

American Driving Survey: 2022

The onset of the COVID-19 pandemic in early 2020 dramatically changed many aspects of American's daily lives, including travel behavior. As the United States continues to recover, some patterns of daily life that were disrupted by the pandemic are returning to previous trends, some shifts in lifestyles remain, and some new practices are emerging. This Research Brief provides highlights from the AAA Foundation for Traffic Safety's 2022 American Driving Survey (ADS), which quantifies the daily driving of the U.S. population in 2022 and compares results to 2021 and 2020. Results show that 94.5% of U.S. residents ages 16 years and older drove at least occasionally in 2022. Drivers reported making an average of 2.44 driving trips, spending 60.2 minutes behind the wheel, and driving 30.1 miles each day in 2022. Projecting these results to all drivers nationwide, 255 million drivers made a total of 227 billion driving trips, spent 93 billion hours driving, and drove 2.8 trillion miles in 2022, all of which represented small but not statistically significant decreases relative to 2021. This Research Brief presents additional statistics regarding the driving of the American public in 2022 and describes driving trips from 2020 through 2022 according to various characteristics.

METHOD

The methodology of the American Driving Survey is described in detail in a previous report (AAA Foundation for Traffic Safety, 2021) and is summarized here. Members of a pre-recruited research panel were invited to participate in an online or telephone interview in which they were asked to report basic information about all of the travel that they did on the day before the interview. Approximately 5,100 participants were interviewed each year, with interviews spread approximately evenly over all days of the year. The survey was administered in English and in Spanish, primarily online but also by telephone to accommodate participants who lack internet access or are more comfortable participating by phone. Panel members who did not respond to the initial invitation to participate were reminded a total of four times

over a 20-day period from the initial invitation. Completed interviews were performed with 25.3% of persons invited to participate in 2020; 23.9% of those invited to participate in 2021; and 23.2% of those invited to participate in 2022. Statistics reported in this Research Brief are based on interviews performed between January 1, 2020, and December 31, 2022. Data were weighted to account for each respondent's probability of having been invited to participate in the survey and to align the demographic characteristics of the respondents with those of the United States population. Characteristics of the unweighted sample are shown in Table 1.

Trip distance and/or duration were imputed for 1,102 trips (3% of all reported driving trips) in which the respondent did not report a distance or duration, reported the distance or duration as

unknown, or reported values that were clearly erroneous (e.g., trips whose calculated average speed was <5 miles per hour or >100 miles per hour). All travel data from 91 respondents (0.59% of all respondents) were excluded because they did not report valid distance or duration for any of their trips or because their responses appeared to be suspect (e.g., reported having driven for more than 24 hours in a 24-hour period).

Estimates of daily driving were obtained by computing the mean numbers of trips, minutes, and miles of driving reported by respondents. Estimates of trip-level characteristics including proportion of trips by category, mean minutes, and miles per driving trip were obtained from a dataset of all driving trips reported by respondents. Estimates of total trips, minutes, and miles driven by all drivers nationwide annually were obtained by multiplying daily driver-level means by 365 to produce annualized statistics

and then multiplying by the estimated total number of drivers in the United States. The total number of drivers in the U.S. was estimated by using the total residential population 16+ (U.S. Census Bureau, 2023) and by the survey estimate of the percentage of U.S. residents aged 16+ who drive. All statistics presented in this Research Brief except sample sizes are based on the weighted data. The statistical significance of changes in driving measures from 2020 to 2021 and from 2021 to 2022 were evaluated at the 95% confidence level using t tests of means or proportions. Because comparisons of driving patterns between 2020 and 2021 are described in a previous Research Brief (Tefft, 2022), the results outlined in this document focus on characterizing driving quantities of the American public in 2022 and comparisons with 2021 findings. Estimates from 2020 are included for reference and highlighted when relevant.

