

American Driving Survey: 2025

This Research Brief presents key findings from the AAA Foundation for Traffic Safety's 2025 American Driving Survey, which quantifies the daily driving of the U.S. population in 2025 and compares results with those from 2024 and 2023. In addition to describing recent travel patterns, this report continues analyses of the age of vehicles driven by the American public (Zhang & Steinbach, 2024), examines differences across demographic groups, and introduces new analyses of road trips and vehicle engine type to better characterize travel patterns and the use of gasoline, hybrid, and electric vehicles. Overall, results from the 2025 survey indicate a slight increase in the proportion of U.S. residents aged 16 years and older who drive, from 94.2% in 2024 to 95.0% in 2025. Drivers reported making an average of 2.40 driving trips, spending 59.3 minutes behind the wheel, and driving 28.6 miles

each day in 2025. Projecting these findings to all drivers nationwide, an estimated 264.7 million drivers made 232 billion driving trips, spent 95 billion hours driving, and traveled 2.76 trillion miles during the year. Newer vehicles (aged 0–4 years) accounted for the largest share of trips (39.3%) continuing the trend toward newer vehicles. In 2025, 30.1% of Americans reported taking a road trip in the previous four weeks, with an average one-way trip length of 234.8 miles, mostly with family members (43.6%). Gasoline-powered vehicles continued to account for the vast majority of trips (89.5%), while hybrid and electric vehicles represented 7.4% and 3.1% of trips, respectively. Although electric vehicles accounted for a relatively small share of trips, they continued to be associated with longer average trip distances and durations than gasoline or hybrid vehicles.

METHOD

The methodology for the American Driving Survey has been described in previous reports (AAA Foundation for Traffic Safety, 2021) and is summarized below. Members of a pre-recruited research panel were invited to complete an interview either online or by telephone. During the interview, participants reported basic information about the travel they completed on the previous day. Approximately 5,100 respondents were interviewed each year, with interviews distributed evenly across all days of the year. The survey was available in both

English and Spanish and was conducted primarily through an online platform. Telephone interviews were provided for participants without internet access or for those who preferred to respond by phone. Individuals who did not complete the survey after the initial invitation received up to four reminder messages over a 20-day period. Completed interviews were obtained from 20.8% of invited participants in 2023, 20.6% in 2024, and 19.9% in 2025. The analyses presented in this Research Brief are based on data collected between January 1, 2023, and

December 31, 2025. Survey weights were applied to account for each respondent's probability of being selected and to adjust the sample so that it reflected the demographic characteristics of the U.S. population. Characteristics of the unweighted sample are presented in Table 1.

Trip distance and/or duration were imputed for 1,414 trips (4.03% of all reported driving trips) when respondents did not report a value, reported the value as unknown, or provided values that were clearly implausible (e.g., trips with calculated average speeds below 5 miles per hour or above 100 miles per hour). Data from 122 respondents (0.80% of all respondents) were excluded because they did not report valid distance or duration information for any of their trips or because their responses appeared inconsistent (e.g., reporting more than 24 hours of driving within a 24-hour period).

Estimates of daily driving were calculated by computing the mean number of trips, minutes driven, and miles traveled reported by respondents. Trip-level measures, including the proportion of trips by category and the average trip duration and distance, were calculated using the dataset containing all reported driving trips.

Trip-level characteristics by vehicle age, including the proportion of trips and the average trip duration and distance, were estimated using data from all driving trips for which respondents reported the vehicle model year. Two assumptions were made for these analyses. If a respondent reported access to only one vehicle, the reported vehicle year was applied to all trips for that respondent. If a respondent reported access to multiple vehicles, the year of the vehicle driven most frequently was applied to all trips. In 2025, 4,722 of the 5,154 respondents reported access to at least one vehicle, and 4,575 reported the model year of their vehicle.

This Research Brief includes analyses of data examining engine type, distinguishing among gasoline, hybrid, and electric vehicles. Vehicle type classifications were based on respondents' most frequently used vehicle, consistent with the

approach used for vehicle age. Records missing key trip information, including total miles or minutes driven, were excluded from these analyses to maintain data quality. Survey-weighted descriptive estimates were used to calculate the prevalence of each vehicle type, while weighted mean daily driving time and distance were used to compare travel patterns across vehicle types.

In 2025, the American Driving Survey also introduced a series of questions on road trips. A road trip was defined as a trip where a respondent travelled more than 50 miles from where they started, which was taken as part of a vacation, for social reasons, or for fun. Trips taken for commuting or business purposes were excluded from the definition of road trips. Respondents were asked about the number of road trips they had taken in the past four weeks and asked to reflect on the most recent road trip taken (in terms of length, companions, and vehicle driven).

Annual estimates of total trips, minutes driven, and miles traveled by all U.S. drivers were calculated by multiplying the daily driver-level averages by 365 and then multiplying those annualized values by the estimated number of drivers in the United States. The total number of U.S. drivers was estimated using the residential population aged 16 years and older (U.S. Census Bureau, 2026) together with the survey estimate of the proportion of U.S. residents aged 16 years and older who drive. All statistics presented in this Research Brief, with the exception of sample sizes, are based on weighted survey data. Statistical significance was evaluated at the 95% confidence level using t-tests for differences in means and proportions. Because comparisons between 2023 and 2024 were presented in a previous Research Brief (Hungund & Steinbach, 2025), this report focuses primarily on describing driving behavior in 2025 and comparisons with 2024. Estimates from 2023 are included for reference and highlighted where appropriate.

