

State of Nebraska

2013 Annual Report

Traffic Crash Facts



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For many of us, driving a motor vehicle is the most dangerous thing we do on a regular basis. It is important that we not take this activity for granted. Despite the best of our highway safety efforts, over 200 of our fellow citizens were killed on Nebraska roadways during 2012. We can only reduce these numbers if you, the driver, choose to stay alert, fasten your seat belts, and obey the traffic laws when you are driving.

Although too many people continue to die on our roadways, the good news is that the overall trend in traffic fatalities is downward. These good results are the culmination of continued hard work by many people across the state. 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.

Despite these successes, it is important that Nebraska highway safety advocates do not ease up their efforts. We must continue to work towards zero deaths. Only by working together can we hope to reach this lofty goal.

Drive safely!

Dave Heineman
Governor

Randall D. Peter, P.E.
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Table of Contents

	Page No.
Definitions.....	ii
Part I - Overview	
Death Rate per 100 Million Vehicle Miles	2
Ten-Year Trend in Fatal Crashes.....	3
All Crashes in Nebraska	3
Geographic Summary of Traffic Deaths by County.....	4
Crash Data by County.....	5
Part II - 2013 Data	
Summary - Number of Traffic Crashes.....	8
First Harmful Event: All and Fatal Crashes.....	9
Surface Condition: All and Fatal Crashes	11
Type of Roadway: All and Fatal Crashes	12
Day and Time	14
Month: All and Fatal Crashes.....	15
Age: Driver and Casualties	16
Sex: Driver.....	17
Restraint Use	18
Motorcycle Crashes	19
Body Style: All and Fatal Crashes.....	21
Intersection Crashes	22
Non-Intersection Crashes	23
Alcohol Involvement: PDO, Injury and Fatal Crashes.....	24
Driver Age and Alcohol Involvement.....	25
Driver Contributing Circumstances.....	26
Part III - Crash Trends	
Motor Vehicle Traffic Crash Information	28
Body Style: Passenger Cars and Truck Types	28
Pedestrian/Pedalcycle and Alcohol Involvement in Crashes.....	30
Animal and Railroad Crashes	31
Work Zone Crashes.....	32

(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

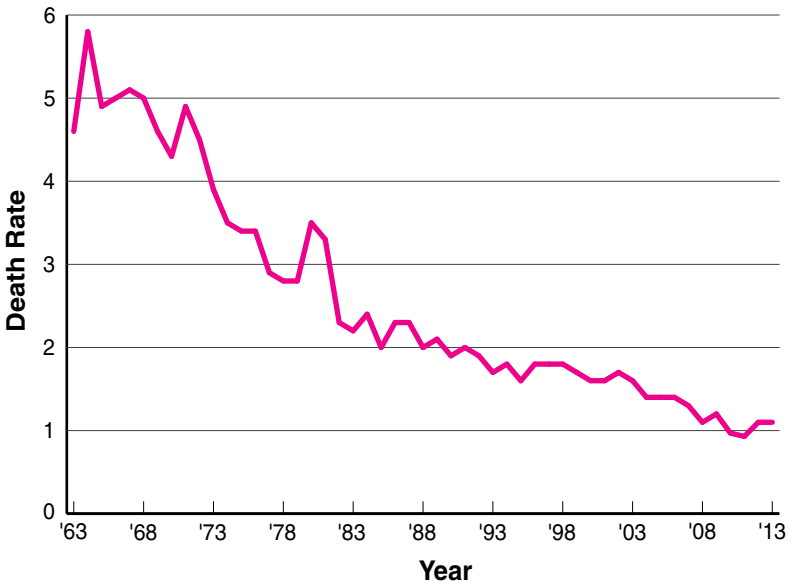
Death Rate per 100 Million Vehicle Miles

The death rate on Nebraska roadways during 2013 was 1.1 persons killed per 100 million vehicle miles traveled. This is unchanged from the previous year, but the overall trend is of declining death rates. This trend, as shown in Figure 1, has been going on for many years and, despite occasional fluctuations, 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.

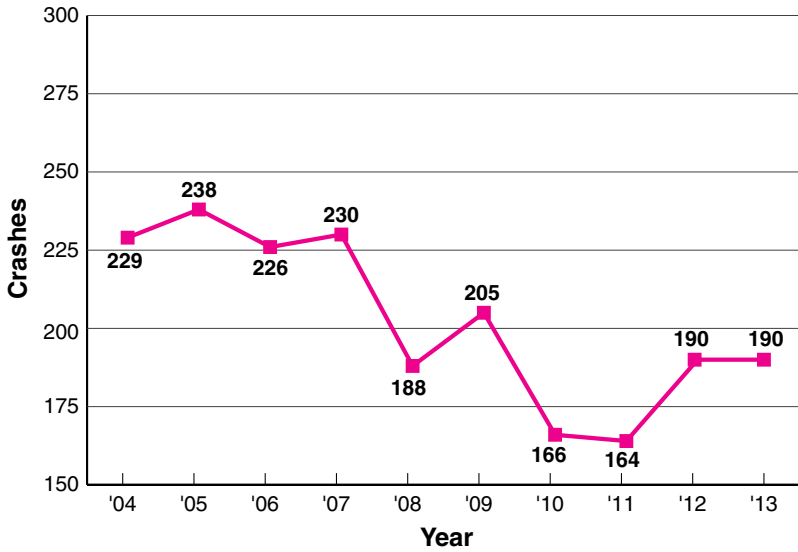
Figure 2 depicts the number of fatal crashes per year for the last 10 years. In 2013, there were 190 fatal crashes, the same number that was recorded in 2012.

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 shows the percentage distribution of all crash types. In 2013, there were 190 fatal crashes, 11,067 injury crashes, and 20,120 property damage only crashes. Fatal crashes made up .6% of all accidents, and injury and PDO crashes made up 35.3% and 64.1%, respectively.

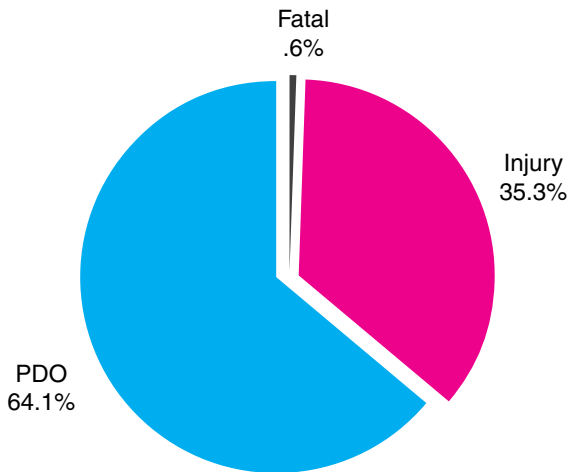
**Death Rate Per 100 Million Vehicle Miles (1963-2013)
(Figure 1)**



Ten-Year Trend in Fatal Crashes (2004-2013)
(Figure 2)



All Crashes in Nebraska (2013)
(Figure 3)



