

Travel in the United States Before and During the COVID-19 Pandemic

July 2021

The COVID-19 pandemic, the associated policy interventions such as stay-at-home orders, and the associated economic recession all had profound influences on how much Americans traveled and how they traveled in 2020. Data from sources such as vehicle counts and cell phone records have been used to estimate the overall magnitude of the change in travel at the national and state levels, however, little information is available regarding changes in the composition of travel (e.g., characteristics of road users; mode and purpose of travel). The current study aims to quantify monthly changes in daily travel from July 2019 through December 2020 using data from the AAA Foundation for Traffic Safety's New American Driving Survey, which interviews a sample of U.S. residents every day to collect information about the travel they did on the previous day. This enables examination of changes in travel in relation to the pandemic not only overall but in relation to the characteristics of the travelers and their trips.

Results show that the mean daily number of trips taken by U.S. residents abruptly decreased by approximately 40% in April 2020, relative to their level in the second half of 2019, rebounded slightly in May and June, and then leveled off at roughly 20%–25% below their 2019 levels during the second half of 2020. The data also show reductions in the amount of travel among people who reported traveling as well as increases in the percentage of people who did not leave their home on any given day. This Research Brief explores these changes in greater depth with a focus on monthly variation in travel in relation to the characteristics of the population and the mode and purpose of travel.

METHOD

The current study examined data from the AAA Foundation's New American Driving Survey (New ADS), which surveys a representative sample of U.S. residents ages 16 years or older to collect detailed information about all of the travel that they did on the day before they were interviewed. Approximately 5,000 respondents are interviewed each year, with interviews spread approximately evenly over all days of the year. The survey is administered in English and in Spanish, primarily online but also by telephone to accommodate participants without internet access. Data were weighted to account for differential sampling probabilities and to align the demographic characteristics of the respondents with those of the U.S. population. Additional methodological details, a summary of the data, and a copy of the full questionnaire are available in a previous report (AAA Foundation for Traffic Safety, 2021).

The current study examines the mean daily number of trips made by U.S. residents each month among 7,873 respondents who were interviewed between July 1, 2019 (start of data collection for the New ADS) and December 31, 2020. In the New ADS, a *trip* refers to any travel from one place to another. The following quantities were tabulated and/or plotted by month to quantify and describe changes in travel in relation to the COVID-19 pandemic.

- The mean daily number of trips taken overall and in relation to demographic characteristics (age, gender, educational attainment, marital status, and urban or rural place of residence).
- The mean daily number of trips made by driving or riding in a personal vehicle; walking or bicycling; and public transportation, taxi, or rideshare.
- The mean daily number of trips made for

commuting or work purposes versus for all other purposes, both among the entire population and among workers on days when they worked.

- The mean daily percentage of people who took no trips (i.e., stayed in the same place all day).
- The mean daily number of trips taken by people who took at least one trip (i.e., excluding those who stayed in the same place all day).

Monthly values of these measures during the period of the COVID-19 pandemic (March 2020 through the final month of data) are compared to corresponding measures in the second half of 2019.

Statistical Analysis

Because the number of respondents interviewed in any given month was not large, crude monthly estimates of travel (e.g., mean daily number of trips) were subject to substantial sampling variability (e.g., if the characteristics of the individuals interviewed in that particular month were not well aligned with those of the U.S. population), and were susceptible to influence by outliers. To reduce the influence of sampling variation and outliers on individual monthly estimates, each outcome was modeled in relation to the demographic variables listed previously plus race, ethnicity, Census region, whether the respondent was a driver; day of week; month; and interaction of all of the preceding variables with month. The model used was a “hurdle” model (Cragg, 1971) in which the probability of a non-zero response (here, taking any trips versus staying at home all day) is estimated first, and then the level of the response (here, number of trips) is modeled for those who took trips. This model allows the factors associated with whether a person travels at all versus stays home all day to differ from factors associated with the amount of travel (number of trips) among people who travelled. After fitting the model, each adjusted outcome measure (e.g., adjusted mean daily number of trips in each month) was estimated from the full sample using predictive margins (Graubard & Korn, 1999). Analyses were performed using Stata version 16.0 (StataCorp, 2019).

