STREETLIGHT

U.S. Safe Streets Index

How America's metros rank across five key road safety factors

5 Factors Affecting Roadway Safety

Improving roadway safety is an urgent priority. Crashes resulting in an injury or fatality reached 2.4 million in the U.S. in 2023, according to the National Highway Traffic Safety Administration. For those outside the vehicle, the dangers are even more stark. Pedestrian fatalities have been steadily rising since 2009, according to the National Safety Council. While there has been a slight improvement in recent years in overall crash rates, the numbers are still far too high.

As local, state, and federal agencies, and their consultants and advocates, work to improve road safety, it is essential to understand the risks contributing to crashes. A major component of roadway safety is usage. Broadly, this includes how much people drive; how fast vehicles go; and the prevalence of trucks. More driving, higher speeds, and more truck activity are associated with higher roadway risk.

To uncover the relative safety of roadways across the U.S., StreetLight uses its data to study five of the most important usage metrics impacting safety:

VEHICLE MILES TRAVELED (VMT)

SPEED DIFFERENTIAL RISK

SPEED-BASED PEDESTRIAN RISK

TRUCK ACTIVITY

RESIDENTIAL SPEEDING

StreetLight's data scientists measure each of the 100 most populated metros across these five critical inputs, then weigh each factor based on their relative safety impact. This weighted data is used to create an overall ranking of the top 100 metros for road safety. In addition, StreetLight ranks the top 100 metros by each safety factor (see final ranking table).

> The impact of each factor will look different in every community. By measuring these roadway usage behaviors, safety planners can begin to identify specific, regional areas for safety improvements.

In fact, StreetLight's U.S. Safe Streets Index shows considerable and unexpected differences in each metro across the five metrics studied.

For example, Portland, Oregon ranks as one of the strongest performers for roadway safety overall, based on our metrics. But when we look at the metro's scores on individual metrics, we can see that its biggest areas for potential improvement are speeds on pedestrian-heavy roads, where Portland ranks in the middle of the pack, as well as truck activity per capita, where it falls outside the top third.

This data can give planners, engineers, policymakers, and advocates a deeper understanding of where roadway risk lies across a region and mode type so they can begin to uncover the right interventions for their community.

> Each metro's formula for safety improvement will be different. This report sheds light on the levers with the most potential.

U.S. Safe Streets Index | Top 100 Metros

SEATTLE 7
SPOKANE 5
PORTLAND 3
BOISE 4
MINNEAPOLIS 23
MILWAUKEE 13
GRAND RAPIDS 33
ROCHESTER 31
SYRACUSE 44
POUGHKEEPSIE 28
BUFFALO 15
ALBANY 25
MADISON 42
CLEVELAND 30
NEW HAVEN 55
CHICAGO 16
DETROIT 24
WORCESTER 35
DES MOINES 57
BOSTON 2
OMAHA 22
TOLEDO 56
PHILADELPHIA 18
PROVIDENCE 8
SALT LAKE CITY 34
OGDEN 6
AKRON 68
PITTSBURGH 20
HARTFORD 70
RENO 63
DENVER 41
INDIANAPOLIS 72
BRIDGEPORT 14
SACRAMENTO 67
PROVO-OREM 17
KANSAS CITY 32
ST. LOUIS 36
COLUMBUS 27
NEW YORK 1
STOCKTON 99
COLORADO SPRINGS 11
WICHITA 49
CINCINNATI 58
DAYTON 46
ALLENTOWN 47
FRESNO 96
HARRISBURG 89
BALTIMORE 43
SAN FRANCISCO 10
LOUISVILLE 82
CHARLOTTE 69
WASHINGTON, DC 12
SAN JOSE 37
TULSA 71
FAYETTEVILLE 39
KNOXVILLE 87
RICHMOND 21
LAS VEGAS 78
WINSTON-SALEM 45
BAKERSFIELD 100
ALBUQUERQUE 53
MEMPHIS 91
VIRGINIA BEACH 19
VENTURA 54
OKLAHOMA CITY 93
RALEIGH 40
SAN BERNARDINO 98
CHATTANOOGA 95
DURHAM-CHAPEL HILL 66
LOS ANGELES 74
PHOENIX 92
LITTLE ROCK 80
GREENSBORO 88
NASHVILLE 90
GREENVILLE 48
SAN DIEGO 75
EL PASO 85
JACKSON 97
COLUMBIA 60
TUCSON 9
AUSTIN 79
DALLAS 51
BIRMINGHAM 94
AUGUSTA 64
CHARLESTON 61
SAN ANTONIO 83
ATLANTA 77
JACKSONVILLE 81
ORLANDO 73
DAYTONA BEACH 86
NEW ORLEANS 29
PALM BAY 52
HOUSTON 62
BATON ROUGE 84
TAMPA 50
LAKELAND 59
MCALLEN 76
NORTH PORT 65
CAPE CORAL 26
MIAMI 38

