

## 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 3.4 times as likely to result in a fatality as multiple-vehicle crashes were in 2014. 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.

<b>Type of Crash</b>	<b>Single Vehicle</b>		<b>Multiple Vehicles</b>	
	<b>Crashes</b>	<b>Injuries</b>	<b>Crashes</b>	<b>Injuries</b>
Fatal	106	109	69	77
Serious Injury	348	418	667	855
Visible Injury	955	1,210	1,797	2,479
Possible Injury	1,162	1,557	3,288	5,249
Property Damage	4,337		9,405	
<b>Total</b>	<b>6,908</b>	<b>3,294</b>	<b>15,226</b>	<b>8,660</b>

In 2014, single-vehicle crashes represented only 31% of all crashes, yet accounted for 61% of all fatal crashes. Of the 106 fatal single-vehicle crashes, 90 (85%) occurred on rural roadways.

Of the 69 multiple-vehicle fatal crashes, 14 involved a pedestrian, 2 involved a bicyclist, 1 involved a train, and the other 52 (75%) involved two or more motor vehicles. Of the 69 fatal multiple-vehicle crashes, 45 (or 65%) 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 25% of single-vehicle crashes. Speed contributed to 22% of single-vehicle crashes and as well as contributing to 6% 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 5 multiple vehicle crashes and 1 out of every 10 single vehicle crashes. Following too close was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to just less than 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 8% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3  
**Single-Vehicle Crashes - Contributing Circumstances: 2014**

