

# American Driving Survey: 2023

Travel behaviors in the United States have settled into a new normal after the disruption of the COVID-19 pandemic in 2020 (Steinbach & Tefft, 2023). This Research Brief provides highlights from the AAA Foundation for Traffic Safety's 2023 American Driving Survey, which quantifies the daily driving of the U.S. population in 2023 and compares results to 2022 and 2021. Additionally, this Research Brief extends analyses of survey data to examine the age of vehicles driven by the American public and explores differences by population groups. Vehicle age is an important component of crash risk as newer vehicles are equipped with more advanced safety features, which reduce fatalities and injuries (Glassbrenner, 2012). Results on driving patterns show largely similar trends in 2023

as observed in 2021 and 2022. In 2023, 95.3% of U.S. residents aged 16 years and older drove at least occasionally. Drivers reported making an average of 2.43 driving trips, spending 60.7 minutes behind the wheel, and driving 29.1 miles each day in 2023. Projecting these results to all drivers nationwide, 258.2 million drivers made a total of 229 billion driving trips, spent 95 billion hours driving, and drove 2.74 trillion miles in 2023. Analysis of vehicle age indicates the largest proportion of trips were undertaken using vehicles aged 5 to 9 years (33.0%). Newer vehicles, aged 0 to 4 years, exhibited the longest average trip duration in minutes and trip length in miles. Teenage drivers and respondents with lower education levels were more likely to drive vehicles more than 14 years old.

## METHOD

The methodology of the American Driving Survey is described in detail 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 online or telephone interview in which they were asked to report basic information about all of the travel that they did on the day before the interview. Approximately 5,100 participants were interviewed each year, with interviews spread approximately evenly over all days of the year. The survey was administered in English and in Spanish, primarily online but also by telephone

to accommodate participants who lack internet access or are more comfortable participating by phone. Panel members who did not respond to the initial invitation to participate were reminded a total of four times over a 20-day period from the initial invitation. Completed interviews were performed with 23.9% of those invited to participate in 2021; 23.2% of those invited to participate in 2022; and 20.8% of those invited to participate in 2023. Statistics reported in this Research Brief are based on interviews performed between January 1, 2021, and December 31, 2023. Data were weighted to account for each

respondent's probability of having been invited to participate in the survey and to align the demographic characteristics of the respondents with those of the U.S. population. Characteristics of the unweighted sample are shown in Table 1.

Trip distance and/or duration were imputed for 1,410 trips (2.94% 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 105 respondents (0.69% of all respondents) were excluded because they did not report valid distance or duration for any of their trips or because their responses appeared to be suspect (e.g., reported having driven for more than 24 hours in a 24-hour period).

Estimates of daily driving were obtained by computing the mean numbers of trips, minutes, and miles of driving reported by respondents. Estimates of trip-level characteristics including proportion of trips by category, mean minutes, and miles per driving trip were obtained from a dataset of all driving trips reported by respondents.

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 2023, 4,579 out of 5,003 respondents reported access to at least one vehicle and 4,427 respondents reported the year of the vehicle.

Bivariate person-level associations between the age of vehicles most frequently used by respondents and demographic characteristics were assessed using chi-squared tests of independence. Multivariate person-level associations of demographic characteristics and vehicle age were assessed using logistic regression models. The primary model predicted whether respondents drove vehicles aged more than 14 years as a function of demographic characteristics. An additional sensitivity analysis was conducted to predict whether the vehicles most frequently used by respondents were aged 0 to 4 years.

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 2021 to 2022 and from 2022 to 2023 were evaluated at the 95% confidence level using t tests of means or proportions. Because comparisons of driving patterns between 2021 and 2022 are described in a previous Research Brief (Steinbach & Tefft, 2023), the results outlined in this document focus on characterizing driving quantities of the American public in 2023 and comparisons with 2022 findings. Estimates from 2021 are included for reference and highlighted when relevant.

## RESULTS

### Driving Population

Table 2 shows the percentage of U.S. residents aged 16 years and older who reported driving at least occasionally. Overall, 95.3% of this group reported that they drove in 2023, statistically unchanged from the 94.5% who reported driving in 2022.

Population trends in driving according to most demographic characteristics were very similar to trends from 2022. Reported driving proportions increased with increasing levels of education across all categories of educational attainment examined. The proportion of respondents who reported driving was higher among those who were married compared to those who were divorced or separated, widowed, or never married. The proportion of respondents who reported driving was highest among those who were working and lowest among those who were not working. A greater proportion of respondents living outside of metropolitan areas reported driving compared to those living in metropolitan areas.