RESULTS

Driving Population

Table 2 shows the percentage of U.S. residents aged 16 and older who reported driving at least occasionally across selected demographic groups in 2025. Overall, 95.0% of respondents (U.S. residents, aged 16 and older) reported driving at least occasionally, a slight but not statistically significant increase from 94.2% in 2024.

Driving prevalence increased across most age groups between 2024 and 2025. The largest significant increase was observed among 16- to 19-year-olds, rising from 83.1% to 91.4%, and for 25- to 34-year-olds (95.5%). Smaller increases were observed across the remaining age groups, with driving rates exceeding 90% for all age categories.

From 2024 to 2025, driving prevalence increased slightly but not statistically for both males and females (96.6% and 93.5%, respectively). Increases were also observed across all racial and ethnic groups, with the largest increase among Black non-Hispanic respondents (from 87.9% to 90.4%). Increases were seen among White non-Hispanic, Other Race, or Two or More Races non-Hispanic, and a small decrease for Hispanic/Latino respondents.

Education continued to be associated with driving prevalence. Respondents with a high school education reported the largest increase in driving prevalence between 2024 and 2025 (2%). In contrast, driving prevalence among respondents with a bachelor's degree or higher was slightly lower in 2025 than in 2024, although this group continued to report the highest overall prevalence of driving.

Driving prevalence declined slightly among both married and widowed respondents between 2024 and 2025. Employment-related differences remained evident, with increases observed among respondents who were working and those who were not working. In contrast, driving prevalence did not increase among retired respondents, while respondents who were not working continued to report the lowest driving prevalence.

Regionally, driving prevalence increased in the Midwest and South, a small decrease was observed in Northeast (0.8%), and the West remained relatively unchanged. Driving prevalence also increased slightly among non-metropolitan residents (94.9%) and remained relatively stable among metropolitan residents (95.1%).

Daily Driving Trips

Drivers made an average of 2.40 driving trips per day in 2025, a slight decrease from 2.44 trips per day in 2024 (Table 3). As in previous years, drivers aged 35–49 reported the highest average number of daily trips (2.67), while those aged 16–19 made the fewest (1.68). Men continued to report slightly more trips than women, averaging 2.41 trips per day compared with 2.38 for women.

By race and ethnicity, Black non-Hispanic drivers reported the highest average number of daily trips (2.53), followed closely by White non-Hispanic drivers (2.45). Hispanic/Latino drivers reported the fewest daily trips (2.18). Education continued to be associated with the average number of daily trips. Drivers with a bachelor's degree or higher reported the highest average number of trips (2.66), followed by those with some college or a two-year degree (2.51). Drivers with less than a high school education continued to report the fewest daily trips (1.82).

Among marital status groups, married drivers reported the highest average number of daily trips (2.50), while widowed drivers reported the fewest (2.07). Working drivers continued to make the most trips per day (2.60), whereas those not working reported the lowest average number of trips (1.84).

Regionally, drivers in the Midwest reported the highest average number of daily trips (2.53), while those in the Northeast reported the fewest (2.26). Average trips per day were similar for drivers living in metropolitan (2.40) and non-metropolitan (2.35) areas.

Seasonally, the average number of daily trips was lowest between January and March (2.26) and highest between July and September (2.47), with relatively little variation across the remainder of the year. By day of the week, Fridays had the highest average number of daily trips (2.58), followed by Mondays (2.54), while Saturdays had the fewest (2.08).

Daily Driving Time & Distance

Drivers reported spending an average of 59.3 minutes per day driving in 2025, a slight decrease from 60.4 minutes in 2024 (Table 4). Drivers also reported traveling an average of 28.6 miles per day, down from 31.1 miles in 2024 (Table 5). Drivers aged 35–49 continued to report both the greatest amount of daily driving time (67.4 minutes) and the highest daily mileage (32.4 miles), followed by those aged 50–64 (63.0 minutes, 31.0 miles), and 25–34 (62.5 minutes, 30.1 miles). Drivers aged 16–19 reported both the fewest minutes spent driving (39.4 minutes) and the fewest daily miles traveled (18.9 miles). As in previous years, men reported both more daily driving time (65.8 minutes) and greater daily mileage (32.2 miles) than women (52.9 minutes and 25.1 miles, respectively).

Drivers identifying as Black non-Hispanic reported the highest average daily driving time (78.7 minutes) and the highest daily mileage (31.7 miles). Drivers with a bachelor's degree or higher continued to report the greatest amount of daily driving time (62.7 minutes) and daily mileage (31.9 miles), followed by those with some college or a two-year degree (62.0 minutes and 29.5 miles).

Among marital status groups, married drivers reported the highest average daily driving time (63.7 minutes) and mileage (31.3 miles), while widowed drivers reported the lowest (43.1 minutes and 17.9 miles). Working drivers continued to spend the most time driving (66.6 minutes) and travel the greatest distance (32.2 miles) compared with those not working (47.0 minutes, 23.5 miles) and retired (47.5 minutes, 22.6 miles).

Regionally, drivers in the South reported both the highest average daily driving time (66.2

minutes) and daily mileage (32.4 miles), while drivers in the West reported the lowest values for both measures (53.6 minutes and 24.3 miles, respectively). Average driving time was nearly identical for drivers living in non-metropolitan (59.6 minutes) and metropolitan (59.2 minutes) areas, although drivers in non-metropolitan areas reported higher daily mileage (33.9 miles) than those in metropolitan areas (27.9 miles).

