

## Driver Age Distribution

Table 16 shows the changes in the number of licensed drivers in Idaho since 2010.

Age	2010	2015	2016	Change 2000-2016	Change 2015-2016
15*	2,592	3,443	3,216	24.1%	-6.6%
(%)	0.2%	0.3%	0.3%		
16-24	153,891	160,140	162,029	5.3%	1.2%
(%)	14.4%	14.0%	13.9%		
25-34	191,583	196,056	198,720	3.7%	1.4%
(%)	17.9%	17.1%	17.1%		
35-44	177,226	186,231	190,481	7.5%	2.3%
(%)	16.6%	16.3%	16.3%		
45-54	195,441	186,222	185,748	-5.0%	-0.3%
(%)	18.3%	16.3%	15.9%		
55-64	177,521	195,777	198,970	12.1%	1.6%
(%)	16.6%	17.1%	17.1%		
65+	171,288	216,423	226,067	32.0%	4.5%
(%)	16.0%	18.9%	19.4%		
TOTALS	1,069,542	1,144,292	1,165,231	8.9%	1.8%

*\*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	3,216	0.3%	383	0.9%	3.2	143	0.8%	3.0
16	10,516	0.9%	1,109	2.6%	2.8	414	2.4%	2.7
17	15,686	1.3%	1,598	3.7%	2.7	590	3.5%	2.6
18	17,352	1.5%	1,629	3.7%	2.5	587	3.5%	2.3
19	19,170	1.6%	1,436	3.3%	2.0	563	3.3%	2.0
20	19,888	1.7%	1,313	3.0%	1.8	493	2.9%	1.7
21	18,522	1.6%	1,277	2.9%	1.8	496	2.9%	1.8
22	19,588	1.7%	1,241	2.9%	1.7	466	2.7%	1.6
23	20,311	1.7%	1,193	2.7%	1.6	438	2.6%	1.5
24	20,996	1.8%	1,121	2.6%	1.4	432	2.5%	1.4
25-34	198,720	17.1%	8,511	19.6%	1.1	3,362	19.8%	1.2
35-44	190,481	16.3%	6,645	15.3%	0.9	2,656	15.6%	1.0
45-54	185,748	15.9%	5,680	13.1%	0.8	2,301	13.5%	0.8
55-64	198,970	17.1%	4,792	11.0%	0.6	1,952	11.5%	0.7
65-74	146,879	12.6%	2,913	6.7%	0.5	1,184	7.0%	0.6
75+	79,188	6.8%	1,591	3.7%	0.5	649	3.8%	0.6
Not Stated or Other			1,020	2.3%		268	1.6%	
<b>TOTALS</b>	<b>1,165,231</b>		<b>43,452</b>			<b>16,994</b>		

