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 1.5 times as likely to result in a fatality as multiple-vehicle crashes were in 2023. 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: 2023

	Single Vehicle		Multiple Vehicles	
Type of Crash	**Crashes**	**Injuries**	**Crashes**	**Injuries**
Fatal	91	99	151	176
Suspected Serious Injury	414	502	594	726
Suspected Minor Injury	1,037	1,267	2,404	3,344
Possible Injury	817	1,086	2,995	4,934
Property Damage/No Injuries	5,513	7,715	13,663	46,503
Total	**7,872**	**10,669**	**19,807**	**9,180**

In 2023, single-vehicle crashes represented only 28% of all crashes yet accounted for 38% of all fatal crashes. Of the 91 fatal single-vehicle crashes, 74 (81%) occurred on rural roadways.

Of the 151 multiple-vehicle fatal crashes, 31 involved a pedestrian, 8 involved a bicycle 5 involved a train, and 1 involved an equestrian. The other 107 (71%) involved two or more motor vehicles. Of the 151 fatal multiple-vehicle crashes, 92 (or 61%) 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 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 16%, 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 Follow Too Close and Inattention/Distraction. Inattention/Distraction also contributed to 9% of single vehicle crashes.

Impaired driving contributed to 10% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes – Contributing Circumstances: 2023