Both driving time and mileage were lowest between January and March (52.4 minutes, 24.4 miles) and highest between July and September (63.0 minutes, 32.2 miles). By day of the week, Mondays had the highest average driving time (69.5 minutes) and daily mileage (32.3 miles), while Sundays had the lowest (53.3 minutes and 25.7 miles, respectively).

Trip-Level Characteristics

Overall travel patterns remained stable between 2024 and 2025 (Table 6). Errand trips continued to account for the largest share of trips (27.9%), followed by commute trips (24.5%) and social/pleasure trips (19.7%). Most trips began during daytime hours, particularly between 7:00 a.m. and 6:59 p.m., and cars (51.9%) and SUVs (31.6%) remained the most common vehicle types used for travel. The proportion of commute trips increased significantly compared to 2024, while business/work, and other trips each declined significantly. No statistically significant differences were observed in the distribution of trips by time of day but trips in minivans and other (not cars, pickups, or SUVs) increased significantly.

Average trip duration and distance in 2025 were 24.6 minutes and 11.9 miles, respectively (Tables 7 and 8). Trip characteristics varied by purpose, with business/work trips representing the longest and farthest trips on average (40.7 minutes and 19.1 miles), followed by medical trips (31.0 minutes and 14.2 miles), and commute trips (28.8 minutes and 14.2 miles). In contrast, although errands accounted for the largest proportion of trips, these were among the shortest

in both duration and distance, averaging 17.0 minutes and 6.9 miles, while school-related trips averaged 24.0 minutes and 10.7 miles.

Trips beginning during late-night and early morning periods tended to be longer than those beginning during daytime hours. Trips starting between 11:00 p.m. and 2:59 a.m. averaged 42.5 minutes and 18.8 miles, while early morning trips beginning between 3:00 and 6:59 a.m. averaged 31.4 minutes and 16.8 miles. In comparison, trips beginning during the evening period (7:00 p.m. to 10:59 p.m.) were shorter, averaging 20.2 minutes and 9.5 miles.

Trip duration and distance also varied by vehicle type. Minivans and pickup trucks had the longest average trip durations (27.7 and 27.6 minutes, respectively), followed by cars (25.2 minutes), while SUVs had the shortest average duration (21.7 minutes). By distance, trips made in pickup trucks were the longest (15.8 miles), followed by vans (14.1 miles), while trips made in SUVs averaged 10.8 miles.

School-related trips increased significantly in both average duration and distance, while commute trips and errand trips experienced significant decreases in average distance. Trips beginning between 11:00 p.m. and 2:59 a.m. increased significantly in average duration (up by nearly 12 minutes), whereas evening trips (7:00 p.m. to 10:59 p.m.) became shorter in both duration and distance. Among vehicle types, average trip distance declined significantly for SUVs, and increased significantly for pickup trucks.

Road Trips Characteristics

A new analysis conducted for the 2025 American Driving Survey examined the typical travel companions reported by drivers who took a road trip in the previous four weeks. Overall, 30.1% of Americans reported taking at least one road trip during this period. Among these travelers, the average one-way road trip length was 234.8 miles (excluding any rest stops). Family members were the most common travel companions, accounting for 43.6% of

road trips, followed by driving alone (23.6%), traveling with both family and friends (20.0%), and traveling with friends only (12.8%).

Travel companionship varied across demographic groups. Drivers aged 16–19 were the most likely to drive alone (43.0%), whereas drivers aged 35–49 most frequently traveled with family (50.9%). Male drivers were more likely than female drivers to drive alone (26.9% vs. 20.2%), while respondents living in non-metropolitan areas reported a higher proportion of family trips than those living in metropolitan areas (52.7% vs. 42.0%).

Estimates by Vehicle Age

In 2025, the distribution of driving trips by vehicle age continued to shift toward newer vehicles, with vehicles aged 0–4 years accounting for the largest share of trips (39.3%), up from 34.0% in 2024 and 27.0% in 2023 (Table 9). Trips involving vehicles aged 5–9 years accounted for 29.0%, while vehicles aged 10–14 years and more than 14 years represented 15.9% and 15.8% of trips, respectively. Average trip durations were similar across vehicle age groups, ranging from 22.1 minutes for vehicles aged 10–14 years to 25.0 minutes for vehicles aged 0–4 years and 5–9 years. Average trip distances ranged from 10.4 miles for vehicles aged 10–14 years to 12.7 miles for vehicles aged 5–9 years.

Vehicle age varied across demographic groups. Drivers aged 75 years and older (42.3%), respondents with a bachelor's degree or higher (44.6%), married respondents (43.0%), other non-Hispanic drivers (43.1%), and retired respondents (42.0%) were the most likely to drive newer vehicles (0–4 years old). In contrast, drivers aged 16–19 had the lowest share of newer vehicles (22.9%). Older vehicles (>14 years) were most common among respondents who were not working (29.4%), those with a high school diploma or GED (23.2%), Hispanic/Latino drivers (19.5%), residents of the West (20.2%), and non-metropolitan residents (20.0%). Male and female drivers had similar

shares of newer vehicles (36.9% and 36.8%), although males were more likely to drive vehicles older than 14 years (18.9% vs. 14.7%).

Estimates by Vehicle Type

In 2025, the largest share of driving trips continued to be made in gas/diesel vehicles, which accounted for 89.5% of all trips (Table 10), a statistically significant decrease from 91.0% in 2024. Hybrid vehicles represented 7.4% of trips, while electric vehicles (EVs) accounted for 3.1%. Gas/diesel vehicles averaged 24.3 minutes and 11.8 miles per trip, while hybrids averaged 25.0 minutes and 12.4 miles. EV trips had the longest average duration and distance, averaging 30.1 minutes and 13.8 miles per trip.

