Traffic Safety Facts
2020 Data

July 2022

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NHTSA

In this fact sheet for 2020 the information is presented as follows.

U.S. Department of Transportation
National Highway Traffic Safety Administration
1200 New Jersey Avenue SE
Washington, DC 20590

Rural/Urban Comparison of Motor Vehicle Traffic Fatalities

For this fact sheet, urban boundaries are determined by the State highway departments and approved by the Federal Highway Administration (FHWA), and the areas outside of those boundaries are described as rural. The State highway departments use the boundaries decided by the Census Bureau.[1]

Key Findings

- Of the 38,824 motor vehicle traffic fatalities in 2020, there were 16,665 (43%) that occurred in rural areas, 21,650 (56%) in urban areas, and 509 (1%) in areas of unknown land use.
- Fatalities in rural areas increased by 2 percent from 16,288 in 2019 to 16,665 in 2020, and in urban areas increased by 9 percent from 19,946 in 2019 to 21,650 in 2020.
- According to the Census Bureau's 2019 American Community Survey (latest data available), an estimated 19 percent of the U.S. population lived in rural areas, and according to the Federal Highway Administration 31 percent of the total vehicle miles traveled (VMT) in 2020 were in rural areas. However, rural areas accounted for 43 percent of all traffic fatalities in 2020.
- In 2020 the fatality rate per 100 million VMT was 1.7 times higher in rural areas than in urban areas (1.84 versus 1.08).
- In 2020, of the 16,665 rural traffic fatalities, 4,717 (28%) were killed in speeding-related crashes. Of the 21,650 urban traffic fatalities, 6,448 (30%) were killed in speeding-related crashes.
- Rural alcohol-impaired-driving fatalities increased by 9 percent from 4,569 in 2019 to 4,990 in 2020 and urban alcohol-impaired-driving fatalities increased by 17 percent from 5,594 in 2019 to 6,522 in 2020.
- The proportions of alcohol-impaired-driving fatalities in both rural and urban areas increased from 28 percent in 2019 to 30 percent in 2020.
- The 2020 National Occupant Protection Use Survey (NOPUS) observed that the seat belt use rate among front-seat passenger vehicle occupants in urban areas was 90.5 percent, and rural occupants were observed to have a use rate of 89.9 percent.
- Based on known restraint use in fatal crashes, 52 percent of rural passenger vehicle occupants killed in 2020 were unrestrained as compared to 49 percent of urban passenger vehicle occupants killed.

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

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

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in transport that originated on a public trafficway, such as a road or highway. Crashes that occurred on private property, including parking lots and driveways, are excluded. The terms "motor vehicle traffic crash" and "traffic crash" are used interchangeably.

Overview

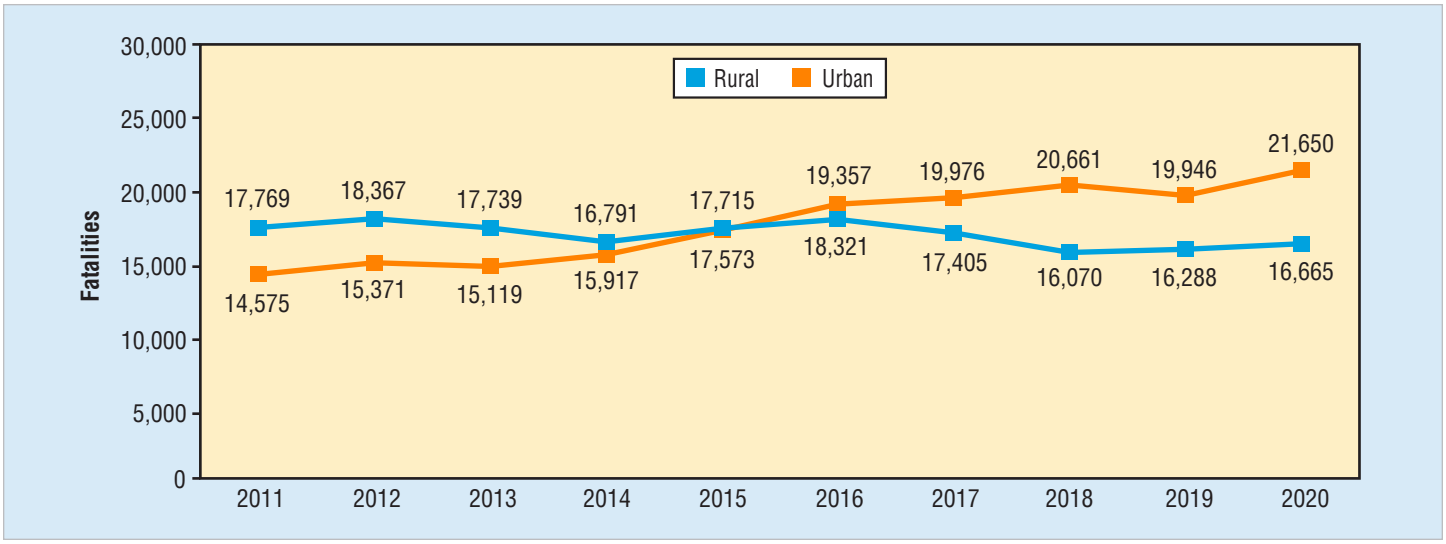
In 2020:

- There were 15,033 (42%) fatal traffic crashes in rural areas resulting in 16,665 (43%) traffic fatalities.
- There were 20,233 (57%) fatal traffic crashes in urban areas resulting in 21,650 (56%) traffic fatalities.
- The remaining 500 (1%) fatal traffic crashes resulting in 509 (1%) traffic fatalities occurred in areas of unknown land use (not enough information to determine if the crashes were inside the rural or urban boundaries).
- Fatalities in rural areas increased by 2 percent from 16,288 in 2019 to 16,665 in 2020, and in urban areas increased by 9 percent from 19,946 in 2019 to 21,650 in 2020.
- According to the 2019 American Community Survey (latest data available) from the Census Bureau, an estimated 19 percent of the U.S. population lived in rural areas, and according to FHWA 31 percent of the total VMT in 2020 were in rural areas. However, rural areas accounted for 43 percent of all traffic fatalities in 2020.

Figure 1 presents the traffic fatality trends in the most recent 10-year period by land use:

- Rural fatalities decreased by 6 percent from 17,769 in 2011 to 16,665 in 2020.
- Urban fatalities increased by 49 percent from 14,575 in 2011 to 21,650 in 2020.

