

American Driving Survey: 2024

This Research Brief provides highlights from the AAA Foundation for Traffic Safety's 2024 American Driving Survey, which quantifies the daily driving of the U.S. population in 2024 and compares results to 2023 and 2022. Additionally, it extends analyses of survey data to examine the age of vehicles driven by the American public (Zhang & Steinbach, 2024) and explores differences by population groups, while introducing new analyses on vehicle engine type. Vehicle age and engine type are important components of both crash risk and environmental impact, as newer vehicles are equipped with more advanced safety features, and alternative engines can reduce emissions. Furthermore, the analysis of engine type is relevant given policy changes, such as tax credits for electric vehicles, which are designed to accelerate their adoption

(Hoogland et al., 2025). Overall, results from the 2024 data show a slight decline in the proportion of the driving population, from 95.3% in 2023 to 94.2% in 2024. Drivers reported making an average of 2.44 driving trips, spending 60.4 minutes behind the wheel, and driving 31.1 miles each day in 2024. Projecting these results to all drivers nationwide, 260.0 million drivers made a total of 232 billion driving trips, spent 96 billion hours driving, and drove 2.95 trillion miles in 2024. Analysis of vehicle age indicates a significant proportion of trips were undertaken using vehicles aged 0 to 4 years (34%). While electric vehicles accounted for only 2.5% of all daily trips, on average drivers of electric vehicles drove more miles and minutes daily compared to drivers of gas or hybrid engine vehicles.

METHOD

The methodology of the American Driving Survey has been detailed in previous reports (AAA Foundation for Traffic Safety, 2021) and is summarized here. Members of a pre-recruited research panel were invited to participate in an interview conducted either online or by telephone. Participants were asked to report basic information about travel they completed on the day prior to the interview. Approximately 5,100 participants were interviewed each year, with interviews distributed approximately evenly across all days of the year. The survey

was administered in both English and Spanish, primarily through an online platform. Telephone interviews were offered to accommodate participants without internet access or those more comfortable responding by phone. Individuals who did not respond to the initial invitation received up to four reminder messages over a 20-day period. Completed interviews were obtained from 23.2% of those invited in 2022, 20.8% in 2023, and 20.6% in 2024. The analyses presented in this Research Brief are based on data collected between January 1, 2022, and

December 31, 2024. All survey data were weighted to account for each respondent's probability of being invited to participate and to adjust the sample to match the demographic characteristics of the U.S. population. The characteristics of the unweighted sample are presented in Table 1.

Trip distance and/or duration were imputed for 1,340 trips (3.8% 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 113 respondents (0.74% of all respondents) were excluded because they did not report valid distance or duration for any of their trips or because their responses were 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.

Trip-level characteristics by vehicle age, including the proportion of trips, mean minutes, and miles per driving trip, were estimated using data from a dataset including all driving trips for which respondents reported the year of the vehicle. Two assumptions were made for this analysis: if a respondent indicated having access to only one vehicle, it was assumed that the reported vehicle year applied to all trips made by that respondent. Conversely, if a respondent indicated having access to multiple vehicles, the year of the vehicle used most frequently was assumed to correspond to all trips made by that respondent. In 2024, 4,948 out of 5,052 respondents reported access to at least one vehicle, and 4,590 respondents reported the year of the vehicle.

This brief also describes the analysis of newly collected data to examine vehicle types,

distinguishing between gas, hybrid, and electric vehicles. Vehicle type classifications were based on participants' most frequently used vehicle, similar to the analysis for vehicle age. Records missing key trip information, such as total miles or minutes driven, were excluded to ensure data quality. Survey-weighted descriptive estimates were used to calculate the prevalence of each vehicle type, while weighted means of daily total driving time and distance were calculated to assess usage across vehicle types.

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 U.S. drivers was estimated by using the total residential population aged 16 years and older (U.S. Census Bureau, 2024) and by the survey estimate of the percentage of U.S. residents aged 16 years and older 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 2022 to 2023 and from 2023 to 2024 were evaluated at the 95% confidence level using t-tests of means or proportions. Because comparisons of driving patterns between 2022 and 2023 are described in a previous Research Brief (Zhang & Steinbach, 2024), the results outlined in this document focus on characterizing driving quantities of the American public in 2024 and comparisons with 2023 findings. Estimates from 2022 are included for reference and highlighted when relevant.

RESULTS

Driving Population

Table 2 shows the percentage of U.S. residents aged 16 and older who reported driving at least occasionally, with comparisons across selected demographic groups between 2023 and 2024. In 2024, 94.2% of respondents reported driving, a decrease from 95.3% in 2023.

Driving trends showed a decline across most age groups from 2023 to 2024 in drivers reporting driving at least occasionally, although none of these differences were statistically significant. The largest drop was among 16- to 19-year-olds, falling from 89.3% in 2023 to 83.1% in 2024. Smaller decreases were seen in the other age groups, while rates increased slightly among adults aged 65-74.

From 2023 to 2024, driving prevalence declined slightly for both males and females. Decreases were observed for Black non-Hispanic respondents (from 91.4% to 87.9%) and Other non-Hispanic respondents (from 96.8% to 92.5%), the latter representing a statistically significant change. Education level continued to show an association with driving rates. While most education groups saw minor declines, the largest significant drop occurred among those with a high school diploma or GED (-4%). A small but statistically significant increase was also recorded for those with a bachelor's degree or higher.