Vehicle type varied across demographic groups. Gas/diesel vehicles remained the predominant vehicle type across all groups, accounting for more than 90% of trips in most categories. EV use (Table 11) was highest among drivers aged 35–49 (4.8%) and 25–34 (3.6%), while drivers aged 75+ had the lowest EV use (1.8%). Male drivers reported a higher share of EV trips than female drivers (4.3% vs. 2.5%), while female drivers had a slightly higher share of hybrid vehicle trips (6.7% vs. 5.8%).

By race and ethnicity, Other non-Hispanic drivers reported the highest shares of both hybrid (10.2%) and EV trips (9.9%), compared with lower EV shares among White non-Hispanic drivers (2.6%) and Black non-Hispanic drivers (2.9%). Vehicle type also varied by education, with drivers holding a bachelor's degree or higher reporting the highest use of hybrids (9.4%) and EVs (5.1%). Gas/

diesel vehicles remained most common among all education groups, ranging from 85.5% among those with a bachelor's degree or higher to 94.0% among those with a high school diploma or GED.

Differences were also observed by employment status and region. Working drivers reported a higher share of hybrid trips (6.7%) than those not working (3.5%), while EV use was highest among those not working (3.8%). Regionally, the West had the highest adoption of alternative fuel vehicles, with hybrids accounting for 11.1% of trips and EVs accounting for 5.3%. In comparison, the Midwest reported the lowest EV share (1.4%). Drivers in metropolitan areas reported higher shares of hybrid (6.7%) and EV trips (3.6%) than those in non-metropolitan areas (3.6% and 1.5%, respectively).

Overall Population-Level Estimates

Based on estimates from the Census Bureau, the number of U.S. residents aged 16 and older increased to approximately 278.6 million in 2025 (Table 12). Other numbers remained similar to previous years, resulting in approximately 264.7 million drivers in the United States. Drivers made an estimated 232 billion driving trips in 2025, averaging 876 trips per driver annually or 2.40 trips per day. Drivers spent an average of 59.3 minutes per day behind the wheel, equivalent to approximately 361 hours annually per driver and 95 billion total hours of driving across all drivers. Drivers traveled an estimated 2.76 trillion miles in 2025, averaging 10,439 miles annually per driver or 28.6 miles per day.

DISCUSSION

Data collected from January 1 through December 31, 2025, in the American Driving Survey indicate that driving patterns in the United States remained generally stable compared with 2024. Drivers made an average of 2.40 driving trips, spent 59.3 minutes behind the

wheel, and traveled 28.6 miles per day. When projected nationally, these estimates correspond to approximately 2.76 trillion miles driven, 95 billion hours spent driving, and 232 billion driving trips among U.S. drivers aged 16 and older.

Consistent with previous years, driving behavior varied across demographic and geographic groups (Kim et al., 2019; Steinbach & Tefft, 2023). Drivers in non-metropolitan areas continued to report higher daily mileage than metropolitan drivers (33.9 vs. 27.9 miles), while driving time was similar between the two groups. Regional differences also persisted, with drivers in the South reporting the highest average daily driving time (66.2 minutes) and mileage (32.4 miles), while drivers in the West reported the lowest driving time (53.6 minutes) and mileage (24.3 miles).

Driving patterns continued to differ by age, sex, education, and employment status. Drivers aged 35–49 reported the highest daily driving time (67.4 minutes) and mileage (32.4 miles), while younger drivers aged 16–19 reported the lowest levels of travel (39.4 minutes and 18.9 miles). Men continued to report greater travel exposure than women, averaging 65.8 minutes and 32.2 miles per day compared with 52.9 minutes and 25.1 miles, respectively. Drivers with a bachelor's degree or higher reported among the highest levels of travel, averaging 62.7 minutes and 31.9 miles per day, while respondents with less than a high school education reported lower travel levels.

Travel patterns by time of day remained consistent with previous findings. Although overnight and early morning trips represented a relatively small proportion of all trips, they continued to involve longer travel. Trips beginning between 11:00 p.m. and 2:59 a.m. averaged 42.5 minutes and 18.8 miles, while trips beginning between 3:00 a.m. and 6:59 a.m. averaged 31.4 minutes and 16.8 miles. Prior research has identified nighttime driving as a period associated with increased crash risk due to factors such as reduced visibility, fatigue, and impaired driving (Regev et al., 2018; Wood, 2020; Leibowitz et al., 1998; Zhang & Steinbach, 2026). The continued pattern of longer overnight trips highlights the importance of understanding the safety implications of travel occurring during these periods.

Vehicle age patterns in 2025 showed a continuing trend toward newer vehicles. Vehicles aged 0–4 years accounted for the largest share of trips (39.3%), while vehicles older than 14 years accounted for 15.8% of trips. Trips made in newer vehicles were slightly longer, with vehicles aged 0–4 years averaging 25.0 minutes and 11.9 miles per trip, compared with 24.9 minutes and 12.4 miles for vehicles older than 14 years. Despite the increasing share of newer vehicles, approximately 31.7% of trips were still made in vehicles at least 10 years old. Older vehicles may lack newer safety technologies and may experience increased mechanical wear, which can have implications for occupant protection and roadway safety (Zhang & Steinbach, 2024).

