

Driver Age Distribution

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

Age	2010	2015	2019	Change 2010-2019	Change 2015-2019
15*	2,592	3,443	3,532	36.3%	2.6%
(%)	0.2%	0.3%	0.3%		
16-24	153,891	160,140	173,807	12.9%	8.5%
(%)	14.4%	14.0%	13.5%		
25-34	191,583	196,056	213,318	11.3%	8.8%
(%)	17.9%	17.1%	16.6%		
35-44	177,226	186,231	212,356	19.8%	14.0%
(%)	16.6%	16.3%	16.6%		
45-54	195,441	186,222	191,176	-2.2%	2.7%
(%)	18.3%	16.3%	14.9%		
55-64	177,521	195,777	210,369	18.5%	7.5%
(%)	16.6%	17.1%	16.4%		
65+	171,288	216,423	278,176	62.4%	28.5%
(%)	16.0%	18.9%	21.7%		
TOTALS	1,069,542	1,144,292	1,282,734	19.9%	12.1%

**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	3,532	0.3%	461	1.0%	3.6	170	1.0%	3.6
16	11,485	0.9%	1,122	2.4%	2.7	396	2.3%	2.6
17	16,562	1.3%	1,555	3.3%	2.6	500	3.0%	2.3
18	18,436	1.4%	1,739	3.7%	2.6	607	3.6%	2.5
19	21,048	1.6%	1,476	3.1%	1.9	536	3.2%	1.9
20	21,727	1.7%	1,415	3.0%	1.8	516	3.0%	1.8
21	19,552	1.5%	1,366	2.9%	1.9	452	2.7%	1.8
22	20,926	1.6%	1,321	2.8%	1.7	461	2.7%	1.7
23	21,916	1.7%	1,137	2.4%	1.4	382	2.3%	1.3
24	22,155	1.7%	1,120	2.4%	1.4	401	2.4%	1.4
25-34	213,318	16.6%	9,355	19.9%	1.2	3,465	20.5%	1.2
35-44	212,356	16.6%	7,469	15.9%	1.0	2,738	16.2%	1.0
45-54	191,176	14.9%	5,757	12.3%	0.8	2,182	12.9%	0.9
55-64	210,369	16.4%	5,203	11.1%	0.7	1,885	11.1%	0.7
65-74	174,864	13.6%	3,462	7.4%	0.5	1,329	7.8%	0.6
75+	103,312	8.1%	1,895	4.0%	0.5	697	4.1%	0.5
Not Stated or Other			1,113	2.4%		217	1.3%	
TOTALS	1,282,734		46,966			16,934		

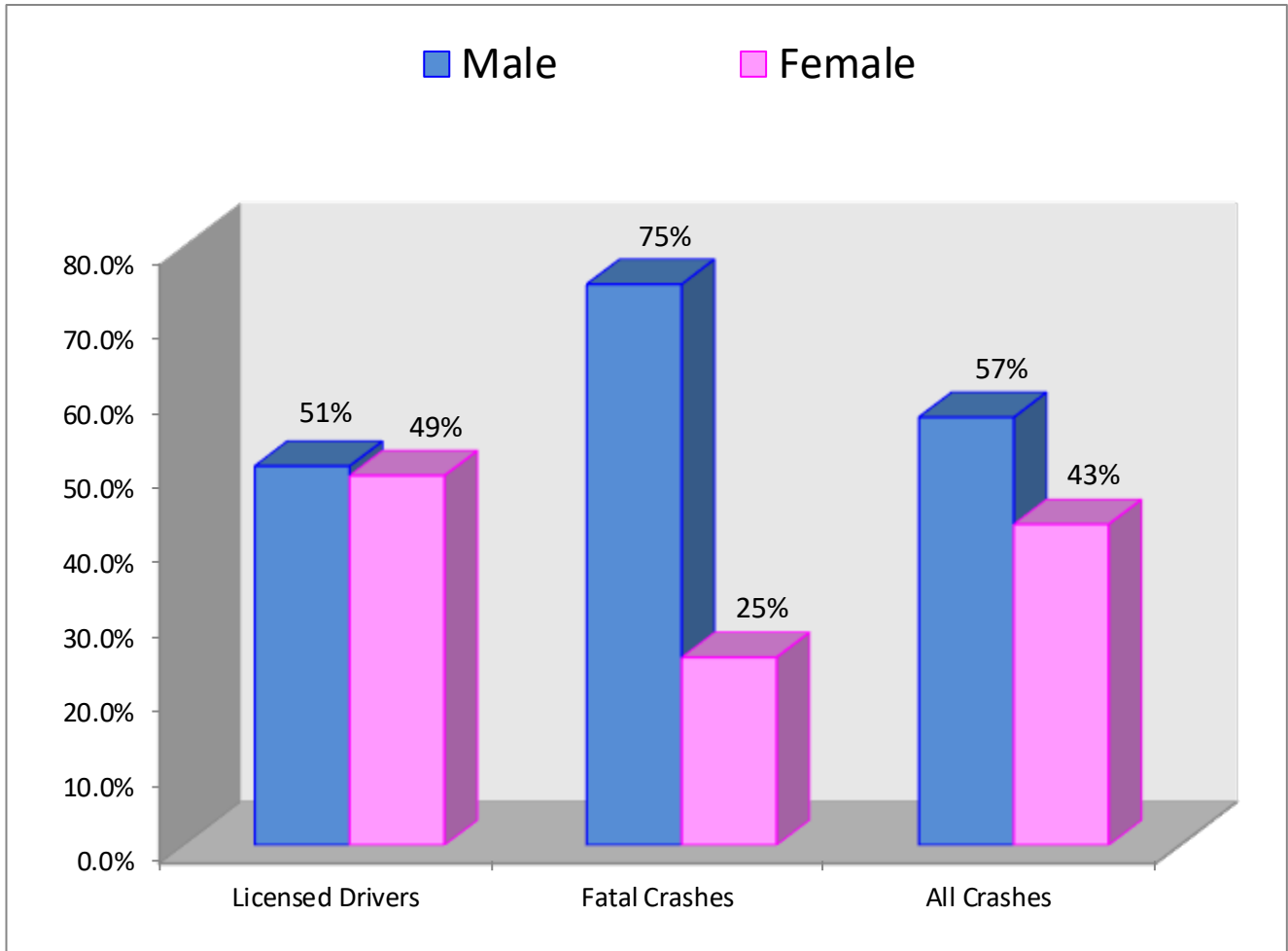
** Involvement is calculated by dividing the percent of drivers in Crashes by the percent of licensed drivers. Over-representation occurs when the value is greater than 1.0.*

