## 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 1.9 times as likely to result in a fatality as multiple-vehicle crashes were in 2022. 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.

**Table 6**
**Crashes and Injuries by Number of Vehicles Involved: 2022**

| | Single Vehicle | | Multiple Vehicles | |
|---|---|---|---|---|
| Type of Crash | Crashes | Injuries | Crashes | Injuries |
| Fatal | 87 | 93 | 107 | 122 |
| Suspected Serious Injury | 451 | 537 | 618 | 799 |
| Suspected Minor Injury | 1,066 | 1,285 | 2,366 | 3,319 |
| Possible Injury | 924 | 1,223 | 3,018 | 4,992 |
| Property Damage | 5,876 | | 13,148 | |
| **Total** | **8,404** | **3,138** | **19,257** | **9,232** |

In 2022, single-vehicle crashes represented only 30% of all crashes, yet accounted for 45% of all fatal crashes. Of the 87 fatal single-vehicle crashes, 72 (83%) occurred on rural roadways.

Of the 107 multiple-vehicle fatal crashes, 16 involved a pedestrian and 3 involved a bicycle. The other 88 (82%) involved two or more motor vehicles. Of the 107 fatal multiple-vehicle crashes, 73 (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 22% of single-vehicle crashes and contributed to 6% of multiple-vehicle crashes. Animal(s) in the Roadway was the second most prevalent contributing circumstance for single-vehicle crashes at 18%. Fail to Maintain Lane was the third most prevalent contributing circumstance for single-vehicle crashes at 15%, as well as contributing to 4% of multiple vehicle crashes.

Fail to Yield was the most prevalent contributing circumstance for multiple vehicle crashes, followed closely by Inattention/Distraction and Follow Too Close. Inattention/Distraction also contributed to 9% 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: 2022**

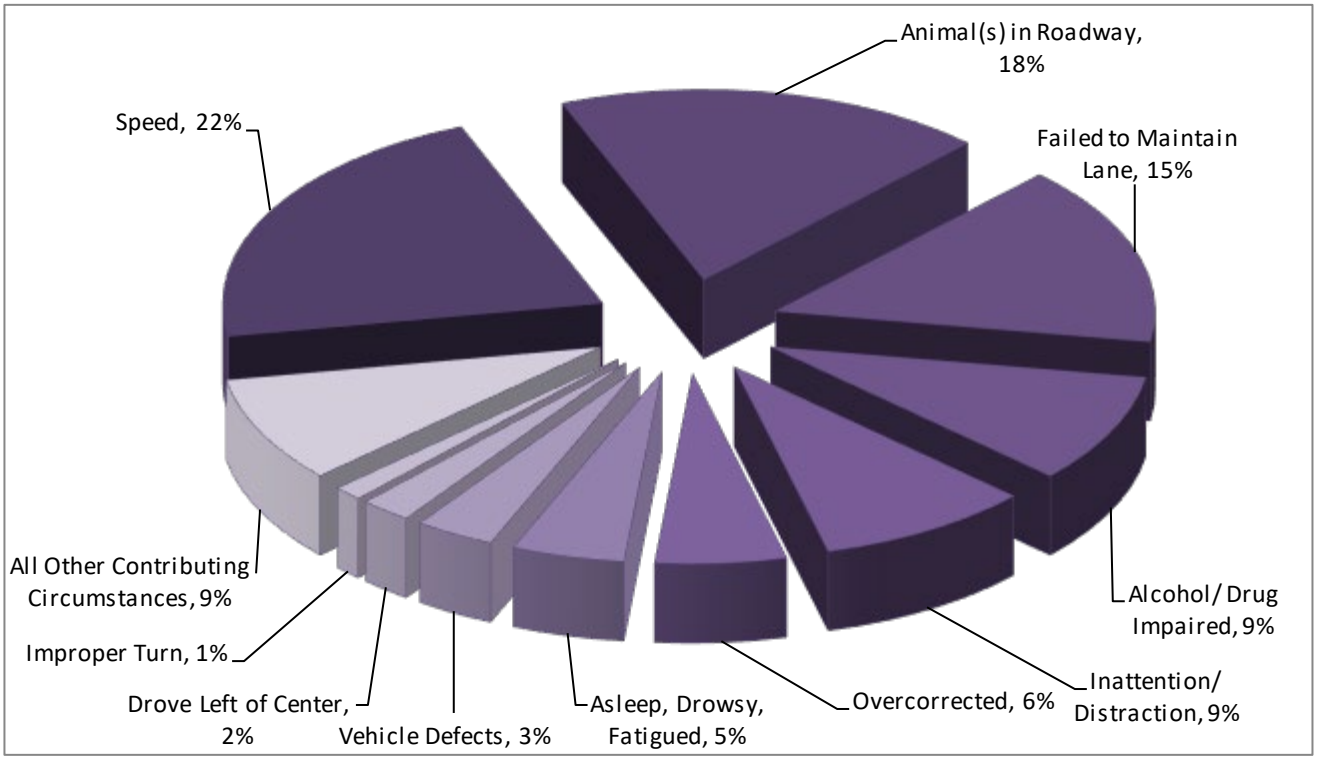


Figure 4
**Multiple-Vehicle Crashes – Contributing Circumstances: 2022**

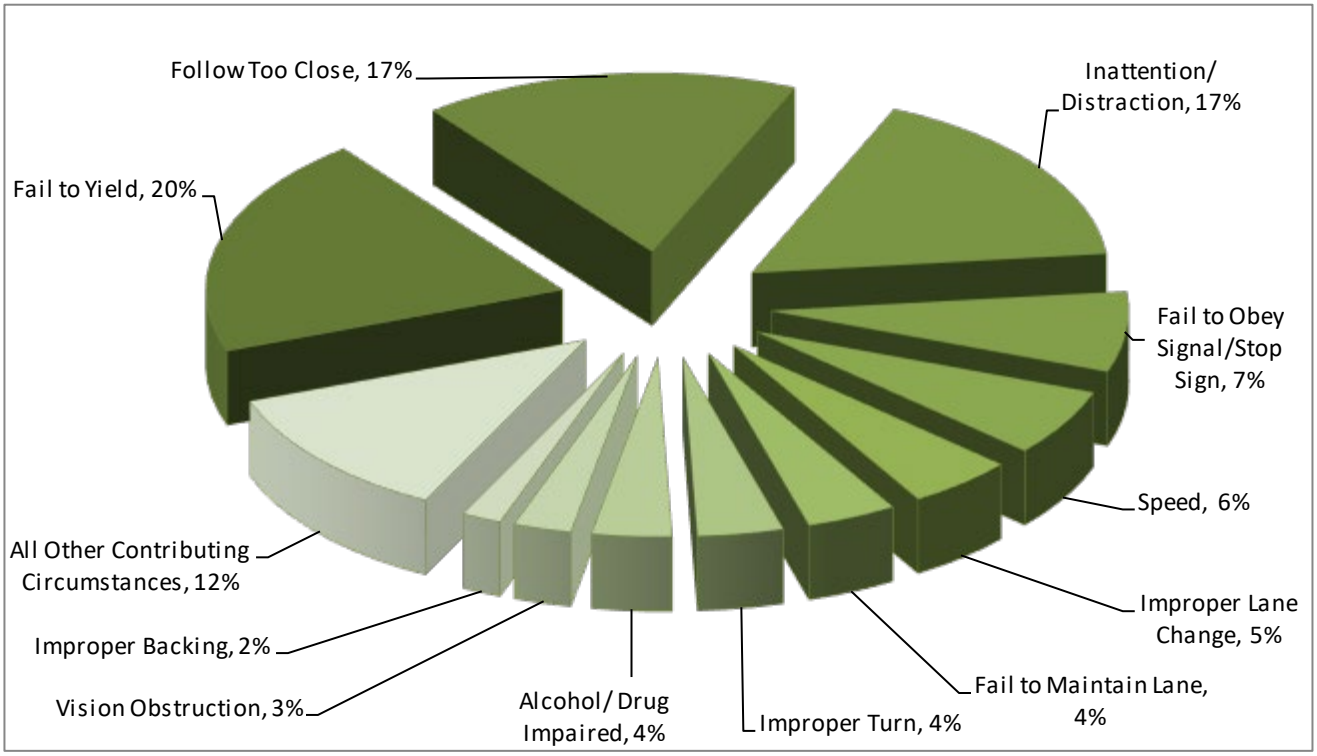

Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

**Table 7**
**Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2022**

| Single-Vehicle Crashes | Multiple-Vehicle Crashes* |
|---|---|
| Overturn (55.2%) | Head On (25.4%) |
| Tree (9.2%) | Angle (16.4%) |
| Ditch (6.9%) | Pedestrian (14.3%) |
| Immersion (5.7%) | Rear-End (13.9%) |
| Embankment (3.4%) | Angle - Turning (5.7%) |
| Other Post, Pole or Support (3.4%) | Overturn (4.1%) |
| Utility/Light Support (3.4%) | Head On - Turning (2.9%) |
| Other Object Not Fixed (2.3%) | Same Direction Turning (2.9%) |
| Traffic Sign Support (2.3%) | Pedalcycle (2.5%) |
| Bridge/Pier Abutment (1.1%) | Side Swiped Opposite (2.0%) |
| Culvert (1.1%) | Side Swiped - Same Direction (2.0%) |
| Curb (1.1%) | Fire / Explosion (1.2%) |
| Fire/Explosion (1.1%) | Parked Car (1.2%) |
| Non-Contact Unit (1.1%) | Other Object Not Fixed (0.8%) |
| Other (1.1%) | Rear-End Turning (0.8%) |
| Other Fixed Object (1.1%) | Struck by Falling/Shifting Cargo (0.8%) |
| | Ditch (0.4%) |
| | Embankment (0.4%) |
| | Guardrail Face (0.4%) |
| | Immersion (0.4%) |
| | Jackknifed (0.4%) |
| | Non-Contact Unit (0.4%) |
| | Tree (0.4%) |

*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 2022, there were 244 units involved in the 107 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 54% of the single vehicle fatalities and 23% of all fatalities in 2022.

Of the 45 passenger motor vehicle occupants killed in single-vehicle rollovers, 8 (or 18%) were wearing seat belts or were in a child safety seat. Of the 33 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 30 (or 91%) 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[3]. By these estimates, 26 of the 45 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.