

Crashes by Number of Units Involved

While crashes involving a single vehicle occur less frequently than crashes involving multiple vehicles, the resulting injuries are often more severe. Single-vehicle crashes were 2.9 times as likely to result in a fatality as multiple-vehicle crashes were in 2011. Table 6 shows the number of crashes and injuries involving both single and multiple vehicles by the severity of the crash and injury. Multiple-vehicle crashes include crashes between more than one motorized vehicle and crashes between a motor vehicle and a pedestrian, bicyclist, train, or equestrian.

Type of Crash	Single Vehicle		Multiple Vehicles	
	Crashes	Injuries	Crashes	Injuries
Fatal	89	98	63	69
Serious Injury	437	532	610	761
Visible Injury	871	1,116	1,612	2,238
Possible Injury	1,023	1,473	2,939	4,746
Property Damage	4,449		8,740	
Total	6,869	3,219	13,964	7,814

In 2011, single-vehicle crashes represented only 33% of all crashes, yet accounted for 59% of all fatal crashes. Of the 89 fatal single-vehicle crashes, 75 (84%) occurred on rural roadways.

Of the 63 multiple-vehicle fatal crashes, 11 involved a pedestrian, 1 involved a train and the other 51 (81%) involved two or more motor vehicles. Of the 63 fatal multiple-vehicle crashes, 47 (or 75%) occurred on rural roadways.

Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle crashes. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total in the percentage calculation.

Speed played the biggest role in single-vehicle crashes, contributing to more than one-quarter of single-vehicle crashes. Speed also contributed to 5% of all multiple-vehicle crashes.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to nearly 1 out of every 4 multiple vehicle crashes and just more than 1 out of every 6 single vehicle crashes. Following too close was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 12% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2011

