

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 3.1 times as likely to result in a fatality as multiple-vehicle crashes were in 2015. 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	113	122	85	94
Serious Injury	408	489	663	862
Visible Injury	958	1,207	2,154	2,939
Possible Injury	1,164	1,633	3,703	6,077
Property Damage	4,580		10,190	
Total	7,223	3,451	16,795	9,972

In 2015, single-vehicle crashes represented only 30% of all crashes, yet accounted for 57% of all fatal crashes. Of the 113 fatal single-vehicle crashes, 95 (84%) occurred on rural roadways.

Of the 85 multiple-vehicle fatal crashes, 8 involved a pedestrian and 3 involved a train, and the other 74 (87%) involved two or more motor vehicles. Of the 85 fatal multiple-vehicle crashes, 60 (or 71%) 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 20% of single-vehicle crashes. Failure to Maintain Lane contributed to 17% of single-vehicle crashes and as well as contributing to 3% of multiple vehicle crashes. Animal(s) in Roadway was the third most prevalent contributing circumstance for single-vehicle crashes at 13%.

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 almost 1 out of every 8 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: 2015

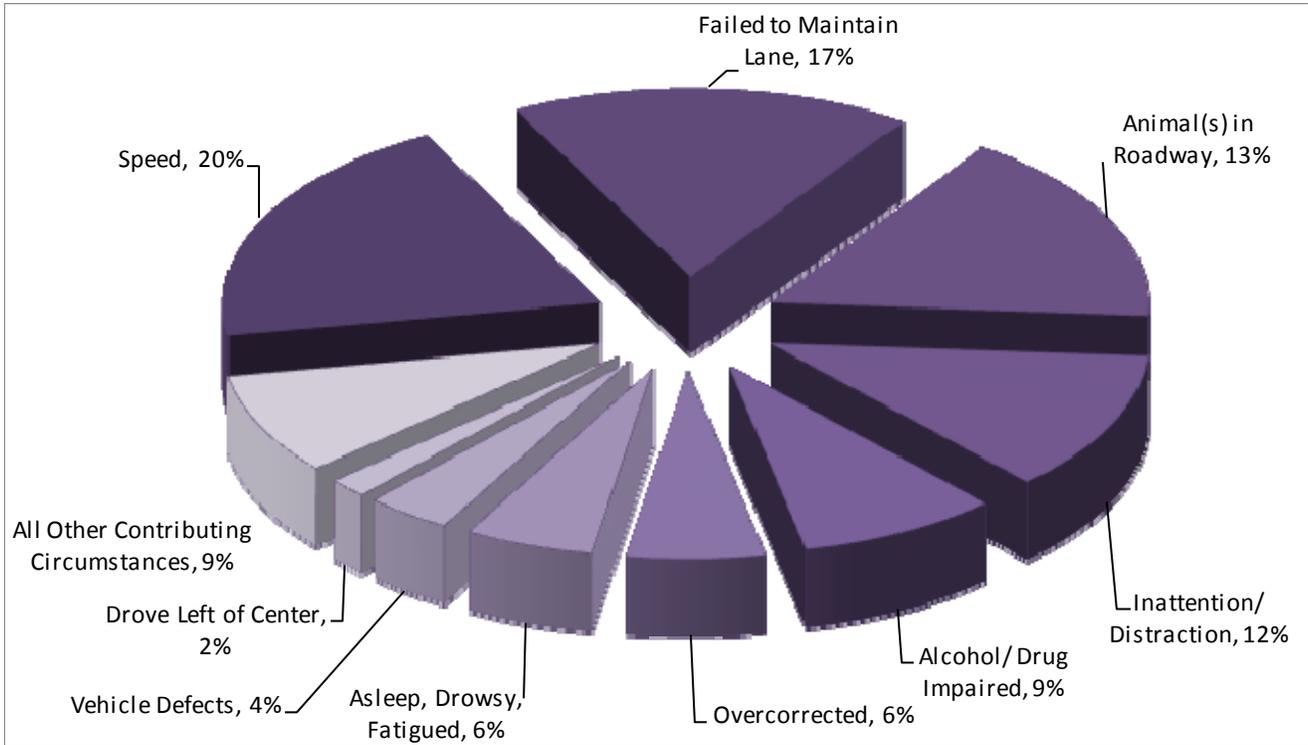


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2015

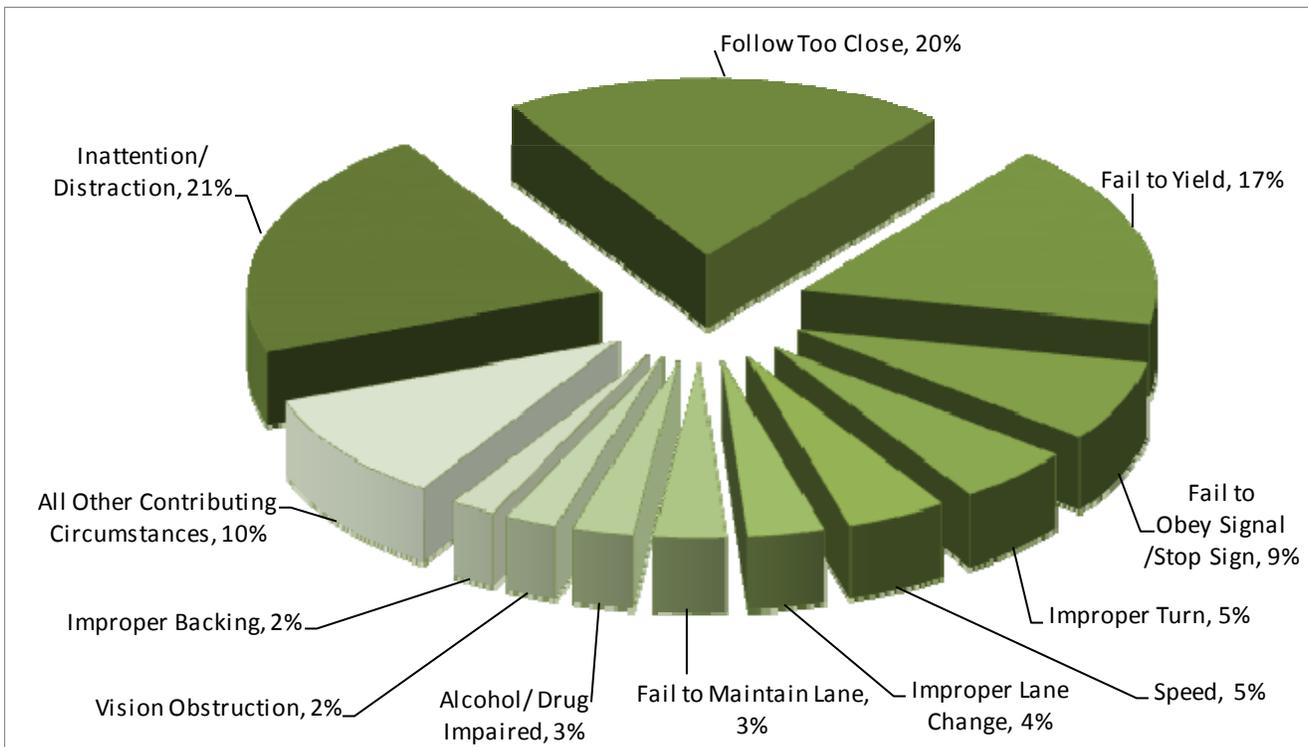


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2015	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (69.9%)	Angle (24.0%)
