Traffic Safety Facts
2017 Data

June 2019

DOT HS 812 741

NHTSA

## Key Findings

- Of the 37,133 motor vehicle traffic fatalities in 2017 there were 17,216 (46%) that occurred in rural areas, 19,038 (51%) that occurred in urban areas, and 879 (2%) that occurred in unknown areas.
- According to the 2017 American Community Survey from the Census Bureau, an estimated 19 percent of the U.S. population lived in rural areas, and according to FHWA only 30 percent of the total vehicle miles traveled in 2017 were in rural areas. However, rural areas accounted for 46 percent of all traffic fatalities in 2017.
- Rural traffic fatalities decreased by 18 percent from 20,987 in 2008 to 17,216 in 2017, whereas urban traffic fatalities increased by 17 percent from 16,218 in 2008 to 19,038 in 2017.
- In 2017 the fatality rate per 100 million vehicle miles traveled was 2.1 times higher in rural areas than in urban areas (1.79 and 0.85, respectively).
- Speeding-related fatalities occurred in almost equal proportions in rural and urban areas. Of the 17,216 rural traffic fatalities in 2017, there were 4,660 (27%) killed in speeding-related crashes. Of the 19,038 urban traffic fatalities in 2017, there were 4,952 (26%) killed in speeding-related crashes.
- Rural alcohol-impaired-driving fatalities decreased by 25 percent from 6,603 in 2008 to 4,935 in 2017, while urban alcohol-impaired-driving fatalities increased by 13 percent from 5,029 in 2008 to 5,702 in 2017.
- The 2017 National Occupant Protection Use Survey (NOPUS) observed that the seat belt use rate among front seat passenger vehicle occupants in urban areas was 90.2 percent, and rural occupants were observed to have a use rate of 88.7 percent.
- Based on known restraint use in fatal crashes, 49 percent of rural passenger vehicle occupants killed in 2017 were unrestrained as compared to 44 percent of urban passenger vehicle occupants killed.

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# Rural/Urban Comparison of Traffic Fatalities

For this fact sheet, rural and urban boundaries are determined by the State highway departments and approved by the Federal Highway Administration. The State highway departments use the boundaries decided by the Census Bureau.[1]

In this fact sheet for 2017, the information about rural and urban traffic fatalities is presented as follows:

- Overview
- Environmental Characteristics
- Speeding
- Drivers
- Alcohol
- Restraint Use
- Rollover Crashes
- Nonoccupants
- Fatalities by State

This fact sheet contains information on fatal motor vehicle crashes and fatalities, based on data from the Fatality Analysis Reporting System (FARS). Refer to the end of this publication for more information on FARS.

## Overview

In 2017:

There were 34,247 fatal motor vehicle traffic crashes resulting in 37,133 fatalities.

- Of these 34,247 fatal traffic crashes, there were 15,565 (45%) that occurred in rural areas, 17,840 (52%) that occurred in urban areas, and 842 (2%) that occurred in unknown areas (not enough information to determine if the crashes were inside the rural or urban boundaries).
- Of these 37,133 traffic fatalities, there were 17,216 (46%) that occurred in rural areas, 19,038 (51%) that occurred in urban areas, and 879 (2%) that occurred in unknown areas.
- According to the 2017 American Community Survey from the Census Bureau, an estimated 19 percent of the U.S. population lived in rural areas, and according to FHWA only 30 percent of the total vehicle miles traveled (VMT) in 2017 were in rural areas. However, rural areas accounted for 46 percent of all traffic fatalities in 2017.

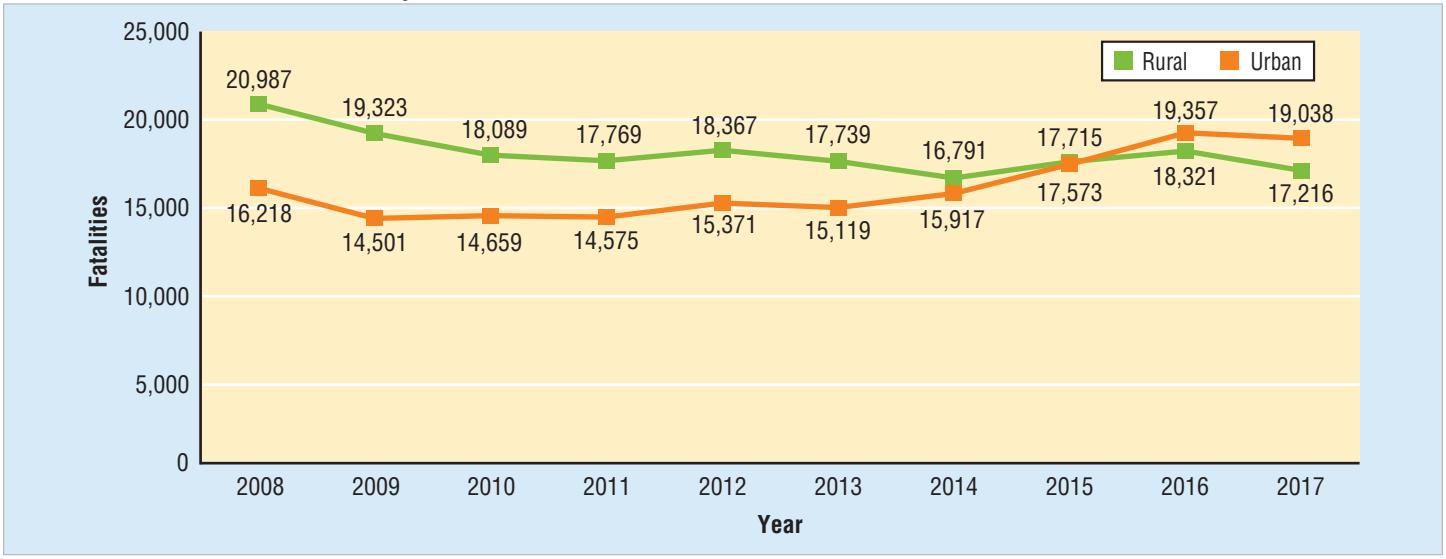
Figure 1 presents the motor vehicle traffic fatality trends in the most recent 10-year period for which data is available by land use:

- Rural fatalities decreased by 18 percent from 20,987 in 2008 to 17,216 in 2017.
- Urban fatalities increased by 17 percent from 16,218 in 2008 to 19,038 in 2017.

[1] See the Census Bureau link to define urban and rural areas at www.census.gov/programs-surveys/geography/guidance/geo-areas/urban-rural/2010-urban-rural.html.

Figure 1

**Motor Vehicle Traffic Fatalities, by Year and Land Use, 2008-2017**




Source: FARS 2008-2016 Final File, 2017 Annual Report File (ARF)

The number of urban fatalities was larger than the number of rural fatalities in 2016 and 2017. In years prior to 2016, rural fatalities were larger than urban fatalities. Below are some factors that could explain the rise in urban fatalities.

