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Car crashes rank among the leading causes of death in the United States.

## **Timing** of Driver's License Acquisition and Reasons for Delay among Young People in the United States, 2012

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**Table 3.** Timing of driver's license and learner's permit acquisition in relation to demographic characteristics in a representative sample of 18- to 20-year-olds, United States, 2012.

	Driver's License				Learner's Permit				
	Within 12 months of state minimum age		Before 18 <sup>th</sup> birthday		Within 12 months of state minimum age		Before 18 <sup>th</sup> birthday		
	Unadjusted %	adjusted Prevalence Ratio <sup>a</sup> (95% CI)	Unadjusted %	adjusted Prevalence Ratio <sup>a</sup> (95% CI)	Unadjusted %	adjusted Prevalence Ratio <sup>a</sup> (95% CI)	Unadjusted %	adjusted Prevalence Ratio <sup>a</sup> (95% CI)	
<b>Age</b>	All (n=1,039)								
	44		54		51		72		
	18 (n=329)	45	1 [Reference]	56	1 [Reference]	52	1 [Reference]	78	1 [Reference]
	19 (n=359)	42	1.01 (0.80–1.27)	52	0.95 (0.79–1.15)	49	0.97 (0.78–1.21)	67	0.85 (0.75–0.97)
	20 (n=351)	45	1.09 (0.88–1.35)	53	1.02 (0.86–1.21)	54	1.09 (0.89–1.33)	72	0.95 (0.85–1.06)
<b>Sex</b>									
	Male (n=468)	42	1 [Reference]	51	1 [Reference]	50	1 [Reference]	71	1 [Reference]
	Female (n=571)	46	1.01 (0.84–1.21)	57	1.05 (0.91–1.22)	53	1.02 (0.87–1.19)	74	1.01 (0.91–1.11)
<b>Census region</b>									
	Northeast (n=193)	48	1 [Reference]	50	1 [Reference]	55	1 [Reference]	65	1 [Reference]
	Midwest (n=261)	56	1.21 (0.95–1.54)	68	1.48 (1.19–1.85)	60	1.14 (0.91–1.44)	86	1.44 (1.21–1.72)
	South (n=316)	38	1.01 (0.77–1.32)	51	1.30 (1.03–1.63)	46	1.05 (0.82–1.35)	71	1.29 (1.07–1.55)
	West (n=269)	39	0.98 (0.74–1.29)	49	1.23 (0.97–1.55)	49	1.09 (0.86–1.39)	67	1.22 (1.01–1.47)
<b>Place of residence at age 16<sup>b</sup></b>									
	Out in the country (n=136)	57	1 [Reference]	69	1 [Reference]	59	1 [Reference]	88	1 [Reference]
	Small town (n=212)	42	0.87 (0.63–1.20)	50	0.82 (0.64–1.05)	55	1.08 (0.81–1.43)	67	0.81 (0.68–0.97)
	Medium-sized town (n=246)	45	0.84 (0.62–1.15)	56	0.84 (0.66–1.07)	49	0.89 (0.67–1.19)	74	0.85 (0.72–0.99)
	Small city (n=224)	47	0.97 (0.71–1.33)	54	0.89 (0.70–1.14)	53	1.04 (0.77–1.40)	70	0.83 (0.70–0.98)
	Large city (n=215)	34	0.80 (0.56–1.14)	48	0.86 (0.67–1.11)	45	1.00 (0.74–1.35)	69	0.85 (0.73–0.99)
<b>Household income</b>									
	<\$20,000 (n=200)	16	0.28 (0.17–0.47)	25	0.37 (0.25–0.55)	27	0.41 (0.26–0.63)	48	0.54 (0.42–0.69)
	\$20,000 – \$39,999 (n=230)	27	0.50 (0.36–0.71)	34	0.54 (0.41–0.70)	36	0.61 (0.46–0.81)	52	0.66 (0.55–0.78)
	\$40,000 – \$59,999 (n=159)	44	0.72 (0.54–0.95)	52	0.68 (0.54–0.85)	50	0.72 (0.56–0.93)	80	0.87 (0.76–1.00)
	\$60,000 – \$99,999 (n=233)	52	0.81 (0.65–1.01)	64	0.81 (0.68–0.96)	59	0.83 (0.68–1.01)	82	0.91 (0.81–1.02)
	\$100,000+ (n=217)	67	1 [Reference]	79	1 [Reference]	72	1 [Reference]	90	1 [Reference]
<b>Race &amp; ethnicity</b>									
	Non-Hispanic white (n=632)	56	1 [Reference]	67	1 [Reference]	65	1 [Reference]	82	1 [Reference]
	Non-Hispanic black (n=96)	24	0.57 (0.36–0.90)	37	0.67 (0.48–0.93)	32	0.60 (0.40–0.89)	64	0.88 (0.74–1.05)
	Non-Hispanic other, incl. 2+ races (n=90)	46	0.94 (0.69–1.28)	51	0.87 (0.67–1.13)	53	0.89 (0.66–1.20)	75	1.00 (0.87–1.16)
	Hispanic (n=221)	21	0.57 (0.38–0.87)	29	0.60 (0.45–0.81)	27	0.53 (0.37–0.76)	49	0.77 (0.64–0.91)

Notes: Missing values for timing of licensure (n=23; 3% of weighted data) and permit (n=78; 7% of weighted data) were multiply-imputed.

a. Adjusted prevalence ratios were estimated using multivariable logistic regression followed by marginal standardization.

b. Six respondents with missing data on place of residence at age 16 were excluded.