DRIVER BEHAVIOR & PERFORMANCE

TECHNICAL REPORT

FOUNDATION FOR TRAFFIC SAFETY

2024 Traffic Safety Culture Index

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Title

2024 Traffic Safety Culture Index

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Foreword

The AAA Foundation for Traffic Safety has consistently demonstrated its commitment to improving traffic safety through work such as the one presented in this report, the 17th annual *Traffic Safety Culture Index*. Results presented in this report are based on a nationally representative survey conducted in 2024 of 2,700 licensed U.S. motorists.

This report provides an overview of the cultural environment of driving in the United States, explores drivers' perceptions of road safety, and assesses changes in driver behavior profiles over time. Similar to previous *Traffic Safety Culture Index* reports, the 2024 version should be a useful reference for researchers, practitioners, and traffic safety advocates to gain a better understanding of people's perceptions and attitudes towards risky driving behaviors, to identify relevant issues, and to develop corresponding countermeasures.

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About the Sponsor

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Founded in 1947, the AAA Foundation for Traffic Safety in Washington, D.C., is a nonprofit, publicly supported charitable research and education organization dedicated to saving lives by preventing traffic crashes and reducing injuries when crashes occur. Funding for this report was provided by voluntary contributions from AAA/CAA and their affiliated motor clubs, individual members, AAA-affiliated insurance companies, and other organizations or sources.

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Introduction

The National Highway Traffic Safety Administration (NHTSA) projects 39,345 traffic fatalities in 2024 in the United States, representing a 3.8% decrease from 2023 (National Center for Statistics and Analysis, 2025). Although traffic fatalities have been trending downward since the 2021 peak, the number of road deaths remains high.

To reduce traffic fatalities and severe injuries, the U.S. Department of Transportation (2025) has adopted the Safe System Approach as its guiding safety paradigm. Traffic safety culture plays a crucial role in the Safe System Approach. The Federal Highway Administration (2025) emphasizes that *"the Safe System Approach requires a supporting safety culture that places safety first and foremost in road system investment decisions."* Successful implementation of a Safe System depends on a traffic safety culture that aligns with its goals (Ward et al., 2019).

Traffic safety culture refers to shared values, actions, and behaviors that demonstrate a commitment to safety over competing goals and demands (Federal Highway Administration, 2025). Understanding the cultural environment of driving is particularly critical for identifying effective countermeasures to encourage safer driving behaviors, ultimately reducing traffic fatalities and improving safety.

Additionally, drivers' perceptions of roadway safety, including their views on government safety efforts, personal concerns about U.S. road safety, and self-awareness, both reflect and shape the prevailing traffic safety culture. These perceptions may also affect the likelihood of engaging in or avoiding risky driving behaviors (Boua et al., 2022).

Risky driving behaviors, such as speeding, alcohol impairment, and failure to wear seat belts, contribute to tens of thousands of fatalities each year (National Center for Statistics and Analysis, 2023, 2024, 2025). While promoting safer behaviors offers significant potential to reduce deaths, changing ingrained driving styles is challenging. Driving habits are influenced by personality, demographics, driving experiences, vehicle characteristics, and both physical and cultural environments (Sagberg et al., 2015). Analyzing changes in driving styles over time can reveal insights into traffic safety culture and help identify potential interventions to promote safer driving behaviors.

For more than a decade, the AAA Foundation for Traffic Safety has been committed to measuring America's traffic safety culture through the annual *Traffic Safety Culture Index* (TSCI) survey. The 2024 TSCI provides a comprehensive examination of the cultural environment of driving in the U.S. through three perspectives:

1. An in-depth look at traffic safety culture, including the assumptions, beliefs, values, and attitudes that shape how Americans drive

2. An exploration of drivers' perceptions of roadway safety, covering their views on government safety efforts and their top concerns about safety on U.S. roads
3. An analysis of how driver behaviors have changed over time, offering insights to guide the development of countermeasures that promote safer driving

As in previous years, this report details the data collection methodology and summarizes major national-level results of the 17th annual TSCI, along with an analysis of drivers' roadway safety perceptions, risky driving styles, and changes in these patterns over time.

Summary of Major Findings

Distracted Driving Behaviors

- Most drivers perceived scrolling through social media (97%), texting/emailing (94%), or reading on a hand-held cell phone (90%) while driving as being extremely or very dangerous. Fewer drivers perceived holding and talking on a phone (70%) or using a technology that allows for hands-free use of their phones (16%) as being very or extremely dangerous.
- Over one third of respondents perceived drivers would be apprehended for texting/emailing, reading a text/email, holding and talking on a cell phone, and scrolling through social media content on a cell phone while driving.
- Drivers predominantly agreed that people important to them would disapprove of distracted driving behaviors (84%–97% depending on the behavior).
- Nevertheless, many drivers reported sending a text/email (28%), reading a text/email (37%), or holding and talking on a phone (36%) while driving. The majority of drivers (59%) indicated they used hands-free technology to talk/text/email while driving. Only 11% of drivers reported scrolling through social media content on a cell phone.
- Seventy-nine percent of drivers supported a law against holding and talking on a phone while driving, while only 40% supported a law against using hands-free technologies to read/text/email while driving.

Aggressive Driving Behaviors

- Most respondents believed driving through a red light (80%) or aggressive driving, including switching lanes quickly and driving closely behind other vehicles (90%), was very or extremely dangerous. About 95% of respondents reported that people important to them would disapprove of these aggressive driving behaviors.

- Fewer drivers perceived speeding as a dangerous behavior. The speeding behaviors had the lowest social disapproval of all the examined unsafe driving behaviors.
- About 58% of drivers believed police would apprehend them for traveling 15 mph over the speed limit on a freeway, yet approximately half reported having engaged in the behavior in the past 30 days before the survey.
- Sixty-nine percent of drivers supported requiring those convicted of serious speeding offenses to use a device that prevents them from exceeding the posted speed limit. Support was lower for requiring manufacturers to include a device in all new cars that warns drivers when they exceed the speed limit (56%) and for using cameras to automatically ticket drivers exceeding the limit by more than 10 mph on residential streets (46%).

Drowsy Driving Behaviors

- Drivers predominantly perceived drowsy driving to be very or extremely dangerous (93%) and about 97% of respondents believed that people important to them would disapprove of driving while drowsy; however, 19% of drivers reported having engaged in the behavior in the past 30 days.
- Almost 25% of drivers believed the police would apprehend them for drowsy driving.

Impaired Driving Behaviors

- Drivers overwhelmingly perceived driving after drinking (93%) as very or extremely dangerous, and 60% believed such a driver would be likely to be apprehended by police. Only 7% of respondents reported having engaged in this behavior in the past 30 days.
- By comparison, only 70% of drivers felt driving (within an hour) of using marijuana to be very or extremely dangerous, and 25% believed such a driver would be likely to be apprehended by police. Only 6% of respondents reported having engaged in this behavior in the past 30 days.
- Most respondents (85%) considered driving when using potentially impairing prescription drugs to be very or extremely dangerous. Very few respondents reported driving when using potentially impairing prescription drugs (3%).

Roadway Safety Perceptions

- Nearly 93% of drivers believed their local governments showed at least some concern for roadway safety. Seventeen percent felt these efforts had increased compared to recent years, while 71% thought they had stayed about the same.

- In 2024, almost all respondents (96%) expressed concerns about roadway safety, and 41% reported thinking about it more often than in previous years.
- Most concerns focused on unsafe driving behaviors: distraction (24%) was the highest, followed by speeding (16%), impairment (14%), and aggressive driving (11%).
- Sixteen percent of respondents expressed safety concerns about road maintenance.
- Half of drivers reported changing their driving behaviors in recent years to reduce crash risk. Over 40% said they drove more defensively, 30% reported trying not to exceed the speed limit, and just over 10% mentioned reducing phone use or maintaining a greater distance from other vehicles.

