systemic issues such as corruption and bias in law enforcement can significantly impact traffic violators by undermining trust in the justice system. When law enforcement practices are inconsistent or biased, they disproportionately affect marginalized communities, leading to higher rates of citations and harsher penalties for similar infractions (Williams-Elegbe 2018). This inequity can create anxiety and a sense of injustice among violators, discouraging them from seeking help or participating in rehabilitation programs aimed at fostering responsible behavior.

Additionally, the financial burden of penalty fees poses a substantial challenge, particularly for low-income individuals. High fines can result in a cycle of debt, complicating their financial situation and limiting their access to essential resources. Furthermore, the cost of transportation alternatives, such as public transit or ride-sharing, can be prohibitive, making it difficult for violators to maintain employment and fulfill family responsibilities. Together, these systemic issues create significant barriers that hinder the ability of traffic violators to navigate their circumstances and pursue personal growth. Addressing these challenges is essential for creating a more equitable environment that supports individuals in their journey toward self-improvement (Conradsson et al. 2021).

Life Disruption Issues Affecting Traffic Violators. The loss of income due to traffic violations can have a profound impact on individuals, especially when penalties such as license revocation hinder their ability to work. For many, driving is essential for commuting to jobs, and losing this privilege can lead to job loss or reduced work hours, creating financial instability. This loss not only affects their ability to meet daily expenses but can also lead to increased stress and anxiety, making it difficult to focus on personal development and future opportunities (World Health Organization, 2020).

Family assistance often becomes necessary as traffic violators struggle to manage their responsibilities without a steady income. This reliance on family members can strain relationships and create feelings of inadequacy or guilt for needing support. Additionally, the disruption of social activities is common, as individuals may feel isolated due to their inability to drive. Reduced participation in social events can lead to a sense of disconnection from friends and community, further impacting emotional well-being. Together, these life disruptions create a challenging environment

for traffic violators, making it essential to address these issues to support their journey toward recovery and responsible behavior (Crozier and Garrett, 2019).

Emotional Issues Affecting Traffic Violators. Anxiety and frustration are significant emotional issues that profoundly impact traffic violators, influencing both their mental health and decision-making processes. After facing penalties such as license revocation, many individuals experience heightened anxiety about their future, including concerns over financial stability, job security, and legal consequences. This constant state of worry can hinder their ability to think clearly and make sound decisions, potentially leading to further violations or risky behaviors (Pihkala, 2020).

Frustration also plays a critical role as violators confront the challenges of navigating their circumstances. The inability to drive can create feelings of helplessness and irritability, especially when individuals face obstacles in maintaining employment or fulfilling personal responsibilities. This emotional distress can exacerbate the cycle of negative behavior, making it harder for violators to engage in self-improvement initiatives. Addressing these emotional issues is crucial for supporting traffic violators in their journey toward personal growth and responsible behavior, as managing anxiety and frustration can lead to better outcomes in both their personal and professional lives (Elpidorou, 2020).

METHODOLOGY

This study utilized a non-experimental quantitative research design to examine the dimensions of the self-realization framework of traffic violators. A cross-sectional survey approach was employed, allowing for the collection of data at a single point in time to explore various factors affecting self-realization in this group. The sample included 150 traffic violators from Region XI, all of whom had faced fines or violations resulting in license confiscation, ensuring a diverse representation.

Data were gathered through a structured questionnaire consisting of 30 Likert-scale items aimed at assessing how participants coped with specific life events related to their violations. This approach provided a comprehensive understanding of the constructs influencing self-realization among traffic violators, yielding valuable insights into their experiences and behaviors.

Exploratory Factor Analysis (EFA) was employed to examine the data, starting with a Kaiser-Meyer-Olkin (KMO) value of 0.833, which confirmed the adequacy of the sample for factor analysis. Bartlett's Test of Sphericity validated the suitability of the correlation matrix for the analysis. The Scree Plot, a graphical representation of eigenvalues, was also used to determine the number of factors to retain, providing clarity on the extent of factors analyzed (Shrestha, 2021). This systematic approach ensured a reliable identification of key underlying constructs.

