



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



Traffic Safety Facts

2023 Data

DOT HS 813 728

June 2025

Rural/Urban Traffic Fatalities

In this fact sheet for 2023 the information is presented as follows.

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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 those boundaries are described as rural. The State highway departments use the boundaries decided by the Census Bureau.¹ This fact sheet describes rural or urban classification of the trafficway segment where the crash occurred based on FHWA-approved, adjusted Census boundaries.

Key Findings

- Of the 40,901 traffic fatalities in 2023, there were 16,656 (41%) in rural areas, 23,921 (58%) in urban areas, and 324 (1%) in areas not reported as rural or urban.
- In 2023 rural traffic fatalities decreased 4 percent from 17,299 in 2022 to 16,656, and in urban areas decreased 5 percent from 25,292 to 23,921.
- According to the Census Bureau's 2023 American Community Survey, an estimated 20 percent of the U.S. population lived in rural areas, and according to the FHWA, 31 percent of the total vehicle miles traveled (VMT) in 2023 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2023.
- In 2023 the fatality rate per 100 million VMT was 1.5 times higher in rural areas than in urban areas (1.65 versus 1.07).
- About two-thirds (64%) of fatalities in rural areas (10,580 of 16,656) were in roadway-departure crashes compared to 36 percent (8,628 of 23,921) in urban areas.
- In 2023, of the 16,656 rural traffic fatalities, 4,647 people (28%) were killed in speeding-related crashes. Of the 23,921 urban traffic fatalities, 7,067 people (30%) were killed in speeding-related crashes.
- Rural alcohol-impaired-driving fatalities decreased 6.3 percent from 5,324 in 2022 to 4,987 in 2023 and urban alcohol-impaired-driving fatalities decreased 9.1 percent from 8,104 in 2022 to 7,363 in 2023.
- The proportions of alcohol-impaired-driving fatalities in rural areas decreased from 31 percent in 2022 to 30 percent in 2023 and in urban areas decreased from 32 percent in 2022 to 31 percent in 2023.

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

- The 2023 National Occupant Protection Use Survey (NOPUS) observed that the daytime seat belt use rate among front-seat passenger vehicle occupants in urban areas was 92.3 percent, and rural occupants were observed to have a use rate of 91.2 percent.
- Based on known restraint use in fatal traffic crashes, 50 percent of rural passenger vehicle occupants killed in 2023 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.

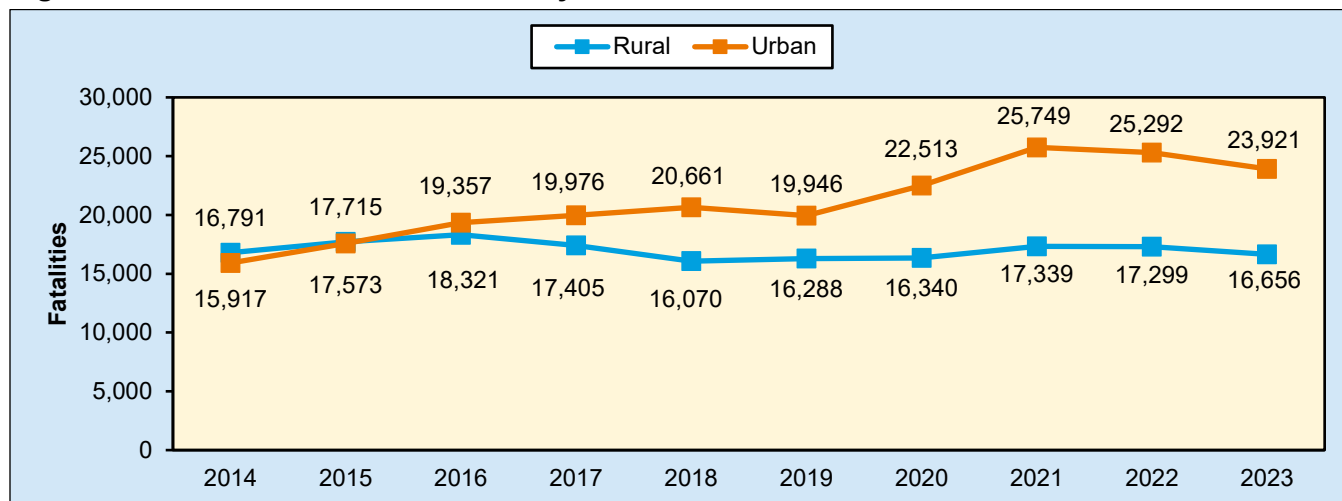
Overview

In 2023:

- There were 14,938 fatal traffic crashes (40%) in rural areas resulting in 16,656 traffic fatalities (41%).
- There were 22,400 fatal traffic crashes (59%) in urban areas resulting in 23,921 traffic fatalities (58%).
- The remaining 316 fatal traffic crashes (1%) resulting in 324 traffic fatalities (1%) occurred in areas where there was not enough information to determine if the crashes were in rural or urban areas.
- Rural traffic fatalities decreased 4 percent from 17,299 in 2022 to 16,656, and in urban areas decreased 5 percent from 25,292 in 2022 to 23,921 in 2023.
- According to the Census Bureau, an estimated 20 percent of the U.S. population lived in rural areas, and according to FHWA 31 percent of the total VMT in 2023 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2023.

Figure 1 presents the traffic fatality trends in the most recent 10-year period, 2014 to 2023, by rural/urban classification:

- Rural fatalities decreased by 1 percent from 16,791 in 2014 to 16,656 in 2023.
- Urban fatalities increased by 50 percent from 15,917 in 2014 to 23,921 in 2023.