RESULTS

Driving Population

Table 2 shows the percentage of United States residents aged 16 years and older who reported driving at least occasionally. Overall, 94.5% of this group reported that they drove in 2022, statistically unchanged from the 93.8% who reported driving in 2021 and 93.6% who reported driving in 2020. Population trends in driving were very similar to trends from 2021. The proportion of the population that reported driving was highest among adults aged 35–74 and lowest among teenagers and young adults aged 20–24. The proportion of men who reported driving was slightly higher than the proportion of women who reported driving. The proportion of respondents who reported driving was highest among those who identified as White non-Hispanic compared to respondents from any other ethnic group. Reported driving proportions increased with increasing levels of education across all categories of educational

attainment examined. The proportion of respondents who reported driving was higher among those who were married or living with a partner compared to those who were divorced or separated, widowed, or never married. The proportion of respondents who reported driving was highest among those living in the Midwest and lowest among those living in the Northeast. A greater proportion of respondents living outside of metropolitan areas reported driving compared to those living in metropolitan areas.

Daily Driving Trips

Drivers made an average of 2.44 driving trips per day in 2022, statistically unchanged from the 2.56 daily driving trips reported in 2021 (Table 3). Drivers aged 25–34 reported significantly fewer trips (2.39) than in 2021 (2.70). Drivers aged 35–49 continued to report the greatest number of driving trips each day. Men and women reported a similar number of trips in 2022, neither of

which was significantly different from the number of trips reported in 2021. Similar to 2021, respondents who described themselves as White non-Hispanic and Hispanic/Latino reported more trips than those who described themselves as Black non-Hispanic or from another non-Hispanic ethnic group. Compared to 2021, the number of reported trips in 2022 rose among drivers with some college or a two-year degree, and fell among drivers from all other education backgrounds, however the changes were not statistically significant. Small decreases in daily driving trips were observed for drivers in all categories of marital status, though the reductions were not statistically significant. Drivers who resided in metropolitan areas reported significantly fewer daily driving trips in 2022 than in 2021. The average daily number of driving trips was relatively similar across quarters of the year in 2022. Drivers reported the most driving trips on Fridays and the fewest on Sundays in 2022.

Daily Driving Time & Distance

Drivers reported spending an average of 60.2 minutes per day driving in 2022, statistically unchanged from the 61.3 minutes per day they reported driving in 2021 (Table 4). In 2022, drivers aged 35–49 spent 78.3 minutes driving each day, the most of any age group and a significant increase from 2021. The amount of time spent driving decreased for people aged 20–24 and 25–34 compared to 2021, however the decrease was not statistically significant. Men continued to spend substantially more time driving each day than women did in 2022. Drivers who identified as Hispanic/Latino reported spending more time driving than drivers from all other ethnic backgrounds. There was a large decrease in driving time among drivers who identified as Black non-Hispanic in 2022 compared to 2021, however, this difference was not statistically significant due to sampling variability. In 2022, drivers with some college or a two-year degree drove more than people from other education backgrounds, marking a change from 2021

when drivers with a high school diploma drove the most. In contrast to 2020 and 2021, drivers in non-metro areas spent more time driving compared to drivers in metro areas in 2022. Drivers spent the most time driving on Fridays and the least amount of time driving on Saturdays.

Drivers reported an average of 30.1 miles driven daily in 2022, less than the 32.7 miles reported in 2021 but more than the 28.6 miles reported in 2020. However, differences were not statistically significant due to sampling variability (Table 5). Patterns of miles driven daily were generally similar to patterns in time spent driving. The average daily number of miles driven in the first quarter of 2022 was significantly higher than the corresponding average in 2021, whereas the average daily number of miles driven in last quarter in 2022 was significantly lower than in the same period in 2021.

Trip-Level Characteristics

Similar to trends in 2021, the largest proportion of driving trips in 2022 were undertaken to run errands (30%) (Table 6), while commuting comprised 22% of driving trips. Consistent with trends in 2021, the majority of driving trips in 2022 began between either 7–10:59am (23%) or 2–6:59pm (28%). Very few driving trips in 2022 began between 3am–6:59am (7%), but there was a significant increase in the proportion of these trips compared to 2021. In 2022, most driving trips were either taken by car (55%), a significant increase compared to 2021, or by SUV (28%).

