

Driver Age Distribution

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

Age	2010	2015	2018	Change 2010-2018	Change 2015-2018
15*	2,592	3,443	3,415	31.8%	-0.8%
(%)	0.2%	0.3%	0.3%		
16-24	153,891	160,140	171,163	11.2%	6.9%
(%)	14.4%	14.0%	13.6%		
25-34	191,583	196,056	210,775	10.0%	7.5%
(%)	17.9%	17.1%	16.8%		
35-44	177,226	186,231	207,102	16.9%	11.2%
(%)	16.6%	16.3%	16.5%		
45-54	195,441	186,222	189,343	-3.1%	1.7%
(%)	18.3%	16.3%	15.1%		
55-64	177,521	195,777	208,888	17.7%	6.7%
(%)	16.6%	17.1%	16.6%		
65+	171,288	216,423	264,502	54.4%	22.2%
(%)	16.0%	18.9%	21.1%		
TOTALS	1,069,542	1,144,292	1,255,188	17.4%	9.7%

**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	3,415	0.3%	416	1.0%	3.6	155	0.9%	3.4
16	11,001	0.9%	1,021	2.4%	2.8	388	2.3%	2.7
17	16,309	1.3%	1,374	3.3%	2.5	542	3.2%	2.5
18	18,226	1.5%	1,581	3.8%	2.6	655	3.9%	2.7
19	20,776	1.7%	1,318	3.1%	1.9	500	3.0%	1.8
20	21,174	1.7%	1,265	3.0%	1.8	489	2.9%	1.7
21	19,045	1.5%	1,181	2.8%	1.9	442	2.6%	1.7
22	21,093	1.7%	1,123	2.7%	1.6	461	2.8%	1.6
23	21,440	1.7%	1,039	2.5%	1.4	387	2.3%	1.4
24	22,099	1.8%	995	2.4%	1.3	375	2.2%	1.3
25-34	210,775	16.8%	8,307	19.8%	1.2	3,348	20.1%	1.2
35-44	207,102	16.5%	6,595	15.7%	1.0	2,685	16.1%	1.0
45-54	189,343	15.1%	5,409	12.9%	0.9	2,230	13.4%	0.9
55-64	208,888	16.6%	4,763	11.3%	0.7	1,925	11.5%	0.7
65-74	166,753	13.3%	3,054	7.3%	0.5	1,242	7.4%	0.6
75+	97,749	7.8%	1,655	3.9%	0.5	632	3.8%	0.5
Not Stated or Other			944	2.2%		242	1.4%	
TOTALS	1,255,188		42,040			16,698		

** 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.*

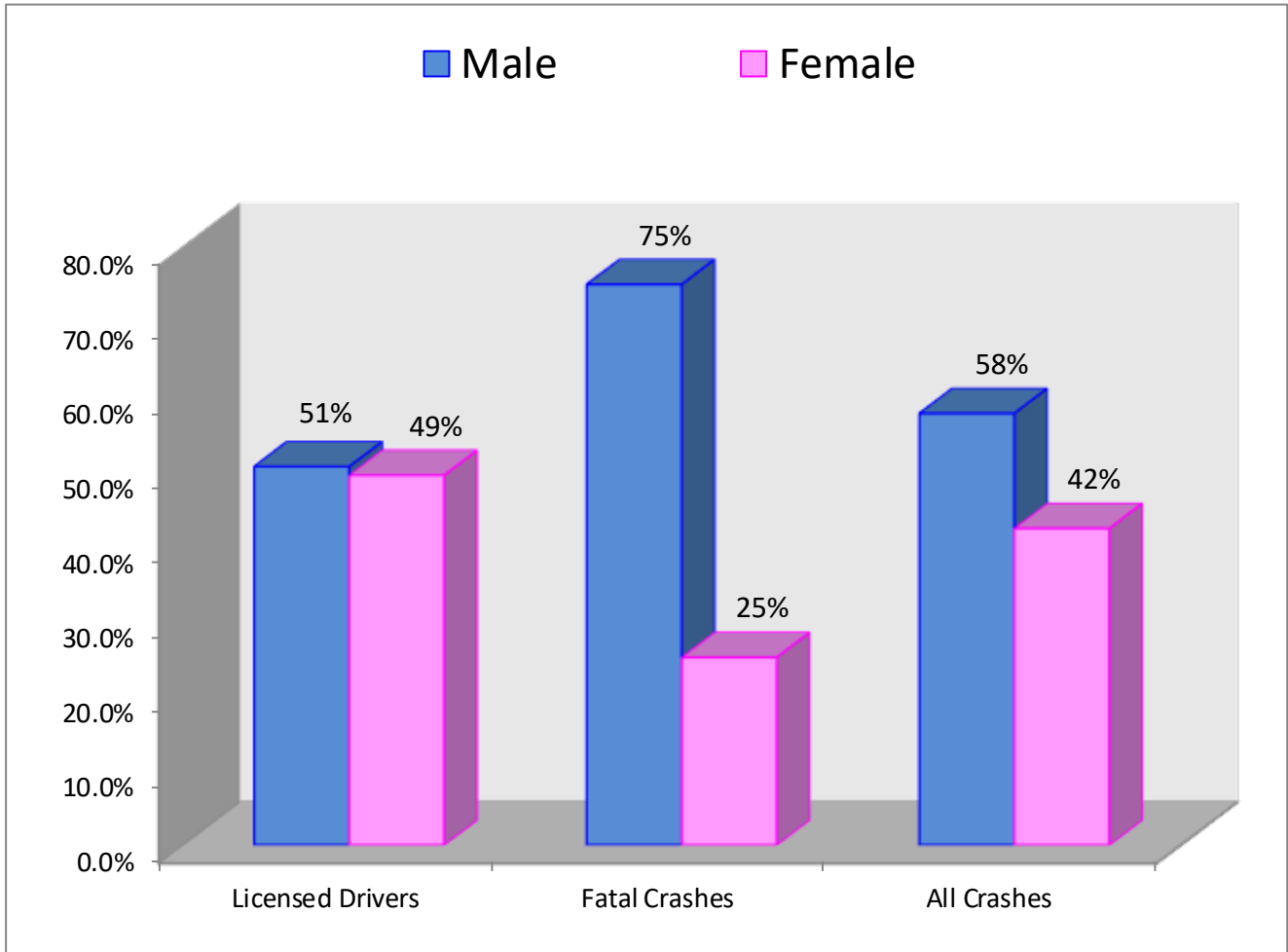
Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.6% of all licensed drivers and accounted for 12.9% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.5 times as many fatal or injury crashes as expected. Young drivers continue to be over-involved in crashes.