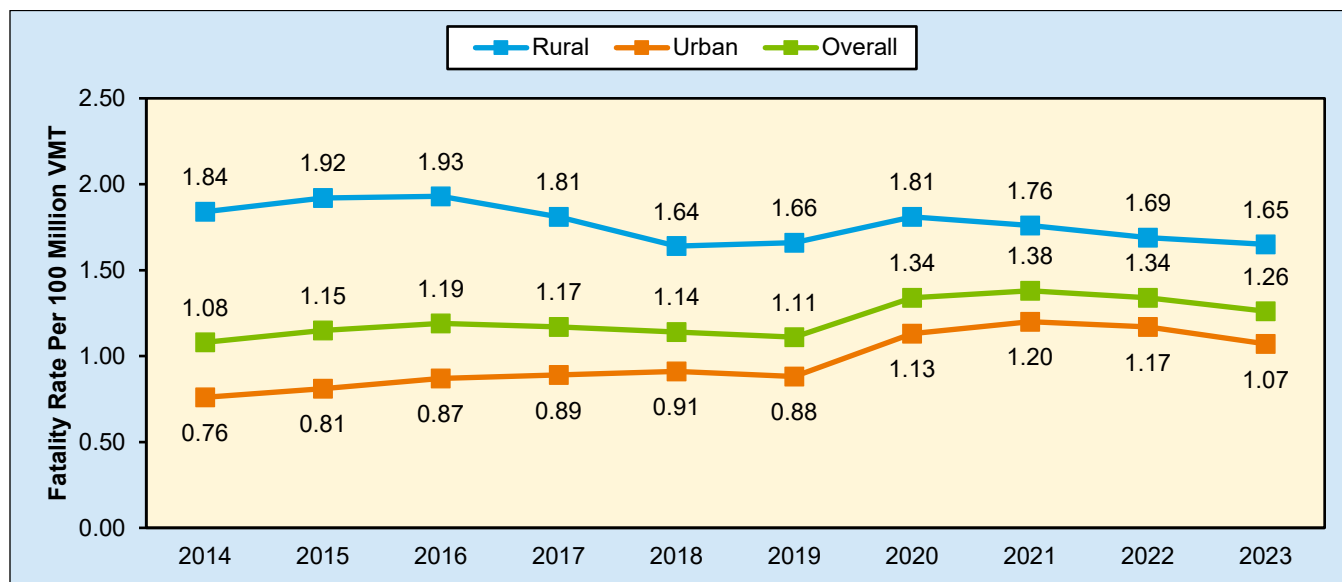
Figure 1. Fatalities in Traffic Crashes, by Rural/Urban Classification, 2014–2023

Source: FARS 2014–2022 Final File, 2023 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 2014 to 2023.

- The fatality rate in rural areas decreased by 10 percent from 1.84 in 2014 to 1.65 in 2023.
- The fatality rate in urban areas increased by 41 percent from 0.76 in 2014 to 1.07 in 2023.
- In 2023 the fatality rate was 1.5 times higher in rural areas than in urban areas (1.65 versus 1.07).

Figure 2. Fatality Rates per 100 Million VMT in Traffic Crashes, by Rural/Urban Classification, 2014–2023

Sources: FARS 2014–2022 Final File, 2023 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 16,656 rural traffic fatalities in 2023, there were 9,005 (54%) that occurred during the day, 7,462 (45%) occurred at night, and 189 (1%) occurred at unknown times.
- Of the 23,921 urban traffic fatalities in 2023, there were 9,345 (39%) that occurred during the day, 14,486 (61%) occurred at night, and 90 (<0.5%) occurred at unknown times.

Light Condition

Table 1 shows fatalities in 2023 by light condition and rural/urban classification.

- Of the 16,656 fatalities in rural areas, 8,940 (54%) occurred during daylight and 6,736 (40%) occurred when the light conditions were dark; the remaining 980 (6%) fatalities occurred during dawn, dusk, or other/unknown lighting.
- Of the 23,921 urban fatalities, 13,573 (57%) occurred in the dark, 9,214 (39%) occurred during daylight, and 1,134 (5%) occurred during dawn, dusk, or other/unknown lighting.
- Of the 6,736 rural fatalities that occurred in the dark, 6,019 (89%) occurred when there was no lighting. In comparison, of the 13,573 urban fatalities when light conditions were dark, 5,079 (37%) occurred when there was no lighting.

Table 1. Fatalities in Traffic Crashes, by Light Condition and Rural/Urban Classification, 2023

Light Condition	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Daylight	8,940	54%	9,214	39%	144	44%	18,298	45%
Dark	6,736	40%	13,573	57%	141	44%	20,450	50%
<i>Dark – Not Lighted</i>	6,019	36%	5,079	21%	67	21%	11,165	27%
<i>Dark – Lighted</i>	580	3%	8,162	34%	63	19%	8,805	22%
<i>Dark – Unknown Lighting</i>	137	1%	332	1%	11	3%	480	1%
Dawn	373	2%	413	2%	5	2%	791	2%
Dusk	454	3%	599	3%	11	3%	1,064	3%
Other/Unknown	153	1%	122	1%	23	7%	298	1%
Total	16,656	100%	23,921	100%	324	100%	40,901	100%

Source: FARS 2023 ARF

Weather Condition

In 2023 of the fatalities in rural traffic crashes, 85 percent occurred when the weather was clear or cloudy, 7 percent when it was raining, 1 percent when there was snow or sleet, and 6 percent during other/unknown weather. In urban areas 88 percent of traffic fatalities occurred when the weather was clear or cloudy, 7 percent when it was raining, 1 percent when there was snow or sleet, and 4 percent during other/unknown weather.

Roadway Departure and Intersection

In 2023 there were 19,328 fatalities in roadway departure crashes, comprising 47 percent of total fatalities. Of these, 55 percent occurred in rural areas and 45 percent in urban areas. As defined by FHWA, roadway departure occurs when a vehicle crosses an edge line, a centerline, or leaves the traveled way. About two-thirds (64%) of fatalities in rural areas (10,580 of 16,656) were in roadway-departure crashes compared to 36 percent (8,628 of 23,921) in urban areas.

