



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



Traffic Safety Facts

2024 Data

DOT HS 813 828

July 2026

Rural/Urban Traffic Fatalities

In this fact sheet for 2024 the information is presented as follows.

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This fact sheet describes rural or urban classification of the trafficway segment where the crash occurred based on the Federal Highway Administration (FHWA)-approved, adjusted Census boundaries. Urban boundaries are determined by the State highway departments and approved by the FHWA, and the areas outside those boundaries are described as rural. The State highway departments use the boundaries decided by the Census Bureau.

Key Findings

- Of the 39,254 traffic fatalities in 2024, there were 16,006 (41%) in rural areas, 22,905 (58%) in urban areas, and 343 (1%) in areas that were not reported as rural or urban.
- Traffic fatalities in rural areas decreased 4.7 percent from 16,796 in 2023 to 16,006 in 2024. Traffic fatalities in urban areas also decreased 4.7 percent from 24,036 in 2023 to 22,905 in 2024.
- According to the Census Bureau's 2024 American Community Survey, an estimated 21 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 2024 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2024.
- In 2024 the fatality rate per 100 million VMT was 1.5 times higher in rural areas than in urban areas (1.56 versus 1.01).
- Sixty-three percent of fatalities in rural areas (10,034 of 16,006) were in roadway-departure crashes compared to 36 percent (8,166 of 22,905) in urban areas.
- In 2024, of the 16,006 traffic fatalities in rural areas, 4,495 (28%) were in speeding-related crashes. Of the 22,905 traffic fatalities in urban areas, 6,720 (29%) were in speeding-related crashes.
- Alcohol-impaired-driving fatalities decreased 2.4 percent in rural areas from 4,972 in 2023 to 4,851 in 2024 and decreased 5.4 percent in urban areas from 7,352 in 2023 to 6,957 in 2024.
- The proportions of alcohol-impaired-driving fatalities in rural areas in 2024 remained the same as in 2023 at 30 percent, and in urban areas decreased from 31 percent in 2023 to 30 percent in 2024.

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 2024 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 89.2 percent.
- Based on known restraint use in fatal traffic crashes, 50 percent of rural passenger vehicle occupants killed in 2024 were unrestrained as compared to 47 percent of urban passenger vehicle occupants killed.

This fact sheet has motor vehicle traffic crash 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 information on Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification.

A motor vehicle traffic crash is defined as an incident that involved one or more motor vehicles in-transport and originated on or had a harmful event (injury or damage) on a public trafficway, such as a road or highway. Crashes that occur 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 fact sheet.

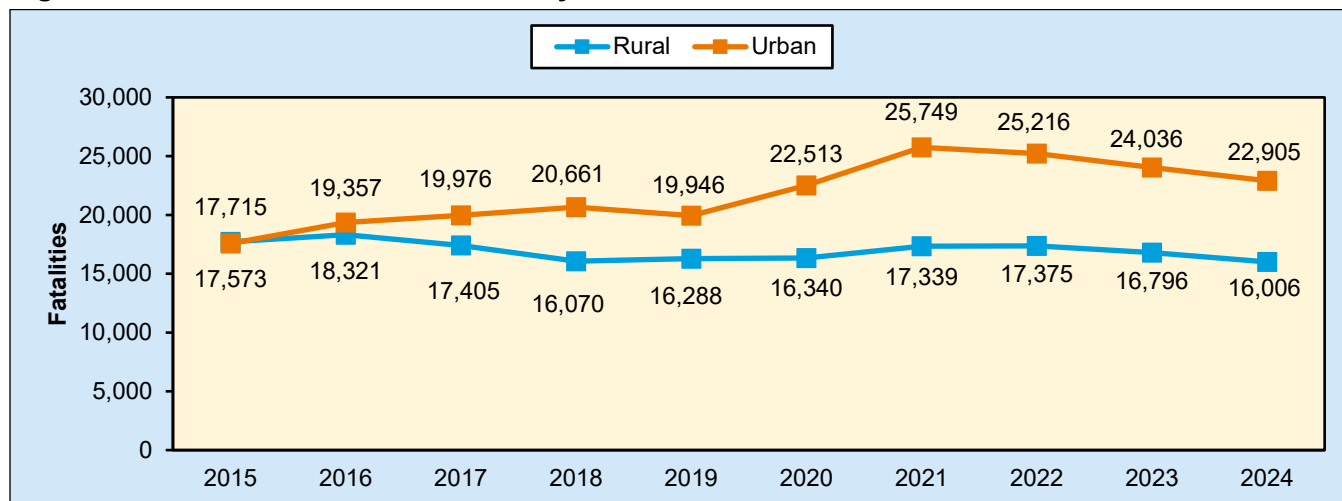
Overview

In 2024:

- There were 14,442 fatal traffic crashes (40%) in rural areas resulting in 16,006 traffic fatalities (41%).
- There were 21,527 fatal traffic crashes (59%) in urban areas resulting in 22,905 traffic fatalities (58%).
- The remaining 328 fatal traffic crashes (1%) resulting in 343 traffic fatalities (1%) occurred in areas where there was not enough information to determine if the crashes were in rural or urban areas.
- Traffic fatalities in both rural and urban areas saw a 4.7-percent decline. Traffic fatalities in rural areas decreased from 16,796 in 2023 to 16,006 in 2024, and traffic fatalities in urban areas decreased from 24,036 in 2023 to 22,905 in 2024.
- According to the Census Bureau, an estimated 21 percent of the U.S. population lived in rural areas, and according to FHWA 31 percent of the total VMT in 2024 were in rural areas. However, rural areas accounted for 41 percent of all traffic fatalities in 2024.