RESULTS

Overall Monthly Travel

Respondents reported making an average of 3.7 trips per day, including all modes of transportation, from July to December 2019 (Figure 1; Table 1). After remaining at similar levels in the first two months of 2020, average daily trips decreased to 3.0 in March and 2.2 in April, reflecting estimated 19% and 40% reductions, respectively, relative to the average in the second half of 2019. The average daily number of trips increased subsequently (e.g., to 2.5 in May) and stabilized for the remainder of 2020 at a level roughly 20%–25% lower than observed in the second half of 2019.

Early in the pandemic (e.g., in March and April of 2020), large decreases in travel were observed across all age groups. In March, decreases were more pronounced for those who aged under 65 years, while more substantial decreases for those aged 65 years and older were observed in April. On a percentage basis, adults aged 65 and older made an average of 53% fewer trips per day in April 2020 than they did in the second half of 2019 (Table 1). However, travel soon began to increase in May for all age groups except people ages 45 to 64 years, whose trips continued to decrease to 2.5 in May 2020. This corresponded to an estimated 37% reduction compared with the July-to-December 2019 average (Table 1).

While respondents with higher levels of education continued to travel as much as or more than those with lower levels of education during the pandemic, those with higher levels of education decreased their travel to a greater degree during the pandemic than did those with lower levels of education (those with higher levels of education traveled much more than those with lower levels of education before the onset of the pandemic) (Table 1).

Additionally, people living in metropolitan areas reduced their travel to a far greater degree during the initial months of the pandemic (March to May 2020) than did those living in non-metropolitan areas. Those living in metropolitan areas reported making an average of 3.7 trips per day between July and December 2019, similar to the average of 3.8 made by those outside of metropolitan areas. After remaining at relatively similar levels in the first two months of 2020, the mean daily trips decreased to 2.1

(a 42% reduction) in metropolitan areas compared with 2.9 (a 25% reduction) in non-metro areas. By the second half of 2020, however, the average daily number of trips leveled off at approximately 20%–30% below levels from the second half of 2019 in both metropolitan and non-metro areas.

Mode of Transportation

Table 2 shows the mean daily number of trips each month by transportation mode. Overall, average daily trips tended to decrease regardless of transportation mode during the pandemic compared with those of the pre-pandemic period. Respondents reported making an average of 2.7 driving trips daily between July and December 2019. In the midst of the pandemic, the average daily trips decreased to 2.3 in March, 1.5 in April, and 1.9 in May, reflecting estimated 15%, 46%, and 30% reductions, respectively, relative to the second half of 2019. Similar trends were evident for total personal vehicle trips (i.e., including trips made as a passenger in a personal vehicle, in addition to driving trips). On average, respondents made 3.2 such trips daily in the second half of 2019, which then decreased by 19% in March, 45% in April, and 29% in May 2020.

Reduction in daily travel during the pandemic has been more pronounced for modes of transportation that involved shared travel, including public transportation (bus or rail) as well as trips by taxi or rideshare vehicles (e.g., Lyft, Uber, or similar). Respondents reported making an average of 0.11 trips per day by these modes from July through December 2019; the proportion of the population who made any trips by transit, taxi, or rideshare fell from a daily average of 5.5% in the second half of 2019 to 1.7% in April of 2020 and an average of 2.4% for the remainder of 2020, representing a much larger decrease than was observed for travel in personal vehicles.

Interestingly, in April 2020—the first full month in which the societal impacts of the pandemic were felt widely—the average daily number of walking and bicycling trips were estimated to have increased slightly, before falling in subsequent months roughly in line with personal vehicle trips. It is important to note, however, that these estimates are imprecise due to small sample size.

Commuting and Other Travel

Table 3 shows the average daily number of trips made for work-related and non-work-related purposes. (For the purpose of the current analysis, both commuting and on-the-job travel are counted as *work-related*.) In general, work-related travel decreased by a larger amount than did non-work-related travel during the pandemic. Between July and December 2019, respondents reported making an average of 1.1 trips daily for commuting or work. (The vast majority of respondents made either zero or two such trips; workers made an average of 2.2 such trips on days when they worked.) At the onset of the pandemic, however, work-related travel decreased substantially, with Americans collectively reporting an average of 0.72 work-related trips in March 2020 and 0.63 in April, representing decreases of 31% and 40%, respectively. Workers reported 1.4 work-related trips on days when they worked in March 2020 and 1.7 in April. Meanwhile, corresponding reductions in non-work-related trips were estimated as 18% in March, 40% in April, and 28% in May compared with the July-to-December 2019 average (2.6 trips). Beyond the initial months of the pandemic, however, non-work-related travel more nearly returned to pre-pandemic levels than work-related travel did.