Tree (8.8%)	Head On (19.1%)
Immersion (4.4%)	Head On - Turning (9.8%)
Embankment (2.7%)	Pedestrian (7.7%)
Utility Pole / Light Support (2.7%)	Angle - Turning (6.0%)
Ditch (1.8%)	Rear-End (6.0%)
Overpass (1.8%)	Overturn (4.4%)
Bridge/Pier Abutment (0.9%)	Side Swiped - Same Direction (4.4%)
Building/Wall (0.9%)	Side Swiped Opposite (3.8%)
Concrete Traffic Barrier (0.9%)	Railroad Train (3.3%)
Fell / Pushed / Jumped (0.9%)	Other Object Not Fixed (2.2%)
Fence (0.9%)	Parked Car (2.2%)
Fire / Explosion (0.9%)	Animal - Wild (1.1%)
Guardrail Face (0.9%)	Fire / Explosion (1.1%)
Other Fixed Object (0.9%)	Jackknifed (1.1%)
Other Post, Pole or Support (0.9%)	Same Direction - Turning (1.1%)
	Cargo Loss / Shift (0.5%)
	Concrete Traffic Barrier (0.5%)
	Non-Contact Unit (0.5%)
	Other (0.5%)
	Struck by Falling/Shifting Cargo (0.5%)

*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple units involved in a single crash may not have the same most harmful event. In 2013, there were 213 units involved in the 92 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 70% of the single vehicle fatalities and 39% of all fatalities in 2015.

Of the 62 passenger motor vehicle occupants killed in single-vehicle rollovers, 18 (or 29%) were wearing seat belts or were in a child safety seat. Of the 43 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 38 (or 88%) 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, 32 of the 43 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.