Figure 1
Fatalities, by Land Use, 2011–2020

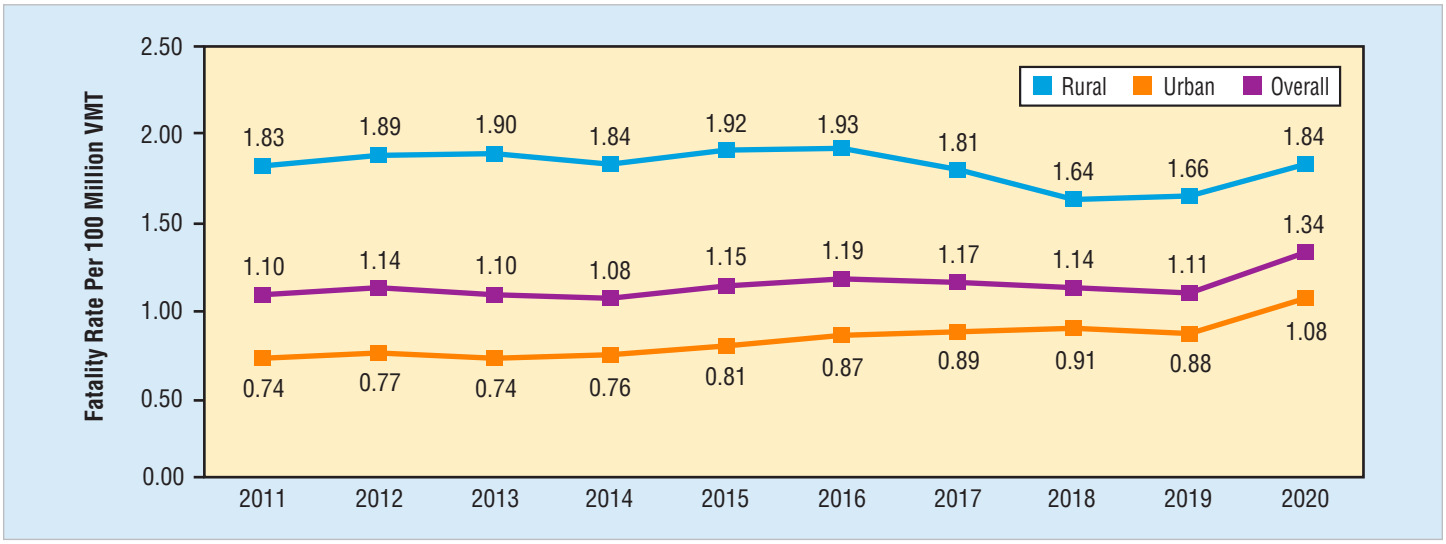


Source: FARS 2011–2019 Final File, 2020 Annual Report File (ARF)
Note: Excludes fatalities of unknown land use.

Figure 2 presents the fatality rates per 100 million VMT by land use (rural, urban, and overall) in the 10-year period from 2011 to 2020.

- The fatality rate in rural areas increased by 1 percent from 1.83 in 2011 to 1.84 in 2020.
- The fatality rate in urban areas increased by 46 percent from 0.74 in 2011 to 1.08 in 2020.
- In 2020 the fatality rate was 1.7 times higher in rural areas than in urban areas (1.84 versus 1.08). This is the closest the rates have been in the 10-year period from 2011 to 2020.

Figure 2
Fatality Rates per 100 Million VMT, by Land Use, 2011–2020



Sources: FARS 2011-2019 Final File, 2020 ARF; VMT – FHWA

Crash Characteristics

Time of Day

More rural traffic fatalities occurred during the day (6 a.m. to 5:59 p.m.) and more urban traffic fatalities occurred during the night (6 p.m. to 5:59 a.m.).

- Of the 16,665 rural traffic fatalities in 2020, there were 8,846 (53%) that occurred during the day, 7,619 (46%) occurred at night, and 200 (1%) occurred at unknown times.
- Of the 21,650 urban traffic fatalities in 2020, there were 8,685 (40%) that occurred during the day, 12,851 (59%) occurred at night, and 114 (1%) occurred at unknown times.

Light Condition

Table 1 shows fatalities in 2020 by light condition and land use.

- Of the 16,665 fatalities in rural areas, 8,882 (53%) occurred during daylight and 6,808 (41%) occurred when the light conditions were dark; the remaining 975 (6%) fatalities occurred during dawn, dusk, or other/unknown light conditions.
- Of the 21,650 urban fatalities, 12,018 (56%) occurred when the light conditions were dark, 8,610 (40%) occurred during daylight conditions, and 1,022 (5%) occurred during dawn, dusk, or other/unknown light conditions.

Table 1
Fatalities, by Light Condition and Land Use, 2020

Light Condition	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Daylight	8,882	53%	8,610	40%	222	44%	17,714	46%
Dark	6,808	41%	12,018	56%	233	46%	19,059	49%
Dark – Not Lighted	*6,104*	*37%*	*4,553*	*21%*	*79*	*16%*	*10,736*	*28%*
Dark – Lighted	*579*	*3%*	*7,242*	*33%*	*144*	*28%*	*7,965*	*21%*
Dark – Unknown Lighting	*125*	*1%*	*223*	*1%*	*10*	*2%*	*358*	*1%*
Dawn	356	2%	346	2%	5	1%	707	2%
Dusk	464	3%	553	3%	12	2%	1,029	3%
Other/Unknown	155	1%	123	1%	37	7%	315	1%
Total	**16,665**	**100%**	**21,650**	**100%**	**509**	**100%**	**38,824**	**100%**

Source: FARS 2020 ARF

Weather Condition

In 2020 in rural areas, 81 percent of the fatalities were in crashes when the weather condition at the time of the crash was clear, 8 percent when it was raining, 2 percent when there was snow or sleet, and 10 percent during other weather conditions. By 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 or sleet, and 8 percent during other weather conditions.

Roadway Departure and Intersection

In 2020 there were 19,769 fatalities in roadway departure crashes, 51 percent of total fatalities. Of these roadway departure fatalities, 56 percent occurred in rural areas and 43 percent in urban areas. Roadway departure, as defined by FHWA, occurs when a vehicle in the crash crosses an edge line, a centerline, or leaves the traveled way. About two-thirds (66%) of fatalities in rural areas (10,988 of 16,665) were in roadway-departure crashes compared to 40 percent (8,593 of 21,650) in urban areas.

In 2020 there were 10,626 fatalities in intersection crashes. Of these, 28 percent occurred in rural areas and 70 percent in urban areas. Intersection crashes, as defined by FHWA, include crashes at intersection, intersection-related, driveway access, and driveway-access-related.

