

## 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.

<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	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	
<b>Total</b>	<b>7,119</b>	<b>3,148</b>	<b>15,228</b>	<b>8,409</b>

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**

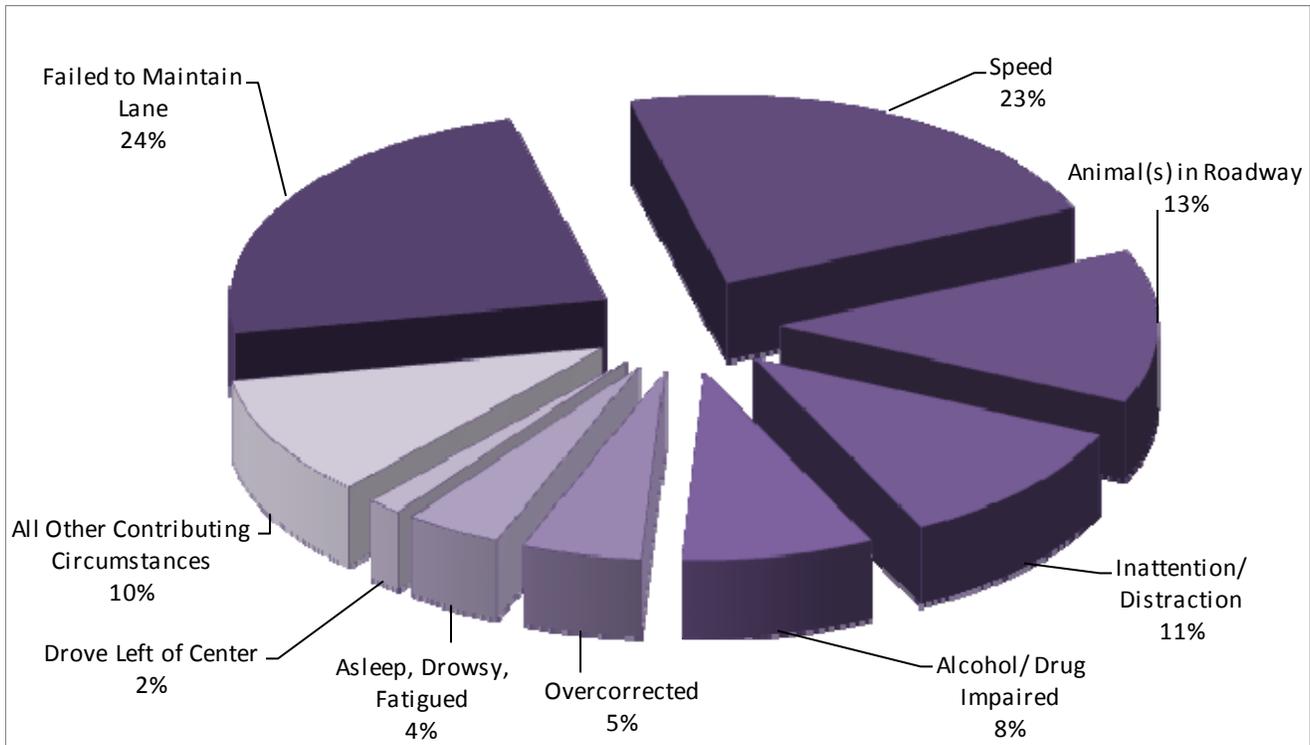


Figure 4  
**Multiple-Vehicle Crashes - Contributing Circumstances: 2013**

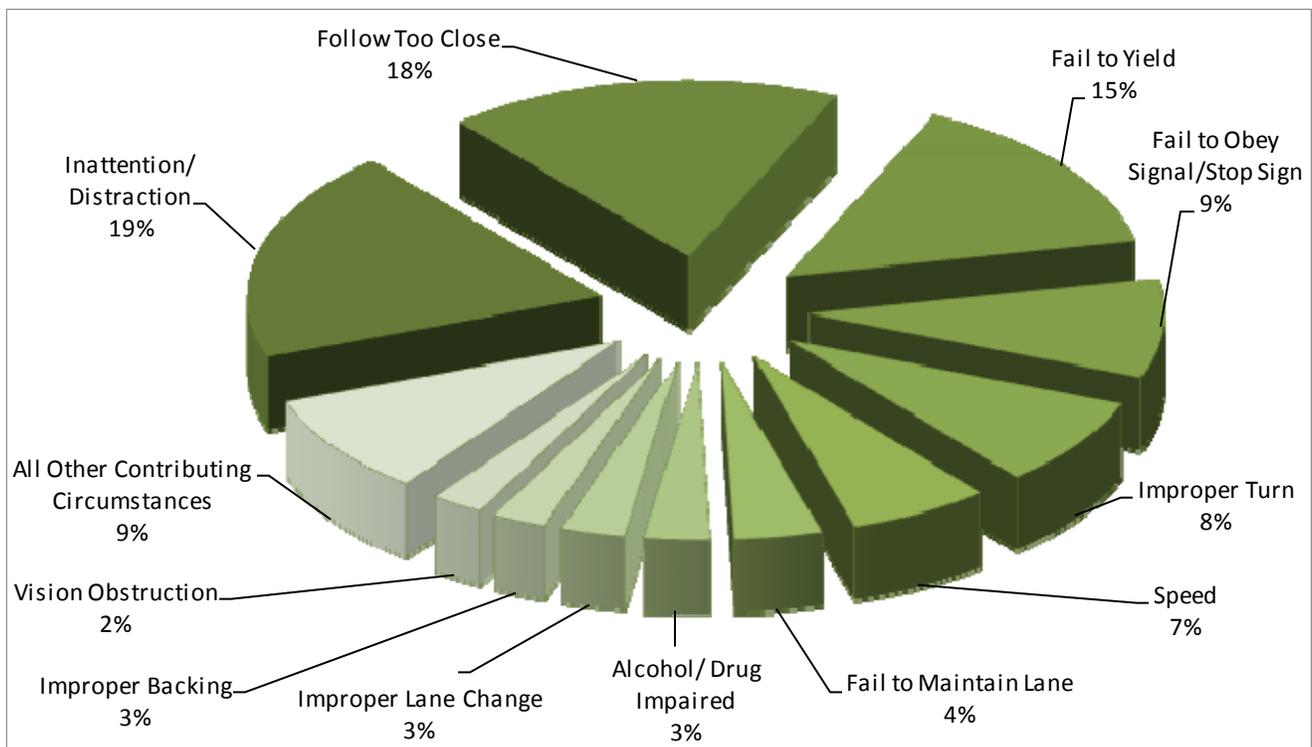


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

<b>Table 7</b>	
<b>Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles: 2013</b>	
<b>Single-Vehicle Crashes</b>	<b>Multiple-Vehicle Crashes*</b>
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 trucks<sup>3</sup>. 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.