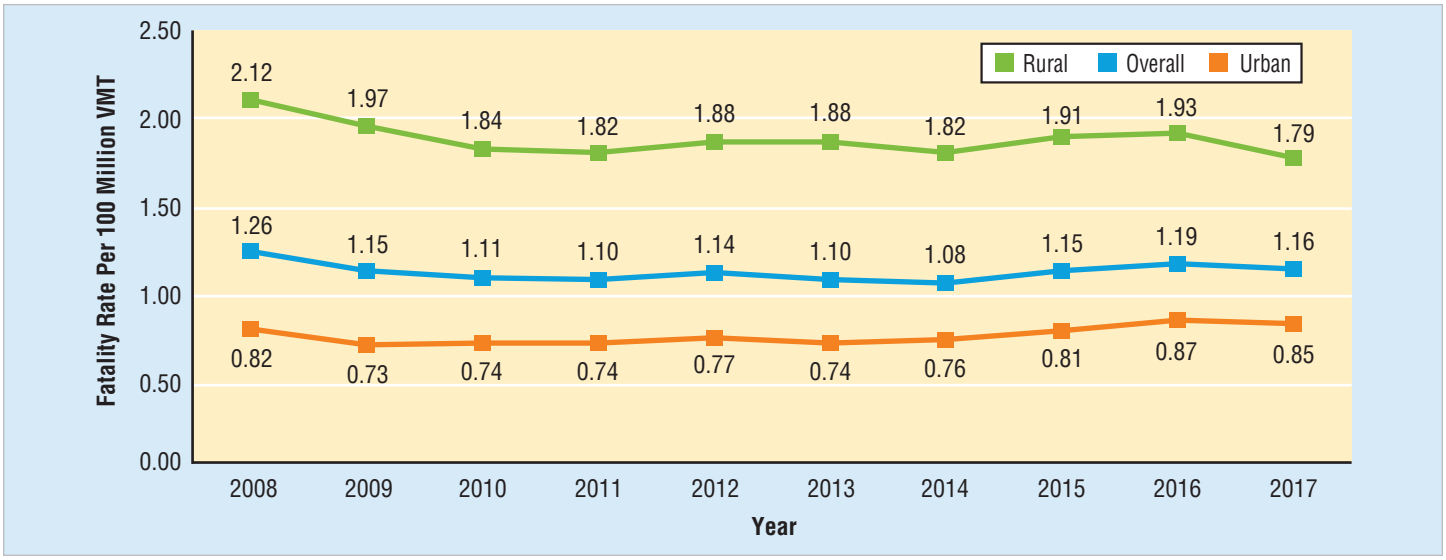
- Urban VMT increased by 13 percent since 2008; rural VMT decreased by 3 percent.
- According to the Census Bureau, urban population increased by 13 percent from 2008 to 2017 and rural population decreased by 12 percent.
- Passenger vehicle occupant fatalities in urban areas increased by 9 percent since 2008, rural areas decreased by 19 percent.
- Pedestrian fatalities in urban areas increased by 46 percent since 2008; rural areas decreased by 6 percent.
- Pedalcyclist fatalities in urban areas increased by 13 percent since 2008; rural areas decreased by 15 percent.
- Motorcyclist fatalities in urban areas increased by 15 percent since 2008; rural areas decreased by 25 percent.

Figure 2 presents the fatality rates per 100 million VMT by land use (rural, urban, and overall) in the most recent 10-year period for which data is available.

- The fatality rate in rural areas decreased by 16 percent from 2.12 in 2008 to 1.79 in 2017.
- The fatality rate in urban areas increased by 4 percent from 0.82 in 2008 to 0.85 in 2017.
- In 2017, the fatality rate was 2.1 times higher in rural areas than in urban areas (1.79 and 0.85, respectively).

Figure 2

**Fatality Rates per 100 Million Vehicle Miles Traveled, by Year and Land Use, 2008-2017**




Sources: FARS 2008-2016 Final File, 2017 ARF; VMT – Federal Highway Administration

## Environmental Characteristics

### *Time of Day*

More rural traffic fatalities occurred during the day and more urban traffic fatalities occurred during the night.

- Of the 17,216 rural traffic fatalities in 2017, there were 9,449 (55%) that occurred during the day (6 a.m. to 5:59 p.m.), 7,569 (44%) occurred during the night (6 p.m. to 5:59 a.m.), and 198 (1%) where time was unknown.
- Of the 19,038 urban traffic fatalities in 2017, there were 8,099 (43%) that occurred during the day, 10,864 (57%) occurred during the night, and 75 (<1%) where time was unknown.

### *Light Condition*

Table 1 shows fatalities in 2017 by light condition and land use.

- Of the 17,216 fatalities in rural areas, 9,402 (55%) occurred during daylight conditions and 6,923 (40%) occurred when the light conditions were dark; the remaining 891 (5%) fatalities occurred during dawn, dusk, or other/unknown light conditions.
- Of the 19,038 urban fatalities, 10,242 (54%) occurred when the light conditions were dark, 7,962 (42%) occurred during daylight conditions, and 834 (4%) during dawn, dusk, or other/unknown light conditions.

Table 1
**Fatalities by Light Condition and Land Use, 2017**

| Light Condition | Land Use | | | | | | Total | |
|---|---|---|---|---|---|---|---|---|
| | Rural | | Urban | | Unknown | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent |
| Daylight | 9,402 | 55 | 7,962 | 42 | 404 | 46 | 17,768 | 48 |
| Dark | 6,923 | 40 | 10,242 | 54 | 429 | 49 | 17,594 | 47 |
| Dawn | 359 | 2 | 339 | 2 | 11 | 1 | 709 | 2 |
| Dusk | 413 | 2 | 415 | 2 | 28 | 3 | 856 | 2 |
| Other/Unknown | 119 | 1 | 80 | 1 | 7 | 1 | 206 | 1 |
| **Total** | **17,216** | **100** | **19,038** | **100** | **879** | **100** | **37,133** | **100** |

Source: FARS 2017 ARF

In 2017, 80 percent of the fatalities in rural areas were in crashes when the weather condition at the time of the crash was "clear," 7 percent when it was raining, 2 percent when there was snow/sleet, and 11 percent during other weather conditions. In comparison, in urban areas 84 percent of fatalities were in crashes when the weather condition at the time of the crash was "clear," 7 percent when it was raining, 1 percent when there was snow/sleet, and 8 percent during other weather conditions.

## Speeding

NHTSA considers a crash to be speeding-related if the driver was charged with a speeding-related offense or if an officer indicated that racing, driving too fast for conditions, or exceeding the posted speed limit was a contributing factor in the crash.