Figure 1 presents the traffic fatality trends in the most recent 10-year period, 2015 to 2024, by rural/urban classification:

- Rural fatalities decreased 9.6 percent from 17,715 in 2015 to 16,006 in 2024.
- Urban fatalities increased 30 percent from 17,573 in 2015 to 22,905 in 2024.

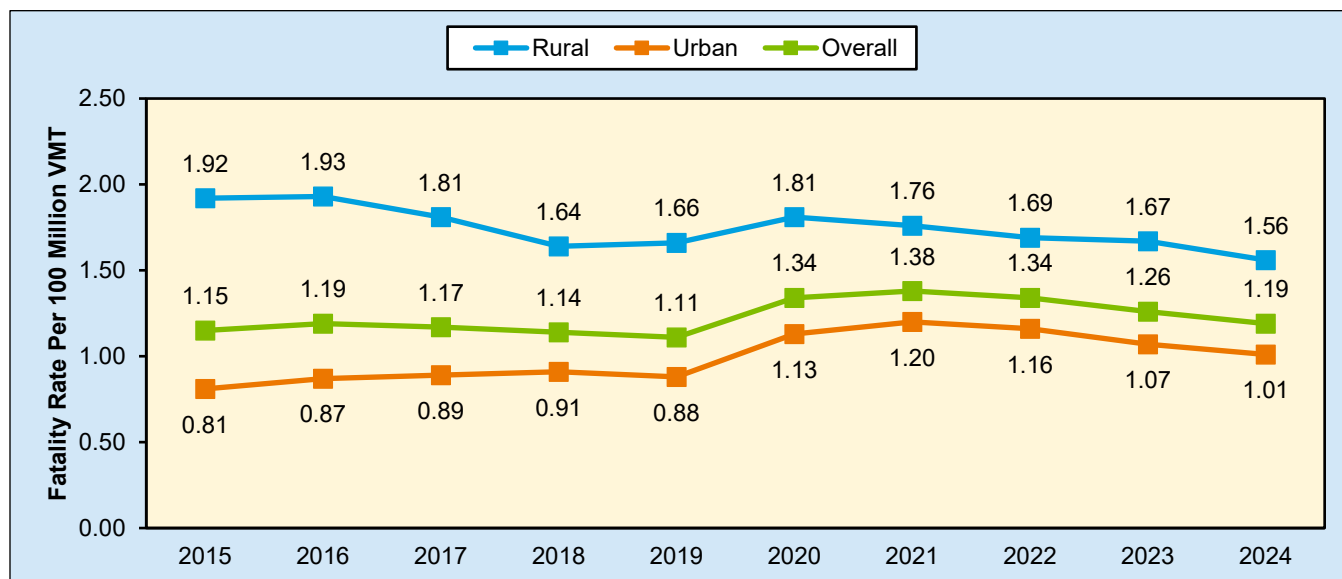
Figure 1. Fatalities in Traffic Crashes, by Rural/Urban Classification, 2015–2024

Source: FARS 2015–2023 Final File, 2024 Annual Report File (ARF)

Notes: Excludes fatalities in areas that were not reported as rural or urban. Due to revisions in the rural/urban classification for some crashes in the FARS 2022 files, the 2022 fatalities in rural areas changed from 17,299 to 17,375 and in urban areas changed from 25,292 to 25,216.

Figure 2 presents the fatality rates (rural, urban, and overall) per 100 million VMT for the 10-year period from 2015 to 2024.

- The fatality rate in rural areas decreased 19 percent from 1.92 in 2015 to 1.56 in 2024.
- The fatality rate in urban areas increased 25 percent from 0.81 in 2015 to 1.01 in 2024.
- In 2024 the fatality rate was 1.5 times higher in rural areas than in urban areas (1.56 versus 1.01).

Figure 2. Fatality Rates per 100 Million VMT in Traffic Crashes, by Rural/Urban Classification, 2015–2024

Sources: FARS 2015–2023 Final File, 2024 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 16,006 rural traffic fatalities in 2024, there were 8,595 (54%) that occurred during the day, 7,242 (45%) occurred at night, and 169 (1%) occurred at unknown times.
- Of the 22,905 urban traffic fatalities in 2024, there were 9,254 (40%) that occurred during the day, 13,565 (59%) occurred at night, and 86 (<0.5%) occurred at unknown times.

Light Condition

Table 1 shows fatalities in 2024 by light condition and rural/urban classification.

- Of the 16,006 fatalities in rural areas, 8,516 (53%) occurred during daylight and 6,551 (41%) occurred when the light conditions were dark; the remaining 939 (6%) fatalities occurred during dawn, dusk, or other/unknown lighting.
- Of the 22,905 urban fatalities, 9,136 (40%) occurred during daylight, 12,738 (56%) occurred in the dark, and 1,031 (5%) occurred during dawn, dusk, or other/unknown lighting.
- Of the 6,551 rural fatalities that occurred in the dark, 5,756 (88%) occurred when there was no lighting. In comparison, of the 12,738 urban fatalities when light conditions were dark, 4,609 (36%) occurred when there was no lighting.

Table 1. Fatalities in Traffic Crashes, by Light Condition and Rural/Urban Classification, 2024

Light Condition	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Daylight	8,516	53%	9,136	40%	161	47%	17,813	45%
Dark	6,551	41%	12,738	56%	136	40%	19,425	49%
<i>Dark – Not Lighted</i>	5,756	36%	4,609	20%	80	23%	10,445	27%
<i>Dark – Lighted</i>	648	4%	7,808	34%	47	14%	8,503	22%
<i>Dark – Unknown Lighting</i>	147	1%	321	1%	9	3%	477	1%
Dawn	340	2%	361	2%	6	2%	707	2%
Dusk	471	3%	552	2%	9	3%	1,032	3%
Other/Unknown	128	1%	118	1%	31	9%	277	1%
Total	16,006	100%	22,905	100%	343	100%	39,254	100%

Source: FARS 2024 ARF

Weather Condition

In 2024 of the fatalities in rural traffic crashes, 85 percent occurred when the weather was clear or cloudy, 7 percent when it was raining, 2 percent when there was snow or sleet, and 6 percent during other/unknown weather. In urban areas 89 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 2024 there were 18,348 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. Sixty-three percent of fatalities in rural areas (10,034 of 16,006) were in roadway-departure crashes compared to 36 percent (8,166 of 22,905) in urban areas.

