

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 1.7 times as likely to result in a fatality as multiple-vehicle crashes were in 2020. 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	83	94	105	120
Suspected Serious Injury	392	457	503	645
Suspected Minor Injury	877	1,096	1,841	2,541
Possible Injury	1,113	1,444	3,196	5,272
Property Damage	4,559		9,859	
Total	7,024	3,091	15,504	8,578

In 2020, single-vehicle crashes represented only 31% of all crashes, yet accounted for 44% of all fatal crashes. Of the 83 fatal single-vehicle crashes, 71 (86%) occurred on rural roadways.

Of the 105 multiple-vehicle fatal crashes, 14 involved a pedestrian and 3 involved a bicycle. The other 88 (85%) involved two or more motor vehicles. Of the 105 fatal multiple-vehicle crashes, 73 (or 70%) 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 21% of single-vehicle crashes and 5% of multiple-vehicle crashes. Animal(s) in the Roadway was the second most prevalent contributing circumstance for single-vehicle crashes at 17%. Fail to Maintain Lane was the third most prevalent contributing circumstance for single-vehicle crashes at 16% as well as contributing to 4% of multiple vehicle crashes.

Inattention/Distraction was the most prevalent contributing circumstance for multiple vehicle crashes, followed closely by Fail to Yield and Follow Too Close. Inattention/Distraction also contributed to 11% of single vehicle crashes.

Impaired driving contributed to 9% of single vehicle crashes and 4% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2020