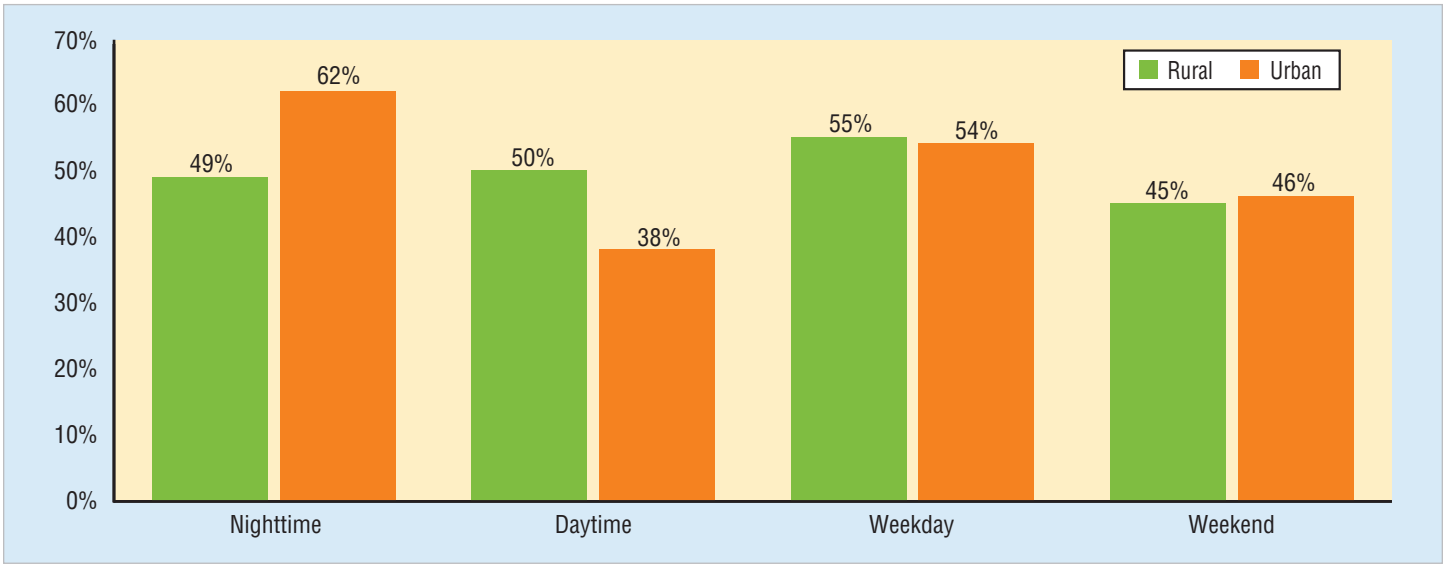
In 2017:

- Of the 37,133 traffic fatalities, 9,717 (26%) were killed in speeding-related crashes.
- Of the 17,216 rural traffic fatalities, 4,660 (27%) were killed in speeding-related crashes, almost the same percentage as all fatalities.
- Of the 19,038 urban traffic fatalities, there were 4,952 (26%) who were killed in speeding-related crashes, the same proportion as all fatalities.

Figure 3 shows the rural and urban percentages of speeding-related fatalities in traffic crashes in 2017 by time of day (nighttime – 6 p.m. to 5:59 a.m.; daytime – 6 a.m. to 5:59 p.m.) and day of week (weekday – Monday 6 a.m. to Friday 5:59 p.m.; weekend – Friday 6 p.m. to Monday 5:59 a.m.):

- Forty-nine percent of rural area speeding-related fatalities occurred at night and 45 percent occurred over the weekend.
- Nearly two-thirds (62%) of urban area speeding-related fatalities occurred at night and 46 percent occurred over the weekend.

Figure 3
**Rural and Urban Percentages of Speeding-Related Fatalities in Traffic Crashes, by Time of Day and Day of Week, 2017**



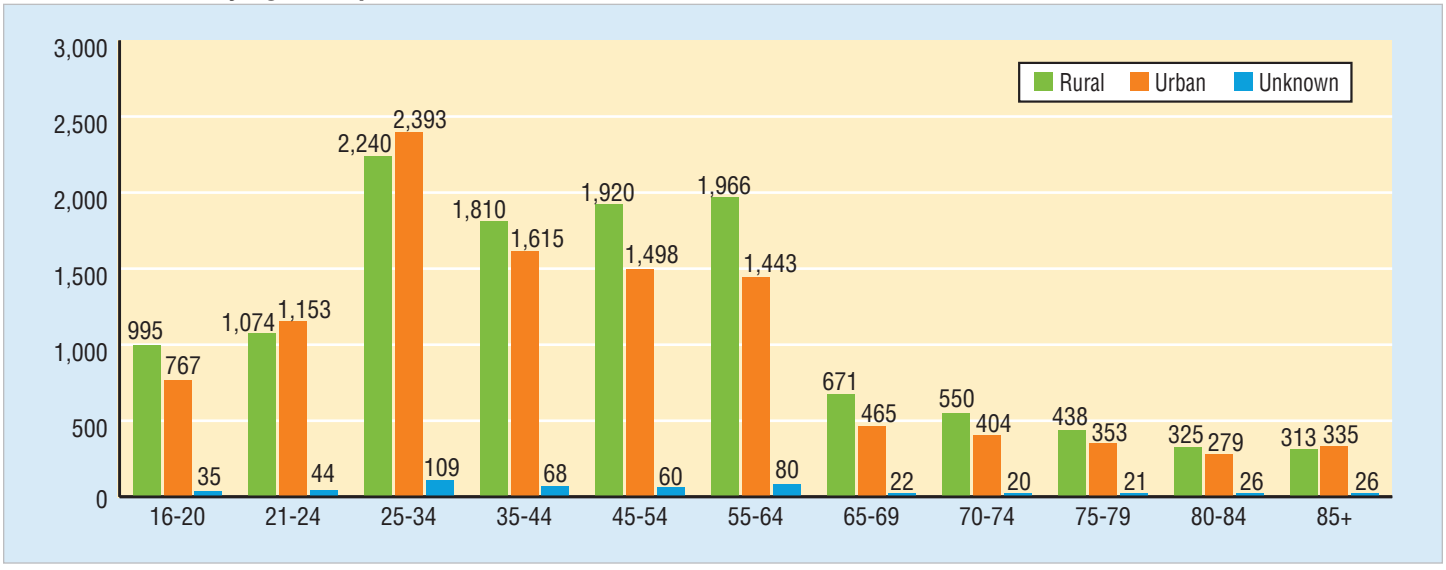

Source: FARS 2017 ARF
Note: Nighttime – 6 p.m. to 5:59 a.m.; daytime – 6 a.m. to 5:59 p.m.; weekday – Monday 6 a.m. to Friday 5:59 p.m.; weekend – Friday 6 p.m. to Monday 5:59 a.m.

The majority of rural fatal crashes occurred on roads where the speed limit was 55 mph or higher, the opposite of urban fatal crashes. Specifically, 65 percent of drivers involved in urban fatal crashes in 2017 were on roadways where the posted speed limits were 50 mph or less. In rural fatal crashes, 71 percent of drivers involved were on roadways where the posted speed limit was 55 mph or higher.

