

Driver Age Distribution

Table 16 shows the changes in the number of licensed drivers in Idaho since 2000. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 2000, there has been a considerable increase in the number and proportion of drivers over the age of 54.

Age	2000	2010	2012	Change 2000-2012	Change 2010-2012
15* (%)	9,406 1.1%	2,592 0.2%	2,880 0.3%	-69.4%	11.1%
16-24 (%)	156,485 17.5%	153,891 14.4%	155,703 14.2%	-0.5%	1.2%
25-34 (%)	154,133 17.3%	191,583 17.9%	192,252 17.6%	24.7%	0.3%
35-44 (%)	178,401 20.0%	177,226 16.6%	180,000 16.5%	0.9%	1.6%
45-54 (%)	167,821 18.8%	195,441 18.3%	190,019 17.4%	13.2%	-2.8%
55-64 (%)	106,190 11.9%	177,521 16.6%	184,849 16.9%	74.1%	4.1%
65+ (%)	120,516 13.5%	171,288 16.0%	187,274 17.1%	55.4%	9.3%
TOTALS	892,952	1,069,542	1,092,977	22.4%	2.2%

**On September 1, 1989, legislation took effect increasing the driving age from 14 to 16 years old.
On September 1, 1991, legislation lowered the driving age from 16 to 15 years old.*

The graduated driver's license law took effect January 1, 2001. The law changed the requirements for operating a vehicle with a supervised instruction permit. These requirements must be met to obtain a class D driver's license: the permittee may not apply for a driver's license sooner than 15 years of age and no sooner than 6 months after completing a driver's training course; during the 6 month period, the permittee must accumulate 50 hours of supervised driving time with a licensed driver 21 years of age or older and 10 of the hours must be at night. All occupants of the vehicle must be properly restrained. If the permittee is convicted of any traffic violation or is found in violation of any of the restrictions of the supervised instruction permit, the permit is canceled and the 6 month period starts over from the date a supervised driving permit is reissued. The conditions of the supervised driving permit apply to everyone under 17 years of age that is attempting to obtain a driver's license. Once a class D license is obtained, driving is restricted to daylight hours for persons under 16 years of age. An amendment, taking effect July 1, 2003, allows 15 year old drivers to drive at night, as long as another licensed driver over the age of 21 is present. Another amendment, taking effect July 1, 2007, increased the number of months for the supervised driving period to 6 months and restricted the number of passengers not related to the driver to no more than one for drivers under the age of 17.

Driver Age and Crash Involvement

Age	Licensed Drivers		Drivers in All Crashes			Drivers in Fatal and Injury Crashes		
	Number	%	Number	%	Involvement*	Number	%	Involvement*
15	2,880	0.3%	352	1.0%	3.8	127	1.0%	3.6
16	9,989	0.9%	942	2.7%	2.9	324	2.5%	2.7
17	14,561	1.3%	1,275	3.6%	2.7	437	3.3%	2.5
18	16,213	1.5%	1,351	3.9%	2.6	468	3.5%	2.4
19	18,451	1.7%	1,291	3.7%	2.2	475	3.6%	2.1
20	19,500	1.8%	1,196	3.4%	1.9	429	3.2%	1.8
21	17,987	1.6%	1,135	3.2%	2.0	407	3.1%	1.9
22	19,327	1.8%	1,008	2.9%	1.6	369	2.8%	1.6
23	19,759	1.8%	893	2.5%	1.4	334	2.5%	1.4
24	19,916	1.8%	834	2.4%	1.3	299	2.3%	1.2
25-34	192,252	17.6%	6,903	19.7%	1.1	2,625	19.9%	1.1
35-44	180,000	16.5%	5,460	15.6%	0.9	2,041	15.4%	0.9
45-54	190,019	17.4%	4,966	14.2%	0.8	1,960	14.8%	0.9
55-64	184,849	16.9%	3,948	11.3%	0.7	1,566	11.9%	0.7
65-74	119,649	10.9%	2,223	6.3%	0.6	847	6.4%	0.6
75+	67,625	6.2%	1,229	3.5%	0.6	482	3.6%	0.6
Not Stated or Other			47	0.1%		24	0.2%	
TOTALS	1,092,977		35,053			13,214		

** Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.7% of all licensed drivers and accounted for 13.9% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many crashes as expected.