The average number of minutes per driving trip was 24.5 minutes (Table 7), a similar duration to 2021 (23.8 minutes) and 2020 (23.2 minutes). The average driving commute to work in 2022 was 27.9 minutes, unchanged from 2021 (27.2 minutes). On average, driving trips for business were the longest duration of any trip purpose, while errands were the shortest. Similar to trends in previous years, the average duration of driving trips that began during the early hours of the morning (3am–6:59am) in 2022 was longer

than trips that began at any other time of the day. The average duration of trips that began between 7–10:59pm was significantly longer in 2022 (22.7 minutes) compared to 2021 (18.5 minutes). The average duration of a trip taken by car in 2022 was 24.4 minutes, and the average duration of a trip taken by SUV in 2022 was 23.4 minutes, both statistically unchanged from 2021.

The average length of a trip in miles in 2022 was 12.2 miles (Table 8), statistically unchanged from the average length of a trip in 2021 (12.7 miles) and 2020 (11.9 miles). The average driving commute trip was 14.7 miles. Similar to the trends in average duration of trips, the average length of driving trips for business were the longest of any trip purpose, while errands were the shortest. Relative to trips in 2021, there was a significant decrease in the average length of driving trips for medical purposes. The average

trip length in 2022 was longest for trips that began between 3–6:59am and shortest for trips that began between 3–6:59pm. The average length of driving trips undertaken by car (11.7 miles) was similar to SUVs (11.8 miles).

Overall Population-Level Estimates

The number of United States residents of driving age increased slightly, from an estimated 267.8 million people in 2021 to 269.5 million in 2022 (Table 9). In conjunction with the estimated percentage of the population that drives, this indicates that the U.S. driving population comprised approximately 254.5 million drivers in 2022, an increase of approximately 3.3 million drivers relative to 2021. These drivers made a total of approximately 227 billion driving trips, spent 93 billion hours behind the wheel, and drove an estimated 2.8 trillion miles in 2022.

DISCUSSION

Data collected from January 1st through December 31st 2022 in the American Driving Survey indicate that overall driving trends in 2022 look similar to trends in 2021. Drivers made an average of 2.44 driving trips, spending 60.2 minutes behind the wheel, and driving 30.1 miles each day in 2022. Projecting these results nationwide, drivers made a total of 227 billion driving trips, spent 93 billion hours driving, and drove 2.8 trillion miles, all of which represented small but not statistically significant decreases relative to 2021.

In the second full year of the American Driving Survey after the onset of the COVID-19 pandemic, some of the travel patterns reported by population groups that were disrupted by pandemic appeared to return to pre-pandemic trends while other patterns, first observed after the onset of the pandemic, have continued.

Because of methodological changes in survey design and administration, statistics from earlier versions of the American Driving

Survey (up through 2017) are not directly comparable with statistics from 2019 onwards (AAA Foundation for Traffic Safety 2021). However, broad comparisons are useful for uncovering changes in population trends.

Results from surveys administered between 2014 and 2017 reported that respondents from non-metropolitan areas tended to take more driving trips and drive longer in terms of minutes compared to respondents from metropolitan areas (Kim et al., 2019). This trend appeared to reverse in 2021 where respondents from metropolitan areas reported more trips and more time spent driving than their non-metropolitan counterparts. American Driving Survey results from 2022 marked a return to earlier trends, with respondents from non-metropolitan areas in 2022 driving more than their metropolitan counterparts.