Changes in Profiles of Risky Driving Engagement Over Time

- Based on the patterns of reported risky driving behavior engagement over six years of TSCI survey data (2019–2024), five unique groups representing five general driving styles were identified using a latent class analysis and were interpreted as follows:

    - **Safe Drivers**: Rarely engaged in any risky driving behavior
    - **Distracted Drivers**: Predominantly engaged in all distracted driving behaviors
    - **Speeding Drivers**: Predominantly engaged in speeding behaviors
    - **Distracted and Aggressive Drivers**: Predominantly engaged in both distracted driving and aggressive driving behaviors
    - **Most Dangerous Drivers**: Engaged in all risky driving behaviors

- Safe Drivers consistently comprised the largest group, while Most Dangerous Drivers were the smallest group over the six years.
- The proportion of drivers with a Distracted Driving style rose slightly over time, reaching a peak of 19% in 2023.
- The prevalence of Speeding Drivers remained between 23% and 27% in the 2019–2024 period, and drivers were slightly less likely to be classified as a speeding driver compared to the Safe Driving style.
- Overall, the prevalence of Distracted and Aggressive Drivers increased over the study period.
- The prevalence of Most Dangerous drivers showed a significant downward trend, with drivers becoming less likely to be classified into this driving style compared to the Safe Driving style over time.

Method

Survey Instrument

The 2024 TSCI instrument was similar to the instrument used in previous years and continued to survey the five core questions pertaining to people's perceived danger, perceived risk of apprehension, social disapproval, self-reported behaviors, and support for safety countermeasures. A new behavior was added to the list of risky behaviors in 2024: driving while scrolling through social media. Additional questions were introduced to examine seat belt use in rideshare vehicles, as well as views on government roadway safety efforts, personal concerns about roadway safety, and adjustments made to reduce crash risk. All new questions are listed in Appendix B.

Sampling

The study used a sample from KnowledgePanel®, a probability-based web panel maintained by Ipsos, to collect data. The panel was designed to be representative of households in the United States by using standard probability-based random digit dial (RDD) and address-based sampling (ABS) methods. The sampling frame includes all U.S. households reachable by telephone or regular mail regardless of telephone or internet access or use. If a sampled household did not have an internet connection or an internet-capable computer, a web-enabled device and/or free internet service were provided. To achieve representation of the U.S. adult population, a broad set of geodemographic indicators, as well as hard-to-reach adult subgroups, were used for the panel recruitment process. Individuals not sampled could not volunteer to join the panel.

For respondents ages 19 and older, eligible adults across the nine Census geographical divisions were sampled to ensure a minimum of 200 completed interviews per division. The questionnaire was sent to 4,067 panelists ages 19 and older, with 3,368 qualified respondents completing the questionnaire. For the 16- to 18-year-old sample, random households were sampled with at least one 15- to 18-year-old present from KnowledgePanel®. The survey was also sent to parents who had at least one age-eligible teen in their household. If there was more than one teen in this age range, one of the eligible teens was randomly selected. Parents were asked to provide consent for the selected teen and their teen completed the remainder of the survey. Invitations were sent to 3,351 parents of teens ages 15 to 18, and 1,690 qualified teens completed the questionnaire. A total of 4,658 respondents ages 16 and older completed the survey. Among them, 2,704 were active licensed drivers (who drove in the past 30 days before the survey with valid driver's license). The survey was administered in English and Spanish between August 7 and August 27, 2024. After collection, data underwent a rigorous cleaning and quality assurance process.

Weighting

The data were weighted to account for the probability of selection for recruitment into KnowledgePanel®, the probability of selection for the survey, and non-response at both stages. Further, they were weighted to align the characteristics of respondents to those of the population of residents aged 16 years or older, from which the sample was drawn with respect to gender, age, race/Hispanic ethnicity, education, census region, number of people aged 16 and older in the household, and household income using data from the U.S. Census Bureau's American Community Survey (U.S. Census Bureau, 2022), and metropolitan/non-metro status from U.S. Census Bureau's Current Population Survey (U.S. Census Bureau, 2023). All analyses included in this report have been conducted using weighted data.

Limitations

This survey aims to estimate the prevalence of specific attitudes and behaviors among all drivers in the United States. However, the results of this survey may differ from true population values due to sampling error and possible sources of bias.

Sampling error measures the extent to which estimates from a sample may reflect the population from which the sample is drawn. In this survey, the sampling error reflects the range in which estimates from the sample of 2,704 drivers might be expected to differ from the results that would be obtained if the same data were collected from all drivers in the United States. In this particular survey, a 95% confidence level is set for the margin of error. This means that the range of estimates is expected to include the actual population values 95 times out of 100 when estimated from a sample of the same size and with the same survey design. Additionally, the margin of error varies depending on the number of responses for a survey question and the distribution of responses. The table below shows the approximate margin of error derived from the entire sample. The margin of error is larger for items asked of fewer respondents.

Table 1. Approximate Margin of Error (in Percentage Points) for Selected Percentages, at the 95% Confidence Level

Percentages near	Approx. margin of error
90 or 10	± 1.4
80 or 20	± 1.8
70 or 30	± 2.1
60 or 40	± 2.2
50	± 2.3

This survey has a larger margin of error than a simple random sample of the same size because of the design of the panel and the stratification by census division and oversampling of respondents aged 16 to 18. The margin of error reflects only the statistical variability associated with using the survey sample to draw inferences about the entire population. It does not reflect errors due to bias. For instance, potential sources of bias in surveys include systematic non-coverage of certain segments of the population (e.g., people who cannot read in English or Spanish), non-response (i.e., eligible respondents who either cannot be contacted or refuse to participate), differences in respondents' understanding of survey questions or response options, or deliberate misreporting of information (e.g., underreporting of behaviors that may be perceived as undesirable).

Results

Results of the 2024 TSCI are presented in three sections. The first section includes the overall results regarding perceived danger, perceived risk of apprehension, social disapproval, self-reporting of behaviors, and support of safety laws related to various risky driving behaviors. The second section examines drivers' perceptions of U.S. roadway safety, focusing on their views of government safety efforts, personal concerns about roadway safety, and self-reported adjustments made to reduce crash risk. The third section analyzes changes in reported risky driving behaviors over time and uses a latent class approach to group respondents into driver profiles, examining how these profiles have evolved.

Overall Results

Perceived Danger of Driving Behaviors

The survey asked drivers about their perceived level of danger for various unsafe driving behaviors, including distracted, aggressive, drowsy, impaired, and other driver behaviors. Results are reported in Table 2. The majority of drivers perceived these unsafe driving behaviors as very or extremely dangerous, with one exception—using a technology allowing hands-free use of their phone while driving.

Respondents predominantly agreed that most distracted driving behaviors were very or extremely dangerous: about 97% of drivers reported that scrolling through social media while driving was extremely or very dangerous, 94% said the same about manually texting or emailing, 90% about reading on a phone, and 70% about holding and talking on a phone. However, responses on perceptions of hands-free technology followed a different pattern: only 16% of drivers perceived using technology that allows

for hands-free use of their phones as being very or extremely dangerous, and 12% perceived this behavior as not dangerous at all.

With regard to aggressive driving behaviors, 90% of drivers believed aggressive driving, including switching lanes quickly and driving closely behind other vehicles, was very or extremely dangerous. Driving through a red light was reported as being very or extremely dangerous by approximately 80% of drivers. Fewer drivers perceived speeding as a dangerous activity: 60% of respondents perceived driving 10 mph over the posted speed limit on residential streets as very or extremely dangerous, and 52% of respondents reported speeding 15 mph over the posted speed limit on freeways as very or extremely dangerous.

In terms of drowsy or impaired driving, 93% of drivers perceived both driving tired/drowsy and driving after drinking enough alcohol that one may be over the legal limit to be very or extremely dangerous activities. Additionally, 85% of respondents reported driving after using potentially impairing prescription drugs as very or extremely dangerous. However, a smaller proportion of respondents perceived driving within an hour after using marijuana as extremely or very dangerous (70%).

In addition, this survey asked drivers how they perceived the danger of not wearing a seatbelt. While only 75% viewed it as very or extremely dangerous, roughly 10% considered it only slightly or not dangerous.

Table 2. How Dangerous Do You Feel the Following Driving Behaviors Are?

