

State of Nebraska

2011

Traffic Crash Facts

Annual Report

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It was another record-breaking year for highway safety in Nebraska during 2011. The statewide fatality rate fell to an all-time low of 0.9 deaths per hundred million miles traveled. The 181 fatalities recorded was the second lowest total ever, bettered only by the 166 people killed in 1944, during the height of World War II travel restrictions. It is estimated that the number of vehicle miles traveled in Nebraska has increased more than six-fold during the time span between then and today.

These good results are the culmination of continued hard work by many people across the state. Above all, Nebraska drivers should be congratulated for the safe driving habits they demonstrated during the year. In addition to this, exemplary efforts were made by state and local agencies from across the state to encourage highway safety. The Department of Roads, Department of Motor Vehicles, State Patrol, Health and Human Services System, and other groups worked together to carry out the Strategic Highway Safety Plan that was formulated a few years ago. The Plan focuses on increasing seat belt use and reducing drunk driving, crashes involving teenage drivers, intersection crashes, and roadway departure crashes. Nebraska law enforcement agencies spent numerous hours encouraging drivers to slow down and taking drunk drivers off the road. Emergency Medical Services personnel, many of them volunteers, worked diligently to make sure injured crash victims were transported to the hospital as quickly as possible.

Although this year's news is good, it is important that Nebraska highway safety advocates do not ease up their efforts. Driving a motor vehicle is a dangerous task and we must continue to be vigilant as we use the state's highways.

Drive safely!

Dave Heineman
Governor

Monty W. Fredrickson, P.E.
Director – State Engineer

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(Note: Due to rounding, percentages on graphs may not equal 100%.)

The data contained in this booklet are based on Reportable Crashes Only as defined below. Definitions of various crash categories are also provided.

Definitions

- Reportable Crash**.....A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
- All Crashes**The total number of reportable motor vehicle crashes including fatal, injury or property damage.
- Fatal Crash**Motor vehicle crash that results in fatal injuries to one or more persons.
- Injury Crash**.....Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
- Property Damage Only Crash (PDO)**.....Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

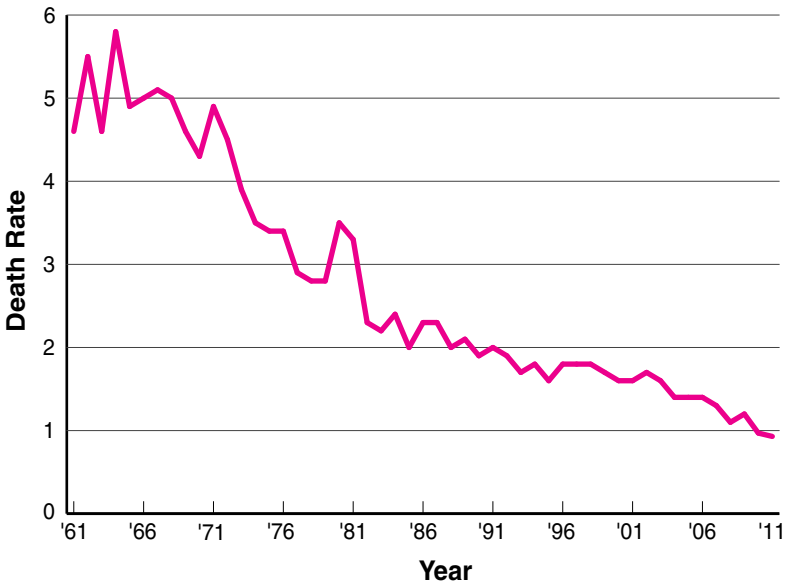
Death Rate per 100 Million Vehicle Miles

The death rate on Nebraska roadways during 2011 was .93 persons killed per 100 million vehicle miles traveled. This is the lowest death rate recorded since the state first began keeping motor vehicle crash statistics in 1936. The trend of declining death rates has been going on for many years, as shown in Figure 1 below. Although the rate fluctuates from year to year, the overall trend is significantly downward. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

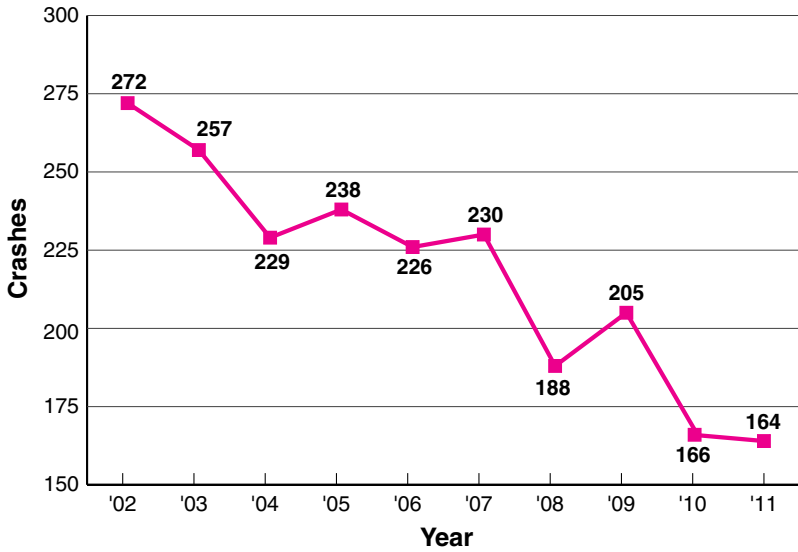
Figure 2 (page 3) depicts the number of fatal crashes per year for the last 10 years. There were 164 fatal crashes in 2011, two less than were recorded in 2010.

Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 (page 3) shows the percentage distribution of all crash types. In 2011, there were 164 fatal crashes, 11,185 injury crashes, and 20,953 property damage only crashes. Fatal crashes made up .5% of all accidents, and injury and PDO crashes made up 34.6% and 64.9%, respectively.

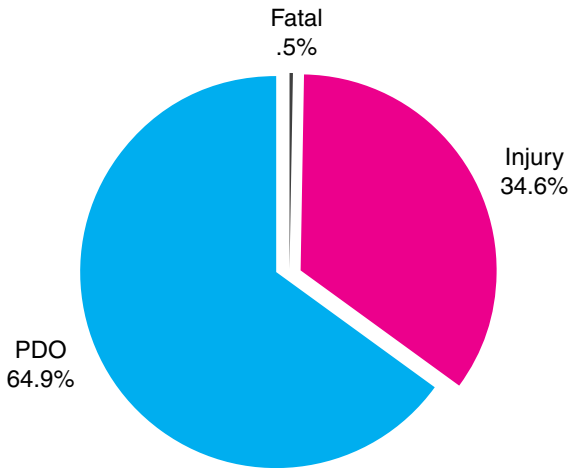
**Death Rate Per 100 Million Vehicle Miles (1961-2011)
(Figure 1)**



Ten-Year Trend in Fatal Crashes (2002-2011)
(Figure 2)



All Crashes in Nebraska (2011)
(Figure 3)