The most significant employment-related decline occurred among those not working, dropping from 89.3% to 83.4%. Driving rates among those who were working or retired remained largely unchanged. Regionally, the South saw a moderate but statistically significant decline (-2.9%), while drivers in the West reported a small increase. A statistically significant drop in driving was observed among non-metropolitan residents (from 98.2% to 93.9%), whereas metropolitan areas saw minimal change.

Daily Driving Trips

Drivers made an average of 2.44 driving trips per day in 2024, unchanged from 2023 (Table 3). As in previous years, drivers aged 35-49 reported the highest average number of daily trips (2.82), while those aged 16-19 and 20-24 made the fewest (1.94 and 1.99, respectively). Men continued to report more trips than women, averaging 2.55 trips per day in 2024, compared with 2.33 for women. White non-Hispanic respondents reported more daily trips than other race/ethnic groups, mirroring trends from previous years.

By education, drivers with a bachelor's degree or higher, as well as those with some college or a two-year degree, continued to report more daily trips than other education groups. The average number of trips among drivers with less than a high school education fell slightly in 2024, but the change was not statistically significant. Married drivers reported the highest number of daily trips among all marital status categories, while divorced/separated made fewer trips in 2024 compared to 2023. Working drivers continued to take the most trips per day (2.72), while average trips per day among those not working continuing to decline relative to previous years (1.73). Regionally, the Northeast experienced a noticeable but not statistically significant increase in trips, rising to 2.56 in 2024. A very slight decrease was noted for non-metro area drivers as compared to 2023 data, while drivers in metro areas showed no changes. Seasonally, the average number of trips increased significantly between January and March and was the highest traveled season of the year, a notable difference from 2023. The lowest traveled season in 2024 was between July and September. Compared to 2023, daily patterns changed slightly, with Thursdays and Fridays having the highest average number of trips and Sundays having the fewest.

Daily Driving Time & Distance

Drivers reported spending an average of 60.4 minutes per day driving in 2024, statistically unchanged from 60.7 minutes in 2023 (Table 4). Drivers aged 35–49 again spent the most time behind the wheel (72.4 minutes), followed by those aged 20–24 (64.7 minutes) and 50–64 (63.5 minutes). A statistically significant decrease was reported among drivers aged 25–34, from 67.8 minutes in 2023 to 56.0 minutes in 2024. Across all three years, men consistently reported spending more time driving than women.

Drivers identifying as Black non-Hispanic had the highest average daily driving time in 2024, followed by drivers from Other non-Hispanic racial groups. Hispanic/Latino drivers saw a decrease of 10.8 minutes, but this decrease was not statistically significant. Drivers with some college or a two-year degree and a bachelor's degree or higher reported slight increases, whereas other education groups reported slight decreases. Among marital status groups, average driving time continued to be the highest among married drivers. Divorced/Separated and widowed drivers reported an insignificant but slight increase in driving time. Working drivers continued to report the most driving time (70.1 minutes), while those not working and those retired reported almost 25 minutes less per day. Regionally, drivers in the Northeast reported spending the most time behind the wheel per day in 2024 (66.2 minutes), while drivers reported the least amount of driving time in the West (54.4 minutes).

Drivers in metropolitan areas averaged more daily driving time (61.2 minutes) than those in non-metropolitan areas (55.0 minutes), reversing the trend from 2022. Driving time per day peaked in April–June and was lowest in July–September. Daily patterns differed from those of previous years—drivers spent the most time driving on Fridays (67.7 minutes) and the least on Mondays (55.1 minutes), although differences from previous years were not statistically significant.

In 2024, drivers reported traveling an average of 31.1 miles per day, up from 29.1 miles in 2023 and

30.1 miles in 2022; however, differences were not statistically significant (Table 5). Males continued to report higher daily mileage than females (36.0 vs. 26.3 miles). Drivers aged 35–49 reported the most daily miles, while those aged 75 and older reported the fewest. Notably, average daily miles increased among several groups, including those aged 20–24, drivers with a bachelor's degree or higher, and those reporting as Black non-Hispanic, though none of the differences were statistically significant. Drivers who were employed and those residing in metropolitan areas also reported increased mileage compared to 2023. Regional differences persisted, with drivers in the Northeast averaging the most daily miles (33.2), and drivers in the West averaging the least daily miles (27.5). Tuesdays and Fridays (33.9 miles per day) show the highest reported mileage, with Mondays being the lowest (26.8 miles).

Trip-Level Characteristics

In 2024, the largest share of driving trips continued to be for running errands, accounting for 28.9% of all trips, closely followed by commuting to and from work at 22.8% (Table 6). Social and pleasure trips represented 19.2% of trips, remaining steady compared to previous years. Business-related trips increased significantly from 4.7% in 2023 to 5.7% in 2024, while school-related trips held relatively stable at 6.6%. Medical trips saw a significant decrease to 3.8% after a rise in 2023.