## Drivers

Figure 4 shows drivers killed in motor vehicle traffic crashes in 2017 by age group and land use. Driver fatalities in 2017 were higher in rural areas when compared to urban areas for almost all age groups except the 21-to-24, 25-to-34, and 85+ age groups.

Figure 4
**Driver Fatalities, by Age Group and Land Use, 2017**




Source: FARS 2017 ARF

Drivers involved in fatal crashes in 2017 in rural areas were found to have a higher percentage of valid driver's licenses than urban drivers (87% and 83%, respectively).

There were 23,611 drivers killed in motor vehicle traffic crashes in 2017. Sixty-seven percent of drivers killed in rural areas died at the scenes of the crashes, compared to 51 percent of drivers killed in urban areas. Data also shows that 41 percent of all drivers killed were transported to hospitals and 2 percent of those drivers died en route. Drivers in rural areas represented 52 percent of drivers who died en route to hospitals compared to 47 percent for drivers in urban areas.

## Alcohol

Drivers are considered to be alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatality occurring in a crash involving a driver with a BAC of .08 g/dL or higher is considered to be an alcohol-impaired-driving fatality.

Table 2 presents the number of traffic fatalities and alcohol-impaired-driving fatalities by land use.

- In 2017 the proportion of alcohol-impaired-driving fatalities in rural areas was 29 percent compared to 30 percent in urban areas.
- Of the 10,874 alcohol-impaired-driving fatalities in 2017, there were 4,935 (45%) that occurred in rural areas, 5,702 (52%) that occurred in urban areas, and 236 (2%) were unknowns.
- Alcohol-impaired-driving fatalities decreased by 7 percent from 11,711 in 2008 to 10,874 in 2017.
  - Rural alcohol-impaired-driving fatalities decreased by 25 percent from 6,603 in 2008 to 4,935 in 2017.
  - Urban alcohol-impaired-driving fatalities increased by 13 percent from 5,029 in 2008 to 5,702 in 2017.

Table 2

**Total Fatalities and Alcohol-Impaired-Driving Fatalities, by Land Use, 2008 and 2017**

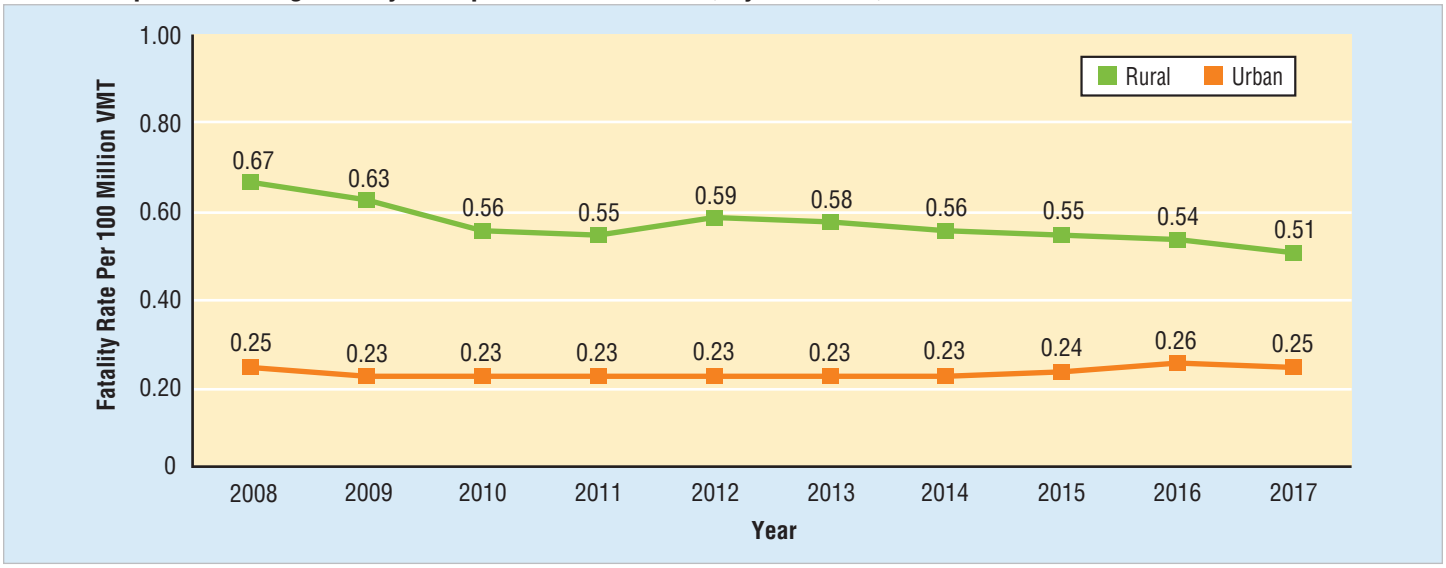
| Land Use | 2008 | | | 2017 | | |
|---|---|---|---|---|---|---|
| | | Alcohol-Impaired-Driving Fatalities (BAC=.08+ g/dL) | | | Alcohol-Impaired-Driving Fatalities (BAC=.08+ g/dL) | |
| | Total Fatalities | Number | Percent | Total Fatalities | Number | Percent |
| Rural | 20,987 | 6,603 | 31% | 17,216 | 4,935 | 29% |
| Urban | 16,218 | 5,029 | 31% | 19,038 | 5,702 | 30% |
| **Total*** | **37,423** | **11,711** | **31%** | **37,133** | **10,874** | **29%** |

Source: FARS 2008 Final File, 2017 ARF
*Includes fatalities where land use was unknown.

Figure 5 shows alcohol-impaired driving fatality rate per 100 million VMT from 2008 to 2017. In rural areas, the alcohol-impaired driving fatality rate declined from 0.67 in 2008 to 0.51 in 2017, but in urban areas the alcohol-impaired driving fatality rate has remained almost the same in the last 10 years.

Figure 5

**Alcohol-Impaired Driving Fatality Rate per 100 Million VMT, by Land Use, 2008-2017**




Sources: FARS 2008-2016 Final File, 2017 ARF; VMT – FHWA

Of the 52,274 drivers involved in fatal traffic crashes in 2017, there were 10,344 (20%) who were alcohol-impaired. Of these alcohol-impaired drivers, 4,582 (44%) were driving in rural areas at the time of the crashes and 5,531 (53%) were driving in urban areas.