Minor shifts in respondent age and census region populations from 2022 to 2023 were observed. In 2023, the proportion of respondents who drove was highest among people aged 35–49 and lowest among people aged 16–19. Geographically, the highest proportion of respondents who reported driving in 2023 lived in the South, a shift from the Midwest in 2022, while the lowest proportion remained in the Northeast.

### Daily Driving Trips

Drivers made an average of 2.43 driving trips per day in 2023, statistically unchanged from the 2.44 daily driving trips reported in 2022 (Table 3). Drivers aged 35–49 continued to report the greatest number of driving trips each day. Men and women reported a similar number of trips in 2023, neither of which was significantly different from the number of trips reported in 2022. Similar to 2022, respondents who described

themselves as White non-Hispanic and Hispanic/Latino reported more trips than those who described themselves as Black non-Hispanic or from another non-Hispanic ethnic group.

Compared to 2022, the number of reported trips in 2023 statistically decreased among drivers with some college or a two-year degree, while there were no statistically significant changes among drivers from all other education backgrounds. Daily driving trips increased among married drivers, while drivers of all other marital statuses experienced small decreases, though these changes were not statistically significant. Similarly, there were slight increases in driving trips among working and retired drivers but a slight decrease among drivers who were not working; however, these changes were also not statistically significant. Drivers who resided in non-metropolitan areas reported fewer daily driving trips in 2023, while those in metropolitan areas maintained the same number of daily driving trips as in 2022. These changes were not statistically significant. The average daily number of driving trips was relatively similar across the last three quarters in 2023 but was lower in the first quarter. Drivers reported the most driving trips on Wednesdays and the fewest on Sundays in 2023.

### Daily Driving Time & Distance

Drivers reported spending an average of 60.7 minutes per day driving in 2023, statistically unchanged from the 60.2 minutes per day they reported driving in 2022 (Table 4).

In 2023, drivers aged 35–49 spent more time (72.4 minutes) driving each day than any other age group. The trend decreased from last year but was not statistically significant. The amount of time spent driving decreased for people aged 20–24 and 50–64, while it increased for other age groups compared to 2022. However, the changes were not statistically significant. Men continued to spend substantially more time driving each day

than women did in 2023. Drivers who identified as Hispanic/Latino and Black non-Hispanic reported spending more time driving than drivers from all other ethnic backgrounds. There was an increase in driving time among drivers who identified as Black non-Hispanic in 2023 compared to 2022; however, this difference was not statistically significant. In 2023, drivers with a high school diploma or GED drove more than those with other educational backgrounds. This trend differs from 2022, when individuals with some college or a two-year degree drove the most.

Drivers who were working spent more time driving than those with other employment status. Drivers in non-metropolitan and metropolitan areas spent similar amounts of time driving in 2023. The average daily driving time was relatively similar across the last three quarters in 2023, but was lower in the first quarter. Drivers spent the most time driving on Wednesdays and the least amount of time driving on Sundays.

Drivers reported an average of 29.1 miles driven daily in 2023, less than the 30.1 miles and 32.7 miles reported in 2022 and 2021, respectively; however, differences were not statistically significant (Table 5). Patterns of miles driven daily were generally similar to patterns in time spent driving. Drivers in non-metropolitan areas reported driving more miles daily than those in metropolitan areas.

### Trip-Level Characteristics

Similar to trends in 2021 and 2022, the largest proportion of driving trips in 2023 were undertaken to run errands (31.1%) (Table 6), while commuting to and from work comprised 22.5% of driving trips. Consistent with trends in 2022, the majority of driving trips in 2023 began between either 11am–2:59pm (26.1%) or 3–6:59pm (27.6%). Very few driving trips in 2023 began between 3–6:59am (6.7%) and between 11pm–2:59am (4.5%). In 2023, most driving trips were either taken by car (53.3%) or by SUV (30.5%), with SUV trips seeing a statistically significant increase compared to 2022.

The average number of minutes per driving trip was 25.0 minutes (Table 7), a similar duration to 2022 (24.5 minutes) and 2021 (23.8 minutes). The average driving commute to and from work in 2023 was 29.7 minutes, statistically increased from 2022 (27.9 minutes). On average, driving trips for business were the longest duration of any trip purpose, while errands were the shortest. Like trends in previous years, the average duration of driving trips that began during the early hours of the morning (3–6:59am) in 2023 was longer than trips that began at any other time of the day. The average duration of trips that began between 7–10:59pm was statistically significantly shorter in 2023 (18.6 minutes) compared to 2022 (22.8 minutes). The average duration of a trip taken by car in 2023 was 24.8 minutes, and the average duration of a trip taken by SUV in 2023 was 22.5 minutes, both statistically unchanged from 2022. The average duration of trips taken by van showed an increase, but the change was not statistically significant.

