

Driver Age Distribution

Table 16 shows the increase in the number of drivers in Idaho since 1990. These numbers reflect growth in the population of the state and the aging of the baby boomers. Since 1990, there has been a considerable increase in the number and proportion of drivers over the age of 45.

Age	1990	2000	2008	Change 1990-2008	Change 2000-2008
15*	3,478	9,406	2,606	-25.1%	-72.3%
(%)	0.5%	1.1%	0.3%		
16-24	123,114	156,485	154,639	25.6%	-1.2%
(%)	17.4%	17.5%	14.9%		
25-34	151,625	154,133	186,365	22.9%	20.9%
(%)	21.4%	17.3%	17.9%		
35-44	153,976	178,401	176,289	14.5%	-1.2%
(%)	21.8%	20.0%	17.0%		
45-54	100,258	167,821	197,061	96.6%	17.4%
(%)	14.2%	18.8%	19.0%		
55-64	76,255	106,190	163,897	114.9%	54.3%
(%)	10.8%	11.9%	15.8%		
65+	98,967	120,516	157,457	59.1%	30.7%
(%)	14.0%	13.5%	15.2%		
TOTALS	707,673	892,952	1,038,314	46.7%	16.3%

**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	2,606	0.3%	403	1.0%	3.9	138	1.0%	3.9
16	10,137	1.0%	1,184	2.9%	3.0	397	2.8%	2.9
17	15,354	1.5%	1,581	3.8%	2.6	516	3.7%	2.5
18	16,849	1.6%	1,723	4.2%	2.6	585	4.2%	2.6
19	18,505	1.8%	1,546	3.8%	2.1	551	3.9%	2.2
20	19,012	1.8%	1,252	3.0%	1.7	412	2.9%	1.6
21	17,012	1.6%	1,229	3.0%	1.8	462	3.3%	2.0
22	18,490	1.8%	1,145	2.8%	1.6	383	2.7%	1.5
23	19,468	1.9%	1,076	2.6%	1.4	341	2.4%	1.3
24	19,812	1.9%	1,050	2.6%	1.3	347	2.5%	1.3
25-34	186,365	17.9%	8,016	19.5%	1.1	2,692	19.1%	1.1
35-44	176,289	17.0%	6,473	15.7%	0.9	2,331	16.6%	1.0
45-54	197,061	19.0%	5,884	14.3%	0.8	2,063	14.7%	0.8
55-64	163,897	15.8%	4,242	10.3%	0.7	1,465	10.4%	0.7
65-74	97,197	9.4%	1,948	4.7%	0.5	700	5.0%	0.5
75+	60,260	5.8%	1,281	3.1%	0.5	433	3.1%	0.5
Not Stated or Other			1,076	2.6%		244	1.7%	
TOTALS	1,038,314		41,109			14,060		

** 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 2.6 times as many fatal or injury traffic crashes as expected. This age group comprised 6.1% of all licensed drivers and accounted for 15.6% of drivers in fatal & injury crashes. Drivers, ages 20 to 24, were involved in 1.5 times as many crashes as expected.