RESULTS AND DISCUSSION

This chapter presents the findings from the Exploratory Factor Analysis (EFA), along with the interpretation and analysis of the results. The data are illustrated through tables and complemented by detailed discussions to enhance clarity and facilitate comprehension, including interpretations of both tabular and graphical information.

Table 1 presents the results of the Kaiser-Meyer-Olkin (KMO) measure and Bartlett's Test of Sphericity, which are used to assess the suitability of data for factor analysis. The KMO value is 0.833, indicating a good level of sampling adequacy, as values above 0.7 are generally considered acceptable, with those above 0.8 deemed good and above 0.9 excellent. This suggests that the data is appropriate for factor analysis.

Table 1. KMO and Bartlett's Test

Kaiser-Meyer-Olkin Measure of Sampling Adequacy.		.833
Bartlett's Test of Sphericity	Approx. Chi-Square	2781.231
	df	435
	Sig.	.000

IJETRM

International Journal of Engineering Technology Research & Management
Published By:
https://www.ijetrm.com/

Additionally, Bartlett's Test yielded an approximate Chi-Square value of 2781.231 with 435 degrees of freedom and a significance level of 0.000. This significant result indicates that the correlation matrix is significantly different from an identity matrix, suggesting that there are relationships among the variables. Together, these findings imply that the data is suitable for factor analysis, as the high KMO value and significant Bartlett's Test highlight the presence of underlying relationships among the variables that warrant further exploration.

In Table 2, The initial eigenvalues indicate the amount of variance each component explains before extraction. The first component has an eigenvalue of 10.216, explaining 34.054% of the total variance. The second component accounts for an additional 10.367%, bringing the cumulative variance explained to 44.421% with just two components. As we progress through the components, the amount of variance explained decreases, with the third component explaining 6.911% and the fourth 4.983%. By the sixth component, the total variance explained reaches 65.139%. The last component listed has a very small eigenvalue of 0.094, indicating that it contributes minimally to the overall variance.

Table 2. Total Variance Explained

Component	Initial Eigenvalues			Extraction Sums of Squared Loadings			Rotation Sums of Squared Loadings		
	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %	Total	% of Variance	Cumulative %
Factor 1	10.216	34.054	34.054	10.216	34.054	34.054	6.164	20.546	20.546
Factor 2	3.110	10.367	44.421	3.110	10.367	44.421	3.793	12.644	33.190
Factor 3	2.073	6.911	51.332	2.073	6.911	51.332	3.425	11.418	44.608
Factor 4	1.495	4.983	56.315	1.495	4.983	56.315	2.740	9.133	53.741
Factor 5	1.390	4.633	60.947	1.390	4.633	60.947	2.162	7.206	60.947
Factor 6	1.258	4.192	65.139						
Factor30	.094	.312	100.000						

Extraction Method: Principal Component Analysis.

By examining the variance percentages in the Total Variance Explained Table, we can observe that the first factor explains 20.546% of the total variance, indicating that it accounts for a significant portion of the variability in the dataset. The second factor explains12.644% of the variance, the third factor explains 11.418%, the fourth factor explains 9.133%, and the fifth factor explains 7.206%. Therefore, the first factor contributes the most to explaining the variance, while the fifth factor has the smallest impact. When considering the five identified factors collectively, they account for a total variance of 60.947%, indicated in the table. This means that these five factors capture the majority of the underlying variation in the dataset, providing a meaningful representation of the data's structure.

Rotated Component Matrix with the 28 attributes. As presented there twenty-eight items categorized into five dimensions. As shown in the table, two items are not included in the categorization of five dimensions. These items have faced validity issues and low commonalities and were removed from the model. This is supported by (Hanafiah, M. H. 2020) who posited that items having no sense and not reflective with the factor can be removed in the model. Meanwhile, the scree plot was used to graphically determine the number of constructs that constitute the Self-Realization Framework among transport violators.