Drivers that were 32 years old in 2018 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 75% of the drivers in fatal crashes.

Figure 9
Comparison by Gender for Driver Licensure, and Crash Involvement: 2018



In 2018, males were 1.1 times more likely than females to be involved in any crash but were 2.9 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 3.3 times as many fatal and injury crashes as expected, while female 15 year-old drivers were involved in 3.6 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2018

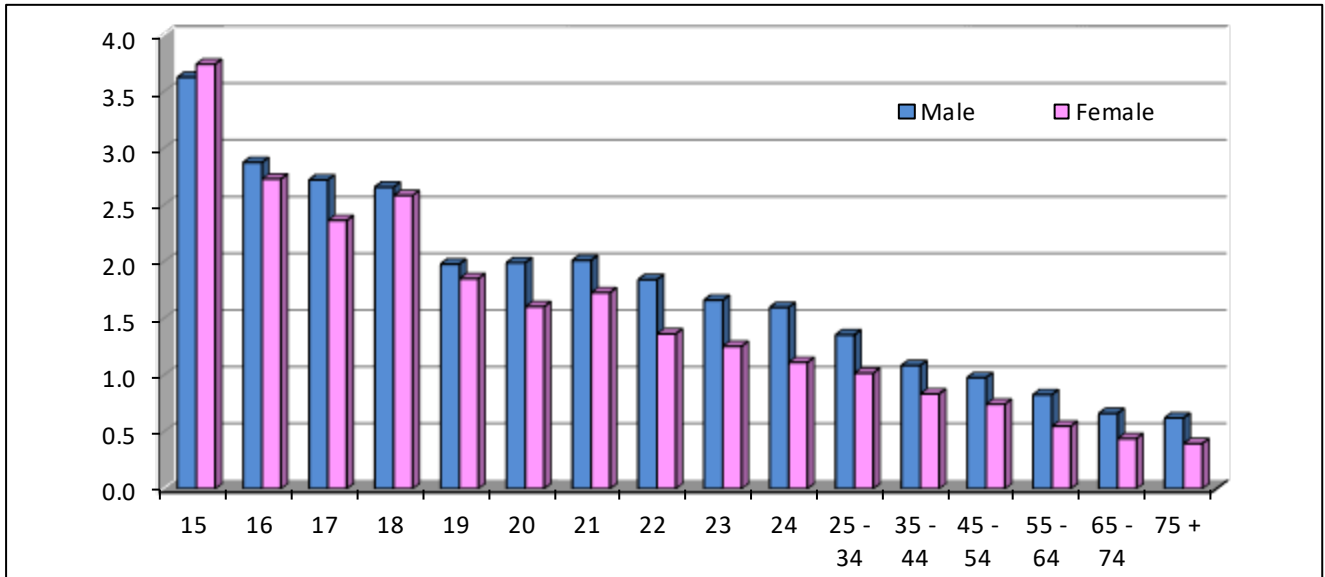
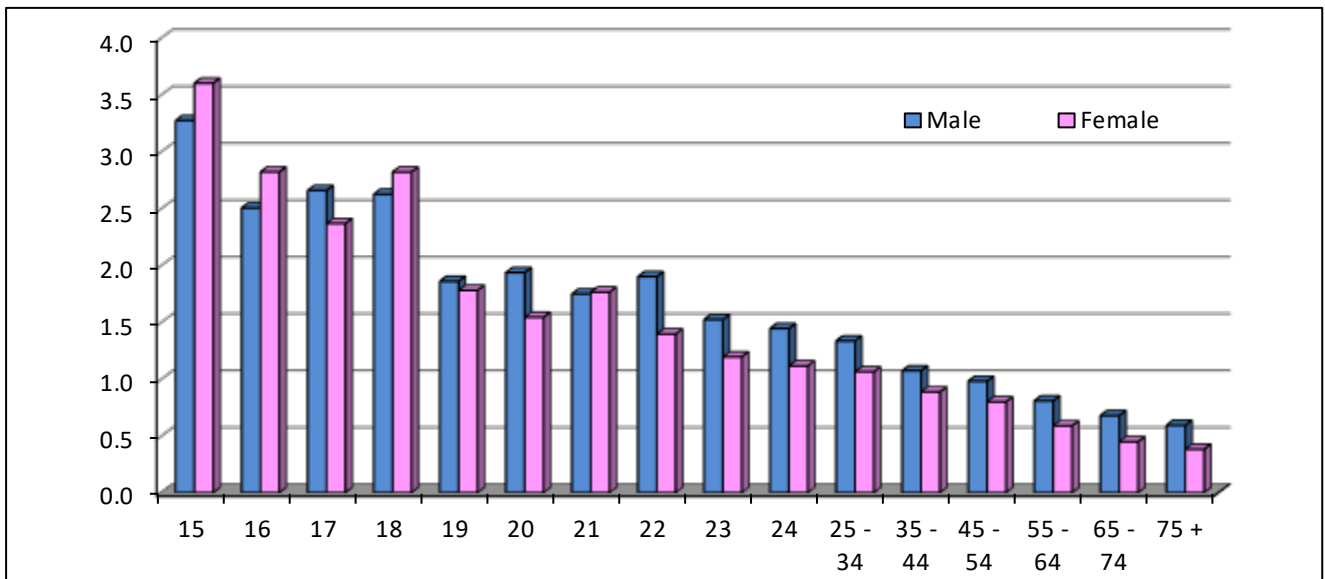


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2018



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2018 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	52,142	54.5%
2. Insurance Violations	10,053	10.5%
3. Failure to Obey Traffic Control Devices	7,122	7.4%
4. Driving Under the Influence	5,343	5.6%
5. Following Too Close	4,797	5.0%
6. Driving Without Privileges - Suspended License	3,444	3.6%
7. Reckless or Inattentive Driving	2,653	2.8%
8. Failure to Yield Right of Way	2,522	2.6%
9. Lane Change Violations	1,993	2.1%
10. Improper Signal or Turn	1,335	1.4%
All Other	4,246	4.4%
TOTAL	95,650	

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 75% of all violations for 2018. 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