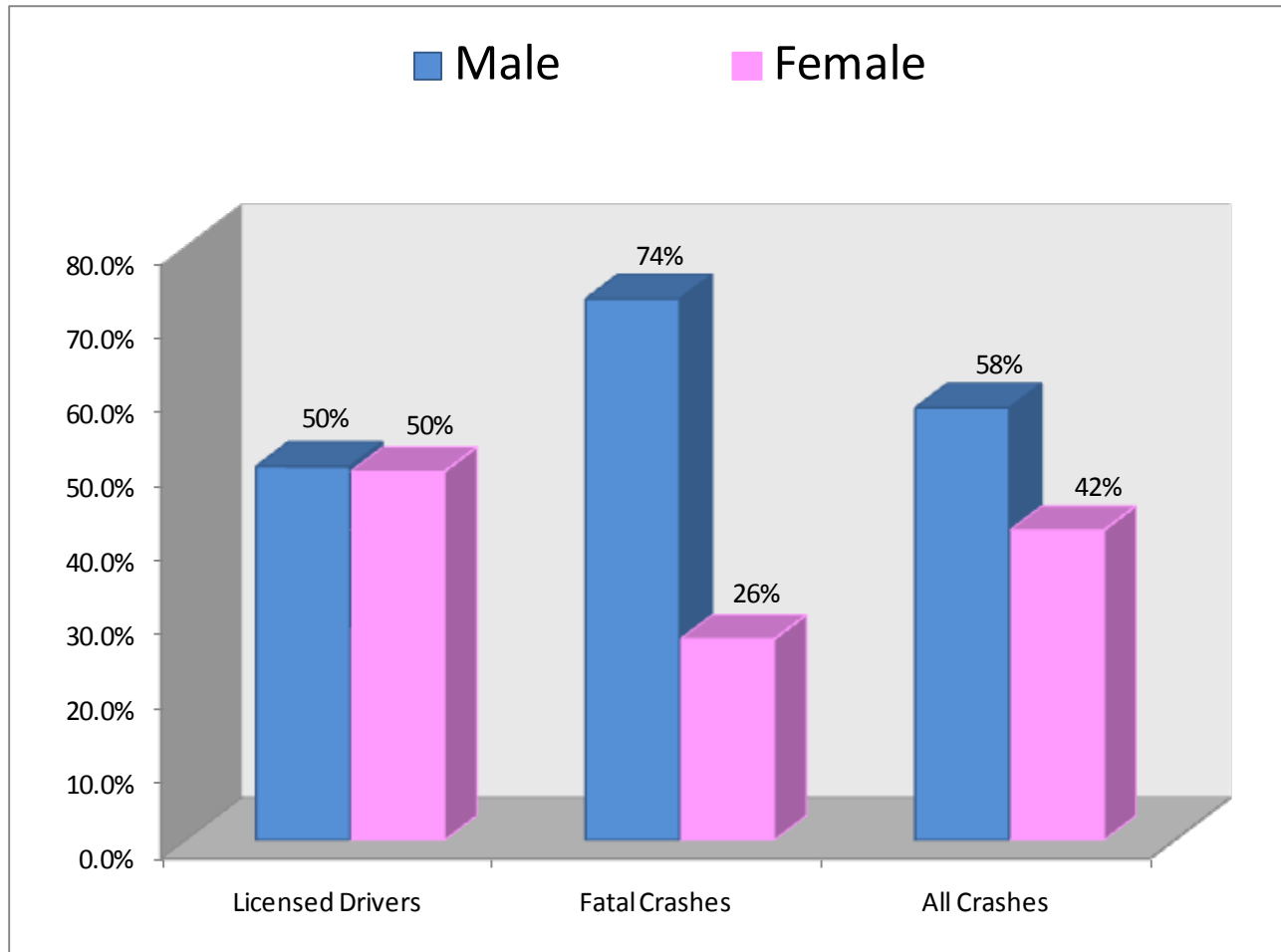
Drivers that were 22 years old in 2008 were the first group of drivers subjected to the Graduated Drivers License (GDL) requirements.

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 58% 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: 2008



In 2008, males were 1.4 times more likely than females to be involved in any crash and were 2.7 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 10), 18 year-old male drivers were involved in 2.9 times as many crashes as expected, while female 18 year-old drivers were involved in 2.3 times as many crashes as expected.

Figure 10
Involvement by Driver Age and Gender in All Crashes: 2008

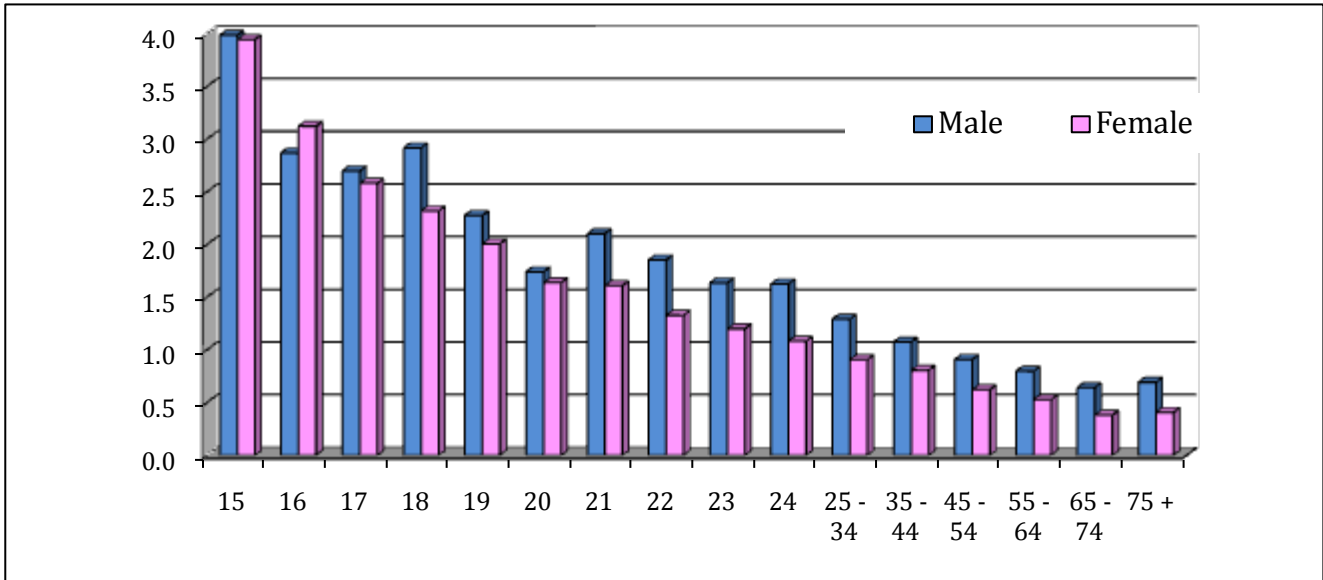
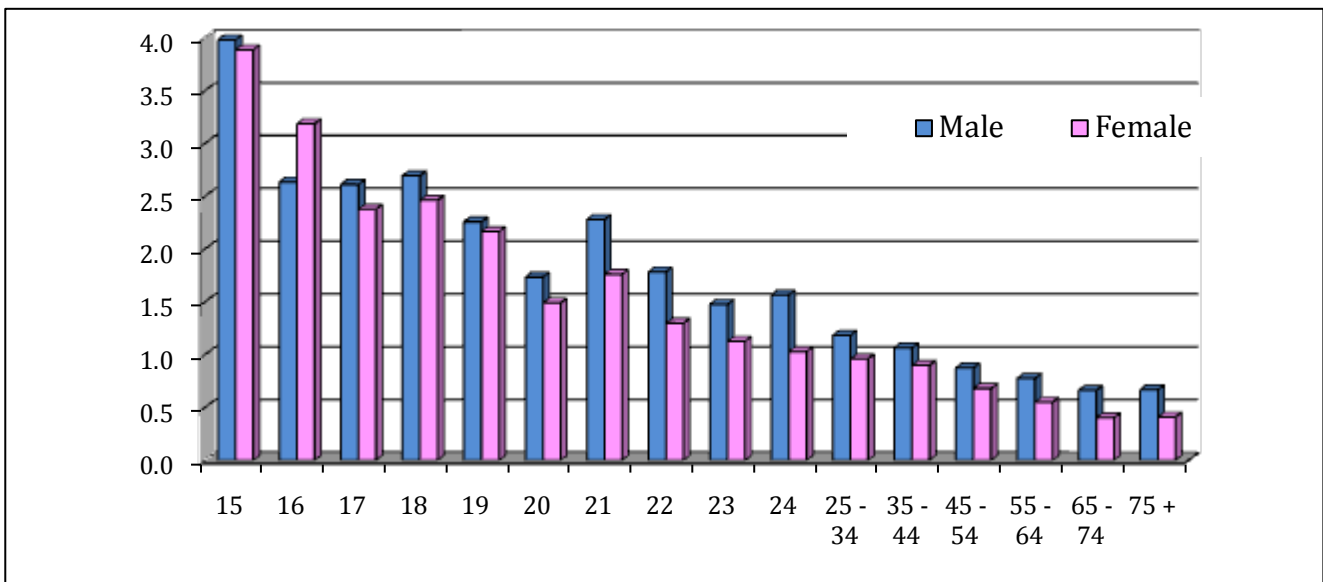