Figure 2 demonstrates the utility of the scree plot in determining the optimal number of hidden items to retain in the analysis. Eigenvalues with a coefficient of one or above indicate the presence of five (distinct) components in this analysis (Iantovics, L. B., Rotar, C., & Morar, F. 2019).
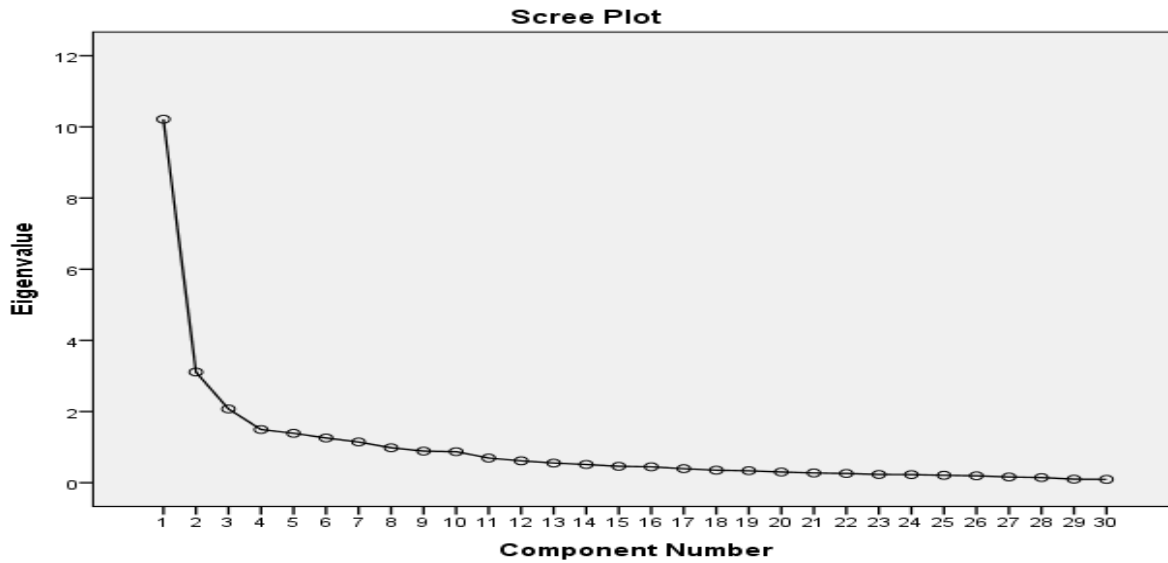
iJETRM

International Journal of Engineering Technology Research & Management
Published By:
https://www.ijetrm.com/

Figure 1. The Scree Plot

This study was conducted to develop a framework based on the dimensions that constitute the Self-Realization among transport violators. In relation, the first objective is to determine the different dimensions. By employing Exploratory Factor Analysis (EFA), five dimensions were extracted from the data collected through 30-item survey questionnaire given to the respondents of the study.

Personal Development. Table 3 shows 12 items that fall under the dimension of Personal Development and the corresponding loadings coefficients. Highest among them, is *the satisfaction with personal goals set for improving driving skills* at 0.801. Following closely are *the commitment to making positive changes in driving habits* 0.767 and *satisfaction with self-reflection on driving behavior post-revocation* 0.741. The *belief in having developed useful life skills during the waiting period for license retrieval* is also notable 0.739, alongside *learning valuable lessons from the revocation experience* 0.723 and *acknowledgment of past mistakes* 0.718. *A positive mindset about the situation* carries a factor loading of 0.688, while *understanding the legal processes involved in the revocation* is rated at 0.618. *Interactions with the confiscating office during the retrieval were seen positively* 0.612, and *clarity in the requirements for regaining the license is acknowledged* with a loading of 0.561. Additionally, *community activities are recognized for building resilience* 0.544, and *participation in road safety workshops* is valued at 0.513. These loadings illustrate varying degrees of satisfaction and personal growth in response to the challenges faced.