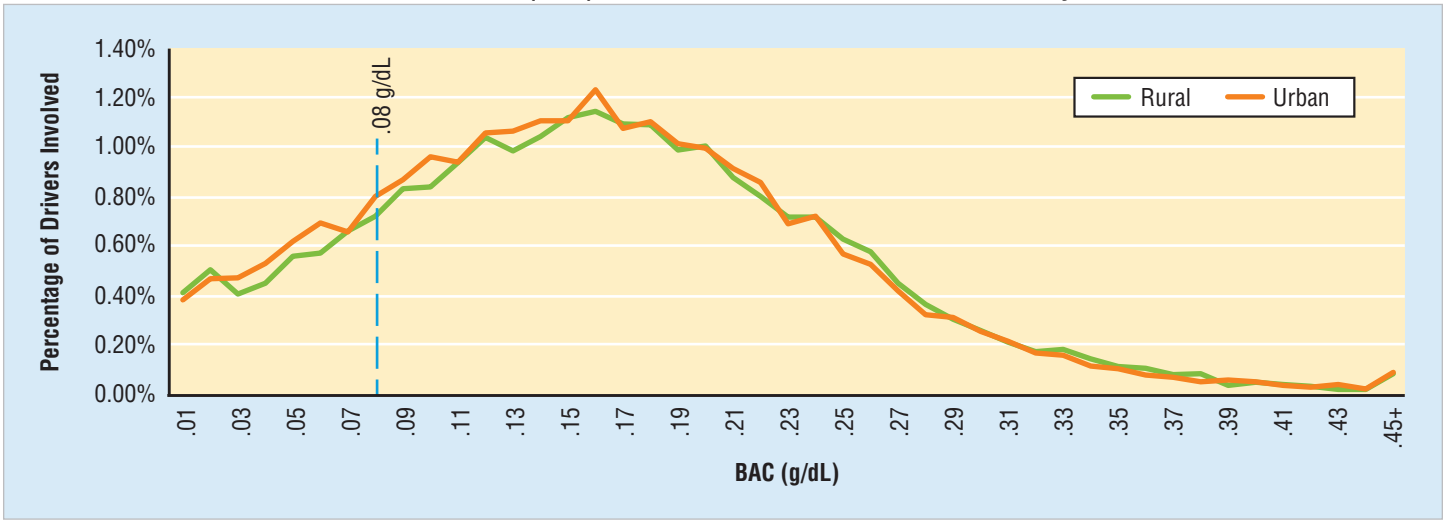
The highest percentage of alcohol-impaired drivers involved in fatal crashes by age group in 2017 was the 21-to-24 age group (27%), followed by the 25-to-34 age group (26%) and the 35-to-44 age group (23%). Rural alcohol-impaired drivers followed the same trend with the 21-to-24 age group (29%), followed by the 25-to-34 age group (25%) and the 35-to-44 age group (23%). In urban areas, the highest percentage of alcohol-impaired drivers was the 25-to-34 age group (27%), followed by the 21-to-24 age group (26%) and the 35-to-45 age group (22%).

In cases where drivers involved in fatal crashes in 2017 had one or more previous convictions for driving while intoxicated (DWI), 51 percent of rural drivers were alcohol-impaired and 45 percent of urban drivers were alcohol-impaired.

As shown in Figure 6, the most frequently recorded BAC among drinking drivers involved in fatal crashes in both rural and urban areas was .16 g/dL.

Figure 6

**Distribution of Blood Alcohol Concentration (BAC) of Drivers Involved in Fatal Crashes, by Land Use, 2017**




Source: FARS 2017 ARF

Table 3

**Total Drivers and Alcohol-Impaired Drivers Involved, by Vehicle Type and Land Use, 2017**

| Vehicle Type | Rural | | | Urban | | | Total* | | |
|---|---|---|---|---|---|---|---|---|---|
| | Total Drivers Involved | Alcohol-Impaired (BAC =.08+ g/dL) | | Total Drivers Involved | Alcohol-Impaired (BAC =.08+ g/dL) | | Total Drivers Involved | Alcohol-Impaired (BAC =.08+ g/dL) | |
| | Number | Number | Percent of Total | Number | Number | Percent of Total | Number | Number | Percent of Total |
| Passenger Car | 8,250 | 1,745 | 21% | 12,106 | 2,462 | 20% | 20,895 | 4,297 | 21% |
| Light Truck All** | 9,635 | 2,014 | 21% | 9,770 | 1,876 | 19% | 19,847 | 3,962 | 20% |
| - Pickup Truck | 4,787 | 1,126 | 24% | 3,740 | 770 | 21% | 8,709 | 1,932 | 22% |
| - SUV | 3,835 | 755 | 20% | 4,797 | 933 | 19% | 8,833 | 1,721 | 19% |
| - Van | 949 | 122 | 13% | 1,176 | 159 | 14% | 2,179 | 284 | 13% |
| Large Truck | 2,667 | 71 | 3% | 1,860 | 44 | 2% | 4,600 | 116 | 3% |
| Motorcycle | 2,053 | 548 | 27% | 3,093 | 864 | 28% | 5,316 | 1,454 | 27% |
| **Total*** ** | **23,282** | **4,582** | **20%** | **27,702** | **5,531** | **20%** | **52,274** | **10,344** | **20%** |

Source: FARS 2017 ARF
*Includes drivers involved when land use was unknown.
**Includes other/unknown light-truck vehicle types.
***Includes buses and other/unknown vehicle types.

Of the all drivers involved in fatal crashes in 2017, in rural areas the proportion of alcohol-impaired drivers (BAC=.08+ g/dL) was highest for drivers of motorcycles (27%), followed by pickup trucks (24%), passenger cars (21%), SUVs (20%), vans (13%), and large trucks (3%). Similarly, in urban areas the proportion of alcohol-impaired (BAC=.08+ g/dL) was highest among motorcycle riders (28%), followed by pickup trucks (21%), passenger cars (20%), SUVs (19%), vans (14%), and large trucks (2%).

