

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 2008. 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	119	128	93	104
Serious Injury	539	649	653	854
Visible Injury	991	1,303	1,498	2,093
Possible Injury	1,274	1,783	3,272	5,313
Property Damage	5,593		10,970	
Total	8,516	3,863	16,486	8,364

In 2008, single-vehicle crashes represented only 34% of all crashes, yet accounted for 56% of all fatal crashes. Of the 119 fatal single-vehicle crashes, 105 (88%) occurred on rural roadways.

Of the 93 multiple-vehicle fatal crashes, 11 involved a pedestrian, 2 involved a bicyclist, 1 involved a train, and 1 involved a riding lawn mower. Only 37% of all fatal crashes involved two or more motor vehicles. Of the 93 fatal multiple-vehicle crashes, 58 (or 62%) occurred on rural roadways.

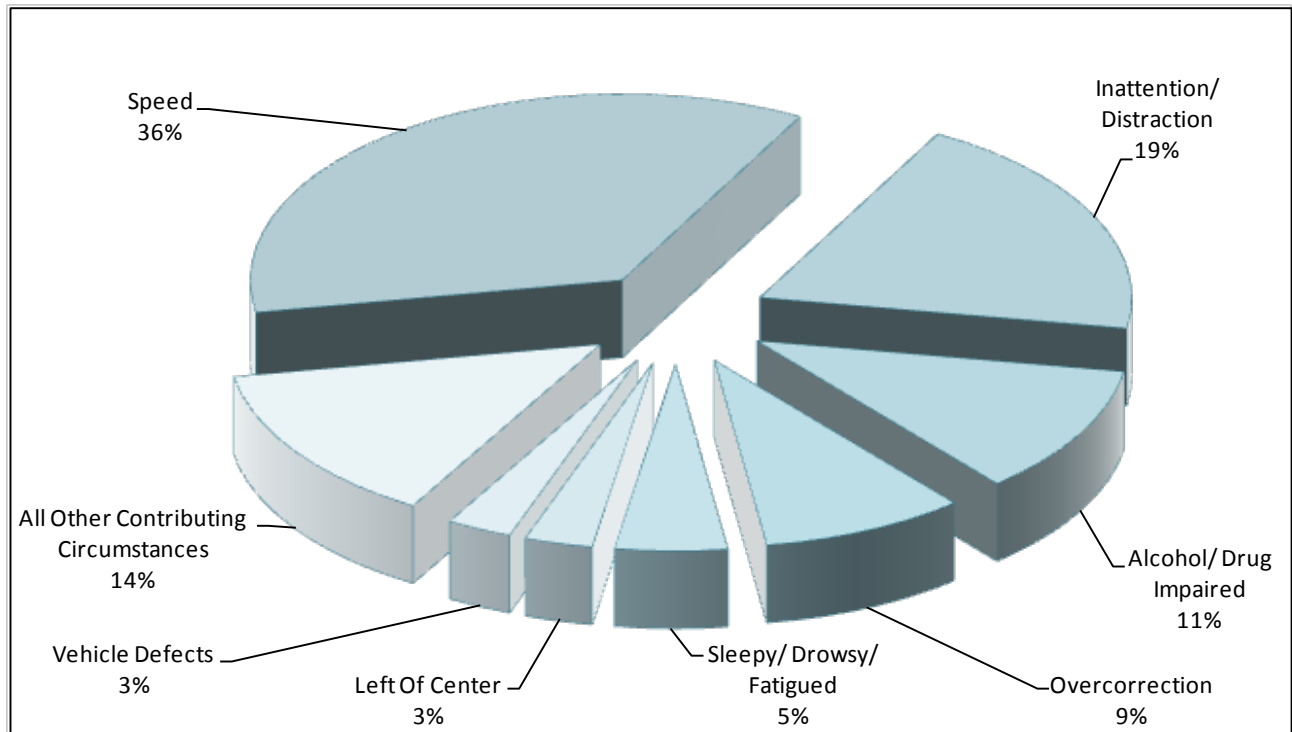
Figures 2 and 3, on the following page, show the most prevalent contributing circumstances for single- and multiple-vehicle crashes. The “all other contributing circumstances” category combines the remaining contributing circumstances, i.e., contributing circumstances with percentages less than 2%. Contributing circumstances of none, not applicable and unknown were excluded from the total.

Speed played the biggest role in single-vehicle crashes, contributing to more than 1 out of every 3 crashes. Speed also contributed to 9% of all multiple-vehicle crashes.

Inattention/distraction was the most prevalent contributing circumstance for multiple vehicle crashes and the second most prevalent for single-vehicle crashes. Inattention/distraction contributed to about 1 out of 5 crashes for both single and multiple vehicle crashes. Fail to yield was the second most prevalent contributing circumstance for multiple vehicle crashes, contributing to almost 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 11% of single vehicle crashes and 3% of multiple vehicle crashes.

**Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2008**



**Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2008**

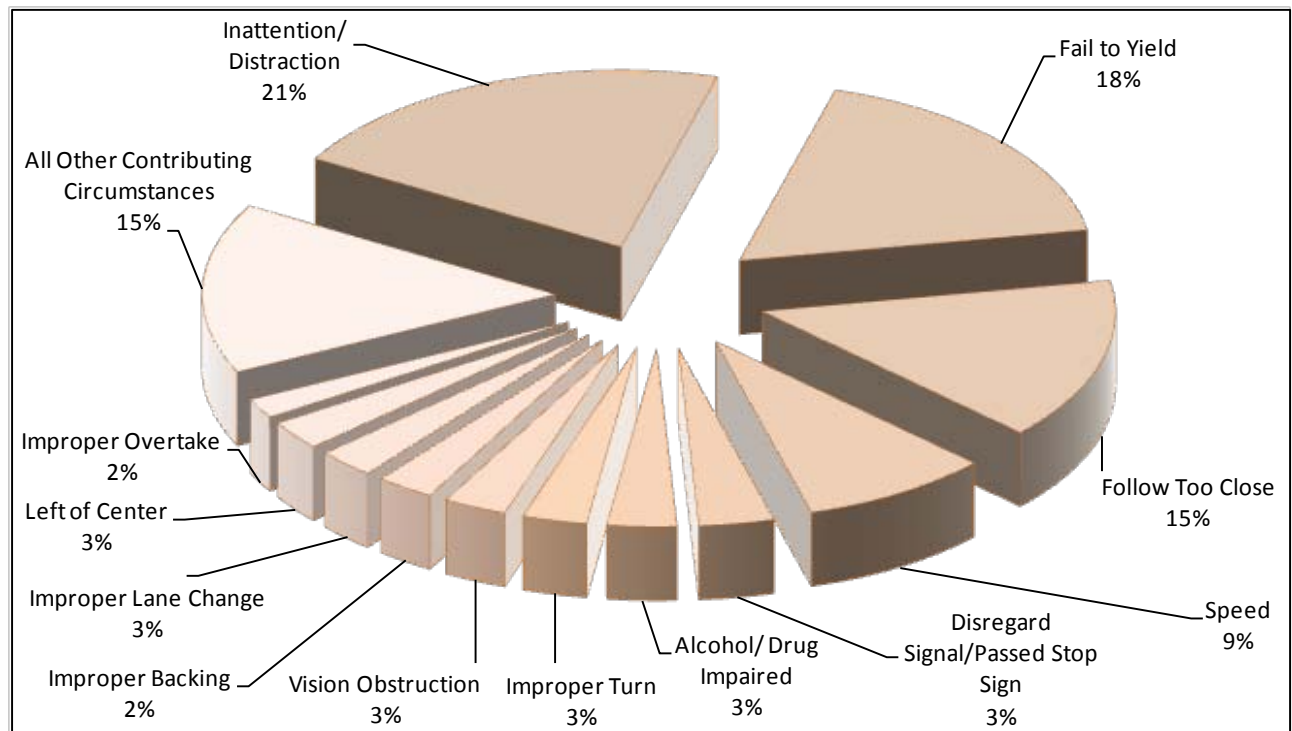


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2008	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (72.3%)	Head On (26.6%)
Tree (6.7%)	Angle (12.3%)
Embankment (2.5%)	Side Swiped Opposite (11.8%)
Immersion (2.5%)	Pedestrian (11.3%)
Utility Pole / Light Support (2.5%)	Angle - Turning (6.9%)
Fence (1.7%)	Head On - Turning (6.9%)
Fire (1.7%)	Rear End (6.9%)
Guardrail Face (1.7%)	Overturn (2.5%)
Wild Animal (1.7%)	Parked Vehicle (2.0%)
Bridge Pier/Parapet End (0.8%)	Bicyclist (2.0%)
Curb (0.8%)	Side Swiped - Same Direction (2.0%)
Domestic Animal (0.8%)	Fire (1.5%)
Guardrail End (0.8%)	Other (1.0%)
Other Object - Fixed (0.8%)	Same Direction - Turning (1.0%)
Other Non-Collision (0.8%)	Train (1.0%)
Other Object - Not Fixed (0.8%)	Utility Pole / Light Support (1.0%)
Overpass (0.8%)	Wild Animal (1.0%)
	Building Wall (0.5%)
	Immersion (0.5%)
	Rear-end Turning (0.5%)
	Separation of Units (0.5%)
	Tree (0.5%)
<p>*The percentages represent the number of vehicles the most harmful event was attributed to. Multiple vehicles involved in a single crash may not have the same most harmful event. In 2008, there were 203 units involved in the 93 fatal multiple vehicle crashes.</p>	

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 59% of the single vehicle fatalities and 32% of all fatalities in 2008.

Of the 75 people killed in single-vehicle rollovers, 15 (or 20%) were wearing seat belts or in a child safety seat. Of the 60 people who were killed in single-vehicle rollovers and not wearing a seat belt, 53 (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 trucks³.