Item No.	Attributes	Factor Score	Dimension
Item24	I am satisfied with the personal goals I have set for improving my driving skills after my license revocation.	.801	
Item20	I feel committed to making positive changes in my driving habits moving forward.	.767	
Item21	I am satisfied with my level of self-reflection regarding my driving behavior after the revocation.	.741	
Item27	I believe that I have developed useful life skills during this waiting period for the license retrieval, and I am satisfied with my progress.	.739	Personal Development
Item25	I feel that I have learned valuable lessons from my experience of having my license revoked, and I am satisfied with this growth.	.723	

Item19	I am satisfied with my acknowledgment of the mistakes that led to my license revocation.	.718	
Item22	I maintain a positive mindset about my situation following my license revocation, and I am satisfied with my outlook.	.688	
Item18	I am satisfied with my understanding of the legal processes involved in my license revocation.	.618	
Item30	My interactions with the confiscating office during the retrieval have been positive, and I am satisfied with their help.	.612	
Item29	I feel that the requirements for regaining my license were clear and manageable, and I am satisfied with this aspect.	.561	
Item23	I feel that my community activities have helped me build resilience during this time.	.544	
Item26	I am satisfied with my participation in workshops or courses related to road safety since my revocation.	.513	

Table 3. Rotated Matrix with Group Attributes Under Personal Development

Traffic violators embarked on a journey of personal development after recognizing the need to improve their driving skills following license revocation. They felt committed to making positive changes in their driving habits moving forward, which instilled a sense of purpose in their lives. They were satisfied with their level of self-reflection regarding their driving behavior after the revocation, as this introspection allowed them to acknowledge the mistakes that had led to their current situation. During the waiting period for license retrieval, they believed they had developed useful life skills and were pleased with their progress. Maintaining a positive mindset about their circumstances helped them stay focused, and they were satisfied with their understanding of the legal processes involved in their license revocation.

Additionally, their interactions with the confiscating office during the retrieval process were positive, which further encouraged them. They felt that the requirements for regaining their license were clear and manageable, adding to their confidence in the process. Participating in workshops and courses related to road safety since their revocation enriched their knowledge and reinforced their commitment to responsible driving. They also recognized that involvement in community activities helped build resilience during this challenging time. Overall, they experienced a profound sense of growth and satisfaction as they navigated this transformative experience.

This finding resonates with Fisa et al. (2022) and Zhao et al. (2019), who emphasize the critical role of personal development in enhancing driving safety. They highlighted that educational programs, training, and behavioral interventions significantly improve driver awareness and safety practices, enabling individuals to reflect on their driving habits and attitudes toward road safety. Accordingly, they asserted that individual traits, including risk awareness and personality, are vital to driving safety. By promoting ongoing learning and self-reflection among drivers may lead to more responsible driving behaviors. Encouraging personal development can contribute to a safer driving environment for all road users.

Work Life Impact. Table 4 shows seven items under the dimension of Work Life Impact. Firstly, *the employer has been understanding regarding my temporary loss of driving privileges, and I am satisfied with their support* with a loading of 0.734. Similarly, *individuals feel confident about finding alternative employment that does not require a valid driver's license*, reflected by a factor loading of 0.732. *Awareness and satisfaction with community resources available for assistance after license revocation are also notable*, with a loading of 0.664. Additionally, *many individuals manage to fulfill their family transportation responsibilities without their license*, marked by 0.602. *Job stability remains a source of contentment despite the license revocation*, as indicated by a loading of 0.579. *Support from friends is acknowledged*, with a factor loading of 0.566, demonstrating the importance of social encouragement during this challenging time. Finally, *satisfaction with current commuting arrangements since losing the license* is reflected in a loading of 0.561.

