

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 2.5 times as likely to result in a fatality as multiple-vehicle crashes were in 2013. 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	107	114	92	99
Serious Injury	396	476	601	786
Visible Injury	855	1,088	1,789	2,461
Possible Injury	1,064	1,470	3,145	5,063
Property Damage	4,697		9,601	
Total	7,119	3,148	15,228	8,409

In 2013, single-vehicle crashes represented only 32% of all crashes, yet accounted for 54% of all fatal crashes. Of the 107 fatal single-vehicle crashes, 96 (90%) occurred on rural roadways.

Of the 92 multiple-vehicle fatal crashes, 14 involved a pedestrian, 4 involved a bicyclist, 4 involved a train, and the other 70 (76%) involved two or more motor vehicles. Of the 92 fatal multiple-vehicle crashes, 62 (or 67%) 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.

Failure to Maintain Lane played the biggest role in single-vehicle crashes, contributing to 24% of single-vehicle crashes. Speed contributed to 23% of single-vehicle crashes and as well as contributing to 7% 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 nearly 1 out of every 4 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 more than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 8% of single vehicle crashes and 4% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2013

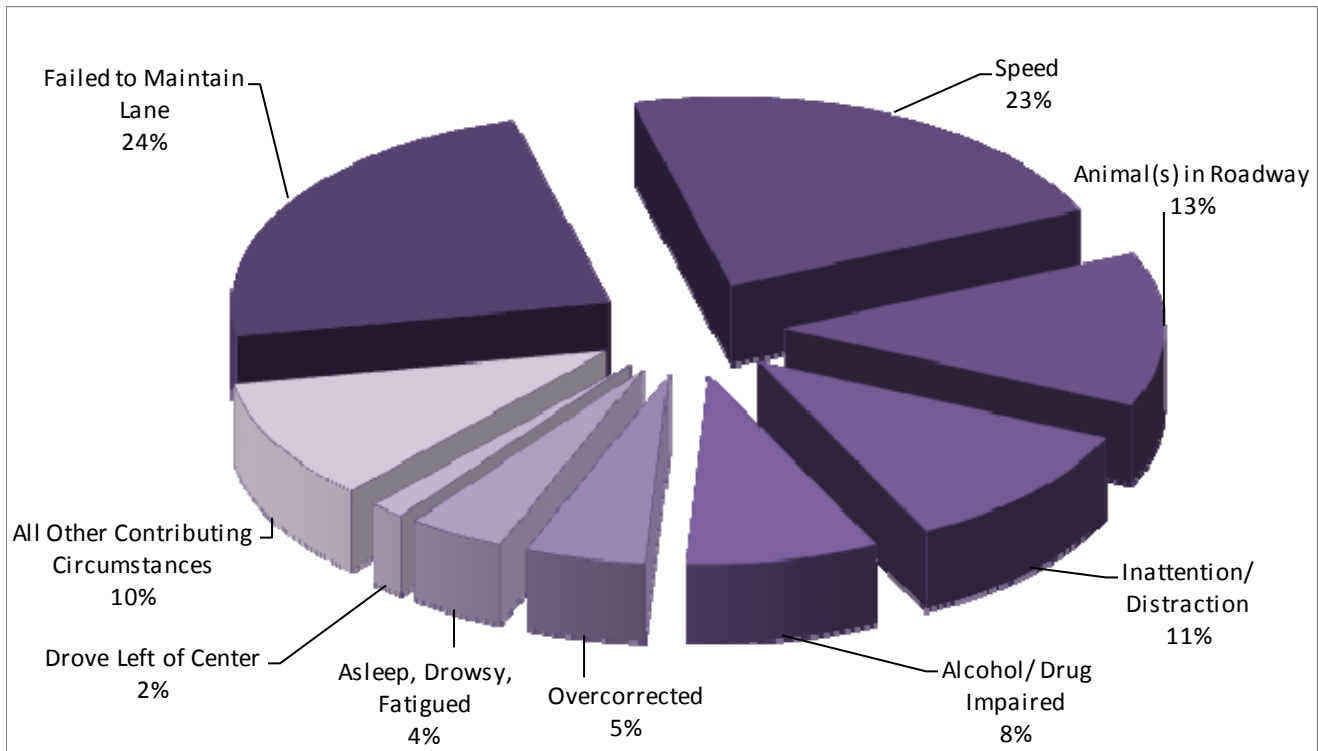


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2013