Table 2
Roadway Departure and Intersection Fatalities, by Land Use, 2020

	Land Use						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Roadway Departure*	10,988	56%	8,593	43%	188	1%	19,769	100%
Intersection**	2,969	28%	7,450	70%	207	2%	10,626	100%

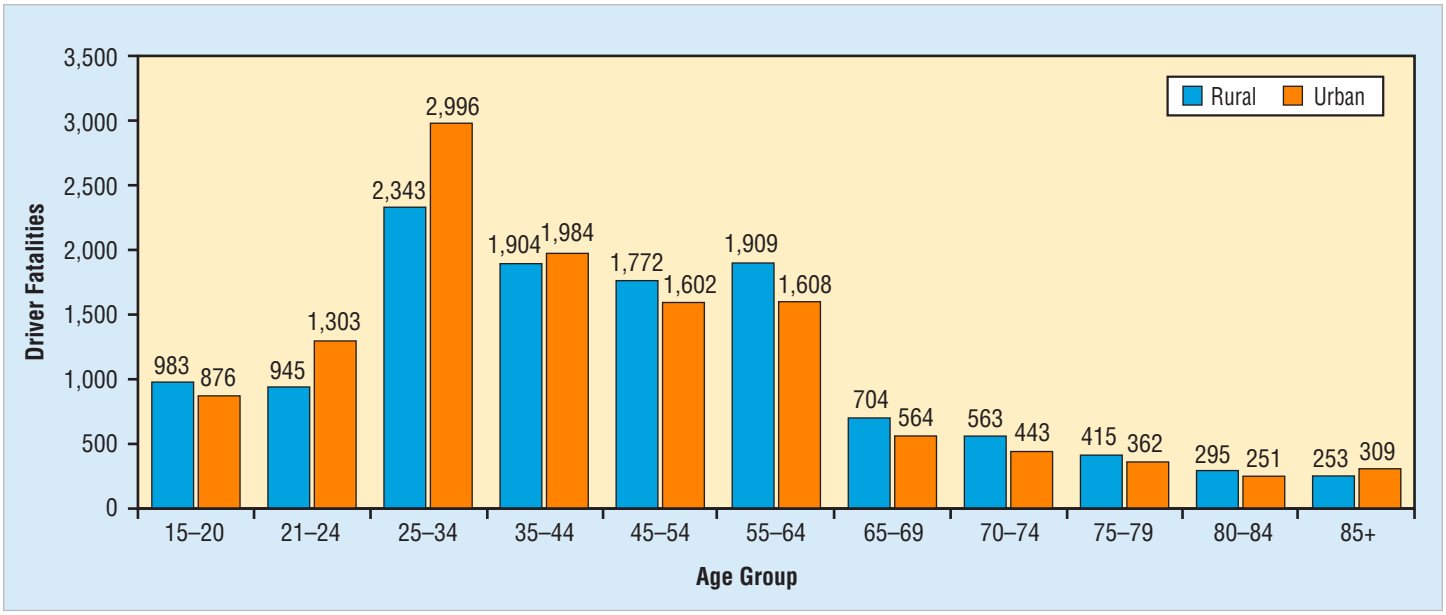
Source: FARS 2020 ARF
*Roadway departure as defined by FHWA: A crash in which a vehicle crosses an edge line, a centerline, or leaves the traveled way.
**Intersection as defined by FHWA: Intersection or intersection-related; driveway access or driveway-access-related.

Drivers

Figure 3 shows drivers killed in traffic crashes in 2020 by land use and age group. Driver fatalities in 2020 were higher in rural areas when compared to urban areas for almost all age groups except the 21-to-24, 25-to-34, 35-to-44, and 85+ age groups. Drivers involved in fatal crashes in 2020 in rural areas were found to have a higher percentage of valid driver licenses than urban drivers (83% to 76%).

There were 24,787 drivers killed in traffic crashes in 2020. Sixty-six percent of drivers killed in rural areas died at the scene of the crash, compared to 51 percent of drivers killed in urban areas. Data also shows that 40 percent of all drivers killed were transported to hospitals, and 2 percent of those drivers died en route. Of the drivers who were transported to hospitals and died en route, 57 percent were in rural areas and 42 percent were in urban areas.

Figure 3
Driver Fatalities, by Land Use and Age Group, 2020



Source: FARS 2020 ARF
Note: Excludes driver fatalities of unknown land use and drivers under 15 years old.

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 2020:

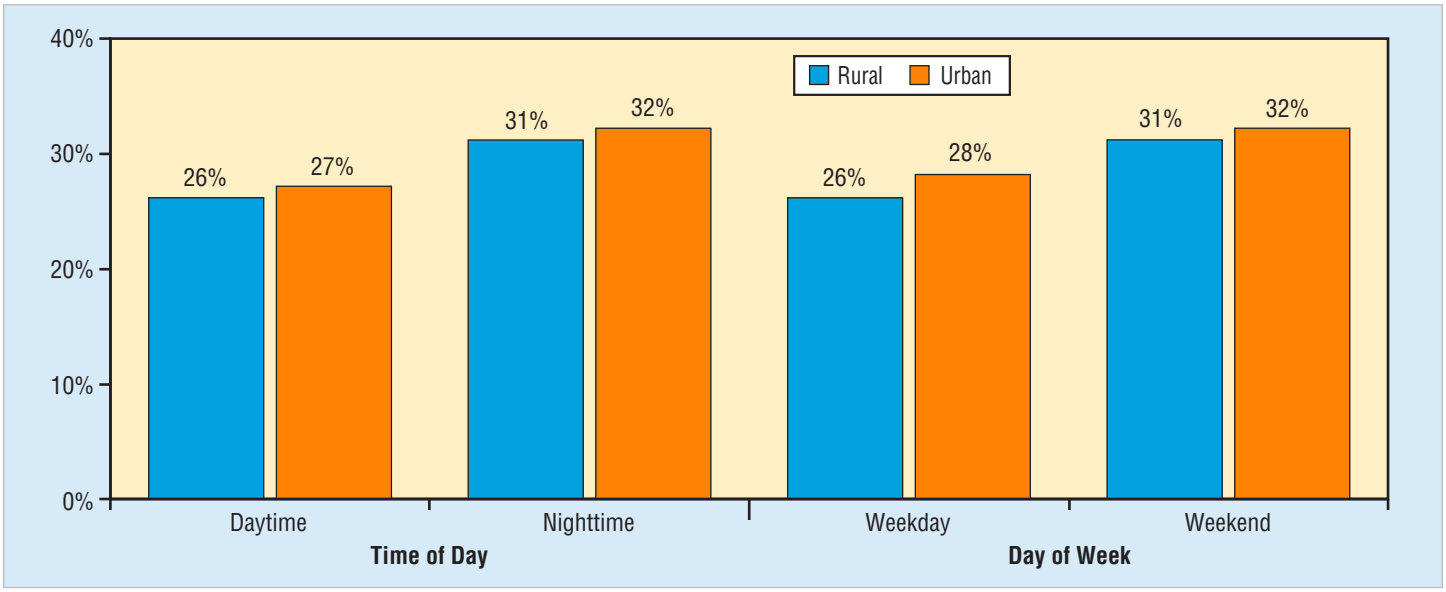
- Of the 38,824 traffic fatalities, 11,258 (29%) were killed in speeding-related crashes.
- Of the 16,665 rural traffic fatalities, 4,717 (28%) were killed in speeding-related crashes.
- Of the 21,650 urban traffic fatalities, 6,448 (30%) were killed in speeding-related crashes.