	Driving Behaviors	Extremely dangerous (%)	Very dangerous (%)	Moderately dangerous (%)	Slightly dangerous (%)	Not dangerous at all (%)
Distracted	Drivers holding and talking on cell phones	42.1	28.6	21.7	7.3	0.0
	Drivers reading on cell phones	63.5	26.7	8.8	0.5	0.6
	Drivers manually texting or emailing on cell phones	68.7	25.6	4.9	0.6	0.3
	Drivers using technology that allows hands-free use of their phone (Bluetooth, CarPlay, Android Auto, etc.)*	8.2	8.2	28.2	43.9	11.5
	Drivers scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone	77.5	19.0	2.7	0.7	0.1
Aggressive	Drivers speeding 15 mph over the speed limit on freeways	24.6	26.9	30.1	15.5	2.8
	Drivers speeding 10 mph over the speed limit on residential streets (neighborhood)	28.8	31.6	27.8	10.3	1.6
	Driving through a light that had just turned red when they could have stopped safely	49.7	29.7	15.9	4.2	0.5
	Driving aggressively (switching lanes quickly, driving very closely behind another car)	57.1	32.9	8.9	0.8	0.3
Drowsy & Impaired	Driving when they were so tired that they had a hard time keeping their eyes open	70.5	22.7	5.6	1.1	0.2
	Driving after drinking enough alcohol that they may be over the legal limit	72.8	20.2	5.5	1.2	0.4
	Driving shortly (within an hour) after using marijuana	41.6	28.4	19.4	8.0	2.6
	Driving after using potentially impairing prescription drugs	56.3	28.8	12.3	2.1	0.5
Other	Driving without wearing a seatbelt	46.4	28.5	15.5	7.7	1.8

** The survey did not specify talking or typing using hands-free technology to ask how dangerous people feel distracted driving is.*

Perceived Risk of Apprehension

Table 3 presents the results of respondents' perceptions on the likelihood of a driver being apprehended for certain unsafe behaviors. A minority of respondents reported that a driver would be somewhat or very likely to be caught by the police for distracted driving behaviors, including manually typing or sending a text message/email on a phone (35%), driving while holding and talking on a cell phone (34%), driving while reading a text/email on a cell phone (33%), and driving while scrolling through social media content on a cell phone (31%).

Compared to the perceived risk of apprehension for distracted driving behaviors, a larger proportion of respondents believed drivers engaging in aggressive driving behaviors would be caught by police. For instance, 58% of respondents thought that driving 15 mph over the posted speed limit on a freeway would likely result in apprehension. Similarly, 49% of drivers considered that switching lanes quickly and driving closely behind other vehicles would be caught by police, and 48% believed that driving through a red light would likely result in the same.

In terms of driver impairment behaviors, the perceived risk of apprehension varied by the source of impairment. The perceived risk of apprehension was highest for driving after drinking enough alcohol to be over the legal limit, where 60% of respondents perceived a driver was somewhat or very likely to be caught by the police. In comparison, 40% thought a driver was somewhat or very likely to be caught when driving while using potentially impairing prescription drugs. Only 25% of respondents believed that drivers would be apprehended if they drove within an hour of using marijuana or if they drove while drowsy.

Table 3. How Likely is a Driver to Be Caught by the Police for the Following Behaviors?

	Driving Behaviors	Very likely (%)	Somewhat likely (%)	Somewhat unlikely (%)	Very unlikely (%)
Distracted	Driving while holding and talking on a cell phone	7.2	27.0	39.2	26.7
	Driving while reading a text or an email on a cell phone	5.2	27.9	38.7	28.2
	Driving while manually typing or sending a text message or email on a cell phone	7.2	27.5	39.1	26.2
	Drivers scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone	7.3	23.9	42.9	26.0
Aggressive	Driving 15 mph over the speed limit on a freeway	17.0	40.9	28.0	14.0
	Driving 10 mph over the speed limit on a residential street (neighborhood)	8.0	32.7	35.1	24.1
	Driving through a light that had just turned red when they could have stopped safely	12.5	35.2	31.4	21.0
	Driving aggressively (switching lanes quickly, driving very closely behind another car)	16.6	32.6	32.2	18.5
Drowsy & Impaired	Driving while being so tired that they had a hard time keeping their eyes open	5.4	19.3	44.9	30.5
	Driving after drinking enough alcohol that they may be over the legal limit	18.8	41.5	23.2	16.6
	Driving shortly (within an hour) after using marijuana	5.0	20.1	40.2	34.6
	Driving after using potentially impairing prescription drugs	7.2	33.0	34.5	25.3
Other	Driving without wearing a seatbelt	9.6	23.0	36.5	30.9

Social Disapproval

Table 4 presents results from questions related to social disapproval. Respondents were asked: "How much do you believe people who are important to you would approve of each of the following behaviors?" Drivers overwhelmingly reported that the people important to them would somewhat or completely disapprove of all examined unsafe driving behaviors.

Among the distracted driving behaviors, 97% of respondents reported that people important to them would somewhat or completely disapprove of driving while scrolling through social media content on a cell phone, while 95% of respondents felt people important to them would disapprove both of driving while manually sending a text/email on a phone or driving while reading a text/email on a phone. Relatively fewer respondents reported that people important to them would disapprove of driving while holding and talking on a phone (84%).

Speeding on freeways (15 mph over the posted limit) received the lowest social disapproval among the behaviors surveyed, with 82% of respondents indicating it would be disapproved of people important to them. By comparison, 91% believed driving 10 mph over the limit on residential streets would be disapproved of. Aggressive driving behaviors, such as running a red light or driving aggressively, were perceived more negatively, with about 95% of respondents reporting that people important to them would disapprove.

There were very high levels of social disapproval for impaired driving behaviors. Nearly all respondents believed riding in a car driven by someone who has had too much alcohol (98%) or driving a car after drinking enough alcohol to be over the legal limit (97%) would be socially disapproved of. Slightly fewer respondents (95%) felt that the people important to them would disapprove of driving within an hour after using marijuana.

Additionally, about 97% of respondents believed that people important to them would disapprove of driving while being so tired that they had a hard time keeping their eyes open or driving while using potentially impairing prescription drugs.

Table 4. How Much Do You Believe People Who Are Important to You Would Approve of Each of the Following Behaviors?

	Driving Behaviors	Completely approve (%)	Somewhat approve (%)	Somewhat disapprove (%)	Completely disapprove (%)
Distracted	Driving while holding and talking on a cell phone	3.1	13.0	39.1	44.7
	Driving while reading a text or an email on a cell phone	0.4	4.5	31.5	63.7
	Driving while manually typing or sending a text message or email on a cell phone	1.1	3.6	33.0	62.3
	Drivers scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone	0.6	2.8	18.8	77.8
Aggressive	Drivers speeding 15 mph over the speed limit on freeways	2.4	15.8	43.2	38.6
	Drivers speeding 10 mph over the speed limit on residential streets (neighborhood)	1.7	7.3	40.6	50.4
	Driving through a light that had just turned red when they could have stopped safely	0.5	3.6	35.0	61.0
	Driving aggressively (switching lanes quickly, driving very closely behind another car)	0.3	4.5	31.6	63.5
Drowsy & Impaired	Driving while being so tired that they had a hard time keeping their eyes open	0.3	2.0	21.9	75.8
	Driving after drinking enough alcohol to be over the legal limit	0.5	3.0	10.2	86.3
	Riding in a car driven by someone who has had too much alcohol	0.6	1.3	7.9	90.3
	Driving shortly (within an hour) after using marijuana	2.0	3.0	17.4	77.7
	Driving after using potentially impairing prescription drugs	0.8	1.8	17.3	80.2
Other	Driving without wearing a seatbelt	1.1	3.9	23.8	71.2

Driving Behaviors in Past 30 Days

Respondents were asked, "In the past 30 days, how often have you done any of the following behaviors?" Table 5 shows that many respondents reported having engaged in each of the behaviors to varying degrees.

For the distracted driving behaviors, 36% of drivers reported they drove while holding and talking on a phone at least once in the past 30 days before the survey, and 37% drove while reading a text/email on a phone. Fewer drivers manually typed or sent a text/email on a phone while driving (28%), while more drivers indicated they had used hands-free technology to talk/text/email while driving at least once in the past 30 days (59%). Only 11% of drivers reported scrolling through social media content on a cell phone.