The average length of a trip in miles in 2023 was 11.9 miles (Table 8), statistically unchanged from the average length of a trip in 2022 (12.2 miles) and 2021 (12.7 miles). The average driving commute trip was 14.5 miles. Similar to trends in average duration of trips, the average length of driving trips for business were the longest of any trip purpose, while errands were the shortest. The average trip length in 2023 was longest for trips that began between 3–6:59am and shortest for trips that began between 7–10:59pm. The average trip length that began between 7–10:59pm was shorter in 2023 (8.8 minutes) compared to 2022 (11.9 minutes). The average length of driving trips undertaken by car (11.7 miles) was similar to those by SUV (11.3 miles).

### Estimates by Vehicle Age

Table 9 shows the proportion of driving trips, average trip duration, and average trip length categorized by vehicle age groups in 2023. Among the different vehicle age groups, the largest proportion of trips were undertaken

using vehicles aged 5–9 years (33.0%), followed by vehicles aged 0–4 years (27.0%). Newer vehicles, particularly those aged 0–4 years, tended to travel longer distances and durations, with this vehicle age group exhibiting the longest average trip duration in minutes and trip length in miles.

The age, gender, education level, marital status, employment status, census region, and place of residence of respondents were statistically significantly correlated with the age of vehicles driven (Table 10). More than one-third of teenagers (aged 16–19) drove vehicles more than 14 years old, while more than one-third of respondents aged 65–74 drove newer vehicles (less than 4 years). A larger proportion of male respondents (24.6%) drove vehicles older than 14 years, compared to female respondents (20.2%). Those with higher education levels tended to drive newer vehicles, while 38.5% of respondents with less than a high school education reported driving vehicles older than 14 years. A greater proportion of respondents in the Northeast (34.4%) drove newer vehicles (less than 4 years) compared to all other regions. A slightly higher proportion of respondents in non-metropolitan areas (26.1%) drove vehicles exceeding 14 years, versus those residing in metropolitan areas (21.8%).

Results from the multivariate regression model predicting the association between demographic characteristics and the likelihood of driving a vehicle aged more than 14 years indicated that respondents with some college or a 2-year degree and those with a bachelor's degree or higher were significantly less likely to drive old vehicles (more than 14 years)—approximately 65% and 75% less likely, respectively, compared to those with less than a high school education.

Female respondents were 28% less likely to drive older vehicles compared to male respondents.

Respondents who reported not working were 95% more likely to drive old vehicles (more than 14 years) compared to respondents who reported working. Those living in the Midwest, West, and South were 98%, 156%, and 61% more likely to drive older vehicles, respectively, compared to those living in the Northeast. Additionally, respondents who were divorced or separated, and those who were never married, were 50% and 81% more likely to drive older vehicles, respectively, compared to those who were married.

The sensitivity analysis using a model predicting the association between demographic characteristics and the likelihood of driving a vehicle aged 0–4 years revealed consistent findings. It showed that respondents with higher education, those who reported working, and those living in the Northeast were more likely to drive newer vehicles.

### Overall Population-Level Estimates

According to estimates from the Census Bureau, the number of U.S. residents old enough to drive increased slightly, from an estimated 269.5 million people in 2022 to 270.9 million in 2023 (Table 11). Estimates from the 2023 American Driving Survey on the percentage of the population that drives, as shown in Table 2, indicate that there were approximately 258.2 million drivers in the United States in 2023, an increase of approximately 4.2 million drivers relative to 2022. U.S. drivers made a total of approximately 229 billion driving trips, spent 95 billion hours behind the wheel, and drove an estimated 2.74 trillion miles in 2023.

## DISCUSSION

Data collected from January 1 through December 31, 2023, in the American Driving Survey indicate that overall driving trends in 2023 look similar to trends in 2022. Drivers

made an average of 2.43 driving trips, spending 60.7 minutes behind the wheel, and driving 29.1 miles each day in 2023. Projecting these results nationwide, drivers made a total of

229 billion driving trips and spent 95 billion hours driving, which represented small but not statistically significant increases compared to 2022. Drivers drove 2.74 trillion miles in 2023, representing a small but not statistically significant decrease relative to 2022.