METRO POPULATION

10 million | 5 to 10 million | 1 to 5 million | 0 to 1 million

SPEED SAFETY INDEX RANKING

#100   #1

STREETLIGHT

Methodology

The Safe Streets Index ranks the top 100 most populated metros across five key roadway safety impact factors*. Relevant factors are normalized by population size. To create a final ranking, factors are then assigned a weight based on StreetLight's analysis of the factor's relative safety impact. Weights are shown at the right. For full results with each metro's overall rank and rank by factor, see the table at the end of the report.

Factor	Weight
VEHICLE MILES TRAVELED (VMT)	5
SPEED DIFFERENTIAL RISK	4
SPEED-BASED PEDESTRIAN RISK	3
TRUCK ACTIVITY	2
RESIDENTIAL SPEEDING	1

*All Vehicle Miles Traveled (VMT) and speed data reflects the Jan-Oct 2025 time frame. Pedestrian miles traveled used to compute the pedestrian risk score are taken from Jan-April 2022. Truck VMT is computed for 2023. The data covers the contiguous U.S. StreetLight identifies the top 100 Metropolitan Statistical Areas (MSAs) based on population size of aggregated Census 2020 tracts.

Defining each safety factor

Vehicle Miles Traveled (VMT) is the highest weighted factor in StreetLight's ranking, which reflects a central fact of roadway safety: more driving exposure creates more danger for those inside and outside the vehicle. In keeping with this, StreetLight's **VMT** exposure data by metro aligns closely to Fatality Analysis Reporting System (FARS) fatal crash rates by metro.

Notably, organizations involved in crash data reporting, such as the National Highway Transportation Safety Administration (NHTSA) and the Bureau of Transportation Statistics, often calculate crash and fatality rates against mileage — indicating that the *amount of travel* is critical to interpreting crash risk rather than raw counts alone.

StreetLight includes three different measures of vehicle speed in the analysis. Speed is a central component to roadway safety. However, there are significant nuances to how speeds affect safety, depending on a road's design and purpose.

Vehicles traveling at highly variable speeds on the same roadways create dangerous conditions. The **speed differential** metric in this report refers to the difference between 15th and 85th percentile speeds on non-residential roads. This factor often looks worse in dense metros that otherwise perform well. This is likely a reflection of intersection density, where accelerations and decelerations occur frequently. (For those looking to go deeper, StreetLight has granular hard-braking and acceleration events data.) Even in cities whose roadways are comparatively safe, intersections represent a significant risk area, and a major focus for safety interventions.

For those outside the vehicle, the speed of vehicles is a particular danger. Higher speeds lead to far worse outcomes for pedestrians and cyclists when accidents happen. A pedestrian is twice as likely to be killed in a collision when a car is traveling at 30 MPH compared to 20 MPH, according to data from the AAA Foundation. StreetLight's speed-based **pedestrian risk** score measures the share of pedestrian miles traveled on roadways with a high volume of cars and average speeds of 30 MPH or higher.

The **residential speeding** measure identifies the percentage of vehicles traveling at least 5 MPH above the speed limit on residential roads. Residential roadways are designed for low operational speeds and heavier foot traffic where speeding creates excess risk.

Trucks have been a rising issue in communities as the move to e-commerce deliveries and growth in distribution warehouses has increased the presence of trucks on roadways. During the last decade, there has been a 40% increase in fatal crashes involving large trucks, according to the National Safety Council. StreetLight's **truck activity** metric measures truck travel as a share of VMT.

