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

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Rural/Urban Traffic Fatalities

In this fact sheet for 2022 the information is presented as follows.

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] This fact sheet provides rural or urban classification of the segment of the trafficway on which the crash occurred based on the FHWA-approved, adjusted Census boundaries.

Key Findings

- Of the 42,514 motor vehicle traffic fatalities in 2022, there were 17,283 (41%) that occurred in rural areas, 25,023 (59%) in urban areas, and 208 (less than 1%) in areas that were not reported as rural or urban.
- In 2022, traffic fatalities in rural areas decreased slightly from 17,339 in 2021 to 17,283, and in urban areas decreased by 3 percent from 25,749 in 2021 to 25,023.
- According to the Census Bureau's 2022 American Community Survey, an estimated 20 percent of the U.S. population lived in rural areas, and according to the FHWA, 32 percent of the total vehicle miles traveled (VMT) in 2022 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2022.
- In 2022 the fatality rate per 100 million VMT was 1.5 times higher (the smallest in recent times) in rural areas than in urban areas (1.68 versus 1.15).
- About two-thirds (64%) of fatalities in rural areas (11,108 of 17,283) were in roadway-departure crashes compared to 37 percent (9,329 of 25,023) in urban areas.
- In 2022, of the 17,283 rural traffic fatalities, 4,805 (28%) were killed in speeding-related crashes. Of the 25,023 urban traffic fatalities, 7,319 (29%) were killed in speeding-related crashes.
- Rural alcohol-impaired-driving fatalities increased by 1.9 percent from 5,257 in 2021 to 5,355 in 2022 and urban alcohol-impaired-driving fatalities decreased by 2.5 percent from 8,318 in 2021 to 8,110 in 2022.

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

- The proportions of alcohol-impaired-driving fatalities in rural areas increased from 30 percent in 2021 to 31 percent in 2022 and in urban areas remained the same as in 2021 at 32 percent.
- The 2022 National Occupant Protection Use Survey (NOPUS) observed that the daytime seat belt use rate among front-seat passenger vehicle occupants in urban areas was 92.0 percent, and rural occupants were observed to have a use rate of 90.8 percent.
- Based on known restraint use in fatal traffic crashes, 51 percent of rural passenger vehicle occupants killed in 2022 were unrestrained as compared to 48 percent of urban passenger vehicle occupants killed.

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.

Due to a vehicle classification change, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. Refer to the end of this publication for more information on Product Information Catalog and Vehicle Listing (vPIC).

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport that originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occurred on private property not regularly used by the public for transport, including some parts of parking lots and driveways, are excluded. The terms “motor vehicle traffic crash” and “traffic crash” are used interchangeably in this document.

Overview

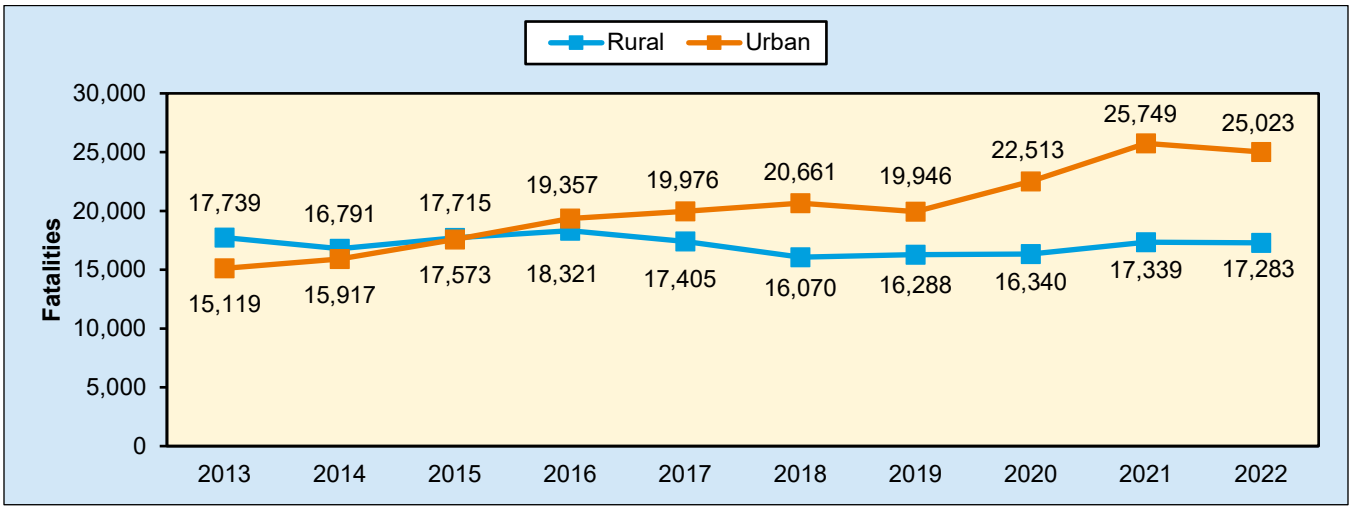
In 2022:

- There were 15,541 (40%) fatal traffic crashes in rural areas resulting in 17,283 (41%) traffic fatalities.
- There were 23,482 (60%) fatal traffic crashes in urban areas resulting in 25,023 (59%) traffic fatalities.
- The remaining 198 (1%) fatal traffic crashes resulting in 208 (< 1%) traffic fatalities occurred in areas where there was not enough information to determine if the crashes were in rural or urban areas.
- Traffic fatalities in rural areas decreased slightly from 17,339 in 2021 to 17,283 in 2022, and in urban areas decreased by 3 percent from 25,749 in 2021 to 25,023 in 2022.
- According to the Census Bureau’s 2022 American Community Survey, an estimated 20 percent of the U.S. population lived in rural areas, and according to FHWA 32 percent of the total VMT in 2022 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2022.

Figure 1 presents the traffic fatality trends in the most recent 10-year period, 2013 to 2022, by rural/urban classification:

- Rural fatalities decreased by 3 percent from 17,739 in 2013 to 17,283 in 2022.
- Urban fatalities increased by 66 percent from 15,119 in 2013 to 25,023 in 2022.

