

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 2.6 times as likely to result in a fatality as multiple-vehicle crashes were in 2012. 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	93	103	76	81
Serious Injury	410	494	631	793
Visible Injury	831	1,061	1,744	2,367
Possible Injury	1,030	1,474	2,984	4,799
Property Damage	4,568		9,035	
Total	6,932	3,132	14,470	8,040

In 2012, single-vehicle crashes represented only 32% of all crashes, yet accounted for 55% of all fatal crashes. Of the 93 fatal single-vehicle crashes, 85 (91%) occurred on rural roadways.

Of the 76 multiple-vehicle fatal crashes, 13 involved a pedestrian, 2 involved a bicyclist, 2 involved a train, and the other 59 (78%) involved two or more motor vehicles. Of the 63 fatal multiple-vehicle crashes, 52 (or 68%) 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 just over 22% of single-vehicle crashes. Speed also contributed to 5% of all multiple-vehicle crashes. Fail to Maintain Lane was the second most prevalent contributing circumstance for single-vehicle crashes at just under 22%

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the fourth most prevalent for single-vehicle crashes. Inattention/distraction contributed to more than 1 out of every 5 multiple vehicle crashes and just more than 1 out of every 10 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 9% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2012

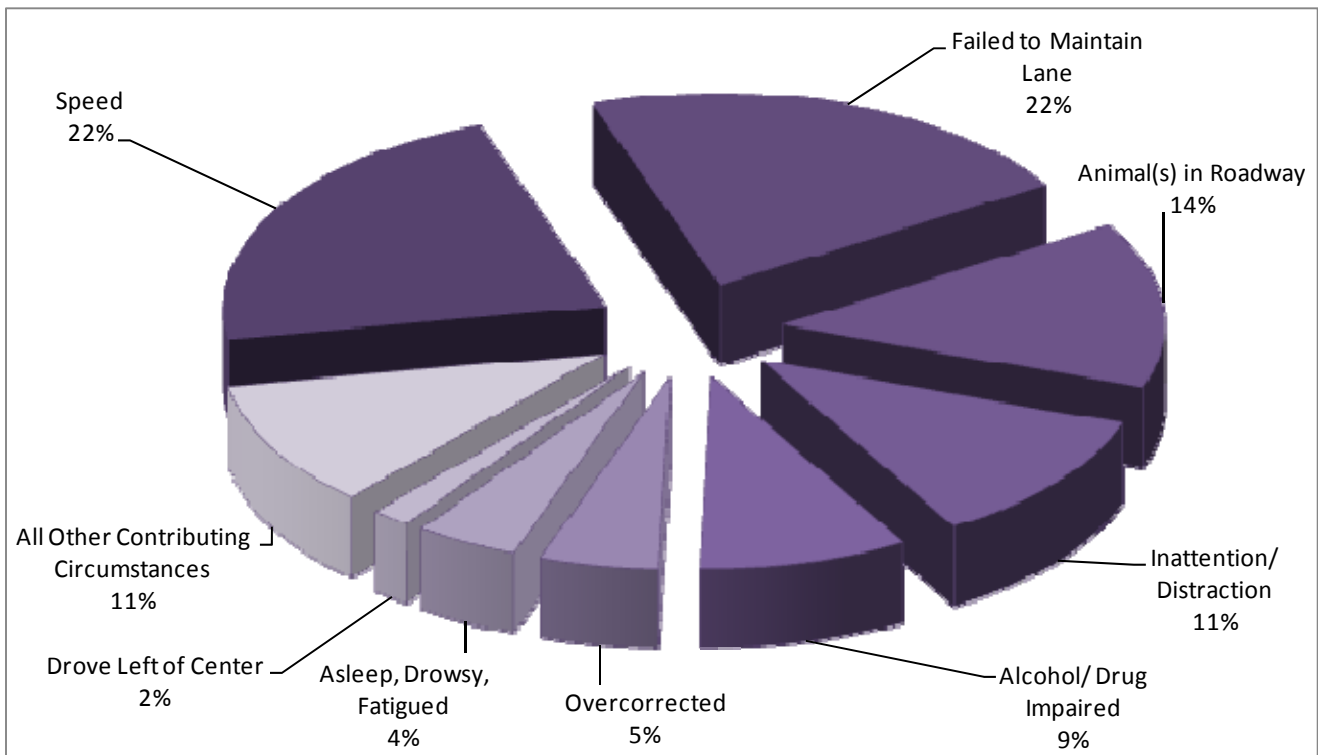


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2012