Figure 11
Involvement by Driver Age and Gender in Fatal & Injury Crashes: 2008



Traffic Violations and Driver's License Suspensions

The top ten traffic violations for which drivers were convicted in 2008 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	92,701	49.0%
2. Safety Restraint Violations	22,991	12.1%
3. Insurance Violations	17,488	9.2%
4. Failure to Stop at Traffic Control Devices	11,838	6.3%
5. Driving Under the Influence	10,697	5.7%
6. Driving Without Privileges - Suspended License	7,513	4.0%
7. Reckless or Inattentive Driving	4,414	2.3%
8. Following Too Close	4,173	2.2%
9. Failure to Yield Right of Way	3,289	1.7%
10. Child Safety Seat Violations	2,037	1.1%
All Other	12,175	6.4%
TOTAL	189,316	

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.

Table 19 is a breakdown by age for selected traffic violations. The five violations shown comprise 68% of all violations for 2008. 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	2,606	12.9	2.3	0.3	1.5	1.7
16-19	60,845	20.6	3.3	1.1	1.7	1.5
20-24	93,794	15.4	2.1	2.4	1.0	0.7
25-34	186,365	11.2	1.4	1.7	0.5	0.5
35-44	176,289	9.2	1.1	1.2	0.3	0.3
45-54	197,061	6.4	0.7	0.8	0.2	0.2
55-64	163,897	4.7	0.6	0.3	0.1	0.2
65-74	97,197	2.8	0.4	0.1	0.1	0.1
75+	60,260	1.4	0.4	0.0	0.1	0.2
Mean		8.5	1.1	1.0	0.4	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 disregarding stop signs and signals. Drivers age 20-24 had the highest rate for DUI violations.

This information is provided by the Drivers Services Section of 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: 2008

Violation	Number	% of All Suspensions
Failure to Maintain Insurance	27,106	31.8%
Failure to Pay Fine	17,818	20.9%
Administrative License Suspension (ALS)*	10,457	12.3%
Driving Under the Influence	9,454	11.1%
Driving Without Privileges	6,702	7.9%
Underage Consumption or Possession of Alcohol	3,149	3.7%
Family Responsibility Law	2,552	3.0%
Refused Evidentiary BAC Test	1,154	1.4%
Recurrence of Violation (Under 17 Years Old)	920	1.1%
Reckless/Inattentive Driving	833	1.0%
Points	606	0.7%
All Others	4,495	5.3%
TOTALS	85,246	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 53% 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.