2011 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	603	4	193	406	4	254
Antelope	101	0	24	77	0	33
Arthur	9	0	2	7	0	3
Banner	33	0	12	21	0	15
Blaine	8	0	2	6	0	2
Boone	88	1	23	64	1	37
Box Butte	187	0	47	140	0	72
Boyd	16	0	8	8	0	10
Brown	63	1	11	51	1	22
Buffalo	912	8	268	636	8	419
Burt	84	0	25	59	0	31
Butler	95	2	43	50	2	71
Cass	401	6	127	268	6	189
Cedar	120	1	42	77	1	54
Chase	24	0	5	19	0	5
Cherry	111	4	27	80	4	48
Cheyenne	198	0	53	145	0	78
Clay	67	0	15	52	0	18
Colfax	125	1	41	83	1	52
Cuming	129	1	36	92	1	53
Custer	203	1	59	143	1	80
Dakota	261	1	92	168	2	140
Dawes	155	1	35	119	1	66
Dawson	467	6	115	346	9	185
Deuel	72	0	18	54	0	29
Dixon	78	2	20	56	3	33
Dodge	645	2	243	400	2	370
Douglas	9156	21	3251	5884	21	4435
Dundy	43	0	12	31	0	16
Fillmore	90	2	32	56	2	48
Franklin	48	0	13	35	0	18
Frontier	45	1	7	37	1	8
Furnas	88	0	33	55	0	47
Gage	428	4	123	301	4	171
Garden	34	1	7	26	1	10
Garfield	20	0	4	16	0	10
Gosper	57	1	10	46	1	11
Grant	5	0	1	4	0	1
Greeley	25	1	10	14	1	13
Hall	1185	8	415	762	9	609
Hamilton	249	1	67	181	1	104
Harlan	76	0	16	60	0	22
Hayes	11	0	3	8	0	4
Hitchcock	56	0	14	42	0	23
Holt	152	0	46	106	0	73
Hooker	16	0	4	12	0	4

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	113	1	33	79	1	48
Jefferson	206	0	39	167	0	50
Johnson	60	1	20	39	1	25
Kearney	110	2	26	82	2	41
Keith	198	3	45	150	4	83
Keya Paha	11	0	2	9	0	3
Kimball	85	1	31	53	1	44
Knox	68	3	21	44	3	34
Lancaster	5844	18	2478	3348	20	3526
Lincoln	897	6	275	616	9	417
Logan	15	0	2	13	0	3
Loup	8	0	0	8	0	0
Madison	611	5	211	395	6	288
McPherson	9	0	5	4	0	6
Merrick	151	1	48	102	2	75
Morrill	118	2	24	92	2	32
Nance	47	0	17	30	0	21
Nemaha	97	0	28	69	0	42
Nuckolls	45	0	14	31	0	19
Otoe	238	1	71	166	1	127
Pawnee	41	1	11	29	1	15
Perkins	33	0	9	24	0	14
Phelps	139	1	41	97	1	56
Pierce	98	1	34	63	1	45
Platte	744	6	222	516	7	325
Polk	100	0	26	74	0	39
Red Willow	224	3	64	157	3	94
Richardson	118	3	23	92	3	28
Rock	26	0	4	22	0	6
Saline	248	1	78	169	1	115
Sarpy	1827	6	737	1084	8	1142
Saunders	268	4	103	161	4	151
Scotts Bluff	765	4	269	492	4	411
Seward	360	0	110	250	0	176
Sheridan	83	1	33	49	1	50
Sherman	54	1	20	33	1	32
Sioux	19	1	8	10	1	16
Stanton	55	0	26	29	0	40
Thayer	88	0	28	60	0	37
Thomas	19	1	5	13	1	7
Thurston	79	0	34	45	0	60
Valley	67	0	19	48	0	28
Washington	332	0	89	243	0	134
Wayne	130	0	43	87	0	60
Webster	83	0	14	69	0	19
Wheeler	17	0	5	12	0	8
York	315	4	86	225	4	120
Total	32302	164	11185	20953	181	16108

Part II
2011 Data

Summary Number of Traffic Crashes

All Crashes	32,302
Property Damage Only (PDO)	20,953
Injury Crashes	11,185
<i>Persons Injured</i>	<i>16,108</i>
Fatal Crashes	164
<i>Fatalities</i>	<i>181</i>
Number of Registered Vehicles in Nebraska	2,261,678
Number of Licensed Drivers in Nebraska	1,388,987
Number of Vehicles in Crashes*	53,998
Number of Drivers in Crashes*	52,077

*There may be more than one vehicle or driver involved in a single accident. Parked, and driverless vehicles are included.

During 2011:
 One crash occurred every 16 minutes.
 Forty-four persons were injured each day.
 One person was killed every 48 hours.

The economic loss in terms of dollars was \$1,935,693,700**

**Federal Highway Administration Research Report Number, FHWA-RD-91-055, *The Cost of Highway Crashes*, October 1991; Nebraska Department of Roads Accident Data 2007-2008; Adjusted to January 2010 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau of Economic Analysis (2010).

First Harmful Event

First harmful event (FHE) is the initial incident that causes injury or damage. It is sometimes referred to as “type of crash” and implies a collision with each of the objects listed in the following charts. “Overturned” and “other” crashes refer to crashes where no collision is involved (e.g., a car loses control and overturns, a car catches on fire).

First harmful events for all crashes and for fatal crashes are shown in Figures 5 and 6. In both instances, collisions between two or more motor vehicles (MV-MV) make up the majority of crashes. Crashes involving fixed objects, vehicles overturning, pedestrians and trains tend to be more severe, as indicated by their overrepresentation in fatal crashes as compared to all crashes.

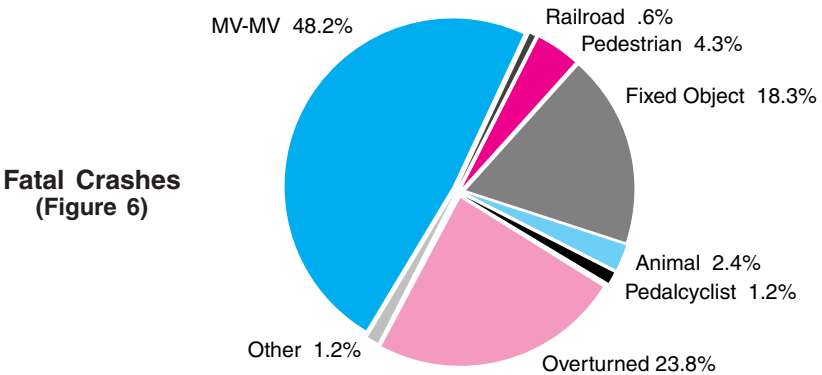
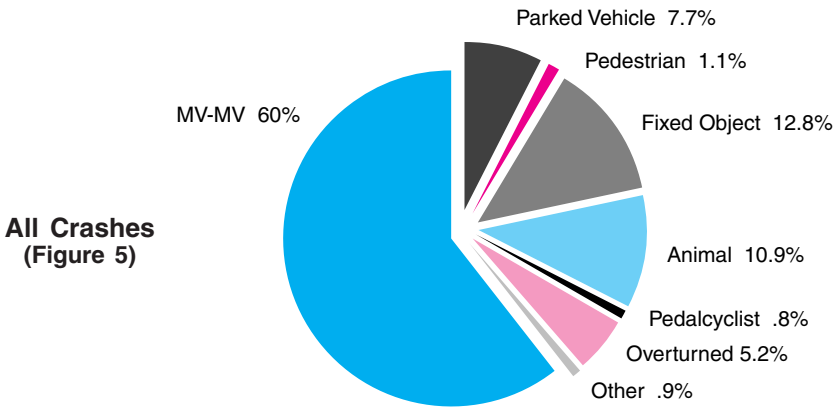


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2011								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
Pedestrian	369	7	360	2	7	381	104	133	144	
Motor vehicle in transport	19342	79	7520	11743	87	11528	896	2613	8019	
Parked motor vehicle	2490	0	189	2301	0	225	20	101	104	
Railroad train	19	1	10	8	1	13	10	2	1	
Pedalcyclist	273	2	269	2	2	279	39	154	86	
Animal	3507	4	278	3225	4	320	36	106	178	
Fixed object	4123	30	1394	2699	31	1763	318	694	751	
Other object	170	0	32	138	0	39	3	23	13	
Noncollision overturned	1671	39	1055	577	47	1457	322	618	517	
Other noncollision	285	2	63	220	2	83	15	31	37	
Unknown	53	0	15	38	0	20	5	6	9	
— TOTALS —	32302	164	11185	20953	181	16108	1768	4481	9859	