Consistent with surveys from the pre-pandemic (2014 to 2017) period (Kim et al., 2019) and the post-pandemic (2021 to 2022) period (Steinbach & Tefft, 2023), respondents from non-metropolitan areas took more driving trips and drove longer in terms of miles compared to respondents from metropolitan areas in 2023. Additionally, respondents from the Midwest, West, and South drove more in terms of miles and minutes than those residing in the Northeast in both 2022 and 2023.

Several emerging driving patterns that appeared after the onset of the COVID-19 pandemic in 2020 appeared to continue in 2023. Drivers with a high school education or GED reported driving more miles than those with a bachelor's degree. Hispanic or Latino drivers had the highest driving durations and miles compared to all other ethnic groups in 2023.

Post-pandemic trends in travel at the trip-level also continued in 2023. Although respondents began a small proportion of driving trips between 11pm-7am (9.6%) in 2023, the average trip duration and distance covered during these trips were longer compared to trips beginning at other times of the day. Nighttime is a particularly dangerous time to travel. NHTSA estimates that 54.3% of fatalities in 2023 occurred at night (National Center for Statistics and Analysis, 2024). Lower visibility, higher traffic speeds when volumes are low, and the higher prevalence of impaired and drowsy driving contribute to the danger of travelling at nighttime (National Safety Council, n.d.).

Drivers in 2023 used newer vehicles (0-4 years and 5-9 years) to undertake more trips, spend longer durations driving, and cover greater distances in miles compared to older vehicles. Newer vehicles often come equipped with

advanced safety features, such as anti-lock brakes, adaptive cruise control, and lane departure warning systems. These safety features help prevent crashes and mitigate crash severity when crashes do occur (National Center for Statistics and Analysis, n.d.). However, 40% of trips were undertaken in vehicles that were at least 10 years old. This raises potential safety concerns, as older vehicles may increase risks on the road due to their limited safety features and potentially degraded mechanical conditions. According to NHTSA estimates, in 2022, 66.1% of passenger vehicle occupant fatalities occurred with vehicles that were older than 10 years. Similarly, in the first half of 2023, 62.8% of passenger vehicle occupant fatalities occurred in older vehicles (National Center for Statistics and Analysis, 2024).

A higher proportion of teenagers (aged 16-19) drove vehicles older than 14 years. Teenage drivers are disproportionately involved in crashes. In 2021, there were 2,116 fatalities and approximately 203,256 injuries among young drivers due to motor vehicle crashes (National Center for Statistics and Analysis, 2023). The impact of these crashes remained substantial in 2022, with 2,034 young drivers killed, along with 1,033 fatalities among their passengers, and 1,608 fatalities among occupants of other vehicles (National Safety Council, n.d.).

Findings presented in this Research Brief showed that those with lower education levels drove more miles and in older vehicles compared to respondents with higher levels of education. Disparities in motor vehicle fatalities by educational attainment (Harper et al., 2015) are well-documented and recent research indicates that disparities have been exacerbated by the COVID-19 pandemic (Tefft & Steinbach, 2024). The greater driving distances of Americans with lower levels of education in vehicles with fewer safety features may help to explain some of the identified disparities.

The data reported herein are subject to several limitations that should be noted. The American Driving Survey comprises self-

reported information about travel derived from a sample of the population. It is possible that the travel behaviors of survey respondents might differ from those of non-respondents in ways not fully accounted for by weighting the data. It is also possible that respondents might misremember and thus incorrectly report information about their travel.

In conclusion, as the United States moves away from the COVID-19 pandemic, Americans drove a similar amount on U.S. roads in 2023

compared to 2022. While Americans drove further distances and longer durations using new vehicles, nearly a quarter of driving trips were made in vehicles older than 14 years. Teenage drivers and respondents with lower education levels were more likely to drive older vehicles. Further research on travel, driving behavior, and traffic safety should continue to carefully examine the causes of, and inequities in, traffic fatalities on U.S. roads.