Data from the 2020 and 2021 American Driving Survey uncovered a shift from pre-pandemic trends in terms of age group; drivers

aged 20–24 and 25–34 spent more time driving and drove more miles on average than drivers aged 35–49 in 2021 (Tefft, 2022). Results from the 2022 ADS look more similar to 2014–2017 patterns, which typically showed that drivers aged 20–24 and 25–34 drove slightly less than drivers aged 35–49, in terms of average daily time spent driving and miles driven (Kim et al., 2019).

There were, however, number of emerging driving patterns from 2021 that appeared to continue in 2022. The data cannot say for certain whether these shifts were caused by the pandemic or whether they would have occurred anyway, nonetheless they are useful to highlight. In data from 2014 through 2017, drivers with higher levels of education consistently spent much more time driving and drove far more miles than drivers with lower levels of education (Kim et al., 2019). In contrast, in both 2021 and 2022, drivers with high school education, some college, or a two-year degree reported more time spent driving than those with a bachelor's degree or higher.

In results from the 2014–2017 surveys, drivers who identified as White-non Hispanic tended to drive the most in terms of trips, miles, and minutes. In 2021 and 2022, drivers who identified as Hispanic or Latino reported more driving than any other ethnic group across all measures.

Early estimates indicate that traffic safety exhibited a relatively similar pattern to trends in driving behavior between 2021 and 2022. NHTSA estimates a small marginal decrease in fatalities (0.3%) in 2022 compared to 2021 (National Center for Statistics and Analysis, 2023). However, the burden of road traffic fatalities is not shared equally across populations. Disparities in fatalities by age and gender (Spencer et al., 2021), ethnicity (Raifman and Choma, 2022), educational attainment (Harper et al., 2015), and metropolitan area (Insurance Institute for Highway Safety, 2023) are well-documented. Recent evidence suggests that the COVID-19 pandemic may have interrupted some existing trends in fatal crashes and exacerbated

disparities (Tefft and Wang, 2022). Although the American Driving Survey does not examine traffic safety outcomes such as driving behavior or crash involvement, its data can provide some valuable insights into how trends in fatalities and disparities in fatalities relate to trends in exposure to risk among population groups. The analyses presented in this document are suggestive of some emerging changes in the relative amounts of driving by age group, educational attainment, ethnicity, and metropolitan area (among others), but do not formally test statistical differences in driving by population group. Future research could investigate statistical differences in amounts of driving by population groups, including combinations of different population group attributes, to help characterize driving risk exposure.

Analyses from the 2020–2022 American Driving Surveys at the trip level also can also provide some additional insight into fatality risks. NHTSA estimates that 54% of fatalities in 2022 occurred at night (National Center for Statistics and Analysis, 2023), while a recent AAA Foundation for Traffic Safety publication found the COVID-19 pandemic was associated with an increase in fatalities at night and in the early hours of the morning (Tefft and Wang, 2022). Results from the trip-level analyses indicate respondents began a small proportion of driving trips between 11pm and 6am, but the average duration and length of these trips were longer compared to trips beginning at other times of the day. Future research could examine how trip characteristics vary by population group to explore implications for risk exposure.

The data reported herein are subject to several limitations that should be noted. The American Driving Survey comprises self-reported information about travel derived from a sample of the population. It is possible that the travel behaviors of survey respondents might differ from those of non-respondents in ways not fully accounted for by weighting

the data. It is also possible that respondents might misremember and thus incorrectly report information about their travel.

In conclusion, as the United States continues to recover from the disruption to daily life as a result of the COVID-19 pandemic, Americans drove a similar amount on U.S. roads in 2022

compared to 2021. Some emerging travel patterns appeared to continue while others reverted back to pre-pandemic trends. Research on travel, driving behavior, and traffic safety should continue to carefully examine these patterns in a quest to understand the causes of, and inequities in, traffic fatalities on U.S. roads.

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Table 1. Characteristics of Respondents, American Driving Survey, 2020–2022.