With respect to speeding, half of the respondents indicated having driven 15 mph over the posted speed limit on a freeway at least once in the past 30 days before the survey. Additionally, 37% of drivers reported having driven 10 mph over the posted speed limit on a residential street. In contrast, fewer reported having driven through a red light (27%) or driven aggressively by switching lanes quickly and/or following very closely behind another vehicle (22%) in the past 30 days.

Compared to distracted or aggressive driving, the prevalence of reported impaired driving was less frequent and varied by the source of impairment. For example, 7% of drivers admitted to having driven when they had enough alcohol that they may have been over the legal limit. Similarly, 6% admitted to having driven shortly (within an hour) after using marijuana at least once in the past 30 days, whereas fewer reported having driven when using potentially impairing prescription drugs (3%).

Additionally, 19% of drivers reported driving while so tired that they had difficulty keeping their eyes open, and 14% indicated driving in the past 30 days without wearing a seatbelt. This survey also asked about seatbelt use in rideshare vehicles (see Appendix B for details). Although 38% reported not using rideshare services, among those who did, about 90% reported usually or always wearing a seatbelt, while the remainder reported rarely or never doing so.

Table 5. In the Past 30 Days, How Often Have You…?

	Driving Behaviors	Regularly (%)	Fairly often (%)	A few times (%)	Just once (%)	Never (%)
Distracted	Driving while holding and talking on a cell phone	1.3	3.0	21.0	11.0	63.7
	Driving while reading a text or an email on a cell phone	0.9	3.1	23.9	8.6	63.4
	Driving while manually typing or sending a text message or an email	0.9	2.1	15.8	9.3	71.8
	Talked/texted/emailed on a cell phone using hands-free technology (Bluetooth, CarPlay etc.)	11.1	12.3	30.7	5.3	40.8
	Drivers scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone	0.5	1.0	5.8	3.2	89.5
Aggressive	Driving 15 mph over the speed limit on a freeway	4.2	9.2	27.6	9.2	49.8
	Driving 10 mph over the speed limit on a residential street	2.1	5.3	21.4	8.2	63.0
	Driving through a light that had just turned red when you could have stopped safely	0.4	0.6	10.6	15.1	73.3
	Driving aggressively by switching lanes quickly and/or very close behind another car	0.5	1.9	11.9	8.1	77.6
Drowsy & Impaired	Driving when you were so tired that you had a hard time keeping your eyes open	0.2	0.9	8.9	9.2	80.9
	Driving when you had enough alcohol that you thought you might be over the legal limit	0.2	0.5	3.2	3.1	93.0
	Ridden in a car driven by someone who has had too much alcohol	0.2	0.6	4.2	2.7	92.3
	Driving shortly (within an hour) after using marijuana	0.9	1.2	3.0	1.3	93.5
	Driving when using potentially impairing prescription drugs	0.4	0.4	1.3	0.9	97.1
Other	Driving without wearing a seatbelt	2.2	1.9	6.6	2.8	86.6

Support for Safety Countermeasures

Respondents were asked how strongly they support or oppose various traffic safety countermeasures. As shown in Table 6, many drivers were in favor of most examined countermeasures. About 79% of drivers were supportive of a law against holding and talking on a phone while driving. In contrast, fewer were in support of a law against using hands-free technologies for reading, typing, and sending a text message/email (40%).

Regarding traffic safety countermeasures for aggressive driving, 69% of drivers supported requiring those convicted of serious speeding offenses to use a device that prevents them from exceeding the posted speed limit. Support was lower for requiring manufacturers to include a device in all new cars that warns drivers when they exceed the speed limit (56%) and for using cameras to automatically ticket drivers exceeding the limit by more than 10 mph on residential streets (46%).

With respect to impaired driving, respondents' support for countermeasures varied by the type of countermeasure and source of impairment involved. More drivers were supportive of making it illegal to drive with more than a certain amount of marijuana in one's system (79%). Additionally, 67% of drivers supported requiring all new cars to have a built-in technology that prevents the car from starting if the driver's alcohol level is over the legal limit. Over half of drivers supported lowering the legal limit for a driver's blood alcohol concentration from 0.08 to 0.05 (51%).

Table 6. How Strongly Do You Support or Oppose…?

	Driving Behaviors	Support strongly (%)	Support somewhat (%)	Oppose somewhat (%)	Oppose strongly (%)
Distracted	Having a law against holding and talking on a cell phone while driving, for all drivers regardless of their age	49.6	29.6	13.5	7.3
	Having a law against using hands-free technology to read, type, or send a text message/email while driving	20.3	19.7	33.4	26.6
Aggressive	Using cameras to automatically ticket drivers who drive more than 10 mph over speed limit on residential streets	17.2	29.2	24.7	28.9
	Requiring manufacturers to include a device on all new cars that will warn drivers when they exceed the posted speed limit on the roads they travel	22.9	33.0	22.9	21.2
	Requiring drivers convicted of serious speeding offenses to use a device that prevents them from driving faster than the posted speed limit on the roads they travel	35.1	34.0	16.8	14.1
Impaired	Requiring all new cars to have a built-in technology that will not let the car start if the driver's alcohol level is over the legal limit	35.1	31.9	19.7	13.3
	Having a law lowering the legal limit for a driver's blood alcohol concentration from 0.08 to 0.05	22.0	29.1	25.5	23.4
	Making it illegal to drive with more than a certain amount of marijuana in your system	51.3	27.6	11.5	9.6
Other	Require developers of self-driving car technologies to share safety information and testing results with the public before the vehicles are allowed on public roads	69.5	19.9	5.8	4.7