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**Table 1. Characteristics of Respondents, American Driving Survey, 2021–2023**

	2021	2022	2023
All	5,103	5,081	5,003
<b>Age (years)</b>			
16–19	220	256	258
20–24	268	281	236
25–34	1,085	1,023	1,098
35–49	1,069	1,142	1,188
50–64	1,240	1,243	1,171
65–74	808	785	703
75+	413	351	349
<b>Sex</b>			
Male	2,562	2,503	2,541
Female	2,541	2,578	2,462
<b>Race &amp; ethnicity</b>			
White non-Hispanic	3,273	3,257	3,089
Black non-Hispanic	510	561	574
Other Race non-Hispanic	485	462	479
Hispanic/Latino (any race)	835	801	861
<b>Education</b>			
Less than high school	383	422	427
High school diploma or GED	862	914	868
Some college or 2-year degree	2,129	2,025	1,936
Bachelor's degree or higher	1,729	1,720	1,772
<b>Marital status</b>			
Married	2,483	2,522	2,448
Divorced/Separated	793	804	728
Widowed	261	220	249
Never married	1,566	1,535	1,578
<b>Employment status</b>			
Working	3,057	3,042	3,126
Not working	1,030	908	858
Retired	1,016	1,107	977
Missing	0	24	42
<b>Census region</b>			
Northeast	745	706	670
Midwest	1,318	1,334	1,302
South	1,775	1,805	1,722
West	1,265	1,236	1,309
<b>Place of residence</b>			
Non-metro area	819	798	738
Metro area	4,284	4,283	4,265



**Table 2. Percent of U.S. Residents Aged 16+ Who Drove At Least Occasionally, in Relation to Selected Demographic Characteristics, United States, 2021–2023.**

	2021	2022	2023
All	93.8	94.5	95.3
<b>Age (years)</b>			
16–19	85.6	88.7	89.3
20–24	88.1	86.5	94.8*
25–34	94.6	95.3	93.5
35–49	95.9	96.6	97.5
50–64	96.1	96.1	96.0
65–74	95.9	96.4	95.6
75+	88.5	91.0	95.7
<b>Sex</b>			
Male	94.9	95.8	95.5
Female	92.8	93.1	95.0
<b>Race &amp; ethnicity</b>			
White non-Hispanic	95.1	96.2	96.4
Black non-Hispanic	90.4	88.5	91.4
Other Race non-Hispanic	92.6	93.0	96.8*
Hispanic/Latino (any race)	92.2	93.0	93.2
<b>Education</b>			
Less than high school	81.4	88.2	88.1
High school diploma or GED	91.9	91.6	93.9
Some college or 2-year degree	96.4	95.6	96.9
Bachelor's degree or higher	98.1	98.2	97.5
<b>Marital status</b>			
Married	96.7	98.0*	98.1
Divorced/Separated	95.1	93.7	94.4
Widowed	82.2	85.5	92.1
Never married	90.1	90.9	92.1
<b>Employment status</b>			
Working	96.9	97.5	97.0*
Not working	85.7	84.6	89.3
Retired	94.2	95.1	95.6
<b>Census region</b>			
Northeast	89.4	91.8	92.9
Midwest	96.1	96.0	95.5
South	94.3	94.2	96.2
West	94.3	95.5	95.3
<b>Place of residence</b>			
Non-metro area	95.1	95.4	98.2*
Metro area	93.6	94.3	94.8

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

**Table 3. Average Daily Number of Driving Trips Made by U.S. Drivers in Relation to Selected Characteristics, United States, 2021–2023.**

		2021	2022	2023
<b>All</b>		2.56	2.44	2.43
<b>Age (years)</b>				
	16–19	1.79	1.85	2.17
	20–24	2.37	2.26	1.79
	25–34	2.70	2.39*	2.43
	35–49	2.91	2.78	2.82
	50–64	2.59	2.61	2.46
	65–74	2.25	2.24	2.36
	75+	2.33	2.00	2.19
<b>Sex</b>				
	Male	2.52	2.45	2.46
	Female	2.59	2.43	2.40
<b>Race &amp; ethnicity</b>				
	White non-Hispanic	2.62	2.51	2.47
	Black non-Hispanic	2.35	2.19	2.30
	Other Race non-Hispanic	2.14	2.10	2.35
	Hispanic/Latino (any race)	2.67	2.53	2.41
<b>Education</b>				
	Less than high school	2.31	2.05	2.14
	High school diploma or GED	2.49	2.22	2.21
	Some college or 2-year degree	2.57	2.67	2.41*
	Bachelor’s degree or higher	2.67	2.57	2.69
<b>Marital status</b>				
	Married	2.54	2.49	2.60
	Divorced/separated	2.78	2.69	2.51
	Widowed	2.64	2.38	2.31
	Never married	2.47	2.25	2.15
<b>Employment status</b>				
	Working	2.77	2.69	2.70
	Not working	2.26	2.02	1.89
	Retired	2.19	2.08	2.10
<b>Census region</b>				
	Northeast	2.51	2.20	2.34
	Midwest	2.62	2.65	2.42
	South	2.55	2.49	2.52
	West	2.54	2.35	2.34
<b>Place of residence</b>				
	Non-metro Area	2.44	2.57	2.47
	Metro Area	2.57	2.42*	2.42
<b>Month</b>				
	January–March	2.39	2.47	2.24
	April–June	2.58	2.43	2.50
	July–September	2.68	2.46	2.47
	October–December	2.59	2.41	2.50
<b>Day of week</b>				
	Sunday	2.43	2.09*	2.29
	Monday	2.46	2.35	2.44
	Tuesday	2.63	2.53	2.43
	Wednesday	2.79	2.43*	2.65
	Thursday	2.67	2.58	2.46
	Friday	2.75	2.74	2.38
	Saturday	2.15	2.37	2.32