Figure 4 shows the rural and urban percentages of speeding-related fatalities in traffic crashes in 2020 by time of day 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.):

- Of the fatalities in crashes at nighttime, 31 percent were speeding-related in rural areas compared to 32 percent in urban areas.
- Of the fatalities in crashes during weekends, 31 percent were speeding-related in rural areas compared to 32 percent in urban areas.

Figure 4

Percentages of Speeding-Related Fatalities in Traffic Crashes, by Land Use, Time of Day, and Day of Week, 2020



Source: FARS 2020 ARF
Note: Daytime – 6 a.m. to 5:59 p.m.
Nighttime – 6 p.m. to 5:59 a.m.
Weekday – Monday 6 a.m. to Friday 5:59 p.m. (4.5 days)
Weekend – Friday 6 p.m. to Monday 5:59 a.m. (2.5 days)

Sixty-five percent of drivers involved in urban fatal crashes in 2020 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. On roadways where the posted speed limit was 50 mph or less, 25 percent of the drivers involved in fatal crashes in rural areas were speeding compared to 20 percent of drivers in urban areas. On roadways where the posted speed limit was 55 mph or higher, 18 percent of the drivers in fatal crashes in rural areas were speeding compared to 17 percent of 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 that occurred 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 3 presents the number of traffic fatalities and alcohol-impaired-driving fatalities by land use.

- Alcohol-impaired-driving fatalities increased by 14 percent from 10,196 in 2019 to 11,654 in 2020. In rural areas, alcohol-impaired-driving fatalities increased by 9 percent from 4,569 in 2019 to 4,990 in 2020 and in urban areas increased by 17 from 5,594 in 2019 to 6,522 in 2020.
- In 2020 the proportion of alcohol-impaired-driving fatalities in both rural and urban areas was 30 percent, in rural areas in 2020 remained the same as in 2011, at 30 percent, and in urban areas decreased from 31 percent in 2011 to 30 percent in 2020. However, when compared to 2019, the proportions of alcohol-impaired-driving fatalities in both rural and urban areas increased from 28 percent in 2019 to 30 percent in 2020.
- Of the 11,654 alcohol-impaired-driving fatalities in 2020, there were 4,990 (43%) that occurred in rural areas, 6,522 (56%) that occurred in urban areas, and 142 (1%) occurred at unknown locations.
- Alcohol-impaired-driving fatalities increased by 18 percent from 9,865 in 2011 to 11,654 in 2020.
  - Rural alcohol-impaired-driving fatalities decreased by 7 percent from 5,356 in 2011 to 4,990 in 2020.
  - Urban alcohol-impaired-driving fatalities increased by 46 percent from 4,474 in 2011 to 6,522 in 2020.

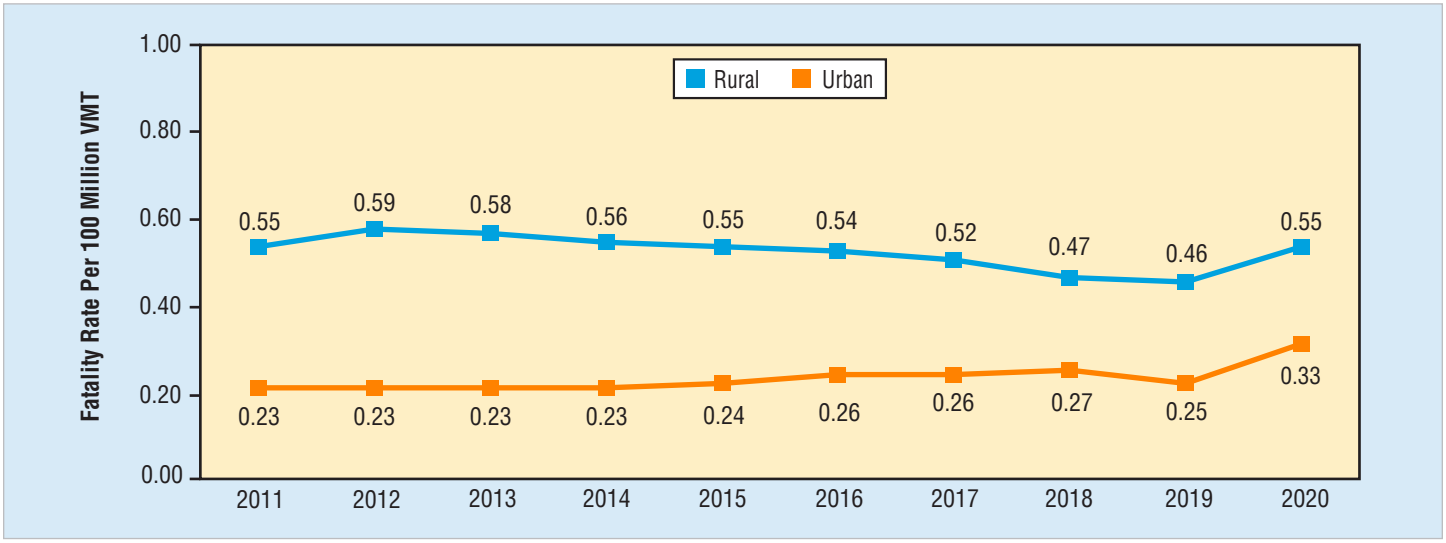
Table 3
Total Fatalities and Alcohol-Impaired-Driving Fatalities, by Land Use, 2011 and 2020

	2011			2020		
		Alcohol-Impaired-Driving Fatalities (BAC=.08+ g/dL)			Alcohol-Impaired-Driving Fatalities (BAC=.08+ g/dL)	
Land Use	Total Fatalities	Number	Percent	Total Fatalities	Number	Percent
Rural	17,769	5,356	30%	16,665	4,990	30%
Urban	14,575	4,474	31%	21,650	6,522	30%
Total*	**32,479**	**9,865**	**30%**	**38,824**	**11,654**	**30%**

Source: FARS 2011 Final File, 2020 ARF
*Includes fatalities where land use was unknown.