While our ranking overall shows high correlation with FARS' data on roadway fatalities per capita, the results are not perfectly identical. This is an important reminder that other elements factor into road safety beyond vehicle behavior. It also underscores that fatalities are not a complete measure of roadway danger. For example, in the case of non-vehicle travel, there may be places where unsafe conditions dissuade people from traveling via foot, bike, or transit, thus lowering fatality rates but not accurately reflecting safety conditions.

Key Findings

- Overall, the top 10 best-performing metros for roadway safety are concentrated on the coasts, with New York and Boston leading the pack.

- Larger metros tend to perform better overall for roadway safety, despite popular misconceptions that big cities are more dangerous. The mean safety rank for metros with >1M residents is 47 vs. 57 for metros with <1M residents.

- Boston is the only metro studied that scores in the top 30 across all five safety factors. A number of larger towns in the metro have emphasized traffic calming infrastructure in recent years. In addition, Boston's older layout and often snowier conditions may help keep speeds low and consistent.

- Dense, transit centric-metros like New York, San Francisco, and Chicago rank high for limiting VMT exposure, the highest-weighted factor in the overall ranking.

- Eight of the top 10 metros for low VMT exposure also rank in the top quintile for overall road safety performance.

Smaller metros are overrepresented in the top quintile for speed differential compared to larger cities. Larger cities likely perform worse by this measure due to intersection density in these regions, which are the site of frequent accelerations and decelerations.

Speed differential is the only factor where New York, no. 1 for overall safety, scores outside the top quintile. Intersections in the metro are a focus of ongoing safety efforts.

The strongest performers for limiting speed-based pedestrian risk are a mix of big-, medium-, and small-sized metros. College towns and tourist destinations, which tend to have lots of pedestrians, are overrepresented in the top quintile.

New York, Boston, and Washington D.C. are the large metros (population >5 million) within the top quintile for low speed-based pedestrian risk.

The best-performing metros for truck activity are concentrated in the Upper Midwest, Great Lakes, and select Northeastern regions, typically metros that are not major freight hubs or port gateways. Truck-related safety risk is likely driven more by a metro's role in national freight networks than by population size.

The best-performing metros for managing residential speeds are concentrated in the Upper Midwest and Northeast and include metros of all sizes. Unlike VMT or truck exposure, residential speed likely reflects highly local street design and enforcement choices.

Only two big metros make the top 10 for residential speed management: LA and Miami.

Vehicle Miles Traveled (VMT)

Weight* 5

VMT, the highest weighted factor in our ranking, is the most essential element of road safety. When looking at the correlation between each of the factors studied vs. FARS fatality data, VMT shows especially high correlation, reinforcing that more driving creates more dangerous roadway conditions.

Dense, transit centric-metros like New York, San Francisco, and Chicago rank high for limiting VMT exposure. Overall, the Northeast corridor and the West Coast are well represented among the top quintile for low VMT. Eight of the top 10 metros for low VMT exposure also rank in the top 20 for overall road safety performance. Low performing metros by VMT exposure are especially concentrated in the southeast.

Weight refers to the multiple each factor is assigned in our ranking.

BEST

	Rank
New York-Newark-Jersey City, NY-NJ	1
San Francisco-Oakland-Fremont, CA	2
Buffalo-Cheektowaga, NY	3
Ogden, UT	4
McAllen-Edinburg-Mission, TX	5
Miami-Fort Lauderdale-West Palm Beach, FL	6
Boise City, ID	7
Chicago-Naperville-Elgin, IL-IN	8
Spokane-Spokane Valley, WA	9
Portland-Vancouver-Hillsboro, OR-WA	10

WORST

	Rank
Oklahoma City, OK	91
Greensboro-High Point, NC	92
Knoxville, TN	93
Orlando-Kissimmee-Sanford, FL	94
Little Rock-North Little Rock-Conway, AR	95
Durham-Chapel Hill, NC	96
Chattanooga, TN-GA	97
Nashville-Davidson--Murfreesboro--Franklin, TN	98
Birmingham, AL	99
Jackson, MS	100

Speed Differential Risk

Weight 4

The speed differential metric refers to the difference between 15th and 85th percentile speed activity per hour on a roadway, weighted against total VMT. Differences in the speeds of vehicles traveling on the same roads create especially dangerous conditions.