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

**Table 4. Average Daily Number of Minutes Spent Driving by U.S. Drivers in Relation to Selected Characteristics, United States, 2021–2023.**

		2021	2022	2023
<b>All</b>		61.3	60.2	60.7
<b>Age (years)</b>				
	16–19	35.1	42.1	56.2
	20–24	86.8	60.0	46.0
	25–34	75.6	63.0	67.8
	35–49	64.0	78.3*	72.4
	50–64	58.5	58.9	58.2
	65–74	47.9	47.1	55.5
	75+	45.4	41.1	46.5
<b>Sex</b>				
	Male	68.2	65.9	66.1
	Female	54.6	54.6	55.4
<b>Race &amp; ethnicity</b>				
	White non-Hispanic	57.8	57.9	56.5
	Black non-Hispanic	76.0	56.6	70.7
	Other Race non-Hispanic	47.3	59.9	57.1
	Hispanic/Latino (any race)	71.6	71.4	70.9
<b>Education</b>				
	Less than high school	49.2	56.5	57.5
	High school diploma or GED	73.2	61.0	67.3
	Some college or 2-year degree	62.7	66.3	57.6*
	Bachelor's degree or higher	55.0	56.3	58.8
<b>Marital status</b>				
	Married	57.2	61.2	64.1
	Divorced/separated	67.8	57.0	58.0
	Widowed	48.3	50.0	47.0
	Never married	66.2	61.4	58.8
<b>Employment status</b>				
	Working	67.2	68.2	69.6
	Not working	58.7	52.9	44.9
	Retired	44.1	43.2	47.9
<b>Census region</b>				
	Northeast	60.2	51.5	56.3
	Midwest	56.3	61.0	57.4
	South	62.9	64.3	63.4
	West	63.7	59.1	62.2
<b>Place of residence</b>				
	Non-metro Area	59.1	67.8	60.5
	Metro Area	61.6	59.1	60.7
<b>Month</b>				
	January–March	48.3	59.3	55.8
	April–June	55.3	65.1	62.4
	July–September	64.7	63.2	63.2
	October–December	77.8	53.4	61.4
<b>Day of week</b>				
	Sunday	55.6	55.5	54.1
	Monday	59.8	59.0	61.2
	Tuesday	54.6	64.8	57.5
	Wednesday	61.9	58.0	69.3
	Thursday	62.2	62.5	61.2
	Friday	69.7	70.3	58.5
	Saturday	64.6	51.7	62.7

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

**Table 5. Average Daily Number of Miles Driven by U.S. Drivers in Relation to Selected Demographic Characteristics, United States, 2021–2023.**

		2021	2022	2023
All		32.7	30.1	29.1
<b>Age (years)</b>				
	16–19	16.0	19.9	25.5
	20–24	56.7	30.8	21.9
	25–34	37.2	29.7	32.5
	35–49	32.8	38.9	36.0
	50–64	33.5	31.0	28.1
	65–74	24.3	23.7	25.2
	75+	22.8	20.3	22.2
<b>Sex</b>				
	Male	37.7	33.6	32.3
	Female	27.8	26.7	26.0
<b>Race &amp; ethnicity</b>				
	White non-Hispanic	31.8	29.9	29.1
	Black non-Hispanic	43.2	26.2	29.9
	Other Race non-Hispanic	24.5	29.4	26.4
	Hispanic/Latino (any race)	32.8	33.7	30.1
<b>Education</b>				
	Less than high school	20.3	27.1	27.0
	High school diploma or GED	41.6	28.6	30.4
	Some college or 2-year degree	33.0	34.7	28.8*
	Bachelor's degree or higher	29.5	28.8	29.0
<b>Marital status</b>				
	Married	30.7	30.9	32.5
	Divorced/separated	39.5	29.6	26.5
	Widowed	21.8	27.3	19.4
	Never married	34.0	29.5	26.6
<b>Employment status</b>				
	Working	36.9	35.7	34.3
	Not working	29.3	21.3	19.4
	Retired	22.2	21.3	22.0
<b>Census region</b>				
	Northeast	28.5	24.5	25.3
	Midwest	30.4	32.0	29.7
	South	33.3	32.0	30.0
	West	36.5	29.4	29.9
<b>Place of residence</b>				
	Non-metro Area	37.1	42.4	35.5
	Metro Area	32.0	28.3	28.2
<b>Month</b>				
	January–March	22.7	28.4*	27.3
	April–June	30.6	33.3	29.8
	July–September	33.1	32.7	31.0
	October–December	44.5	26.1*	28.5
<b>Day of week</b>				
	Sunday	28.2	29.3	25.8
	Monday	31.1	30.4	32.3
	Tuesday	26.3	31.8	26.9
	Wednesday	27.7	27.1	31.3
	Thursday	31.7	33.4	28.9
	Friday	39.3	33.4	28.5
	Saturday	44.2	25.4	30.1