## Restraint Use

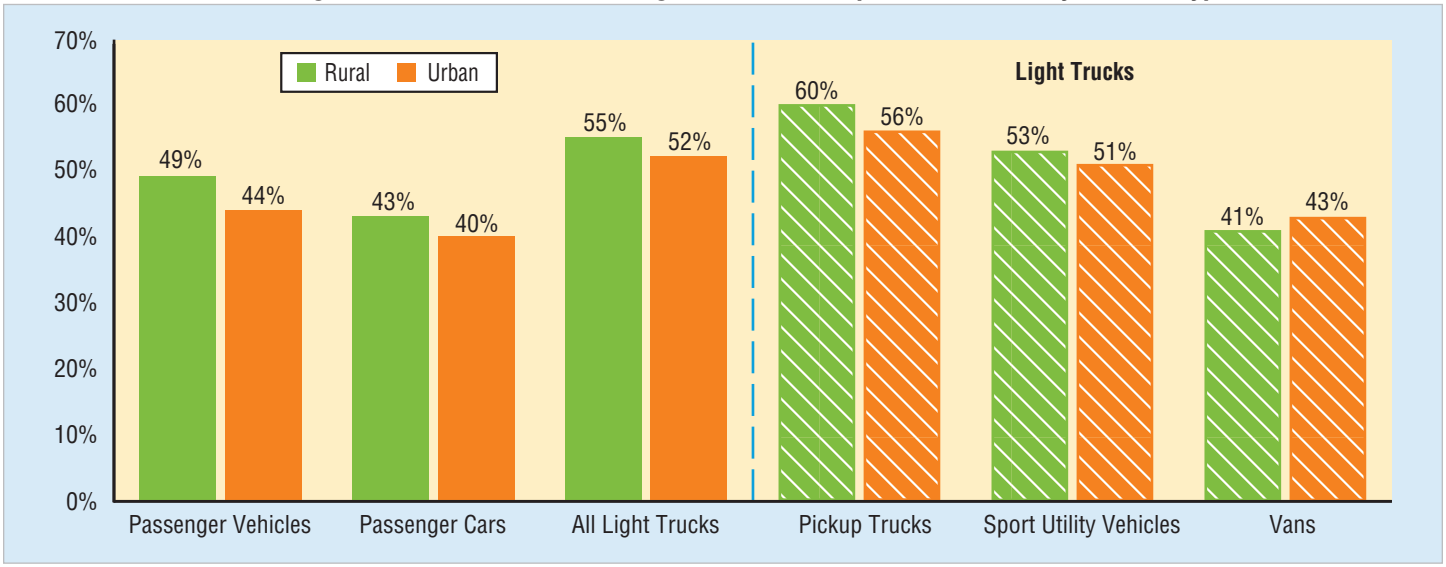
The 2017 NOPUS observed that the seat belt use rate among front seat passenger vehicle (defined as passenger cars and light trucks) occupants in urban areas was 90.2 percent, and rural occupants were observed to have a use rate of 88.7 percent (see the NHTSA Research Note, *Seat Belt Use in 2017 – Overall Results*, Report No. DOT HS 812 465 at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812465).

Of the 23,551 passenger vehicle occupants killed in 2017, there were 12,786 (54%) killed in rural areas and 10,316 (44%) were killed in urban areas.

Figure 7 presents the 2017 rural and urban percentages (based on known restraint use) of unrestrained passenger vehicle occupant fatalities by vehicle type (passenger cars and light trucks including pickup trucks, SUVs, and vans). In 2017 (based on known restraint use):

- Forty-nine percent of passenger vehicle occupants killed in rural areas were unrestrained as compared to 44 percent of the passenger vehicle occupants killed in urban areas.
- Sixty percent of rural pickup truck occupants killed were unrestrained – the highest percentage of any passenger vehicle occupants killed among both rural and urban areas.

Figure 7
**Rural and Urban Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities, by Vehicle Type, 2017**




Source: FARS 2017 ARF
*Based on known restraint use.

## Rollover Crashes

Of the 12,786 passenger vehicle occupants killed in rural areas in 2017, there were 4,670 (37%) killed in vehicles that rolled over. Of the 10,316 passenger vehicle occupants killed in urban areas, 2,401 (23%) were in vehicles that rolled over. Data further shows that of those killed in rollover vehicles, 66 percent passenger vehicle occupants in rural areas and 61 percent of passenger vehicle occupants in urban areas were unrestrained (based on known restraint use).

SUVs involved in rural fatal crashes in 2017 experienced the highest rollover percentage at 35 percent. Other rural rollover percentages were 30 percent for pickup trucks, 21 percent for vans, 20 percent for passenger cars, and 17 percent for large trucks. In urban areas, vehicles experienced lower rollover percentages: 16 percent for SUVs, 13 percent for pickup trucks, 9 percent for both passenger cars and vans, and 7 percent for large trucks.

Of the vehicles involved in 2017 in single-vehicle fatal crashes, 50 percent of the vehicles in rural areas and 19 percent in urban areas rolled over, whereas in multi-vehicle fatal crashes, 10 percent of the vehicles in rural areas and 6 percent in urban areas rolled over.

## Nonoccupants

Nonoccupants are defined as pedestrians, pedalcyclists, or other nonoccupants.

In 2017:

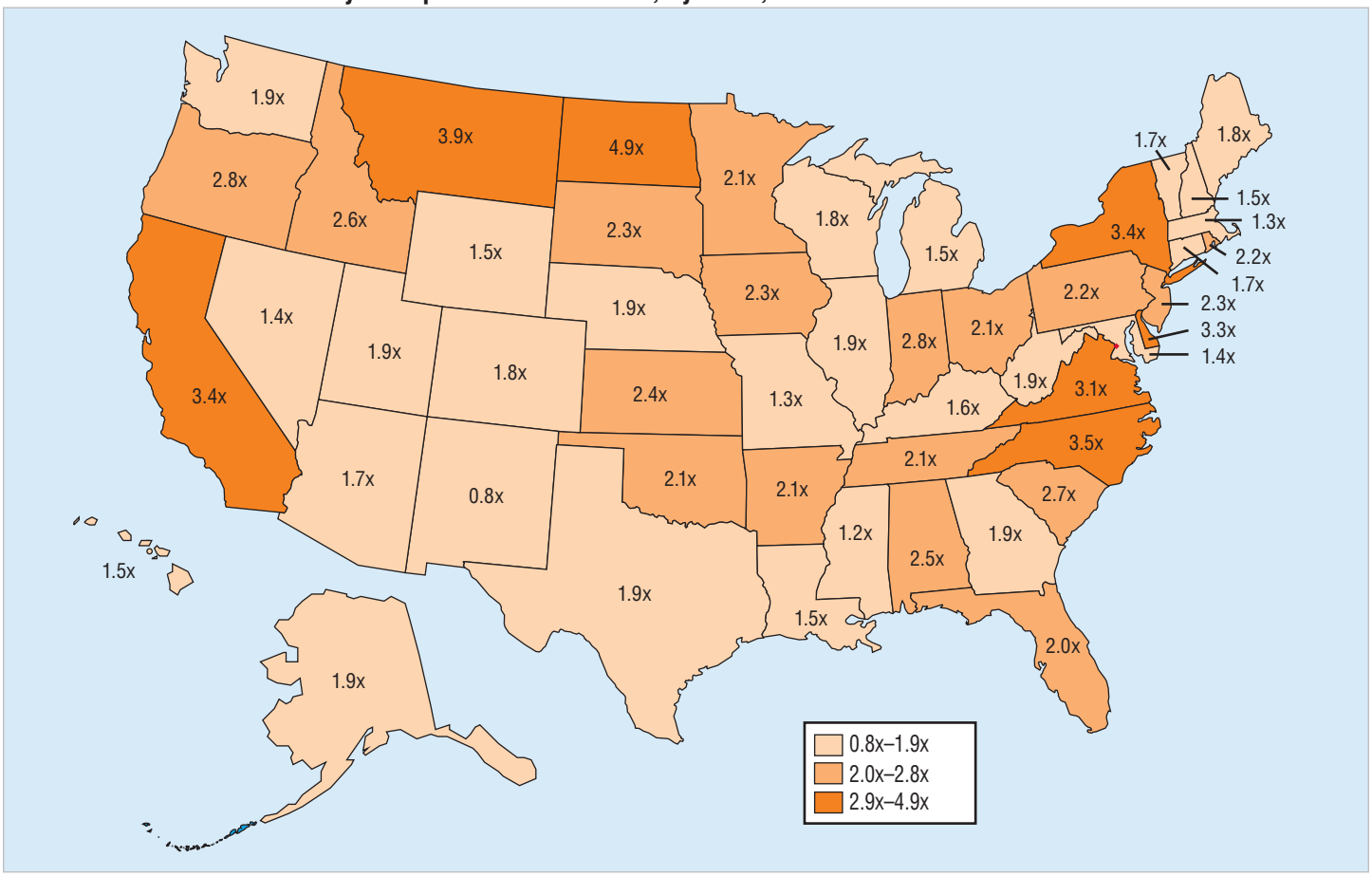
- Of the 5,977 pedestrians killed in motor vehicle traffic crashes, 1,141 (19%) died in rural areas, 4,642 (78%) died in urban areas, and 194 (3%) died in unknown areas.
- Of the 783 pedalcyclists killed in motor vehicle traffic crashes, 189 (24%) died in rural areas, 558 (71%) died in urban areas, and 36 (5%) died in unknown areas.