In 2023 there were 11,843 fatalities in intersection crashes. Of these, 26 percent were rural and 73 percent were urban. FHWA defines intersection crashes to include crashes at intersections, intersection-related, driveway access, and driveway-access-related areas.

Table 2. Roadway Departure and Intersection Fatalities in Traffic Crashes, by Rural/Urban Classification, 2023

	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Roadway Departure*	10,580	55%	8,628	45%	120	1%	19,328	100%
Intersection**	3,126	26%	8,632	73%	85	1%	11,843	100%

Source: FARS 2023 ARF

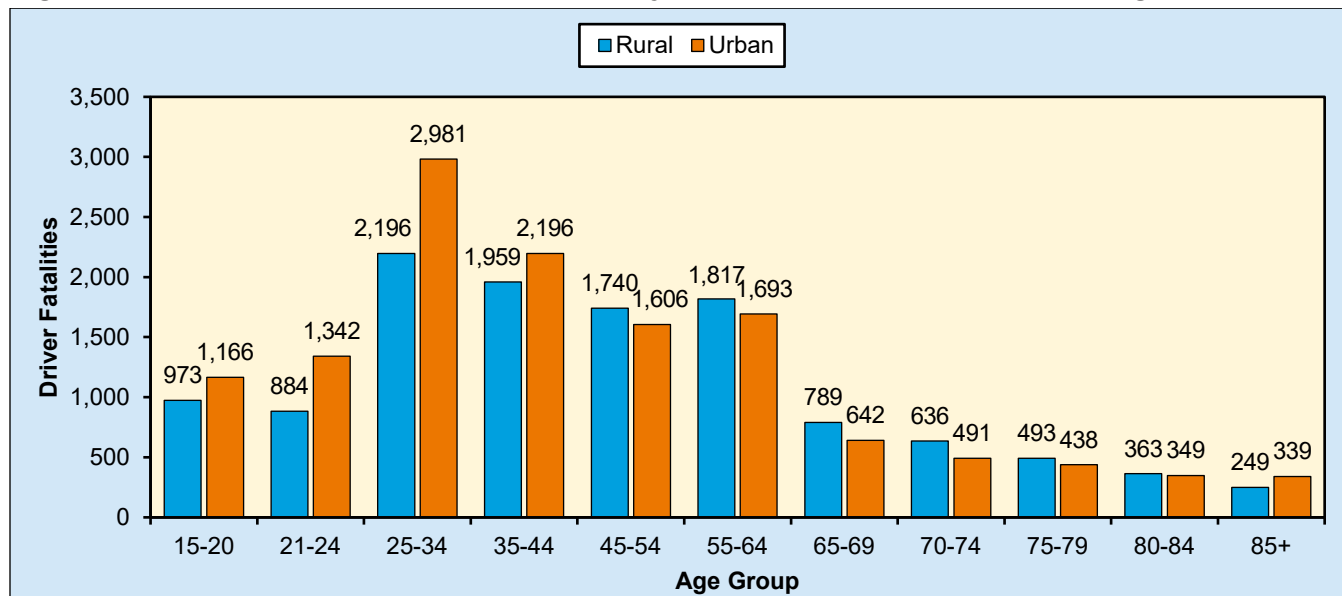
*Roadway departure as defined by FHWA: When a vehicle crosses an edge line, a centerline, or leaves the traveled way.

**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 2023 by rural/urban classification and age group. Driver fatalities in 2023 were higher in urban areas for the 15-to-20, 21-to-24, 25-to-34, 35-to-44, and 85+-age groups, whereas driver fatalities in rural areas were higher for the 45-to-54, 55-to-64, 65-to-69, 70-to-74, 75-to-79, and 80-to-84 age groups. Drivers in rural fatal traffic crashes in 2023 had higher percentages of valid driver licenses than urban drivers (85% versus 80%).

Figure 3. Driver Fatalities in Traffic Crashes, by Rural/Urban Classification and Age Group, 2023



Source: FARS 2023 ARF

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

There were 25,578 drivers killed in traffic crashes in 2023. Of these, 14,908 died at the scenes of the crashes (58%). Sixty-seven percent of drivers killed in rural areas died at the scenes of crashes, 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 them 55 percent were in rural areas and 45 percent were in urban areas.

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.

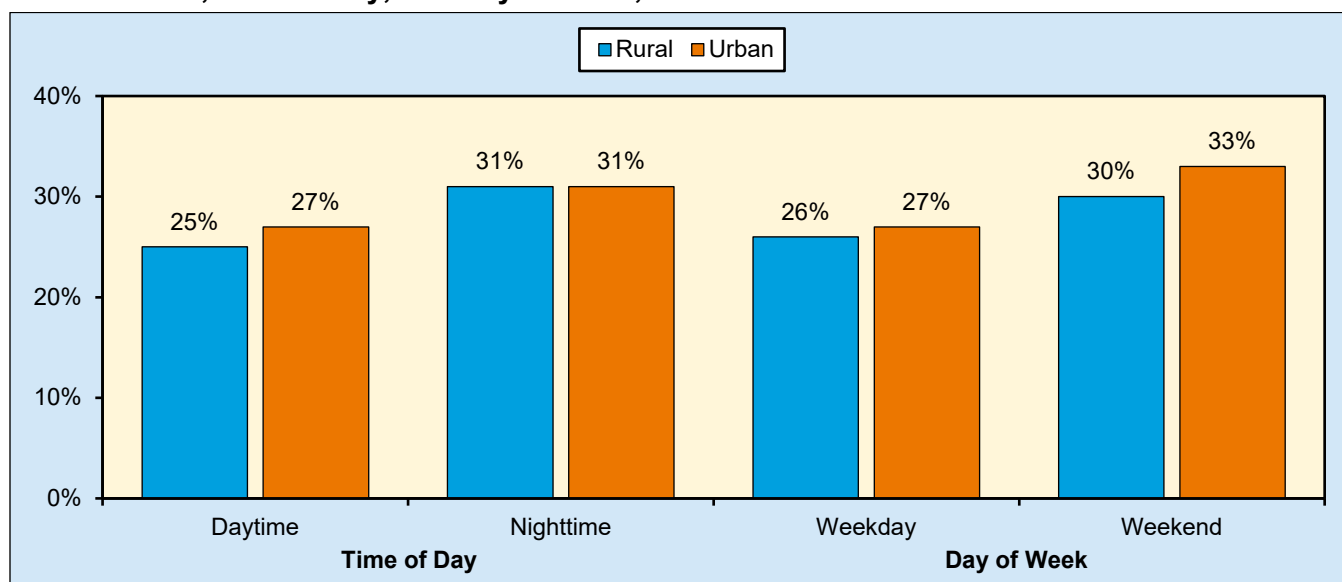
In 2023:

- Of the 40,901 traffic fatalities, 11,775 (29%) were killed in speeding-related crashes.
- Of the 16,656 rural traffic fatalities, 4,647 (28%) were killed in speeding-related crashes.
- Of the 23,921 urban traffic fatalities, 7,067 (30%) were killed in speeding-related crashes.

Figure 4 shows the rural and urban percentages of speeding-related fatalities in traffic crashes in 2023 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 nighttime crash fatalities, 31 percent were speeding-related in both rural and urban areas.
- Of weekend crash fatalities, 30 percent were speeding-related in rural areas compared to 33 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, 2023



Source: FARS 2023 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-seven percent of drivers in urban fatal traffic crashes in 2023 were on roadways with posted speed limits at 50 mph or less. In rural fatal traffic crashes, 72 percent of drivers were on roadways with 55 mph or higher posted speed limits. On rural roadways with posted speed limit 50 mph or less, 25 percent of drivers in fatal traffic crashes were speeding compared to 20 percent of drivers in urban areas. On roadways with 55 mph or above speed limits, 16 percent of drivers in fatal traffic crashes in rural areas were speeding compared to 17 percent of drivers in urban areas.

Alcohol

Drivers are alcohol-impaired when their blood alcohol concentrations (BACs) are .08 grams per deciliter (g/dL) or higher. Thus, any fatality in a traffic crash with a driver with a BAC of .08 g/dL or higher is an alcohol-impaired-driving fatality. Table 3 shows the traffic fatalities and alcohol-impaired-driving fatalities by rural/urban classification.

- Alcohol-impaired-driving fatalities decreased 7.6 percent from 13,458 in 2022 to 12,429 in 2023. Rural alcohol-impaired-driving fatalities decreased 6.3 percent from 5,324 in 2022 to 4,987 in 2023 and in urban areas decreased 9.1 percent from 8,104 in 2022 to 7,363 in 2023.
- The proportion of rural alcohol-impaired-driving fatalities decreased from 31 percent in 2014 to 30 percent in 2023, and urban fatalities increased from 30 percent in 2014 to 31 percent in 2023.
- The proportions of rural alcohol-impaired-driving fatalities decreased from 31 percent in 2022 to 30 percent in 2023 and urban fatalities decreased from 32 percent in 2022 to 31 percent in 2023.
- Of the 12,429 alcohol-impaired-driving fatalities in 2023, there were 4,987 (40%) were rural, 7,363 (59%) were urban, and 80 (1%) were not reported as rural or urban.
- Alcohol-impaired-driving fatalities increased 25 percent from 9,943 in 2014 to 12,429 in 2023.
 - Rural alcohol-impaired-driving fatalities decreased 3 percent from 5,139 in 2014 to 4,987 in 2023.
 - Urban alcohol-impaired-driving fatalities increased 54 percent from 4,792 in 2014 to 7,363 in 2023.

Table 3. Total Fatalities and Alcohol-Impaired-Driving Fatalities in Traffic Crashes, by Rural/Urban Classification, 2014 and 2023

Rural/Urban Classification	2014			2023		
	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	16,791	5,139	31%	16,656	4,987	30%
Urban	15,917	4,792	30%	23,921	7,363	31%
Total*	32,744	9,943	30%	40,901	12,429	30%