Figure 5 shows alcohol-impaired-driving fatality rates per 100 million VMT from 2011 to 2020. In rural areas, the alcohol-impaired driving fatality rate in 2020 remained same as in 2011 at 0.55, but in urban areas the alcohol-impaired-driving fatality rate increased from 0.23 in 2011 to 0.33 in 2020. From 2019 to 2020 there was a big increase in alcohol-impaired driving fatality rates in both rural and urban areas. The alcohol-impaired-driving fatality rate in rural areas increased from 0.46 in 2019 to 0.55 in 2020, and in urban areas increased from 0.25 in 2019 to 0.33 in 2020.

Figure 5
Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT, by Land Use, 2011–2020



Sources: FARS 2011-2019 Final File, 2020 ARF; VMT – FHWA

Of the 53,890 drivers involved in fatal traffic crashes in 2020, there were 11,022 (20%) who were alcohol-impaired. Of these alcohol-impaired drivers, 4,622 (42%) were driving in rural areas at the time of the crash and 6,258 (57%) were driving in urban areas.

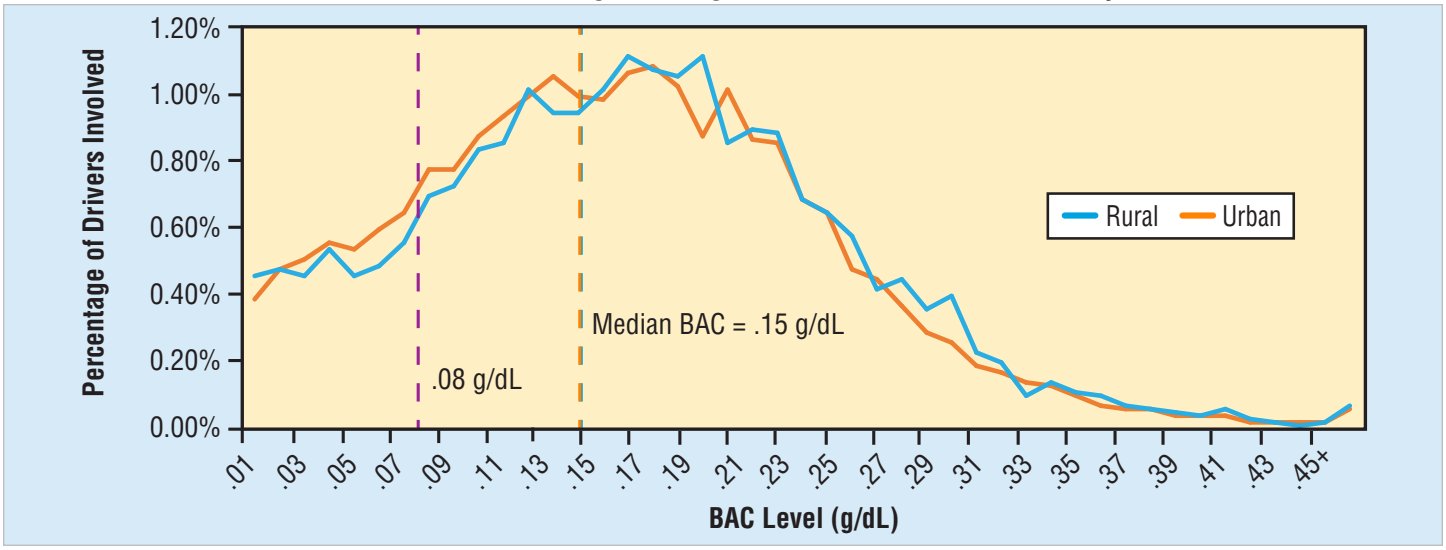
The highest percentages of alcohol-impaired drivers involved in fatal crashes by age group in 2020 were in the 21-to-24 and 25-to-34 age groups (26% each) followed by the 35-to-44 age group (23%). Rural alcohol-impaired drivers followed the same trend with highest percentages in the 21-to-24 and 25-to-34 age groups (27% each) followed by the 35-to-44 age group (24%). In urban areas the highest percentages of alcohol-impaired drivers the 21-to-24 age group (26%), followed by the 25-to-34 age group (25%) and the 35-to-44 age group (22%).

Among drivers involved in fatal crashes in 2020 who had one or more previous convictions for driving while intoxicated, 51 percent of rural drivers were alcohol-impaired and 45 percent of urban drivers were alcohol-impaired. Note that FARS records drivers' previous DWI records that occurred within 5 years from the crash date.

As shown in Figure 6, the most frequently recorded BAC among drinking drivers involved in fatal crashes in rural areas was .15 g/dL and in urban areas was .17 g/dL. The median BAC for drivers with BACs of .01 or higher in both rural and urban areas was .15 g/dL.

Figure 6

Distribution of BACs for Drivers With BACs of .01 g/dL or Higher Involved in Fatal Crashes, by Land Use, 2020



Source: FARS 2020 ARF

Of all drivers involved in fatal crashes in 2020, in rural areas the proportion of alcohol-impaired drivers (BAC=.08+ g/dL) was highest for motorcycle operators (27%), followed by drivers of pickups (24%), passenger cars (23%), SUVs (20%), vans (13%), and large trucks (3%). In urban areas, the proportion of alcohol-impaired (BAC=.08+ g/dL) was highest among motorcycle riders (27%), followed by passenger cars (23%), pickups (19%), SUVs (17%), vans (11%), and large trucks (2%).

Table 4

Total Drivers and Alcohol-Impaired Drivers Involved, by Vehicle Type and Land Use, 2020

Vehicle Type	Rural			Urban			Total*		
	Total Drivers	Alcohol-Impaired (BAC =.08+ g/dL)		Total Drivers	Alcohol-Impaired (BAC =.08+ g/dL)		Total Drivers	Alcohol-Impaired (BAC =.08+ g/dL)	
		Number	Percent		Number	Percent		Number	Percent
Passenger Car	7,174	1,664	23%	13,305	3,009	23%	20,742	4,726	23%
Light Truck**	9,236	1,995	22%	10,956	1,886	17%	20,402	3,917	19%
– Pickup	*4,675*	*1,123*	*24%*	*3,968*	*743*	*19%*	*8,721*	*1,883*	*22%*
– SUV	*3,851*	*778*	*20%*	*5,868*	*1,011*	*17%*	*9,838*	*1,806*	*18%*
– Van	*702*	*93*	*13%*	*1,064*	*119*	*11%*	*1,779*	*214*	*12%*
Large Truck	2,646	86	3%	2,092	44	2%	4,778	132	3%
Motorcycle	2,181	584	27%	3,431	916	27%	5,711	1,526	27%
Total* **	**22,104**	**4,622**	**21%**	**31,103**	**6,258**	**20%**	**53,890**	**11,022**	**20%**

Source: FARS 2020 ARF
*Includes drivers involved where land use was unknown.
**Includes other/unknown light-truck vehicle types.
***Includes buses and other/unknown vehicle types.