(Table 1)

- ★ = Injury severity codes
- A = Disabling injury
- B = Visible injury (not disabling)
- C = Possible injury (not visible)
- PDO = Property damage only

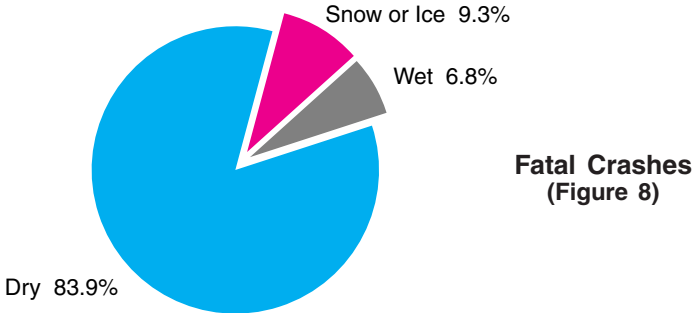
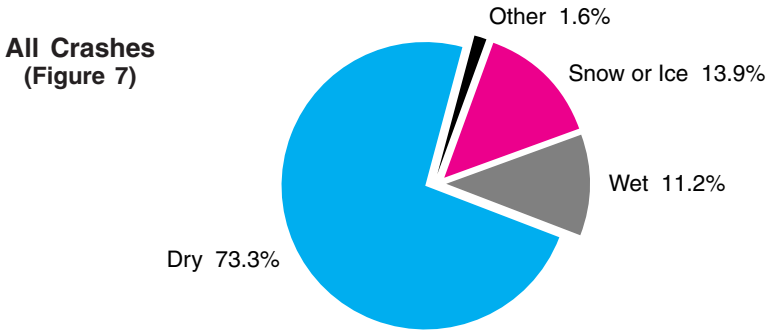
FIRST HARMFUL EVENT		2010								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	311	7	304	0	7	325	70	115	140
	Motor vehicle in transport	20182	72	7904	12206	90	12128	919	2732	8477
	Parked motor vehicle	2548	1	243	2304	1	317	47	124	146
	Railroad train	20	2	4	14	2	4	0	2	2
	Pedalcyclist	258	2	255	1	2	259	27	146	86
	Animal	3497	2	235	3260	2	279	34	89	156
	Fixed object	4047	42	1381	2624	46	1749	277	701	771
	Other object	154	1	32	121	1	33	6	15	12
Noncollision overturned	1851	35	1132	684	37	1536	356	665	515	
Other noncollision	305	2	64	239	2	70	12	25	33	
Unknown	39	0	8	31	0	12	2	4	6	
— TOTALS —	33212	166	11562	21484	190	16712	1750	4618	10344	

(Table 2)

Table 2 provides 2010 data for comparison to 2011. There were two fewer fatal crashes in 2011, as compared to 2010, and the number of deaths resulting from these crashes decreased by nine. Both injury crashes and injuries decreased, by 377 and 604 respectively. The number of PDO crashes also decreased, by 531.

Surface Condition

The condition of the road surface plays an important role in motor vehicle crashes. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal crashes occur under slick road surface conditions than under dry road conditions. Crashes on wet roads decreased during 2011.



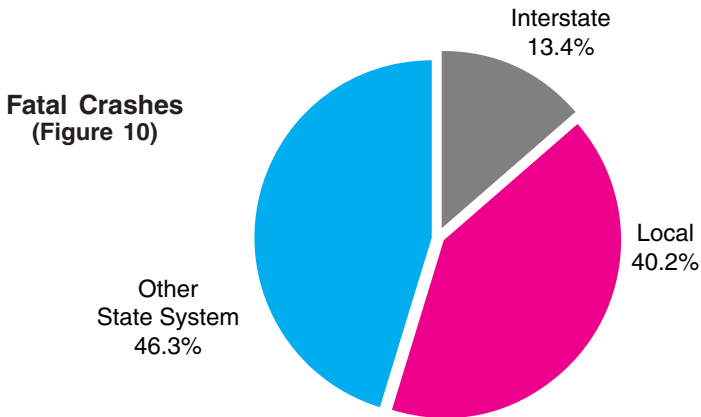
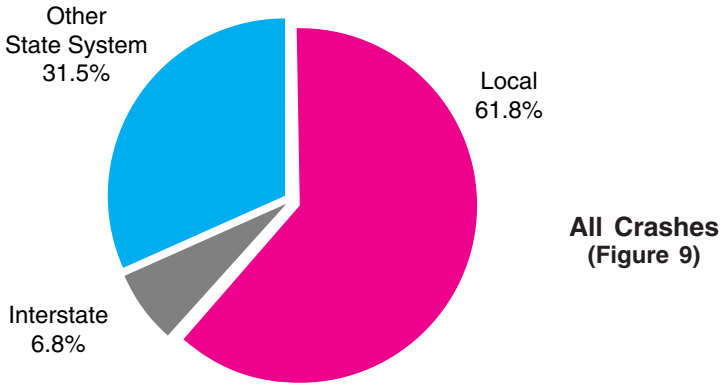
The following table provides the number of crashes in each category.

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	23139	135	8373	14631
Wet	3541	11	1269	2261
Snowy or icy	4390	15	1211	3164
Other	509	0	203	306
Not stated	723	3	129	591
— TOTALS —	32302	164	11185	20953

(Table 3)

Type of Roadway

The distributions of all crashes and fatal crashes, by roadway type, are shown in Figures 9 and 10. Table 4 (page 13) shows the actual number of crashes and casualties by roadway type. The percent of fatal crashes that occur on the interstate and on other state highways is larger than the percent of all crashes that occur on the interstate and on other state highways. Crashes on interstate and other state highways tend to occur at higher speeds, accounting for the increased severity of these accidents.



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	916	5	316	595	5	401
	Other State System Highways	5351	16	2138	3197	17	3066
	Local Roads and Streets	16206	26	5524	10656	27	7731
	URBAN SUBTOTAL	22473	47	7978	14448	49	11198
RURAL	Interstate	1265	17	341	907	24	593
	Other State System Highways	4818	60	1373	3385	66	2139
	Local Roads and Streets	3746	40	1493	2213	42	2178
	RURAL SUBTOTAL	9829	117	3207	6505	132	4910
— TOTALS —		32302	164	11185	20953	181	16108

(Table 4)

Rather than referring to numbers of crashes, the relative safety of different roadway classifications can be compared by using crash rates. Table 5 provides crash rates for 2011. These rates are based on crashes per 100 million vehicle miles driven.

Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	.6	16.5	37.8	54.9
Other State Highways	.9	42.5	79.7	123.1
Local Roads and Streets	1.0	101.9	187.0	289.9

(Table 5)

The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

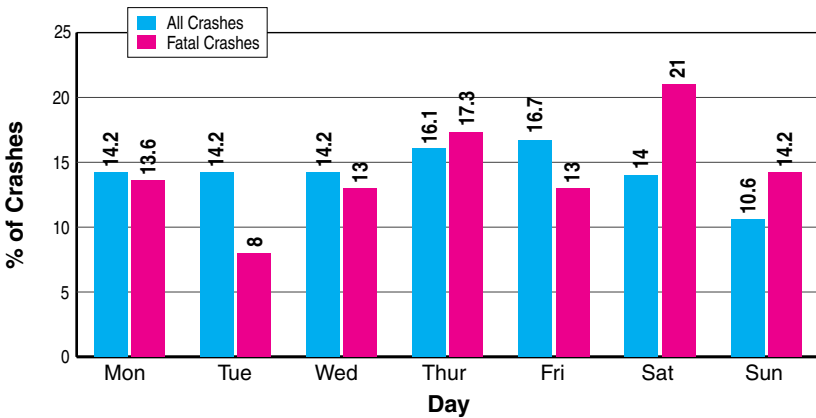
Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest three-hour time period for crashes in 2011 was from 3:00 - 6:00 p.m., when 23.4% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 51.2% of them took place between noon and 9:00 p.m.