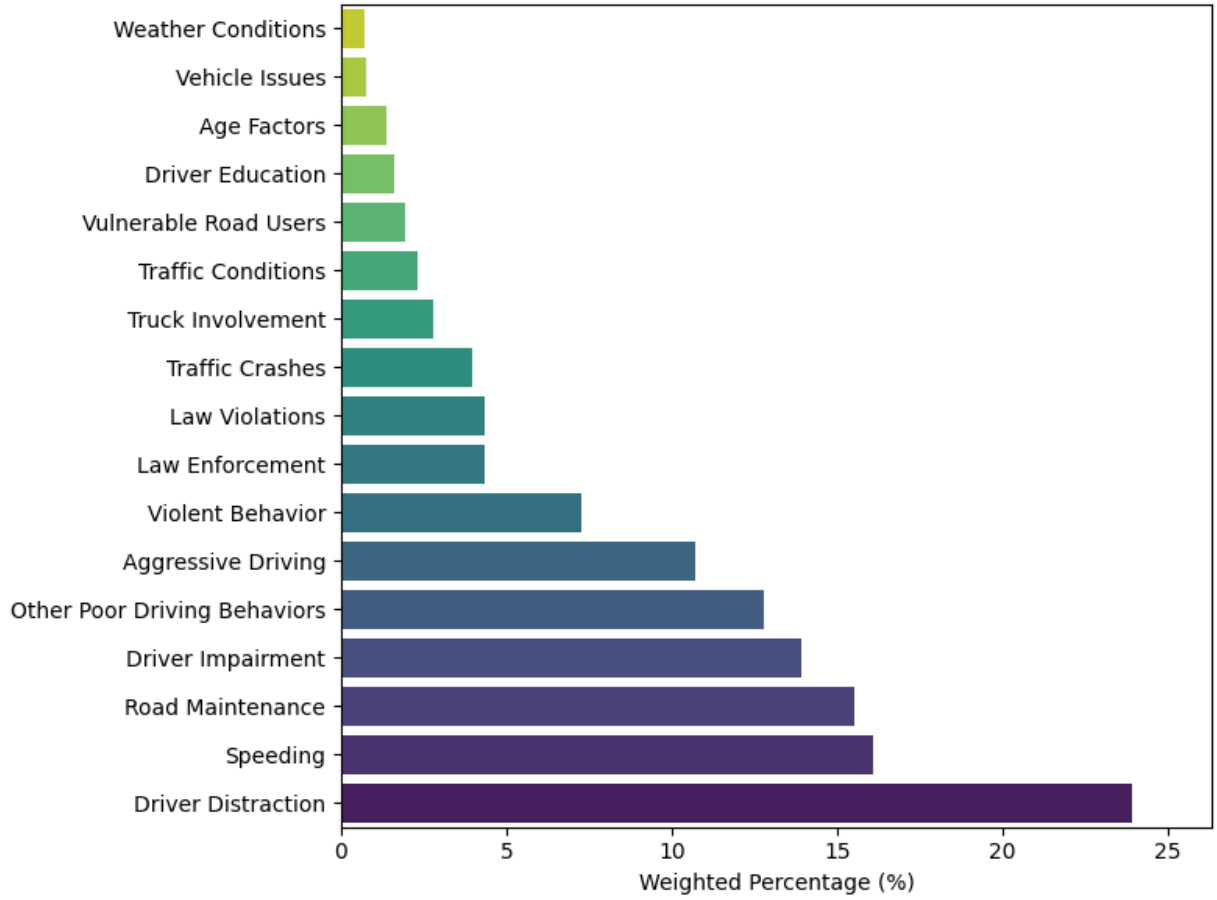
Roadway Safety Perceptions

This year's TSCI survey included several questions on roadway safety perceptions (see Appendix B). Respondents were asked about their views on how concerned local governments are with road safety and whether government safety efforts are increasing, decreasing, or remaining the same. Overall, 93% of drivers believed their local governments showed at least some concern about roadway safety. When asked about trends in government efforts to improve safety, 17% of drivers felt those efforts were increasing, while 71% believed they had remained about the same.

Additionally, drivers were asked about their own level of concern regarding roadway safety, how their level of attention to safety has changed compared to recent years, and their top safety concern on U.S. roads. In general, 96% of drivers reported concerns about roadway safety in 2024, and 41% reported thinking about it more often than in previous years.

The 2024 TSCI survey also asked respondents to identify their top concerns on U.S. roads through an open-ended question. Their main self-reported concerns are summarized in Figure 1. See Appendix C for the keywords associated with each concern. Drivers could express multiple safety concerns if desired. Most concerns centered on risky driving behaviors. Driver distraction was the highest (24%), including phone or technology use and inattention to the road and surroundings. Moreover, 16% of drivers reported concern about speeding, 14% about driver impairment, and 11% about aggressive drivers. In addition, 16% expressed concern about road maintenance.

Figure 1. Drivers' Top Concerns about U.S. Roadway Safety in 2024



In addition, 50% of drivers reported changing their driving behaviors in recent years to reduce their crash risk and described how they have done so through an open-ended question. Their most common behavior changes included adopting defensive driving, managing speed, reducing mobile phone use, keeping distance from other vehicles, and protecting themselves by adjusting driving frequency and timing. Notably, among those who reported behavior changes, more than 40% of drivers indicated they drove more defensively, and 30% said they paid more attention to speed limits. Slightly over 10% reported reduced cell phone use, and a similar proportion said they kept a greater distance from surrounding vehicles.

Changes in Profiles of Risky Driving Engagement Over Time

This section explores how engagement in risky driving behavior has shifted over time, drawing on six years of data from the 2019–2024 TSCI surveys. Both descriptive and statistical assessments were conducted to highlight which risky driving behaviors

remain persistent and which have shifted across years. These assessments are based on 13 survey questions about risky driving behaviors, which are listed in Table 7.

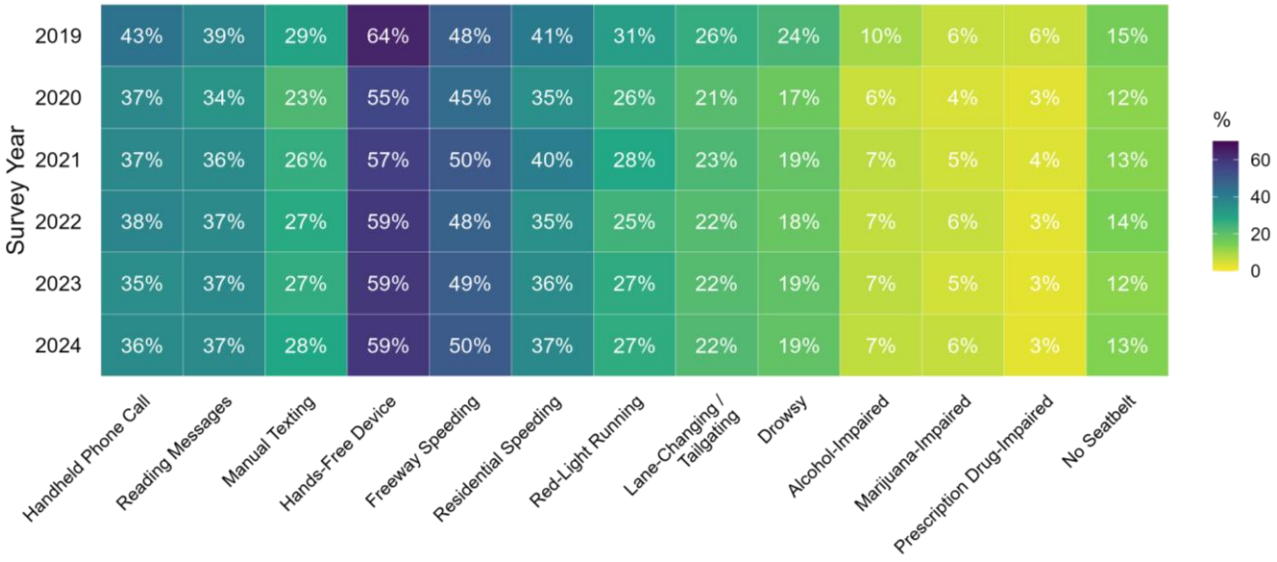
Table 7. Survey Questions About Risky Driving Behaviors

Labels	Risky Driving Behaviors
Handheld Phone Call	Driving while holding and talking on a cell phone
Reading Messages	Driving while reading a text or an email on a cell phone
Manual Texting	Driving while manually typing or sending a text message or an email
Hands-Free Device	Driving while talking/texting/emailing on a cell phone using hands-free technology (Bluetooth, CarPlay, Android Auto, etc.)
Freeway Speeding	Driving 15 miles per hour over the speed limit on a freeway
Residential Speeding	Driving 10 miles per hour over the speed limit on a residential street (neighborhood)
Red-Light Running	Driving through a light that had just turned red when you could have stopped safely
Lane-Changing/Tailgating	Driving aggressively by switching lanes quickly and/or very close behind another car
Drowsy	Driving when you were so tired that you had a hard time keeping your eyes open
Alcohol-Impaired	Driving when you had enough alcohol that you thought you might be over the legal limit
Marijuana-Impaired	Driving shortly (within an hour) after using marijuana
Prescription Drug-Impaired	Driving when using potentially impairing prescription drugs
No Seatbelt	Driving without wearing your seatbelt

For the analysis, each behavior was simplified into two categories: (a) never and (b) at least once-to-regularly. Figure 2 shows the heatmap of the weighted percentage of drivers who reported engaging in each of 13 risky driving behaviors across survey years 2019 through 2024. Each cell represents the proportion of drivers who reported engaging in a given behavior at least once in the past 30 days of the survey date, with darker blue shades indicating higher percentages and lighter green/yellow shades indicating lower percentages.

Overall, the heatmap shows that engagement in most risky driving behaviors has followed stable patterns over time. Engagement was highest in 2019, declined slightly in subsequent years, and then leveled off between 2022 and 2024. The most frequently reported behavior was talking, texting, or emailing on a cell phone using hands-free technology, cited by 55% to 64% of respondents across years. Distracted and aggressive driving behaviors also remained relatively widespread. In contrast, drug- and alcohol-related behaviors, such as driving after drinking enough to possibly be over the legal limit, driving shortly after using marijuana, and driving while using potentially impairing prescription drugs, were less common and remained relatively constant, with fewer than 10% of drivers reporting them consistently from 2020 to 2024.