2013 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	506	1	164	341	1	243
Antelope	67	2	15	50	2	22
Arthur	11	1	2	8	1	7
Banner	21	0	4	17	0	4
Blaine	9	0	1	8	0	1
Boone	67	4	22	41	4	31
Box Butte	196	1	49	146	1	62
Boyd	18	1	3	14	1	4
Brown	64	1	6	57	1	9
Buffalo	937	6	279	652	6	416
Burt	56	0	16	40	0	22
Butler	102	0	35	67	0	50
Cass	313	7	107	199	10	171
Cedar	115	2	32	81	2	52
Chase	42	0	12	30	0	16
Cherry	75	2	25	48	2	44
Cheyenne	194	1	50	143	1	70
Clay	72	0	28	44	0	35
Colfax	94	2	32	60	2	51
Cuming	133	2	45	86	2	65
Custer	147	3	36	108	3	40
Dakota	254	3	68	183	4	103
Dawes	136	1	37	98	3	51
Dawson	430	5	106	319	5	171
Deuel	54	2	9	43	2	14
Dixon	55	1	10	44	1	13
Dodge	625	5	230	390	8	363
Douglas	9757	28	3400	6329	34	4670
Dundy	40	0	10	30	0	10
Fillmore	75	2	27	46	2	36
Franklin	39	1	13	25	1	14
Frontier	53	0	8	45	0	11
Furnas	78	0	20	58	0	30
Gage	375	5	106	264	5	154
Garden	37	1	6	30	1	10
Garfield	20	0	5	15	0	6
Gosper	39	0	6	33	0	9
Grant	4	0	1	3	0	1
Greeley	28	0	12	16	0	19
Hall	1153	6	367	780	6	566
Hamilton	202	4	61	137	4	98
Harlan	58	1	15	42	1	17
Hayes	9	0	6	3	0	9
Hitchcock	31	1	5	25	1	6
Holt	129	3	37	89	3	56
Hooker	12	1	5	6	1	7

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	112	2	37	73	2	61
Jefferson	176	1	36	139	1	53
Johnson	49	1	13	35	2	21
Kearney	88	0	30	58	0	42
Keith	206	2	75	129	3	121
Keya Paha	8	0	2	6	0	2
Kimball	66	0	24	42	0	35
Knox	65	1	25	39	1	40
Lancaster	5765	13	2571	3181	15	3763
Lincoln	827	4	290	533	4	417
Logan	7	1	0	6	1	2
Loup	6	0	4	2	0	5
Madison	604	4	203	397	4	312
McPherson	3	0	0	3	0	0
Merrick	132	1	47	84	1	72
Morrill	99	1	26	72	1	35
Nance	37	3	10	24	3	16
Nemaha	92	1	33	58	1	46
Nuckolls	41	2	12	27	2	15
Otoe	182	2	61	119	2	95
Pawnee	32	2	7	23	2	15
Perkins	37	0	13	24	0	19
Phelps	129	0	35	94	0	51
Pierce	102	4	33	65	5	51
Platte	585	2	175	408	2	251
Polk	69	2	32	35	2	53
Red Willow	181	0	43	138	0	65
Richardson	100	0	28	72	0	47
Rock	23	2	5	16	2	9
Saline	187	3	49	135	3	76
Sarpy	2038	8	835	1195	8	1257
Saunders	232	1	87	144	1	129
Scotts Bluff	717	6	249	462	7	353
Seward	306	3	115	188	3	187
Sheridan	91	1	23	67	1	35
Sherman	31	0	13	18	0	18
Sioux	20	0	5	15	0	10
Stanton	56	2	22	32	2	42
Thayer	78	0	23	55	0	38
Thomas	11	0	4	7	0	4
Thurston	51	3	21	27	3	39
Valley	51	0	12	39	0	20
Washington	263	1	65	197	1	92
Wayne	108	2	32	74	2	58
Webster	75	0	20	55	0	23
Wheeler	17	0	5	12	0	6
York	290	3	84	203	3	123
Total	31,377	190	11,067	20,120	211	16,083

Part II
2013 Data

Summary Number of Traffic Crashes

All Crashes	31,377
Property Damage Only (PDO)	20,120
Injury Crashes	11,067
<i>Persons Injured</i>	<i>16,083</i>
Fatal Crashes	190
<i>Fatalities</i>	<i>211</i>
Number of Registered Vehicles in Nebraska	2,315,126
Number of Licensed Drivers in Nebraska	1,407,635
Number of Vehicles in Crashes*	53,515
Number of Drivers in Crashes*	51,528

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

During 2013:
 One crash occurred every 17 minutes.
 Forty-four persons were injured each day.
 One person was killed every 42 hours.

The economic loss in terms of dollars was \$2,026,624,410**

**Federal Highway Administration Research Report Number, FHWA-RD-91-055, *The Cost of Highway Crashes*, October 1991; Nebraska Department of Roads Accident Data 2011-2012; Adjusted to January 2013 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau of Economic Analysis (2013).

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.

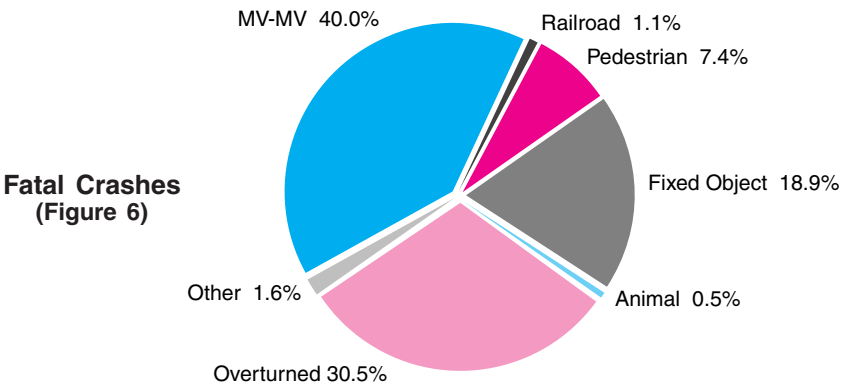
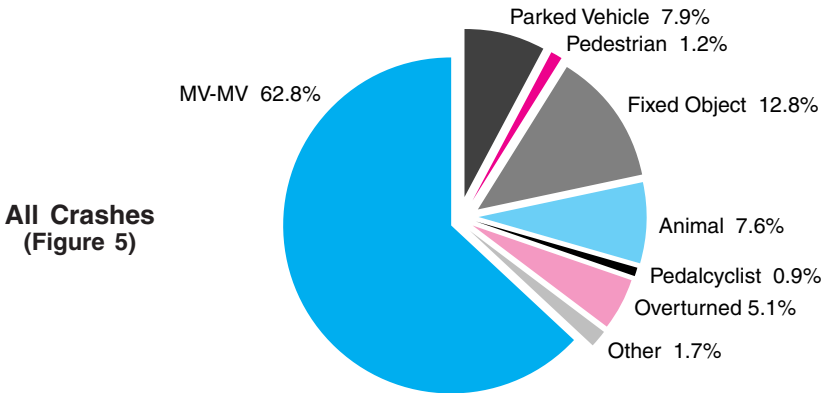