Trip start times in 2024 showed that most driving occurred during peak morning and afternoon periods. A large proportion of trips began between 3:00 and 6:59 pm and 7:00 to 10:59 am, consistent with typical work commute windows. Early morning trips (3:00 to 6:59 am) increased slightly to 7.3%, while late-night trips (11:00 pm to 2:59 am) remained low at 3.9%.

Average trip duration and distance remained consistent at 24.6 minutes and 12.7 miles, respectively. Business and work-related trips (Table 7, Table 8) were the longest and farthest on average (34.5 minutes, 18.9 miles), followed

by work commutes (29.4 minutes, 16.0 miles). In contrast, school-related (18.4 minutes, 7.4 miles) and errand trips (18.3 minutes, 7.9 miles) were shorter in both time and distance. Trip characteristics also varied by time of day. Trips beginning during the late-night period (11:00 p.m.–3:00 a.m.) averaged 30.8 minutes and 17.8 miles, longer than those initiated during daytime hours, while early morning trips (3:00–7:00 a.m.) were similarly extended (31.2 minutes, 19.7 miles). These findings suggest that nighttime and early morning travel continues to represent a smaller share of total trips but involves longer and farther journeys. Trips taken in vans (31.2 minutes, 13.8 miles) and minivans (26.8 minutes, 15.4 miles) tended to be longer than those in cars (24.5 minutes, 11.6 miles) or SUVs (23.7 minutes, 12.9 miles).

Estimates by Vehicle Age

In 2024, the distribution of driving trips by vehicle age shifted further toward newer vehicles. Trips made in vehicles aged 0–4 years increased to 34.0% from 27.0% in 2023, while the proportion of trips involving vehicles older than 14 years declined significantly to 16.6% from 22.2% (Table 9). Vehicles aged 5–9 years accounted for 31.9% of trips, showing a slight decrease, whereas trips in vehicles aged 10–14 years remained consistent compared to 2023. Average trip durations were consistent across vehicle age groups, ranging from 23.5 minutes for vehicles aged 5–9 years to 25.9 minutes for vehicles aged 0–4 years. Similarly, average trip lengths were longer for newer vehicles (14.4 miles) compared to the oldest vehicles (12.0 miles), indicating that newer vehicles tend to be used more or for longer trips.

Younger drivers aged 16–19 were most likely to drive older vehicles, with 30.9% operating vehicles more than 14 years old. Conversely, 38% of drivers aged 75+ drove vehicles less than 4 years old (Table 10). Male drivers were more likely than females to drive older vehicles (21.6% vs. 16.2%). Education was strongly correlated with vehicle age: 39.4% of respondents holding a bachelor's degree or higher

drove newer vehicles, whereas 27.7% of those without a high school diploma reported driving vehicles older than 14 years. Regional differences were observed, with the Northeast exhibiting the highest proportion of drivers using newer vehicles (37.9%), while more non-metropolitan residents reported using older vehicles (24.5%) compared to metropolitan residents (18.8%).

Respondents with less than high school education tended to drive vehicles older than 14 years as compared to the other groups, remaining consistent with previous year's trends (Table 10). Female respondents were less likely than males to drive older vehicles. Employment status was a significant predictor: respondents who were not working were more likely to drive older vehicles compared to employed respondents. Regionally, residents of the Midwest, West, and South were more likely to drive vehicles older than 14 years compared to those residing in the Northeast. Additionally, divorced/separated and never-married respondents were more likely to drive older vehicles compared to married respondents.

Estimates by Vehicle Type

In 2024, the largest share of driving trips were made in gas/diesel vehicles, which accounted for 91.0% of all use (Table 11). Hybrids represented 6.4% of trips, and electric vehicles (EVs) made up 2.5%. Gas/diesel vehicles averaged 24.3 minutes per trip, while hybrids averaged 25.8 minutes and EVs averaged the longest trip duration at 32.9 minutes. Average trip distances followed a similar pattern, with gas/diesel vehicles covering 12.5 miles per trip, hybrids averaging 13.4 miles, and EVs averaging 16.0 miles. These differences suggest that EVs, while representing a small share of trips overall, are more often used for longer journeys in both time and distance.

Overall Population-Level Estimates

Based on estimates from the Census Bureau, the number of U.S. residents aged 16 and older increased from an estimated 272.5 million people in 2023 to approximately 276.0 million in 2024

(Table 12). The percentage of the population that drives was estimated at 94.2% in 2024, resulting in approximately 260.0 million drivers in the United States, an increase from 259.6

million in 2023. U.S. drivers made an estimated total of 232 billion driving trips, spent around 96 billion hours behind the wheel, and drove approximately 2.95 trillion miles in 2024.

DISCUSSION

Data collected from January 1 through December 31, 2024, in the American Driving Survey indicate that driving trends in the United States have stabilized, with overall metrics in 2024 remaining largely consistent with those observed in 2023. Drivers made an average of 2.44 driving trips, spent 60.4 minutes behind the wheel, and drove 31.1 miles each day. Projected nationally, this equates to approximately 2.95 trillion miles driven, 96 billion hours spent driving, and 232 billion trips taken.