Figure 1. Fatalities in Traffic Crashes, by Rural/Urban Classification, 2013–2022

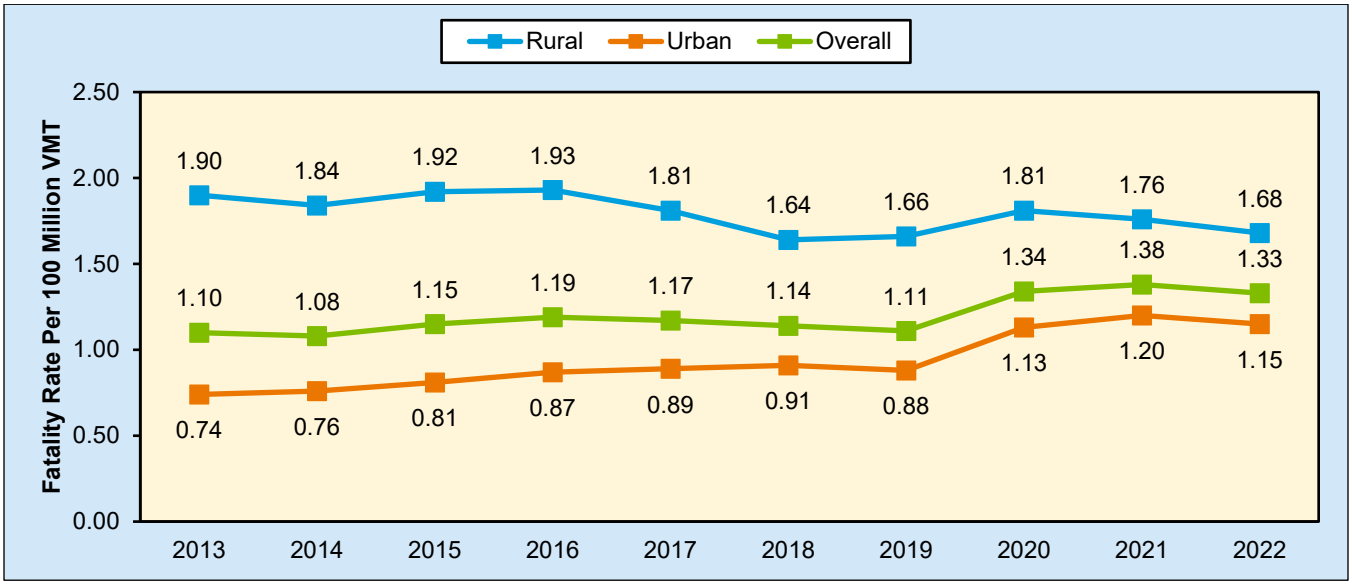


Source: FARS 2013–2021 Final File, 2022 Annual Report File (ARF)
Note: Excludes fatalities in areas that were not reported as rural or urban.

Figure 2 presents the fatality rates (rural, urban, and overall) per 100 million VMT for the 10-year period from 2013 to 2022.

- The fatality rate in rural areas decreased by 12 percent from 1.90 in 2013 to 1.68 in 2022.
- The fatality rate in urban areas increased by 55 percent from 0.74 in 2013 to 1.15 in 2022.
- In 2022 the fatality rate was 1.5 times higher in rural areas than in urban areas (1.68 versus 1.15). This is the closest the rates have been in the 10-year period from 2013 to 2022.

Figure 2. Fatality Rates per 100 Million VMT in Traffic Crashes, by Rural/Urban Classification, 2013–2022



Sources: FARS 2013-2021 Final File, 2022 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 17,283 rural traffic fatalities in 2022, there were 9,328 (54%) that occurred during the day, 7,778 (45%) occurred at night, and 177 (1%) occurred at unknown times.
- Of the 25,023 urban traffic fatalities in 2022, there were 9,849 (39%) that occurred during the day, 15,049 (60%) occurred at night, and 125 (0.5%) occurred at unknown times.

Light Condition

Table 1 shows fatalities in 2022 by light condition and rural/urban classification.

- Of the 17,283 fatalities in rural areas, 9,288 (54%) occurred during daylight and 7,085 (41%) occurred when the light conditions were dark; the remaining 910 (5%) fatalities occurred during dawn, dusk, or other/unknown light conditions.
- Of the 25,023 urban fatalities, 14,124 (56%) occurred when the light conditions were dark, 9,779 (39%) occurred during daylight conditions, and 1,120 (4%) occurred during dawn, dusk, or other/unknown light conditions.
- Of the 7,085 rural fatalities that occurred when light conditions were dark, 6,267 (88%) occurred when there was no lighting. In comparison, of the 14,124 urban fatalities when light conditions were dark, 5,146 (36%) occurred when there was no lighting.

Table 1. Fatalities in Traffic Crashes, by Light Condition and Rural/Urban Classification, 2022

Light Condition	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Daylight	9,288	54%	9,779	39%	108	52%	19,175	45%
Dark	7,085	41%	14,124	56%	52	25%	21,261	50%
Dark – Not Lighted	*6,267*	*36%*	*5,146*	*21%*	*18*	*9%*	*11,431*	*27%*
Dark – Lighted	*603*	*3%*	*8,530*	*34%*	*19*	*9%*	*9,152*	*22%*
Dark – Unknown Lighting	*215*	*1%*	*448*	*2%*	*15*	*7%*	*678*	*2%*
Dawn	349	2%	414	2%	2	1%	765	2%
Dusk	391	2%	583	2%	4	2%	978	2%
Other/Unknown	170	1%	123	0%	42	20%	335	1%
Total	**17,283**	**100%**	**25,023**	**100%**	**208**	**100%**	**42,514**	**100%**

Source: FARS 2022 ARF

Weather Condition

In 2022 in rural areas, 85 percent of the fatalities were in traffic crashes when the weather condition was clear, 6 percent when it was raining, 2 percent when there was snow or sleet, and 7 percent during other/unknown weather conditions. In urban areas 89 percent of fatalities were in traffic crashes when the weather condition was clear, 6 percent when it was raining, 1 percent when there was snow or sleet, and 4 percent during other/unknown weather conditions.

Roadway Departure and Intersection

In 2022 there were 20,514 fatalities in roadway departure crashes, comprising 48 percent of total fatalities. Of these roadway departure fatalities, 54 percent occurred in rural areas and 45 percent in urban areas. As defined by FHWA, roadway departure occurs when a vehicle in the crash crosses an edge line, a centerline, or leaves the

traveled way. About two-thirds (64%) of fatalities in rural areas (11,108 of 17,283) were in roadway-departure crashes compared to 37 percent (9,329 of 25,023) in urban areas.

