

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 2.9 times as likely to result in a fatality as multiple-vehicle crashes were in 2010. 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	111	124	74	85
Serious Injury	447	565	627	831
Visible Injury	1,018	1,346	1,590	2,219
Possible Injury	1,115	1,600	3,142	5,164
Property Damage	5,038		9,393	
Total	7,729	3,635	14,826	8,299

In 2010, single-vehicle crashes represented only 34% of all crashes, yet accounted for 60% of all fatal crashes. Of the 111 fatal single-vehicle crashes, 95 (86%) occurred on rural roadways.

Of the 74 multiple-vehicle fatal crashes, 11 involved a pedestrian and 4 involved a bicyclist (there was a single crash that involved both a pedestrian and bicyclist). Only 40% of all fatal crashes involved two or more motor vehicles. Of the 74 fatal multiple-vehicle crashes, 48 (or 65%) 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 one-third of single-vehicle 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 nearly 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 almost 1 out of every 5 multiple vehicle crashes.

Impaired driving contributed to 12% of single vehicle crashes and 3% of multiple vehicle crashes.

Figure 3
Single-Vehicle Crashes - Contributing Circumstances: 2010

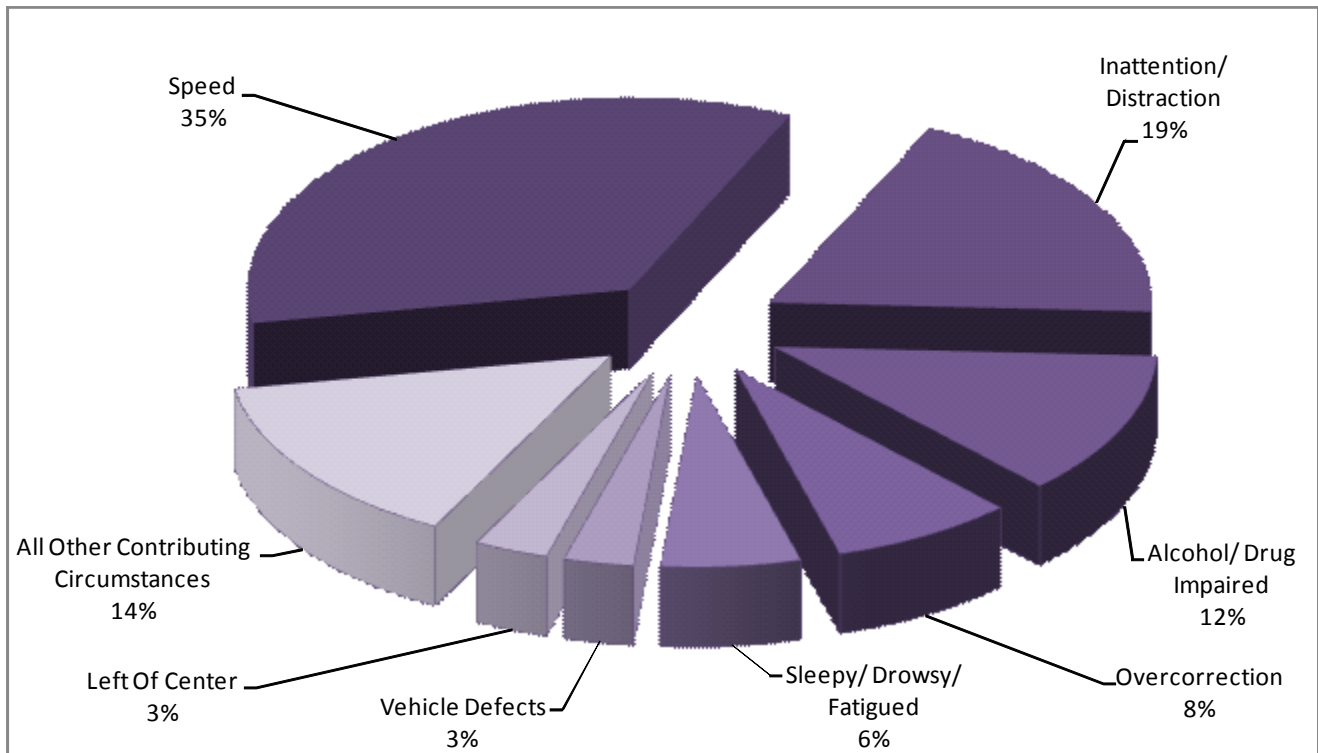


Figure 4
Multiple-Vehicle Crashes - Contributing Circumstances: 2010

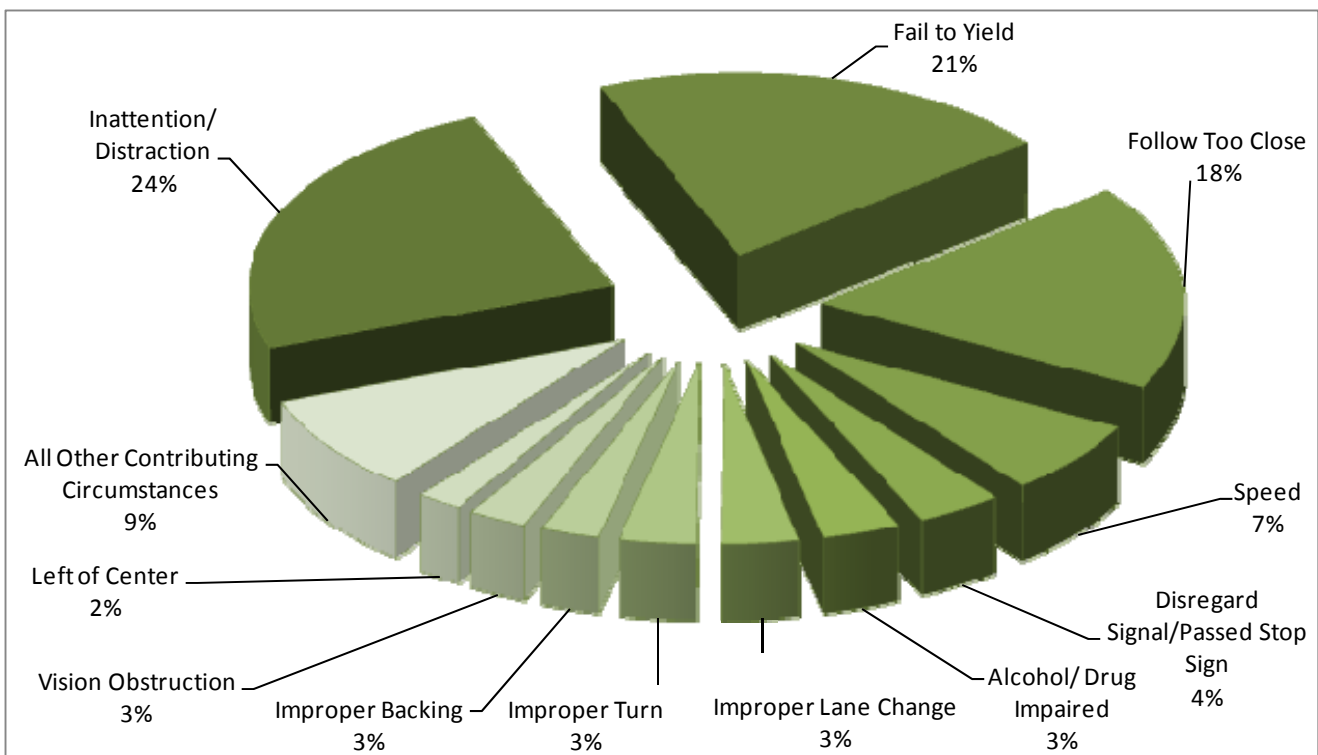