Metros north of New York City are particularly well-represented in the top 10 for limiting speed differential risk.

The biggest metros by population consistently score worse for the speed differential metric compared to other metrics studied. This is likely a reflection of intersection density, where acceleration and deceleration occurs frequently. Even in cities that are otherwise comparatively safe, intersections represent a real risk area, and a major focus for safety interventions, including daylighting, dedicated turn lanes, traffic calming, signal timing, and leading pedestrian intervals. Six out of the 10 largest metros see their worst score for speed differential, compared to all other factors.

Managing speed differential is particularly urgent in a number of California metros, which account for eight out of 10 of the lowest-performers by this measure. This may reflect extensive auto-oriented networks in California's metros with significant congestion.

BEST

	Rank
Worcester, MA	1
Spokane-Spokane Valley, WA	2
Boston-Cambridge-Newton, MA-NH	3
Providence-Warwick, RI-MA	4
Madison, WI	5
Bridgeport-Stamford-Danbury, CT	6
Pittsburgh, PA	7
Kiryas Joel-Poughkeepsie-Newburgh, NY	8
Des Moines-West Des Moines, IA	9
Milwaukee-Waukesha, WI	10

WORST

	Rank
San Diego-Chula Vista-Carlsbad, CA	91
McAllen-Edinburg-Mission, TX	92
Sacramento-Roseville-Folsom, CA	93
Miami-Fort Lauderdale-West Palm Beach, FL	94
Oxnard-Thousand Oaks-Ventura, CA	95
Los Angeles-Long Beach-Anaheim, CA	96
Fresno, CA	97
Stockton-Lodi, CA	98
Riverside-San Bernardino-Ontario, CA	99
Bakersfield-Delano, CA	100

Speed-based Pedestrian Risk

Weight 3

Improving safety for those outside of the vehicle has been a particular focus for Vision Zero and other pedestrian safety initiatives as non-occupant fatality rates rise, even as overall crash rates have started to tick down. For this speed-based pedestrian risk metric, StreetLight analyzed the share of total pedestrian miles traveled on roadways with more than 3,000 AADT vehicle volumes and speeds above 30 MPH. High volumes of fast-moving vehicles present some of the greatest risk for pedestrians who are much more severely injured at speeds above 30 MPH.

The strongest performers for limiting speeds on major pedestrian roadways are a mix of big, medium-, and small-sized metros. Wisconsin sees an impressive three metros (including Minneapolis-St. Paul-Bloomington, spanning Minnesota and Wisconsin) among the top 10. College towns and tourist destinations, which tend to have lots of pedestrians, are overrepresented in the top quintile. New York, Boston, and Washington D.C. are the large metro regions (population >5 million) within the top 10 for low pedestrian risk.

The Southeast has a concentration of high pedestrian risk metros. In these locations, there may be a high share of wider arterials and high-speed roadways.

BEST

	Rank
Madison, WI	1
New York-Newark-Jersey City, NY-NJ	2
Minneapolis-St. Paul-Bloomington, MN-WI	3
Durham-Chapel Hill, NC	4
Provo-Orem-Lehi, UT	5
Milwaukee-Waukesha, WI	6
Tucson, AZ	7
Boston-Cambridge-Newton, MA-NH	8
Washington-Arlington-Alexandria, DC-VA-MD-WV	9
Lakeland-Winter Haven, FL	10

WORST

	Rank
Augusta-Richmond County, GA-SC	91
Memphis, TN-MS-AR	92
San Antonio-New Braunfels, TX	93
Wichita, KS	94
Phoenix-Mesa-Chandler, AZ	95
Stockton-Lodi, CA	96
McAllen-Edinburg-Mission, TX	97
Fresno, CA	98
El Paso, TX	99
Bakersfield-Delano, CA	100

Truck Activity

🚚 | **Weight** 2

Trucks are heavy vehicles with limited visibility, thus creating more dangerous conditions on roadways. They have been a rising issue in communities with the increase in e-commerce deliveries and growth in distribution warehouses. To measure the impact of trucking on the safety of roadways, StreetLight analyzed the share of a metro's VMT by trucks. (To go deeper on truck activity in your community, StreetLight's truck data can be analyzed by weight type, route type, industry, and more, so planners can develop targeted interventions.)