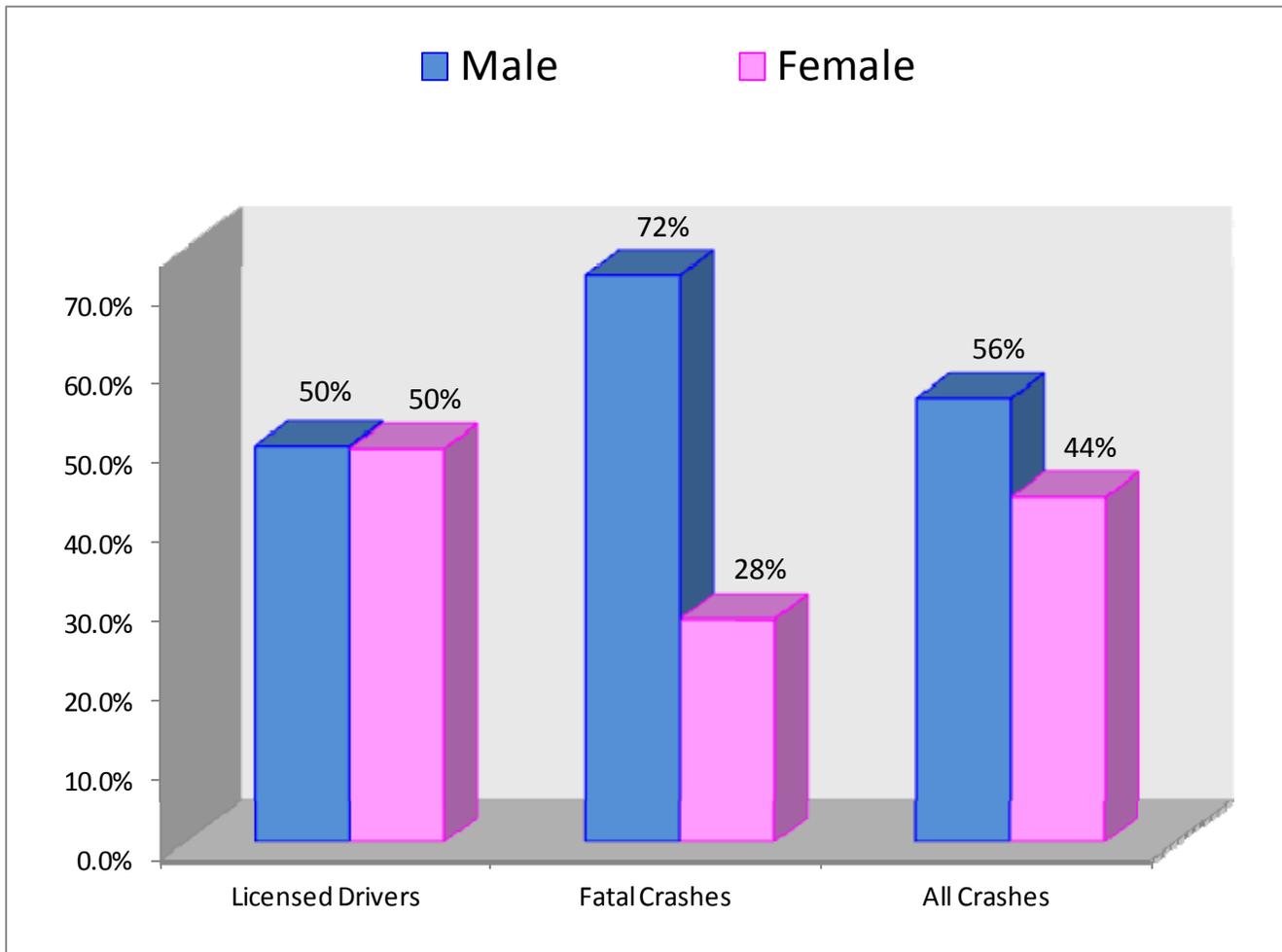
Drivers that were 26 years old in 2012 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

While the number of young drivers in crashes has decreased, the number of young licensed drivers has decreased by larger percentages or by the same percentage. Meaning, young drivers are still over-involved in crashes and the GDL has not had the desired effect of reducing the involvement of young drivers in crashes.

Driver Gender Information

Figure 9 shows the distribution of male and female licensed drivers, the percentage of drivers involved in all crashes, and the percentage of drivers involved in fatal crashes. Males comprise just over 50% of the licensed drivers, but accounted for 56% of the drivers in all crashes and 72% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2012



In 2012, males were 1.3 times more likely than females to be involved in any crash and were 2.5 times as likely as females to be involved in a fatal crash.