The 2025 data also provide insight into vehicle engine type and travel behavior. Gasoline/diesel vehicles remained the dominant vehicle type, accounting for 89.5% of trips, while hybrids accounted for 7.4% and EVs accounted for 3.1%. Although EVs represented a small proportion of overall trips, they continued to be associated with longer travel than other vehicle types, averaging 30.1 minutes and 13.8 miles per trip. Different powertrain use varied across demographic groups, with the highest EV and hybrid adoption observed among drivers with a bachelor's degree or higher and residents of the West. Metropolitan residents also reported higher EV and hybrid use than non-metropolitan residents, reflecting continued geographic differences in vehicle adoption. As EV and hybrid adoption continues to increase, understanding how drivers adapt to differences in vehicle technology will become increasingly important. These changes may have broader implications for driver behavior, vehicle use, and interactions with other road users.

The 2025 survey also highlights the prevalence of road trips among U.S. drivers. Approximately 30.1% of Americans reported taking at least one road trip during the previous four weeks. Among those travelers, the average one-way road trip length was 234.8 miles (excluding rest stops). Previous research has shown that drivers

are more likely to report engaging in speeding during road trips than during routine travel, suggesting that the context of longer-distance travel may influence risky driving behaviors (Steinbach et al., 2026). In addition, regardless of driving experience, longer periods behind the wheel may increase the likelihood of fatigue and drowsy driving (Li et al., 2016), both of which are well-established contributors to crash statistics (National Center for Statistics and Analysis, 2026). Furthermore, driver distraction, particularly cellphone use, has been associated with longer trip durations. Papadimitriou et al. (2019) found that trip length was significantly associated with the likelihood of mobile-phone use while driving, suggesting that drivers may be more likely to engage in cellphone-related secondary tasks during longer trips. As road trips continue to represent a meaningful share of personal travel for U.S. drivers, additional research is needed to better understand the factors that contribute to crashes during these journeys and to identify strategies that promote safer long-distance travel.

The data reported herein are subject to several limitations. The American Driving Survey relies

on self-reported travel information collected from a sample of the population. Although survey weights are applied to improve representativeness, travel behaviors among respondents may differ from those of non-respondents in ways not fully captured by weighting procedures. Additionally, respondents may misremember or inaccurately report aspects of their travel behavior, including trip frequency, duration, and distance.

Driving patterns in 2025 remained similar to those observed in previous years, with only observed changes in travel exposure and vehicle characteristics. Drivers traveled slightly fewer miles and spent slightly less time driving compared with 2024, while newer vehicles and vehicles with hybrid or electric powertrains continued to represent a growing share of trips. EV use remained limited but was associated with longer trips compared with conventional vehicles. Continued monitoring of travel behavior, vehicle characteristics, and demographic differences remains important for understanding changes in mobility patterns and their implications for traffic safety in the United States.

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.
- Hungund, A. & Steinbach, R. (2025). *American Driving Survey: 2024* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety.
- Kim, W., Añorve, V. & Tefft, B.C. (2019). *American Driving Survey, 2014–2017* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety.
- Li, R., Su, W., & Lu, Z. (2017). Physiological signal analysis for fatigue level of experienced and inexperienced drivers. *Traffic Injury Prevention*, 18(2), 139–144. <https://doi.org/10.1080/15389588.2016.1227073>
- 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)
- National Center for Statistics and Analysis. (2026). *Overview of motor vehicle traffic crashes in 2024* (Traffic Safety Facts Research Note. Report No. DOT HS 813 791). <https://doi.org/10.21949/grds-1877>
- Papadimitriou, E., Argyropoulou, A., Tselentis, D. I., & Yannis, G. (2019). Analysis of driver behaviour through smartphone data: The case of mobile phone use while driving. *Safety Science*, 119, 91–97. <https://doi.org/10.1016/j.ssci.2019.05.059>

- 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.
- Steinbach, R., McDonough, J., Hungund, A., Kasha, A., & Bai, X. (2026). *Attitudes toward speeding: Insights from focus groups and a national survey of U.S. drivers*. Washington, DC.: AAA Foundation for Traffic Safety. <https://aaafoundation.org/research/attitudes-toward-speeding-insights-from-focus-groups-and-a-national-survey-of-u-s-drivers>
- Steinbach, R. & Tefft, B.C. (2023). *American Driving Survey: 2022* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety. <https://aaafoundation.org/research/american-driving-survey-2022>
- U.S. Census Bureau. (2026). *Annual Estimate of the Residential Population by Single Year of Age and Sex for the United States: April 1, 2020 to July 1, 2025* (NC-EST2022-AGESEX-RES) National Population by Characteristics: 2020–2025. Retrieved from: <https://www.census.gov/data/datasets/time-series/demo/popest/2020s-national-detail.html>
- 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/opo.12659>
- Zhang, X. & Steinbach, R. (2024). *American Driving Survey: 2023* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety. <https://aaafoundation.org/research/american-driving-survey-2023>
- Zhang, X., & Steinbach, R. (2026). National patterns in nighttime driving exposure: Evidence from a three-year probability-based survey. *Journal of safety research*, 97, 463–472. <https://doi.org/10.1016/j.jsr.2026.04.013>

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. (2026). *American Driving Survey: 2025* (Research Brief). Washington, D.C.: AAA Foundation for Traffic Safety.