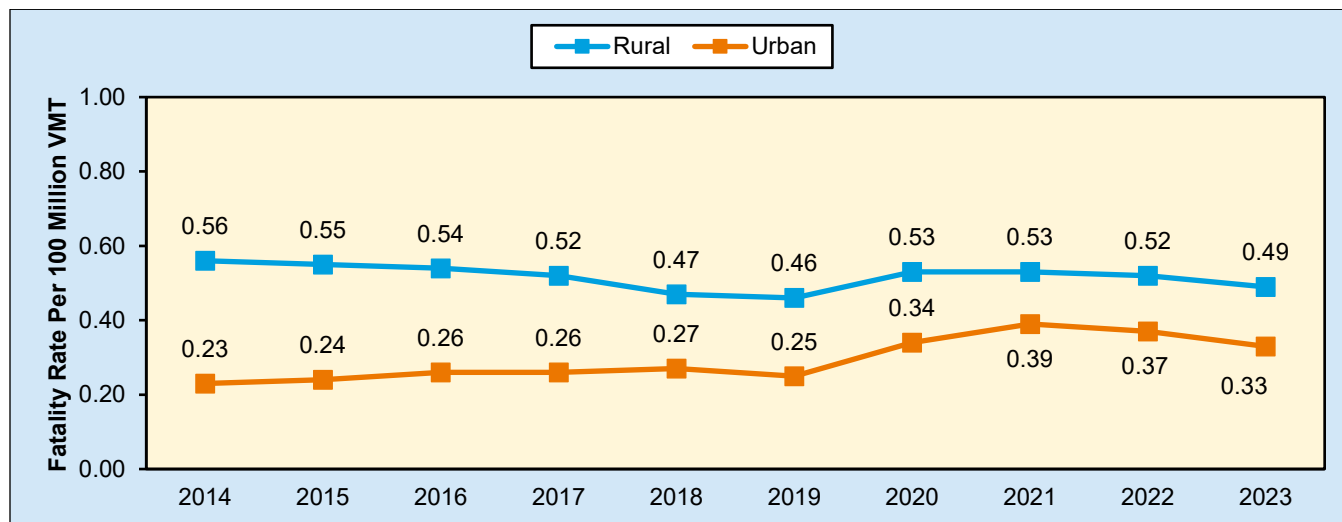
Source: FARS 2014 Final File, 2023 ARF

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 2014 to 2023. The rural alcohol-impaired-driving fatality rate decreased from 0.56 in 2014 to 0.49 in 2023, but the urban alcohol-impaired-driving fatality rate increased from 0.23 in 2014 to 0.33 in 2023. The rural alcohol-impaired-driving fatality rate decreased from 0.52 in 2022 to 0.49 in 2023, and in urban areas decreased from 0.37 in 2022 to 0.33 in 2023.

Figure 5. Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT in Traffic Crashes, by Rural/Urban Classification, 2014–2023



Sources: FARS 2014–2022 Final File, 2023 ARF; VMT – FHWA

Note: NHTSA estimates BACs when alcohol test results are unknown.

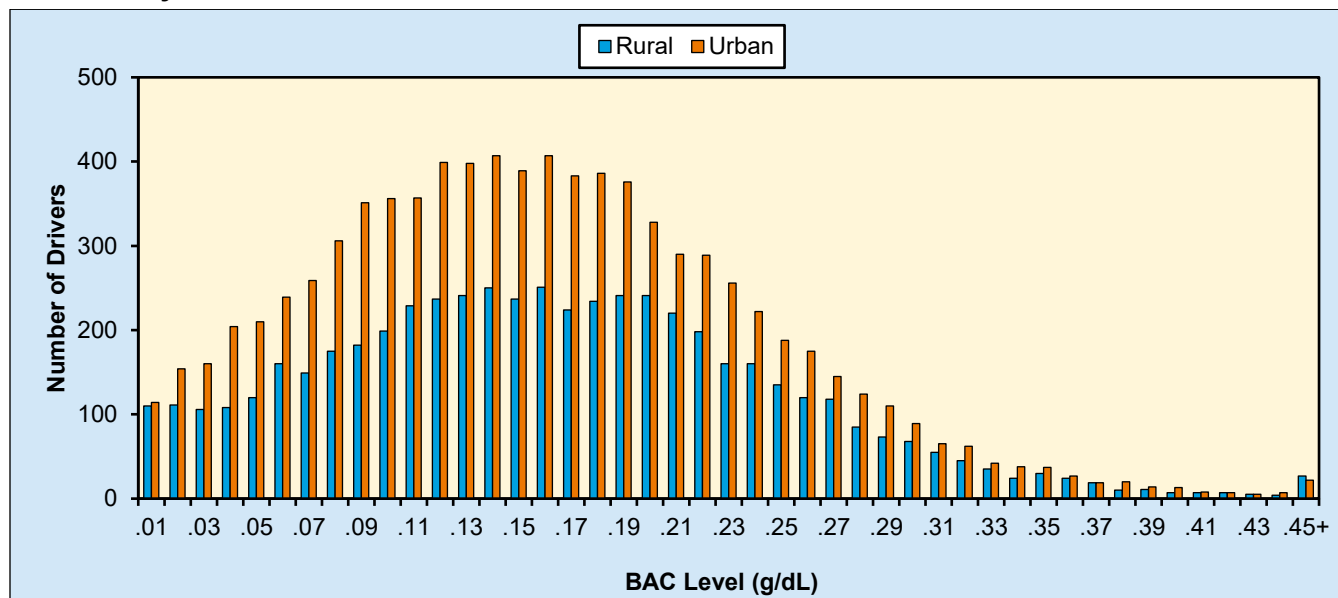
Of the 57,939 drivers in 2023 fatal traffic crashes, 11,779 (20%) were alcohol-impaired. Of these alcohol-impaired drivers, 4,585 (39%) were in rural areas at the time of the crashes, 7,116 (60%) were in urban areas and 79 (1%) were in areas that were not reported as rural or urban.

The highest percentages of alcohol-impaired drivers in fatal crashes by age group in 2023 were the 21-to-24 age group (28%), followed by the 25-to-34 age group (26%) and the 35-to-44 age group (23%). In rural areas the highest percentages of alcohol-impaired drivers were the 21-to-24 age group (27%), followed by the 25-to-34 age group (26%) and the 35-to-44 age group (24%). Among urban alcohol-impaired drivers the highest percentages were the 21-to-24 age group (28%), followed by the 25-to-34 age group (27%) and the 35-to-44 age group (22%).

Among drivers in fatal traffic crashes in 2023 who had one or more previous convictions for driving while intoxicated, 50 percent of both urban and rural drivers were alcohol-impaired. Note that FARS records drivers' previous DWI records that occurred within 5 years from the crash dates.

Figure 6 shows the most frequently recorded BAC among drinking drivers in fatal traffic crashes in rural areas was .16 g/dL and in urban areas were .14 g/dL and .16 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 in Fatal Traffic Crashes, by Rural/Urban Classification, 2023



Source: FARS 2023 ARF

Note: NHTSA estimates BACs when alcohol test results are unknown.

Of all drivers in rural fatal crashes in 2023, the proportion of alcohol-impaired drivers (BAC=.08+ g/dL) was highest for motorcycle operators (26%), followed by drivers of both passenger cars and pickups (24% each), SUVs (19%), vans (13%), and large trucks (4%). The proportion of urban alcohol-impaired drivers was highest among motorcycle operators (26%), followed by drivers of passenger cars (24%), pickups (21%), SUVs (19%), vans (12%), and large trucks (3%).

Table 4. Total Drivers and Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Vehicle Type and Rural/Urban Classification, 2023

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	6,214	1,486	24%	12,322	2,991	24%	18,642	4,505	24%
Light Truck**	10,565	2,186	21%	14,436	2,738	19%	25,171	4,946	20%
– Pickup	4,639	1,092	24%	4,585	965	21%	9,301	2,068	22%
– SUV	5,162	997	19%	8,662	1,627	19%	13,908	2,634	19%
– Van	761	97	13%	1,184	145	12%	1,954	243	12%
Large Truck	2,975	110	4%	2,329	76	3%	5,317	187	4%
Motorcycle	2,239	576	26%	4,155	1,081	26%	6,429	1,668	26%
Total***	22,831	4,585	20%	34,719	7,116	20%	57,939	11,779	20%

Source: FARS 2023 ARF

*Includes drivers 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

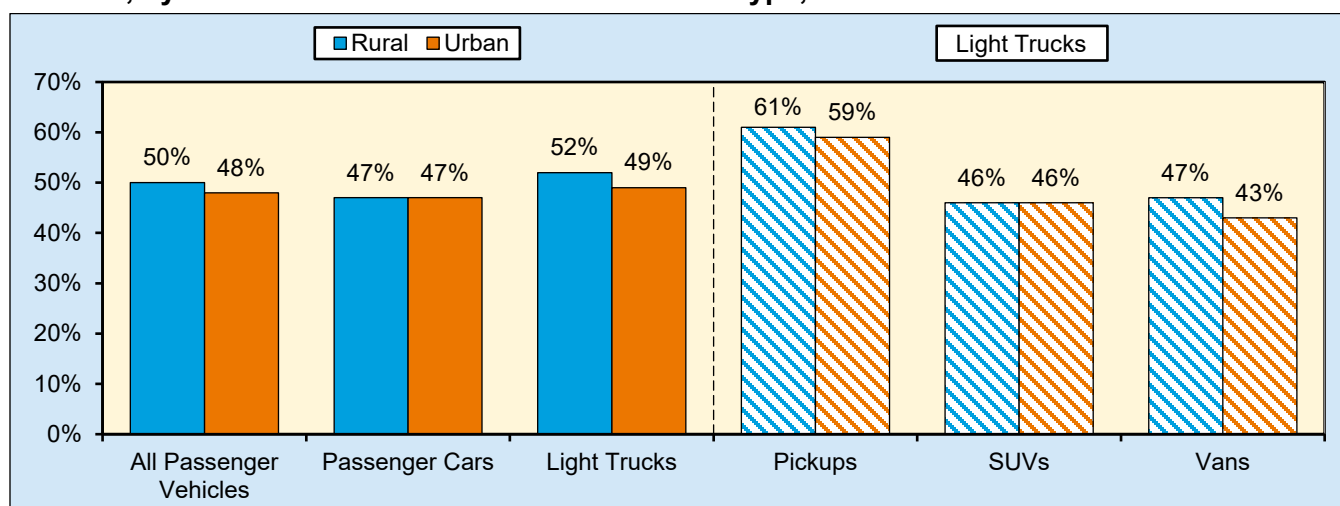
The 2023 NOPUS observed that seat belt use among front-seat passenger vehicle (defined as passenger cars and light trucks) occupants in urban areas was 92.3 percent, and rural occupants had a use rate of 91.2 percent (see the NHTSA Research Note, Seat Belt Use in 2023 – Overall Results, Report No. DOT HS 813 543, at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813543>).

In 2023, of the 23,959 passenger vehicle occupants killed in traffic crashes, 49 percent (11,755) were in rural areas and 50 percent (12,081) were in urban areas. Figure 7 shows the 2023 rural and urban percentages (based on known restraint use) of unrestrained passenger vehicle occupant fatalities by vehicle type (passenger cars and light trucks that includes pickups, SUVs, and vans).

In 2023 (based on known restraint use):

- Fifty percent of passenger vehicle occupants killed in rural areas were unrestrained compared to 48 percent of passenger vehicle occupants killed in urban areas.
- Sixty-one 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, 2023



Source: FARS 2023 ARF

*Based on known restraint use.

Rollover

Of the 11,755 passenger vehicle occupants killed in rural areas in 2023, there were 3,955 (34%) killed in vehicle rollovers. Of the 12,081 passenger vehicle occupants killed in urban areas, 2,613 (22%) were in rollovers. Data shows that 68 percent of passenger vehicle occupants in rural areas and 66 percent of passenger vehicle occupants in urban areas killed in rollovers were unrestrained (based on known restraint use).

SUVs and pickups in rural fatal crashes in 2023 had the highest rollover percentage at 27 percent each. Other rural rollover percentages were 20 percent for vans, 19 percent for passenger cars and 17 percent for large trucks. In urban areas, vehicles had lower rollover percentages: 11 percent each for pickups and SUVs, 9 percent for passenger cars, 8 percent for vans, and 7 percent for large trucks.

Of the vehicles involved in 2023 in single-vehicle fatal rollover crashes, 47 percent were in rural areas and 17 percent were urban areas, while 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 2023:

- Of the 7,314 pedestrians killed in motor vehicle traffic crashes, 1,156 (16%) died in rural areas, 6,051 (83%) died in urban areas, and 107 (1%) died in areas not reported as rural or urban.
- Of the 1,166 pedalcyclists killed in motor vehicle traffic crashes, 215 (18%) died in rural areas, 941 (81%) died in urban areas, and 10 (1%) died in areas not reported as rural or urban.

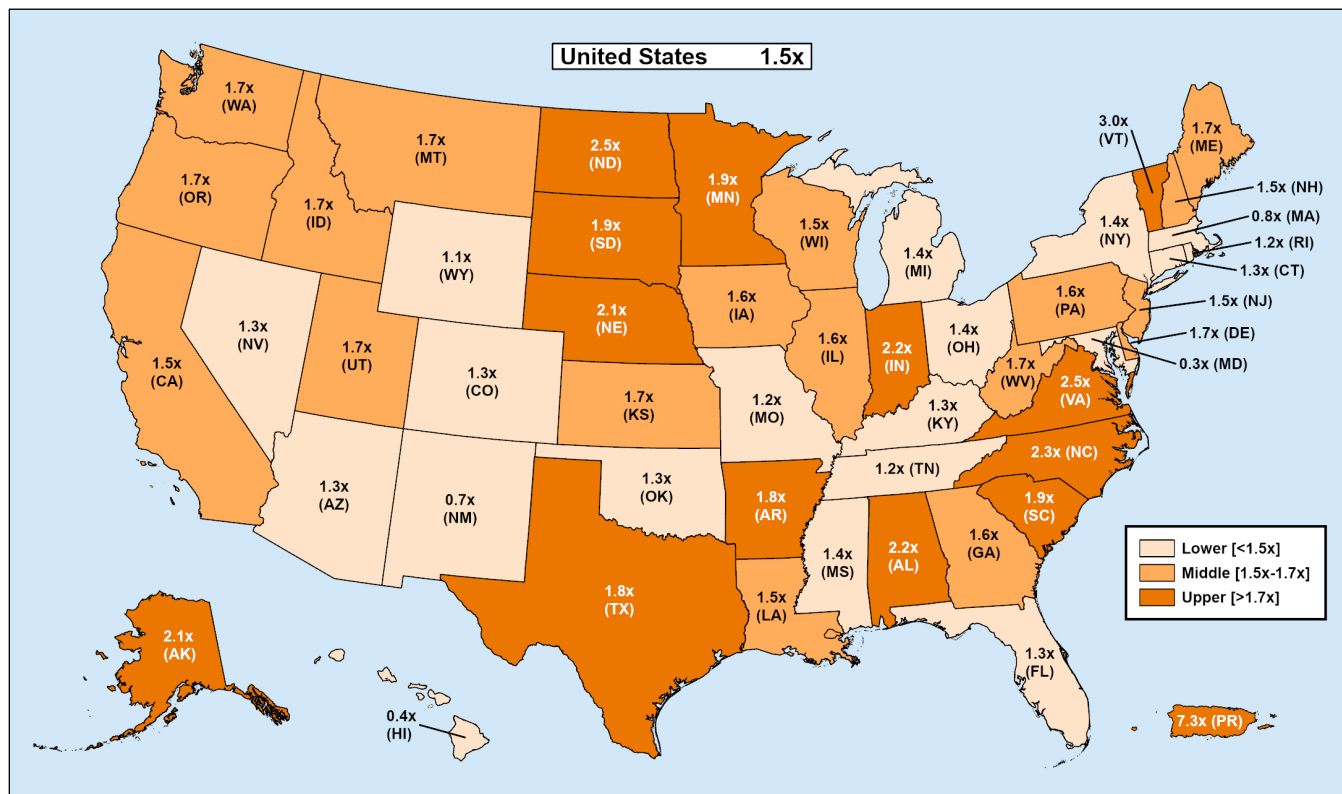
State

Table 5 shows 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 2023. Puerto Rico is included in this table, but not included in the overall U.S. total. In 2023 the rural fatality rates per 100 million VMT among States (excluding the District of Columbia and Puerto Rico) ranged from 0.35 in Maryland to 2.44 in South Carolina, and in urban areas ranged from 0.39 in Vermont to 1.88 in New Mexico.

In 2023 the rural fatality rate per 100 million VMT was 1.5 times higher in rural areas compared to urban areas (1.65 and 1.07, 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 3.0 times in Vermont to a low of 0.3 times in Maryland. The District of Columbia does not have any rural area, hence is not shown.

Figure 8. Ratio of Rural to Urban Fatality Rate per 100 Million VMT in Traffic Crashes, by State, 2023



Sources: FARS 2023 ARF; VMT – FHWA

Table 5. Fatalities in Traffic Crashes, VMT, and Fatality Rate per 100 Million VMT, by State and Rural/Urban Classification, 2023