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2013								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	382	14	364	4	14	382	88	139	155
	Motor vehicle in transport	19688	76	7674	11938	88	11858	789	2581	8488
	Parked motor vehicle	2483	0	217	2266	0	258	25	118	115
	Railroad train	25	2	14	9	2	18	10	6	2
	Pedalcyclist	274	0	274	0	0	283	37	154	92
	Animal	2398	1	185	2212	1	227	22	75	130
	Fixed object	4003	36	1307	2660	42	1636	263	650	723
	Other object	191	1	32	158	1	38	6	12	20
Noncollision overturned	1599	58	933	608	61	1308	280	520	508	
Other noncollision	301	2	60	239	2	66	13	30	23	
Unknown	33	0	7	26	0	9	3	2	4	
— TOTALS —		31377	190	11067	20120	211	16083	1536	4287	10260

(Table 1)

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

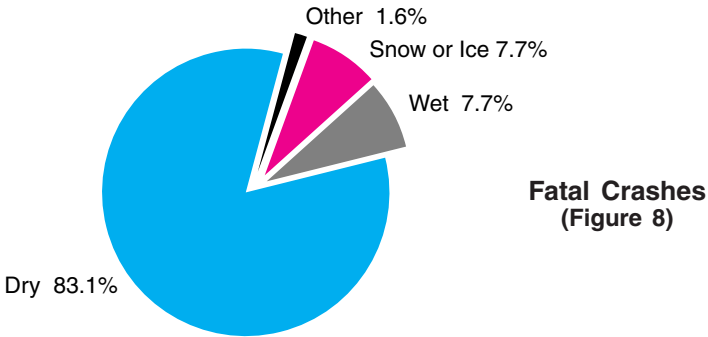
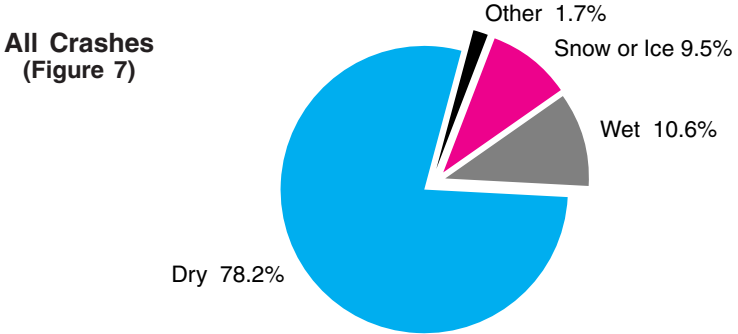
FIRST HARMFUL EVENT		2012								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	367	14	352	1	14	381	84	161	136
	Motor vehicle in transport	18673	78	7365	11230	95	11343	811	2442	8090
	Parked motor vehicle	2461	2	225	2234	2	265	39	124	102
	Railroad train	23	3	12	8	3	13	5	2	6
	Pedalcyclist	323	0	320	3	0	328	40	186	102
	Animal	2913	3	242	2668	3	290	28	107	155
	Fixed object	3562	35	1323	2204	36	1658	307	669	682
	Other object	137	0	27	110	0	29	2	16	11
Noncollision overturned	1659	54	1076	529	58	1472	333	635	504	
Other noncollision	285	1	66	218	1	77	11	35	31	
Unknown	40	0	13	27	0	16	1	11	4	
— TOTALS —		30443	190	11021	19232	212	15872	1661	4388	9823

(Table 2)

Table 2 provides 2012 data for comparison to 2013. The number of fatal crashes remained the same, at 190, and the number of persons killed declined by one, from 212 to 211. Injury crashes and injuries both increased, by 46 and 211 respectively. The number of Property Damage Only crashes also increased, by 888.

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 increased during 2013.



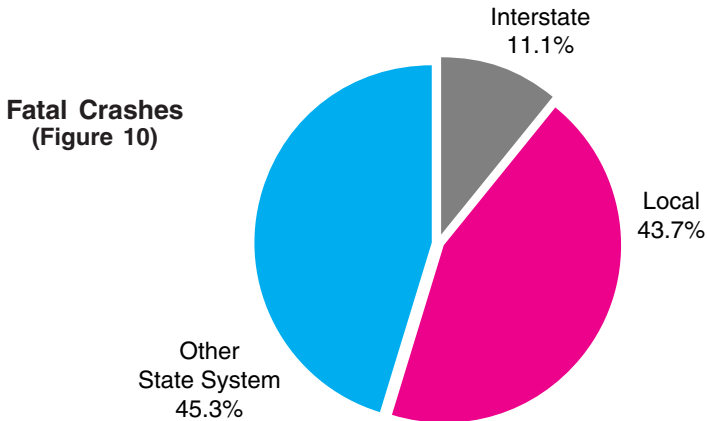
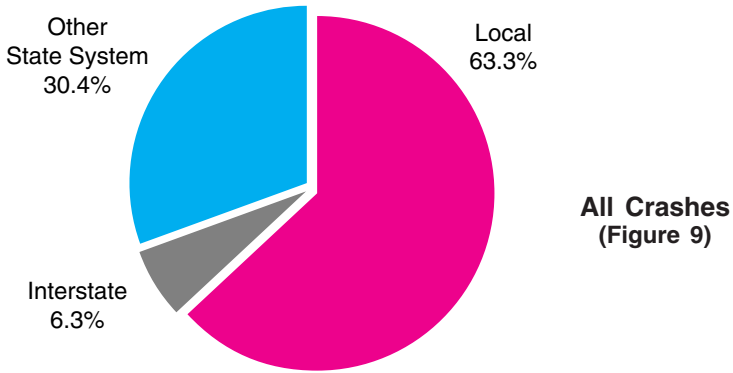
The following table provides the number of crashes in each category.

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	23810	152	8552	15106
Wet	3228	14	1204	2010
Snowy or icy	2886	14	847	2025
Other	516	3	198	315
Not stated	937	7	266	664
— TOTALS —	31377	190	11067	20120

(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 their increased severity.



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	861	2	291	568	2	373
	Other State System Highways	5110	15	2005	3090	15	2963
	Local Roads and Streets	15355	29	5246	10080	32	7329
	URBAN SUBTOTAL	21326	46	7542	13738	49	10665
RURAL	Interstate	1120	19	335	766	20	536
	Other State System Highways	4427	71	1415	2941	85	2255
	Local Roads and Streets	4504	54	1775	2675	57	2627
	RURAL SUBTOTAL	10051	144	3525	6382	162	5418
— TOTALS —		31377	190	11067	20120	211	16083

(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 2013. 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	.5	16.0	33.2	49.3
Other State Highways	1.0	41.0	72.7	114.2
Local Roads and Streets	1.2	101.0	183.4	285.6

(Table 5)

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

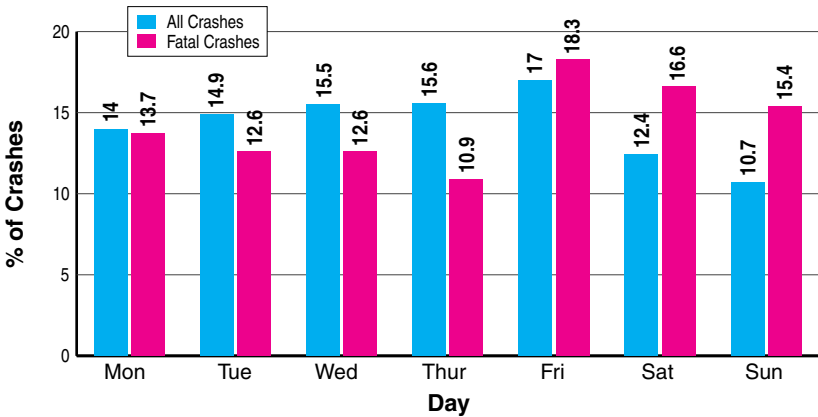
Day and Time

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 2013 was from 3:00 - 6:00 p.m., when 28.8% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 47.5% of them took place between noon and 9:00 p.m.