Restraint Use

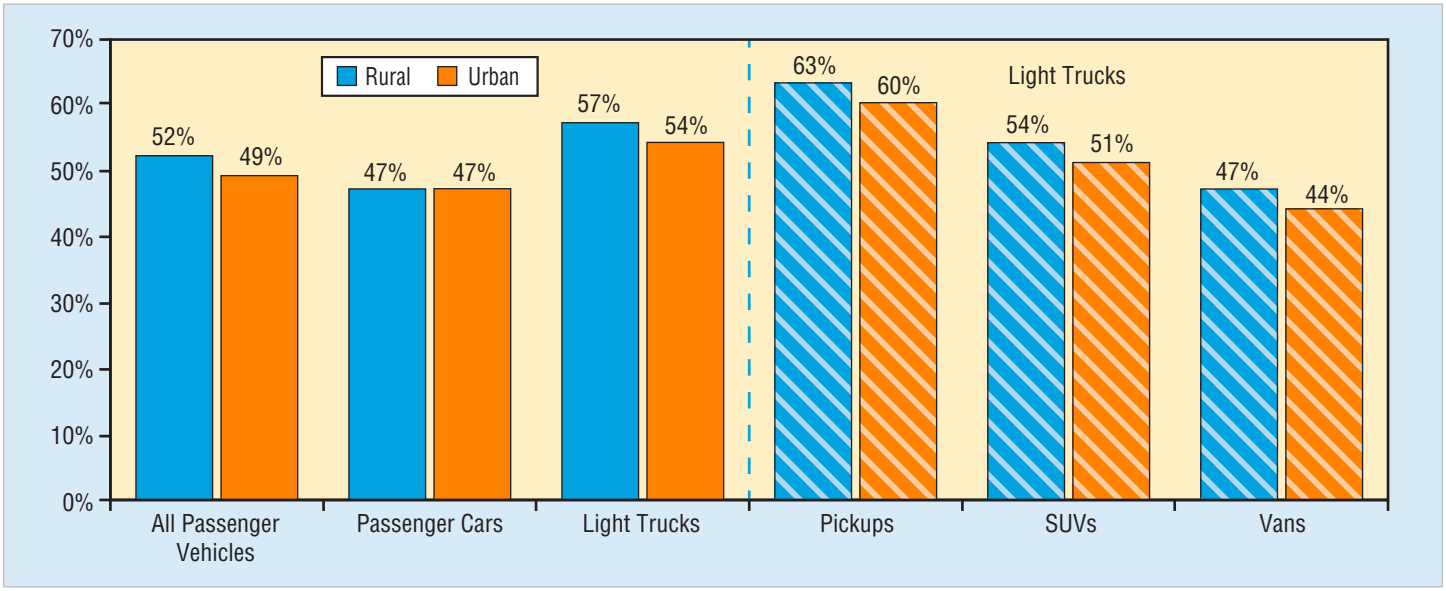
The 2020 NOPUS observed that the seat belt use rate among front-seat passenger vehicle (defined as passenger cars and light trucks) occupants in urban areas was 90.5 percent, and rural occupants were observed to have a use rate of 89.9 percent (see the NHTSA Research Note, Seat Belt Use in 2020 – Overall Results, Report No. DOT HS 813 072, at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813072).

Of the 23,824 passenger vehicle occupants killed in 2020, half (11,922) were killed in rural areas and 49 percent (11,683) were killed in urban areas. Figure 7 presents the 2020 rural and urban percentages (based on known restraint use) of unrestrained passenger vehicle occupant fatalities by vehicle type (passenger cars and light trucks including pickups, SUVs, and vans).

In 2020 (based on known restraint use):

- Fifty-two percent of passenger vehicle occupants killed in rural areas were unrestrained as compared to 49 percent of the passenger vehicle occupants killed in urban areas.
- Sixty-three percent of pickup occupants killed in rural areas were unrestrained – the highest percentage of any passenger vehicle occupants killed among both rural and urban areas.

Figure 7
Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities, by Land Use and Vehicle Type, 2020



Source: FARS 2020 ARF
*Based on known restraint use.

Rollover

Of the 11,922 passenger vehicle occupants killed in rural areas in 2020, there were 4,384 (37%) killed in vehicles that rolled over. Of the 11,683 passenger vehicle occupants killed in urban areas, 2,685 (23%) were in vehicles that rolled over. Data further show that of those killed in rollover vehicles, 69 percent passenger vehicle occupants in rural areas and 67 percent of passenger vehicle occupants in urban areas were unrestrained (based on known restraint use).

SUVs in rural fatal crashes in 2020 experienced the highest rollover percentage at 33 percent. Other rural rollover percentages were 29 percent for pickups, 22 percent for passenger cars, 20 percent for vans, and 16 percent for large trucks. In urban areas, vehicles experienced lower rollover percentages: 15 percent for SUVs, 14 percent for pickups, 10 percent for passenger cars, 7 percent each for both vans and large trucks.

Of the vehicles involved in 2020 in single-vehicle fatal crashes, 50 percent of the vehicles in rural areas and 20 percent in urban areas rolled over, whereas in multi-vehicle fatal crashes, 10 percent of the vehicles in rural areas and 7 percent in urban areas rolled over.

Nonoccupants

Nonoccupants are defined as pedestrians, pedalcyclists, or other nonoccupants. In 2020:

- Of the 6,516 pedestrians killed in motor vehicle traffic crashes, 1,160 (18%) died in rural areas, 5,239 (80%) died in urban areas, and 117 (2%) died in unknown areas.
- Of the 938 pedalcyclists killed in motor vehicle traffic crashes, 190 (20%) died in rural areas, 723 (77%) died in urban areas, and 25 (3%) died in unknown areas.