Accident trends on the weekends differ from those which take place during the work week. In 2011, Sunday was the lowest day for total crashes, and Saturday the highest day for fatal crashes, recording 21% of the total. More crashes happened on Friday than on any other day.

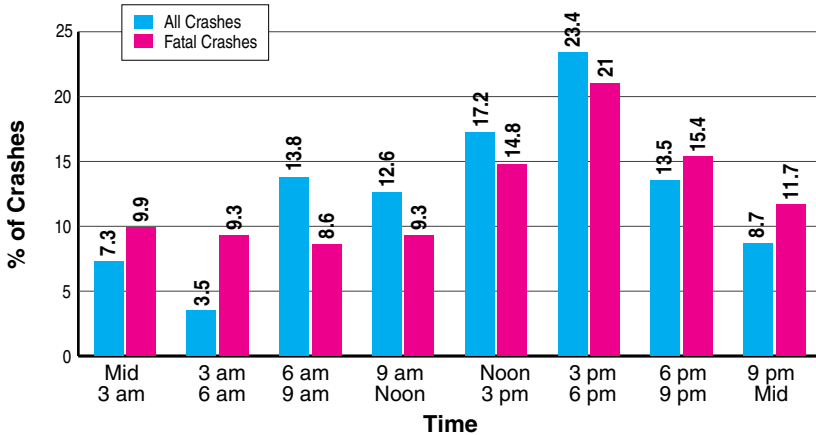
Day of Week

(Figure 11)



Time of Crash

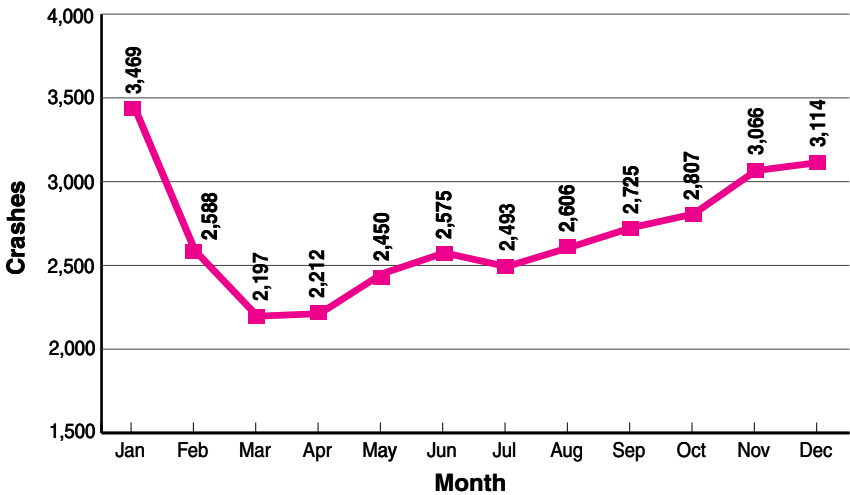
(Figure 12)



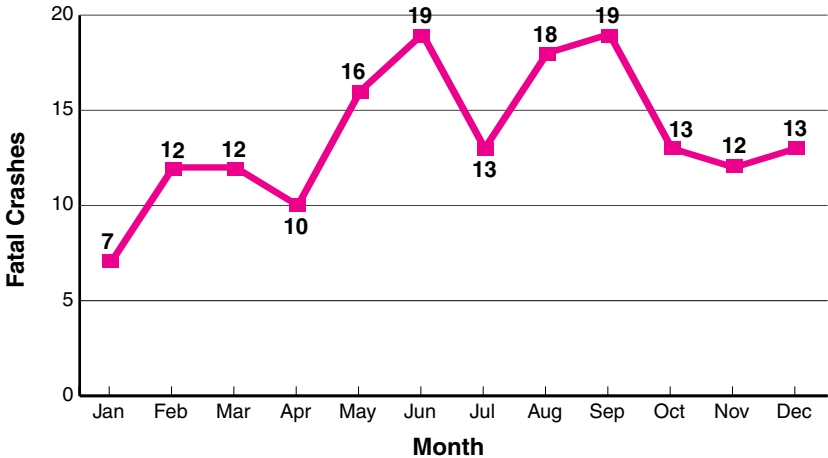
Month

The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions. The summer months, June and September, had the most fatal crashes in 2011.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

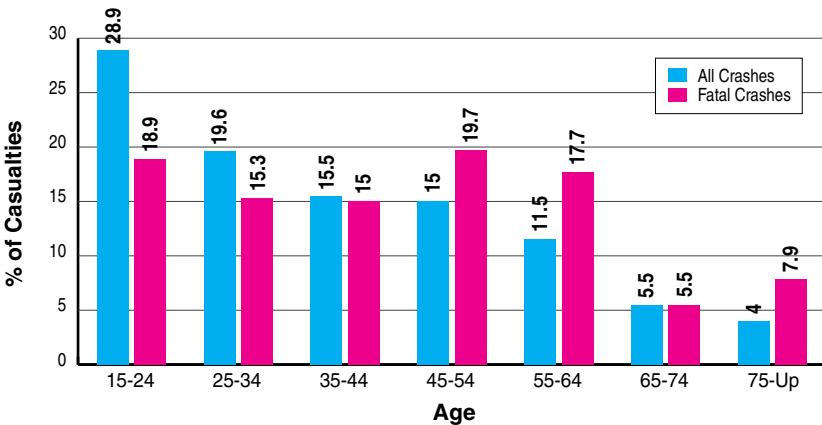


Age of Driver

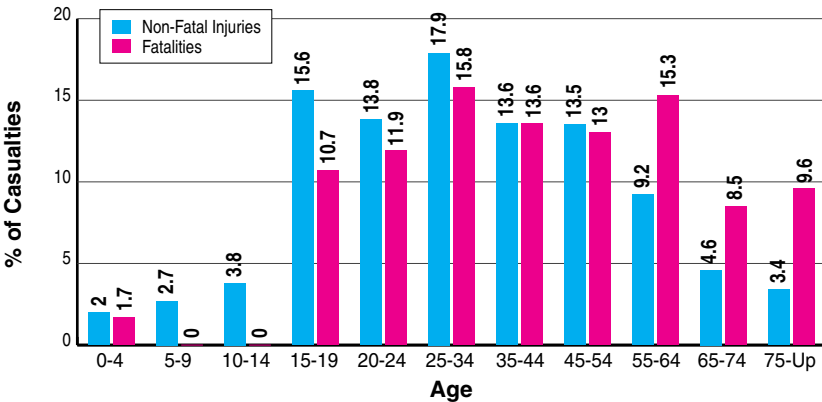
Younger drivers are involved in a disproportionate number of crashes. In 2011, 48.5% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in all crashes, 28.9%. Drivers aged 45 to 50 were in the most fatal crashes in 2011, 19.7%.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Persons between the ages of 15 and 44 suffered 60.9% of all injuries.