As in previous years, driving behaviors differed by geographic area (Kim et al., 2019; Steinbach & Tefft, 2023). Respondents from non-metropolitan areas reported less daily driving trips and greater distances than those from metropolitan areas. Similarly, residents of the Midwest, South, and West drove fewer miles and minutes than residents of the Northeast.

Individuals with less than a high school education continued to report fewer driving distances compared to other educational groups. In contrast with 2023 data, drivers with a Bachelor's degree or higher drove more miles than any other education group. White non-Hispanic respondents again reported the fewest daily driving durations (57.5 minutes), whereas Hispanic/Latino respondents reported the fewest driving miles (27.8) compared to the other groups.

Travel patterns by time of day also remained stable. Although a relatively small proportion of driving trips (3.9% and 7.3%) began between 11:00 p.m.–3:00 a.m. and 3:00 a.m.–7:00 a.m., these trips tended to be longer in both duration and distance compared with trips initiated at other times of day. Previous research has shown that driving at night is associated with

greater difficulty and higher risk of crashes and injuries compared with daytime driving (Regev et al., 2018; Wood, 2020; Leibowitz et al., 1998). Given these findings, the pattern of longer nighttime trips may indicate a safety concern.

Drivers in 2024 continued to use newer vehicles, those 0–4 and 5–9 years old, for the majority of their trips, which were associated with longer trip durations and distances. For example, trips in vehicles aged 0–4 years averaged 25.9 minutes and 14.4 miles, while those in vehicles more than 14 years old averaged 24.8 minutes and 12.0 miles. Nonetheless, 16.6% of trips were taken in vehicles over 14 years old, and a total of 34.1% of trips were made in vehicles that were at least 10 years old. As in previous years, these figures raise safety concerns, as older vehicles may lack advanced safety technologies and be more susceptible to mechanical degradation (Zhang & Steinbach, 2024).

Notable disparities in vehicle age continued among demographic groups. Teenage drivers (aged 16–19) were the most likely of any age group to drive older vehicles, with nearly a third of drivers using vehicles more than 14 years old (30.9%). This aligns with previous research (Eichelberger et al., 2015; Walshe, 2025) and is concerning given the elevated crash risk among teen drivers due to inexperience and socioeconomic factors (Alderman et al., 2018). While advances in vehicle technology aim to improve safety and comfort (Mueller & Cicchino, 2022), teen drivers are more likely to operate older vehicles that lack these features (Weast & Monfort, 2021), thereby limiting their ability to benefit from these safety enhancements and potentially contributing to higher crash rates.

Analysis also revealed an interesting pattern between education, vehicle age, and mileage. Respondents with a bachelor's degree or higher reported the highest average daily mileage (33.0 miles) and were most likely to drive newer vehicles (39.4% aged 0–4 years). In contrast, drivers with less than a high school education reported the lowest daily mileage (27.9 miles) and were most likely to operate vehicles more than 14 years old (27.7%).

The 2024 data show an interesting distribution in vehicle use by engine type. While conventional gasoline/diesel vehicles accounted for the vast majority (91.0%) of all trips, their average trip duration and distance were the shortest. In contrast, electric vehicles, which represented only 2.5% of trips, were consistently used for the longest journeys, averaging 32.9 minutes and 16.0 miles per trip, substantially longer than both hybrid and conventional vehicles, suggesting that adopters of alternative engine technologies are integrating EVs for substantial travel needs.

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.

American driving patterns in 2024 were largely consistent with the previous year. While drivers traveled slightly longer distances and durations in newer vehicles, a significant share of trips continued to be made in vehicles more than 14 years old. EVs accounted for longer trips, despite being used by a very small proportion of drivers. Further research on travel, driving behavior, and traffic safety should continue to examine how vehicle characteristics, including engine type, influence driving behavior and safety outcomes on U.S. roads.

REFERENCES

AAA Foundation for Traffic Safety. (2021). *New American Driving Survey: Updated Methodology and Results from July 2019 to June 2020* (Technical Report). Washington, D.C.: AAA Foundation for Traffic Safety.

Alderman, E. M., Johnston, B. D., Committee on Adolescence, & Council on Injury, Violence, and Poison Prevention (2018). The Teen Driver. *Pediatrics*, 142(4), e20182163. <https://doi.org/10.1542/peds.2018-2163>

Eichelberger, A. H., Teoh, E. R., & McCartt, A. T. (2015). Vehicle choices for teenage drivers: a national survey of U.S. parents. *Journal of Safety Research* 55, 1–5. <https://doi.org/10.1016/j.jsr.2015.07.006>

Hoogland, K., Hardman, S., Chakraborty, D., & Bunch, D. S. (2025). The US federal tax incentive encourages buyers to lease and purchase electric vehicles. *Transportation Research Part A: Policy and Practice*, 199. <https://doi.org/10.1016/j.tra.2025.104605>

Kim, W., Añorve, V. & Tefft, B.C. (2019). *American Driving Survey, 2014–2017* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety.