	2020	2021	2022	Total
All	5,120	5,103	5,081	15,304
Age (years)				
16–19	186	220	256	662
20–24	383	268	281	932
25–34	994	1,085	1,023	3,102
35–49	1,189	1,069	1,142	3,400
50–64	1,230	1,240	1,243	3,713
65–74	759	808	785	2,352
75+	379	413	351	1,143
Sex				
Male	2,523	2,562	2,503	7,588
Female	2,597	2,541	2,578	7,716
Race & ethnicity				
White non-Hispanic	3,144	3,273	3,257	9,674
Black non-Hispanic	609	510	561	1,680
Other Race or 2+ Races non-Hispanic	477	485	462	1,424
Hispanic/Latino (any race)	890	835	801	2,526
Education				
Less than high school	387	383	422	1,192
High school diploma or GED	915	862	914	2,691
Some college or 2-year degree	2,179	2,129	2,025	6,333
Bachelor's degree or higher	1,639	1,729	1,720	5,088
Marital status				
Married	2,404	2,483	2,496	7,383
Living with partner	417	380	87	884
Divorced/Separated	722	684	790	2,196
Widowed	255	243	218	716
Never married	1,322	1,313	1,490	4,125
Census region				
Northeast	771	745	706	2,222
Midwest	1,220	1,318	1,334	3,872
South	1,838	1,775	1,805	5,418
West	1,291	1,265	1,236	3,792
Place of residence				
Non-metro area	866	819	798	2,483
Metro area	4,254	4,284	4,283	12,821

Table 2. Percent of U.S. Residents Aged 16+ Who Drove At Least Occasionally, in Relation to Selected Demographic Characteristics, United States, 2020–2022.

	2020	2021	2022
All	93.6	93.8	94.5
Age (years)			
16–19	83.0	85.6	88.7
20–24	88.7	88.1	86.5
25–34	94.9	94.6	95.3
35–49	96.2	95.9	96.6
50–64	95.7	96.1	96.1
65–74	95.0	95.9	96.4
75+	87.9	88.5	91.0
Sex			
Male	94.5	94.9	95.8
Female	92.7	92.8	93.1
Race & ethnicity			
White non-Hispanic	95.3	95.1	96.2
Black non-Hispanic	89.1	90.4	88.5
Other Race or 2+ Races non-Hispanic	93.3	92.6	93.0
Hispanic/Latino (any race)	90.2	92.2	93.0
Education			
Less than high school	83.3	81.4	88.2
High school diploma or GED	91.3	91.9	91.6
Some college or 2-year degree	95.7	96.4	95.6
Bachelor's degree or higher	97.8	98.1	98.2
Marital status			
Married	96.7	96.7	98.0*
Living with partner	95.8	96.0	95.5
Divorced/Separated	94.6	94.8	93.6
Widowed	85.2	81.4	85.4
Never married	88.3	90.1	90.8
Census region			
Northeast	90.2	89.4	91.8
Midwest	95.5	96.1	96.0
South	94.0	94.3	94.2
West	93.5	94.3	95.5
Place of residence			
Non-metro area	96.9	95.1	95.4
Metro area	93.1	93.6	94.3

* Denotes yearly increase or decrease statistically significant at 95% confidence level.

Table 3. Average Daily Number of Driving Trips Made by U.S. Drivers in Relation to Selected Characteristics, United States, 2020–2022.