**Driver Age
(Figure 15)**



**Age of Casualties
(Figure 16)**



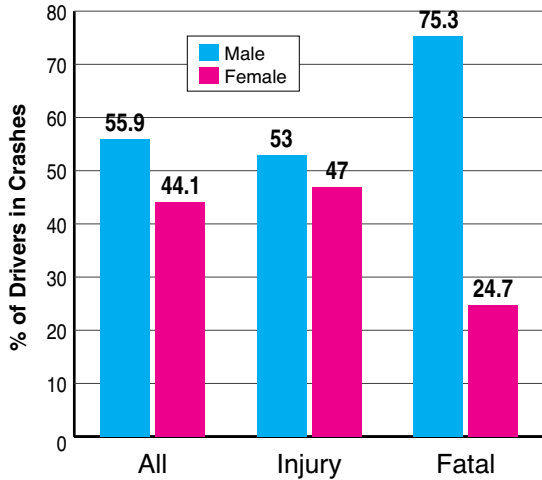
Sex of Driver

(Table 6)

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.9% of the drivers in all crashes in Nebraska in 2011, and were involved in 75.3% of all fatal crashes. At least a part of this difference can be attributed to the fact that males drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 54.2% of the persons injured or killed in motor vehicle crashes in 2011. (See Table 7).

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	28964	192	10389	18383
Female	22835	63	9218	13554
Not stated	278	0	90	188
- TOTALS -	52077	255	19697	32125



(Figure 17)

AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	3	2	1	317	173	144	0	0	0	8	3	5
5-9 years	0	0	0	425	217	208	0	0	0	19	7	12
10-14 years	0	0	0	596	267	329	0	0	0	23	9	14
15-19 years	19	11	8	2462	1035	1427	3	2	1	145	65	80
20-24 years	21	17	4	2184	1014	1170	7	6	1	301	201	100
25-34 years	28	22	6	2832	1262	1570	15	12	3	270	171	99
35-44 years	24	15	9	2146	978	1168	9	7	2	175	114	61
45-54 years	23	18	5	2129	967	1162	6	6	0	135	78	57
55-64 years	27	22	5	1461	708	753	6	6	0	67	52	15
65-74 years	15	9	6	728	348	380	3	3	0	24	13	11
75 and older	17	8	9	535	227	308	1	0	1	6	2	4
Age not stated	4	4	0	226	100	126	1	1	0	12	6	6
— TOTALS —	181	128	53	16041	7296	8745	51	43	8	1185	721	464

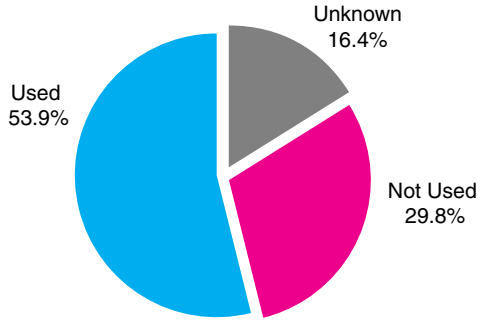
(Table 7)

Restraint Use

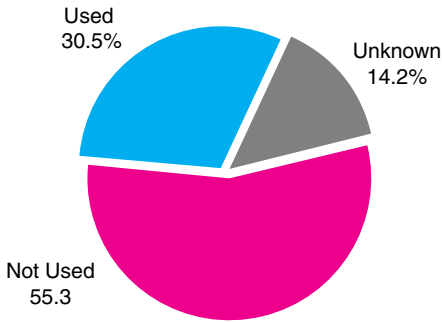
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems to provide effective protection, however, seat belts must still be used.

Effective January 1, 1993, Nebraska passed a mandatory seat belt law. This law calls for secondary enforcement, meaning that a citation for not wearing a seat belt can only be issued if the driver is first charged with another violation. Although not as effective as a primary enforcement law, indications are that the law has been successful in promoting seat belt use.

Restraint Use for Disabling Injuries (Figure 18)



Restraint Use for Fatal Injuries (Figure 19)

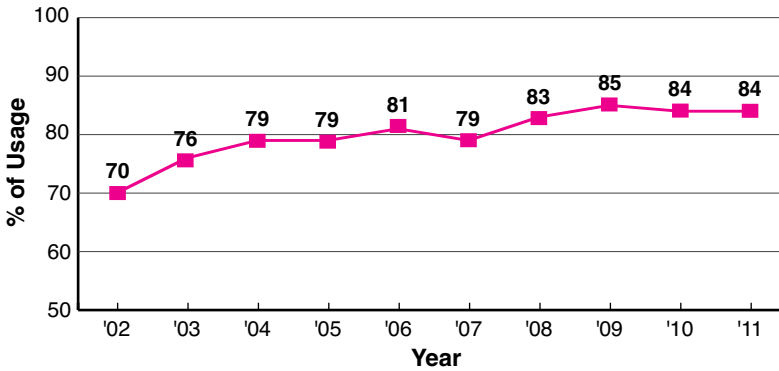


The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2011, the observed statewide safety belt usage rate was 84%.

Usage rates have risen in recent years primarily due to increased law

enforcement efforts and media campaigns, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 30.5% of those vehicle occupants who died and 53.9% of those who suffered disabling injuries in 2011 crashes were belted.

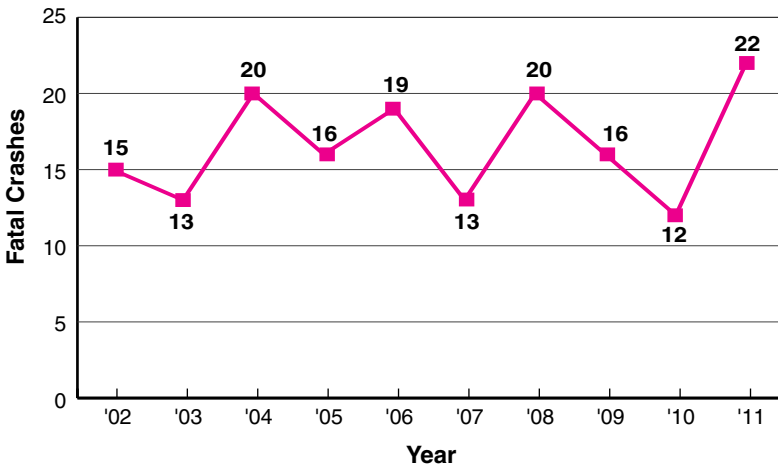
Statewide Safety Belt Usage Rate (2002 - 2011)
(Figure 20)



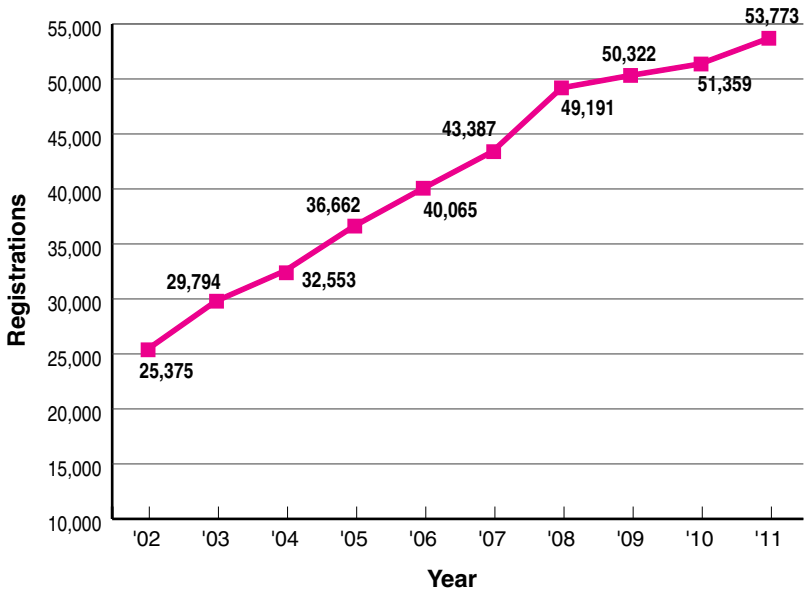
Motorcycle Crashes

Motorcycle crashes have been trending upwards for the last decade, due mostly to substantial increases in motorcycle registrations. In 2011, motorcycle registrations rose another 4.7%. With gasoline prices on the rise, more people are switching from larger vehicles to motorcycles. Although the 562 motorcycle crashes that occurred in 2011 did not reach the post-mandatory helmet law peak of 624 crashes, the 22 fatal motorcycle crashes recorded were the highest number since before the law went into effect in 1989.