Item No.	Attributes	Factor Score	Dimension
Item14	My employer has been understanding regarding my temporary loss of driving privileges, and I am satisfied with their support.	.734	Work Life Impact
Item15	I feel confident about finding alternative employment that does not require a valid driver's license.	.732	
Item12	I am aware of and satisfied with the community resources available to assist me after my license revocation.	.664	
Item9	I am able to fulfill my family transportation responsibilities without my license, and I am satisfied with this arrangement.	.602	
Item13	I am satisfied with my current job stability despite my license revocation.	.579	
Item11	I feel that my friends provide adequate encouragement and help as I navigate this situation.	.566	
Item7	I am satisfied with my current commuting arrangements since losing my license.	.561	

Table 4. Rotated Matrix with Group Attributes Under Work Life Impact

Traffic violators acknowledged that their work-life impact is still affected by the temporary loss of driving privileges. Traffic violators have reported that their employers have been understanding regarding their temporary loss of driving privileges, and they express satisfaction with this support. They feel confident about finding alternative employment that does not require a valid driver's license, reflecting a proactive approach to their situation. Additionally, they are aware of and satisfied with the community resources available to assist them after their license revocation, which provides valuable support during this challenging time.

Many violators are able to fulfill their family transportation responsibilities without their license, and they express satisfaction with this arrangement. Despite the revocation, they find comfort in their current job stability, indicating that their employment situation remains secure. Furthermore, they feel that their friends provide adequate encouragement and help as they navigate these challenges. Lastly, traffic violators are satisfied with their current commuting arrangements since losing their license, demonstrating their ability to adapt and manage their circumstances effectively.

This finding aligns with the work of Shukri, Jones, and Conner (2022), who suggest that work flexibility is relevant to work-life impact, as violations of road laws can affect individuals' ability to maintain this balance. Legal penalties, such as license revocation, may lead to difficulties in fulfilling work obligations, which can increase stress and potentially result in job loss. This represents the dimension of work-life impact and illustrates the challenges faced by traffic violators in their journey toward self-improvement.

Systemic Issues. Table 5 shows four items under the dimension of Systemic Issues. Traffic violators feel *that the enforcement of traffic laws in their cases was just and reasonable*, reflected by a high satisfaction rating of (0.759). They believe that *the reasons for their license revocation were fair, expressing satisfaction with this outcome*, has a loading of (0.747). Additionally, *they are satisfied with their ability to manage the penalty fees associated with their license revocation*, indicated by a loading of (0.705). Furthermore, many violators *feel content with the alternative transportation costs they have incurred since losing their license*, shown by a loading of (0.665). These insights highlight the nuanced perceptions of fairness and satisfaction among traffic violators regarding their experiences.

Item No.	Attributes	Factor Score	Dimension
Item17	I feel that the enforcement of traffic laws in my case was just and reasonable.	.759	Systemic Issues
Item16	I believe that the reason for my license revocation was fair, and I am satisfied with this outcome.	.747	

| Item1 | I am satisfied with my ability to manage the penalty fees associated with my license revocation. | .705 | |
| Item2 | I feel content with the alternative transportation costs I have incurred since losing my license. | .665 | |

Table 5. Rotated Matrix with Group Attributes Under Systemic Issues

Traffic violators often view the enforcement of traffic laws as just and reasonable. Many individuals believe that the reasons for their license revocation are fair and express satisfaction with the outcomes. Moreover, they typically demonstrate an ability to manage the penalty fees associated with their license revocation effectively. Despite the challenges posed by losing their licenses, traffic violators frequently find contentment in the alternative transportation costs incurred during this period.

This finding conforms with Williams-Elegbe (2018), which highlights that systemic issues such as corruption and bias can undermine trust in institutions and negatively affect the administration of justice. While some traffic violators may perceive the enforcement of traffic laws as just and reasonable, this perception can vary significantly among individuals. According to Duarte et al. (2020), inequitable law enforcement practices can exacerbate social inequalities, a concern reflected in the experiences of traffic violators who manage penalty fees and alternative transportation costs. Additionally, the study by Conradsson et al. (2021) points out that the high costs of transportation alternatives can limit opportunities for participation in work, education, and healthcare. This interconnectedness of systemic challenges underscores the need for reforms.