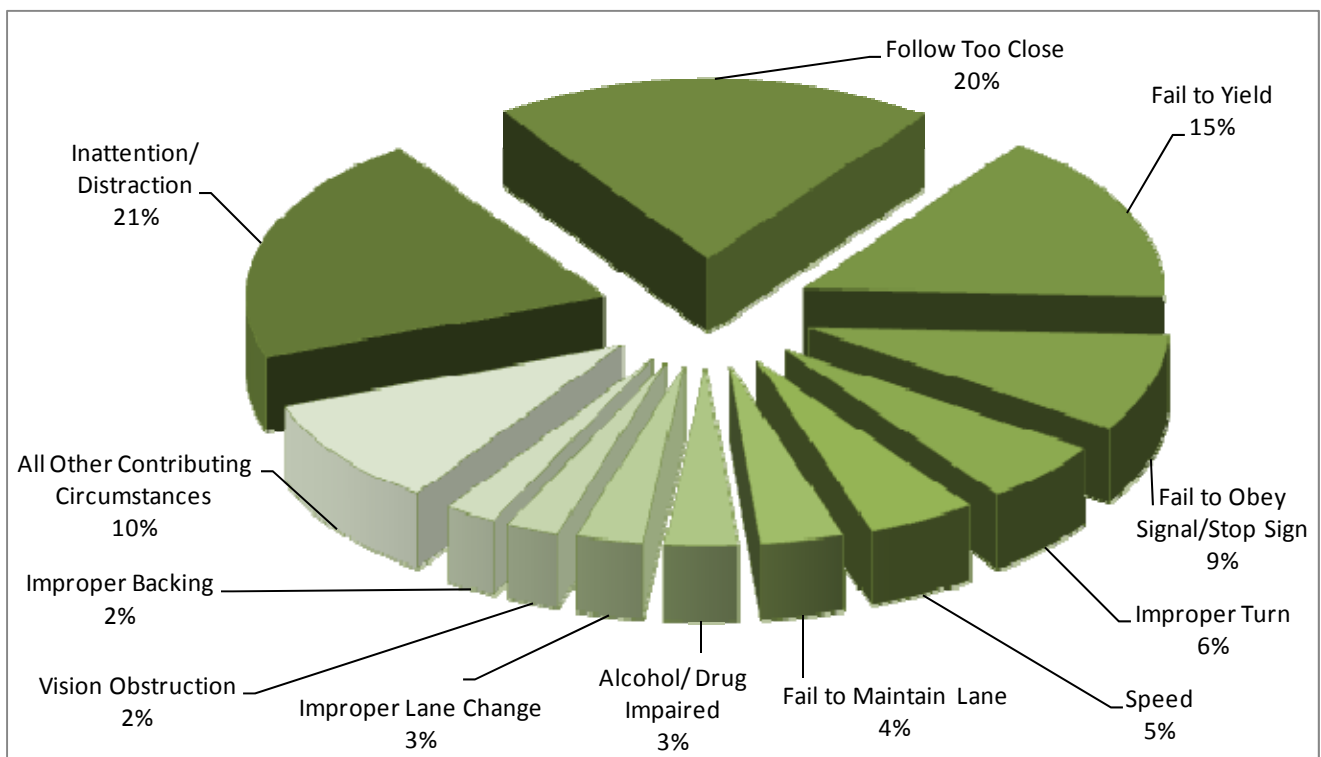


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2012	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (64.5%)	Head On (16.4%)
Tree (9.7%)	Angle (15.2%)
Immersion (6.5%)	Pedestrian (15.2%)
Ditch (3.2%)	Rear-End (14.6%)
Utility Pole / Light Support (3.2%)	Side Swiped Opposite (8.2%)
Wild Animal (2.2%)	Angle - Turning (7.6%)
Embankment (2.2%)	Head On - Turning (4.1%)
Other Fixed Object (2.2%)	Side Swiped - Same Direction (2.9%)
BridgeRail (1.1%)	Overturn (2.3%)
Building Wall (1.1%)	Parked Vehicle (2.3%)
Fence (1.1%)	Pedalcycle (2.3%)
Fire/Explosion (1.1%)	Railroad Train (2.3%)
Guardrail End (1.1%)	Same Direction - Turning (2.3%)
Other (1.1%)	Backed Into (1.2%)
	Concrete Traffic Barrier (0.6%)
	Fire / Explosion (0.6%)
	Non-Contact Unit (0.6%)
	Thrown or Falling Object (0.6%)

*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 2012, there were 171 units involved in the 76 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 64% of the single vehicle fatalities and 36% of all fatalities in 2012.

Of the 51 passenger motor vehicle occupants killed in single-vehicle rollovers, 13 (or 25%) were wearing seat belts or were in a child safety seat. Of the 38 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 30 (or 79%) 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. By these estimates, 23 of the 38 unbelted passenger motor vehicle occupants may have survived if they had been wearing their seat belt.