	2020	2021	2022
All	2.37	2.56*	2.44
Age (years)			
16–19	1.81	1.79	1.85
20–24	2.02	2.37	2.26
25–34	2.51	2.70	2.39*
35–49	2.74	2.91	2.78
50–64	2.50	2.59	2.61
65–74	2.06	2.25	2.24
75+	1.85	2.33*	2.00
Sex			
Male	2.40	2.52	2.45
Female	2.35	2.59*	2.43
Race & ethnicity			
White non-Hispanic	2.40	2.62*	2.51
Black non-Hispanic	2.48	2.35	2.19
Other Race or 2+ Races non-Hispanic	2.33	2.14	2.10
Hispanic/Latino (any race)	2.20	2.67*	2.53
Education			
Less than high school	1.88	2.31	2.05
High school diploma or GED	2.35	2.49	2.22
Some college or 2-year degree	2.49	2.57	2.67
Bachelor's degree or higher	2.47	2.67*	2.57
Marital status			
Married	2.49	2.54	2.49
Living with partner	2.24	2.61	2.43
Divorced/separated	2.28	2.79*	2.70
Widowed	2.07	2.67*	2.39
Never married	2.30	2.44	2.25
Census region			
Northeast	2.21	2.51	2.20
Midwest	2.48	2.62	2.65
South	2.38	2.55	2.49
West	2.38	2.54	2.35
Place of residence			
Non-metro Area	2.47	2.44	2.57
Metro Area	2.36	2.57*	2.42*
Month			
January–March	2.83	2.39*	2.47
April–June	1.88	2.58*	2.43
July–September	2.36	2.68*	2.46
October–December	2.39	2.59	2.41
Day of week			
Sunday	2.22	2.43	2.09*
Monday	2.56	2.46	2.35
Tuesday	2.36	2.63	2.53
Wednesday	2.27	2.79*	2.43*
Thursday	2.50	2.67	2.58
Friday	2.50	2.75	2.74
Saturday	2.19	2.15	2.37

* Denotes yearly increase or decrease statistically significant at 95% confidence level.

Table 4. Average Daily Number of Minutes Spent Driving by U.S. Drivers in Relation to Selected Characteristics, United States, 2020–2022.

	2020	2021	2022
All	55.6	61.3*	60.2
Age (years)			
16–19	43.9	35.1	42.1
20–24	52.0	86.8	60.0
25–34	60.4	75.6*	63.0
35–49	61.5	64.0	78.3*
50–64	61.2	58.5	58.9
65–74	46.4	47.9	47.1
75+	36.2	45.4	41.1
Sex			
Male	62.8	68.2	65.9
Female	48.7	54.6*	54.6
Race & ethnicity			
White non-Hispanic	53.8	57.8	57.9
Black non-Hispanic	65.6	76.0	56.6
Other Race or 2+ Races non-Hispanic	55.3	47.3	59.9
Hispanic/Latino (any race)	55.8	71.6*	71.4
Education			
Less than high school	47.3	49.2	56.5
High school diploma or GED	59.4	73.2	61.0
Some college or 2-year degree	57.3	62.7	66.3
Bachelor's degree or higher	54.2	55.0	56.3
Marital status			
Married	60.8	57.2	60.9
Living with partner	53.4	81.6*	68.2
Divorced/separated	50.2	65.6*	57.4
Widowed	38.0	48.1	50.3
Never married	52.4	62.5	61.3
Census region			
Northeast	54.3	60.2	51.5
Midwest	50.5	56.3	61.0
South	59.1	62.9	64.3
West	55.5	63.7	59.1
Place of residence			
Non-metro area	53.5	59.1	67.8
Metro area	55.9	61.6	59.1
Month			
January–March	64.9	48.3*	59.3
April–June	44.6	55.3*	65.1
July–September	54.8	64.7*	63.2
October–December	57.0	77.8*	53.4
Day of week			
Sunday	53.1	55.6	55.5
Monday	61.4	59.8	59.0
Tuesday	53.2	54.6	64.8
Wednesday	52.7	61.9	58.0
Thursday	55.9	62.2	62.5
Friday	60.1	69.7	70.3
Saturday	52.4	64.6	51.7

* Denotes yearly increase or decrease statistically significant at 95% confidence level.

Table 5. Average Daily Number of Miles Driven by U.S. Drivers in Relation to Selected Demographic Characteristics, United States, 2020–2022.