Life Disruptions. Table 6 shows three items under the dimension of Life Disruptions. Traffic violators report a level of satisfaction regarding their *current financial situation in light of potential income loss due to license revocation*, reflected by a loading of 0.695**.** *They express contentment with the support they receive from their family during this challenging time*, indicated by a loading of 0.554. Additionally, *many feel that their social life has not been significantly impacted by the loss of their driving privileges*, as shown by a factor loading of 0.510**.**

Traffic violators report a notable level of satisfaction with their current financial situation concerning potential income loss due to license revocation. They feel reassured about their financial stability, which helps mitigate the challenges associated with their situation. Additionally, the support they receive from their family during this challenging time contributes significantly to their overall well-being, providing a crucial safety net. Likewise, many violators express that their social life has not been significantly impacted by the loss of their driving privileges, indicating that they are able to maintain their social connections despite the disruption.

Item No.	Attributes	Factor Score	Dimension
Item3	I am satisfied with my current financial situation regarding potential income loss due to my license revocation.	.695	Life Disruptions
Item10	I am satisfied with the support I receive from my family during this challenging time.	.554	
Item8	I feel that my social life has not been significantly impacted by the loss of my driving privileges.	.510	

Table 6. Rotated Matrix with Group Attributes Under Life Disruptions

This finding affirms with the research of Crozier and Garrett (2019) and the World Health Organization (2020), which highlight the significant life disruptions caused by license suspensions, particularly for offenses such as driving under the influence (DUI). They note that individuals who depend on their vehicles for work may face financial challenges, including job loss and reduced income, which can lead them to accept lower-paying or less stable employment. This reflects the experiences of traffic violators, who often express differing levels of satisfaction regarding their financial situations in light of potential income loss due to license revocation.

Emotional Distress. Table 7 shows two items under the dimension of Emotional Distress. Traffic violators has a high level of *satisfaction with their ability to cope with anxiety regarding their future driving privileges*, reflected by a loading of 0.792. Additionally, they express confidence in their ability *to manage frustration related to the inconvenience caused by license revocation*, indicated by a factor loading of 0.751.

IJETRM

International Journal of Engineering Technology Research & Management
Published By:
https://www.ijetrm.com/

Item No.	Attributes	Factor Score	Dimension
Item6	I am satisfied with my ability to cope with anxiety regarding my future driving privileges.	.792	Emotional Distress
Item5	I am able to manage my frustration related to the inconvenience caused by the license revocation.	.751	

Table 7. Rotated Matrix with Group Attributes Under Emotional Distress

Traffic violators express satisfaction with their ability to cope with anxiety regarding their future driving privileges, reflecting a strong sense of resilience in navigating their circumstances. They demonstrate an ability to manage frustration related to the inconveniences caused by license revocation. Together, these statements illustrate their capacity to handle the emotional challenges associated with losing their driving privileges, highlighting effective coping strategies during this difficult time.

This finding affirms with Pihkala (2020) and Elpidorou (2020), which emphasizes that anxiety and frustration are significant dimensions of emotional distress that can profoundly impact individuals' lives. The authors note that anxiety often manifests as a pervasive sense of worry and apprehension, overwhelming individuals with uncertainty and hindering decision-making, while also leading to physical symptoms such as restlessness and tension. The experiences of traffic violators illustrate their ability to navigate these emotional challenges effectively, suggesting that they employ coping strategies to mitigate the effects of anxiety and frustration.

FRAMEWORK DEVELOPED BASED ON THE FINDINGS

The findings from the Exploratory Factor Analysis (EFA) reveal five key dimensions: personal development, work-life impact, systemic issues, life disruptions, and emotional distress. Understanding these dimensions forms a solid foundation for a framework designed to guide interventions that foster self-realization framework among traffic violators.