State

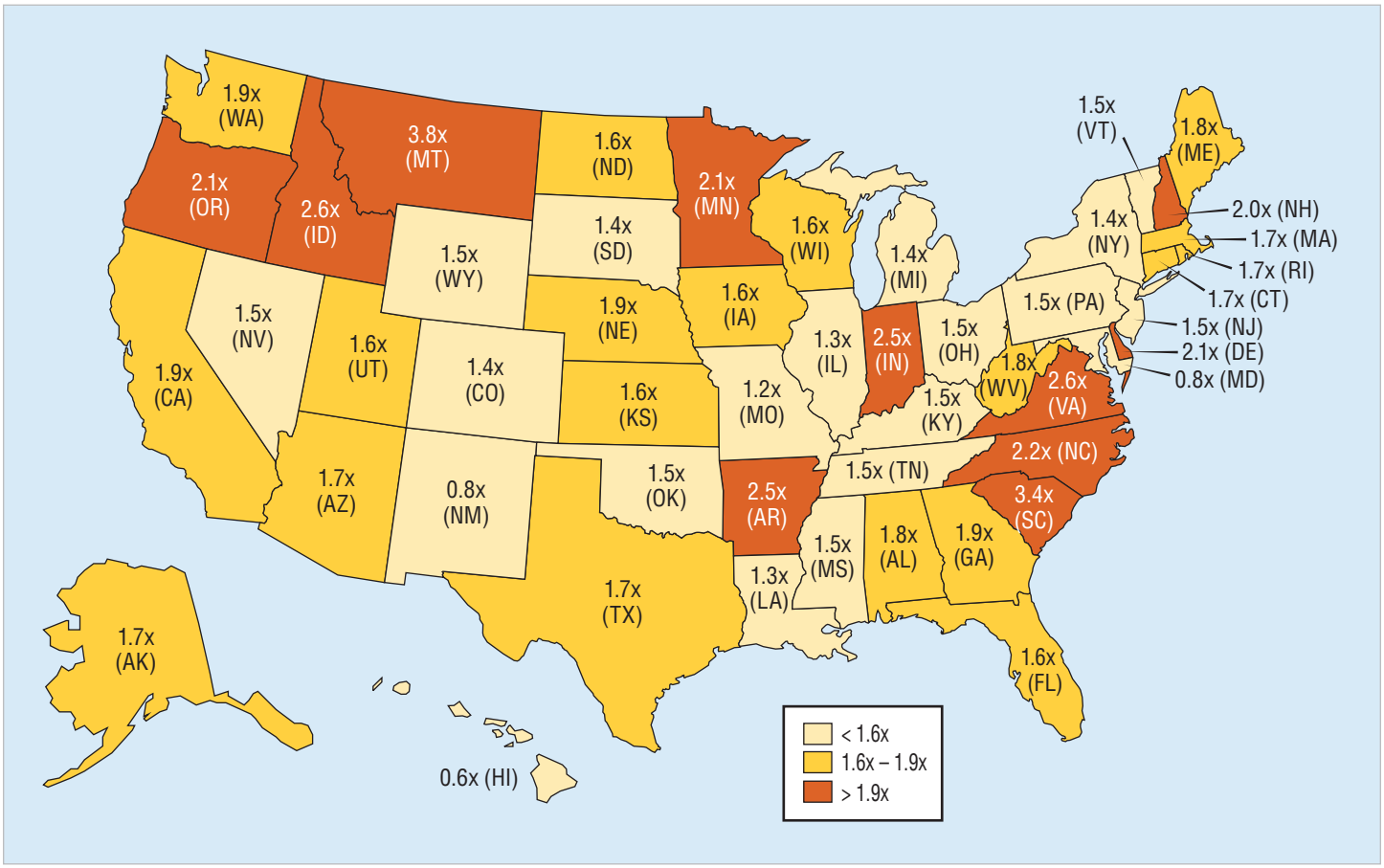
Table 5 presents the number and percentage of rural and urban traffic fatalities, VMT, and fatality rates per 100 million VMT for each State and the District of Columbia in 2020. Puerto Rico is included in this table, but not included in the overall U.S. total. In 2020, fatality rates per 100 million VMT among States (excluding the District of Columbia and Puerto Rico) in rural areas ranged from 0.61 in Hawaii to 3.21 in South Carolina, and in urban areas ranged from 0.52 in Minnesota to 1.93 in New Mexico.

In 2020 the rural fatality rate per 100 million VMT was 1.7 times higher in rural areas compared to urban areas (1.84 and 1.08, respectively). The columns on the right side of Table 5 show fatality rates per 100 million VMT (rural, urban, and total), 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 3.8 times in Montana to a low of 0.6 times in Hawaii. 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 (8.2) is too high when compared to other States.

Figure 8

Ratio of Rural to Urban Fatality Rate per 100 Million VMT, by State, 2020



Sources: FARS 2020 ARF; VMT – FHWA

Table 5

Fatalities, VMT, and Fatality Rate per 100 Million VMT, by State and Land Use, 2020