Crash trends on the weekends differ from those which take place during the work week. In 2013, Sunday was the lowest day for total crashes, and Friday the highest day for both fatal crashes, with 18.3% of the total, and all crashes, with 17% of the total.

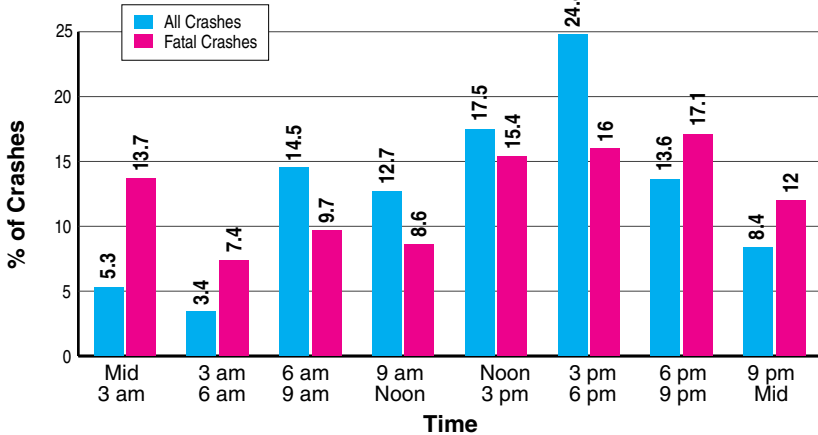
Day of Week

(Figure 11)



Time of Crash

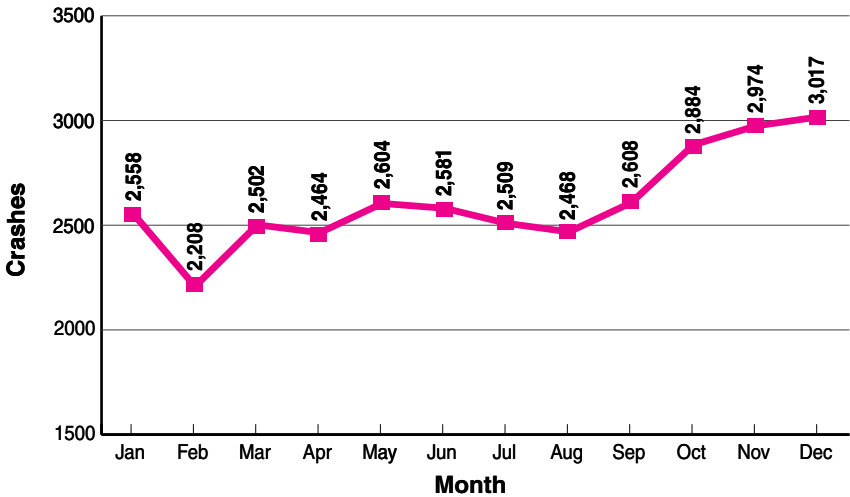
(Figure 12)



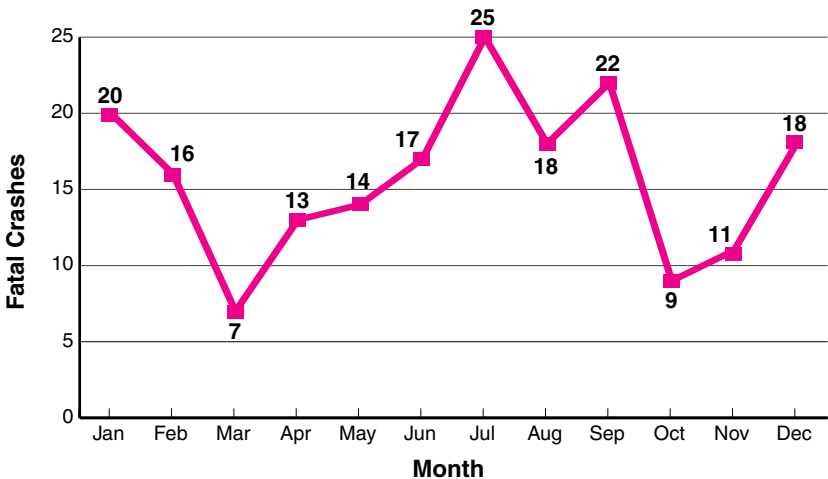
Month

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, July and September, had the most fatal crashes in 2013.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

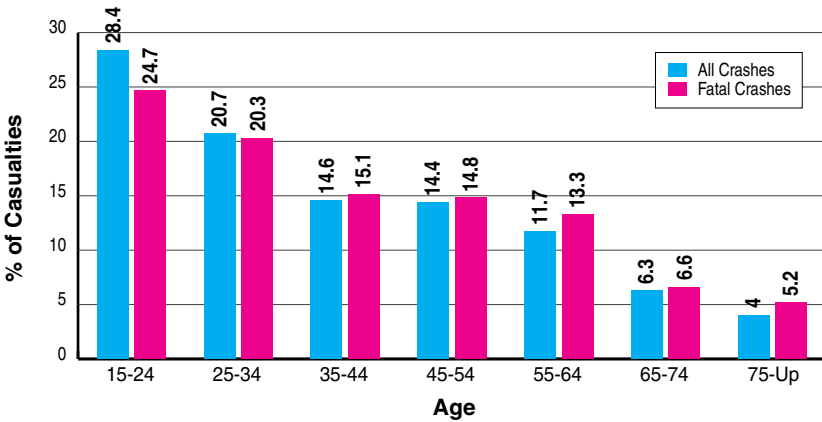


Age of Driver

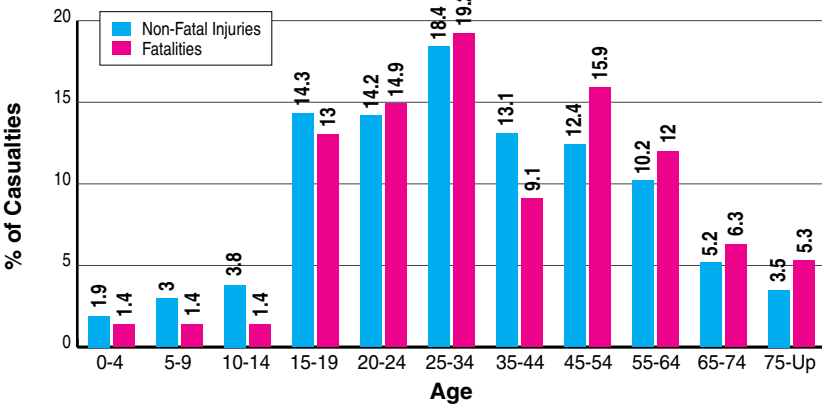
Younger drivers are involved in a disproportionate number of crashes. In 2013, 49.1% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in all crashes, 28.4%. In 2013, these drivers were also involved in the most fatal crashes, 24.7%.