Crash Involvement by Driver Age and Gender

Figure 10 shows driver involvement by age and gender for all crashes and Figure 11 shows driver involvement by age and gender for fatal and injury crashes. Figure 11 corresponds with the involvement numbers in Table 17 and shows how the involvement numbers breakdown by gender. For example (in Figure 11), 15 year-old male drivers were involved in 3.2 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 4.0 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2012

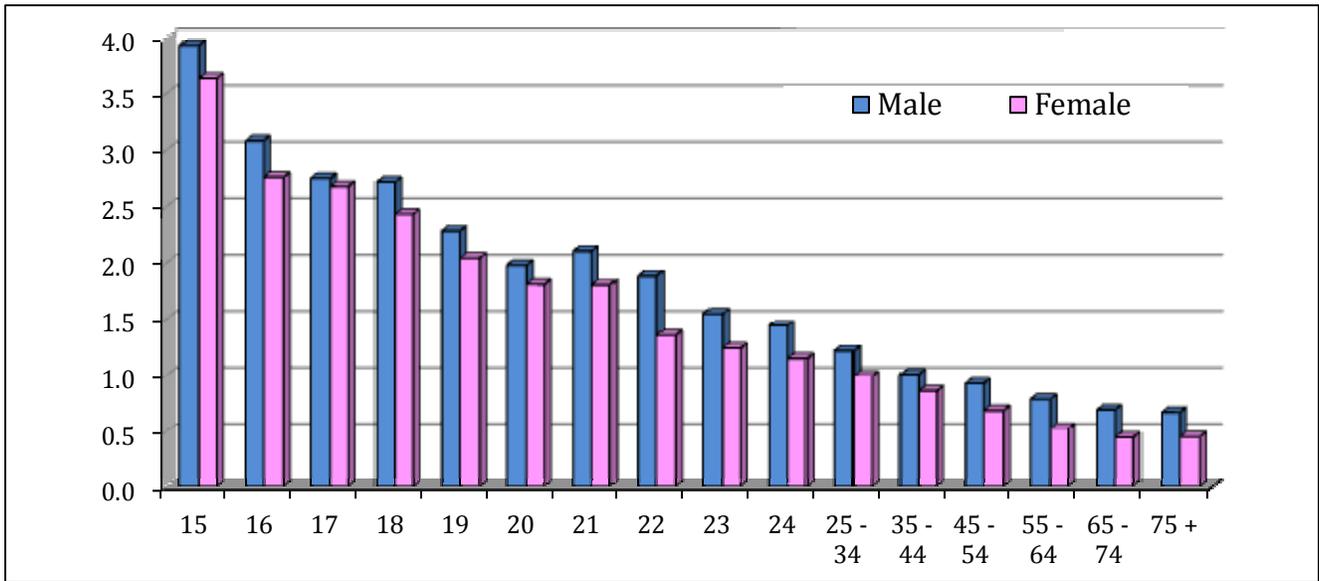
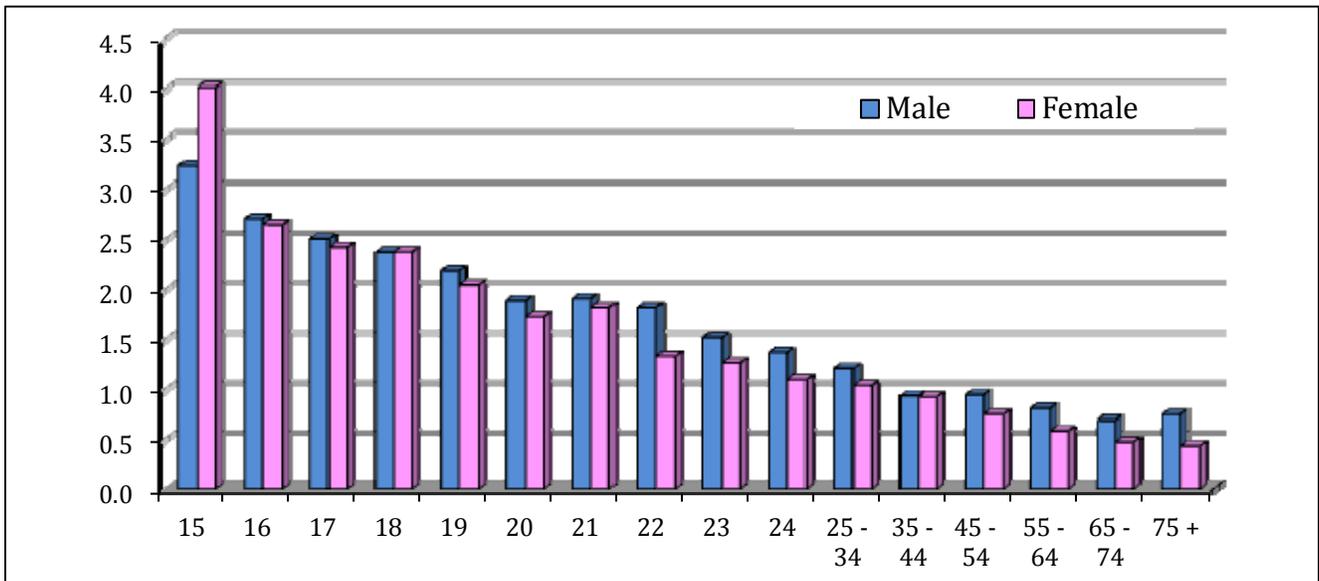