In 2022 there were 12,036 fatalities in intersection crashes. Of these, 27 percent occurred in rural areas and 73 percent in urban areas. Intersection crashes, as defined by the FHWA, include crashes at intersection, intersection-related, driveway access, and driveway-access-related areas.

Table 2. Roadway Departure and Intersection Fatalities in Traffic Crashes, by Rural/Urban Classification, 2022

	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Roadway Departure*	11,108	54%	9,329	45%	77	0%	20,514	100%
Intersection**	3,216	27%	8,786	73%	34	0%	12,036	100%

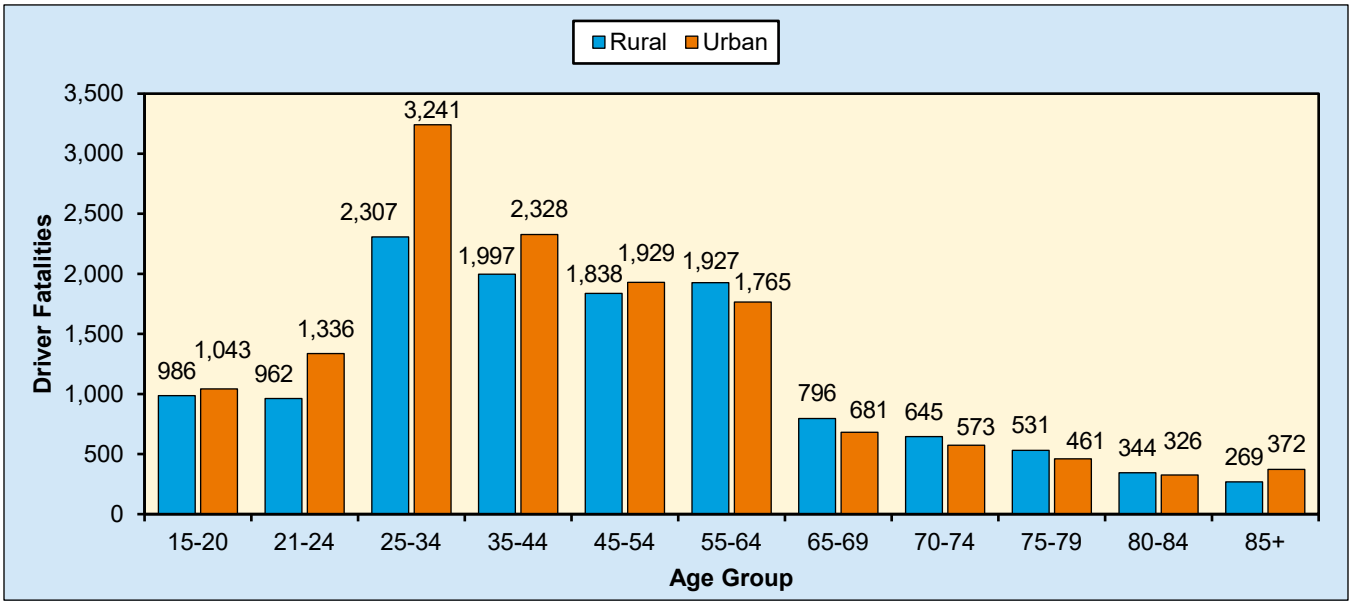
Source: FARS 2022 ARF
*Roadway departure as defined by FHWA: A crash in which a vehicle crosses an edge line, a centerline, or leaves the traveled way.
**Intersection as defined by the FHWA: Intersection or intersection-related; driveway access or driveway-access-related.

Drivers

Figure 3 shows drivers killed in traffic crashes in 2022 by rural/urban classification and age group. Driver fatalities in 2022 were higher in urban areas for the 15-to-20, 21-to-24, 25-to-34, 35-to-44, 45-to-54, and 85+ age groups, whereas driver fatalities in rural areas were higher for the 55-to-64, 65-to-69, 70-to-74, 75-to-79, and 80-to-84 age groups. Drivers involved in fatal traffic crashes in 2022 in rural areas were found to have a higher percentage of valid driver licenses than urban drivers (85% versus 79%).

There were 26,842 drivers killed in traffic crashes in 2022. Of these drivers, 15,889 (59%) died at the scenes of the crashes. Sixty-eight percent of drivers killed in rural areas died at the scenes of crashes, compared to 52 percent of drivers killed in urban areas. Data also shows that 38 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, 51 percent were in rural areas and 49 percent were in urban areas.

Figure 3. Driver Fatalities in Traffic Crashes, by Rural/Urban Classification and Age Group, 2022



Source: FARS 2022 ARF
Note: Excludes driver fatalities in areas that were not reported as rural or urban and drivers under 15 years old.

Speeding

NHTSA considers a traffic 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.

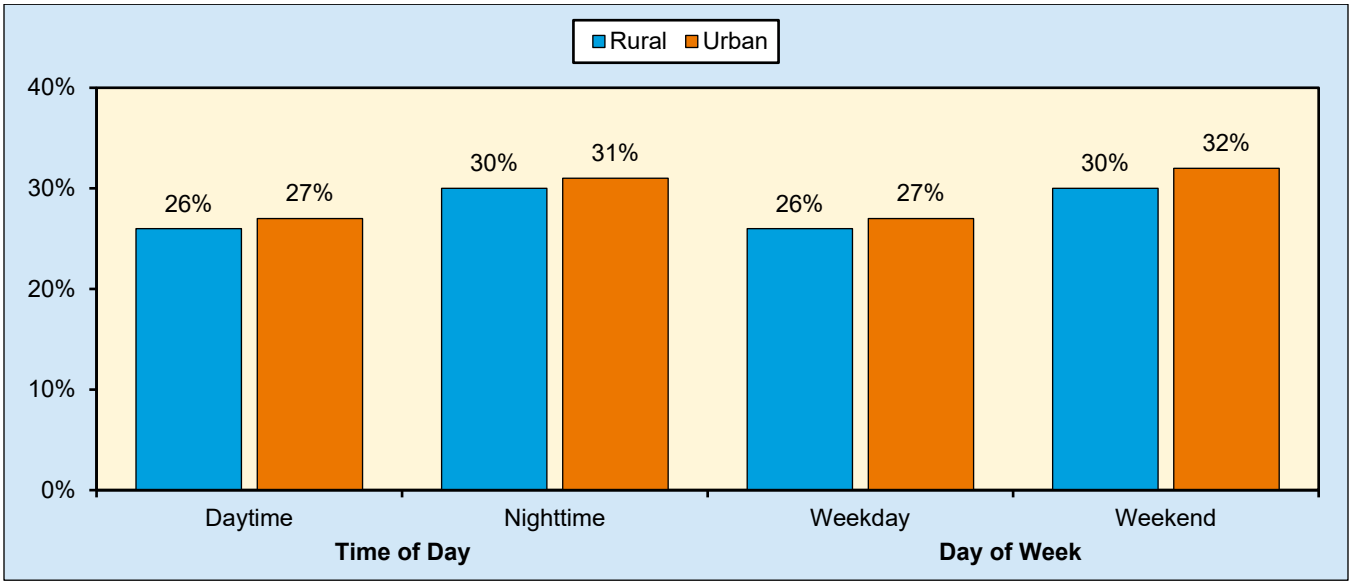
In 2022:

- Of the 42,514 traffic fatalities, 12,151 (29%) were killed in speeding-related crashes.
- Of the 17,283 rural traffic fatalities, 4,805 (28%) were killed in speeding-related crashes.
- Of the 25,023 urban traffic fatalities, 7,319 (29%) were killed in speeding-related crashes.

Figure 4 shows the rural and urban percentages of speeding-related fatalities in traffic crashes in 2022 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, 30 percent were speeding-related in rural areas compared to 31 percent in urban areas.
- Of the fatalities in crashes during weekends, 30 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 Rural/Urban Classification, Time of Day, and Day of Week, 2022



Source: FARS 2022 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 traffic crashes in 2022 were on roadways where the posted speed limits were 50 mph or less. In rural fatal traffic crashes, 72 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, 24 percent of the drivers involved in fatal traffic 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, 17 percent of the drivers in fatal traffic crashes in rural areas as well as urban areas were speeding.

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 traffic 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 rural/urban classification.

- Alcohol-impaired-driving fatalities decreased by 0.7 percent from 13,617 in 2021 to 13,524 in 2022. In rural areas, alcohol-impaired-driving fatalities increased by 1.9 percent from 5,257 in 2021 to 5,355 in 2022 and in urban areas decreased by 2.5 percent from 8,318 in 2021 to 8,110 in 2022.
- The proportion of alcohol-impaired-driving fatalities in rural areas in 2022 remained the same as in 2013 at 31 percent, and in urban areas increased from 31 percent in 2013 to 32 percent in 2022.
- When compared to 2021, the proportions of alcohol-impaired-driving fatalities in rural areas increased from 30 percent in 2021 to 31 percent in 2022 and in urban areas remained the same as in 2021 at 32 percent.
- Of the 13,524 alcohol-impaired-driving fatalities in 2022, there were 5,355 (40%) that occurred in rural areas, 8,110 (60%) that occurred in urban areas, and 59 (< 0.5%) occurred in areas that were not reported as rural or urban.
- Alcohol-impaired-driving fatalities increased by 34 percent from 10,084 in 2013 to 13,524 in 2022.
  - Rural alcohol-impaired-driving fatalities decreased by 2 percent from 5,457 in 2013 to 5,355 in 2022.
  - Urban alcohol-impaired-driving fatalities increased by 76 percent from 4,615 in 2013 to 8,110 in 2022.

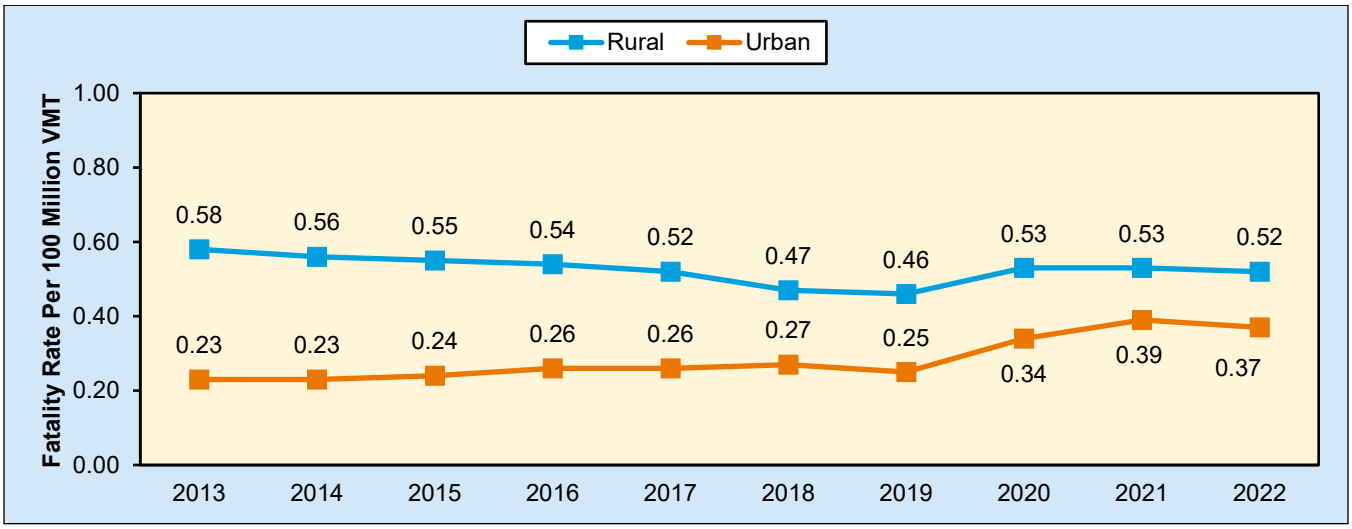
Table 3. Total Fatalities and Alcohol-Impaired-Driving Fatalities in Traffic Crashes, by Rural/Urban Classification, 2013 and 2022

Rural/Urban Classification	2013			2022		
	Total Fatalities	Alcohol-Impaired-Driving Fatalities (BAC=.08+ g/dL)		Total Fatalities	Alcohol-Impaired-Driving Fatalities (BAC=.08+ g/dL)	
		Number	Percent		Number	Percent
Rural	17,739	5,457	31%	17,283	5,355	31%
Urban	15,119	4,615	31%	25,023	8,110	32%
Total*	**32,893**	**10,084**	**31%**	**42,514**	**13,524**	**32%**

Source: FARS 2013 Final File, 2022 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.
*Includes fatalities in areas that were not reported as rural or urban.