\* Denotes difference between years statistically significant at 95% confidence level.  
 Values shown in red are imprecise (coefficient of variation > 30%) and should be treated with caution.

**Table 6. Proportion of Trips by Selected Characteristics, United States, 2021–2023.**

	2021	2022	2023
<b>Trip Purpose<sup>a</sup></b>			
Commuter to/from work	22.4	21.6	22.5
Business/work trip	7.6	6.9	4.7*
School-related	5.1	6.0	6.1
Medical	3.2	3.7	4.5*
Errands	30.6	30.3	31.1
Social/pleasure	18.6	19.4	19.6
Other	12.5	12.2	11.5
<b>Time of day trip began<sup>b</sup></b>			
3am–6:59am	5.8	6.7*	6.7
7am–10:59am	23.4	23.5	24.7
11am–2:59pm	28.0	27.5	26.1
3pm–6:59pm	28.3	28.7	27.6
7pm–10:59pm	10.7	9.9	10.4
11pm–2:59am	3.8	3.8	4.5
<b>Vehicle type<sup>c</sup></b>			
Car	52.8	54.7*	53.3
Pickup	11.3	10.1*	9.7
Van	1.8	1.7	2.3*
Minivan	2.7	3.5*	2.5*
SUV	29.6	28.3	30.5*
Other	1.8	1.8	1.7

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

a. The proportion of trips with a missing value for purpose was 0.85% in 2021, 1.99% in 2022, and 0.72% in 2023.

b. The proportion of trips with a missing value for time of day was 2.15% in 2021, 2.94% in 2022 and 1.69% in 2023.

c. The proportion of trips with a missing value for vehicle type was 1.12% in 2021, 1.63% in 2022, and 1.81% in 2023

**Table 7. Average Minutes per Driving Trips by Selected Characteristics, United States, 2021–2023.**

	2021	2022	2023
All	23.8	24.5	25.0
<b>Trip Purpose</b>			
Commuter to/from work	27.2	27.9	29.7*
Business/work trip	40.8	37.0	38.3*
School-related	20.5	22.7	22.3
Medical	29.5	26.0	32.0*
Errands	17.4	18.0	19.3
Social/pleasure	25.9	26.0	24.9
Other	18.2	24.8*	24.2
<b>Time of day trip began</b>			
3am–6:59am	33.7	36.5	34.4
7am–10:59am	25.9	25.9	28.0
11am–2:59pm	21.6	22.7	24.4
3pm–6:59pm	21.6	22.2	22.8
7pm–10:59pm	18.6	22.8*	18.6*
11pm–2:59am	48.9	39.7	39.1
<b>Vehicle type</b>			
Car	23.3	24.4	24.8
Pickup	23.1	26.1	27.5
Van	40.7	28.6*	36.6
Minivan	24.3	24.4	22.5
SUV	22.3	23.4	22.5
Other	51.2	33.2	51.5