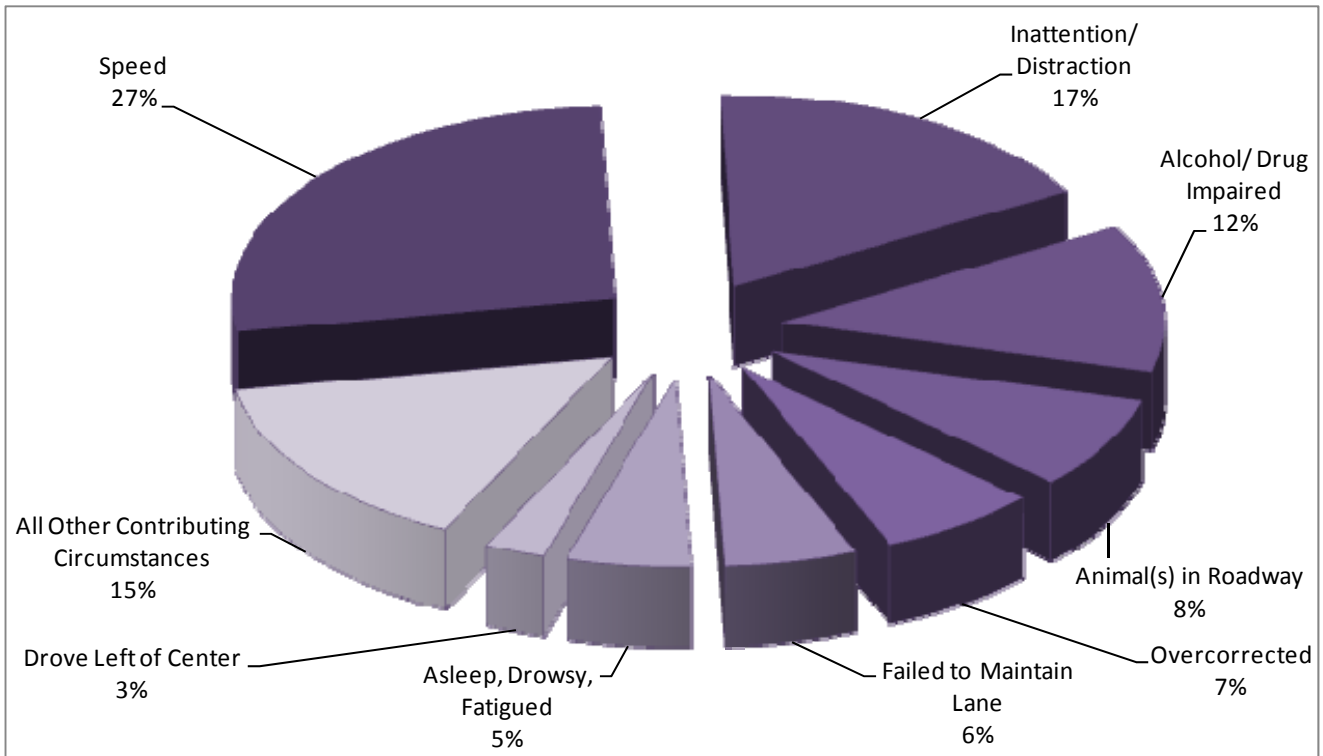


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2011

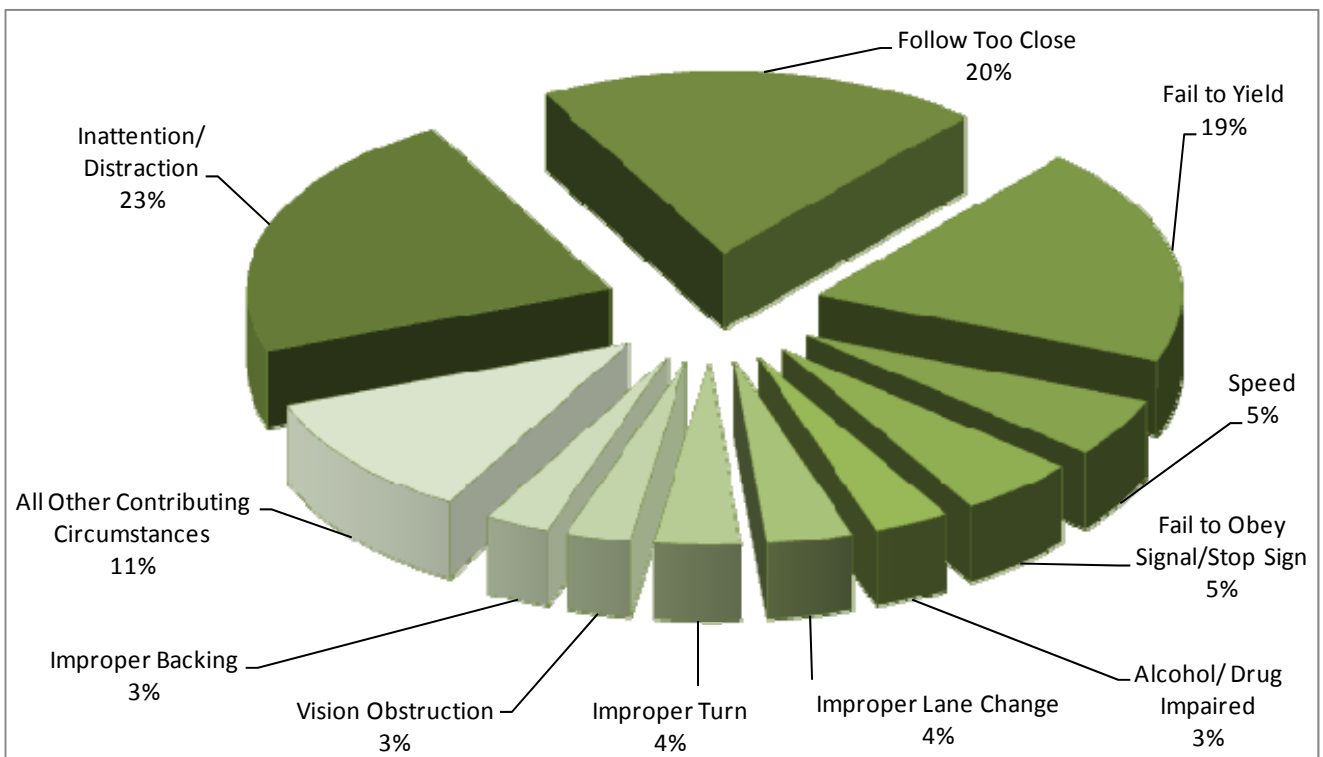


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2011	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (52.8%)	Angle (21.1%)
Tree (12.4%)	Pedestrian (14.8%)
Immersion (5.6%)	Head On (13.4%)
Embankment (4.5%)	Side Swiped Opposite (12.0%)
Guardrail Face (3.4%)	Rear-End (10.6%)
Utility Pole / Light Support (3.4%)	Same Direction - Turning (5.6%)
Bridge/Peir Abutment (2.2%)	Head On - Turning (4.2%)
Culvert (2.2%)	Angle - Turning (3.5%)
Fell, Pushed, Jumped (2.2%)	Side Swiped - Same Direction (3.5%)
Fire/Explosion (2.2%)	Overturn (2.8%)
Building Wall (1.1%)	Animal - Wild (2.1%)
Concrete Traffic Barrier (1.1%)	Parked Vehicle (2.1%)
Fence (1.1%)	Railroad Train (1.4%)
Other Object - Fixed (1.1%)	Concrete Traffic Barrier (0.7%)
Other Object - Not Fixed (1.1%)	Non-Contact Unit (0.7%)
Other Post, Pole or Support (1.1%)	Tree (0.7%)
Thrown or Falling Object (1.1%)	Utility/Light Support (0.7%)
Traffic Sign Support (1.1%)	

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single crash may not have the same most harmful event. In 2011, there were 142 units involved in the 63 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 53% of the single vehicle fatalities and 31% of all fatalities in 2011.

Of the 45 passenger motor vehicle occupants killed in single-vehicle rollovers, 8 (or 18%) were wearing seat belts or were in a child safety seat. Of the 34 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 29 (or 85%) were totally or partially ejected from their vehicle.

Seat belts are estimated to be more effective in preventing fatalities in rollover crashes. Seat belt use reduces fatalities by 74% in rollover crashes involving passenger cars and by 80% in rollover crashes involving light trucks³.