Figure 5 shows alcohol-impaired-driving fatality rates per 100 million VMT from 2013 to 2022. In rural areas the alcohol-impaired-driving fatality rate in 2022 decreased from 0.58 in 2013 to 0.52 in 2022, but in urban areas the alcohol-impaired-driving fatality rate increased from 0.23 in 2013 to 0.37 in 2022. The alcohol-impaired-driving fatality rate in rural areas decreased from 0.53 in 2021 to 0.52 in 2022, and in urban areas decreased from 0.39 in 2021 to 0.37 in 2022.

Figure 5. Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT in Traffic Crashes, by Rural/Urban Classification, 2013–2022



Sources: FARS 2013-2021 Final File, 2022 ARF; VMT – FHWA
Note: NHTSA estimates BACs when alcohol test results are unknown.

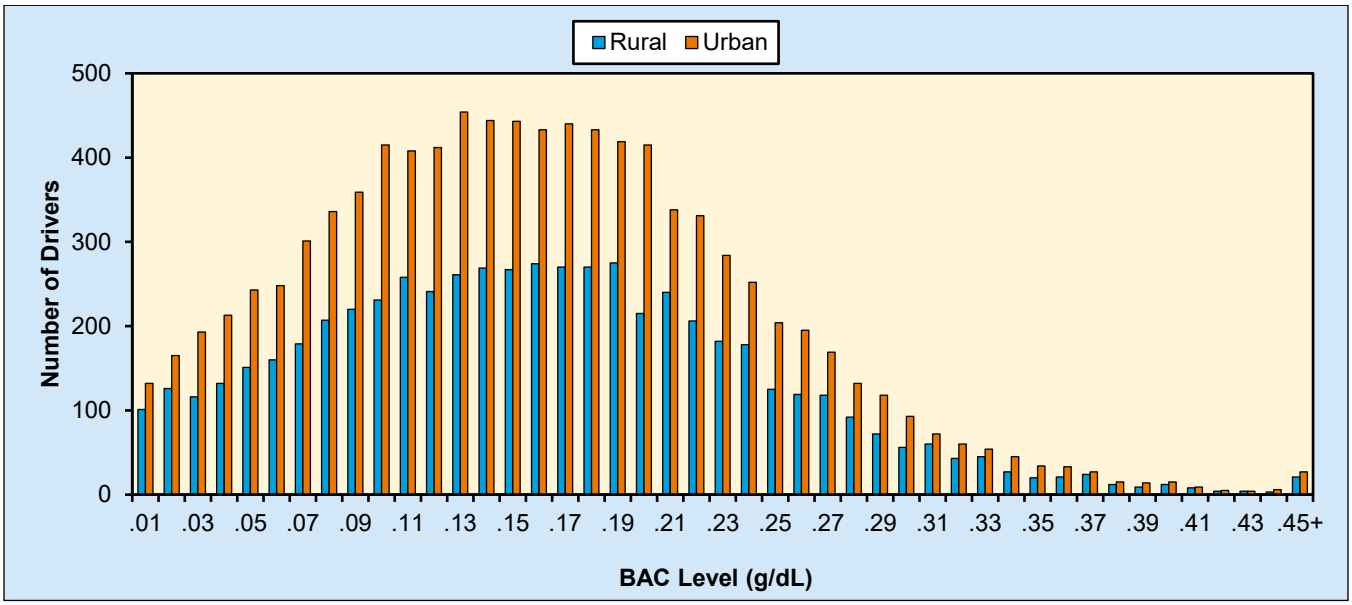
Of the 60,048 drivers involved in fatal traffic crashes in 2022, there were 12,955 (22%) who were alcohol-impaired. Of these alcohol-impaired drivers, 4,956 (38%) were driving in rural areas at the time of the crashes, 7,942 (61%) were driving in urban areas and 57 (< 0.5%) were driving in areas that were not reported as rural or urban.

The highest percentages of alcohol-impaired drivers involved in fatal traffic crashes by age group in 2022 were in the 21-to-24 age group (29%), followed by the 25-to-34 age group (28%) and the 35-to-44 age group (24%). In rural areas the highest percentages of alcohol-impaired drivers were in the 21-to-24 age group (30%), followed by the 25-to-34 age group (27%) and the 35-to-44 age group (24%). Among urban alcohol-impaired drivers the highest percentages were in the 21-to-24 age group (29%), followed by and 25-to-34 age group (28%) and the 35-to-44 age group (24%).

Among drivers involved in fatal traffic crashes in 2022 who had one or more previous convictions for driving while intoxicated, 49 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 traffic crashes in rural areas was .19 g/dL and in urban areas was .13 g/dL. The median BAC for drivers with BACs of .01 g/dL or higher in rural areas was .16 g/dL and in urban areas was .15 g/dL.

Figure 6. Distribution of BACs for Drivers With BACs of .01 g/dL or Higher Involved in Fatal Traffic Crashes, by Rural/Urban Classification, 2022



Source: FARS 2022 ARF
Note: NHTSA estimates BACs when alcohol test results are unknown.

Of all drivers involved in fatal crashes in 2022, in rural areas the proportion of alcohol-impaired drivers (BAC=.08+ g/dL) was highest for motorcycle operators (28%), followed by drivers of passenger cars (25%), pickups (24%), SUVs (20%), vans (13%), and large trucks (3%). In urban areas the proportion of alcohol-impaired drivers was highest among motorcycle operators (28%), followed by drivers of pickups (25%), passenger cars (24%), SUVs (20%), vans (14%), and large trucks (3%).