Leibowitz, H. W., Owens, D. A., & Tyrrell, R. A. (1998). The assured clear distance ahead rule: implications for nighttime traffic safety and the law. *Accident; analysis and prevention*, 30(1), 93–99. [https://doi.org/10.1016/s0001-4575\(97\)00067-5](https://doi.org/10.1016/s0001-4575(97)00067-5)

Mueller, A. S., & Cicchino, J. B. (2022). Teen driver crashes potentially preventable by crash avoidance features and teen-driver-specific safety technologies. *Journal of safety research*, 81, 305–312. <https://doi.org/10.1016/j.jsr.2022.03.007>

Regev, S., Rolison, J. J., & Moutari, S. (2018). Crash risk by driver age, gender, and time of day using a new exposure methodology. *Journal of safety research*, 66, 131–140. <https://doi.org/10.1016/j.jsr.2018.07.002>

Steinbach, R. & Tefft, B.C. (2023). *American Driving Survey: 2022* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety.

United States Census Bureau. (2024). *Annual Estimate of the Residential Population by Single Year of Age and Sex for the United States: April 1, 2020 to July 1, 2023* (NC-EST2022-AGESEX-RES) National Population by Characteristics: 2020–2023. Retrieved from: <https://www.census.gov/data/datasets/time-series/demo/popest/2020s-national-detail.html>

Walshe E. A. (2025). Teen Drivers, Older Cars, and Advanced Driver Assistance Systems-Bridging the Safety Gap. *JAMA network open*, 8(5), e258952. <https://doi.org/10.1001/jamanetworkopen.2025.8952>

Weast, R. A., & Monfort, S. S. (2021). Characteristics of vehicles driven by teens and adults killed in crashes, 2013–2017. *Journal of safety research*, 77, 263–267. <https://doi.org/10.1016/j.jsr.2021.03.010>

Wood J. M. (2020). Nighttime driving: visual, lighting and visibility challenges. *Ophthalmic & physiological optics: the journal of the British College of Ophthalmic Opticians (Optometrists)*, 40(2), 187–201. <https://doi.org/10.1111/oppo.12659>

Zhang, X. & Steinbach, R. (2024). *American Driving Survey: 2023* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety.

Table 1. Characteristics of Respondents, American Driving Survey, 2022–2024.

		2022	2023	2024
	All	5,081	5,003	5,052
Age (years)				
16–19	256	258	316	
20–24	281	236	260	
25–34	1,023	1,098	1,056	
35–49	1,142	1,188	1,226	
50–64	1,243	1,171	1,163	
65–74	785	703	665	
75+	351	349	366	
Sex				
Male	2,503	2,541	2,453	
Female	2,578	2,462	2,599	
Race & ethnicity				
White non-Hispanic	3,257	3,089	3,055	
Black non-Hispanic	561	574	597	
Other race non-Hispanic	462	479	496	
Hispanic/Latino (any race)	801	861	904	
Education				
Less than high school	422	427	504	
High school diploma or GED	914	868	916	
Some college or two-year degree	2,025	1,936	1,873	
Bachelor's degree or higher	1,720	1,772	1,759	
Marital status				
Married	2,522	2,448	2,524	
Divorced/separated	804	728	693	
Widowed	220	249	223	
Never married	1,535	1,578	1,612	
Employment status				
Working	3,042	3,126	3,056	
Not working	908	858	954	
Retired	1,107	977	988	
Missing	24	42	45	
Census region				
Northeast	706	670	699	
Midwest	1,334	1,302	1,244	
South	1,805	1,722	1,769	
West	1,236	1,309	1,340	
Place of residence				
Non-metro area	798	738	732	
Metro area	4,283	4,265	4,320	

Table 2. Percent of U.S. Residents Aged 16+ Who Drove at Least Occasionally, in Relation to Selected Demographic Characteristics, United States, 2022–2024.

		2022	2023	2024
	All	94.5	95.3	94.2
Age (years)				
16–19	88.7	89.3	83.1	
20–24	86.5	94.8*	89.9	
25–34	95.3	93.5	94.0	
35–49	96.6	97.5	96.7	
50–64	96.1	96.0	95.0	
65–74	96.4	95.6	97.0	
75+	91.0	95.7	93.5	
Sex				
Male	95.8	95.5	95.1	
Female	93.1	95.0	93.3	
Race & ethnicity				
White non-Hispanic	96.2	96.4	95.8	
Black non-Hispanic	88.5	91.4	87.8	
Other race non-Hispanic	93.0	96.8*	92.4*	
Hispanic/Latino (any race)	93.0	93.2	94.1	
Education				
Less than high school	88.2	88.1	87.4	
High school diploma or GED	91.6	93.9	89.9*	
Some college or two-year degree	95.6	96.9	95.9	
Bachelor's degree or higher	98.2	97.5	98.7*	
Marital status				
Married	98.0	98.1	97.4	
Divorced/separated	93.7	94.4	92.5	
Widowed	85.5	92.1	93.0	
Never married	90.9	92.1	90.4	
Employment status				
Working	97.5	97.0*	96.9	
Not working	84.6	89.3	83.4	
Retired	95.1	95.6	96.0	
Census region				
Northeast	91.8	92.9	92.9	
Midwest	96.0	95.5	95.4	
South	94.2	96.2	93.3*	
West	95.5	95.3	95.8	
Place of residence				
Non-metro area	95.4	98.2*	93.9*	
Metro area	94.3	94.8	94.3	

* Denotes increase or decrease relative to the previous year, 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, 2022–2024.