		2020	2021	2022
		28.6	32.7	30.1
Age (years)				
	16–19	20.3	16.0	19.9
	20–24	24.5	56.7	30.8
	25–34	30.7	37.2	29.7
	35–49	31.4	32.8	38.9
	50–64	32.6	33.5	31.0
	65–74	25.2	24.3	23.7
	75+	18.9	22.8	20.3
Sex				
	Male	33.7	37.7	33.6
	Female	23.7	27.8	26.7
Race & ethnicity				
	White non-Hispanic	28.2	31.8	29.9
	Black non-Hispanic	33.5	43.2	26.2
	Other Race or 2+ Races non-Hispanic	30.4	24.5	29.4
	Hispanic/Latino (any race)	25.9	32.8	33.7
Education				
	Less than high school	22.6	20.3	27.1
	High school diploma or GED	29.5	41.6	28.6
	Some college or 2-year degree	29.8	33.0	34.7
	Bachelor's degree or higher	29.0	29.5	28.8
Marital status				
	Married	32.3	30.7	30.9
	Living with partner	26.0	40.8	30.1
	Divorced/separated	28.8	36.1	29.5
	Widowed	18.0	21.7	27.4
	Never married	24.3	33.8	29.5
Census region				
	Northeast	24.9	28.5	24.5
	Midwest	25.5	30.4	32.0
	South	32.0	33.3	32.0
	West	28.6	36.5	29.4
Place of residence				
	Non-metro area	30.9	37.1	42.4
	Metro area	28.3	32.0	28.3
Month				
	January–March	30.6	22.7*	28.4*
	April–June	24.1	30.6	33.3
	July–September	28.9	33.1	32.7
	October–December	30.2	44.5	26.1*
Day of week				
	Sunday	27.7	28.2	29.3
	Monday	30.8	31.1	30.4
	Tuesday	27.6	26.3	31.8
	Wednesday	28.1	27.7	27.1
	Thursday	28.1	31.7	33.4
	Friday	29.7	39.3	33.4
	Saturday	28.3	44.2	25.4

* Denotes difference between years statistically significant at 95% confidence level.

Values shown in red are imprecise (coefficient of variation > 30%) and should be treated with caution.

Table 6. Proportion of Trips by Selected Characteristics, United States, 2020–2022.

	2020	2021	2022
Trip Purpose^a			
Commuter to/from work	22.8	22.4	21.6
Business/work trip	7.5	7.6	6.9
School-related	3.7	5.1*	6.0
Medical	3.6	3.2	3.7
Errands	32.4	30.6*	30.3
Social/pleasure	17.8	18.6	19.4
Other	12.2	12.5	12.2
Time of day trip began^b			
3am–6:59am	6.1	5.8	6.7*
7am–10:59am	23.5	23.4	23.5
11am–2:59pm	21.7	21.9	21.5
3pm–6:59pm	29.3	28.3	28.7
7pm–10:59pm	10.7	10.7	9.9
11pm–2:59am	8.6	10.0*	9.8
Vehicle type^c			
Car	54.6	52.8*	54.7*
Pickup	12.0	11.3	10.1*
Van	1.9	1.8	1.7
Minivan	3.0	2.7	3.5*
SUV	26.8	29.6	28.3
Other	1.6	1.8	1.8

* Denotes yearly increase or decrease statistically significant at 95% confidence level.

The denominator for proportion estimates was the total number of trips with non-missing values for each examined characteristic. Total sum of proportions may differ slightly from 100.0 due to rounding

- a. The proportion of trips with a missing value for purpose was 1.3% in 2020, 0.9% in 2021, and 2% in 2022.
 b. The proportion of trips with a missing value for time of day was 2.8% in 2020, 2.2% in 2021 and 2.9% in 2022.
 c. The proportion of trips with a missing value for vehicle type was 1.3% in 2020, 1.1% in 2021, and 1.6% in 2022

Table 7. Average Minutes per Driving Trip by Selected Characteristics, United States, 2020–2022.