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

**Table 8. Average Miles per Driving Trip by Selected Characteristics, United States, 2021–2023.**

	2021	2022	2023
All	12.7	12.2	11.9
<b>Trip Purpose</b>			
Commuter to/from work	14.9	14.7	14.5
Business/work trip	27.0	20.0	21.0
School-related	9.0	9.2	9.1
Medical	14.7	11.4*	14.9
Errands	7.0	7.3	7.9
Social/pleasure	16.1	15.1	13.9
Other	9.1	12.6*	11.1
<b>Time of day trip began</b>			
3am–6:59am	22.7	20.0	18.0
7am–10:59am	12.4	12.4	13.7
11am–2:59pm	10.6	12.0	10.2
3pm–6:59pm	11.2	10.6	11.3
7pm–10:59pm	9.4	11.9	8.8*
11pm–2:59am	37.4	12.8	16.8
<b>Vehicle type</b>			
Car	11.2	11.7	11.7
Pickup	12.4	14.1	12.7
Van	27.6	13.6	12.7
Minivan	11.5	13.3	11.3
SUV	12.7	11.8	11.3
Other	43.8	23.5	28.4

\* Denotes yearly increase or decrease statistically significant at 95% confidence level.  
 Values shown in red are imprecise (coefficient of variation > 30%) and should be treated with caution.

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

	Proportion	Mean minutes	Mean miles
<b>Vehicle age<sup>a</sup></b>			
0–4 years	27.0	26.1	13.1
5–9 years	33.0	24.6	11.9
10–14 years	17.8	23.5	11.0
More than 14 years	22.2	23.8	10.7

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.

**Table 10. Percent of U.S. Residents Aged 16+<sup>a</sup> by Age of Most Frequently Driven Vehicle<sup>b</sup> and Selected Demographic Characteristics, United States, 2023.**

	Vehicle age (Years)			
	0–4	5–9	10–14	More than 14
<b>Age (years)</b>				
16–19	17.8	29.1	17.8	35.4
20–24	21.3	30.0	22.4	26.3
25–34	25.8	35.3	17.7	21.2
35–49	29.5	33.4	17.7	19.4
50–64	24.0	34.0	16.8	25.3
65–74	34.3	30.2	18.4	17.1
75+	20.8	35.6	22.7	20.9
<b>Sex*</b>				
Male	26.7	30.9	17.9	24.6
Female	25.5	35.3	19.0	20.2
<b>Race &amp; ethnicity</b>				
White non-Hispanic	26.4	33.4	19.0	21.2
Black non-Hispanic	25.2	32.3	16.5	26.0
Other Race non-Hispanic	22.6	30.0	20.0	27.3
Hispanic/Latino (any race)	27.3	34.4	16.5	21.9
<b>Education*</b>				
Less than high school	16.1	25.4	20.0	38.5
High school diploma or GED	21.8	30.5	17.5	30.1
Some college or 2-year degree	27.1	34.2	19.1	19.6
Bachelor's degree or higher	31.1	36.3	18.1	14.5
<b>Marital status*</b>				
Married	29.4	35.8	17.4	17.5
Divorced/separated	22.7	32.4	18.9	26.0
Widowed	25.9	34.4	15.0	24.6
Never married	22.2	28.8	20.5	28.5
<b>Employment status*</b>				
Working	28.1	33.4	18.3	20.3
Not working	14.7	29.0	19.2	37.2
Retired	28.6	35.8	18.1	17.5
<b>Census region*</b>				
Northeast	34.4	32.4	18.6	14.6
Midwest	23.2	29.5	21.8	25.5
South	23.1	37.4	18.1	21.4
West	27.7	29.6	16.0	26.8
<b>Place of residence*</b>				
Non-metro Area	21.1	31.8	21.0	26.1
Metro Area	26.8	33.4	18.0	21.8

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

a: 91.5% of respondents had access to at least one vehicle in 2023; 88.5% of respondents reported the year of their vehicle in 2023.

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. Daily and Annual Estimates of the Driving Population, Driving Trips, Driving Duration, and Distance Driven, United States, 2021–2023.**

	2021	2022	2023
Population aged 16+ years <sup>a</sup> (millions)	267.8	268.8	270.9
<b>Drivers</b>			
% of population that drives	93.8	94.5	95.3
Number of drivers (millions)	251.2	254.0	258.2
<b>Driving trips</b>			
Daily trips (per driver, mean)	2.56	2.44	2.43
Annual trips (per driver, mean)	933	891	887
Annual trips (total all drivers, billions)	234	226	229
<b>Time spent driving</b>			
Daily (mean per driver, minutes)	61.3	60.2	60.7
Annual (mean per driver, hours)	373	366	369
Annual (total all drivers, billions of hours)	94	93	95
<b>Miles driven</b>			
Daily (mean per driver, miles)	32.7	30.1	29.1
Annual (mean per driver, miles)	11,918	10,987	10,622
Annual (total all drivers, trillions of miles)	2.99	2.80	2.74

\* Denotes difference between years 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

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