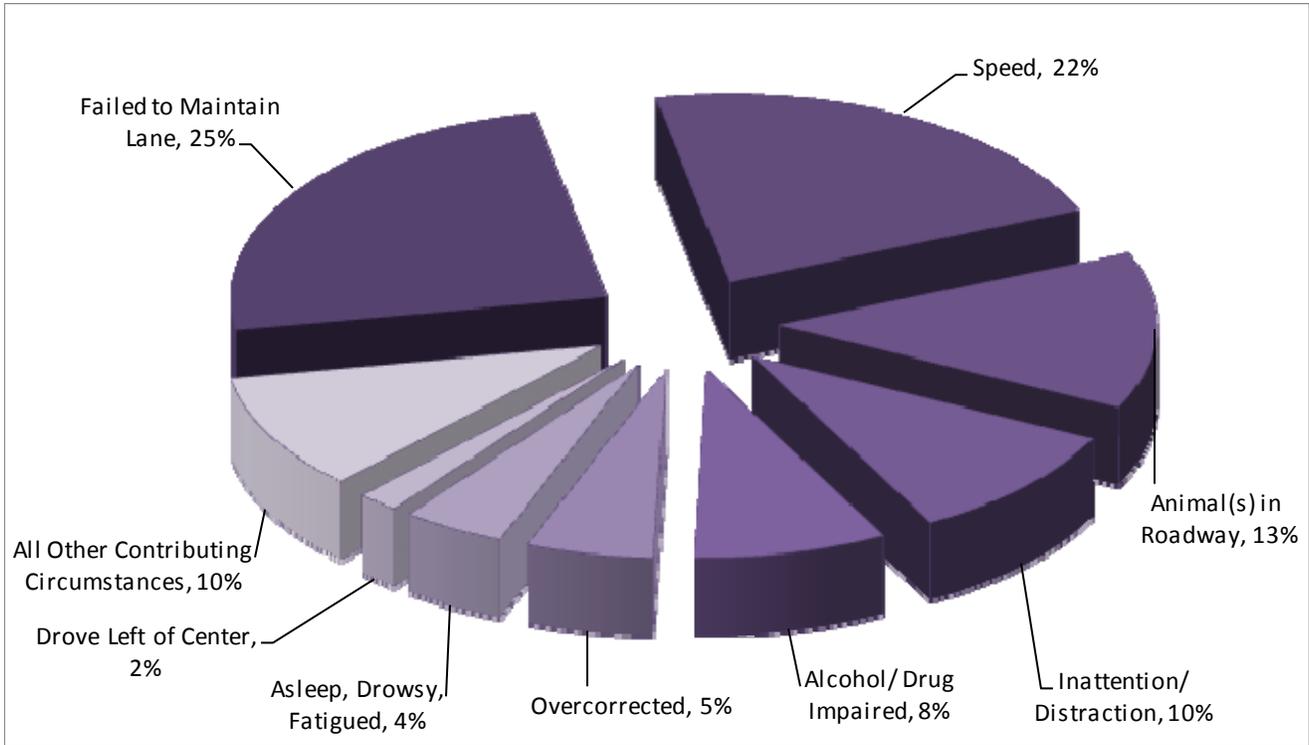


Figure 4  
**Multiple-Vehicle Crashes - Contributing Circumstances: 2014**

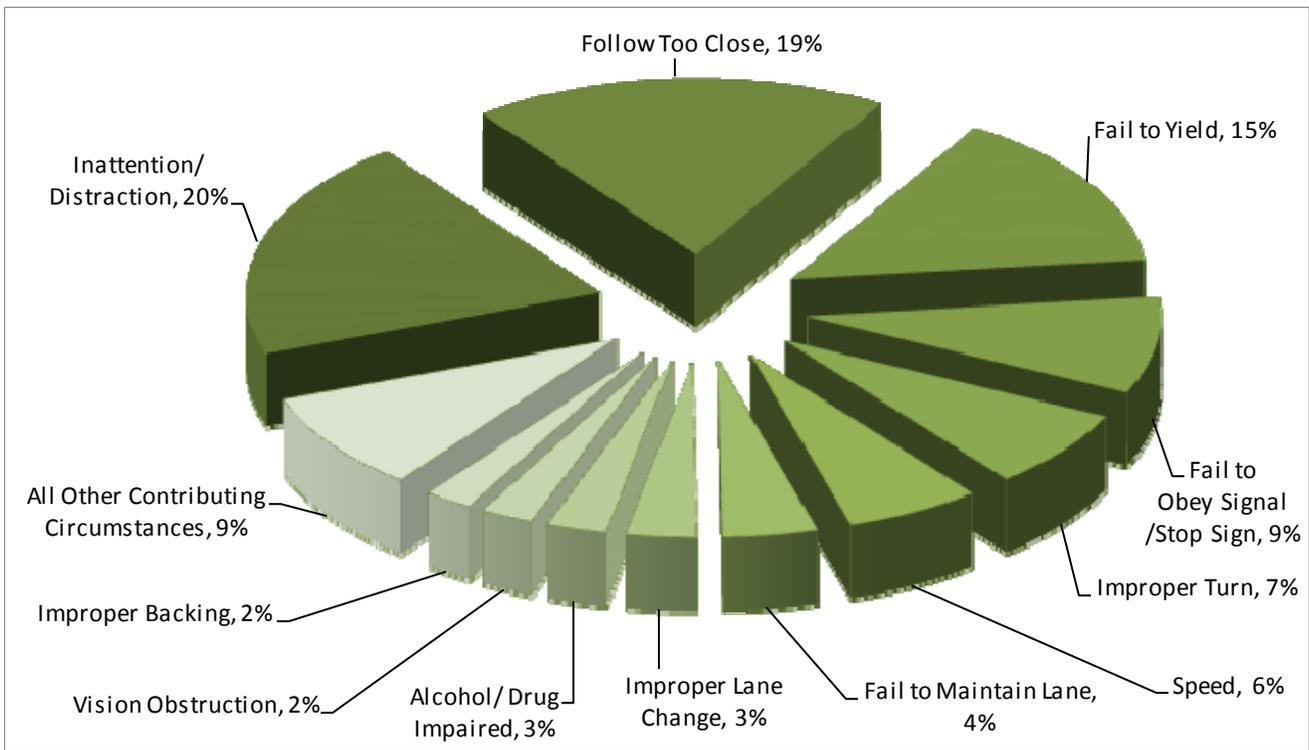


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

<b>Table 7</b>	
<b>Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2014</b>	
<b>Single-Vehicle Crashes</b>	<b>Multiple-Vehicle Crashes*</b>
Overturn (65.1%)	Head On (27.8%)
Tree (9.4%)	Pedestrian (18.8%)
Building/Wall (2.8%)	Angle (11.8%)
Immersion (2.8%)	Side Swiped Opposite (9.7%)
Embankment (1.9%)	Head On - Turning (8.3%)
Fell / Pushed / Jumped (1.9%)	Angle - Turning (4.9%)
Fence (1.9%)	Same Direction - Turning (3.5%)
Guardrail End (1.9%)	Pedalcycle (2.8%)
Other Fixed Object (1.9%)	Rear-End (2.8%)
Other Object Not Fixed (1.9%)	Rear-End Turning (2.8%)
Other Post, Pole or Support (1.9%)	Overturn (2.1%)
Animal - Domestic (0.9%)	Railroad Train (1.4%)
Bridge/Pier Abutment (0.9%)	Struck by Falling/Shifting Cargo (1.4%)
Cargo Loss/Shift (0.9%)	Embankment (0.7%)
Concrete Traffic Barrier (0.9%)	Side Swiped - Same Direction (0.7%)
Fire / Explosion (0.9%)	Vehicle Equipment Failure (0.7%)
Guardrail Face (0.9%)	
Utility Pole / Light Support (0.9%)	

\*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 66% of the single vehicle fatalities and 39% of all fatalities in 2014.

Of the 60 passenger motor vehicle occupants killed in single-vehicle rollovers, 14 (or 23%) were wearing seat belts or were in a child safety seat. Of the 46 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 40 (or 87%) 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 trucks<sup>3</sup>. By these estimates, 35 of the 46 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.