to 15	3,415	3.9	1.4	0.1	0.4	1.4
16-19	66,312	10.4	1.5	0.3	0.6	1.5
20-24	104,851	8.7	0.9	0.9	0.5	0.8
25-34	210,775	5.6	0.7	0.8	0.3	0.5
35-44	207,102	4.5	0.6	0.5	0.2	0.3
45-54	189,343	3.3	0.4	0.4	0.1	0.2
55-64	208,888	2.3	0.4	0.2	0.1	0.2
65-74	166,753	1.5	0.3	0.1	0.0	0.1
75+	97,749	1.4	0.4	0.1	0.1	0.2
Mean		4.2	0.6	0.4	0.2	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 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: 2018

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	20,583	44.0%
Administrative License Suspension (ALS)*	7,281	15.5%
Driving Under the Influence	6,804	14.5%
Failure to Pay Fine	5,049	10.8%
Family Responsibility Law	2,174	4.6%
Points	771	1.6%
Reckless/Inattentive Driving	712	1.5%
Refused Evidentiary BAC Test	672	1.4%
Driving Without Privileges	346	0.7%
Unsatisfied Judgement	264	0.6%
Fleeing or Evading Police	224	0.5%
All Others	1,944	4.2%
TOTALS	46,824	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 administrative license suspension. These two suspensions accounted for 60% of all license suspensions. Driving under the influence accounted for 15% of all license suspensions.

The Division of Motor Vehicles of the Idaho Transportation Department provides the information concerning driver's license suspensions.