Drivers, ages 19 and under, were involved in 2.4 times as many fatal or injury traffic crashes as expected. This age group comprised 5.5% of all licensed drivers and accounted for 13.0% 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.

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: 2019



In 2019, males were 1.3 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 4.0 times as many fatal and injury crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2019

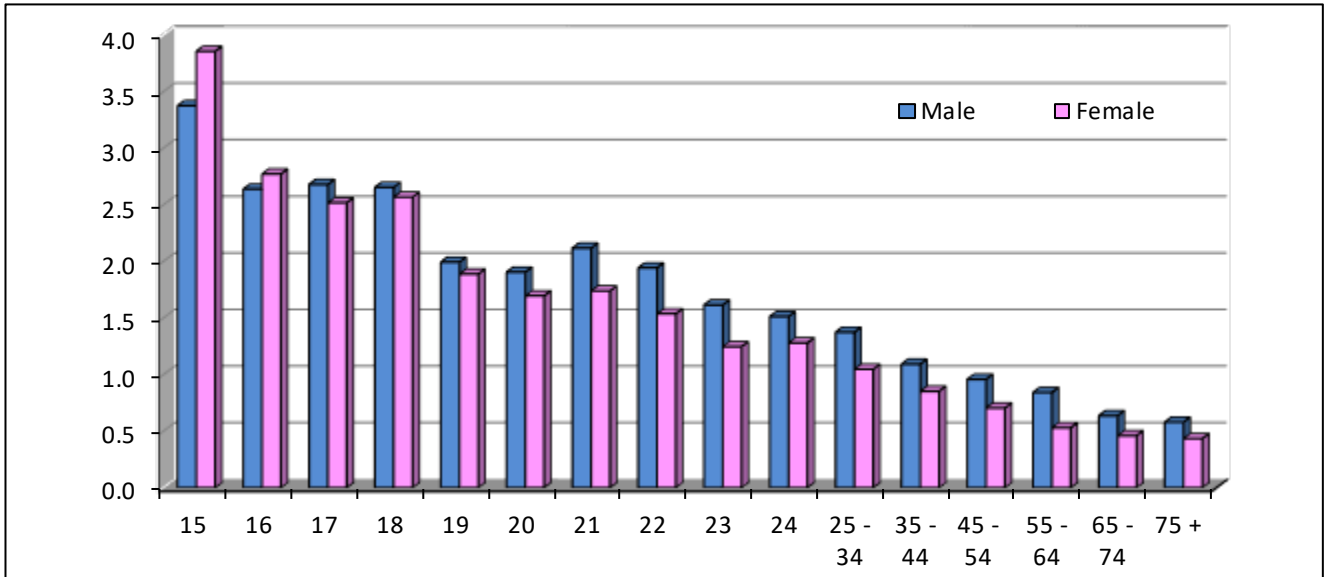
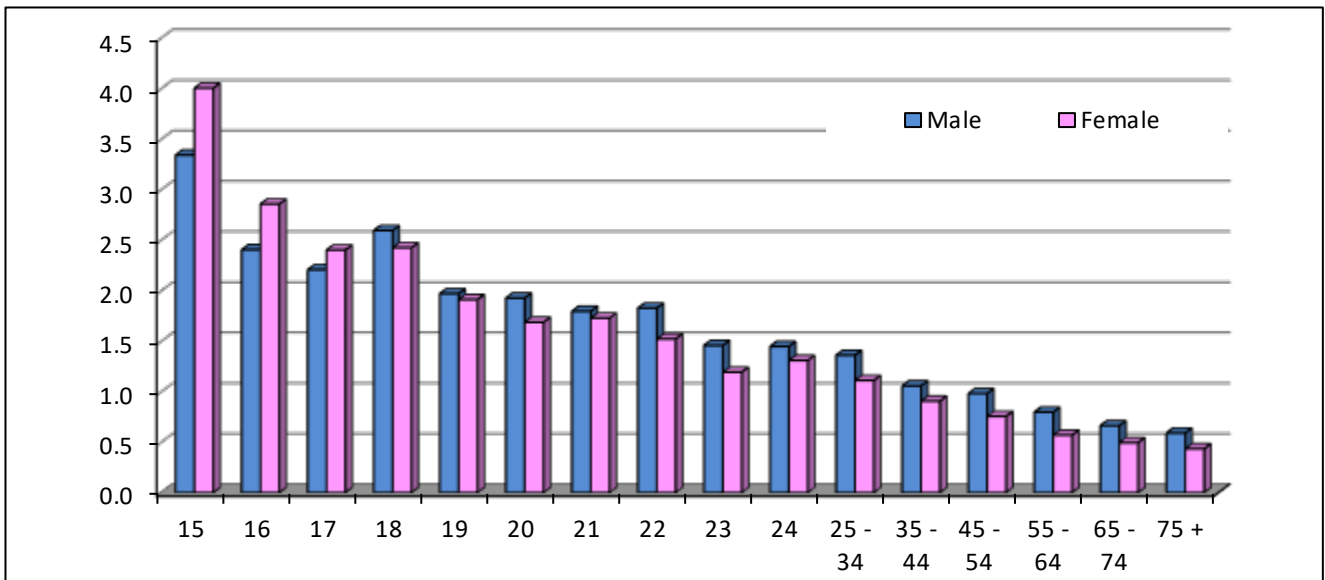


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2019



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2019 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	38,856	50.8%
2. Insurance Violations	8,642	11.3%
3. Failure to Obey Traffic Control Devices	6,318	8.3%
4. Driving Under the Influence	4,918	6.4%
5. Following Too Close	4,216	5.5%
6. Driving Without Privileges - Suspended License	2,262	3.0%
7. Reckless or Inattentive Driving	2,605	3.4%
8. Failure to Yield Right of Way	2,438	3.2%
9. Lane Change Violations	1,700	2.2%
10. Improper Signal or Turn	1,128	1.5%