Table 4. Total Drivers and Alcohol-Impaired Drivers Involved in Fatal Traffic Crashes, by Vehicle Type and Rural/Urban Classification, 2022

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	6,580	1,673	25%	13,279	3,230	24%	19,889	4,911	25%
Light Truck**	10,774	2,330	22%	14,748	3,056	21%	25,613	5,406	21%
– Pickup	*4,785*	*1,172*	*24%*	*4,734*	*1,164*	*25%*	*9,554*	*2,343*	*25%*
– SUV	*5,177*	*1,055*	*20%*	*8,786*	*1,725*	*20%*	*14,014*	*2,791*	*20%*
– Van	*804*	*103*	*13%*	*1,221*	*166*	*14%*	*2,030*	*270*	*13%*
Large Truck	3,198	96	3%	2,554	67	3%	5,760	163	3%
Motorcycle	2,170	618	28%	4,166	1,185	28%	6,349	1,808	28%
Total* **	**23,548**	**4,956**	**21%**	**36,288**	**7,942**	**22%**	**60,048**	**12,955**	**22%**

Source: FARS 2022 ARF
*Includes drivers involved in areas that were not reported as rural or urban.
**Includes other/unknown light-truck vehicle types.
***Includes buses and other/unknown vehicle types.
Note: NHTSA estimates BACs when alcohol test results are unknown.

Restraint Use

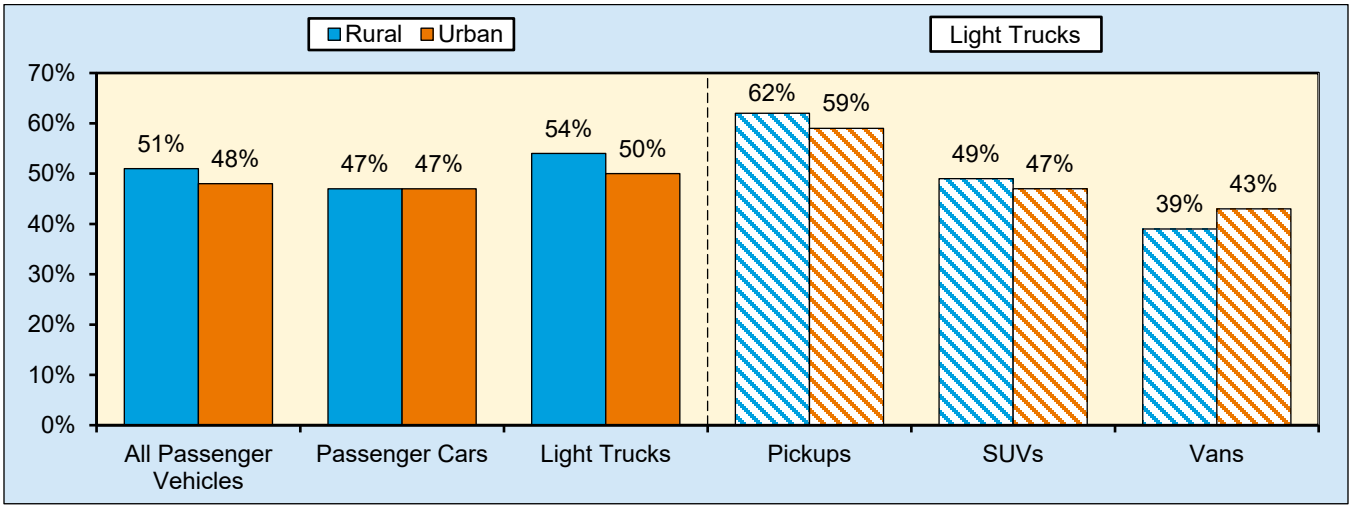
The 2022 NOPUS observed that the seat belt use rate among front-seat passenger vehicle (defined as passenger cars and light trucks) occupants in urban areas was 92.0 percent, and rural occupants were observed to have a use rate of 90.8 percent (see the NHTSA Research Note, Seat Belt Use in 2022 – Overall Results, Report No. DOT HS 813 407, at https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813407).

Of the 25,420 passenger vehicle occupants killed in traffic crashes in 2022, 49 percent (12,486) were in rural areas and 51 percent (12,865) were in urban areas. Figure 7 presents the 2022 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 2022 (based on known restraint use):

- Fifty-one percent of passenger vehicle occupants killed in rural areas were unrestrained compared to 48 percent of the passenger vehicle occupants killed in urban areas.
- Sixty-two percent of pickup occupants killed in rural areas were unrestrained compared to 59 percent in urban areas – the highest percentage of any passenger vehicle occupants killed among both rural and urban areas.

Figure 7. Percentages of Unrestrained* Passenger Vehicle Occupant Fatalities in Traffic Crashes, by Rural/Urban Classification and Vehicle Type, 2022



Source: FARS 2022 ARF
*Based on known restraint use.

Rollover

Of the 12,486 passenger vehicle occupants killed in rural areas in 2022, there were 4,347 (35%) killed in vehicles that rolled over. Of the 12,865 passenger vehicle occupants killed in urban areas, 2,936 (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 66 percent of passenger vehicle occupants in urban areas were unrestrained (based on known restraint use).

SUVs and pickups in rural fatal traffic crashes in 2022 experienced the highest rollover percentage at 29 percent each. Other rural rollover percentages were 21 percent for passenger cars and 17 percent each for vans and large trucks. In urban areas, vehicles experienced lower rollover percentages: 13 percent each for pickups and SUVs, 9 percent each for passenger cars and vans, and 8 percent for large trucks.

Of the vehicles involved in 2022 in single-vehicle fatal traffic crashes, 49 percent of the vehicles in rural areas and 18 percent in urban areas rolled over, whereas in multi-vehicle fatal traffic 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 2022:

- Of the 7,522 pedestrians killed in motor vehicle traffic crashes, 1,139 (15%) died in rural areas, 6,323 (84%) died in urban areas, and 60 (1%) died in areas that were not reported as rural or urban.
- Of the 1,105 pedalcyclists killed in motor vehicle traffic crashes, 191 (17%) died in rural areas, 907 (82%) died in urban areas, and 7 (1%) died in areas that were not reported as rural or urban.