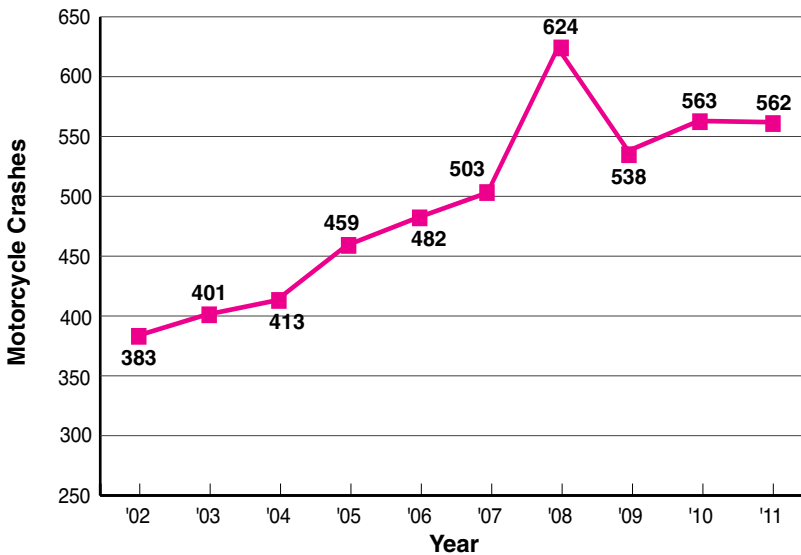
Fatal Motorcycle Crashes (2002 - 2011)
(Figure 21)



Motorcycles Registered (2002 - 2011)
(Figure 22)



All Motorcycle Crashes (2002 - 2011)
(Figure 23)



Vehicle Body Style

The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes.

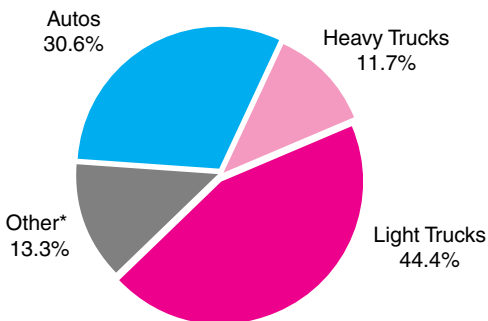
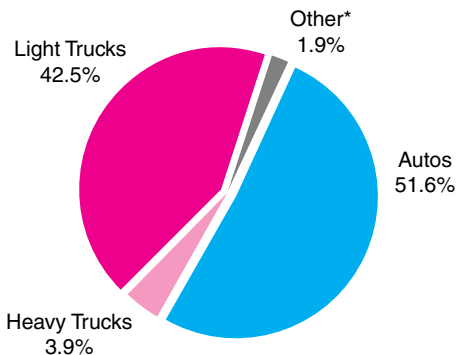
Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	180	2	60	118
Semi-trailer truck	1022	17	346	659
Other heavy truck	975	12	273	690
Automobile	26210	76	10209	15925
Van	3628	18	1415	2195
Utility vehicle	9455	31	3545	5879
Pickup truck	8515	61	2829	5625
Motorcycle	574	23	482	69
Motorhome	29	1	12	16
Farm equipment	65	2	23	40
Other	118	5	51	62
Unknown	3227	9	821	2397
— TOTALS —	53998	257	20066	33675

(Table 8)

All Crashes
(Figure 24)

*Other – motorcycles 1.1%, buses .4%, farm equipment .1%, and all others .3%.







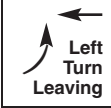


Fatal Crashes
(Figure 25)

*Other – motorcycles 9.3%, farm equipment .8%, buses .8%, and all others 2.4%.

Intersection Crashes

2011 Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 14,787

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	6,295	42.6	40.8
 Rear-end	4,802	32.5	45.0
 Sideswipe	1,115	7.5	19.6
 Sideswipe	86	0.6	36.0
 Left Turn Leaving	2,072	14.0	45.0
 Head-on	56	0.4	50.0
 Backing	360	2.4	11.9
Unknown	1	0.0	100.0
Total	14,787	100%	

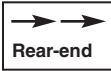

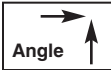


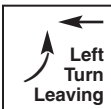

* Multi-vehicle accidents at intersections comprise 45.8% of all crashes.

Non-Intersection Crashes

2011

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 4,555

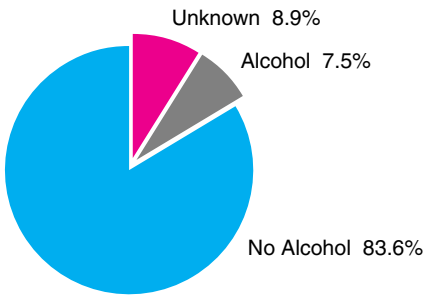
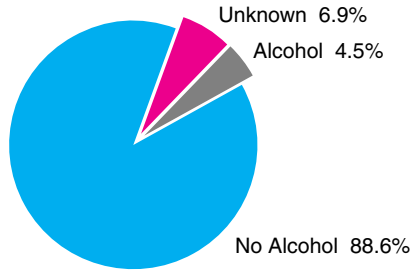
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	2,397	52.6	42.8
 Head-on	117	2.6	70.0
 Angle	326	7.2	37.7
 Sideswipe	1,060	23.3	18.6
 Sideswipe	292	6.4	46.6
 Left Turn Leaving	41	0.9	41.5
 Backing	317	7.0	10.7
Unknown	5	0.1	20.0
Total	4,555	100%	

* Multi-vehicle accidents not at intersections comprise 14.1% of all crashes.

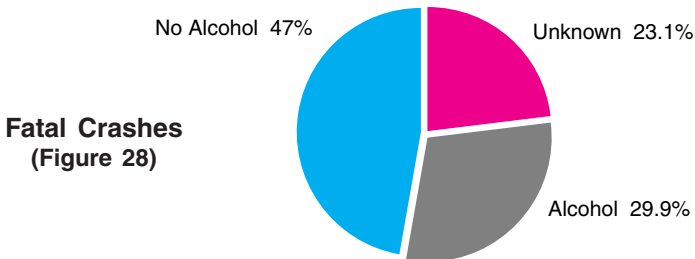
Alcohol Involvement

Figures 26, 27 and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2011, 29.9% of the fatal crashes in Nebraska involved alcohol. This represents a slight increase from the 27.7% registered in 2010. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