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% of all injuries.

Driver Age
(Figure 15)



Age of Casualties
(Figure 16)



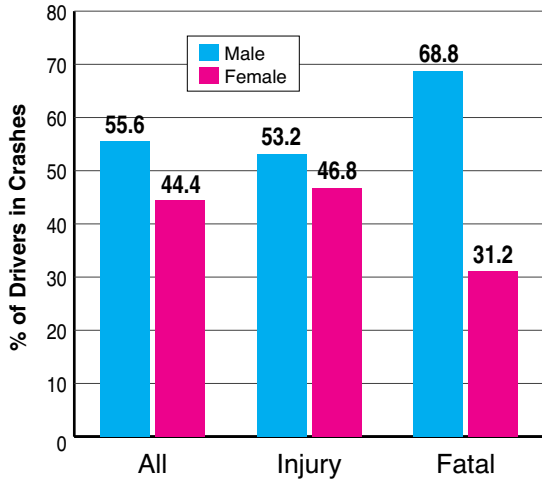
Sex of Driver

(Table 6)

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.6% of the drivers in all crashes in Nebraska in 2013, and were involved in 68.8% 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 53.6% of the persons injured or killed in motor vehicle crashes in 2013. (See Table 7).

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	28487	185	10491	17811
Female	22765	84	9239	13442
Not stated	276	2	77	197
- TOTALS -	51528	271	19807	31450



(Figure 17)

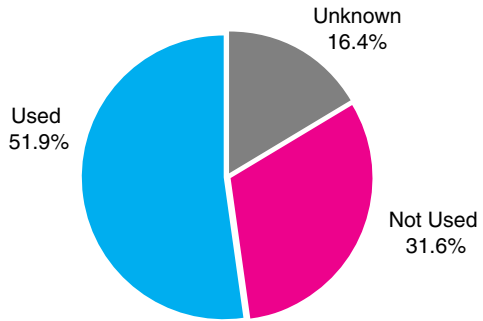
AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	3	2	1	299	168	131	0	0	0	9	4	5
5-9 years	3	3	0	465	240	225	0	0	0	19	5	14
10-14 years	3	2	1	604	286	318	0	0	0	15	8	7
15-19 years	27	14	13	2252	982	1270	5	2	3	111	73	38
20-24 years	31	25	6	2234	1089	1145	19	13	6	270	181	89
25-34 years	40	28	12	2905	1279	1626	18	14	4	279	193	86
35-44 years	19	14	5	2068	947	1121	7	7	0	128	84	44
45-54 years	33	23	10	1952	915	1037	7	7	0	122	82	40
55-64 years	25	17	8	1610	755	855	10	7	3	94	65	29
65-74 years	13	8	5	816	359	457	1	1	0	28	18	10
75 and older	11	7	4	546	242	304	2	2	0	5	2	3
Age not stated	3	2	1	247	107	140	1	0	1	14	8	6
— TOTALS —	211	145	66	15998	7369	8629	70	53	17	1094	723	371

(Table 7)

Restraint Use

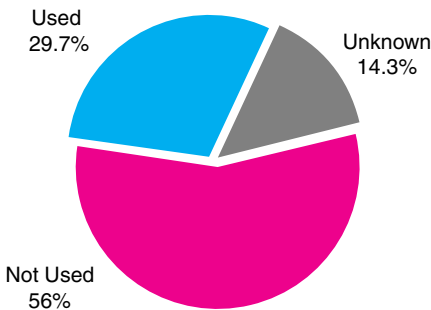
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle crashes. Passive restraints, such as air bags, which require no occupant action to be put in use, are standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems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

Restraint Use for Disabling Injuries (Figure 18)



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, the law has been successful in promoting seat belt use.

Restraint Use for Fatal Injuries (Figure 19)

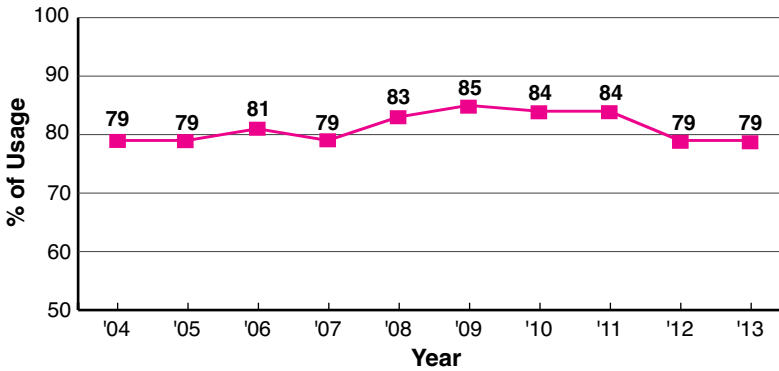


The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2013, the observed statewide safety belt usage rate was 79%, the same as last year.

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 29.7% of those vehicle occupants who died and 51.9% of those who suffered disabling injuries in 2013 crashes were belted.

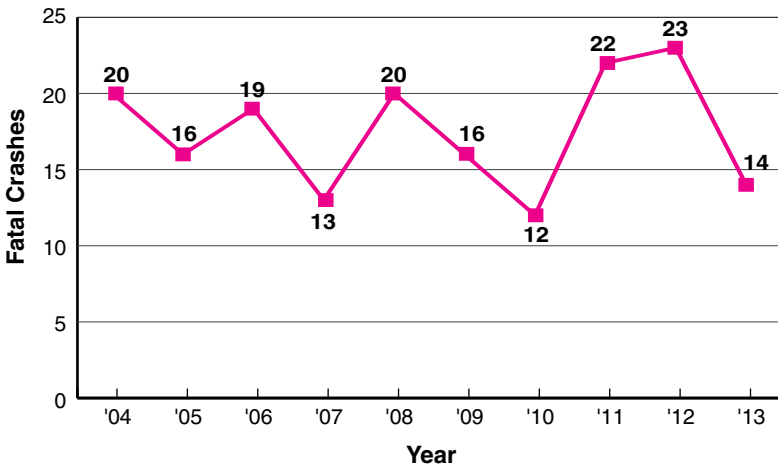
Statewide Safety Belt Usage Rate (2004 - 2013)
(Figure 20)