Figure 2. Percentage of Drivers Who Reported Engaging in Risky Driving Behaviors Across Survey Years 2019 through 2024

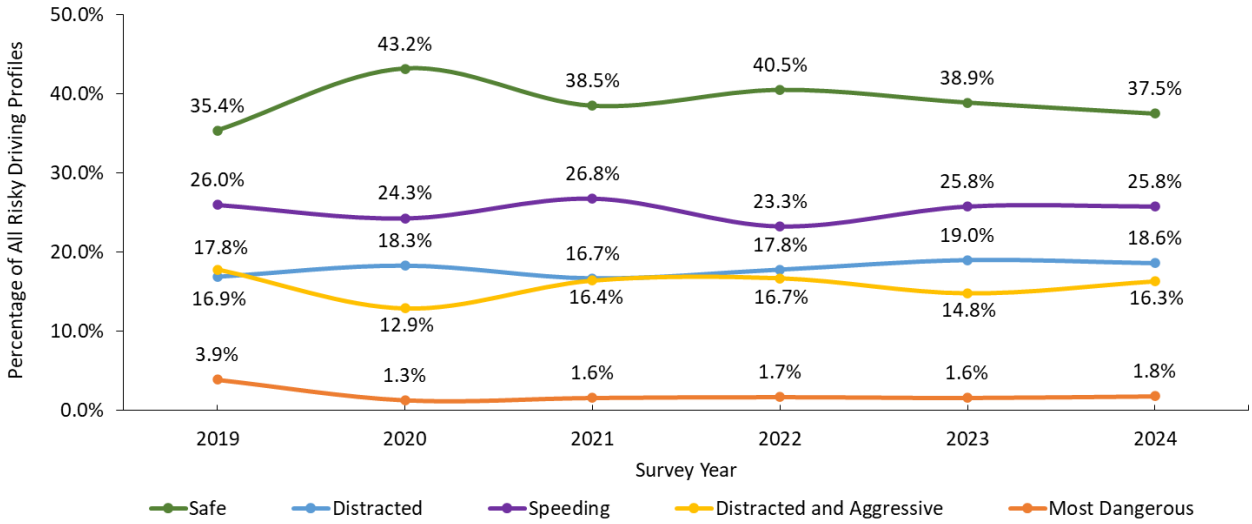


In addition to examining each driving behavior individually, a latent class analysis was conducted to identify hidden subgroups, called classes, of respondents based on their patterns of the 13 risky driving behaviors. This approach captures profiles of how different risky behaviors tend to co-occur. In this model, *year* was included as a co-variate, allowing the probability of belonging to each hidden class to vary across survey years. This approach makes it possible to account for temporal differences when classifying individuals into classes.

For each respondent, the model estimated their likelihood of membership in each class conditional on the year they participated. Respondents were then assigned to the class with the highest probability in a given year. See Appendix B of the 2023 TSCI (AAA Foundation for Traffic Safety, 2024) for a general overview of the latent class analysis approach. Based on several model fit indices, five unique groups (i.e., risky driving profiles) were identified in the data. These groups are interpreted as representing the following:

- **Safe Drivers**: Rarely engaged in any risky driving behavior
- **Distracted Drivers**: Predominantly engaged in all distracted driving behaviors
- **Speeding Drivers**: Predominantly engaged in speeding behaviors
- **Distracted and Aggressive Drivers**: Predominantly engaged in distracted driving, speeding, and aggressive driving behaviors
- **Most Dangerous Drivers**: Engaged in all risky driving behaviors

Figure 3. Percentage of Respondents in Each Risky Driving Profile by Year



Note: Survey weights were not used in the clustering process but were applied when calculating the proportions.

Figure 3 shows the proportion of each risky driving profile by year. The largest proportion of respondents was consistently assigned to the Safe Drivers group, while the smallest proportion was assigned to the Most Dangerous Drivers group, a pattern that held across all study years. Between 2019 and 2024, the proportion of safe drivers increased by 2.1 percentage points, although there were notable fluctuations in the intervening years. Following a peak in 2020, the proportion of safe drivers declined slightly and steadily from 2021 to 2024. Most Dangerous Drivers group were most prevalent in 2019, dropped by 2.6 percentage points in 2020, and remained relatively stable in the subsequent years. A statistical test revealed a significant downward trend in this group over time. Multinomial regression further showed that over time, drivers were slightly less likely to be classified into the most dangerous driving style compared to the safe driving style.

The Speeding Drivers group remained fairly constant over the years, with the smallest proportion observed in 2022 (23.3%). The Multinomial regression model suggested that, over time, respondents were slightly less likely to be classified into the speeding driving profile compared to the safe driving profile. The Distracted Drivers group exhibited a statistically significant upward trend, with proportions fluctuating between 17% and 19% throughout the study period. The Distracted and Aggressive Drivers group reached its highest proportion in 2019 (17.8%) and its lowest in 2020 (12.9%), with proportions remaining relatively stable at just over 16% in recent years, except for a slight drop in 2023. The multinomial regression model indicated that drivers showed an increasing tendency toward distracted or aggressive driving behaviors over the study period.

Discussion

Findings from the 2024 TSCI survey shed light on public attitudes toward unsafe driving, perceptions of roadway safety, and changes in driving behaviors over time. Together, these assessments can be used to inform the development of countermeasures and support efforts to promote safer driving.

Overall trends in attitudes towards risky driving behaviors are similar to previous rounds of the TSCI survey (AAA Foundation for Traffic Safety, 2022a, 2023, 2024). Overwhelmingly, drivers recognized distracted, drowsy, and impaired behaviors as dangerous, and reported that people important to them would disapprove. They also supported laws aimed at reducing distracted and impaired behaviors. Attitudes towards speeding behaviors, however, follow a different pattern. Fewer drivers perceived speeding as dangerous; speeding behaviors had the lowest levels of social disapproval of all the examined risky driving behaviors. A minority of drivers supported requiring manufacturers to include a device in all new cars that warns drivers when they exceed the speed limit and using cameras to automatically ticket drivers on residential streets.

In terms of reported driving behavior in 2024, despite noting the riskiness of the behavior, roughly 59% of respondents indicated they used hands-free technology to talk/text/email while driving, about a third of respondents admit to distracted driving behaviors such as reading or sending text messages and emails in the past 30 days, and 20% admit to drowsy driving. Consistent with trends in previous TSCI reports (AAA Foundation for Traffic Safety, 2022a, 2023, 2024), speeding remained a relatively common behavior, with nearly half of drivers reporting speeding on the freeway and 37% on residential roads in the past 30 days.

In examining patterns of risky driving behaviors that change over time (2019–2024), five unique groups were identified and characterized:

1. Safe Drivers
2. Distracted Drivers
3. Speeding Drivers
4. Distracted and Aggressive Drivers
5. Most Dangerous Drivers

These groups represent five general driving styles identified in this report.

While the largest group was Safe Drivers, who reported very few risky behaviors in the past 30 days, most drivers were classified into one of the other Risky Driving Profiles—a pattern consistent across all study years. This indicates that the majority of U.S. drivers engaged in some form of risky behavior on the roads. Encouragingly, statistical analyses revealed a significant downward trend in the Most Dangerous Drivers

group, with drivers becoming slightly less likely to be classified as Most Dangerous Drivers relative to Safe Drivers over time. Speeding also showed a modest decline, though the proportion of Speeding Drivers remained relatively high.

In contrast, the proportion of drivers in the Distracted Drivers group has slightly increased over time. The most frequently reported behavior was phone use with hands-free technology, cited by 55% to 64% of respondents across years. According to the World Health Organization (2023), hands-free phones do not offer large safety benefits compared to handheld phone sets. Driver distraction, especially cell phone use, also topped drivers' safety concerns. This finding aligns with prior studies showing the growing prevalence of phone-related distractions and their prominence among Americans' roadway safety concerns (Demir et al., 2023; Schroeder & Sims, 2018). Distracted driving remains a major contributor to traffic fatalities (National Highway Traffic Safety Administration, n.d.), underscoring the urgent need for more effective behavioral countermeasures. While some countermeasures against distracted driving show effectiveness, many produce mixed results, and uncertainty remains about their long-term effectiveness and real-world impact (AAA Foundation for Traffic Safety, 2022b). Moreover, because cell phone use often reflects habit or addiction, interventions may be more effective if they address these behavioral roots (Demir et al., 2023).