		2022	2023	2024
	All	2.44	2.43	2.44
Age (years)				
	16–19	1.85	2.17	1.94
	20–24	2.26	1.79	1.99
	25–34	2.39	2.43	2.38
	35–49	2.78	2.82	2.82
	50–64	2.61	2.46	2.50
	65–74	2.24	2.36	2.36
	75+	2.00	2.19	2.12
Sex				
	Male	2.45	2.46	2.55
	Female	2.43	2.40	2.33
Race & ethnicity				
	White non-Hispanic	2.51	2.47	2.49
	Black non-Hispanic	2.19	2.30	2.39
	Other race non-Hispanic	2.10	2.35	2.41
	Hispanic/Latino (any race)	2.53	2.41	2.28
Education				
	Less than high school	2.05	2.14	2.00
	High school diploma or GED	2.22	2.21	2.34
	Some college or two-year degree	2.67	2.41*	2.53
	Bachelor's degree or higher	2.57	2.69	2.56
Marital status				
	Married	2.49	2.60	2.64
	Divorced/separated	2.69	2.51	2.31
	Widowed	2.38	2.31	2.28
	Never married	2.25	2.15	2.19
Employment status				
	Working	2.69	2.70	2.72
	Not working	2.02	1.89	1.73
	Retired	2.08	2.10	2.19
Census region				
	Northeast	2.20	2.34	2.56
	Midwest	2.65	2.42	2.41
	South	2.49	2.52	2.47
	West	2.35	2.34	2.31
Place of residence				
	Non-metro area	2.57	2.47	2.41
	Metro area	2.42	2.42	2.44
Month				
	January–March	2.47	2.24	2.59*
	April–June	2.43	2.50	2.46
	July–September	2.46	2.47	2.33
	October–December	2.41	2.50	2.36
Day of week				
	Sunday	2.09	2.29	2.18
	Monday	2.35	2.44	2.38
	Tuesday	2.53	2.43	2.37
	Wednesday	2.43	2.65	2.48
	Thursday	2.58	2.46	2.76
	Friday	2.74	2.38	2.62
	Saturday	2.37	2.32	2.26

* Denotes increase or decrease relative to the previous year, 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, 2022–2024.

		2022	2023	2024
	All	60.2	60.7	60.4
Age (years)				
16–19	42.1	56.2	52.7	
20–24	60.0	46.0	64.7	
25–34	63.0	67.8	56.0*	
35–49	78.3	72.4	72.4	
50–64	58.9	58.2	63.5	
65–74	47.1	55.5	51.4	
75+	41.1	46.5	43.4	
Sex				
Male	65.9	66.1	68.1	
Female	54.6	55.4	53.0	
Race & ethnicity				
White non-Hispanic	57.9	56.5	57.5	
Black non-Hispanic	56.6	70.7	72.1	
Other race non-Hispanic	59.9	57.1	67.3	
Hispanic/Latino (any race)	71.4	70.9	60.1	
Education				
Less than high school	56.5	57.5	55.5	
High school diploma or GED	61.0	67.3	59.8	
Some college or two-year degree	66.3	57.6*	60.8	
Bachelor's degree or higher	56.3	58.8	62.0	
Marital status				
Married	61.2	64.1	63.6	
Divorced/separated	57.0	58.0	60.1	
Widowed	50.0	47.0	51.1	
Never married	61.4	58.8	56.9	
Employment status				
Working	68.2	69.6	70.1	
Not working	52.9	44.9	45.6	
Retired	43.2	47.9	45.4	
Census region				
Northeast	51.5	56.3	66.2	
Midwest	61.0	57.4	56.0	
South	64.3	63.4	64.1	
West	59.1	62.2	54.4	
Place of residence				
Non-metro area	67.8	60.5	55.0	
Metro area	59.1	60.7	61.2	
Month				
January–March	59.3	55.8	59.3	
April–June	65.1	62.4	66.0	
July–September	63.2	63.2	57.7	
October–December	53.4	61.4	58.7	
Day of week				
Sunday	55.5	54.1	58.3	
Monday	59.0	61.2	55.1	
Tuesday	64.8	57.5	62.8	
Wednesday	58.0	69.3	59.2	
Thursday	62.5	61.2	62.6	
Friday	70.3	58.5	67.7	
Saturday	51.7	62.7	57.4	

* Denotes increase or decrease relative to the previous year, 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, 2022–2024.