Staying at Home

Figure 2 illustrates the monthly average proportions of U.S. residents ages 16 years or older who stayed in the same place (generally but not exclusively at home) all day on any given day and thus made no trips. In the months before the pandemic, the percentage of the population who stayed in the same place all day fluctuated between 9% and 14% before the pandemic, but increased to 16% in March and 26% in April 2020. The proportion of respondents who reported not making any trips remained relatively high in May (23%), before levelling off at levels slightly higher than those before the pandemic for the remainder of the year.

While respondents aged 65 years and older were the most likely to stay at home all day throughout the entire period examined (including before the pandemic), the increase in the proportion of people who took no trips was greatest among younger age groups during the early months of the pandemic (Table 4).

Similar to the results for daily number of trips, men were more likely than women to stay in the same place in March

2020, but by the following months, the proportion of women who stayed in the same place all day exceeded the corresponding proportion among men.

Perhaps the greatest change in travel behavior across subgroups during the early stages of the pandemic was with respect to educational attainment. During the second half of 2019 (before the pandemic), respondents who had at most a high school education were approximately three times as likely to stay in the same place all day (15%) as were those with a bachelor's degree or higher (5%). Although during the pandemic, those with the lowest levels of education continued to travel the least, the proportion of respondents who stayed in the same place all day quadrupled among those with the highest levels of education (from 5% in the second half of 2019 to 21% in April 2020), whereas among those with the lowest levels of education it doubled (from 15% to 30%).

Additionally, the increase in the prevalence of staying in the same place all day during versus before the pandemic was greater among respondents who were married than among unmarried respondents. During the first month of the pandemic (in March 2020), about 15%–16% of respondents, regardless of their residence areas (metropolitan or non-metropolitan areas), did not leave their home on any given day. In April 2020, this proportion increased to 25% for those who lived in a metropolitan area versus to 29% for those who lived in a non-metropolitan area.

Travel Among Those Who Travelled

Table 5 shows the monthly average number of trips made each day only among people who made at least one trip (i.e., excluding those who stayed at home all day). Respondents who made at least one trip reported making an average of 4.1 trips per day, including all modes of transportation (i.e., walking, biking, public transit, driving, etc.), from July to December 2019. After remaining at similar levels in the first two months of 2020, these statistics declined to 3.6 in March and 2.9 in April, accounting for estimated 14% and 29% reductions, respectively, compared with the average between July and December 2019. After that, the monthly averages oscillated between 3.2 and 3.7 for the remainder of 2020.

In relation to demographic characteristics, the results followed same patterns observed in the analysis of daily trips among all respondents.

DISCUSSION

It is widely known that the COVID-19 pandemic and associated policy interventions such as stay-at-home orders had profound impacts on travel in the United States (and worldwide). Previous research had already observed large decreases in aggregate total travel in association with the pandemic. Data analyzed here, from the AAA Foundation's New American Driving Survey, align well with previously reported data from other sources, and provide additional context.

The Bureau of Transportation Statistics (BTS) reports, based on aggregate anonymized data gathered from mobile devices and analyzed by the University of Maryland, that the total number of trips taken by Americans in the entire year 2020 was approximately 26% lower than in 2019 (BTS, 2021). BTS also reports, based on data licensed by INRIX, that total passenger vehicle travel was 52% lower in April 2020 than it would have been without the pandemic (BTS, 2021), in good agreement with the estimate from the current analysis that the average daily number of person trips by all modes fell 40%, and driving trips fell 46%, in April 2020 relative to the second half of 2019. Similarly, another study of anonymized cell phone data in 25 U.S. counties reported that an index of trip-making fell by 35%–63% in the counties examined in mid-April 2020 relative to pre-pandemic levels (Badr et al., 2020). Routing requests in Apple maps reportedly decreased substantially over the same period as well (Apple, 2021).