## Fatalities by State

Table 4 presents the number and percentage of rural and urban traffic fatalities, VMT, and fatality rate per 100 million VMT for each State and the District of Columbia in 2017. Puerto Rico is included in this table, but not included in the overall U.S. total. In 2017, fatality rates per 100 million VMT among States (excluding the District of Columbia and Puerto Rico) in rural areas ranged from 0.71 in Massachusetts to 2.72 in South Carolina, and in urban areas ranged from 0.31 in North Dakota to 1.54 in Mississippi.

Figure 8

**Ratio of Rural to Urban Fatality Rate per 100 Million VMT, by State, 2017**




Sources: FARS 2017 ARF; VMT - FHWA

Additional State/county-level data is available at NHTSA's State Traffic Safety Information website at https://cdan.nhtsa.gov/stsi.htm.

In 2017 the rural fatality rate per 100 million VMT was 2.1 times higher in rural areas compared to urban areas (1.79 and 0.85, respectively). The two columns on the right side of Table 4 show the fatality rates per 100 million VMT for rural and urban areas by State. The ratios of rural to urban fatality rates by State are shown in Figure 8. The ratios of rural to urban fatality rates by State ranged from a high of 4.9 times in North Dakota to a low of 0.8 times in New Mexico. Not shown in Figure 8 are the District of Columbia and Puerto Rico. The District of Columbia does not have any rural area and the rural fatality rate for Puerto Rico (17.47) is too high when compared to other States.

## Fatality Analysis Reporting System:

The FARS contains data on every fatal traffic crash in the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a crash must involve a motor vehicle traveling on a public trafficway and must result in the death of a vehicle occupant or a nonoccupant within 30 days of the crash. The Annual Report File (ARF) is the FARS data file associated with the most recent available year, which is subject to change when it is finalized about a year later. The final version of the file is aptly known as the "Final" file. The additional time between the ARF and the Final file provides the opportunity for submission of important variable data requiring outside sources, which may lead to changes in the final counts.

The updated final counts for a given previous calendar year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2017 ARF, the 2016 Final file was also released to replace the previous year's 2016 ARF. The final fatality count in motor vehicle crashes for 2016 was 37,806, which was updated from 37,461 from the 2016 ARF. The number of rural fatalities from the 2016 Final file was 18,321, which was updated from 18,590 from the 2016 ARF and the number of urban fatalities from the 2016 Final file was 19,357 which was updated from 17,656 from the 2016 ARF.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2019, June). *Rural/urban comparison of traffic fatalities: 2017 data* (Traffic Safety Facts. Report No. DOT HS 812 741). Washington, DC: National Highway Traffic Safety Administration.

## For more information:

Information on traffic fatalities is available from the National Center for Statistics and Analysis, NSA-230, 1200 New Jersey Avenue SE., Washington, DC 20590. NCSA can be contacted at 800-934-8517 or by e-mail at NCSARequests@dot.gov. General information on highway traffic safety can be found at www.nhtsa.gov/research-data. To report a safety-related problem or to inquire about motor vehicle safety information, contact the Vehicle Safety Hotline at 888-327-4236.

Other fact sheets available from the National Center for Statistics and Analysis are *Alcohol-Impaired Driving, Bicyclists and Other Cyclists, Children, Large Trucks, Motorcycles, Occupant Protection in Passenger Vehicles, Older Population, Passenger Vehicles, Pedestrians, School-Transportation-Related Crashes, Speeding, State Alcohol-Impaired-Driving Estimates, State Traffic Data, Summary of Motor Vehicle Crashes* and *Young Drivers*. Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Crash Data*. The fact sheets and annual Traffic Safety Facts report can be found at https://crashstats.nhtsa.dot.gov/.

U.S. Department of Transportation
**National Highway Traffic Safety Administration**

