

State of Nebraska

2003

Traffic Crash Facts

Annual Report

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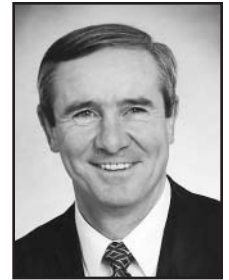
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Driving is inherently dangerous. Further, driving is a function of three related, but independent, elements: the driver, the vehicle and the roadway. As reflected in these "Traffic Crash Facts," most crashes are the result of improper driving. We estimate that 75 percent of fatalities were not wearing seatbelts and more than 37 percent involved alcohol. Nearly 50 percent of all crashes are at intersections and nearly 65 percent of all fatalities are on two-lane rural roads. The information in this publication is intended to increase driver's awareness of crash problems.

So, what more can we do? The Department of Roads led, in conjunction with our many partners, each of the last two years a State Highway Safety Summit in an effort to answer this question. Of the various initiatives resulting from these Summits is a "Click It, Don't Risk It" coalition that holds great promise to increase seatbelt usage.

Driving is dangerous. Do not become complacent. Remember that improper driving is the largest contributor to crashes. Each of us is responsible for our own driving behavior.

Please drive safely!

Mike Johanns  
Governor

John L. Craig  
Director

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

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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 \$500.00 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

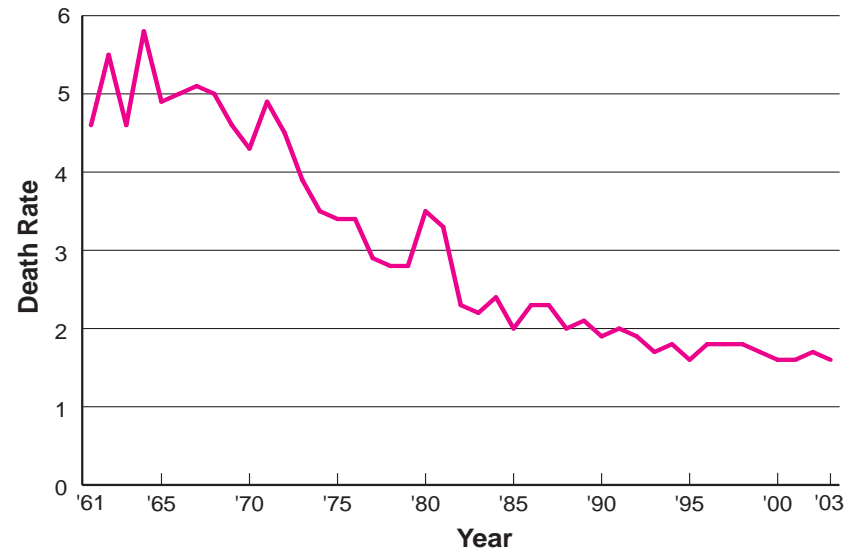
### Death Rate per 100 Million Miles

In 2003, the death rate on Nebraska roadways was 1.6 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2003 is represented in Figure 1 (Page 2). Even though the death rate fluctuates from year to year, there has been a general downward trend. 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 2) depicts the number of fatal crashes per year for the last ten years. There were 257 fatal crashes in 2003, fifteen less than were recorded in 2002.

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 2003, there were 257 fatal crashes, 14,756 injury crashes and 31,589 property damage only crashes. Fatal crashes made up .6% of all accidents, and injury and PDO crashes made up 31.7% and 67.7%, respectively.

**Death Rate Per 100 Million Vehicle Miles (1961-2003)**  
(Figure 1)





2003 Crash Data by County						
County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	785	1	205	579	1	289
Antelope	147	5	46	96	8	64
Arthur	17	0	6	11	0	7
Banner	33	0	16	17	0	24
Blaine	13	1	2	10	1	3
Boone	119	0	33	86	0	52
Box Butte	264	0	86	178	0	133
Boyd	29	1	9	19	1	10
Brown	60	2	14	44	2	21
Buffalo	1,312	10	380	922	13	539
Burt	146	3	34	109	3	54
Butler	150	4	47	99	5	78
Cass	541	5	148	388	6	225
Cedar	138	3	34	101	3	51
Chase	46	0	14	32	0	17
Cherry	102	5	31	66	5	56
Cheyenne	224	5	61	158	5	107
Clay	148	6	47	95	9	70
Colfax	257	1	60	196	1	94
Cuming	230	2	56	172	2	90
Custer	208	2	55	151	2	87
Dakota	405	3	109	293	3	170
Dawes	243	2	59	182	2	79
Dawson	539	8	178	353	8	273
Deuel	68	3	21	44	6	40
Dixon	89	2	20	67	3	36
Dodge	1,040	9	304	727	9	457
Douglas	14,156	31	4,911	9,214	34	7,068
Dundy	23	0	5	18	0	9
Fillmore	118	1	44	73	2	65
Franklin	83	1	18	64	1	26
Frontier	72	2	22	48	2	31
Furnas	112	2	21	89	2	30
Gage	714	6	195	513	8	309
Garden	43	1	12	30	1	21
Garfield	36	1	7	28	1	12
Gosper	55	0	14	41	0	23
Grant	10	1	2	7	1	6
Greeley	48	0	15	33	0	29
Hall	1,628	5	482	1,141	5	699
Hamilton	257	3	76	178	3	121
Harlan	130	4	23	103	4	38
Hayes	19	3	1	15	3	6
Hitchcock	55	1	17	37	2	26
Holt	224	0	72	152	0	114
Hooker	10	0	1	9	0	1