*\* 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.*

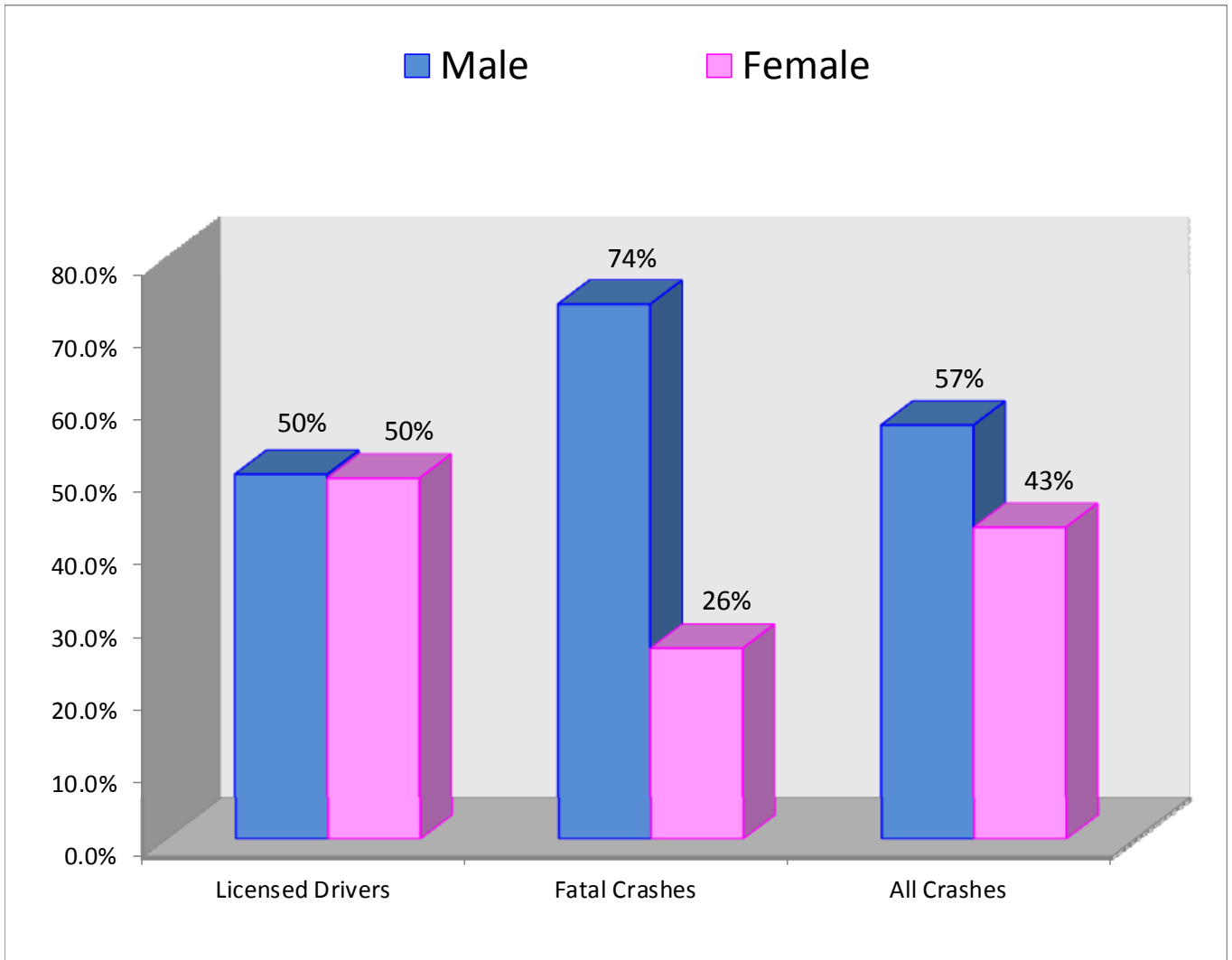
Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.7% of all licensed drivers and accounted for 13.5% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.6 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

Drivers that were 30 years old in 2016 were the first group of drivers subjected to the Graduated Driver's License (GDL) requirements.

## 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 57% of the drivers in all crashes and 74% of the drivers in fatal crashes.

Figure 9  
Comparison by Gender for Driver Licensure, and Crash Involvement: 2016



In 2016, males were 1.3 times more likely than females to be involved in any crash and were 2.8 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 2.8 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 3.3 times as many fatal and injury crashes as expected.