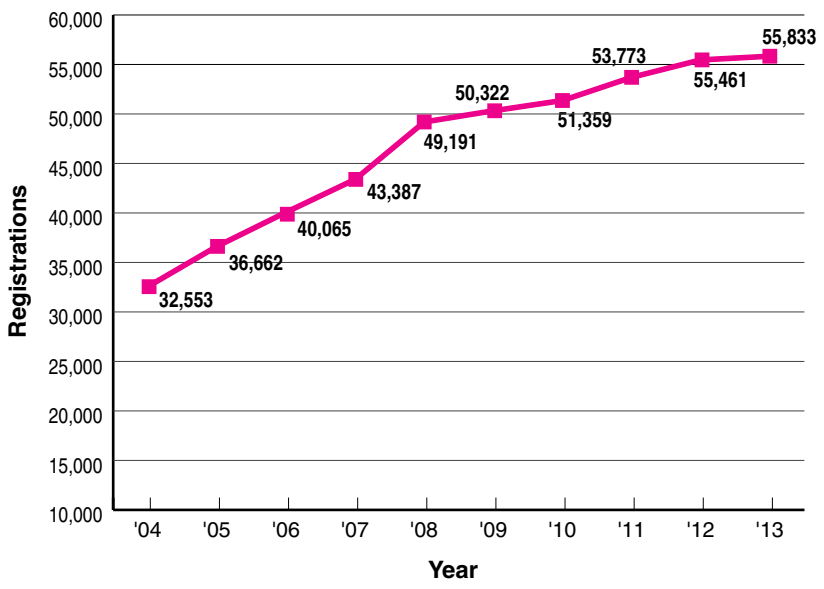
Motorcycle Crashes

Motorcycle crashes turned downward in 2013 after trending upward for the last several years. There were 550 motorcycle crashes in 2013, compared to 588 in 2012, and 14 fatal motorcycle crashes, compared to 23 in 2012. Motorcycle registrations, which had been increasing steadily over the previous decade, increased only marginally (less than 1%) in 2013. With gasoline prices stabilizing and the recent recession coming to an end, it could be that not as many people were switching to the cheaper transportation offered by motorcycles. Future results will tell us whether this is the beginning of a new trend or simply a one-year fluctuation.

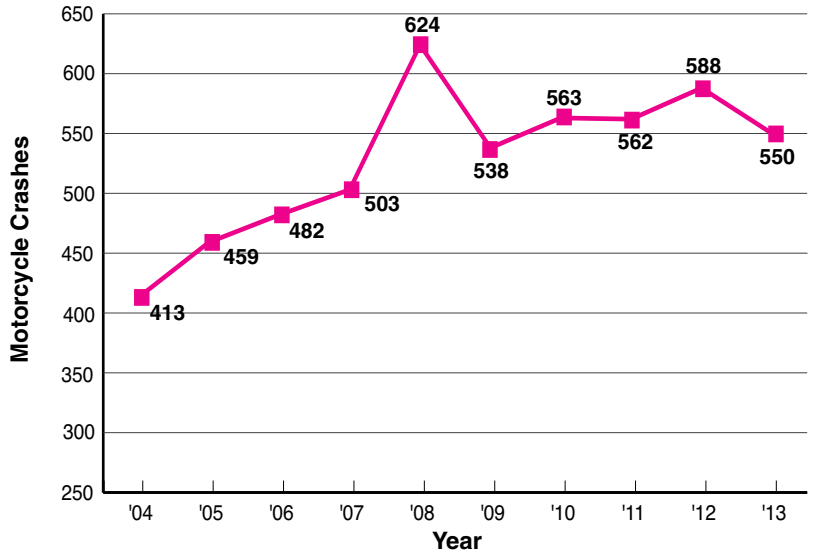
Fatal Motorcycle Crashes (2004 - 2013)
(Figure 21)



Motorcycles Registered (2004 - 2013)
(Figure 22)



All Motorcycle Crashes (2004 - 2013)
(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.

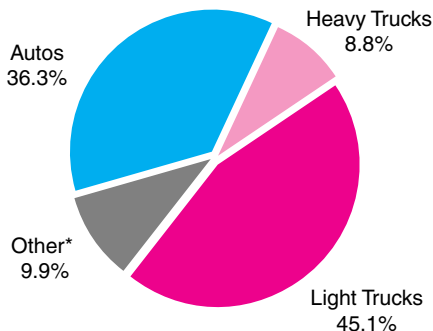
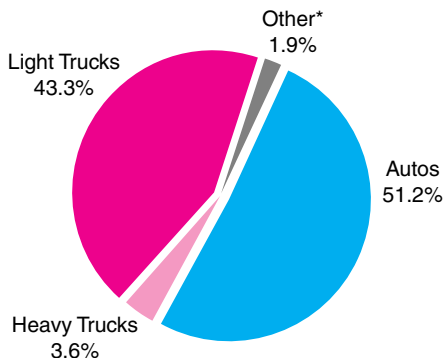
Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	198	2	73	123
Semi-trailer truck	948	17	244	687
Other heavy truck	907	7	286	614
Automobile	26279	99	10228	15952
Van	3293	15	1290	1988
Utility vehicle	10684	39	4188	6457
Pickup truck	8268	69	2804	5395
Motorcycle	564	14	481	69
Motorhome	36	2	7	27
Farm equipment	62	4	13	45
Other	108	5	48	55
Unknown	2168	4	516	1648
— TOTALS —	53515	277	20178	33060

(Table 8)

All Crashes
(Figure 24)

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







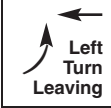


Fatal Crashes
(Figure 25)

*Other – motorcycles 5.1%, buses .7%, and all others 4%.

Intersection Crashes

2013 Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 14,780

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	6,357	43.0	41.3
 Rear-end	4,828	32.7	44.9
 Sideswipe	1,105	7.5	19.3
 Sideswipe	55	0.4	36.4
 Left Turn Leaving	1,988	13.5	43.6
 Head-on	67	0.5	61.2
 Backing	380	2.6	13.7
Unknown	0	0.0	0.0
Total	14,780	100%	

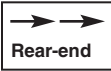

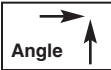


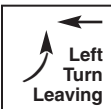

* Multi-vehicle accidents at intersections comprise 47.1% of all crashes.

Non-Intersection Crashes

2013

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 4,913

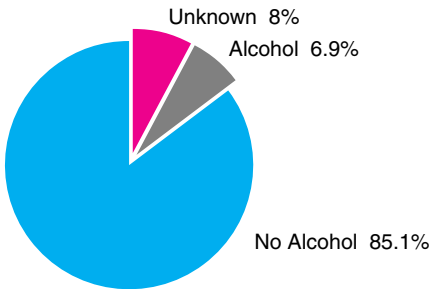
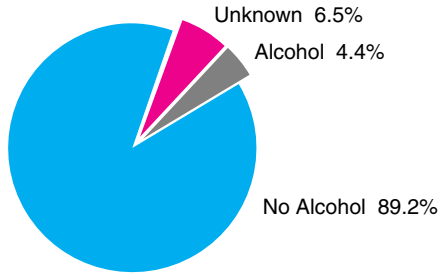
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	2,764	56.3	42.7
 Head-on	119	2.4	70.6
 Angle	273	5.6	37.7
 Sideswipe	1,110	22.6	21.5
 Sideswipe	297	6.0	41.4
 Left Turn Leaving	25	0.5	36.0
 Backing	316	6.4	7.6
Unknown	9	0.2	44.4
Total	4,913	100%	

* Multi-vehicle accidents not at intersections comprise 15.7% of all crashes.