		2022	2023	2024
	All	30.1	29.1	31.1
Age (years)				
16–19	19.9	25.5	26.4	
20–24	30.8	21.9	28.3	
25–34	29.7	32.5	30.0	
35–49	38.9	36.0	37.8	
50–64	31.0	28.1	36.0*	
65–74	23.7	25.2	24.2	
75+	20.3	22.2	18.0	
Sex				
Male	33.6	32.3	36.0	
Female	26.7	26.0	26.3	
Race & ethnicity				
White non-Hispanic	29.9	29.1	31.6	
Black non-Hispanic	26.2	29.9	33.7	
Other race non-Hispanic	29.4	26.4	31.1	
Hispanic/Latino (any race)	33.7	30.1	27.8	
Education				
Less than high school	27.1	27.0	27.9	
High school diploma or GED	28.6	30.4	30.3	
Some college or two-year degree	34.7	28.8*	30.4	
Bachelor's degree or higher	28.8	29.0	33.0	
Marital status				
Married	30.9	32.5	33.7	
Divorced/separated	29.6	26.5	30.9	
Widowed	27.3	19.4	22.1	
Never married	29.5	26.6	28.4	
Employment status				
Working	35.7	34.3	37.6	
Not working	21.3	19.4	20.6	
Retired	21.3	22.0	21.4	
Census region				
Northeast	24.5	25.3	33.2	
Midwest	32.0	29.7	31.5	
South	32.0	30.0	32.2	
West	29.4	29.9	27.5	
Place of residence				
Non-metro area	42.4	35.5	32.3	
Metro area	28.3	28.2	30.9	
Month				
January–March	28.4	27.3	30.6	
April–June	33.3	29.8	36.4	
July–September	32.7	31.0	28.3	
October–December	26.1	28.5	29.0	
Day of week				
Sunday	29.3	25.8	28.5	
Monday	30.4	32.3	26.8	
Tuesday	31.8	26.9	33.9	
Wednesday	27.1	31.3	31.0	
Thursday	33.4	28.9	32.5	
Friday	33.4	28.5	33.9	
Saturday	25.4	30.1	30.8	

* Denotes increase or decrease relative to the previous year, 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, 2022–2024.

	2022	2023	2024
Trip Purpose^a			
Commute to/from work	21.6	22.5	22.8
Business/work trip	6.9	4.7*	5.7*
School-related	6.0	6.1	6.6
Medical	3.7	4.5*	3.8*
Errands	30.3	31.1	28.9*
Social/pleasure	19.4	19.6	19.2
Other	12.2	11.5	13.1*
Time of day trip began^b			
3am–6:59am	6.7	6.7	7.3
7am–10:59am	23.5	24.7	25.1
11am–2:59pm	27.5	26.1	26.0
3pm–6:59pm	28.7	27.6	28.3
7pm–10:59pm	9.9	10.4	9.4
11pm–2:59am	3.8	4.5	3.9
Vehicle type^c			
Car	54.7	53.3	52.7
Pickup	10.1	9.7	10.2
Van	1.7	2.3*	1.8*
Minivan	3.5	2.5*	3.8*
SUV	28.3	30.5*	30.7
Other	1.8	1.7	0.8*

Note: 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

* Denotes increase or decrease relative to the previous year, statistically significant at 95% confidence level.

a. The proportion of trips with a missing value for purpose was 1.99% in 2022, 0.72% in 2023, and 0.83% in 2024.

b. The proportion of trips with a missing value for time of day was 2.94% in 2022, 1.69% in 2023 and 2.04 in 2024.

c. The proportion of trips with a missing value for vehicle type was 1.63% in 2022, 1.81% in 2023, and 1.78% in 2024.

Table 7. Average Minutes per Driving Trips by Selected Characteristics, United States, 2022–2024.

	2022	2023	2024
All	24.5	25.0	24.6
Trip Purpose			
Commute to/from work	27.9	29.7*	29.4
Business/work trip	37.0	38.3*	34.5
School-related	22.7	22.3	18.4*
Medical	26.0	32.0*	25.8
Errands	18.0	19.3	18.3
Social/pleasure	26.0	24.9	28.5*
Other	24.8	24.2	23.2
Time of day trip began			
3am–6:59am	36.5	34.4	31.2
7am–10:59am	25.9	28.0	27.5
11am–2:59pm	22.7	24.4	23.1
3pm–6:59pm	22.2	22.8	22.9
7pm–10:59pm	22.8	18.6*	21.3*
11pm–2:59am	39.7	39.1	30.8
Vehicle type			
Car	24.4	24.8	24.5
Pickup	26.1	27.5	24.3
Van	28.6	36.6	31.2
Minivan	24.4	22.5	26.8
SUV	23.4	22.5	23.7
Other	33.2	51.5	53.3

* Denotes increase or decrease relative to the previous year, statistically significant at 95% confidence level

Table 8. Average Miles per Driving Trip by Selected Characteristics, United States, 2022–2024.

	2022	2023	2024
All	12.2	11.9	12.7
Trip Purpose			
Commute to/from work	14.7	14.5	16.0
Business/work trip	20.0	21.0	18.9
School-related	9.2	9.1	7.4
Medical	11.4	14.9	13.1
Errands	7.3	7.9	7.9
Social/pleasure	15.1	13.9	15.9
Other	12.6	11.1	12.6
Time of day trip began			
3am–6:59am	20.0	18.0	19.7
7am–10:59am	12.4	13.7	14.1
11am–2:59pm	12.0	10.2	11.7*
3pm–6:59pm	10.6	11.3	10.9
7pm–10:59pm	11.9	8.8*	10.8*
11pm–2:59am	12.8	16.8	17.8
Vehicle type			
Car	11.7	11.7	11.6
Pickup	14.1	12.7	12.7
Van	13.6	12.7	13.8
Minivan	13.3	11.3	15.4
SUV	11.8	11.3	12.9
Other	23.5	28.4	40.9

* Denotes increase or decrease relative to the previous year, statistically significant at 95% confidence level.