The best-performing metros on truck activity are concentrated in the Upper Midwest, Great Lakes, and select Northeastern regions, typically in metros that are not major freight hubs or port gateways. This pattern underscores that truck-related safety risk is driven more by a metro's role in national freight networks than by population size.

Dallas and Houston stand out as the only large metros that rank in the top 10 for limiting truck activity. For both Texas regions, truck activity is their best-performing safety metric among the five studied.

No metro in the populous Northeast or California ranks in the top 10 for limiting truck activity.

BEST

	Rank
Dallas-Fort Worth-Arlington, TX	1
Grand Rapids-Wyoming-Kentwood, MI	2
Cape Coral-Fort Myers, FL	3
Detroit-Warren-Dearborn, MI	4
Augusta-Richmond County, GA-SC	5
St. Louis, MO-IL	6
Kansas City, MO-KS	7
Durham-Chapel Hill, NC	8
Houston-Pasadena-The Woodlands, TX	9
Provo-Orem-Lehi, UT	10

WORST

	Rank
Riverside-San Bernardino-Ontario, CA	91
El Paso, TX	92
Des Moines-West Des Moines, IA	93
Jackson, MS	94
Little Rock-North Little Rock-Conway, AR	95
Allentown-Bethlehem-Easton, PA-NJ	96
Bakersfield-Delano, CA	97
Stockton-Lodi, CA	98
Chattanooga, TN-GA	99
Harrisburg-Carlisle, PA	100

Residential Speeds

Weight 1

The residential speeding measure identifies the percentage of vehicles traveling at least 5 MPH above the speed limit on residential roads. This metric is important because residential roadways are designed for low operational speeds and heavier foot traffic where speeding creates excess risk. Many of the metros that score well for residential speeds fare poorly on the speed-based pedestrian risk metric, which looks specifically at speeds on pedestrian corridors with a high volume of vehicles.

The best-performing metros for managing residential speeds are concentrated in the Upper Midwest and Northeast and include metros of all sizes. Only two big metros make the top 10 for residential speed management: LA and Miami. Residential speed performance is likely a function of highly local street design and enforcement choices, and less defined by density.

BEST

	Rank
Baltimore-Columbia-Towson, MD	1
Portland-Vancouver-Hillsboro, OR-WA	2
El Paso, TX	3
San Antonio-New Braunfels, TX	4
Los Angeles-Long Beach-Anaheim, CA	5
Syracuse, NY	6
Boise City, ID	7
Albuquerque, NM	8
Salt Lake City-Murray, UT	9
Miami-Fort Lauderdale-West Palm Beach, FL	10

WORST

	Rank
Bakersfield-Delano, CA	91
Riverside-San Bernardino-Ontario, CA	92
Birmingham, AL	93
Knoxville, TN	94
New Haven, CT	95
Grand Rapids-Wyoming-Kentwood, MI	96
Bridgeport-Stamford-Danbury, CT	97
Jackson, MS	98
Fresno, CA	99
Hartford-West Hartford-East Hartford, CT	100