Personal Development. This is a critical component of this framework. It empowers individuals to reflect on their past mistakes, fostering a sense of purpose and responsibility. Research by Fisa et al. (2022) and Zhao et al. (2019) indicates that educational programs and behavioral interventions can enhance driver awareness and promote safer driving habits. By encouraging self-discovery and personal growth, these initiatives help violators recognize the factors influencing their behavior, ultimately leading to a renewed commitment to road safety.

Work-life impact. This is another significant factor in this framework. The loss of work flexibility, family responsibilities, and commute disruptions due to traffic violations can create substantial challenges for individuals. As noted by Belnap (2023) and Sartin (2022), the inability to drive can hinder job opportunities and strain family dynamics, leading to increased stress. Addressing these work-life challenges is essential for creating an environment where violators can thrive and pursue self-improvement.

Systemic issues. The dimensions such as corruption, bias in law enforcement, and financial burdens from penalty fees further complicate the lives of traffic violators. Williams-Elegbe (2018) highlights how inequitable law enforcement practices disproportionately affect marginalized communities, fostering feelings of injustice and anxiety. Additionally, the high cost of transportation alternatives can limit access to essential resources, making it harder for violators to regain stability. This framework must consider these systemic barriers to effectively support individuals in their journey toward self-realization and accountability.

Life disruptions. This dimension also plays a crucial role in shaping the experiences of traffic violators. The financial instability resulting from lost income can lead to increased reliance on family support and diminished social engagement. As pointed out by the World Health Organization (2020) and Crozier and Garrett (2019), these disruptions can create feelings of isolation and inadequacy, making recovery more challenging. An effective framework should address these life changes to facilitate a smoother path to personal growth.

Emotional Distress. This dimension tackles anxiety and frustration significantly impact the decision-making processes of transport violators. Pihkala (2020) and Elpidorou (2020) emphasize that heightened anxiety about the

iJETRM

International Journal of Engineering Technology Research & Management
Published By:
https://www.ijetrm.com/

future can hinder clear thinking and exacerbate negative behaviors. Addressing these emotional challenges is vital for supporting violators in their recovery and personal development.
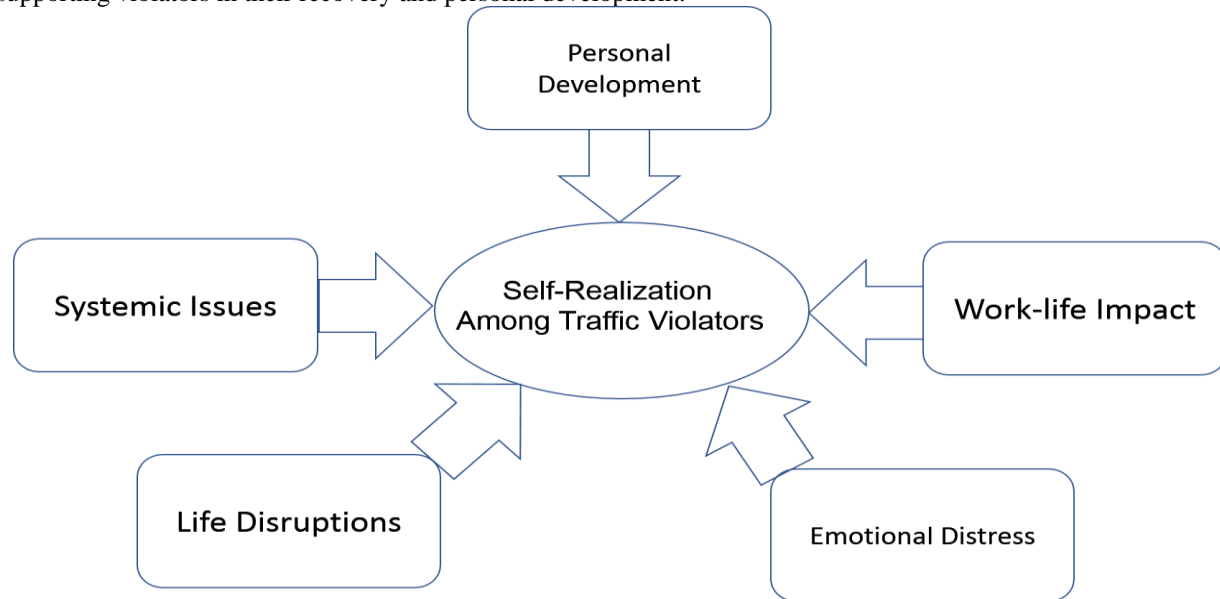