APPENDIX: TABLES

Table 1. Characteristics of Respondents, American Driving Survey, 2023–2025

	2023	2024	2025
All	5,003	5,052	5,154
Age (years)			
16–19	258	316	307
20–24	236	260	255
25–34	1,098	1,056	993
35–49	1,188	1,226	1,239
50–64	1,171	1,163	1,187
65–74	703	665	768
75+	349	366	405
Sex			
Male	2,541	2,453	2,487
Female	2,462	2,599	2,667
Race & ethnicity			
White non-Hispanic	3,089	3,055	3,188
Black non-Hispanic	574	597	597
Other Race non-Hispanic	479	496	445
Hispanic/Latino (any race)	861	904	924
Education			
Less than high school	427	504	478
High school diploma or GED	868	916	960
Some college or 2-year degree	1,936	1,873	1,880
Bachelor's degree or higher	1,772	1,759	1,836
Marital status			
Married	2,448	2,524	2,536
Divorced/Separated	728	693	756
Widowed	249	223	239
Never married	1,578	1,612	1,623
Employment status			
Working	3,126	3,056	3,114
Not working	858	954	921
Retired	977	988	1,088
Missing	42	45	31
Census region			
Northeast	670	699	707
Midwest	1,302	1,244	1,280
South	1,722	1,769	1,859
West	1,309	1,340	1,308
Place of residence			
Non-metro area	738	732	708
Metro area	4,265	4,320	4,446

Table 2. Percent of U.S. Residents Aged 16+ Who Drove At Least Occasionally, in Relation to Selected Demographic Characteristics, United States, 2023–2025

	2023	2024	2025
All	95.3	94.2	95.0
Age (years)			
16–19	89.3	83.1	91.4*
20–24	94.8*	89.9	95.5*
25–34	93.5	94.0	94.8
35–49	97.5	96.7	95.1
50–64	96.0	95.0	96.3
65–74	95.6	97.0	96.0
75+	95.7	93.5	92.9
Sex			
Male	95.5	95.1	96.6
Female	95.0	93.3	93.5
Race & ethnicity			
White non-Hispanic	96.4	95.8	96.5
Black non-Hispanic	91.4	87.8	90.4
Other Race non-Hispanic	96.8*	92.4*	96.3
Hispanic/Latino (any race)	93.2	94.1	92.8
Education			
Less than high school	88.1	87.4	89.1
High school diploma or GED	93.9	89.9*	91.9
Some college or 2-year degree	96.9	95.9	96.9
Bachelor's degree or higher	97.5	98.7*	97.9
Marital status			
Married	98.1	97.4	97.1
Divorced/Separated	94.4	92.5	95.8
Widowed	92.1	93.0	91.3
Never married	92.1	90.4	92.5
Employment status			
Working	97.0*	96.9	97.4
Not working	89.3	83.4	86.8
Retired	95.6	96.0	95.3
Census region			
Northeast	92.9	92.9	92.1
Midwest	95.5	95.4	96.0
South	96.2	93.3*	95.4
West	95.3	95.8	95.8
Place of residence			
Non-metro area	98.2*	93.9*	94.9
Metro area	94.8	94.3	95.1

* 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 3. Average Daily Number of Driving Trips Made by U.S. Drivers in Relation to Selected Characteristics, United States, 2023–2025

	2023	2024	2025
All	2.43	2.44	2.40
Age (years)			
16–19	2.17	1.94	1.68
20–24	1.79	1.99	2.18
25–34	2.43	2.38	2.47
35–49	2.82	2.82	2.67
50–64	2.46	2.50	2.51
65–74	2.36	2.36	2.36
75+	2.19	2.12	2.00
Sex			
Male	2.46	2.55	2.41
Female	2.40	2.33	2.38
Race & ethnicity			
White non-Hispanic	2.47	2.49	2.45
Black non-Hispanic	2.30	2.39	2.53
Other Race non-Hispanic	2.35	2.41	2.29
Hispanic/Latino (any race)	2.41	2.28	2.18
Education			
Less than high school	2.14	2.00	1.82
High school diploma or GED	2.21	2.34	2.14
Some college or 2-year degree	2.41*	2.53	2.51
Bachelor's degree or higher	2.69	2.56	2.66
Marital status			
Married	2.60	2.64	2.50
Divorced/Separated	2.51	2.31	2.41
Widowed	2.31	2.28	2.07
Never married	2.15	2.19	2.28
Employment status			
Working	2.70	2.72	2.60
Not working	1.89	1.73	1.84
Retired	2.10	2.19	2.21
Census region			
Northeast	2.34	2.56	2.26
Midwest	2.42	2.41	2.53
South	2.52	2.47	2.41
West	2.34	2.31	2.36
Place of residence			
Non-metro area	2.47	2.41	2.35
Metro area	2.42	2.44	2.40
Month			
January–March	2.24	2.59*	2.26*
April–June	2.50	2.46	2.44
July–September	2.47	2.33	2.47
October–December	2.50	2.36	2.43
Day of week			
Sunday	2.29	2.18	2.29
Monday	2.44	2.38	2.54
Tuesday	2.43	2.37	2.43
Wednesday	2.65	2.48	2.41
Thursday	2.46	2.76	2.44
Friday	2.38	2.62	2.58
Saturday	2.32	2.26	2.08