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

Table 9. Proportion of Trips and Average Minutes and Miles per Driving Trips by Vehicle Age, United States, 2023–2024.

		2023	2024
Proportion			
	0–4 years	27.0	34.0*
	5–9 years	33.0	31.9
	10–14 years	17.8	17.5
	More than 14 years	22.2	16.6*
Mean Minutes			
	0–4 years	26.1	25.9
	5–9 years	24.6	23.5
	10–14 years	23.5	24.5
	More than 14 years	23.8	24.8
Mean Miles			
	0–4 years	13.1	14.4
	5–9 years	11.9	12.4
	10–14 years	11.0	11.0
	More than 14 years	10.7	12.0

Note: The denominator for proportion estimates was the total number of trips with non-missing values. Total sum of proportions may differ slightly from 100.0 due to rounding. The proportion of trips with a missing value for vehicle age was 3.03% in 2023 and 2.19% in 2024.

Table 10. Percent of U.S. Residents Aged 16+^a by Age of Most Frequently Driven Vehicle^b and Selected Demographic Characteristics, United States, 2024.

	Vehicle age (Years)			
	0–4	5–9	10–14	More than 14
Age (years)*				
16–19	23.3	21.5*	24.3	30.9
20–24	21.8	25.4	26.7	26.1
25–34	32.6*	31.4*	18.7*	17.4*
35–49	32.3	36.8	15.6	15.4
50–64	34.2	30.3	17.9	17.7
65–74	33.4	30.6	15.5	20.6
75+	38.0	26.8*	16.6*	18.6*
Sex*				
Male	32.4	28.9*	17.1*	21.6*
Female	32.1*	33.0*	18.7*	16.2*
Race & ethnicity*				
White non-Hispanic	32.3*	31.2*	18.4*	18.2*
Black non-Hispanic	27.3*	31.3*	16.7*	24.8*
Other race non-Hispanic	34.1	29.3	17.4	19.1
Hispanic/Latino (any race)	34.1	31.1	17.3	17.5
Education*				
Less than high school	21.5*	23.7*	27.1*	27.7*
High school diploma or GED	26.7	30.5	17.2*	25.3*
Some college or two-year degree	31.5*	30.4*	17.9*	20.2*
Bachelor's degree or higher	39.4	33.5*	16.0	11.1*
Marital status*				
Married	36.4	32.1*	16.8*	14.7*
Divorced/separated	30.6	28.6	15.0	25.9
Widowed	28.0	31.9	22.7	17.3
Never married	26.3*	30.0*	20.3*	23.3*
Employment status*				
Working	33.9	31.9*	18.1*	16.1*
Not working	18.6	31.4	20.7	29.4*
Retired	36.8	28.6	15.7	19.0
Census region*				
Northeast	37.9	33.7	18.3	10.1
Midwest	28.5	32.5	20.2*	18.8*
South	30.6*	30.4*	18.6*	20.5*
West	34.2	28.8	14.7*	22.3*
Place of residence*				
Non-metro area	24.4	28.1	22.9	24.5
Metro area	33.4*	31.4*	17.2*	18.0*

* Denotes the demographic characteristic is statistically significantly related to vehicle age at the 95% confidence level.

a: 98.4% of respondents had access to at least one vehicle in 2024; 91.5% of respondents reported the year of their vehicle in 2024.

b: For respondents with access to more than one vehicle, vehicle age was defined based on the year of the vehicle they drove most frequently.

Table 11. Proportion of Trips and Average Minutes and Miles per Driving Trip by Engine Type^a, United States, 2024.

	2024	
Proportion		
Gas/diesel	91.0	
Hybrid	6.4	
Electric vehicle	2.5	
Mean Minutes		
Gas/diesel	24.3	
Hybrid	25.8	
Electric vehicle	32.9	
Mean Miles		
Gas/diesel	12.5	
Hybrid	13.4	
Electric vehicle	16.0	

a: The proportion of trips with a missing value for engine type was 0.8% in 2024.

Table 12. Daily and Annual Estimates of the Driving Population, Driving Trips, Driving Duration, and Distance Driven, United States, 2022–2024.

	2022	2023	2024
Population aged 16+ years^a (millions)	269.3	272.5	276.0
Drivers			
% of population that drives	94.5	95.3	94.2
Number of drivers (millions)	254.5	259.6	260.0
Driving trips			
Daily trips (per driver, mean)	2.44	2.43	2.44
Annual trips (per driver, mean)	891	887	891
Annual trips (total all drivers, billions)	227	230	232
Time spent driving			
Daily (mean per driver, minutes)	60.2	60.7	60.4
Annual (mean per driver, hours)	366	369	367
Annual (total all drivers, billions of hours)	93	96	96
Miles driven			
Daily (mean per driver, miles)	30.1	29.1	31.1
Annual (mean per driver, miles)	10,987	10,622	11,352
Annual (total all drivers, trillions of miles)	2.80	2.74	2.95

* Denotes increase or decrease relative to the previous year, statistically significant at 95% confidence level.

a: 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.

SUGGESTED CITATION

Hungund, A.P. & Steinbach, R. (2025). *American Driving Survey: 2024* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety.