



# DRIVER LICENSING

The Driver Licensing Challenge Area focuses on reducing instances where an involved driver is unlicensed or does not carry a valid license for the vehicle that they are operating. Information on driver licensing is only currently available through federal data; therefore, the data being reported for this Challenge Area only includes fatalities.

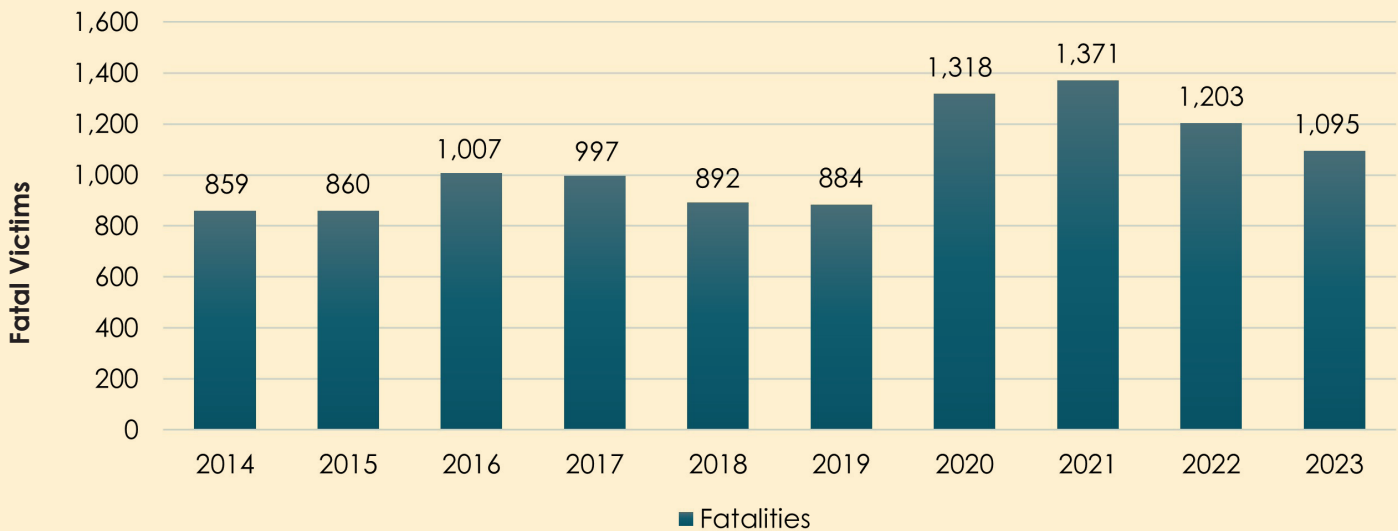
**Defined as:** All fatalities involved in a crash related to Driver Licensing

## Driver Licensing Fatal Victims

# 10,486

**27%** of statewide fatal victims

## Fatal Victims by Year



Fatalities sourced from Fatality Analysis Reporting System (FARS)

## Top Three Challenge Area Overlaps

Driver Licensing fatal crashes also involve:



**44%**

Occupant Protection



**43%**

Impaired Driving



**40%**

Lane Departures

Crashes often involve more than one factor and overlap with multiple Challenge Areas. See related fact sheets for overlapping Challenge Areas, as addressing one Challenge Area can improve the safety outcomes of the others.

## Share of Fatal Victims: State Highways vs. Local Roads



**42%**  
State  
Highways

**VS**

**58%**  
Local  
Roads



## Share of Fatal Victims: Rural vs. Urban Roads<sup>1</sup>



**39%**  
Rural  
Roads

**VS**

**61%**  
Urban  
Roads



1. Rural and urban data determined by 2020 US Census "Urban Areas" dataset.

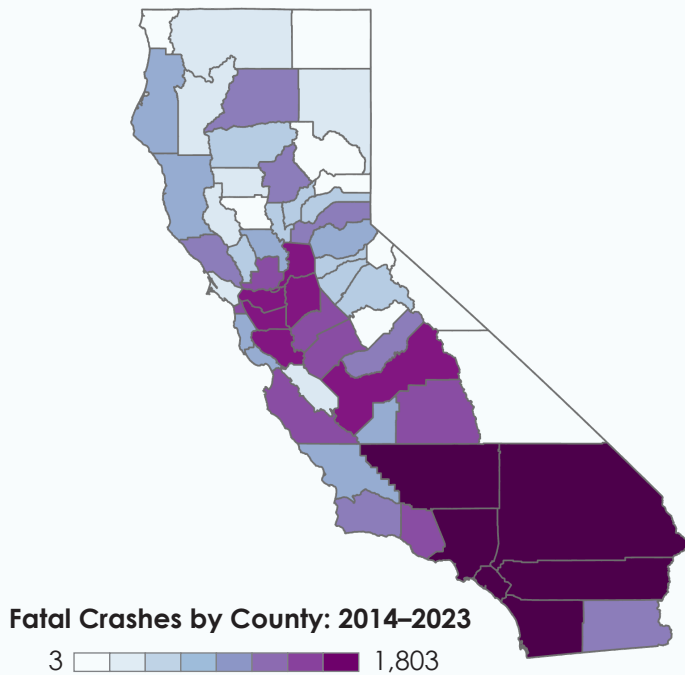
For more information,  
visit the SHSP Crash  
Data Dashboard:





## Fatal Crash Frequency and Fatal Crash Rate by County

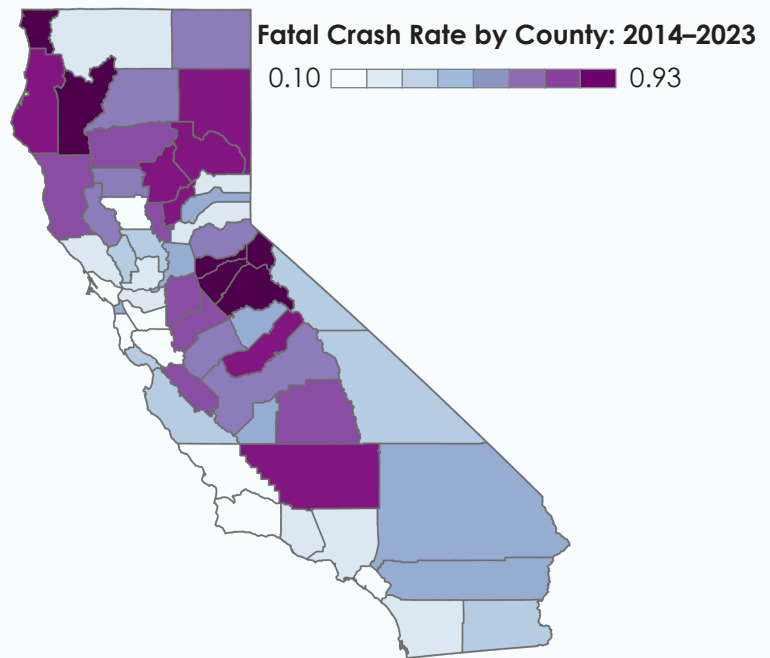
### Fatal Crash Frequency



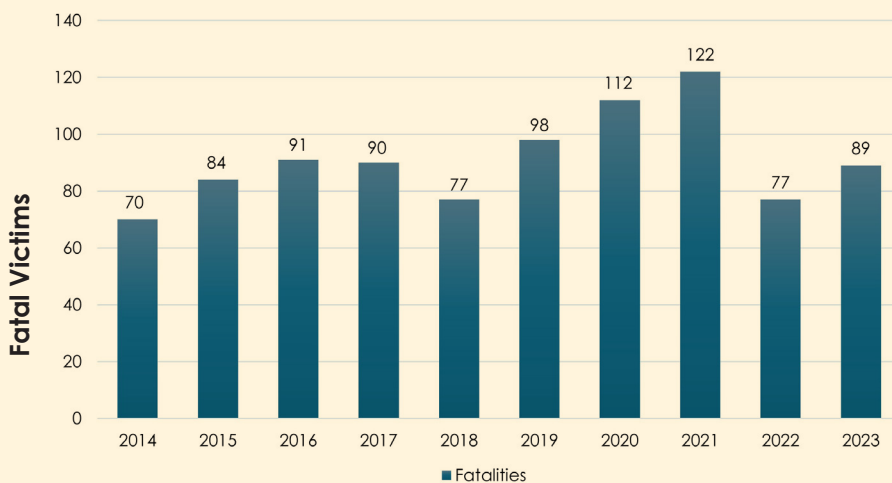
DVMT Source: Highway Performance Monitoring System

### Fatal Crash Rate

Fatal Crashes per HMVMT (Hundred Million Vehicle Miles Traveled)



## Yearly Trend for Fatal Victims in Tribal Areas<sup>1,2</sup>



**Driver Licensing** makes up **27%** of tribal area fatal victims.

Since 2014, fatal victims in tribal areas increased by **27%**, which is equal to the overall statewide increase of **27%**.

1. University of California, Berkeley's Safe Transportation Research and Education Center, FARS 2014–2023

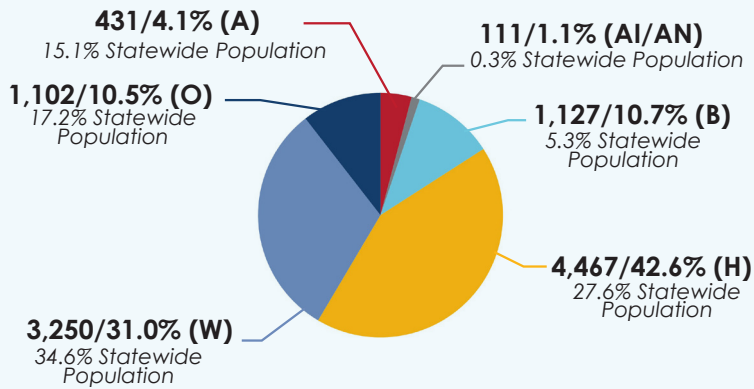
2. Tribal areas defined as areas within 5 miles of tribal boundaries.



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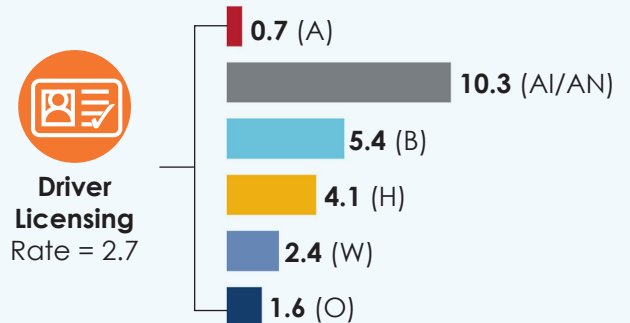
## Race/Ethnicity in Traffic Fatalities

### Distribution of California Traffic Fatalities by Race/Ethnicity



### Fatality Rate by Race/Ethnicity

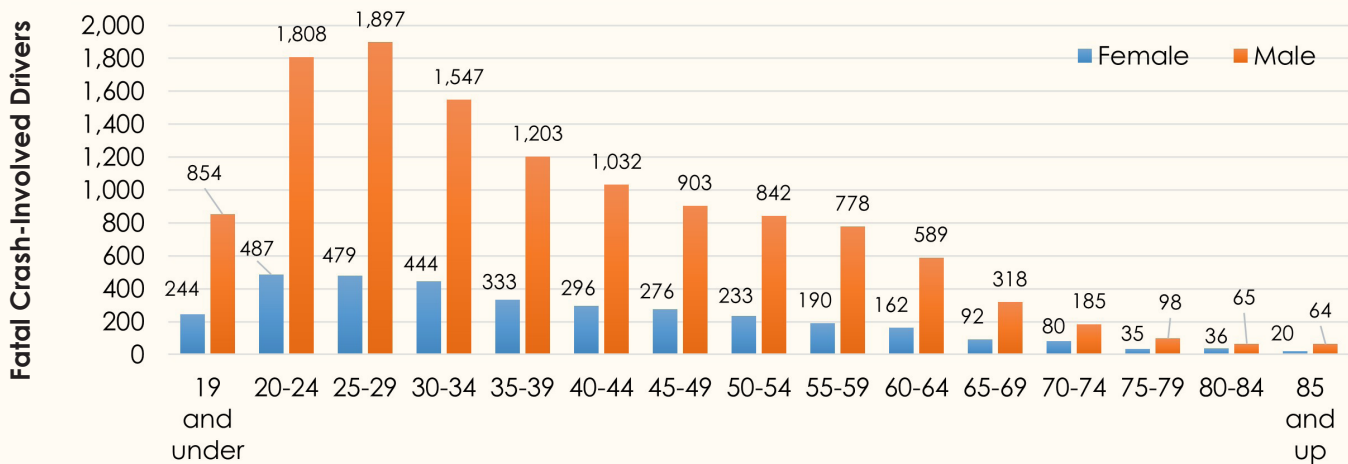
(Fatality Rate per 100,000 Population)



■ Asian (A) 
 ■ American Indian/Alaskan Native (AI/AN) 
 ■ Black (B) 
 ■ Hispanic (H) 
 ■ White (W) 
 ■ Other (O)

## Comparison of Crash-Involved Drivers by Age and Sex

Male drivers are **3.6x** as likely to be involved in a Driver Licensing fatal crash



## Income Impact in Traffic Fatalities<sup>1,2,3</sup>

Increased Rate of Fatalities in Disadvantaged Communities Versus Non-Disadvantaged Communities

Statewide  
Fatalities



**40%**  
Higher

Driver  
Licensing  
Fatalities



**47%**  
Higher

1. Income data is available for the Census Tracts where a traffic fatality occurs and not the individual (i.e. this data represents the income information of the Census Tracts where the crash occurred and not the income of the crash victim).

2. Disadvantaged communities were determined using 2023 ACS 5-Year estimate data for median household income at Census Tract level. The 2023 ACS 5-Year Estimate data was used to determine fatality rates per 100,000 population.

3. Assembly Bill 1550 stipulates that 80% of statewide median household income to be used as threshold for disadvantaged communities. 2023 threshold is \$77,067.

Source: US Census Bureau 2023 ACS 5-Year Estimate data and FARS 2014–2023



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## Top Three Crash Types\*



**32%**  
Hit Object



**22%**  
Broadside



**12%**  
Head-On

## Top Three Primary Crash Factors\*



**8%**  
Under the  
Influence



**3%**  
Manslaughter



**2%**  
Hit-and-Run

*Note: Primary crash factors determined using "Violations" table in FARS. Note that over 83% of crashes in FARS lacked information for violation.*

## Potential Countermeasures to Mitigate Driver Licensing Fatal Crashes

These countermeasures have been selected as data-backed strategies to improve traffic safety within the Distracted Driving Challenge Area. See related fact sheets for overlapping Challenge Areas, as addressing one Challenge Area can improve the safety outcomes of other Challenge Areas.



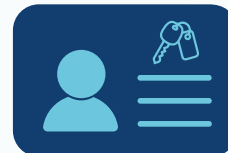
**Driver License  
Screening and Testing<sup>2</sup>**



**Enhanced Driver  
Education**



**GDL Intermediate License  
Nighttime Restrictions<sup>2</sup>**



**Enhanced GDL Programs  
and Restrictions<sup>2</sup>**

## Countermeasure References and Resources

- [1. 28 Proven Safety Countermeasures, supported by Caltrans and FHWA](#)
- [2. NHTSA Countermeasures that Work, 2023](#)
- [3. Caltrans Local Roadway Safety Manual \(Version 1.7, April 2024\)](#)

*\*Percentages are calculated based on a total of 9,354 Driver Licensing fatal crashes.*