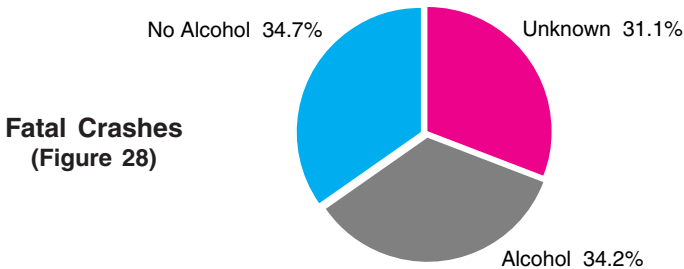
Alcohol Involvement

Figures 26, 27 and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2013, 34.2% of Nebraska's fatal crashes were alcohol-involved, a substantial decrease from the 42.6% that was registered in 2012. This result is more in line with recent years, indicating that last year's outcome may have been aberrant. 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)**

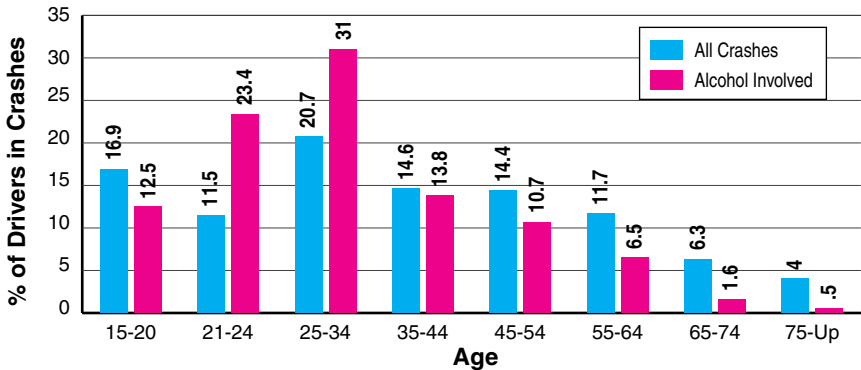


**Fatal Crashes
(Figure 28)**

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 54.4% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 23.4% of alcohol-related crashes but only 11.5% of all crashes. Note that drivers between the ages of 15 and 20 are in 12.5% 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	3	3	0	139	3
16	1575	12	5	0	628	6
17	1656	22	6	0	648	9
18	1700	39	8	1	695	18
19	1695	58	9	2	637	19
20	1673	67	7	1	669	34
21	1613	109	4	1	635	52
22	1513	104	9	5	596	38
23	1437	88	7	4	595	40
24	1306	74	9	6	546	32
25 to 34	10576	497	55	16	4132	219
35 to 44	7492	221	41	8	2953	94
45 to 54	7366	171	40	8	2795	81
55 to 64	5968	104	36	3	2215	54
65 to 74	3203	25	18	2	1110	16
75 and older	2057	8	14	3	733	3
Not stated	348	5	0	0	81	2
— TOTALS —	51528	1607	271	60	19807	720

(Table 9)

Driver Contributing Circumstances

In 2013, there were 31,377 reportable motor vehicle traffic crashes in Nebraska involving 51,528 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	24016	92	9174	14750
Failure to yield right-of-way	5263	20	2125	3118
Disregarded traffic controls	1667	9	819	839
Exceeded speed limit	142	10	86	46
Speed too fast for conditions	1618	12	592	1014
Made an improper turn	570	1	137	432
Followed too closely	3992	3	1637	2352
Leave lane/run off road	1529	33	559	937
Operating in erratic manner	2483	23	1128	1332
Swerving or avoiding	553	6	216	331
Visibility obstructed	416	1	119	296
Inattention	3119	13	1030	2076
Mobile phone distraction	146	0	64	82
Distracted - other	407	1	171	235
Fatigued/asleep	283	1	135	147
Defective equipment	210	0	79	131
Other improper action	1506	14	503	989
Unknown	3608	32	1233	2343
— TOTALS —	51528	271	19807	31450

(Table 10)

While “Failed to yield right of way” was the most common contributing circumstance in all crashes, in fatal crashes “Leave lane/run off road” was the most frequent.

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)
'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
'12	30,443	15,872	212	1.58	1.1	1.2
'13	31,377	16,083	211	1.63	1.1	1.1

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

(Table 11)

Body Style

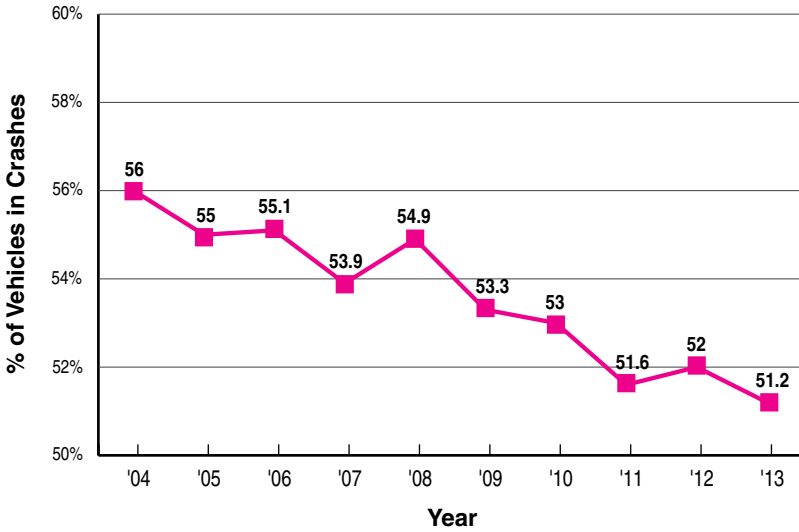
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix, surpassing pickup trucks and vans. 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 during the last decade.

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.

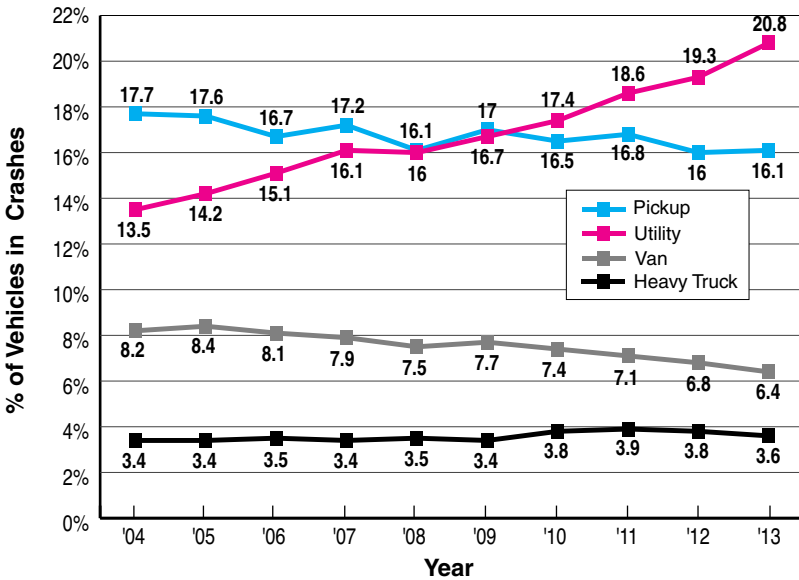
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