* 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, 2023–2025

	2023	2024	2025
All	60.7	60.4	59.3
Age (years)			
16–19	56.2	52.7	39.4
20–24	46.0	64.7	57.0
25–34	67.8	56.0*	62.5
35–49	72.4	72.4	67.4
50–64	58.2	63.5	63.0
65–74	55.5	51.4	53.6
75+	46.5	43.4	46.4
Sex			
Male	66.1	68.1	65.8
Female	55.4	53.0	52.9
Race & ethnicity			
White non-Hispanic	56.5	57.5	56.9
Black non-Hispanic	70.7	72.1	78.7
Other Race non-Hispanic	57.1	67.3	55.3
Hispanic/Latino (any race)	70.9	60.1	57.1
Education			
Less than high school	57.5	55.5	48.2
High school diploma or GED	67.3	59.8	56.1
Some college or 2-year degree	57.6*	60.8	62.0
Bachelor's degree or higher	58.8	62.0	62.7
Marital status			
Married	64.1	63.6	63.7
Divorced/Separated	58.0	60.1	55.0
Widowed	47.0	51.1	43.1
Never married	58.8	56.9	56.9
Employment status			
Working	69.6	70.1	66.6
Not working	44.9	45.6	47.0
Retired	47.9	45.4	47.5
Census region			
Northeast	56.3	66.2	57.0
Midwest	57.4	56.0	54.7
South	63.4	64.1	66.2
West	62.2	54.4	53.6
Place of residence			
Non-metro area	60.5	55.0	59.6
Metro area	60.7	61.2	59.2
Month			
January–March	55.8	59.3	52.4
April–June	62.4	66.0	62.4
July–September	63.2	57.7	63.0
October–December	61.4	58.7	59.9
Day of week			
Sunday	54.1	58.3	53.3
Monday	61.2	55.1	69.5
Tuesday	57.5	62.8	56.3
Wednesday	69.3	59.2	57.2
Thursday	61.2	62.6	61.0
Friday	58.5	67.7	62.5
Saturday	62.7	57.4	55.0

* 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, 2023–2025

	2023	2024	2025
All	29.1	31.1	28.6
Age (years)			
16–19	25.5	26.4	18.9
20–24	21.9	28.3	27.1
25–34	32.5	30.0	30.1
35–49	36.0	37.8	32.4
50–64	28.1	36.0*	31.0
65–74	25.2	24.2	26.1
75+	22.2	18.0	22.3
Sex			
Male	32.3	36.0	32.2
Female	26.0	26.3	25.1
Race & ethnicity			
White non-Hispanic	29.1	31.6	29.6
Black non-Hispanic	29.9	33.7	31.7
Other Race non-Hispanic	26.4	31.1	22.5*
Hispanic/Latino (any race)	30.1	27.8	26.9
Education			
Less than high school	27.0	27.9	23.8
High school diploma or GED	30.4	30.3	25.3
Some college or 2-year degree	28.8*	30.4	29.5
Bachelor's degree or higher	29.0	33.0	31.9
Marital status			
Married	32.5	33.7	31.3
Divorced/Separated	26.5	30.9	27.1
Widowed	19.4	22.1	17.9
Never married	26.6	28.4	26.9
Employment status			
Working	34.3	37.6	32.2*
Not working	19.4	20.6	23.5
Retired	22.0	21.4	22.6
Census region			
Northeast	25.3	33.2	24.7
Midwest	29.7	31.5	29.9
South	30.0	32.2	32.4
West	29.9	27.5	24.3
Place of residence			
Non-metro area	35.5	32.3	33.9
Metro area	28.2	30.9	27.9
Month			
January–March	27.3	30.6	24.4
April–June	29.8	36.4	31.0
July–September	31.0	28.3	32.2
October–December	28.5	29.0	27.6
Day of week			
Sunday	25.8	28.5	25.7
Monday	32.3	26.8	32.3
Tuesday	26.9	33.9	27.3
Wednesday	31.3	31.0	26.6
Thursday	28.9	32.5	28.8
Friday	28.5	33.9	29.6
Saturday	30.1	30.8	30.2

* 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, 2023–2025

	2023	2024	2025
Trip purpose^a			
Commute to/from work	22.5	22.8	24.5*
Business/work trip	4.7*	5.7*	4.9*
School-related	6.1	6.6	7.3
Medical	4.5*	3.8*	3.9
Errands	31.1	28.9*	27.9
Social/pleasure	19.6	19.2	19.7
Other	11.5	13.1*	11.9*
Time of day trip began^b			
3am–6:59am	6.7	7.3	7.0
7am–10:59am	24.7	25.1	26.5
11am–2:59pm	26.1	26.0	26.0
3pm–6:59pm	27.6	28.3	27.0
7pm–10:59pm	10.4	9.4	10.0
11pm–2:59am	4.5	3.9	3.6
Vehicle type^c			
Car	53.3	52.7	51.9
Pickup	9.7	10.2	10.8
Van	2.3*	1.8*	1.6
Minivan	2.5*	3.8*	2.9*
SUV	30.5*	30.7	31.6
Other	1.7	0.8*	1.1*

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 0.72% in 2023, 0.83% in 2024, and 0.93% in 2025.

^b The proportion of trips with a missing value for time of day was 1.69% in 2023, 2.04 in 2024, and 2.91% in 2025.

^c The proportion of trips with a missing value for vehicle type was 1.81% in 2023, 1.78% in 2024, and 1.12% in 2025.