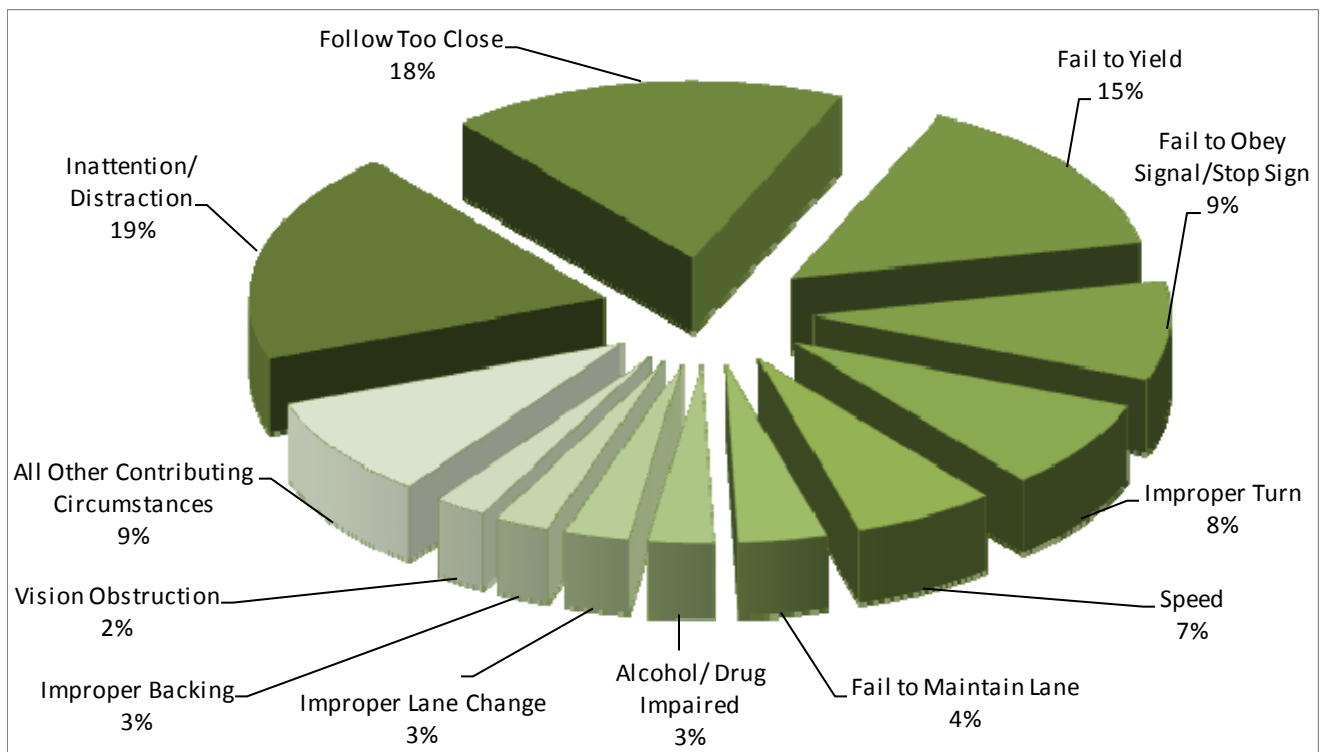


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2013	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (72.9%)	Head On (14.6%)
Tree (6.5%)	Pedestrian (12.7%)
Ditch (3.7%)	Rear-End (12.7%)
Fell / Pushed / Jumped (3.7%)	Head On - Turning (9.9%)
Fire / Explosion (3.7%)	Side Swiped Opposite (9.4%)
Immersion (3.7%)	Angle (7.0%)
Guardrail Face (1.9%)	Angle - Turning (6.6%)
Other Fixed Object (1.9%)	Overturn (4.2%)
Animal - Domestic (0.9%)	Railroad Train (3.8%)
Utility Pole / Light Support (0.9%)	Pedalcycle (3.3%)
	Parked Vehicle (2.3%)
	Rear-End Turning (2.3%)
	Side Swiped - Same Direction (2.3%)
	Fire / Explosion (1.9%)
	Tree (1.4%)
	Concrete Traffic Barrier (0.9%)
	Same Direction - Turning (0.9%)
	Bridge Rail (0.9%)
	Cross Median (0.9%)
	Embankment (0.9%)
	Fence (0.9%)
	Guardrail Face (0.9%)
	Non-Contact Unit (0.9%)
	Other (0.9%)
	Other Object Not Fixed (0.9%)
<p>*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.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 71% of the single vehicle fatalities and 38% of all fatalities in 2013.

Of the 65 passenger motor vehicle occupants killed in single-vehicle rollovers, 11 (or 17%) were wearing seat belts or were in a child safety seat. Of the 50 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 44 (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, 39 of the 50 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.