Other risky driving behaviors, such as aggressive driving and speeding, also warrant attention. Both are widely regarded as serious threats to public safety and contribute to a substantial number of roadway crashes each year. This study found that drivers were increasingly more likely to be classified under the Distracted and Aggressive Drivers profile than the Safe Drivers profile over time. Similarly, Steinbach et al. (2025) found that aggressive driving appears to be on the rise, with 96% of drivers admitting to engaging in aggressive driving acts over the past year. Red-light running was the most commonly reported aggressive behavior, with 82% of drivers admitting that they had sped up when the traffic light was changing from yellow to red.

Regarding speeding, this study identified it as the second-highest roadway safety concern among U.S. drivers, yet found that the American public did not perceive speeding as being as dangerous as other risky driving behaviors. These seemingly contradictory findings highlight the complexity of Americans' attitudes towards speeding. Future research could usefully begin to unravel public understandings of what constitutes "speeding," the level of "speeding" associated with risk, and attitudes towards speeding-related countermeasures.

Promisingly, half of the respondents reported changing their driving behaviors in recent years to reduce crash risk. Over 40% said they now drive more defensively, 30% reported making efforts not to speed, and just over 10% mentioned reducing phone use or increasing following distance. Awareness of risky driving behaviors and commitment to changing them are crucial for road safety. Previous research suggests that such

behavioral intentions, when linked to perceptions of negative consequences, are strong predictors of compliance with traffic regulations (Auzoult et al., 2015).

These findings highlight evolving attitudes, concerns, and behaviors among U.S. drivers and offer direction for developing more effective countermeasures. Overall, it is encouraging that the Most Dangerous Drivers group is shrinking over time and that half of drivers reported actively improving their behaviors, which may suggest that efforts to promote safer driving are reaching the American public.

While much more research is needed into which countermeasures will be effective for different populations and driving styles, findings in this report provide useful insights into attitudes, values, and cultural norms of drivers on America's roads. The AAA Foundation for Traffic Safety continues to devote research efforts to promote safe driving behaviors, establish a healthy traffic safety culture, and encourage safe mobility for all.

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Appendix A: Drivers' attitudes, perceptions, and behaviors in relation to age and sex

Distracted Driving Behaviors

Table A1. Proportion of Drivers who Perceived Distracted Driving as Very or Extremely Dangerous

		Holding and talking on cell phone (%)	Reading on cell phone (%)	Texting or emailing on cell phone (%)	Using technology that allows hands-free use of their phone (Bluetooth, CarPlay) (%)	Scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone (%)
	All drivers	70.7	90.2	94.3	16.4	96.6
Age group	16–18	64.5	88.8	90.4	18.1	93.3
	19–24	57.2	86.4	91.8	17.6	100.0
	25–39	59.8	81.8	90.6	9.8	96.3
	40–59	71.9	92.5	94.3	14.6	95.9
	60–74	77.8	95.6	97.4	20.1	96.5
	75+	87.5	91.7	97.4	31.9	98.4
Sex	Male	68.1	88.5	92.0	15.4	95.6
	Female	73.0	92.1	96.5	17.4	97.4

Table A2. Proportion of Drivers who Perceived Distracted Driving Somewhat or Very Likely to be Caught by the Police

		Holding and talking on cell phone (%)	Reading a text or an email on cell phone (%)	Typing or sending a text message or email on cell phone (%)	Scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone (%)
	All drivers	34.2	33.1	34.7	31.2
Age group	16–18	34.5	36.7	43.9	34.9
	19–24	35.4	43.1	43.7	33.4
	25–39	36.2	31.0	41.1	33.1
	40–59	37.2	32.5	34.1	34.8
	60–74	28.5	32.0	26.9	25.6
	75+	30.2	33.6	32.8	23.4
Sex	Male	31.8	28.2	32.4	29.9
	Female	36.3	38.5	36.9	32.4

Table A3. Proportion of Drivers who Believed People Who Were Important to Them Would Somewhat or Completely Approve of Distracted Driving

		Holding and talking on cell phone (%)	Reading a text or an email on cell phone (%)	Typing or sending a text message or email on cell phone (%)	Scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone (%)
	All drivers	16.2	4.8	4.7	3.4
Age group	16–18	11.2	3.8	3.0	1.5
	19–24	23.7	11.2	5.1	0.0
	25–39	19.9	2.5	4.5	3.6
	40–59	14.5	2.9	5.6	3.9
	60–74	15.8	7.1	3.9	3.0
	75+	9.9	7.1	3.3	4.9
Sex	Male	16.3	3.1	3.1	2.9
	Female	16.0	6.8	6.2	3.9

Table A4. Proportion of Drivers Who Reported Engaging in Distracted Driving at Least Once in the Past 30 Days

		Holding and talking on cell phone (%)	Reading a text or an email on cell phone (%)	Manually texting or sending a text message or email (%)	Using technology that allows hands-free use of their phone (Bluetooth, Carplay) (%)	Scrolling through social media content (TikTok, Pinterest, X (Twitter), Instagram, Snapchat, Facebook, etc.) on a cell phone (%)
	All drivers	36.3	36.6	28.2	59.2	10.5
Age group	16–18	43.5	43.0	29.9	57.9	19.1
	19–24	51.1	51.7	44.1	71.7	20.8
	25–39	43.1	53.2	42.8	68.8	17.0
	40–59	35.4	37.9	31.6	60.8	10.8
	60–74	30.7	22.6	13.2	51.2	3.4
	75+	22.7	10.6	2.0	39.2	0.2
Sex	Male	37.7	36.4	27.0	58.7	11.3
	Female	34.9	36.8	29.3	59.8	9.7

Aggressive Driving Behaviors

Table A5. Proportion of Drivers Who Perceived Aggressive Driving as Very or Extremely Dangerous

		Driving 15 mph over the speed limit on freeway (%)	Driving 10 mph over the speed limit on a residential street (neighborhood) (%)	Driving through a red light (%)	Aggressive driving (%)	Driving without wearing a seatbelt (%)
	All drivers	51.6	60.4	79.5	90.0	75.0
Age group	16–18	49.8	59.3	79.9	86.8	78.2
	19–24	39.7	50.7	73.2	87.3	89.0
	25–39	43.1	52.2	70.2	87.1	70.1
	40–59	51.5	61.7	78.3	88.7	70.3
	60–74	61.8	70.8	86.4	93.5	81.1
	75+	56.1	55.6	94.7	96.7	81.5
Sex	Male	44.1	55.7	79.3	84.7	70.3
	Female	58.4	65.6	79.6	94.9	79.6

Table A6. Proportion of Drivers Who Perceived Aggressive Driving as Somewhat or Very Likely to be Caught by the Police

		Driving 15 mph over the speed limit on freeway (%)	Driving 10 mph over the speed limit on a residential street (neighborhood) (%)	Driving through a red light (%)	Aggressive driving (%)	Driving without wearing a seatbelt (%)
	All drivers	58.0	40.8	47.6	49.3	32.6
Age group	16–18	59.3	51.7	59.5	54.7	43.7
	19–24	72.5	45.7	44.0	57.0	26.2
	25–39	63.5	46.5	56.3	52.5	33.3
	40–59	58.8	39.2	47.9	51.1	34.1
	60–74	52.8	36.7	40.8	43.1	27.0
	75+	42.0	34.6	41.9	41.4	41.4
Sex	Male	57.1	36.5	44.4	49.1	30.0
	Female	58.7	45.5	50.9	49.4	35.2

Table A7. Proportion of Drivers Who Believed People Who Were Important to Them Would Somewhat or Completely Approve of Aggressive Driving