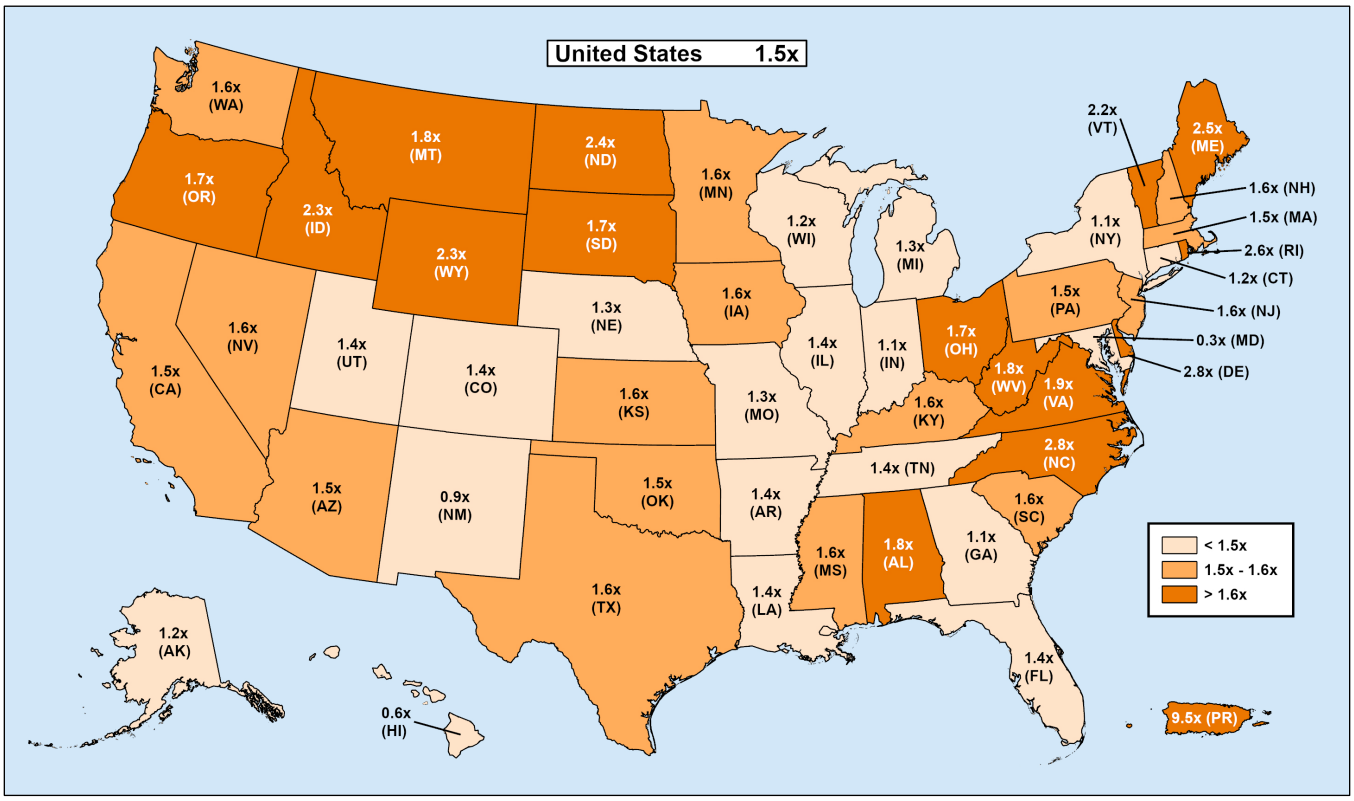
State

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 2022. Puerto Rico is included in this table, but not included in the overall U.S. total. In 2022, fatality rates per 100 million VMT among States (excluding the District of Columbia and Puerto Rico) in rural areas ranged from 0.30 in Maryland to 3.09 in Delaware, and in urban areas ranged from 0.55 in North Dakota to 1.88 in New Mexico.

In 2022 the rural fatality rate per 100 million VMT was 1.5 times higher in rural areas compared to urban areas (1.68 and 1.15, 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 2.8 times in North Carolina to a low of 0.3 times in Maryland. The District of Columbia does not have any rural area, hence is not shown in Figure 8.

Figure 8. Ratio of Rural to Urban Fatality Rate per 100 Million VMT in Traffic Crashes, by State, 2022



Sources: FARS 2022 ARF; VMT – FHWA

Table 5. Fatalities in Traffic Crashes, VMT, and Fatality Rate per 100 Million VMT, by State and Rural/Urban Classification, 2022