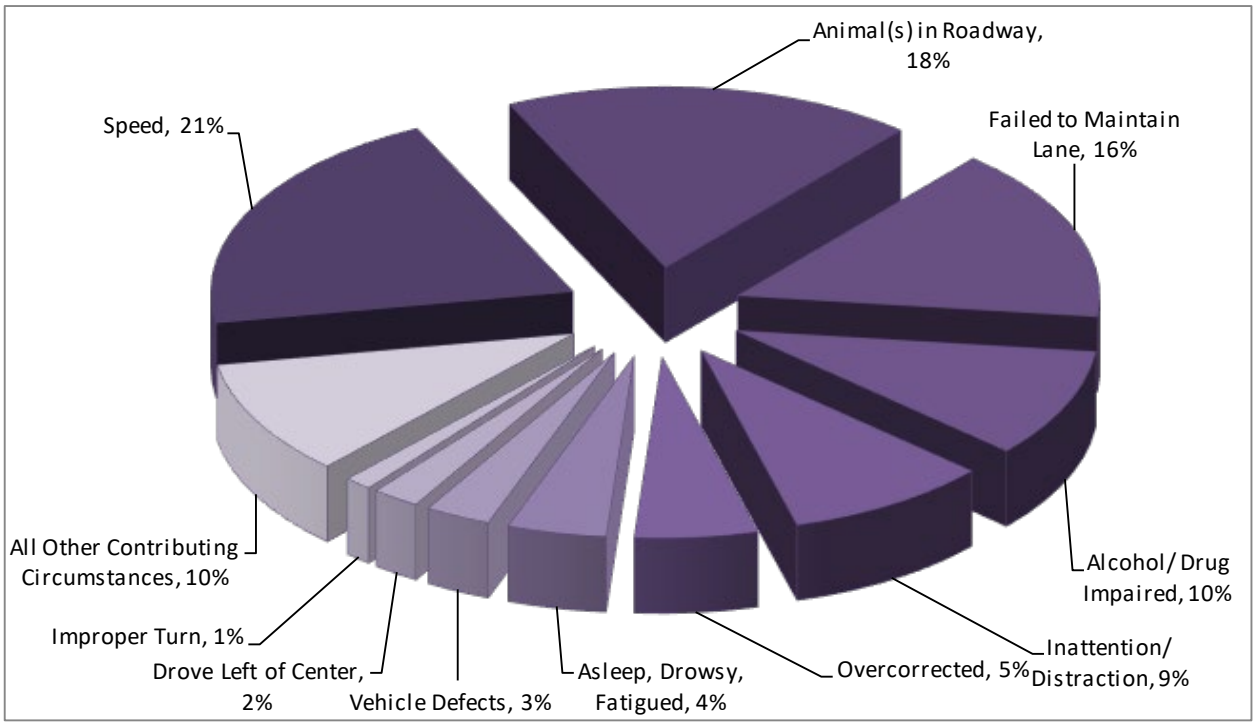

Figure 4
Multiple-Vehicle Crashes – Contributing Circumstances: 2023

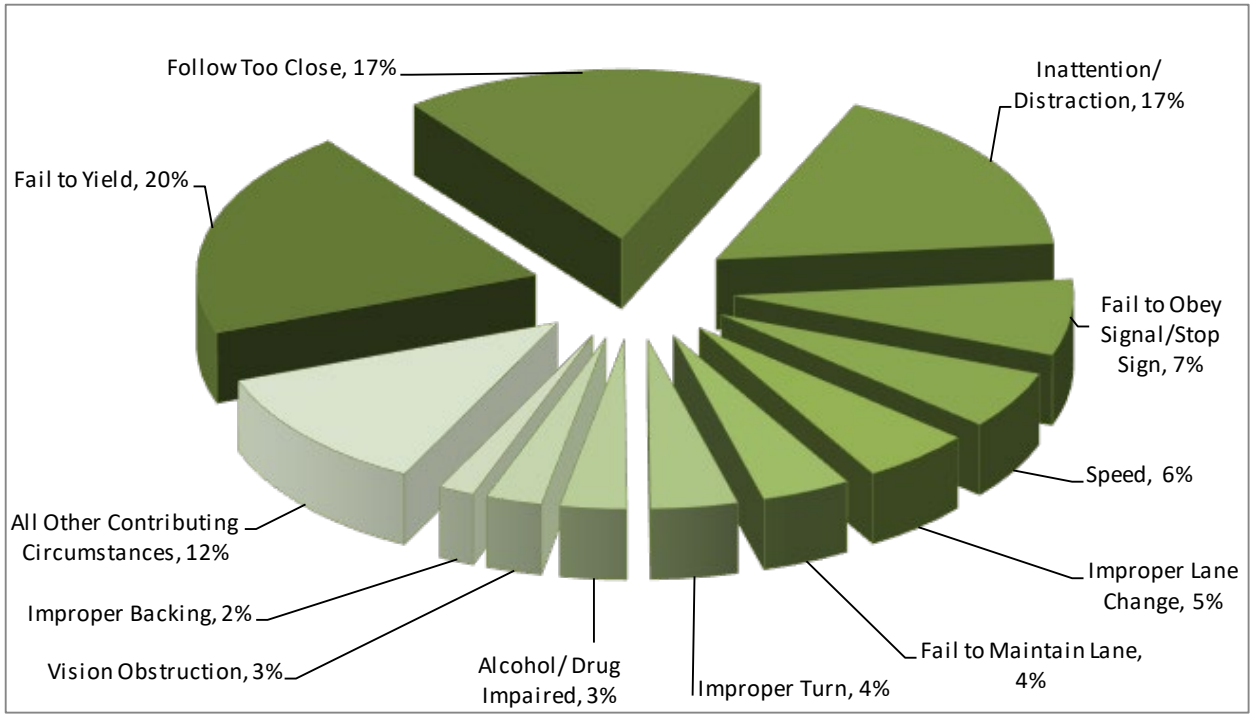

Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2023

Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (62.6%)	Head On (22.0%)
Tree (12.1%)	Pedestrian (17.4%)
Embankment (6.6%)	Angle (14.7%)
Other Fixed Object (3.3%)	Rear-End (12.0%)
Utility/Light Support (3.3%)	Angle - Turning (5.4%)
Concrete Traffic Barrier (2.2%)	Side Swiped Opposite (5.4%)
Immersion (2.2%)	Side Swiped - Same Direction (4.6%)
Fire/Explosion (1.1%)	Head On - Turning (4.3%)
Guardrail End (1.1%)	Pedalcycle (3.8%)
Guardrail Face (1.1%)	Railroad Train (2.7%)
Non-Contact Unit (1.1%)	Overturn (1.6%)
Other (1.1%)	Parked Car (1.4%)
Traffic Sign Support (1.1%)	Fire / Explosion (1.1%)
Vehicle Equipment Failure (1.1%)	Non-Contact Unit (1.1%)
	Same Direction Turning (1.1%)
	Other (0.5%)
	Concrete Traffic Barrier (0.3%)
	Embankment (0.3%)
	Other Post, Pole, or Support (0.3%)

*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 2023, there were 368 units involved in the 151 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 64% of the single vehicle fatalities and 23% of all fatalities in 2023.

Of the 50 passenger motor vehicle occupants killed in single-vehicle rollovers, 18 (or 36%) were wearing seat belts or were in a child safety seat. Of the 32 passenger motor vehicle occupants who were killed in single-vehicle rollovers and not wearing a seat belt, 24 (or 75%) 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, 25 of the 32 unbelted passenger motor vehicle occupants killed in rollover crashes may have survived if they had been wearing their seat belt.