In 2024 there were 11,764 fatalities in intersection crashes. Of these, 27 percent were rural and 72 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, 2024

	Rural/Urban Classification						Total	
	Rural		Urban		Unknown			
	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Roadway Departure*	10,034	55%	8,166	45%	148	1%	18,348	100%
Intersection**	3,152	27%	8,518	72%	94	1%	11,764	100%

Source: FARS 2024 ARF

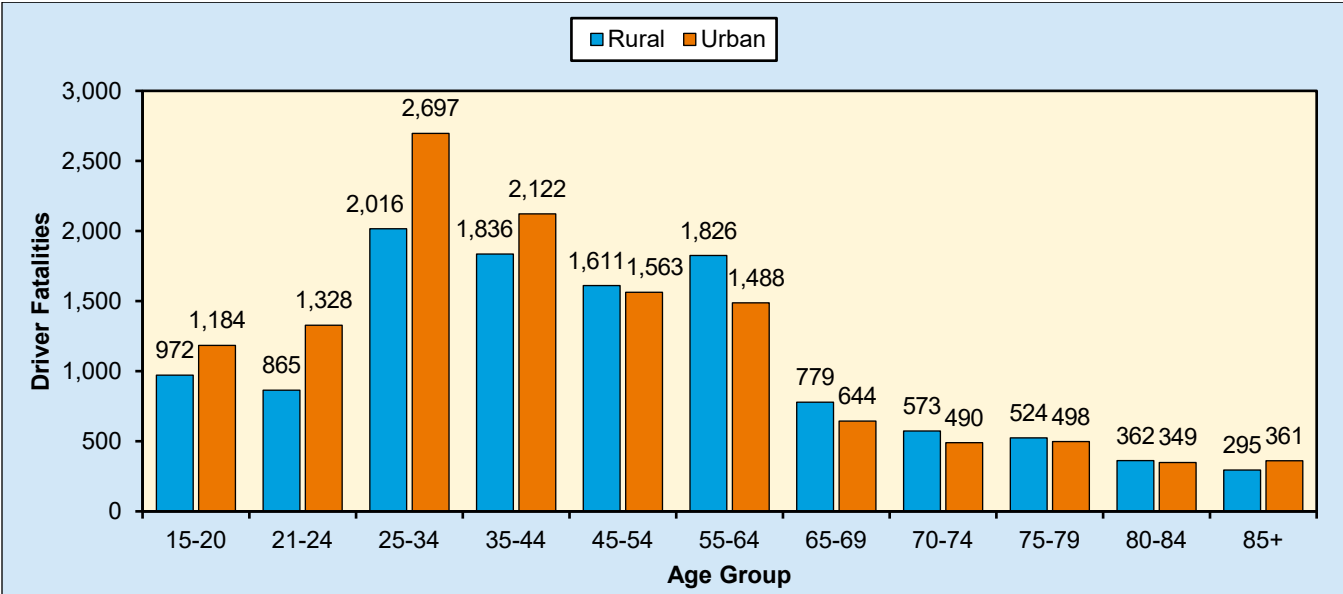
*Roadway departure as defined by FHWA: When a vehicle crosses an edge line, a centerline, or leaves the traveled way.

**Intersection as defined by FHWA: Intersection or intersection-related; driveway access or driveway-access-related.

Drivers

Figure 3 shows drivers killed in traffic crashes in 2024 by rural/urban classification and age group. Driver fatalities in 2024 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 2024 had higher percentages of valid driver licenses than urban drivers (86% versus 81%).

Figure 3. Driver Fatalities in Traffic Crashes, by Rural/Urban Classification and Age Group, 2024



Source: FARS 2024 ARF

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

There were 24,636 drivers killed in traffic crashes in 2024. Of these, 14,415 died at the scenes of the crashes (59%). Sixty-seven percent of drivers killed in rural areas died at the scenes of crashes, compared to 50 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 50 percent were in rural areas and 49 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 factor in the crash.