The current analysis also provides additional context with respect to the types of trips and the characteristics of people travelling (and not travelling). For example, early in the pandemic, results show that reductions in travel were greatest among teens and young adults (ages 16–24) and among those ages 65 and older, whereas beyond the initial months of the pandemic, sustained reductions in travel were more uniform across the age spectrum. While Americans with higher levels of educational attainment tend to travel more than those with lower levels of education and continued to do so throughout the pandemic, reductions in travel were much larger among those with higher levels of education, especially early in the pandemic, likely due to this group's greater opportunity to work from home. Further supporting this assumption, the current analysis finds that reductions in work-related travel were larger than reductions in

non-work-related travel, both among the population as a whole and specifically among workers on days when they worked. Reductions in travel by modes such as mass transit, taxi, and rideshare were substantially larger than reductions in travel by personal vehicle, a pattern observed in other data as well (BTS, 2021). One large survey of travel patterns and mode choice during the pandemic found that while most commuters continued to commute using the same mode as before the pandemic, the share of total commuting that was by private vehicle increased whereas the shares of all other modes fell. The same survey also found a strong inverse relationship between educational attainment and frequency of commuting during the pandemic (Mirtich, 2020).

The changes in travel that have occurred in association with the COVID-19 pandemic are likely to impact traffic safety. While one might expect that a large reduction in travel would produce a large reduction in motor vehicle crashes, injuries, and deaths, that has not been observed. Preliminary estimates from the National Highway Traffic Safety Administration indicate that 38,680 people died in crashes on U.S. roads in 2020 (National Center for Statistics and Analysis, 2021). This represents a 7.2% increase relative to 2019 as a whole, with a 13.4% year-over-year increase in the second half of 2020 relative to the same months in 2019. This also represents largest number of people killed in crashes on U.S. roads in any year since 2007. Various possible explanations for this increase have been put forth, including increases in speeding made possible by reduced traffic congestion (Federal Highway Administration, 2020; Governors Highway Safety Association, 2020), reduced traffic law enforcement (Governors Highway Safety Association, 2020), and increases in use of impairing substances by drivers (Thomas et al., 2020). The results of the current analysis can provide additional context. The decreases observed in total travel were not uniform across the population. For example, younger and older Americans decreased their travel to a greater degree than did middle-aged Americans, and work-related travel (including commuting as well as business travel) decreased by a larger amount than did other travel.

As additional traffic safety data and travel data emerge, it will be important to examine factors that contributed to this large increase in traffic fatalities despite a large reduction in travel, as lessons learned may have future traffic safety implications beyond the COVID-19 pandemic as well.

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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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Table 1. Mean Daily Number of Trips by All Modes Made by U.S. Residents Aged 16+, by Month, July 2019-December 2020.

		Age (years)					Gender		Education			Marital Status		Residence	
		Overall	16-24	25-44	45-64	65+	Male	Female	High School or Lower	Some College or 2-Year Degree	4-Year Degree or Higher	Not Married	Married	Non-Metro Area	Metro Area
2019	July	3.8	3.2	3.9	4.0	3.5	3.7	3.8	3.6	3.7	4.1	3.7	3.8	4.1	3.7
	August	3.8	2.9	3.8	4.3	3.6	3.8	3.8	3.6	3.6	4.2	3.7	3.9	4.3	3.7
	September	3.5	3.0	3.6	3.8	3.5	3.2	3.8	3.4	3.1	4.0	3.0	4.1	3.5	3.5
	October	3.8	3.5	4.2	4.1	2.9	4.1	3.6	3.3	4.4	3.9	3.6	4.0	3.9	3.8
	November	3.8	3.5	4.1	4.1	3.1	3.8	3.7	3.4	4.1	4.0	3.7	3.9	4.0	3.8
	December	3.6	3.6	3.8	3.7	3.1	3.7	3.5	3.5	3.4	3.9	3.6	3.6	3.5	3.6
	July - December Average	3.7	3.4	3.9	4.0	3.2	3.8	3.7	3.4	3.8	4.0	3.6	3.9	3.8	3.7
2020	January	3.6	3.7	4.1	3.7	2.6	3.4	3.8	3.3	3.9	3.8	3.6	3.7	3.4	3.6
	February	3.7	3.4	3.9	3.9	3.3	3.5	3.9	3.5	3.7	3.9	3.6	3.8	3.7	3.7
	March	3.0	2.7	3.1	3.2	2.7	2.8	3.2	2.9	3.1	3.0	3.0	3.0	3.4	2.9
	April	2.2	1.8	2.5	2.7	1.5	2.3	2.1	2.3	2.1	2.3	1.9	2.6	2.9	2.1
	May	2.5	2.9	2.9	2.5	1.6	2.4	2.6	2.6	2.5	2.4	2.4	2.6	3.0	2.4
	June	2.9	2.6	3.1	3.2	2.6	3.0	2.9	2.9	3.1	2.8	2.9	3.0	3.1	2.9
	July	2.9	2.5	3.0	3.0	2.7	2.9	2.9	2.3	3.4	3.2	2.8	3.0	3.0	2.9
	August	2.9	2.7	3.1	3.1	2.5	2.9	3.0	2.9	2.9	3.0	2.7	3.2	2.7	3.0
	September	3.0	3.1	3.2	3.0	2.8	2.7	3.4	2.9	3.1	3.1	3.0	3.1	3.3	3.0
	October	3.3	3.2	3.5	3.4	3.0	3.3	3.4	3.2	3.1	3.7	3.2	3.5	3.3	3.4
	November	2.7	2.7	2.9	2.8	2.3	3.0	2.5	2.4	3.0	2.8	2.7	2.7	2.8	2.7
	December	2.8	2.9	3.1	2.8	2.4	2.7	2.9	2.6	3.0	3.0	2.9	2.7	2.7	2.8
	January - December Average	3.0	2.9	3.2	3.1	2.5	2.9	3.1	2.9	3.1	3.1	2.9	3.1	3.2	3.0