	2020	2021	2022
All	23.2	23.8	24.5
Trip Purpose			
Commuter to/from work	25.6	27.2	27.9
Business/work trip	34.5	40.8	37.0
School-related	20.4	20.5	22.7
Medical	27.5	29.5	26.0
Errands	17.0	17.4	18.0
Social/pleasure	26.8	25.9	26.0
Other	22.7	18.2*	24.8*
Time of day trip began			
3am–6:59am	30.5	33.3	35.8
7am–10:59am	26.4	25.7	25.6
11am–2:59pm	21.3	23.0	24.4
3pm–6:59pm	20.9	21.6	22.0
7pm–10:59pm	19.8	18.5	22.7*
11pm–2:59am	25.1	28.6	25.2
Vehicle type			
Car	22.4	23.3	24.4
Pickup	25.0	23.1	26.1
Van	24.2	40.7*	28.6
Minivan	16.7	24.3	24.4
SUV	23.2	22.3	23.4
Other	48.0	51.2	33.2

* Denotes yearly increase or decrease statistically significant at 95% confidence level.

Table 8. Average Miles per Driving Trip by Selected Characteristics, United States, 2020–2022.

	2020	2021	2022
All	23.2	23.8	24.5
Trip Purpose			
Commuter to/from work	13.5	14.9	14.7
Business/work trip	19.1	27.0	20.0
School-related	9.0	9.0	9.2
Medical	12.5	14.7	11.4*
Errands	7.5	7.0	7.3
Social/pleasure	15.4	16.1	15.1
Other	11.8	9.1*	12.6*
Time of day trip began			
3am–6:59am	17.9	22.3	20.0
7am–10:59am	14.0	12.3	12.4
11am–2:59pm	10.6	11.4	12.0
3pm–6:59pm	10.3	11.2	10.6
7pm–10:59pm	10.5	9.4	11.9
11pm–2:59am	11.9	19.0	12.8
Vehicle type			
Car	10.8	11.2	11.7
Pickup	13.4	12.4	14.1
Van	10.5	27.6*	13.6
Minivan	8.7	11.5	13.3
SUV	12.6	12.7	11.8
Other	32.5	43.8	23.5

* Denotes yearly increase or decrease statistically significant at 95% confidence level.

Values shown in red are imprecise (coefficient of variation > 30%) and should be treated with caution.

Table 9. Daily and Annual Estimates of the Driving Population, Driving Trips, Driving Duration, and Distance Driven, United States, 2020–2022.

	2020	2021	2022
Population aged 16+ years ^a (millions)	266.7	267.8	269.5
Drivers			
% of population that drives	93.6	93.8	94.5
Number of drivers (millions)	249.5	251.2	254.9
Driving trips			
Daily trips (per driver, mean)	2.37	2.56	2.44
Annual trips (per driver, mean)	866	933	891
Annual trips (total all drivers, billions)	216	234	227
Time spent driving			
Daily (mean per driver, minutes)	55.6	61.3	60.2
Annual (mean per driver, hours)	338	373	366
Annual (total all drivers, billions of hours)	84	94	93
Miles driven			
Daily (mean per driver, miles)	28.6	32.7	30.1
Annual (mean per driver, miles)	10,446	11,918	10,987
Annual (total all drivers, trillions of miles)	2.61	2.99	2.80

* Denotes difference between years statistically significant at 95% confidence level.

a. Note: population estimates presented in this brief differ from those reported in previous ADS briefs due to improvements in the availability of estimates of the population 16+ from the Census Bureau

ABOUT THE AAA FOUNDATION FOR TRAFFIC SAFETY

The AAA Foundation for Traffic Safety is a 501(c)(3) nonprofit, publicly supported charitable research and education organization. It was founded in 1947 by the American Automobile Association to conduct research to address growing highway safety issues. The organization's mission is to identify traffic safety problems, foster research that seeks solutions, and disseminate information and educational materials. AAA Foundation funding comes from voluntary, tax-deductible contributions from motor clubs associated with the American Automobile Association and the Canadian Automobile Association, individual AAA club members, insurance companies and other individuals or groups.

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