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2012



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2012 are presented in Table 18. The basic rule violations refer to Idaho Code that requires drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Violation Type	Number	% of Total
1. Basic Rule / Speeding Violations	75,996	46.0%
2. Safety Restraint Violations	29,194	17.7%
3. Insurance Violations	12,934	7.8%
4. Failure to Obey Traffic Control Devices	10,902	6.6%
5. Driving Under the Influence	8,697	5.3%
6. Driving Without Privileges - Suspended License	6,066	3.7%
7. Following Too Close	4,466	2.7%
8. Reckless or Inattentive Driving	3,175	1.9%
9. Failure to Yield Right of Way	2,769	1.7%
10. Child Safety Seat Violations	1,621	1.0%
All Other	9,553	5.8%
TOTAL	165,373	

Safety restraint violations are considered secondary violations. Both child safety seat and safety restraint violations are non-moving traffic infractions and are not part of the driving record. Data for these two violations is obtained directly from the judicial system. The remaining violations are moving traffic infractions and data is obtained from driving records.

This information is provided by the Economics and Research Section of the Division of Administration within the Idaho Transportation Department and comes directly from driver's license records.

Table 19 is a breakdown by age groups for selected traffic violations. The five violations shown comprise 62% of all violations for 2012. The basic rule violations refer to Idaho Code requiring drivers to operate vehicles at a reasonable, prudent speed for the conditions and with consideration for actual and potential hazards.

Age	Licensed Drivers	Basic Rule/Speed	Fail to Stop at Stop Sign and Signals	DUI Idaho Residents	Reckless or Inattentive	Following Too Close
15	2,880	8.2	2.5	0.1	0.5	1.7
16-19	59,214	14.6	2.5	0.7	0.8	1.5
20-24	96,489	12.2	1.7	1.7	0.7	0.9
25-34	192,252	9.0	1.2	1.4	0.4	0.5
35-44	180,000	7.9	1.0	1.0	0.2	0.3
45-54	190,019	5.9	0.8	0.8	0.2	0.3
55-64	184,849	4.0	0.5	0.3	0.1	0.2
65-74	119,649	2.7	0.4	0.1	0.1	0.1
75+	67,625	1.6	0.4	0.0	0.1	0.1
Mean		6.9	1.0	0.8	0.3	0.4

Younger drivers, especially those 19 years of age and younger, had violation rates well above the mean in areas shown to be major contributing factors in crashes, i.e., speeding, inattention, following too close, and failing to stop at stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Economic and Research Section of the Division of Administration within the Idaho Transportation Department and comes directly from driver's license records.

Table 20
Driver's License Suspensions by Violation Type: 2012

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	23,220	35.0%
Failure to Pay Fine	14,967	22.6%
Administrative License Suspension (ALS)*	9,155	13.8%
Driving Under the Influence	7,515	11.3%
Family Responsibility Law	2,856	4.3%
Driving Without Privileges	2,386	3.6%
Underage Consumption or Possession of Alcohol	1,608	2.4%
Reckless/Inattentive Driving	659	1.0%
Recurrence of Violation (Under 17 Years Old)	445	0.7%
Points	399	0.6%
Refused Evidentiary BAC Test	306	0.5%
All Others	2,757	4.2%
TOTALS	66,273	100.0%

**On July 1, 1994, legislation took effect creating the Administrative License Suspension (ALS) Program to suspend licenses of drivers who fail or refuse to submit to evidentiary testing for DUI. The ALS Program was placed in moratorium on March 17, 1995. The law was reinstated January 1, 1998.*

The two largest categories of driver's license suspensions are failure to maintain insurance and failure to pay a traffic fine. These two suspensions account for 58% of all license suspensions. Driving under the influence accounted for 11% of all license suspensions.

A suspension for Recurrence of Violation is a result of the Graduated Drivers License law. If a driver under 17 years of age receives 2 traffic citations for any moving violation, their license is suspended for 30 days. Any subsequent violation results in a 60 day suspension.

The Economics and Research Section of the Idaho Transportation Department provides the information concerning driver's license suspensions.