Note: Values are adjusted for day of week, Census region, driver status, race/ethnicity, and all other variables shown in table.

Table 2. Mean Daily Number of Trips Made by U.S. Residents Aged 16+, by Month and Mode of Travel, July 2019–December 2020.

		Driver of Personal Vehicle ^a	Passenger in Personal Vehicle ^a	Total Personal Vehicle ^a	Walk or Bicycle ^b	Transit, Taxi, or Rideshare ^b
2019	July	2.8	0.49	3.3	0.34	0.14
	August	2.8	0.39	3.2	0.38	0.11
	September	2.5	0.48	3.0	0.26	0.14
	October	2.7	0.53	3.2	0.44	0.08
	November	2.8	0.47	3.3	0.39	0.11
	December	2.7	0.59	3.3	0.17	0.09
	July - December Average	2.7	0.49	3.2	0.33	0.11
2020	January	2.9	0.32	3.2	0.26	0.11
	February	2.7	0.47	3.1	0.34	0.15
	March	2.3	0.29	2.6	0.24	0.07
	April	1.5	0.28	1.8	0.36	0.10
	May	1.9	0.37	2.3	0.19	0.03
	June	1.9	0.51	2.4	0.26	0.13
	July	2.2	0.32	2.5	0.25	0.05
	August	2.4	0.34	2.7	0.21	0.01
	September	2.1	0.53	2.7	0.33	0.05
	October	2.5	0.48	2.9	0.30	0.07
	November	2.2	0.28	2.5	0.17	0.04
	December	2.1	0.34	2.5	0.19	0.12
	January - December Average	2.2	0.37	2.6	0.26	0.07

a. Values are adjusted for day of week, age, gender, race/ethnicity, educational attainment, marital status, driver status, Census region, and urban or rural residence.

b. Values are adjusted for race/ethnicity, educational attainment, marital status, driver status, Census region, and urban or rural residence location.

Table 3. Mean Daily Number of Trips Made by U.S. Residents Aged 16+, by Month and Purpose of Trip, July 2019–December 2020.

		All Residents Ages 16+		Workers on Days When They Worked	
		Commute or Work	Non-Work-Related	Commute or Work	Non-Work-Related
2019	July	0.93	2.6	2.1	2.0
	August	1.03	2.6	2.2	2.0
	September	1.01	2.4	2.2	1.7
	October	1.02	2.7	2.0	2.2
	November	1.25	2.6	2.5	2.0
	December	0.96	2.5	2.0	2.1
	July - December Average	1.05	2.6	2.2	2.0
2020	January	1.17	2.4	2.3	2.1
	February	1.01	2.6	1.8	1.8
	March	0.72	2.1	1.4	1.8
	April	0.63	1.6	1.7	1.6
	May	0.68	1.9	1.4	1.5
	June	0.64	2.3	1.7	2.0
	July	0.89	1.9	1.9	1.4
	August	0.68	2.3	1.5	2.0
	September	0.71	2.3	1.5	1.4
	October	0.82	2.5	1.7	2.1
	November	0.72	1.9	1.5	1.5
	December	0.78	2.0	1.7	1.8
	January - December Average	0.79	2.1	1.7	1.7

Note: Values are adjusted for day of week, age, gender, race/ethnicity, educational attainment, marital status, driver status, Census region, and urban or rural residence location.

Table 4. Average Percent of U.S. Residents Aged 16+ Who Stayed in the Same Place All Day, by Month, July 2019–December 2020.

		Age (years)					Gender		Education			Marital Status		Residence	
		Overall	16–24	25–44	45–64	65+	Male	Female	High School or Lower	Some College or 2-Year Degree	4-Year Degree or Higher	Not Married	Married	Non-Metro Area	Metro Area
2019	July	10%	21%	11%	7%	8%	10%	10%	13%	10%	8%	12%	8%	12%	10%
	August	9%	12%	5%	6%	18%	12%	7%	13%	9%	5%	10%	8%	6%	10%
	September	10%	4%	5%	12%	19%	10%	10%	13%	12%	5%	12%	8%	10%	10%
	October	11%	12%	7%	10%	21%	7%	15%	17%	9%	6%	13%	10%	15%	11%
	November	14%	17%	8%	12%	25%	13%	15%	23%	10%	6%	16%	12%	11%	14%
	December	10%	12%	7%	9%	16%	9%	11%	13%	15%	4%	12%	8%	11%	10%
	July – December Average	10%	12%	7%	9%	16%	9%	11%	13%	15%	4%	12%	8%	11%	10%
2020	January	14%	10%	8%	14%	29%	16%	13%	16%	17%	10%	14%	15%	16%	14%
	February	10%	15%	9%	9%	9%	10%	10%	14%	9%	6%	10%	10%	3%	11%
	March	16%	15%	11%	15%	23%	18%	14%	21%	12%	12%	16%	15%	15%	16%
	April	26%	29%	19%	21%	41%	22%	29%	30%	26%	21%	29%	22%	29%	25%
	May	23%	26%	14%	18%	42%	21%	25%	27%	24%	16%	26%	19%	16%	24%
	June	14%	17%	12%	12%	19%	15%	13%	15%	14%	13%	15%	13%	14%	14%
	July	13%	18%	11%	11%	18%	9%	18%	17%	11%	11%	15%	11%	15%	13%
	August	16%	19%	12%	14%	24%	15%	18%	22%	8%	17%	18%	14%	23%	15%
	September	16%	17%	12%	14%	24%	20%	12%	19%	12%	15%	18%	13%	12%	16%
	October	11%	11%	9%	11%	14%	11%	10%	13%	10%	9%	10%	12%	11%	11%
	November	17%	11%	14%	19%	21%	15%	18%	16%	13%	19%	16%	17%	16%	17%
	December	14%	9%	7%	14%	27%	13%	14%	18%	13%	9%	15%	12%	21%	13%
	January – December Average	15%	15%	11%	14%	23%	15%	15%	18%	14%	13%	16%	15%	14%	15%

Note: Values are adjusted for day of week, Census region, driver status, race/ethnicity, and all other variables shown in table.

Table 5. Mean Daily Number of Trips Taken by U.S. Residents Who Took At Least One Trip, by Month, July 2019-December 2020.

		Age (years)					Gender		Education			Marital Status		Residence	
		Overall	16-24	25-44	45-64	65+	Male	Female	High School or Lower	Some College or 2-Year Degree	4-Year Degree or Higher	Not Married	Married	Non-Metro Area	Metro Area
2019	July	4.2	4.0	4.4	4.3	3.8	4.1	4.3	4.0	4.1	4.4	4.2	4.2	4.6	4.1
	August	4.2	3.3	4.0	4.6	4.3	4.3	4.0	4.1	4.0	4.3	4.1	4.2	4.6	4.1
	September	3.9	3.1	3.7	4.3	4.2	3.6	4.2	3.8	3.6	4.2	3.5	4.4	3.9	3.9
	October	4.2	4.0	4.5	4.5	3.7	4.3	4.1	3.9	4.8	4.1	4.1	4.4	4.5	4.2
	November	4.3	4.1	4.4	4.6	4.0	4.3	4.3	4.4	4.5	4.2	4.3	4.3	4.4	4.3
	December	4.0	4.0	4.1	4.0	3.7	4.1	3.9	4.0	4.0	4.1	4.1	3.9	4.0	4.0
	July - December Average	4.2	4.1	4.4	4.3	3.6	4.0	4.4	3.9	4.6	4.1	4.1	4.3	4.1	4.2
2020	January	4.1	3.9	4.4	4.3	3.7	3.9	4.3	4.1	4.1	4.2	4.1	4.2	3.8	4.2
	February	3.6	3.2	3.5	3.8	3.5	3.4	3.7	3.7	3.5	3.4	3.5	3.6	4.0	3.5
	March	2.9	2.4	3.1	3.4	2.4	2.9	3.0	3.2	2.7	2.8	2.6	3.3	3.9	2.8
	April	3.2	3.8	3.4	3.0	2.7	3.0	3.3	3.4	3.2	2.8	3.2	3.2	3.5	3.1
	May	3.4	3.1	3.5	3.7	3.1	3.5	3.3	3.4	3.6	3.3	3.4	3.4	3.6	3.4
	June	3.3	3.0	3.4	3.4	3.4	3.2	3.5	2.8	3.8	3.6	3.3	3.4	3.5	3.3
	July	3.5	3.2	3.5	3.6	3.2	3.3	3.6	3.6	3.1	3.5	3.3	3.7	3.5	3.4
	August	3.6	3.6	3.5	3.5	3.6	3.3	3.8	3.6	3.5	3.6	3.6	3.5	3.7	3.5
	September	3.7	3.6	3.9	3.8	3.5	3.7	3.8	3.7	3.5	4.0	3.6	3.9	3.7	3.7
	October	3.3	3.0	3.4	3.4	2.9	3.5	3.0	2.9	3.4	3.5	3.2	3.3	3.3	3.2
	November	3.3	3.2	3.3	3.3	3.3	3.1	3.4	3.1	3.5	3.3	3.4	3.1	3.4	3.3
	December	4.2	4.0	4.4	4.3	3.8	4.1	4.3	4.0	4.1	4.4	4.2	4.2	4.6	4.1
	January - December Average	3.5	3.4	3.6	3.6	3.2	3.4	3.6	3.4	3.5	3.5	3.4	3.6	3.7	3.5

Note: Values are adjusted for day of week, Census region, driver status, race/ethnicity, and all other variables shown in table.

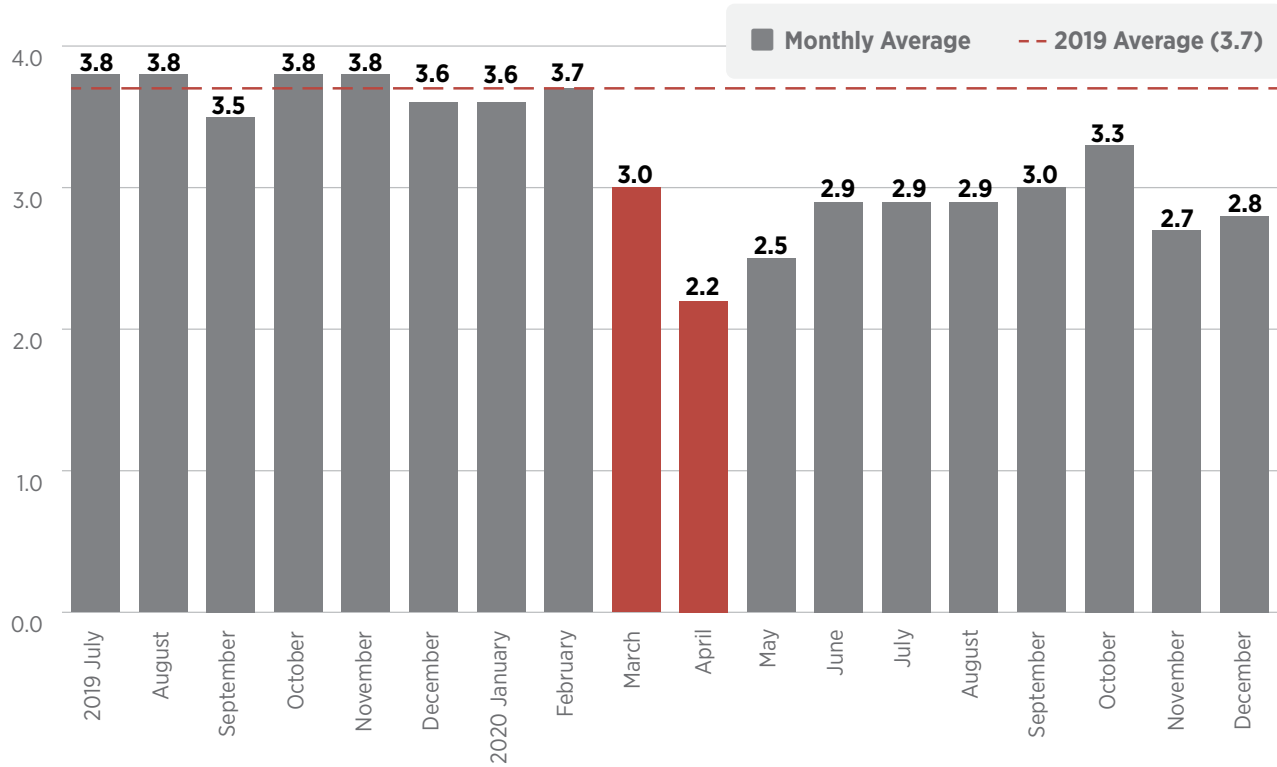


Figure 1. Mean Daily Number of Trips Made by U.S. Residents Aged 16+, by Month, July 2019–December 2020.

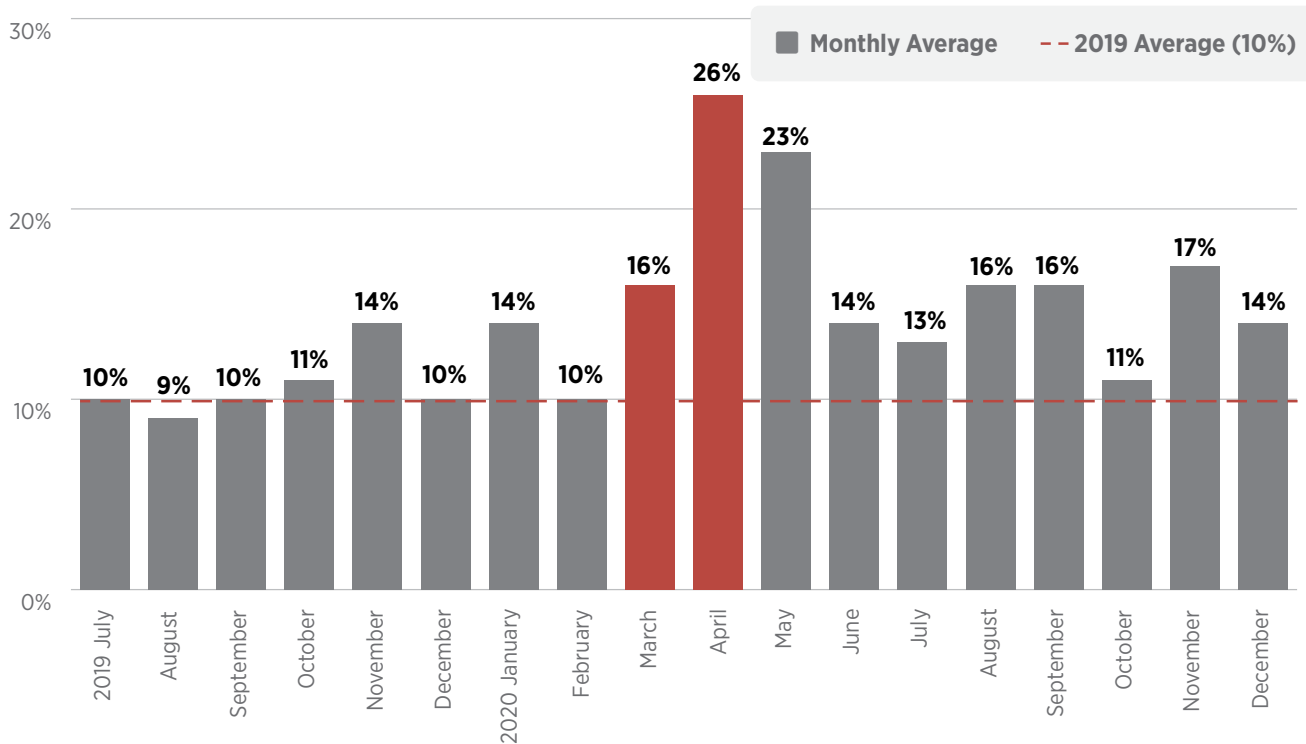


Figure 2. Average Percent of U.S. Residents Aged 16+ Who Stayed in the Same Place All Day, by Month, July 2019–December 2020.