State	Rural/Urban Classification						Total Fatalities	VMT (millions)		Fatality Rate Per 100 Million VMT		
	Rural		Urban		Unknown							
	Number	Percent	Number	Percent	Number	Percent	Number	Rural	Urban	Rural	Urban	Total
Alabama	549	56%	438	44%	1	0%	988	29,141	42,490	1.88	1.03	1.38
Alaska	39	48%	41	50%	2	2%	82	2,406	3,072	1.62	1.33	1.50
Arizona	400	31%	849	65%	53	4%	1,302	17,900	58,259	2.23	1.46	1.71
Arkansas	359	56%	284	44%	0	0%	643	18,489	20,042	1.94	1.42	1.67
California	1,166	26%	3,252	73%	10	0%	4,428	60,267	254,977	1.93	1.28	1.40
Colorado	299	39%	463	61%	2	0%	764	16,814	37,121	1.78	1.25	1.42
Connecticut	42	12%	313	87%	4	1%	359	3,008	26,659	1.40	1.17	1.21
Delaware	81	50%	81	50%	0	0%	162	2,623	7,249	3.09	1.12	1.64
Dist of Columbia	0	0%	32	100%	0	0%	32	0	3,421	0.00	0.94	0.94
Florida	809	23%	2,709	77%	12	0%	3,530	40,044	187,713	2.02	1.44	1.55
Georgia	637	35%	1,159	64%	1	0%	1,797	43,545	85,326	1.46	1.36	1.39
Hawaii	14	12%	101	87%	1	1%	116	1,824	8,465	0.77	1.19	1.13
Idaho	164	76%	51	24%	0	0%	215	11,067	8,090	1.48	0.63	1.12
Illinois	388	31%	872	69%	8	1%	1,268	25,020	78,732	1.55	1.11	1.22
Indiana	569	60%	379	40%	1	0%	949	55,267	40,417	1.03	0.94	0.99
Iowa	236	70%	100	30%	2	1%	338	19,747	12,965	1.20	0.77	1.03
Kansas	245	60%	164	40%	1	0%	410	15,145	16,189	1.62	1.01	1.31
Kentucky	487	65%	256	34%	1	0%	744	26,038	22,009	1.87	1.16	1.55
Louisiana	402	44%	490	54%	14	2%	906	21,293	35,221	1.89	1.39	1.60
Maine	153	84%	27	15%	2	1%	182	10,165	4,487	1.51	0.60	1.24
Maryland	31	5%	526	93%	7	1%	564	10,321	46,425	0.30	1.13	0.99
Massachusetts	30	7%	400	92%	4	1%	434	2,777	54,172	1.08	0.74	0.76
Michigan	425	38%	690	61%	9	1%	1,124	30,502	65,399	1.39	1.06	1.17
Minnesota	235	53%	206	46%	3	1%	444	24,036	33,435	0.98	0.62	0.77
Mississippi	470	67%	205	29%	28	4%	703	23,648	16,304	1.99	1.26	1.76
Missouri	550	52%	504	48%	3	0%	1,057	36,269	43,161	1.52	1.17	1.33
Montana	168	79%	43	20%	2	1%	213	9,314	4,199	1.80	1.02	1.58
Nebraska	149	61%	95	39%	0	0%	244	11,630	9,640	1.28	0.99	1.15
Nevada	125	30%	291	70%	0	0%	416	5,927	21,720	2.11	1.34	1.50
New Hampshire	77	53%	69	47%	0	0%	146	5,484	7,796	1.40	0.89	1.10
New Jersey	67	10%	613	89%	5	1%	685	4,756	70,532	1.41	0.87	0.91
New Mexico	264	57%	202	43%	0	0%	466	16,097	10,734	1.64	1.88	1.74
New York	278	24%	895	76%	2	0%	1,175	24,613	90,769	1.13	0.99	1.02
North Carolina	966	59%	664	41%	0	0%	1,630	41,033	78,348	2.35	0.85	1.37
North Dakota	82	84%	16	16%	0	0%	98	6,285	2,895	1.30	0.55	1.07
Ohio	546	43%	721	57%	8	1%	1,275	33,985	76,593	1.61	0.94	1.15
Oklahoma	422	59%	288	41%	0	0%	710	21,946	22,619	1.92	1.27	1.59
Oregon	322	54%	279	46%	0	0%	601	14,604	21,972	2.20	1.27	1.64
Pennsylvania	487	41%	689	58%	3	0%	1,179	32,509	67,403	1.50	1.02	1.18
Rhode Island	13	25%	38	73%	1	2%	52	886	6,645	1.47	0.57	0.69
South Carolina	615	56%	479	44%	0	0%	1,094	26,421	32,568	2.33	1.47	1.85
South Dakota	109	80%	28	20%	0	0%	137	7,126	3,044	1.53	0.92	1.35
Tennessee	535	41%	779	59%	0	0%	1,314	26,901	56,318	1.99	1.38	1.58
Texas	1,679	38%	2,723	62%	6	0%	4,408	79,325	211,566	2.12	1.29	1.52
Utah	113	35%	206	65%	0	0%	319	9,862	24,474	1.15	0.84	0.93
Vermont	64	84%	12	16%	0	0%	76	5,062	2,066	1.26	0.58	1.07
Virginia	511	51%	494	49%	3	0%	1,008	29,109	52,974	1.76	0.93	1.23
Washington	293	40%	434	59%	6	1%	733	16,965	41,518	1.73	1.05	1.25
West Virginia	174	66%	89	34%	1	0%	264	7,988	7,325	2.18	1.22	1.72
Wisconsin	330	55%	265	44%	1	0%	596	33,811	32,356	0.98	0.82	0.90
Wyoming	114	85%	19	14%	1	1%	134	6,717	2,607	1.70	0.73	1.44
U.S. Total	**17,283**	**41%**	**25,023**	**59%**	**208**	**0%**	**42,514**	**1,025,711**	**2,170,481**	**1.68**	**1.15**	**1.33**
Puerto Rico	141	52%	130	48%	0	0%	271	1,530	13,399	9.22	0.97	1.82

Sources: FARS 2022 ARF; VMT – FHWA

Note: Some States contain high proportions of unknown for rural/urban classification; 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 trafficway customarily open to the public 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 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 2022 ARF, the 2021 Final File was released to replace the 2021 ARF. The final fatality count in motor vehicle traffic crashes for 2021 was 43,230, which was updated from 42,939 in the 2021 ARF. The number of rural fatalities from the 2021 Final file was 17,339, which was updated from 17,103 from the 2021 ARF and the number of urban fatalities from the 2021 Final file was 25,749, which was updated from 25,598 from the 2021 ARF.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (e.g., passenger cars, light trucks, large trucks, motorcycles, buses) from FARS used for analysis and data reporting were based on analyst-coded vehicle body type. NHTSA did not have manufacturer authoritative data to assist in vehicle body type coding. NCSA has developed a Product Information Catalog and Vehicle Listing (vPIC) dataset that is being used to decode VINs (Vehicle Identification Numbers) and extract vehicle information. Details of vehicles (make, model, body class, etc.) involved in crashes are obtained from vPIC via VIN-linkage. The VIN-derived information from vPIC uses the manufacturer's classification of body class, which allows for more accurate vehicle type analysis.

The vPIC-based analysis data are available beginning with 2020 FARS data file. Vehicle-related analysis for 2020 and later years are based on vPIC vehicle classification. As a result, the 2020 and later-year vehicle type classifications are not comparable to 2019 and earlier-year vehicle type classifications. This change affects any analysis with a vehicle component to it. More information on vPIC can be found at https://vpic.nhtsa.dot.gov/.

Important Change for Motorized Bicycles

Prior to 2022, motorized bicycles were collected as motor vehicles and classified as motorcycles in FARS, and their operators and passengers were captured as motorists. Beginning in 2022, FARS is no longer collecting motorized bicycles as motor vehicles. Consequently, operators and passengers of motorized bicycles will be captured as pedalcyclists when involved in a motor vehicle traffic crash. Any traffic crash involving only motorized bicycle(s) will no longer be captured in FARS.

The suggested APA format citation for this document is:

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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.nhtsa.gov/report-a-safety-problem.

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

- Fatal Motor Vehicle Traffic Crash Data Visualizations
- Motor Vehicle Traffic Crash Databook
- 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
- Race and Ethnicity
- School-Transportation-Related Traffic Crashes
- Speeding
- State Alcohol-Impaired-Driving Estimates
- State Traffic Data
- Summary of Motor Vehicle Traffic Crashes
- Young Drivers

Detailed data on motor vehicle traffic crashes are published annually in *Traffic Safety Facts: A Compilation of Motor Vehicle Traffic 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