		Driving 15 mph over the speed limit on freeway (%)	Driving 10 mph over the speed limit on a residential street (neighborhood) (%)	Driving through a red light (%)	Aggressive driving (%)	Driving without wearing a seatbelt (%)
	All drivers	18.2	9.0	4.0	4.9	5.0
Age group	16–18	16.3	4.4	4.5	4.7	7.0
	19–24	22.6	15.1	2.8	3.0	5.9
	25–39	19.7	6.6	6.0	9.0	6.8
	40–59	16.9	9.7	4.4	4.6	6.4
	60–74	18.1	8.2	3.2	3.7	2.3
	75+	17.1	11.4	0.0	0.0	0.0
Sex	Male	16.4	9.0	4.9	4.4	5.3
	Female	19.9	9.1	3.2	5.3	4.8

Table A8. Proportion of Drivers Who Reported Engaging in Aggressive Driving at Least Once in the Past 30 Days

		Driving 15 mph over the speed limit on freeway (%)	Driving 10 mph over the speed limit on a residential street (neighborhood) (%)	Driving through a red light (%)	Aggressive driving (%)	Driving without wearing a seatbelt (%)
	All drivers	50.2	37.0	26.7	22.4	13.5
Age group	16–18	44.9	42.8	26.0	23.9	13.0
	19–24	61.0	48.9	36.1	29.2	19.3
	25–39	58.0	44.1	33.0	28.7	17.5
	40–59	51.1	34.9	25.7	24.2	13.6
	60–74	40.6	30.0	21.6	15.1	10.1
	75+	45.3	34.9	20.7	12.1	6.9
Sex	Male	52.9	41.8	28.4	26.1	14.9
	Female	47.4	32.1	24.9	18.7	12.0

Drowsy and Impaired Driving Behaviors

Table A9. Proportion of Drivers Who Reported Drowsy, Alcohol-Impaired, or Drug-Impaired Driving as Very or Extremely Dangerous

		Driving while being so tired that they had had a hard time keeping their eyes open (%)	Drinking enough alcohol that they may be over the legal limit (%)	Driving shortly (within an hour) after using marijuana (%)	Driving after using potentially impairing prescription drugs (%)
All drivers		93.1	92.9	70.0	85.1
Age Group	16–18	92.6	95.5	79.2	91.4
	19–24	96.0	90.2	87.3	89.4
	25–39	89.6	91.4	61.7	81.1
	40–59	93.0	92.1	68.8	85.2
	60–74	94.2	95.7	69.6	85.9
	75+	97.8	94.0	83.8	86.7
Sex	Male	92.2	91.1	67.5	82.5
	Female	94.0	94.9	72.5	88.0

Table A10. Proportion of Drivers Who Perceived Drowsy, Alcohol-Impaired, or Drug-Impaired Driving Somewhat or Very Likely to be Caught by the Police

		Driving while being so tired that they had had a hard time keeping their eyes open (%)	Drinking enough alcohol that they may be over the legal limit (%)	Driving shortly (within an hour) after using marijuana (%)	Driving after using potentially impairing prescription drugs (%)
All drivers		24.7	60.3	25.2	40.2
Age Group	16–18	30.5	74.8	40.9	55.1
	19–24	19.9	66.1	36.4	46.6
	25–39	31.3	63.8	29.3	39.6
	40–59	25.0	57.0	26.1	40.5
	60–74	18.9	60.0	18.0	38.5
	75+	23.3	53.6	16.2	33.8
Sex	Male	26.8	56.7	22.5	33.8
	Female	22.7	64.2	27.8	47.3

Table A11. Proportion of Drivers Who Believed People Who Were Important to Them Would Somewhat or Completely Approve of Engaging in Drowsy, Alcohol-Impaired, or Drug-Impaired Driving

		Driving while being so tired that they had had a hard time keeping their eyes open (%)	Drinking enough alcohol that they may be over the legal limit (%)	Ridden in a car driven by someone who has had too much alcohol (%)	Driving shortly (within an hour) after using marijuana (%)	Driving after using potentially impairing prescription drugs (%)
All drivers		2.3	3.5	1.9	5.0	2.6
Age Group	16–18	3.2	2.6	0.4	2.3	3.6
	19–24	1.1	8.2	0.0	2.7	11.0
	25–39	2.6	1.2	1.6	4.9	0.5
	40–59	1.9	3.7	1.7	6.7	1.1
	60–74	3.7	3.3	3.2	4.2	4.2
	75+	0.0	5.3	1.7	1.4	1.1
Sex	Male	2.2	2.4	2.1	5.8	2.7
	Female	2.3	4.7	1.7	4.1	2.5

Table A12. Proportion of Drivers Who Reported Engaging in Drowsy, Alcohol-Impaired, or Drug-Impaired Driving at Least Once in the Past 30 Days

		Driving while being so tired that they had had a hard time keeping their eyes open (%)	Drinking enough alcohol that they may be over the legal limit (%)	Ridden in a car driven by someone who has had too much alcohol (%)	Driving shortly (within an hour) after using marijuana (%)	Driving after using potentially impairing prescription drugs (%)
All drivers		19.2	7.0	7.7	6.5	2.9
Age Group	16–18	18.5	4.4	7.1	5.8	2.2
	19–24	31.1	6.5	11.1	14.3	4.1
	25–39	22.2	8.6	10.0	11.8	4.7
	40–59	20.0	6.7	7.0	5.1	2.6
	60–74	15.4	7.6	6.5	3.4	2.1
	75+	7.9	3.9	5.1	0.5	0.8
Sex	Male	20.3	8.3	6.7	7.3	3.2
	Female	18.0	5.8	8.6	5.7	2.6

Appendix B: New questions in the 2024 TSCI Survey

Categories	Questions	Answer Options
Seat belt use in ride-share vehicles	How often do you wear your seatbelt when riding in rideshare vehicles (such as Uber or Lyft)	Always Usually Rarely Never I don't use rideshare services
Government roadway safety efforts and personal roadway concerns	How concerned do you think your local government is about safety on U.S. roads and highways?	Extremely concerned Very concerned Somewhat concerned Slightly concerned Not at all concerned
	In your opinion, are efforts by your local government to improve safety on roads in your area increasing, decreasing, or staying the same compared to recent years?	Increasing About the same Decreasing
	How concerned are you, if at all, about safety on U.S. roads and highways?	Extremely concerned Very concerned Somewhat concerned Slightly concerned Not at all concerned
	Compared to recent years, would you say you are thinking more, less, or about the same about safety on roadways?	More About the same Less
	What is your top concern, if any, about safety on U.S. roads and highways?	Open ended
Behavior change	Have you changed any of your behaviors in the past year to try to reduce your risk of being involved in a vehicle crash?	Yes No
	How have you tried to reduce your risk of being involved in a crash?	Open ended

Appendix C: Keywords associated with top concerns about U.S. roadway safety

Themes	Keywords
Driver Distraction	Distract, attention, inattentive, text, phone, cell, careless driving, etc.
Speeding	Speed, fast, racing, flying, reckless speed, etc.
Road Maintenance	Construction, lane closure, surface, infrastructure, debris, lane mark, upkeep, pothole, maintain, etc.
Driver Impairment	Drunk, under the influence, drug, impaired, alcohol, marijuana, etc.
Other Poor Driving Behavior	Disregard safety rules, erratic, crazy/dangerous/ignorant/rude/ reckless/slow driver, wrong way, turn signal, etc.
Aggressive Driving	Aggressive, tailgate, cutting in/out/off, weaving, patient, lane change, closely to the car, angry, etc.
Violent Behavior	Gun, shoot, road rage, violent, violence, etc.
Law Enforcement	Police, enforcement, cop, patrol, ticket, law enforcement, officer, etc.
Law Violations	Red light running, unlicensed, uninsured, covered plates, violating the law, etc.
Traffic Crashes	Accident, crash, death, fatalities, etc.
Truck Involvement	Trucks, wheeler, big rig, semi-trailer, commercial, etc.
Traffic Conditions	Traffic condition, congestion, many vehicles, crowded, etc.
Vulnerable Road Users	Pedestrian, bike, motorcyclist, sidewalk, crosswalk, etc.
Driver Education	Trained, educated, etc.
Age Factors	Young, old people, elder, senior, teen
Vehicle Issues	Flat tire, car problem, vehicle malfunction, headlight, autonomous vehicle, self-driving, EV, etc.
Weather Conditions	Rain, snow, fog, slippery, black ice, etc.