

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 2.3 times as likely to result in a fatality as multiple-vehicle crashes were in 2009. 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 | 108 | 119 | 91 | 107 |
| Serious Injury | 472 | 589 | 625 | 810 |
| Visible Injury | 951 | 1,245 | 1,525 | 2,108 |
| Possible Injury | 1,217 | 1,735 | 3,071 | 4,906 |
| Property Damage | 5,150 | | 9,782 | |
| Total | 7,898 | 3,688 | 15,094 | 7,931 |

In 2009, single-vehicle crashes represented only 34% of all crashes, yet accounted for 54% of all fatal crashes. Of the 108 fatal single-vehicle crashes, 95 (88%) occurred on rural roadways.

Of the 91 multiple-vehicle fatal crashes, 9 involved a pedestrian, 7 involved a bicyclist, and 1 involved 2 non-motor vehicles. Only 37% of all fatal crashes involved two or more motor vehicles. Of the 93 fatal multiple-vehicle crashes, 60 (or 66%) 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 7% 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 1 out of every 4 multiple vehicle crashes and about 1 out of every 5 single vehicle crashes. Fail to yield 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 11% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2009

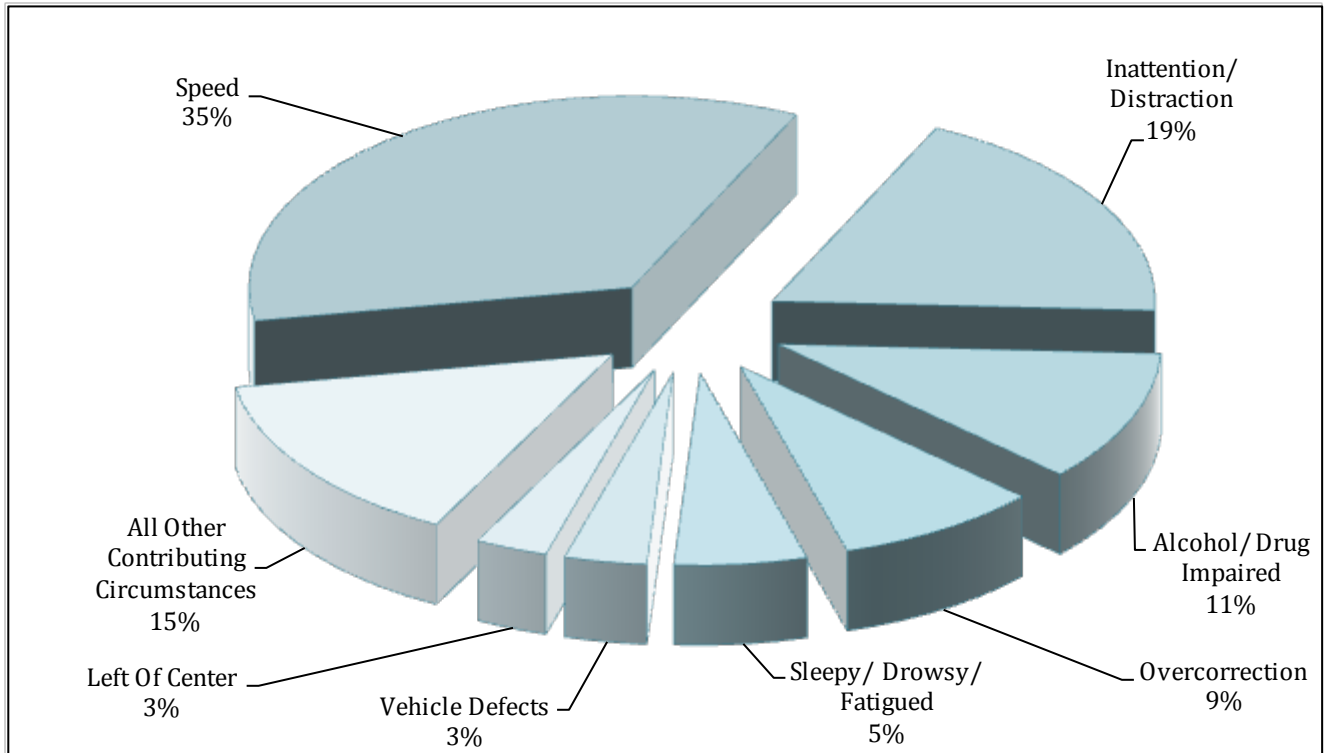


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2009

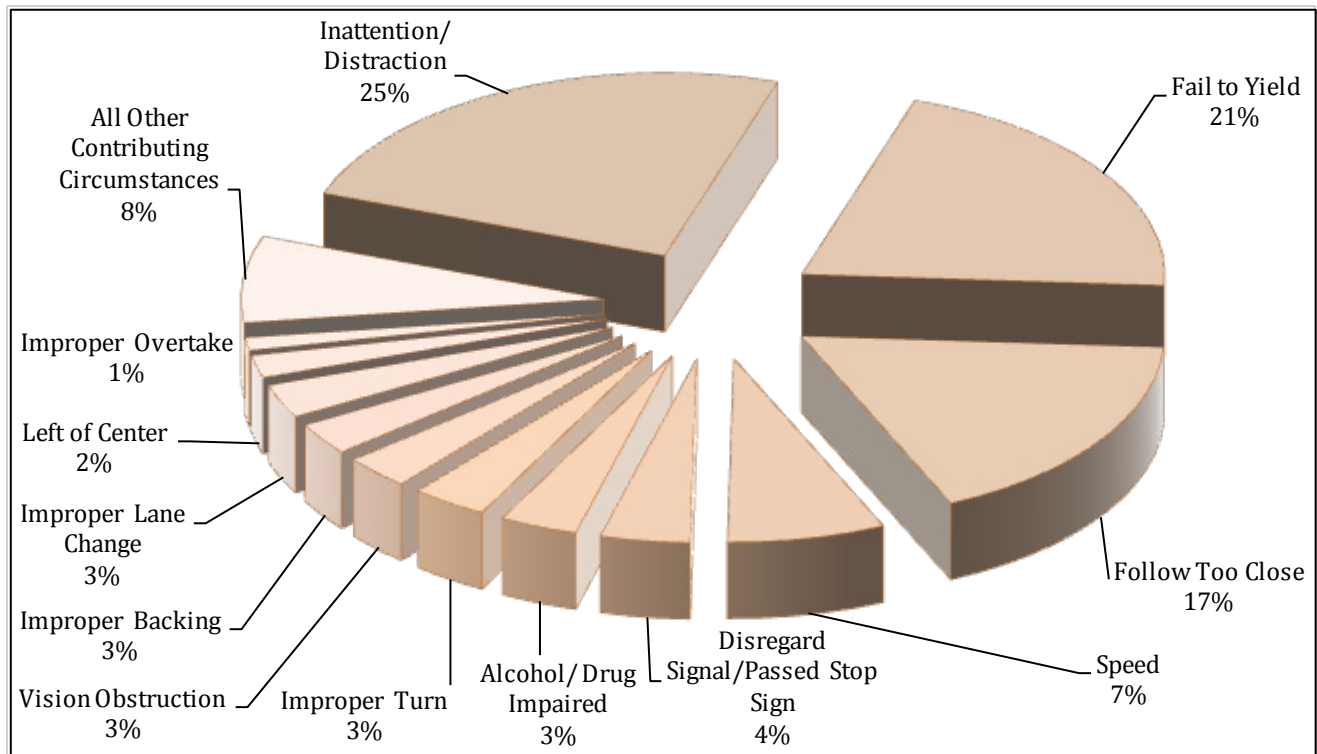


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

| Table 7 | |
|--|-------------------------------------|
| Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2009 | |
| Single-Vehicle Crashes | Multiple-Vehicle Crashes* |
| Overturn (75.0%) | Head On (22.0%) |
| Tree (5.6%) | Side Swiped Opposite (15.0%) |
| Immersion (4.6%) | Angle (9.5%) |
| Utility Pole / Light Support (4.6%) | Pedestrian (9.5%) |
| Bridge Pier/Parapet End (1.9%) | Rear End (8.0%) |
| Embankment (1.9%) | Angle - Turning (7.0%) |
| Guardrail Face (1.9%) | Bicyclist (7.0%) |
| Wild Animal (1.9%) | Side Swiped - Same Direction (5.0%) |
| Fell, Pushed, Jumped (0.9%) | Head On - Turning (4.5%) |
| Other Object - Fixed (0.9%) | Overturn (3.5%) |
| Other Object - Not Fixed (0.9%) | Same Direction - Turning (3.0%) |
| | Other (1.5%) |
| | Parked Vehicle (1.5%) |
| | Bridge Pier/Parapet End (0.5%) |
| | Fire (0.5%) |
| | Guardrail End (0.5%) |
| | Immersion (0.5%) |
| | Tree (0.5%) |
| | Non-Contact Unit (0.5%) |

*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 2009, there were 200 units involved in the 91 fatal multiple vehicle crashes. A non-contact unit was directly involved in a crash, but did not suffer a harmful event.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 58% of the single vehicle fatalities and 31% of all fatalities in 2009.

Of the 69 people killed in single-vehicle rollovers, 20 (or 29%) were wearing seat belts or in a child safety seat. Of the 47 people who were killed in single-vehicle rollovers and not wearing a seat belt, 43 (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 trucks³.