Table 7. Average Minutes per Driving Trips by Selected Characteristics, United States, 2023–2025

	2023	2024	2025
All	25.0	24.6	24.6
Trip purpose			
Commuter to/from work	29.7*	29.4	28.8
Business/work trip	38.3*	34.5	40.7
School-related	22.3	18.4*	24.0*
Medical	32.0*	25.8	31.0
Errands	19.3	18.3	17.0
Social/pleasure	24.9	28.5*	25.5*
Other	24.2	23.2	23.6
Time of day trip began			
3am–6:59am	34.4	31.2	31.4
7am–10:59am	28.0	27.5	26.7
11am–2:59pm	24.4	23.1	22.3
3pm–6:59pm	22.8	22.9	22.2
7pm–10:59pm	18.6*	21.3*	20.2
11pm–2:59am	39.1	30.8	42.5*
Vehicle type			
Car	24.8	24.5	25.2
Pickup	27.5	24.3	27.6
Van	36.6	31.2	23.3
Minivan	22.5	26.8	27.7
SUV	22.5	23.7	21.7
Other	51.5	53.3	37.9

* 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, 2023–2025

	2023	2024	2025
All	11.9	12.7	11.9
Trip purpose			
Commuter to/from work	14.5	16.0	14.2*
Business/work trip	21.0	18.9	19.1
School-related	9.1	7.4	10.7*
Medical	14.9	13.1	14.2
Errands	7.9	7.9	6.9*
Social/pleasure	13.9	15.9	14.0
Other	11.1	12.6	12.3
Time of day trip began			
3am–6:59am	18.0	19.7	16.8
7am–10:59am	13.7	14.1	12.6
11am–2:59pm	10.2	11.7*	10.7
3pm–6:59pm	11.3	10.9	10.8
7pm–10:59pm	8.8*	10.8*	9.5
11pm–2:59am	16.8	17.8	18.8
Vehicle type			
Car	11.7	11.6	11.5
Pickup	12.7	12.7	15.8*
Van	12.7	13.8	14.1
Minivan	11.3	15.4	11.9
SUV	11.3	12.9	10.8*
Other	28.4	40.9	17.7

* 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^a, United States, 2023–2025

Vehicle Age ^a	2023	2024	2025
Proportion			
0–4 years	27.0	34.0*	39.3*
5–9 years	33.0	31.9	29.0*
10–14 years	17.8	17.5	15.9*
More than 14 years	22.2	16.6*	15.8
Mean minutes			
0–4 years	26.1	25.9	25.0
5–9 years	24.6	23.5	25.0
10–14 years	23.5	24.5	22.1
More than 14 years	23.8	24.8	24.9
Mean miles			
0–4 years	13.1	14.4	11.9*
5–9 years	11.9	12.4	12.7
10–14 years	11.0	11.0	10.4
More than 14 years	10.7	12.0	12.4

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

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.

^a The proportion of trips with a missing value for vehicle age was 3.03% in 2023, 2.19% in 2024, and 2.4% in 2025.

Table 10. Proportion of Trips and Average Minutes and Miles per Driving Trip by Engine Type^a, United States, 2024–2025

Engine Type	2024	2025
Proportion		
Gas/Diesel	91.0	89.5*
Hybrid	6.4	7.4*
Electric Vehicle	2.5	3.1
Mean minutes		
Gas/Diesel	24.3	24.3
Hybrid	25.8	25.0
Electric Vehicle	32.9	30.1
Mean miles		
Gas/Diesel	12.5	11.8
Hybrid	13.4	12.4
Electric Vehicle	16.0	13.8

* 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 engine type was 0.8% in 2024, and 0.35% in 2025.

Table 11. Percent of U.S. Residents Aged 16+ by Engine Type of Most Frequently Driven Vehicle and Selected Demographic Characteristics, United States, 2025

		Engine Type		
		Gas	Hybrid	Electric Vehicle
Age (years)				
	16–19	91.5	5.9	2.6
	20–24	90.9	6.5	2.6
	25–34	90.2	6.2	3.6
	35–49	89.2	6.0	4.8
	50–64	91.2	5.3	3.5
	65–74	90.0	7.8	2.3
	75+	90.5	7.7	1.8
Sex				
	Male	89.9	5.8	4.3
	Female	90.8	6.7	2.5
Race & ethnicity				
	White non-Hispanic	91.8	5.6	2.6
	Black non-Hispanic	90.7	6.5	2.9
	Other Race non-Hispanic	80.0	10.2	9.9
	Hispanic/Latino (any race)	90.8	6.5	2.7
Education				
	Less than high school	89.9	7.2	2.9
	High school diploma or GED	94.0	3.2	2.8
	Some college or 2-year degree	93.4	5.0	1.7
	Bachelor's degree or higher	85.5	9.4	5.1
Marital status				
	Married	89.1	7.0	3.9
	Divorced/Separated	92.4	6.0	1.6
	Widowed	93.6	4.8	1.6
	Never married	90.7	5.7	3.6
Employment status				
	Working	89.7	6.7	3.6
	Not working	92.7	3.5	3.8
	Retired	89.8	7.6	2.5
Census region				
	Northeast	92.0	3.7	4.4
	Midwest	92.6	5.9	1.4
	South	92.5	4.7	2.8
	West	83.6	11.1	5.3
Place of residence				
	Non-metro area	94.9	3.6	1.5
	Metro area	89.7	6.7	3.6

Table 12. Daily and Annual Estimates of the Driving Population, Driving Trips, Driving Duration, and Distance Driven, United States, 2023–2025

	2023	2024	2025
Population aged 16+ years^a (millions)	272.5	276.0	278.6
Drivers			
% of population that drives	95.3	94.2	95.0
Number of drivers (millions)	259.6	260.0	264.7
Driving trips			
Daily trips (per driver, mean)	2.43	2.44	2.40
Annual trips (per driver, mean)	887	891	876
Annual trips (total all drivers, billions)	230	232	232
Time spent driving			
Daily (mean per driver, minutes)	60.7	60.4	59.3
Annual (mean per driver, hours)	369	367	361
Annual (total all drivers, billions of hours)	96	96	95
Miles driven			
Daily (mean per driver, miles)	29.1	31.1	28.6
Annual (mean per driver, miles)	10,622	11,352	10,439
Annual (total all drivers, trillions of miles)	2.74	2.95	2.76

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