All Other	3,433	4.5%
TOTAL	76,516	

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 2019. 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	3,532	4.1	1.4	0.1	0.5	1.3
16-19	67,531	7.4	1.3	0.3	0.5	1.3
20-24	106,276	5.9	0.8	0.8	0.5	0.7
25-34	213,318	4.0	0.6	0.7	0.3	0.4
35-44	212,356	3.3	0.5	0.5	0.2	0.3
45-54	191,176	2.8	0.4	0.4	0.1	0.2
55-64	210,369	1.9	0.3	0.2	0.1	0.2
65-74	174,864	1.2	0.3	0.1	0.0	0.1
75+	103,312	0.6	0.2	0.0	0.0	0.1
Mean		3.0	0.5	0.4	0.2	0.3

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: 2019

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	16,761	41.3%
Administrative License Suspension (ALS)*	7,504	18.5%
Driving Under the Influence	7,310	18.0%
Failure to Pay Fine	264	0.7%
Family Responsibility Law	1,792	4.4%
Points	581	1.4%
Reckless/Inattentive Driving	835	2.1%
Refused Evidentiary BAC Test	683	1.7%
Driving Without Privileges	359	0.9%
Unsatisfied Judgement	325	0.8%
Fleeing or Evading Police	250	0.6%
All Others	3,940	9.7%
TOTALS	40,604	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 18% of all license suspensions.

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