**PDO Crashes
(Figure 26)**



**Injury Crashes
(Figure 27)**

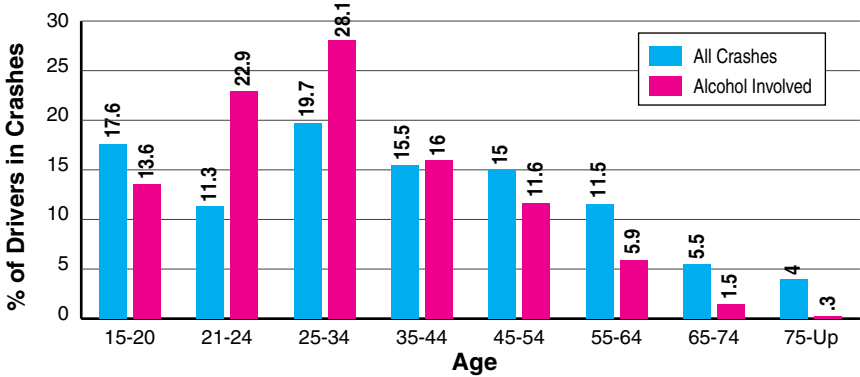


**Fatal Crashes
(Figure 28)**

Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle crashes is illustrated in Figure 29. Compared to their involvement in all crashes, drivers aged 21-34 are overrepresented in alcohol related crashes. In fact, these drivers are in 51% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 22.9% of alcohol-related crashes but only 11.3% of all crashes. Note that drivers between the ages of 15 and 20 are in 13.6% of alcohol-related crashes, despite the fact that the legal drinking age in Nebraska is 21.

(Figure 29)



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	350	10	1	0	154	5
16	1736	10	3	0	647	8
17	1735	24	4	0	673	14
18	1772	53	4	2	690	20
19	1803	76	8	1	700	38
20	1708	66	6	1	685	26
21	1660	125	6	2	658	60
22	1527	98	7	2	598	43
23	1314	97	4	2	503	40
24	1325	82	5	2	525	41
25 to 34	10155	492	39	14	3916	230
35 to 44	7997	280	38	5	3071	137
45 to 54	7735	204	50	7	2982	103
55 to 64	5939	104	45	5	2109	54
65 to 74	2854	27	14	2	1018	12
75 and older	2054	6	20	0	678	1
Not stated	413	8	1	0	90	5
— TOTALS —	52077	1762	255	45	19697	837

(Table 9)

Driver Contributing Circumstances

In 2011, there were 32,302 reportable motor vehicle traffic crashes in Nebraska involving 52,077 drivers. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only accidents.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	24305	98	9022	15185
Failure to yield right-of-way	5284	23	2151	3110
Disregarded traffic controls	1542	13	746	783
Exceeded speed limit	111	2	66	43
Speed too fast for conditions	2191	13	717	1461
Made an improper turn	575	1	121	453
Followed too closely	3534	1	1473	2060
Leave lane/run off road	1592	39	644	909
Operating in erratic manner	2355	17	1075	1263
Swerving or avoiding	726	2	259	465
Visibility obstructed	410	3	118	289
Inattention	3075	5	1037	2033
Mobile phone distraction	133	0	53	80
Distracted - other	307	1	123	183
Fatigued/asleep	280	2	136	142
Defective equipment	221	1	74	146
Other improper action	1550	14	563	973
Unknown	3886	20	1319	2547
— TOTALS —	52077	255	19697	32125

(Table 10)

Part III
Crash Trends

Motor Vehicle Traffic Crash Information

Nebraska has shown a steadily declining accident rate over the last 10 years. The fatality rate has also been generally decreasing. The table below lists crash totals and rates for the last 15 years.

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'95	46,436	30,410	254	2.94	1.6	1.7
'96	47,371	30,758	293	2.93	1.8	1.7
'97	47,997	30,311	302	2.86	1.8	1.6
'98	48,183	30,655	315	2.80	1.8	1.6
'99	48,217	29,905	295	2.74	1.7	1.5
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'04	37,227	21,315	254	2.00	1.4	1.5
'05	35,739	19,827	276	1.89	1.4	1.5
'06	32,780	18,424	269	1.72	1.4	1.4
'07	35,895	18,983	256	1.86	1.3	1.3
'08	34,604	17,799	208	1.83	1.1	1.3
'09	34,665	17,775	223	1.81	1.2	1.2
'10	33,212	16,712	190	1.69	1.0	1.1
'11	32,302	16,108	181	1.66	0.9	1.1

Million Vehicle Miles (MVM)
Hundred Million Vehicle Miles (HMVM)

(Table 11)

Body Style

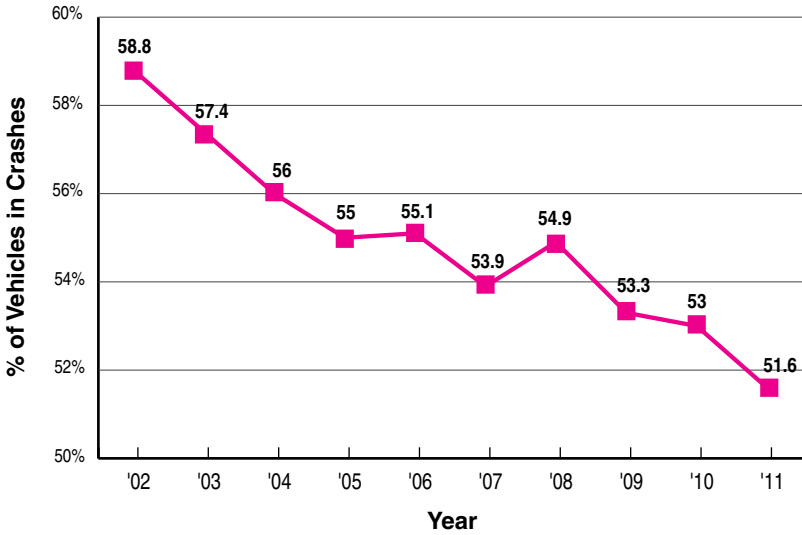
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix. In 2011, for the first time, utility vehicles were involved in more crashes than were pickup trucks. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes since 2000.

Note: In any one year, the combined percentages of passenger cars, light trucks, heavy trucks and motorcycles will not total 100%. The percentage of "other" body styles, like buses, is not shown.

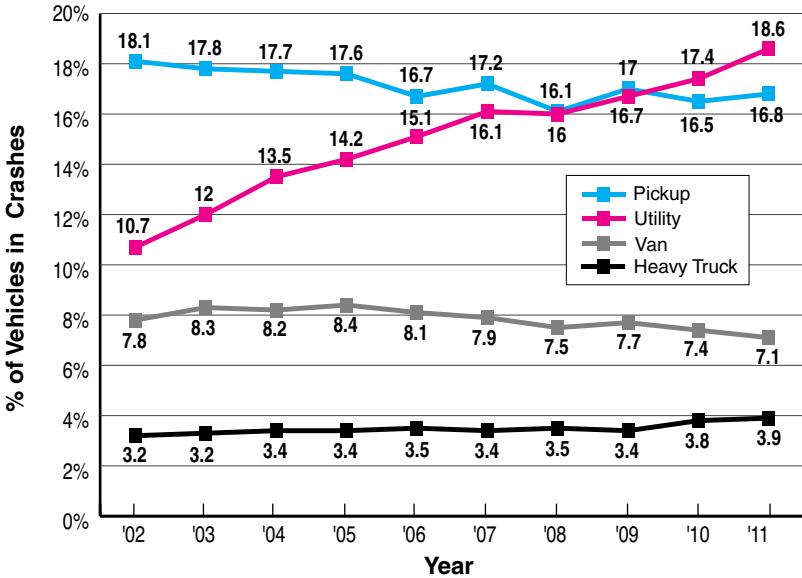
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