VI. SAFE STREETS INDEX: RESULTS BY FACTOR

Top 25

	Overall Ranking	VMT	Speed Differential Risk	Speed-Based Pedestrian Risk	Truck Activity	Residential Speeding
New York-Newark-Jersey City, NY-NJ	1	1	44	2	28	12
Boston-Cambridge-Newton, MA-NH	2	19	3	8	30	28
Portland-Vancouver-Hillsboro, OR-WA	3	10	11	49	36	2
Boise City, ID	4	7	27	21	56	7
Spokane-Spokane Valley, WA	5	9	2	67	70	46
Ogden, UT	6	4	33	26	26	52
Seattle-Tacoma-Bellevue, WA	7	11	29	27	23	53
Providence-Warwick, RI-MA	8	27	4	46	45	63
Tucson, AZ	9	17	38	7	13	35
San Francisco-Oakland-Fremont, CA	10	2	79	42	34	17
Colorado Springs, CO	11	15	71	19	11	23
Washington-Arlington-Alexandria, DC-VA-MD-WV	12	20	42	9	46	16
Milwaukee-Waukesha, WI	13	32	10	6	71	77
Bridgeport-Stamford-Danbury, CT	14	24	6	18	57	97
Buffalo-Cheektowaga, NY	15	3	59	76	19	24
Chicago-Naperville-Elgin, IL-IN	16	8	76	31	44	49
Provo-Orem-Lehi, UT	17	35	54	5	10	68
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	18	12	66	35	49	61
Virginia Beach-Chesapeake-Norfolk, VA-NC	19	13	58	34	38	66
Pittsburgh, PA	20	37	7	15	82	60
Richmond, VA	21	41	22	23	60	32
Omaha, NE-IA	22	47	41	20	12	13
Minneapolis-St. Paul-Bloomington, MN-WI	23	49	26	3	59	22
Detroit-Warren-Dearborn, MI	24	33	69	40	4	65
Albany-Schenectady-Troy, NY	25	54	13	48	27	15

OVERALL RANKING

VEHICLE MILES TRAVELED (VMT)

SPEED DIFFERENTIAL RISK

SPEED-BASED PEDESTRIAN RISK

TRUCK ACTIVITY

RESIDENTIAL SPEEDING

#100   #1

#25-#50

	Overall Ranking	VMT	Speed Differential	Pedestrian	Truck	Residential
Cape Coral-Fort Myers, FL	26	29	64	38	3	85
Columbus, OH	27	43	55	13	14	73
Kiryas Joel-Poughkeepsie-Newburgh, NY	28	59	8	12	67	30
New Orleans-Metairie, LA	29	36	49	32	55	25
Cleveland, OH	30	31	20	56	61	81
Rochester, NY	31	18	65	73	41	34
Kansas City, MO-KS	32	61	34	22	7	70
Grand Rapids-Wyoming-Kentwood, MI	33	30	80	16	2	96
Salt Lake City-Murray, UT	34	46	50	36	43	9
Worcester, MA	35	84	1	29	69	39
St. Louis, MO-IL	36	64	21	62	6	44
San Jose-Sunnyvale-Santa Clara, CA	37	16	89	39	48	36
Miami-Fort Lauderdale-West Palm Beach, FL	38	6	94	71	32	10
Fayetteville-Springdale-Rogers, AR	39	38	15	64	76	78
Raleigh-Cary, NC	40	67	67	11	15	42
Denver-Aurora-Centennial, CO	41	48	60	37	47	27
Madison, WI	42	80	5	1	85	89
Baltimore-Columbia-Towson, MD	43	53	39	52	64	1
Syracuse, NY	44	66	43	54	24	6
Winston-Salem, NC	45	68	28	63	21	29
Dayton-Kettering-Beavercreek, OH	46	40	47	74	18	88
Allentown-Bethlehem-Easton, PA-NJ	47	42	24	33	96	72
Greenville-Anderson-Greer, SC	48	57	36	55	68	26
Wichita, KS	49	39	16	94	80	11
Tampa-St. Petersburg-Clearwater, FL	50	25	86	79	42	45

OVERALL RANKING

VEHICLE MILES TRAVELED (VMT)