Table 4

## Rural and Urban Traffic Fatalities, VMT, and Fatality Rate per 100 Million VMT, by State, 2017

| State | Land Use | | | | | | Total | | Vehicle Miles Traveled (in Millions) | | Fatality Rate Per 100 Million VMT | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Rural | | Urban | | Unknown | | | | | | | |
| | Number | Percent | Number | Percent | Number | Percent | Number | Percent | Rural | Urban | Rural | Urban |
| Alabama | 596 | 63% | 352 | 37% | 0 | 0% | 948 | 100% | 28,683 | 41,994 | 2.08 | 0.84 |
| Alaska | 45 | 57% | 33 | 42% | 1 | 1% | 79 | 100% | 2,323 | 3,196 | 1.94 | 1.03 |
| Arizona | 352 | 35% | 647 | 65% | 1 | 0% | 1,000 | 100% | 15,999 | 49,071 | 2.20 | 1.32 |
| Arkansas | 327 | 66% | 166 | 34% | 0 | 0% | 493 | 100% | 17,590 | 18,799 | 1.86 | 0.88 |
| California | 1,404 | 39% | 2,195 | 61% | 3 | 0% | 3,602 | 100% | 54,702 | 289,160 | 2.57 | 0.76 |
| Colorado | 277 | 43% | 369 | 57% | 2 | 0% | 648 | 100% | 15,722 | 37,660 | 1.76 | 0.98 |
| Connecticut | 44 | 16% | 232 | 83% | 2 | 1% | 278 | 100% | 3,144 | 28,356 | 1.40 | 0.82 |
| Delaware | 61 | 51% | 56 | 47% | 2 | 2% | 119 | 100% | 2,613 | 7,854 | 2.33 | 0.71 |
| District of Columbia | 0 | 0% | 31 | 100% | 0 | 0% | 31 | 100% | 0 | 3,716 | 0.00 | 0.83 |
| Florida | 674 | 22% | 1,731 | 56% | 707 | 23% | 3,112 | 100% | 35,912 | 182,914 | 1.88 | 0.95 |
| Georgia | 573 | 37% | 966 | 63% | 1 | 0% | 1,540 | 100% | 29,766 | 94,967 | 1.93 | 1.02 |
| Hawaii | 25 | 23% | 82 | 77% | 0 | 0% | 107 | 100% | 1,863 | 8,885 | 1.34 | 0.92 |
| Idaho | 135 | 55% | 38 | 16% | 71 | 29% | 244 | 100% | 9,957 | 7,344 | 1.36 | 0.52 |
| Illinois | 402 | 37% | 689 | 63% | 6 | 1% | 1,097 | 100% | 25,773 | 82,238 | 1.56 | 0.84 |
| Indiana | 555 | 61% | 357 | 39% | 2 | 0% | 914 | 100% | 29,309 | 52,443 | 1.89 | 0.68 |
| Iowa | 253 | 77% | 77 | 23% | 0 | 0% | 330 | 100% | 19,803 | 13,679 | 1.28 | 0.56 |
| Kansas | 316 | 69% | 144 | 31% | 1 | 0% | 461 | 100% | 15,229 | 17,029 | 2.07 | 0.85 |
| Kentucky | 510 | 65% | 271 | 35% | 1 | 0% | 782 | 100% | 26,251 | 22,989 | 1.94 | 1.18 |
| Louisiana | 369 | 49% | 390 | 51% | 1 | 0% | 760 | 100% | 19,017 | 30,204 | 1.94 | 1.29 |
| Maine | 135 | 78% | 36 | 21% | 1 | 1% | 172 | 100% | 10,034 | 4,704 | 1.35 | 0.77 |
| Maryland | 126 | 23% | 416 | 76% | 8 | 1% | 550 | 100% | 10,733 | 49,312 | 1.17 | 0.84 |
| Massachusetts | 22 | 6% | 328 | 94% | 0 | 0% | 350 | 100% | 3,098 | 59,563 | 0.71 | 0.55 |
| Michigan | 402 | 39% | 624 | 61% | 4 | 0% | 1,030 | 100% | 31,023 | 70,734 | 1.30 | 0.88 |
| Minnesota | 209 | 59% | 147 | 41% | 1 | 0% | 357 | 100% | 24,377 | 35,594 | 0.86 | 0.41 |
| Mississippi | 430 | 62% | 259 | 38% | 1 | 0% | 690 | 100% | 24,063 | 16,814 | 1.79 | 1.54 |
| Missouri | 465 | 50% | 465 | 50% | 0 | 0% | 930 | 100% | 32,472 | 43,440 | 1.43 | 1.07 |
| Montana | 167 | 90% | 19 | 10% | 0 | 0% | 186 | 100% | 8,746 | 3,898 | 1.91 | 0.49 |
| Nebraska | 159 | 70% | 69 | 30% | 0 | 0% | 228 | 100% | 11,501 | 9,501 | 1.38 | 0.73 |
| Nevada | 79 | 26% | 227 | 73% | 3 | 1% | 309 | 100% | 5,459 | 22,128 | 1.45 | 1.03 |
| New Hampshire | 51 | 50% | 51 | 50% | 0 | 0% | 102 | 100% | 5,432 | 8,249 | 0.94 | 0.62 |
| New Jersey | 83 | 13% | 532 | 85% | 9 | 1% | 624 | 100% | 4,880 | 72,628 | 1.70 | 0.73 |
| New Mexico | 195 | 51% | 179 | 47% | 5 | 1% | 379 | 100% | 16,810 | 12,870 | 1.16 | 1.39 |
| New York | 472 | 47% | 527 | 53% | 0 | 0% | 999 | 100% | 25,378 | 98,354 | 1.86 | 0.54 |
| North Carolina | 903 | 64% | 509 | 36% | 0 | 0% | 1,412 | 100% | 40,129 | 79,048 | 2.25 | 0.64 |
| North Dakota | 103 | 90% | 9 | 8% | 3 | 3% | 115 | 100% | 6,798 | 2,919 | 1.52 | 0.31 |
| Ohio | 552 | 47% | 620 | 53% | 7 | 1% | 1,179 | 100% | 35,342 | 84,256 | 1.56 | 0.74 |
| Oklahoma | 417 | 64% | 238 | 36% | 0 | 0% | 655 | 100% | 22,212 | 27,190 | 1.88 | 0.88 |
| Oregon | 284 | 65% | 153 | 35% | 0 | 0% | 437 | 100% | 14,547 | 22,206 | 1.95 | 0.69 |
| Pennsylvania | 607 | 53% | 528 | 46% | 2 | 0% | 1,137 | 100% | 35,003 | 66,611 | 1.73 | 0.79 |
| Rhode Island | 18 | 22% | 65 | 78% | 0 | 0% | 83 | 100% | 904 | 7,096 | 1.99 | 0.92 |
| South Carolina | 687 | 70% | 301 | 30% | 0 | 0% | 988 | 100% | 25,284 | 30,213 | 2.72 | 1.00 |
| South Dakota | 109 | 84% | 20 | 16% | 0 | 0% | 129 | 100% | 6,751 | 2,891 | 1.61 | 0.69 |
| Tennessee | 500 | 48% | 538 | 52% | 2 | 0% | 1,040 | 100% | 25,373 | 56,880 | 1.97 | 0.95 |
| Texas | 1,504 | 40% | 2,205 | 59% | 13 | 0% | 3,722 | 100% | 72,892 | 200,089 | 2.06 | 1.10 |
| Utah | 116 | 42% | 156 | 57% | 1 | 0% | 273 | 100% | 8,754 | 22,721 | 1.33 | 0.69 |
| Vermont | 56 | 81% | 13 | 19% | 0 | 0% | 69 | 100% | 5,280 | 2,144 | 1.06 | 0.61 |
| Virginia | 519 | 62% | 319 | 38% | 1 | 0% | 839 | 100% | 29,209 | 56,054 | 1.78 | 0.57 |
| Washington | 234 | 41% | 319 | 56% | 12 | 2% | 565 | 100% | 17,098 | 44,322 | 1.37 | 0.72 |
| West Virginia | 202 | 67% | 98 | 32% | 3 | 1% | 303 | 100% | 9,919 | 9,153 | 2.04 | 1.07 |
| Wisconsin | 397 | 65% | 214 | 35% | 2 | 0% | 613 | 100% | 33,200 | 32,124 | 1.20 | 0.67 |
| Wyoming | 95 | 77% | 28 | 23% | 0 | 0% | 123 | 100% | 6,848 | 2,937 | 1.39 | 0.95 |
| **U.S. Total** | **17,216** | **46%** | **19,038** | **51%** | **879** | **2%** | **37,133** | **100%** | **963,206** | **2,249,142** | **1.79** | **0.85** |
| Puerto Rico | 188 | 65% | 102 | 35% | 0 | 0% | 290 | 100% | 1,076 | 13,934 | 17.47 | 0.73 |

Sources: FARS 2017 ARF; VMT - FHWA

Note: Some States contain high proportions of unknown for land use. Many of these will be resolved when the file is finalized.