Figure 2: Self-Realization Framework among Traffic Violators

CONCLUSION

This study provides a comprehensive framework for understanding the self-realization of traffic violators following the consequences of their actions. By identifying five key dimensions—personal development, work-life impact, systemic issues, life disruptions, and emotional challenges—this research highlights the diverse nature of the experiences faced by violators. The findings reveal that many individuals may continue to violate traffic laws until they encounter significant penalties, such as costly misdemeanors or license revocation. These moments often serve as critical turning points, prompting reflection and a reassessment of their behaviors. Thus, the self-realization framework among traffic violators was formulated

ACKNOWLEDGEMENT

REFERENCES

[1] Belnap, M. (2023). Navigating the Lesser-Known Consequences of Losing Your Driver's License. August 4, 2023.
[2] Conradsson, D., et al. (2021). Activity limitations and participation restrictions in people with multiple sclerosis: a detailed 10-year perspective. Disability and Rehabilitation, 43(3), 406-413.
[3] Crozier, W. E., & Garrett, B. L. (2019). Driven to failure: An empirical analysis of driver's license suspension in North Carolina. Duke LJ, 69, 1585.
[4] Elpidorou, A. (2020). Propelled: How boredom, frustration, and anticipation lead us to the good life. Oxford University Press.
[5] Fisa, R., Musukuma, M., Sampa, M., Musonda, P., & Young, T. (2022). Effects of interventions for preventing road traffic crashes: an overview of systematic reviews. BMC Public Health, 22(1), 513.

iJETRM

International Journal of Engineering Technology Research & Management
Published By:
https://www.ijetrm.com/

[6] Kron, M. (2024). The Personal Impacts of Losing Driving Privileges. September 23, 2024.

[7] Iantovics, L. B., Rotar, C., & Morar, F. (2019). Survey on establishing the optimal number of factors in exploratory factor analysis applied to data mining. Wiley Interdisciplinary Reviews: Data Mining and Knowledge Discovery, 9(2), e1294.

[8] Pihkala, P. (2020). Anxiety and the ecological crisis: An analysis of eco-anxiety and climate anxiety. Sustainability, 12(19), 7836.

[9] Sartin, E. (2022). Unmasking the Negative Impacts of License Suspensions. January 25, 2022.
 Retrieved from https://injury.research.chop.edu/blog/posts/unmasking-negative-impacts-license-suspensions

[10] Shrestha, N. (2021). Factor analysis as a tool for survey analysis. American Journal of Applied Mathematics and Statistics, 9(1), 4-11.

[11] Williams-Elegbe, S. (2018). Systemic corruption and public procurement in developing countries:
are there any solutions? Journal of Public Procurement, 18(2), 131-147.

[12] World Health Organization. (2019). The SAFER technical package: five areas of intervention at national and subnational levels. World Health Organization. (2020). The impact of COVID-19 on mental, neurological and substance use services: results of a rapid assessment.

[13] Zhao, X., Xu, W., Ma, J., Li, H., & Chen, Y. (2019). An analysis of the relationship between driver characteristics and driving safety using structural equation models. Transportation Research Part F: Traffic Psychology and Behaviour, 62, 529-545.

[14] Zhang, Q., Qu, W., Ge, Y., Sun, X., & Zhang, K. (2020). The effect of the emotional state on driving performance in a simulated car-following task. Transportation Research Part F: Traffic Psychology and Behaviour, 69, 349-361.