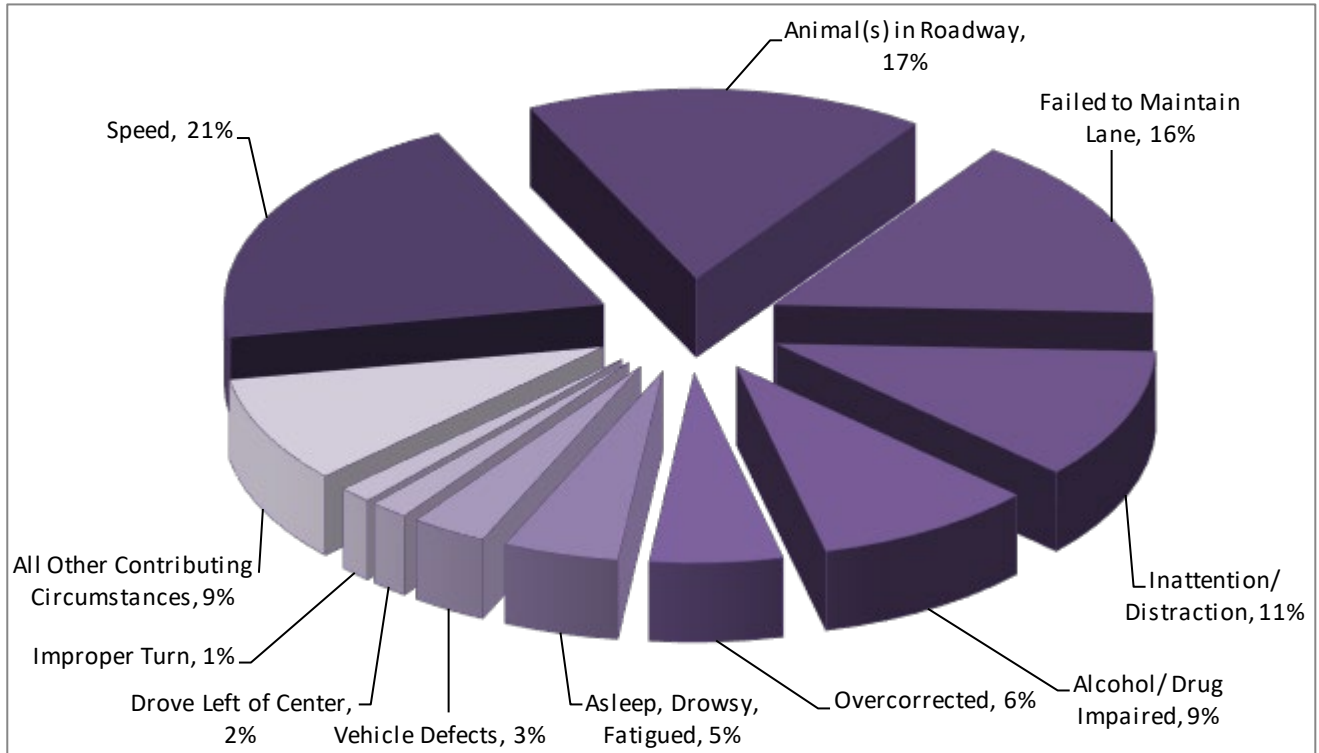


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2020

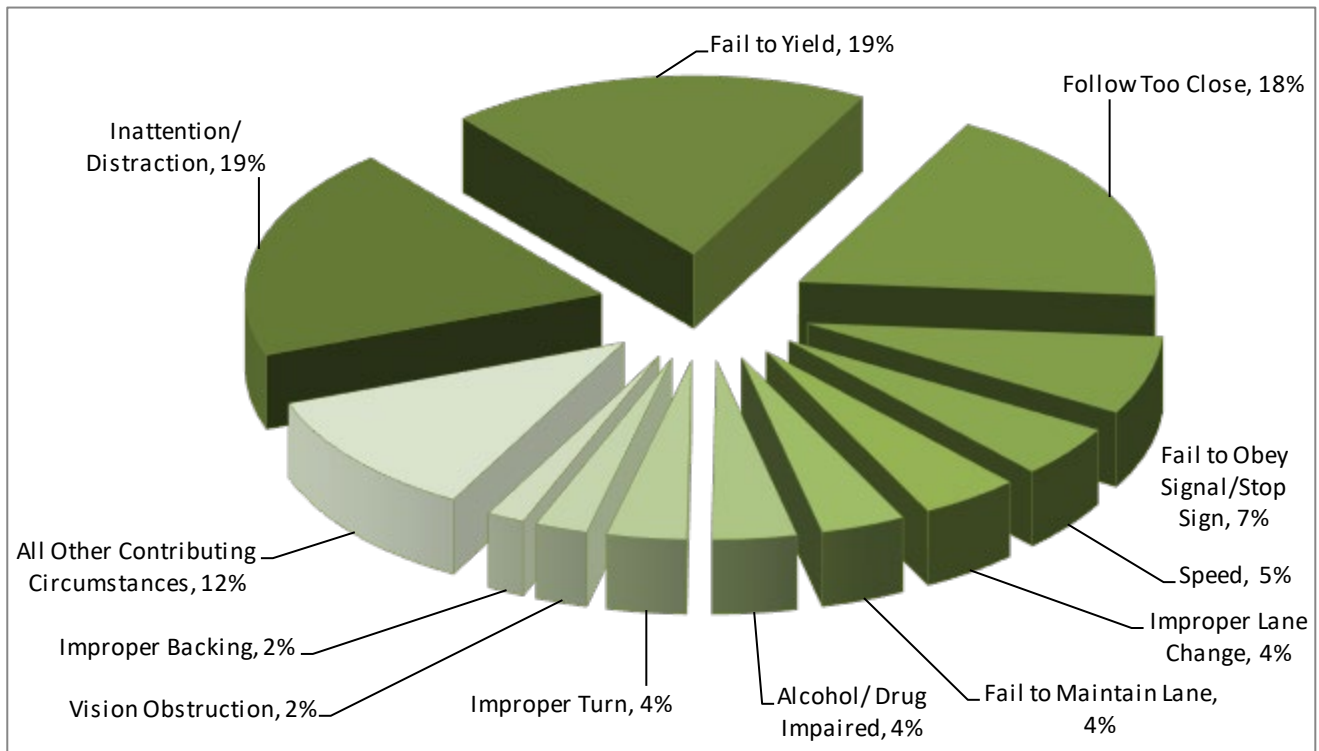


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2020	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (68.7%)	Head On (32.1%)
Tree (9.6%)	Angle (15.4%)
Embankment (8.4%)	Pedestrian (11.7%)
Immersion (4.8%)	Angle - Turning (7.1%)
Ditch (3.6%)	Rear-End (5.8%)
Building Wall (1.2%)	Side Swiped Opposite (5.8%)
Guardrail Face (1.2%)	Overturn (4.6%)
Other Fixed Object (1.2%)	Side Swiped - Same Direction (3.8%)
Vehicle Equipment Failure (1.2%)	Head On - Turning (3.3%)
	Pedalcycle (2.5%)
	Fire / Explosion (2.1%)
	Delineator Post (0.8%)
	Non-Contact Unit (0.8%)
	Other (0.8%)
	Same Direction Turning (0.8%)
	Struck by Falling/Shifting Cargo (0.8%)
	Backed Into (0.4%)
	Other Non-Collision (0.4%)
	Other Object Not Fixed (0.4%)
	Utility / Light Support (0.4%)
<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 2020, there were 240 units involved in the 105 fatal multiple vehicle crashes.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 66% of the single vehicle fatalities and 29% of all fatalities in 2020.

Of the 46 passenger motor vehicle occupants killed in single-vehicle rollovers, 8 (or 17%) 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, 36 (or 95%) 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, 30 of the 38 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.