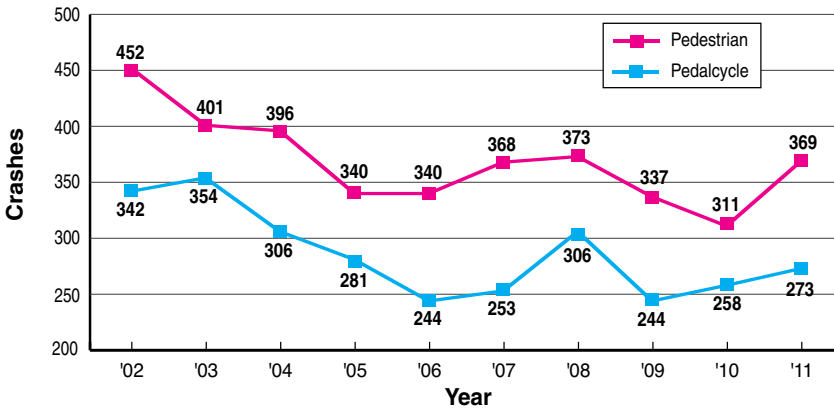
(Figure 31)



Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle was the first harmful event. These crashes cover the last 10 years. Pedestrian crashes increased 18.6% between 2010 and 2011, from 311 to 369. The number of fatal pedestrian crashes remained at seven. Pedalcycle crashes increased to 273 in 2011, from 258 in 2010. There were two fatal pedalcycle crashes in 2011.

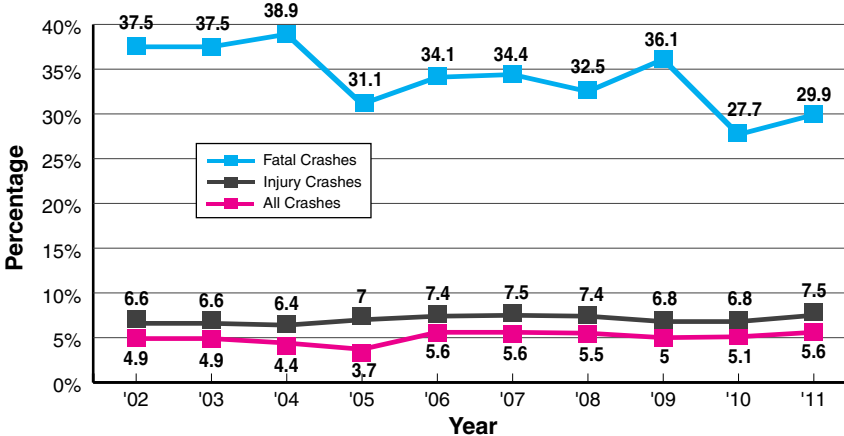
(Figure 32)



Alcohol Involvement in Crashes

Figure 33 shows the percentage of alcohol involvement in the various types of crashes. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. The percentage of involvement in non-fatal crashes could be misleading as to the extent of alcohol's role in crashes.

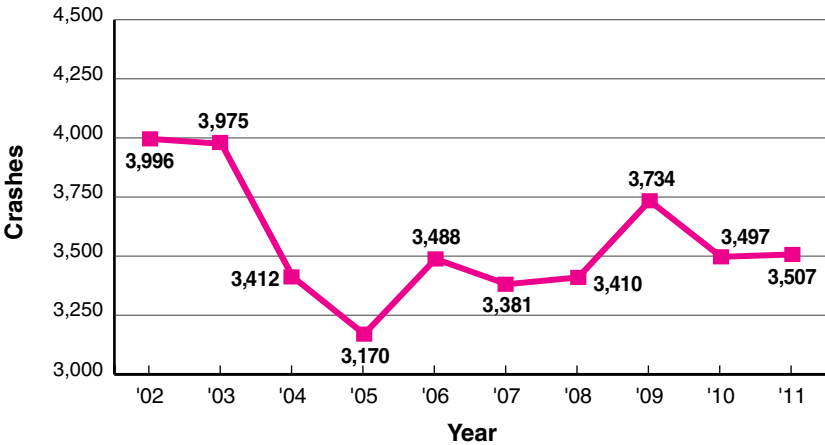
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2011, animal crashes rose from 3,497 to 3,507. Deer are the most frequently involved animals in motor vehicle/animal crashes.

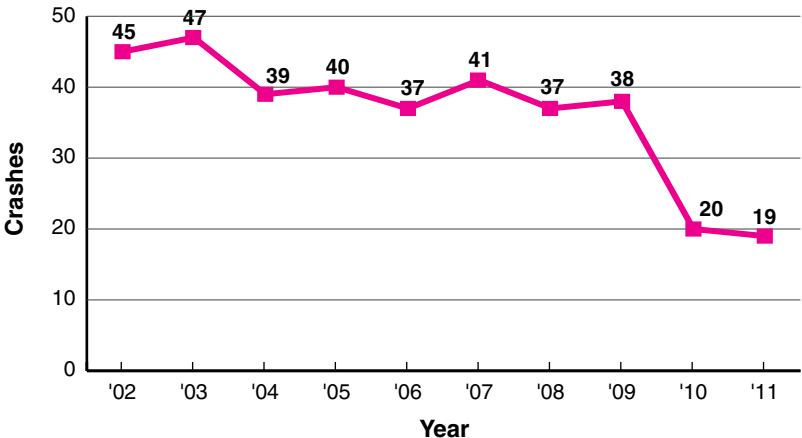
(Figure 34)



Railroad Crashes

The number of railroad crashes decreased in 2011, from 20 to 19, an all-time low. In 2011, one person died in a motor vehicle/train crash in Nebraska.

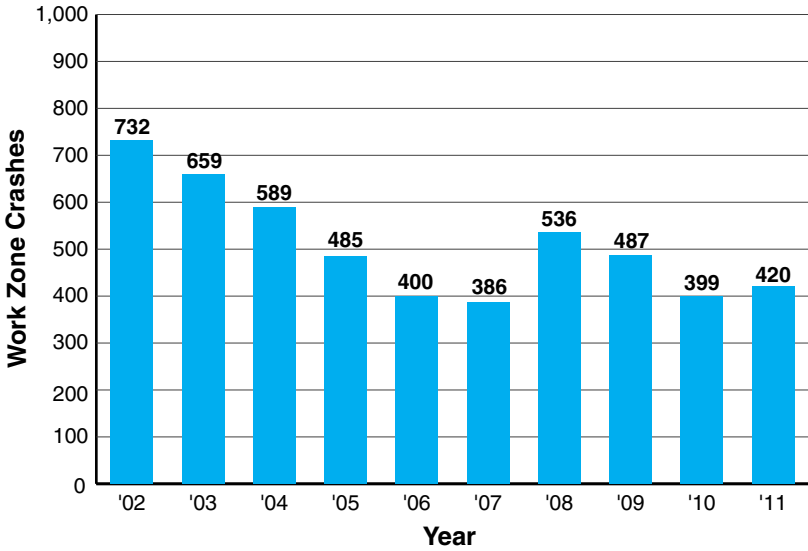
(Figure 35)



Work Zone Crashes

Drivers need to be particularly alert when going through highway work zones. When a road is not in its usual condition due to construction, it is a good idea to slow down. Fines for speeding double in work zones when workers are present. Work zone crashes are dangerous to both highway workers and motorists. Most work zone crashes are rear-end collisions, resulting from speeding or inattentive driving. Work zone crashes rose in 2011, from 399 to 420.

(Figure 36)



Additional information about the material contained in this publication may be obtained from:

Nebraska Department of Roads
Traffic Engineering Division
Highway Safety/Accident Records Section
PO BOX 94759
LINCOLN NE 68509-4759
(402) 479-4645

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transportation.nebraska.gov