Figure 10  
Involvement by Driver Age and Gender in All Crashes: 2016

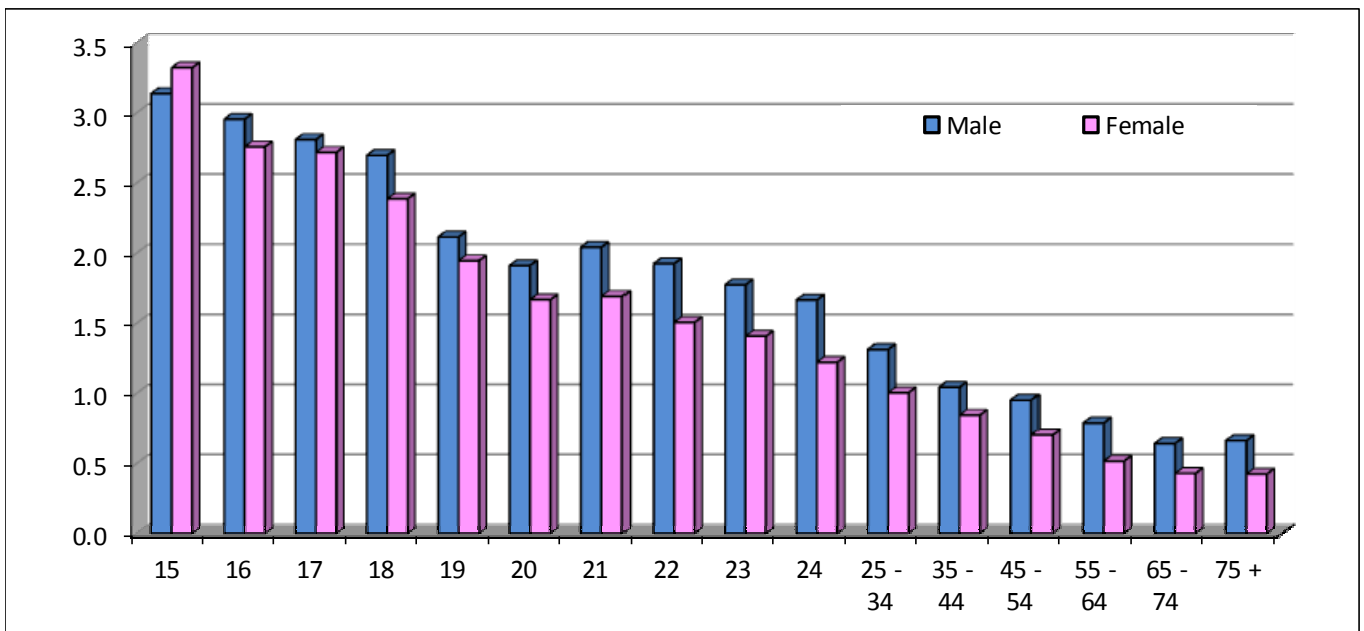
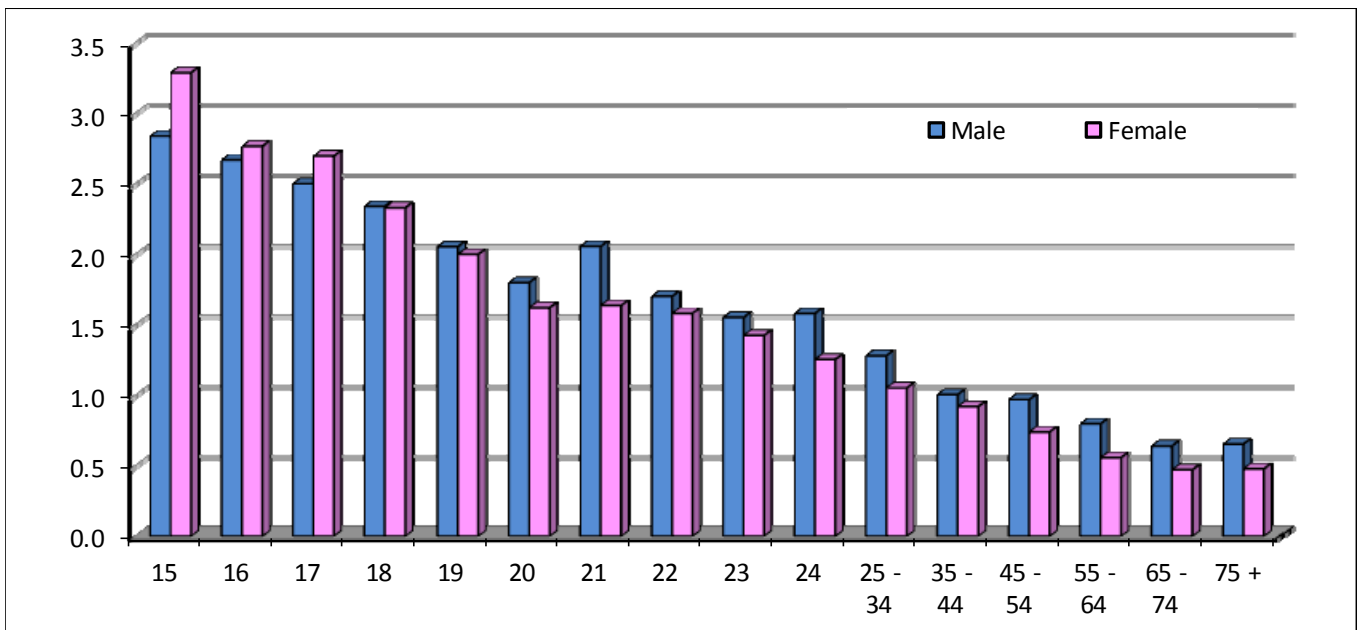