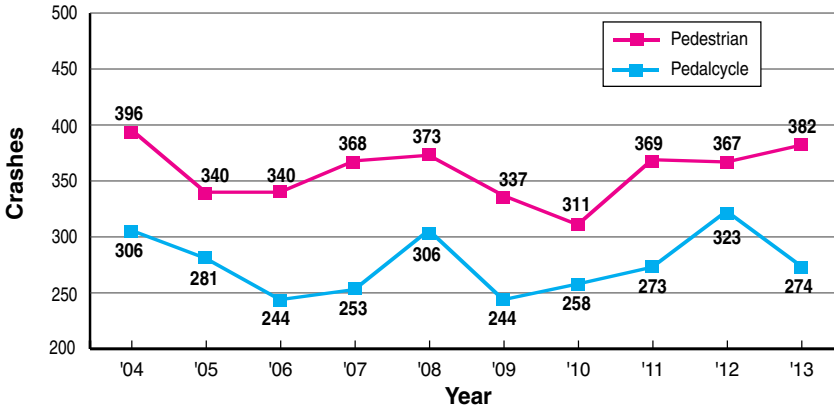
(Figure 31)



Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle, usually a bicycle, was the first harmful event. The number of pedestrian crashes increased by 15, from 367 to 382, between 2012 and 2013. Fatal pedestrian crashes stayed the same, at 14. Pedalcycle crashes, on the other hand, declined by 49, from 323 to 274, a figure that nearly matched the 2011 total. For the second straight year, there were no fatal pedalcycle crashes in Nebraska during 2013.

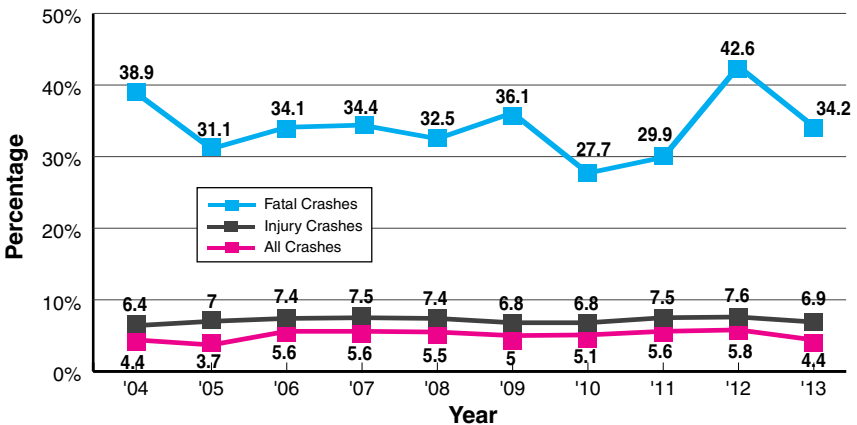
(Figure 32)



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.

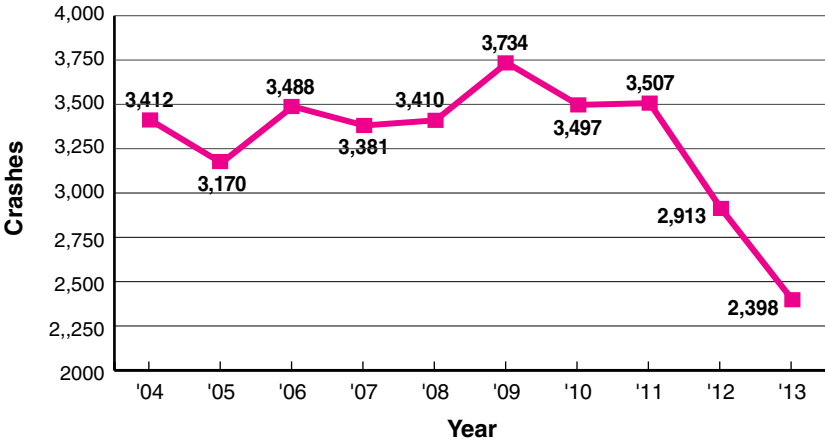
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2013 animal crashes fell from 2,913 to 2,398. Deer are the most frequently involved animals in motor vehicle/animal crashes.

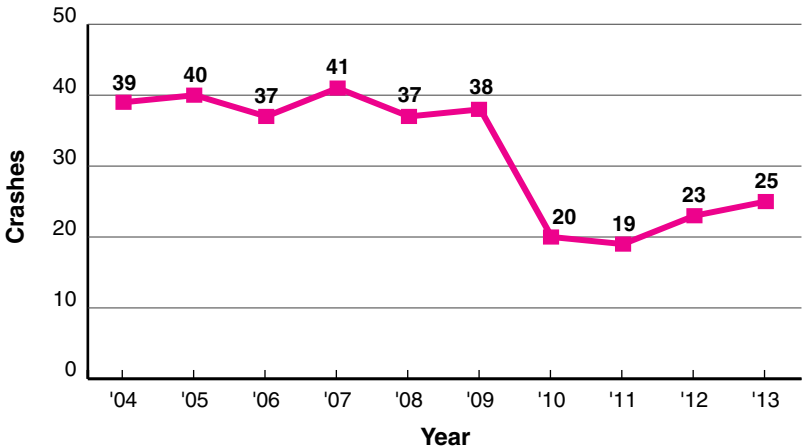
(Figure 34)



Railroad Crashes

The number of railroad crashes increased in 2013, from 23 to 25. In 2013, two people died in motor vehicle/train crashes in Nebraska.

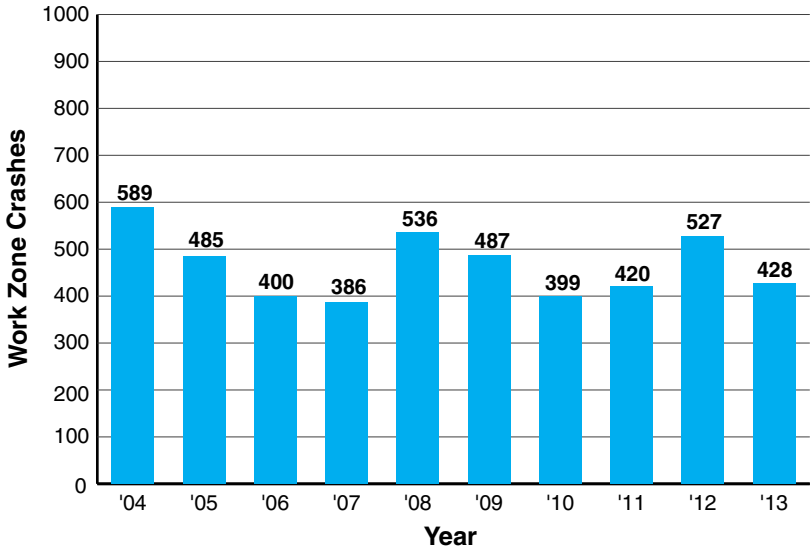
(Figure 35)



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 dropped in 2013, from 527 to 428.

(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

This report is also available on the NDOR website:
transportation.nebraska.gov