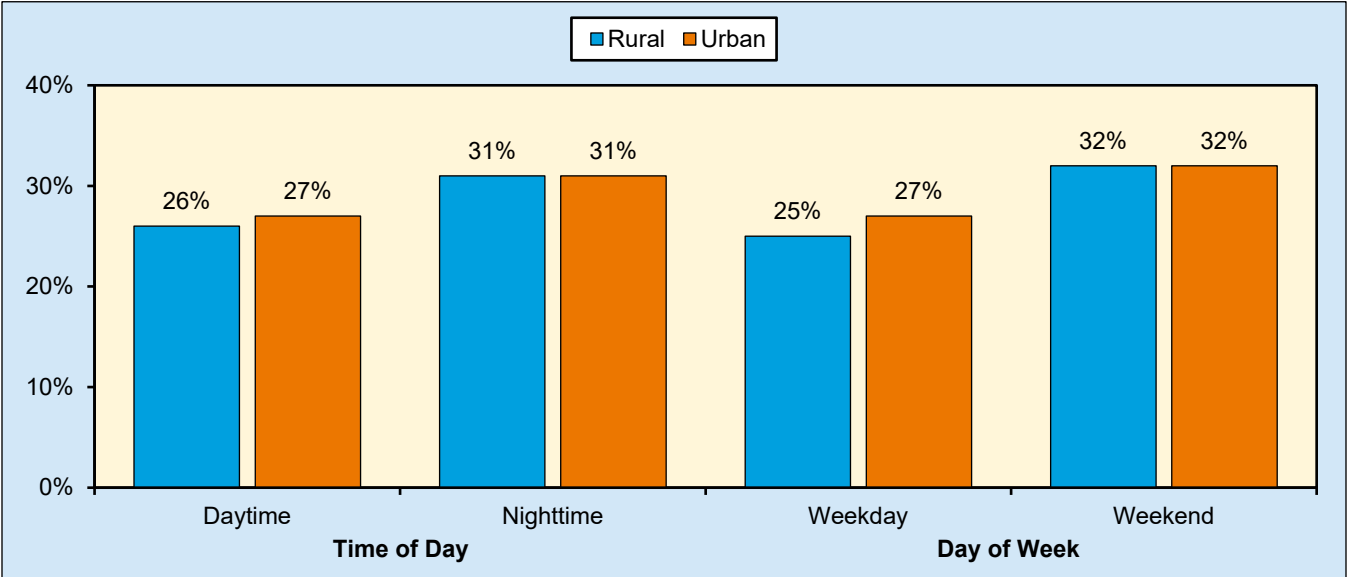
In 2024:

- Of the 39,254 traffic fatalities, 11,288 (29%) were killed in speeding-related crashes.
- Of the 16,006 rural traffic fatalities, 4,495 (28%) were killed in speeding-related crashes.
- Of the 22,905 urban traffic fatalities, 6,720 (29%) were killed in speeding-related crashes.

Figure 4 shows the rural and urban percentages of speeding-related fatalities in traffic crashes in 2024 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, 32 percent were speeding-related in both rural and urban areas.

Figure 4. Percentages of Speeding-Related Fatalities in Traffic Crashes, by Rural/Urban Classification, Time of Day, and Day of Week, 2024



Source: FARS 2024 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-six percent of drivers in urban fatal traffic crashes in 2024 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, 17 percent of drivers in fatal traffic crashes were speeding in both rural and 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 in a traffic crash with a driver with a BAC of .08 g/dL or higher is considered to be 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 3.9 percent from 12,382 in 2023 to 11,904 in 2024. Rural alcohol-impaired-driving fatalities decreased 2.4 percent from 4,972 in 2023 to 4,851 in 2024 and in urban areas decreased 5.4 percent from 7,352 in 2023 to 6,957 in 2024.
- The proportion of rural alcohol-impaired-driving fatalities increased from 29 percent in 2015 to 30 percent in 2024, and urban fatalities increased from 29 percent in 2015 to 30 percent in 2024.
- The proportions of rural alcohol-impaired-driving fatalities in 2024 remained the same as in 2023 at 30 percent while urban fatalities decreased from 31 percent in 2023 to 30 percent in 2024.
- Of the 11,904 alcohol-impaired-driving fatalities in 2024, there were 4,851 (41%) in rural areas, 6,957 (58%) in urban areas, and the remaining 96 (1%) were not reported as rural or urban.
- Alcohol-impaired-driving fatalities increased 16 percent from 10,280 in 2015 to 11,904 in 2024.
 - Rural alcohol-impaired-driving fatalities decreased 4.8 percent from 5,098 in 2015 to 4,851 in 2024.
 - Urban alcohol-impaired-driving fatalities increased 36 percent from 5,124 in 2015 to 6,957 in 2024.

Table 3. Total Fatalities and Alcohol-Impaired-Driving Fatalities in Traffic Crashes, by Rural/Urban Classification, 2015 and 2024

Rural/Urban Classification	2015			2024		
	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	17,715	5,098	29%	16,006	4,851	30%
Urban	17,573	5,124	29%	22,905	6,957	30%
Total*	35,484	10,280	29%	39,254	11,904	30%

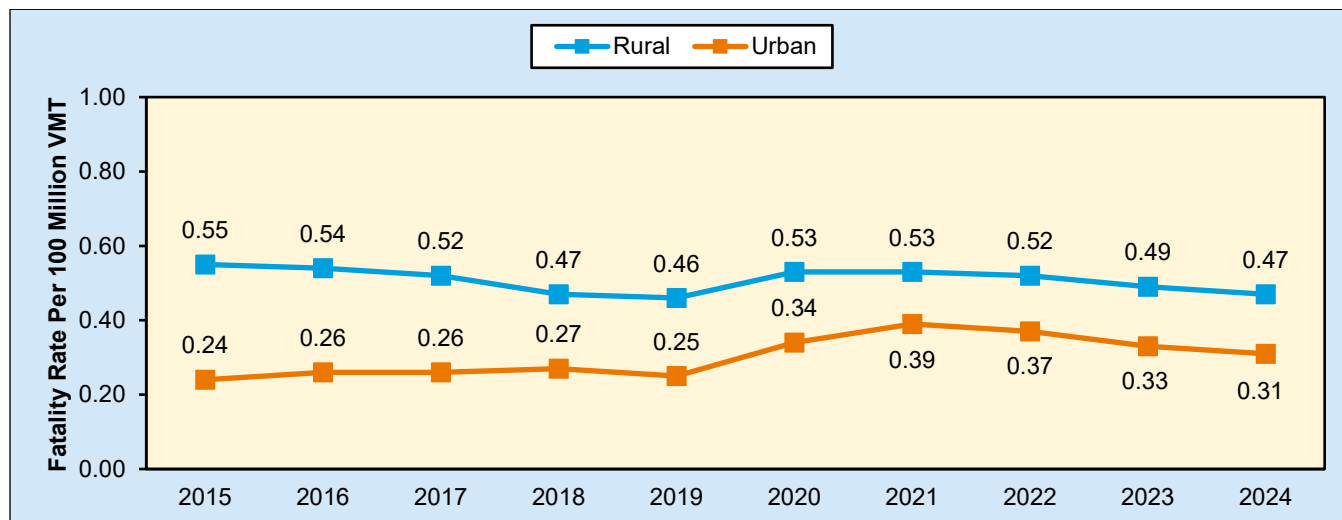
Source: FARS 2015 Final File, 2024 ARF

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 2015 to 2024. The rural alcohol-impaired-driving fatality rate decreased from 0.55 in 2015 to 0.47 in 2024, but the urban alcohol-impaired-driving fatality rate increased from 0.24 in 2015 to 0.31 in 2024. The rural alcohol-impaired-driving fatality rate decreased from 0.49 in 2023 to 0.47 in 2024, and in urban areas decreased from 0.33 in 2023 to 0.31 in 2024.

Figure 5. Alcohol-Impaired-Driving Fatality Rate per 100 Million VMT in Traffic Crashes, by Rural/Urban Classification, 2015–2024



Sources: FARS 2015–2023 Final File, 2024 ARF; VMT – FHWA

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

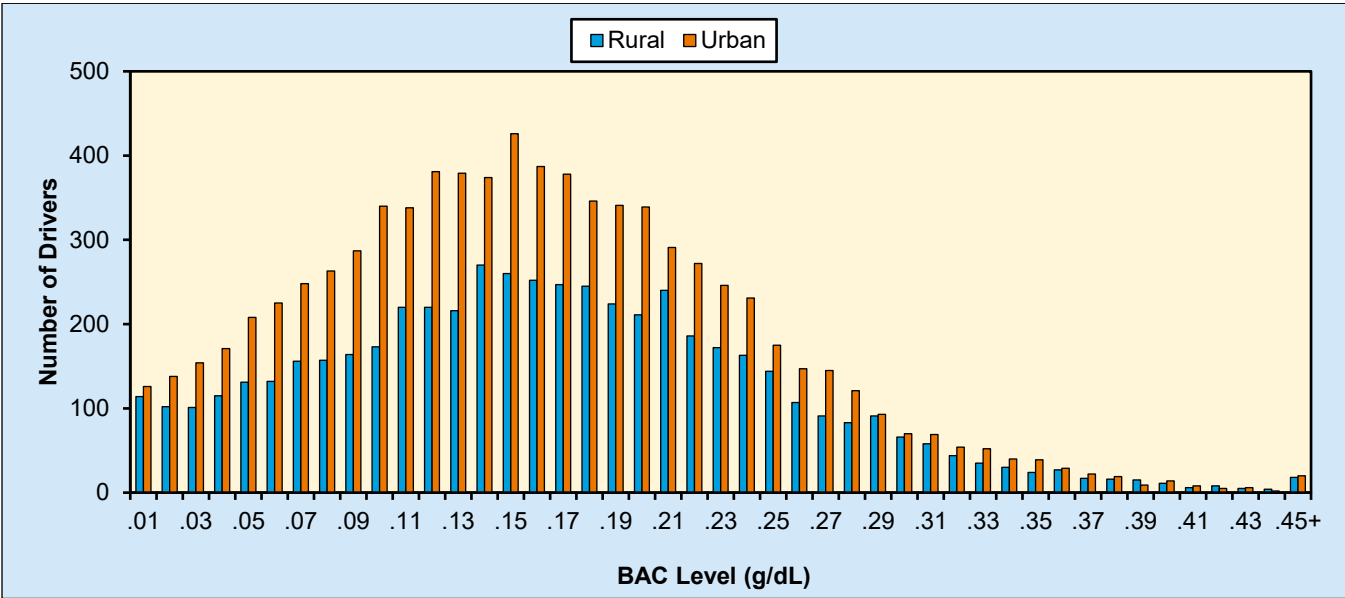
Of the 55,620 drivers in 2024 fatal traffic crashes, 11,367 (20%) were alcohol-impaired. Of these alcohol-impaired drivers, 4,518 (40%) were in rural areas at the time of the crashes, 6,760 (59%) were in urban areas and 90 (1%) were in areas that were not reported as rural or urban.

The highest percentages of alcohol-impaired drivers in fatal crashes by age group in 2024 were the 21-to-24 age group (28%), followed by the 25-to-34 age group (27%) 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 (28%), 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 the 21-to-24 age group (28%), followed by the 25-to-34 age group (27%) and the 35-to-44 age group (23%).

Among drivers in fatal traffic crashes in 2024 who had one or more previous convictions for driving while intoxicated, 53 percent of rural drivers and 46 percent of urban 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 .14 g/dL and in urban areas was .15 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, 2024



Source: FARS 2024 ARF
 Note: NHTSA estimates BACs when alcohol test results are unknown.

Of all drivers in rural fatal crashes in 2024, the proportion of alcohol-impaired drivers (BAC=.08+ g/dL) was highest for passenger cars (25%), followed by both pickups and motorcycle operators (24% each), SUVs (20%), vans (13%), and large trucks (5%). The proportion of urban alcohol-impaired drivers was highest among motorcycle operators (26%), followed by drivers of passenger cars (25%), pickups (20%), SUVs (18%), vans (11%), and large trucks (4%).

Table 4. Total Drivers and Alcohol-Impaired Drivers in Fatal Traffic Crashes, by Vehicle Type and Rural/Urban Classification, 2024

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	5,605	1,404	25%	11,324	2,813	25%	17,022	4,239	25%
Light Truck**	10,319	2,204	21%	14,389	2,598	18%	24,890	4,839	19%
– Pickup	4,458	1,089	24%	4,373	886	20%	8,904	1,994	22%
– SUV	5,130	1,018	20%	8,924	1,589	18%	14,154	2,624	19%
– Van	726	98	13%	1,085	122	11%	1,819	221	12%
Large Truck	2,899	135	5%	2,220	88	4%	5,148	224	4%
Motorcycle	2,165	529	24%	4,163	1,070	26%	6,357	1,606	25%
Total***	21,807	4,518	21%	33,421	6,760	20%	55,620	11,367	20%

Source: FARS 2024 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

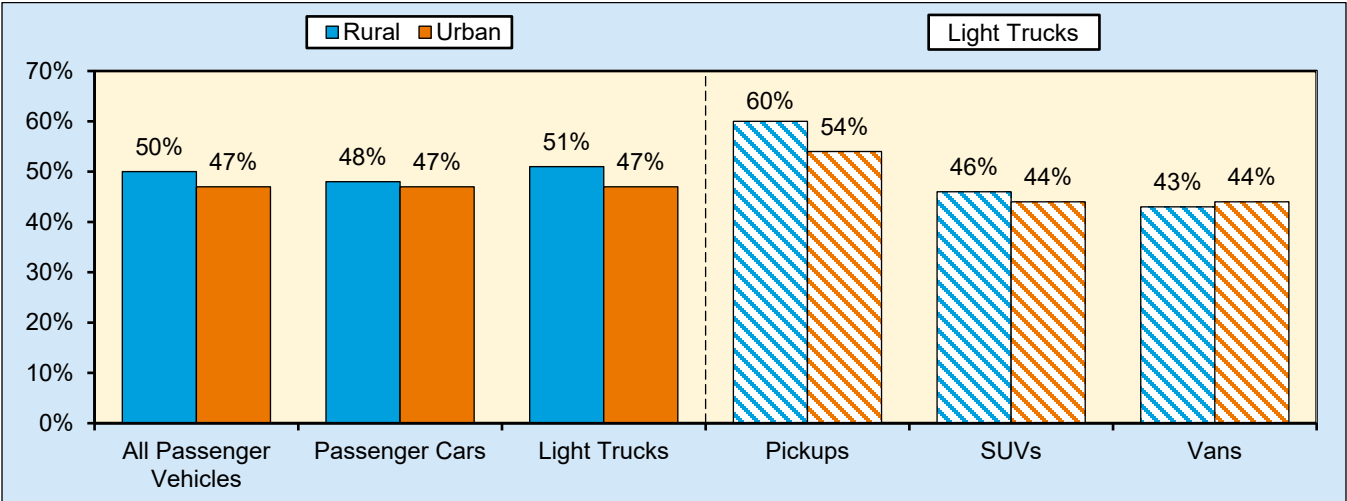
The 2024 NOPUS observed that seat belt use among front-seat passenger vehicle (defined as passenger cars and light trucks) occupants in urban areas was 92.3 percent, and rural occupants had a use rate of 89.2 percent (see the NHTSA Research Note, Seat Belt Use in 2024 – Overall Results, Report No. DOT HS 813 682, at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813682>).

In 2024, of the 22,713 passenger vehicle occupants killed in traffic crashes, 50 percent (11,243) were in rural areas and 50 percent (11,335) were in urban areas. Figure 7 shows the 2024 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 2024 (based on known restraint use):

- Fifty percent of passenger vehicle occupants killed in rural areas were unrestrained compared to 47 percent of passenger vehicle occupants killed in urban areas.
- Sixty percent of pickup occupants killed in rural areas were unrestrained compared to 54 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, 2024



Source: FARS 2024 ARF
*Based on known restraint use.

Rollover

Of the 11,243 passenger vehicle occupants killed in rural areas in 2024, there were 3,835 (34%) killed in vehicle rollovers. Of the 11,335 passenger vehicle occupants killed in urban areas, 2,386 (21%) were in rollovers. Data shows that 67 percent of passenger vehicle occupants in rural areas and 64 percent of passenger vehicle occupants in urban areas killed in rollovers were unrestrained (based on known restraint use).

Pickups in rural fatal crashes in 2024 had the highest rollover percentage at 28 percent followed by SUVs at 27 percent. Other rural rollover percentages were 20 percent for passenger cars and 17 percent for both vans and large trucks. Vehicles had lower rollover percentages in urban areas: 12 percent for pickups, 11 percent for SUVs, 8 percent for both passenger cars and large trucks, and 7 percent for vans.

Of the vehicles in 2024 in single-vehicle fatal traffic crashes, 47 percent of the vehicles in rural areas and 16 percent in urban areas rolled over, whereas in multivehicle fatal traffic crashes, 11 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 2024:

- Of the 7,080 pedestrians killed in motor vehicle traffic crashes, 1,102 (16%) died in rural areas, 5,880 (83%) died in urban areas, and 98 (1%) died in areas not reported as rural or urban.
- Of the 1,103 pedalcyclists killed in motor vehicle traffic crashes, 208 (19%) died in rural areas, 877 (80%) died in urban areas, and 18 (2%) died in areas not reported as rural or urban.

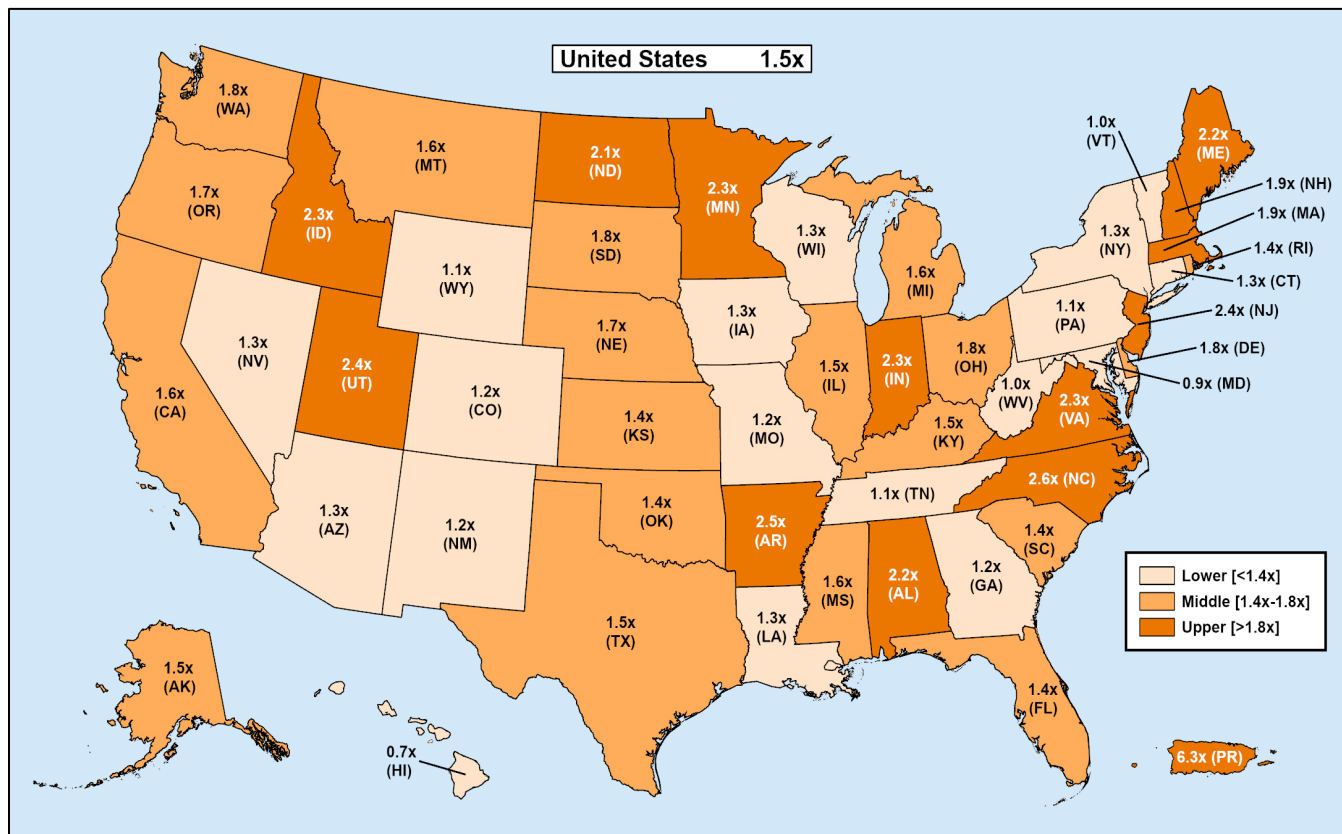
States

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 2024. Puerto Rico is included in this table but not included in the overall U.S. total. In 2024 the rural fatality rates per 100 million VMT among the States (excluding the District of Columbia and Puerto Rico) ranged from 0.68 in Hawaii to 2.24 in Arkansas, and in urban areas ranged from 0.51 in Minnesota to 1.56 in Arizona.

In 2024 the rural fatality rate per 100 million VMT was 1.5 times higher in rural areas compared to urban areas (1.56 and 1.01, 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 2.6 times in North Carolina to a low of 0.7 times in Hawaii. The District of Columbia does not have any rural areas, hence it is not shown.

Figure 8. Ratio of Rural to Urban Fatality Rate per 100 Million VMT in Traffic Crashes, by State, 2024



Sources: FARS 2024 ARF; VMT – FHWA

Note: The District of Columbia does not have any rural areas.

Table 5. Fatalities in Traffic Crashes, VMT, and Fatality Rate per 100 Million VMT, by State and Rural/Urban Classification, 2024

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	572	59%	390	41%	0	0%	962	29,200	43,704	1.96	0.89	1.32
Alaska	37	53%	33	47%	0	0%	70	2,353	3,149	1.57	1.05	1.27
Arizona	368	30%	810	66%	51	4%	1,229	18,512	51,939	1.99	1.56	1.74
Arkansas	411	68%	191	32%	1	0%	603	18,369	21,003	2.24	0.91	1.53
California	1,053	27%	2,812	73%	11	0%	3,876	61,142	264,817	1.72	1.06	1.19
Colorado	235	34%	454	66%	0	0%	689	16,149	38,919	1.46	1.17	1.25
Connecticut	39	13%	269	87%	2	1%	310	3,189	27,758	1.22	0.97	1.00
Delaware	51	40%	74	59%	1	1%	126	2,719	7,217	1.88	1.03	1.27
Dist of Columbia	—	—	47	100%	0	0%	47	—	3,539	—	1.33	1.33
Florida	651	21%	2,386	76%	101	3%	3,138	40,988	208,486	1.59	1.14	1.26
Georgia	492	35%	909	65%	2	0%	1,403	37,305	84,911	1.32	1.07	1.15
Hawaii	13	13%	89	87%	0	0%	102	1,900	8,747	0.68	1.02	0.96
Idaho	179	75%	59	25%	0	0%	238	11,384	8,662	1.57	0.68	1.19
Illinois	376	32%	799	68%	2	0%	1,177	24,935	79,355	1.51	1.01	1.13
Indiana	491	59%	337	41%	4	0%	832	34,001	54,229	1.44	0.62	0.94
Iowa	229	64%	127	36%	0	0%	356	19,850	13,966	1.15	0.91	1.05
Kansas	186	55%	152	45%	1	0%	339	14,828	16,842	1.25	0.90	1.07
Kentucky	438	62%	265	37%	4	1%	707	25,754	23,414	1.70	1.13	1.44
Louisiana	336	45%	414	55%	2	0%	752	20,795	34,314	1.62	1.21	1.36
Maine	142	80%	34	19%	1	1%	177	10,018	5,143	1.42	0.66	1.17
Maryland	102	18%	474	82%	2	0%	578	11,305	45,744	0.90	1.04	1.01
Massachusetts	30	8%	332	91%	1	0%	363	2,826	59,188	1.06	0.56	0.59
Michigan	449	41%	636	58%	13	1%	1,098	31,043	68,619	1.45	0.93	1.10
Minnesota	279	58%	180	38%	18	4%	477	23,702	35,480	1.18	0.51	0.81
Mississippi	505	67%	219	29%	29	4%	753	24,397	17,158	2.07	1.28	1.81
Missouri	452	47%	468	49%	35	4%	955	36,660	45,147	1.23	1.04	1.17
Montana	163	79%	42	20%	1	0%	206	9,800	4,065	1.66	1.03	1.49
Nebraska	164	65%	87	35%	0	0%	251	11,656	10,243	1.41	0.85	1.15
Nevada	104	25%	309	74%	4	1%	417	5,832	22,601	1.78	1.37	1.47
New Hampshire	75	56%	58	44%	0	0%	133	5,509	8,345	1.36	0.70	0.96
New Jersey	100	15%	561	84%	9	1%	670	5,363	74,096	1.86	0.76	0.84
New Mexico	260	64%	149	36%	0	0%	409	16,966	11,679	1.53	1.28	1.43
New York	283	26%	812	74%	6	1%	1,101	25,559	95,310	1.11	0.85	0.91
North Carolina	1,009	62%	604	37%	6	0%	1,619	51,014	79,994	1.98	0.76	1.24
North Dakota	73	81%	17	19%	0	0%	90	6,786	3,244	1.08	0.52	0.90
Ohio	493	43%	661	57%	3	0%	1,157	34,380	81,656	1.43	0.81	1.00
Oklahoma	372	58%	272	42%	1	0%	645	22,839	23,618	1.63	1.15	1.39
Oregon	291	54%	247	46%	0	0%	538	15,298	22,100	1.90	1.12	1.44
Pennsylvania	438	39%	684	61%	5	0%	1,127	34,901	60,293	1.25	1.13	1.18
Rhode Island	7	13%	42	81%	3	6%	52	797	6,859	0.88	0.61	0.68
South Carolina	475	46%	563	54%	0	0%	1,038	23,341	38,701	2.04	1.45	1.67
South Dakota	117	80%	29	20%	0	0%	146	7,275	3,175	1.61	0.91	1.40
Tennessee	483	40%	713	60%	1	0%	1,197	29,647	49,257	1.63	1.45	1.52
Texas	1,494	36%	2,661	64%	5	0%	4,160	82,697	225,763	1.81	1.18	1.35
Utah	135	49%	140	51%	2	1%	277	10,200	25,961	1.32	0.54	0.77
Vermont	42	71%	16	27%	1	2%	59	5,228	1,980	0.80	0.81	0.82
Virginia	456	50%	459	50%	2	0%	917	26,677	61,834	1.71	0.74	1.04
Washington	291	40%	428	59%	11	2%	730	16,831	43,724	1.73	0.98	1.21
West Virginia	144	56%	110	43%	2	1%	256	9,792	7,422	1.47	1.48	1.49
Wisconsin	341	57%	254	43%	0	0%	595	36,000	33,225	0.95	0.76	0.86
Wyoming	80	75%	27	25%	0	0%	107	7,132	2,588	1.12	1.04	1.10
U.S. Total	16,006	41%	22,905	58%	343	1%	39,254	1,024,845	2,269,186	1.56	1.01	1.19
Puerto Rico	138	48%	150	52%	0	0%	288	1,979	13,471	6.97	1.11	1.86

Sources: FARS 2024 ARF; VMT – FHWA

Notes: Some States contain high proportions of unknown for rural/urban classification; many of these will be resolved when the file is finalized. The District of Columbia does not have any rural areas.

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 2024 ARF, the 2023 Final File was released to replace the 2023 ARF. The final fatality count in motor vehicle traffic crashes for 2023 was 41,025, updated from 40,901 in the 2023 ARF. The number of rural fatalities from the 2023 Final file was 16,796, updated from 16,656 from the 2023 ARF and the number of urban fatalities from the 2023 Final file was 24,036, updated from 23,921 from the 2023 ARF.

The FARS 2022 Final File was amended with revisions to rural and urban classifications for some fatal crashes. Due to amendments, the 2022 fatalities in rural areas changed from 17,299 to 17,375 and in urban areas changed from 25,292 to 25,216. Overall fatalities for 2022 remained the same.

Product Information Catalog and Vehicle Listing (vPIC) Vehicle Classification

Historically, vehicle type classifications (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 vPIC dataset to decode Vehicle Identification Numbers (VINs) and extract vehicle information. Details of vehicles (make, model, body class, etc.) 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 is available beginning with the 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 bicycles will no longer be captured in FARS.

The suggested APA format citation for this publication is:

National Center for Statistics and Analysis. (2026, July). *Rural/urban traffic fatalities: 2024 data* (Traffic Safety Facts. Report No. DOT HS 813 828). National Highway Traffic Safety Administration.
<https://doi.org/10.21949/q99a-3786>

For More Information:

Motor vehicle traffic crash data is available from the National Center for Statistics and Analysis, 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 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 reports can be found at <https://crashstats.nhtsa.dot.gov>.



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