State	Land Use						Total Fatalities	VMT (Million)		Fatality Rate Per 100 Million VMT		
	Rural		Urban		Unknown							
	Number	Percent	Number	Percent	Number	Percent	Number	Rural	Urban	Rural	Urban	Total
Alabama	518	55%	415	44%	1	0%	934	27,814	40,108	1.86	1.03	1.38
Alaska	38	59%	26	41%	0	0%	64	2,483	2,823	1.53	0.92	1.21
Arizona	343	33%	652	62%	59	6%	1,054	15,768	49,990	2.18	1.30	1.60
Arkansas	445	70%	193	30%	0	0%	638	16,305	17,614	2.73	1.10	1.88
California	1,175	31%	2,666	69%	6	0%	3,847	55,381	244,431	2.12	1.09	1.28
Colorado	236	38%	385	62%	1	0%	622	15,040	33,602	1.57	1.15	1.28
Connecticut	46	16%	248	84%	1	0%	295	2,936	26,908	1.57	0.92	0.99
Delaware	47	41%	69	59%	0	0%	116	2,021	6,324	2.33	1.09	1.39
Dist of Columbia	0	0%	36	100%	0	0%	36	0	3,030	0.00	1.19	1.19
Florida	741	22%	2,265	68%	325	10%	3,331	35,241	172,835	2.10	1.31	1.60
Georgia	647	39%	1,014	61%	3	0%	1,664	28,984	86,983	2.23	1.17	1.43
Hawaii	9	11%	76	89%	0	0%	85	1,467	7,319	0.61	1.04	0.97
Idaho	167	78%	47	22%	0	0%	214	10,018	7,389	1.67	0.64	1.23
Illinois	355	30%	812	68%	27	2%	1,194	23,326	70,795	1.52	1.15	1.27
Indiana	524	58%	373	42%	0	0%	897	27,731	48,877	1.89	0.76	1.17
Iowa	239	71%	98	29%	0	0%	337	17,877	11,874	1.34	0.83	1.13
Kansas	262	62%	164	38%	0	0%	426	13,697	14,156	1.91	1.16	1.53
Kentucky	501	64%	279	36%	0	0%	780	25,232	21,304	1.99	1.31	1.68
Louisiana	383	46%	443	54%	2	0%	828	18,971	29,404	2.02	1.51	1.71
Maine	131	80%	32	20%	1	1%	164	9,104	3,982	1.44	0.80	1.25
Maryland	87	15%	478	84%	2	0%	567	9,404	41,481	0.93	1.15	1.11
Massachusetts	28	8%	315	92%	0	0%	343	2,693	51,434	1.04	0.61	0.63
Michigan	430	40%	651	60%	3	0%	1,084	27,593	58,954	1.56	1.10	1.25
Minnesota	240	61%	153	39%	1	0%	394	22,167	29,453	1.08	0.52	0.76
Mississippi	515	68%	237	32%	0	0%	752	23,289	16,376	2.21	1.45	1.90
Missouri	493	50%	494	50%	0	0%	987	32,530	40,268	1.52	1.23	1.36
Montana	190	89%	22	10%	1	0%	213	8,423	3,681	2.26	0.60	1.76
Nebraska	165	71%	68	29%	0	0%	233	10,836	8,596	1.52	0.79	1.20
Nevada	93	29%	224	71%	0	0%	317	5,333	19,898	1.74	1.13	1.26
New Hampshire	59	57%	43	41%	2	2%	104	4,937	7,019	1.20	0.61	0.87
New Jersey	54	9%	518	89%	12	2%	584	4,251	62,090	1.27	0.83	0.88
New Mexico	211	53%	184	46%	3	1%	398	14,211	9,546	1.48	1.93	1.68
New York	287	27%	759	73%	0	0%	1,046	21,922	80,555	1.31	0.94	1.02
North Carolina	819	53%	713	46%	6	0%	1,538	36,857	69,485	2.22	1.03	1.45
North Dakota	76	76%	24	24%	0	0%	100	5,886	2,882	1.29	0.83	1.14
Ohio	471	38%	727	59%	32	3%	1,230	31,182	71,933	1.51	1.01	1.19
Oklahoma	390	60%	262	40%	0	0%	652	20,872	21,128	1.87	1.24	1.55
Oregon	285	56%	223	44%	0	0%	508	12,376	19,922	2.30	1.12	1.57
Pennsylvania	498	44%	626	55%	5	0%	1,129	31,099	56,884	1.60	1.10	1.28
Rhode Island	12	18%	55	82%	0	0%	67	772	6,092	1.55	0.90	0.98
South Carolina	782	73%	282	27%	0	0%	1,064	24,391	29,581	3.21	0.95	1.97
South Dakota	109	77%	32	23%	0	0%	141	6,839	2,904	1.59	1.10	1.45
Tennessee	513	42%	704	58%	0	0%	1,217	24,955	51,437	2.06	1.37	1.59
Texas	1,503	39%	2,368	61%	3	0%	3,874	71,682	188,900	2.10	1.25	1.49
Utah	111	40%	165	60%	0	0%	276	8,777	21,475	1.26	0.77	0.91
Vermont	49	79%	13	21%	0	0%	62	4,273	1,734	1.15	0.75	1.03
Virginia	490	58%	360	42%	0	0%	850	26,438	49,672	1.85	0.72	1.12
Washington	243	43%	315	56%	2	0%	560	15,493	38,165	1.57	0.83	1.04
West Virginia	171	64%	89	33%	7	3%	267	8,260	7,794	2.07	1.14	1.66
Wisconsin	382	62%	228	37%	4	1%	614	29,253	28,347	1.31	0.80	1.07
Wyoming	102	80%	25	20%	0	0%	127	7,139	2,662	1.43	0.94	1.30
U.S. Total	**16,665**	**43%**	**21,650**	**56%**	**509**	**1%**	**38,824**	**903,527**	**2,000,095**	**1.84**	**1.08**	**1.34**
Puerto Rico	114	47%	128	53%	0	0%	242	1,356	12,405	8.41	1.03	1.76

Sources: FARS 2020 ARF; VMT – FHWA
Note: Some States contain high proportions of unknown land use; many of these will be resolved when the file is finalized.

Fatality Analysis Reporting System

FARS contains data on every fatal motor vehicle traffic crash within the 50 States, the District of Columbia, and Puerto Rico. To be included in FARS, a traffic crash must involve a motor vehicle traveling on a public trafficway that results 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 the following year to the final version 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. More information on FARS can be found at www.nhtsa.gov/crash-data-systems/fatality-analysis-reporting-system.

The updated final counts for the previous data year will be reflected with the release of the recent year's ARF. For example, along with the release of the 2020 ARF, the 2019 Final File was released to replace the 2019 ARF. The final fatality count in motor vehicle traffic crashes for 2019 was 36,355, which was updated from 36,096 in the 2019 ARF. The number of rural fatalities from the 2019 Final file was 16,288, which was updated from 16,340 from the 2019 ARF and the number of urban fatalities from the 2019 Final file was 19,946, which was updated from 19,595 from the 2019 ARF.

The 2017 and 2018 Final Files have been amended, but this amendment did not change the overall number of fatal crashes or fatalities.

The suggested APA format citation for this document is:

National Center for Statistics and Analysis. (2022, July). *Rural/urban comparison of traffic fatalities: 2020 data* (Traffic Safety Facts. Report No. DOT HS 813 336). National Highway Traffic Safety Administration.

For More Information:

Motor vehicle traffic crash data are available from the National Center for Statistics and Analysis (NCSA), NSA-230. NCSA can be contacted at NCSARequests@dot.gov or 800-934-8517. NCSA programs can be found at www.nhtsa.gov/data. To report a motor vehicle safety-related problem or to inquire about safety information, contact the Vehicle Safety Hotline at 888-327-4236 or www-odi.nhtsa.dot.gov/VehicleComplaint/.

The following data tools and resources can be found at https://cdan.nhtsa.gov/.

- Fatal Motor Vehicle Crash Data Visualizations
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Crash Viewer
- Product Information Catalog and Vehicle Listing (vPIC)
- FARS, NASS GES, CRSS, NASS Crashworthiness Data System (CDS), and Crash Investigation Sampling System (CISS) data can be downloaded for further analysis.

Other fact sheets available from NCSA:

- 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
- Young Driver

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 Traffic Safety Facts annual report can be found at https://crashstats.nhtsa.dot.gov/.

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