SPEED DIFFERENTIAL RISK

SPEED-BASED PEDESTRIAN RISK

TRUCK ACTIVITY

RESIDENTIAL SPEEDING

#100   #1

#51–#75

	Overall Ranking	VMT	Speed Differential Risk	Speed-Based Pedestrian Risk	Truck Activity	Residential Speeding
Dallas-Fort Worth-Arlington, TX	51	74	62	61	1	19
Palm Bay-Melbourne-Titusville, FL	52	55	45	60	72	31
Albuquerque, NM	53	44	52	80	77	8
Oxnard-Thousand Oaks-Ventura, CA	54	14	95	70	52	33
New Haven, CT	55	73	23	17	58	95
Toledo, OH	56	65	68	68	22	41
Des Moines-West Des Moines, IA	57	76	9	24	93	54
Cincinnati, OH-KY-IN	58	56	32	65	62	84
Lakeland-Winter Haven, FL	59	63	81	10	74	58
Columbia, SC	60	82	40	50	29	59
Charleston-North Charleston, SC	61	58	70	78	16	56
Houston-Pasadena-The Woodlands, TX	62	62	87	72	9	14
Reno, NV	63	23	46	90	90	20
Augusta-Richmond County, GA-SC	64	50	51	91	5	67
North Port-Bradenton-Sarasota, FL	65	45	74	83	51	64
Durham-Chapel Hill, NC	66	96	72	4	8	40
Sacramento-Roseville-Folsom, CA	67	28	93	77	39	51
Akron, OH	68	87	12	28	83	86
Charlotte-Concord-Gastonia, NC-SC	69	77	57	66	31	48
Hartford-West Hartford-East Hartford, CT	70	72	30	41	54	100
Tulsa, OK	71	83	35	57	50	83
Indianapolis-Carmel-Greenwood, IN	72	86	53	25	81	21
Orlando-Kissimmee-Sanford, FL	73	94	82	14	20	18
Los Angeles-Long Beach-Anaheim, CA	74	21	96	88	33	5
San Diego-Chula Vista-Carlsbad, CA	75	51	91	58	37	57

OVERALL RANKING

VEHICLE MILES TRAVELED (VMT)

SPEED DIFFERENTIAL RISK

SPEED-BASED PEDESTRIAN RISK

TRUCK ACTIVITY

RESIDENTIAL SPEEDING

#100   #1

#76-#100

	Overall Ranking	VMT	Speed Differential Risk	Pedestrian Risk	Truck Activity	Residential Speeding
McAllen-Edinburg-Mission, TX	76	5	92	97	66	47
Atlanta-Sandy Springs-Roswell, GA	77	69	78	51	53	90
Las Vegas-Henderson-North Las Vegas, NV	78	22	90	89	65	50
Austin-Round Rock-San Marcos, TX	79	75	88	47	35	74
Little Rock-North Little Rock-Conway, AR	80	95	14	43	95	62
Jacksonville, FL	81	88	73	59	78	55
Louisville/Jefferson County, KY-IN	82	60	75	82	84	43
San Antonio-New Braunfels, TX	83	89	61	93	40	4
Baton Rouge, LA	84	70	84	69	73	69
El Paso, TX	85	26	83	99	92	3
Deltona-Daytona Beach-Ormond Beach, FL	86	85	56	84	79	38
Knoxville, TN	87	93	19	45	89	94
Greensboro-High Point, NC	88	92	63	85	17	71
Harrisburg-Carlisle, PA	89	90	18	30	100	76
Nashville-Davidson--Murfreesboro--Franklin, TN	90	98	25	44	86	75
Memphis, TN-MS-AR	91	81	77	92	75	37
Phoenix-Mesa-Chandler, AZ	92	52	85	95	63	87
Oklahoma City, OK	93	91	37	86	87	80
Birmingham, AL	94	99	31	53	88	93
Chattanooga, TN-GA	95	97	17	75	99	82
Fresno, CA	96	34	97	98	25	99
Jackson, MS	97	100	48	81	94	98
Riverside-San Bernardino-Ontario, CA	98	71	99	87	91	92
Stockton-Lodi, CA	99	78	98	96	98	79
Bakersfield-Delano, CA	100	79	100	100	97	91

OVERALL RANKING

VEHICLE MILES TRAVELED (VMT)

SPEED DIFFERENTIAL RISK

SPEED-BASED PEDESTRIAN RISK

TRUCK ACTIVITY

RESIDENTIAL SPEEDING

#100   #1

About StreetLight

StreetLight Data, Inc. ("StreetLight") pioneered the use of Big Data analytics to shed light on how people, goods, and services move, empowering smarter, data-driven transportation decisions. The company applies proprietary machine-learning algorithms and its vast data processing resources to measure travel patterns of vehicles, bicycles and pedestrians, accessible as analytics on the StreetLight InSight® SaaS platform. A wholly owned subsidiary of Jacobs, StreetLight provides innovative digital solutions to help communities reduce congestion, improve safe and equitable transportation, and maximize the positive impact of infrastructure investment.

FOR MORE INFORMATION, PLEASE VISIT:

➔ **streetlightdata.com**