Figure 11  
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2016



## Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2016 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	61,652	54.0%
2. Insurance Violations	11,372	10.0%
3. Failure to Obey Traffic Control Devices	8,359	7.3%
4. Driving Under the Influence	6,493	5.7%
5. Driving Without Privileges - Suspended License	5,448	4.8%
6. Following Too Close	5,297	4.6%
7. Failure to Yield Right of Way	3,010	2.6%
8. Reckless or Inattentive Driving	2,971	2.6%
9. Lane Change Violations	2,569	2.3%
10. Improper Signal	919	0.8%
All Other	6,054	5.3%
<b>TOTAL</b>	<b>114,144</b>	

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 had been obtained directly from the judicial system. With the Idaho Supreme Court transitioning to the iCourt system, the information is no longer available on a statewide basis. The remaining violations are moving traffic infractions and data is obtained from driving records.

Information from the judicial system is obtained from the Idaho Supreme Court Data Repository. Information from the driving record is provided by the Division of Motor Vehicles within the Idaho Transportation Department.

Table 19 is a breakdown by age groups for selected traffic violations. The five violations shown comprise 74% of all violations for 2016. 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.

<b>Age</b>	<b>Licensed Drivers</b>	<b>Basic Rule/Speed</b>	<b>Fail to Stop at Stop Sign and Signals</b>	<b>DUI Idaho Residents</b>	<b>Reckless or Inattentive</b>	<b>Following Too Close</b>
15	3,216	6.6	1.4	0.0	0.7	1.7
16-19	62,724	12.7	1.8	0.4	0.7	1.7
20-24	99,305	11.5	1.3	1.1	0.7	1.0
25-34	198,720	7.0	0.8	1.0	0.4	0.6
35-44	190,481	5.6	0.7	0.6	0.2	0.4
45-54	185,748	4.4	0.6	0.5	0.2	0.3
55-64	198,970	2.8	0.4	0.3	0.1	0.2
65-74	146,879	1.8	0.3	0.1	0.1	0.1
75+	79,188	1.0	0.4	0.0	0.1	0.1
Mean		5.3	0.7	0.5	0.3	0.5

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 Division of Motor Vehicles within the Idaho Transportation Department and comes directly from driver's license records.

**Table 20**  
**Driver's License Suspensions by Violation Type: 2016**

<b>Violation</b>	<b>Number</b>	<b>% of All Suspensions</b>
Failure to Maintain Insurance	22,273	36.6%
Failure to Pay Fine	14,194	23.3%
Administrative License Suspension (ALS)*	7,232	11.9%
Driving Under the Influence	6,359	10.4%
Family Responsibility Law	2,727	4.5%
Driving Without Privileges	892	1.5%
Underage Consumption or Possession of Alcohol	818	1.3%
Reckless/Inattentive Driving	699	1.1%
Refused Evidentiary BAC Test	550	0.9%
Recurrence of Violation (Under 17 Years Old)	372	0.6%
Points	367	0.6%
All Others	4,376	7.2%
<b>TOTALS</b>	<b>60,859</b>	<b>100.0%</b>

*\*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 accounted for 60% of all license suspensions. Driving under the influence accounted for 10% of all license suspensions.

A suspension for Recurrence of Violation is a result of the Graduated Driver's 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 Division of Motor Vehicles of the Idaho Transportation Department provides the information concerning driver's license suspensions.