State	Rural/Urban Classification						Total Fatalities	VMT (millions)		Fatality Rate Per 100 Million VMT		
	Rural		Urban		Unknown			Rural	Urban	Rural	Urban	Total
	Number	Percent	Number	Percent	Number	Percent						
Alabama	581	60%	390	40%	3	0%	974	29,230	43,058	1.99	0.91	1.35
Alaska	37	62%	23	38%	0	0%	60	2,467	3,150	1.50	0.73	1.07
Arizona	365	28%	899	69%	40	3%	1,304	18,119	57,178	2.01	1.57	1.73
Arkansas	374	63%	222	37%	0	0%	596	18,855	20,246	1.98	1.10	1.52
California	1,042	26%	3,008	74%	11	0%	4,061	59,682	256,930	1.75	1.17	1.28
Colorado	264	37%	454	63%	2	0%	720	17,161	37,494	1.54	1.21	1.32
Connecticut	40	13%	267	87%	1	0%	308	3,113	27,389	1.28	0.97	1.01
Delaware	49	36%	84	62%	2	1%	135	2,525	7,192	1.94	1.17	1.39
Dist of Columbia	0	0%	44	100%	0	0%	44	0	3,481	0.00	1.26	1.26
Florida	717	21%	2,547	75%	132	4%	3,396	41,896	197,293	1.71	1.29	1.42
Georgia	559	35%	1,056	65%	0	0%	1,615	31,939	94,401	1.75	1.12	1.28
Hawaii	7	8%	85	91%	1	1%	93	1,839	8,597	0.38	0.99	0.89
Idaho	194	71%	81	29%	0	0%	275	11,457	8,261	1.69	0.98	1.39
Illinois	423	34%	817	66%	1	0%	1,241	24,831	78,040	1.70	1.05	1.21
Indiana	516	57%	382	43%	0	0%	898	32,806	52,403	1.57	0.73	1.05
Iowa	266	71%	111	29%	0	0%	377	20,106	13,148	1.32	0.84	1.13
Kansas	237	61%	149	39%	1	0%	387	15,274	16,553	1.55	0.90	1.22
Kentucky	495	61%	318	39%	1	0%	814	26,621	22,372	1.86	1.42	1.66
Louisiana	364	45%	413	51%	34	4%	811	20,990	34,570	1.73	1.19	1.46
Maine	108	80%	27	20%	0	0%	135	10,387	4,501	1.04	0.60	0.91
Maryland	37	6%	577	93%	7	1%	621	10,513	46,842	0.35	1.23	1.08
Massachusetts	15	4%	328	96%	0	0%	343	3,122	57,626	0.48	0.57	0.56
Michigan	427	39%	657	60%	10	1%	1,094	31,403	66,886	1.36	0.98	1.11
Minnesota	231	56%	176	43%	2	0%	409	23,572	34,474	0.98	0.51	0.70
Mississippi	483	66%	240	33%	9	1%	732	24,281	16,663	1.99	1.44	1.79
Missouri	497	50%	487	49%	7	1%	991	36,368	44,457	1.37	1.10	1.23
Montana	164	79%	41	20%	3	1%	208	9,689	4,011	1.69	1.02	1.52
Nebraska	161	71%	65	29%	1	0%	227	11,628	9,646	1.38	0.67	1.07
Nevada	101	26%	283	73%	5	1%	389	5,859	21,918	1.72	1.29	1.40
New Hampshire	66	51%	64	49%	0	0%	130	5,420	8,095	1.22	0.79	0.96
New Jersey	53	9%	544	90%	9	1%	606	4,841	73,165	1.09	0.74	0.78
New Mexico	229	52%	208	48%	0	0%	437	17,108	11,061	1.34	1.88	1.55
New York	294	26%	819	74%	1	0%	1,114	25,133	94,934	1.17	0.86	0.93
North Carolina	997	64%	564	36%	0	0%	1,561	52,938	69,319	1.88	0.81	1.28
North Dakota	90	85%	16	15%	0	0%	106	6,850	3,046	1.31	0.53	1.07
Ohio	477	38%	762	61%	3	0%	1,242	34,693	78,531	1.37	0.97	1.10
Oklahoma	394	55%	318	44%	6	1%	718	22,763	22,997	1.73	1.38	1.57
Oregon	311	53%	276	47%	0	0%	587	14,640	22,176	2.12	1.24	1.59
Pennsylvania	524	43%	685	57%	2	0%	1,211	32,251	67,875	1.62	1.01	1.21
Rhode Island	10	14%	60	85%	1	1%	71	898	6,666	1.11	0.90	0.94
South Carolina	556	53%	491	47%	0	0%	1,047	22,771	38,022	2.44	1.29	1.72
South Dakota	114	81%	26	19%	0	0%	140	7,230	3,114	1.58	0.83	1.35
Tennessee	504	38%	818	62%	1	0%	1,323	27,692	55,713	1.82	1.47	1.59
Texas	1,688	39%	2,597	61%	6	0%	4,291	79,555	220,783	2.12	1.18	1.43
Utah	113	40%	167	60%	0	0%	280	9,927	24,657	1.14	0.68	0.81
Vermont	60	87%	8	12%	1	1%	69	5,104	2,068	1.18	0.39	0.96
Virginia	471	52%	432	47%	10	1%	913	26,814	60,916	1.76	0.71	1.04
Washington	321	40%	478	59%	11	1%	810	16,723	43,081	1.92	1.11	1.35
West Virginia	168	65%	92	35%	0	0%	260	8,145	7,817	2.06	1.18	1.63
Wisconsin	354	61%	229	39%	0	0%	583	34,334	32,915	1.03	0.70	0.87
Wyoming	108	75%	36	25%	0	0%	144	6,996	2,523	1.54	1.43	1.51
U.S. Total	16,656	41%	23,921	58%	324	1%	40,901	1,008,560	2,238,257	1.65	1.07	1.26
Puerto Rico	142	46%	165	54%	0	0%	307	1,581	13,402	8.98	1.23	2.05

Sources: FARS 2023 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 2023 ARF, the 2022 Final File was released to replace the 2022 ARF. The final fatality count in motor vehicle traffic crashes for 2022 was 42,721, which was updated from 42,514 in the 2022 ARF. The number of rural fatalities from the 2022 Final file was 17,299, which was updated from 17,283 from the 2022 ARF and the number of urban fatalities from the 2022 Final file was 25,292, which was updated from 25,023 from the 2022 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
- Fatality and Injury Reporting System Tool (FIRST)
- State Traffic Safety Information (STSI)
- Traffic Safety Facts Annual Report Tables
- FARS Data Tables (FARS Encyclopedia)
- Motor Vehicle Crash Databook
- Leading Cause of Death Reports
- 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/>.



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