Table 7 shows the most harmful events for fatal single- and multiple-vehicle crashes.

Table 7	
Most Harmful Events for Fatal Crashes Involving Single and Multiple Vehicles : 2010	
Single-Vehicle Crashes	Multiple-Vehicle Crashes*
Overturn (58.6%)	Head On (32.5%)
Tree (10.8%)	Pedestrian (14.4%)
Embankment (5.4%)	Angle (11.3%)
Immersion (5.4%)	Angle - Turning (8.8%)
Utility Pole / Light Support (5.4%)	Side Swiped - Same Direction (7.5%)
Guardrail Face (2.7%)	Side Swiped Opposite (5.6%)
Other Object - Fixed (2.7%)	Head On - Turning (5.0%)
Fell, Pushed, Jumped (1.8%)	Bicyclist (5.0%)
Fence (1.8%)	Overturn (2.5%)
Cargo Loss (0.9%)	Same Direction - Turning (1.3%)
Ditch (0.9%)	Utility Pole (1.3%)
Guardrail End (0.9%)	Guardrail End (0.6%)
Median Barrier (0.9%)	Other (0.6%)
Other Non-Collision (0.9%)	Parked Vehicle (0.6%)
Wild Animal (0.9%)	

*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 2010, there were 160 units involved in the 74 fatal multiple vehicle crashes.

Overturn was the leading most harmful event for fatal single-vehicle crashes. Single-vehicle rollovers accounted for 49% of the single vehicle fatalities and 29% of all fatalities in 2010.

Of the 61 people killed in single-vehicle rollovers, 20 (or 33%) were wearing seat belts or in a child safety seat. Of the 41 people who were killed in single-vehicle rollovers and not wearing a seat belt, 36 (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.