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	153	3	36	114	3	55
Jefferson	237	0	35	202	0	53
Johnson	122	2	26	94	2	35
Kearney	132	3	46	83	4	66
Keith	236	3	80	153	3	131
Keya Paha	11	0	0	11	0	0
Kimball	100	1	33	66	1	57
Knox	119	2	25	92	2	38
Lancaster	8,618	31	2,927	5,660	33	4,340
Lincoln	1,070	3	337	730	3	513
Logan	12	1	6	5	1	10
Loup	22	2	7	13	3	11
Madison	1,083	5	316	762	6	471
McPherson	11	0	2	9	0	2
Merrick	169	3	45	121	4	67
Morrill	123	0	35	88	0	55
Nance	75	0	14	61	0	21
Nemaha	170	0	40	130	0	55
Nuckolls	89	2	19	68	2	33
Otoe	306	4	92	210	4	141
Pawnee	95	2	17	76	2	36
Perkins	32	0	13	19	0	20
Phelps	207	1	63	143	2	99
Pierce	170	4	57	109	4	88
Platte	907	1	242	664	1	364
Polk	106	2	28	76	2	55
Red Willow	234	2	56	176	2	86
Richardson	207	4	51	152	4	71
Rock	23	1	6	16	1	10
Saline	324	0	92	232	0	147
Sarpy	2,493	5	838	1,650	7	1,346
Saunders	383	2	137	244	2	202
Scotts Bluff	933	3	313	617	3	468
Seward	509	2	152	355	2	232
Sheridan	135	3	42	90	4	61
Sherman	51	1	19	31	1	30
Sioux	25	0	10	15	0	12
Stanton	104	1	41	62	2	58
Thayer	127	2	34	91	3	53
Thomas	19	0	5	14	0	9
Thurston	116	2	42	72	3	71
Valley	106	3	29	74	3	49
Washington	483	1	120	362	1	174
Wayne	211	2	51	158	2	78
Webster	122	0	19	103	0	26
Wheeler	24	0	8	16	0	14
York	452	3	137	312	4	211
<b>Total</b>	<b>46,602</b>	<b>257</b>	<b>14,756</b>	<b>31,589</b>	<b>293</b>	<b>21,984</b>

**Part II  
2003 Data**

**Summary  
Number of Traffic Crashes**

All Crashes .....	46,602
Property Damage Only (PDO) .....	31,589
Injury Crashes.....	14,756
<i>Persons Injured</i> .....	21,984
Fatal Crashes.....	257
<i>Fatalities</i> .....	293
Number of Registered Vehicles in Nebraska.....	2,040,703
Number of Licensed Drivers in Nebraska.....	1,342,147
Number of Vehicles in Crashes* .....	78,890
Number of Drivers in Crashes* .....	75,436

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

**During 2003:**

One crash occurred every 11 minutes.  
Sixty persons were injured each day.  
One person was killed every 30 hours.

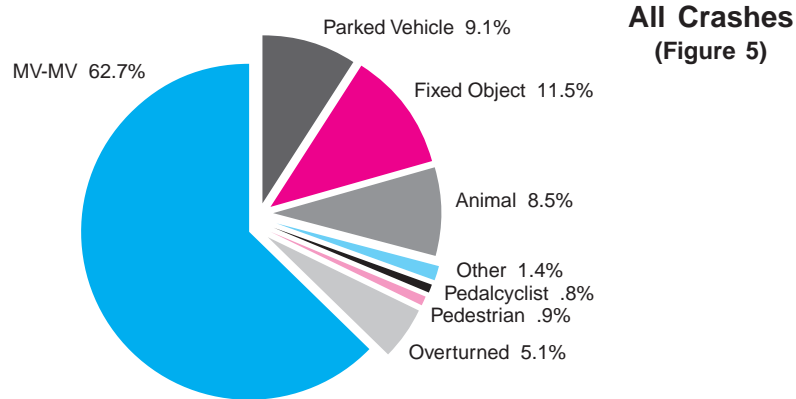
The economic loss in terms of dollars was \$1,868,979,100\*\*

*\*\*Economic loss figures are derived from the Federal Highway Administration's publication No. FHWA-RD-91-055 dated October 1991.*

## 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.



**Fatal Crashes  
(Figure 6)**

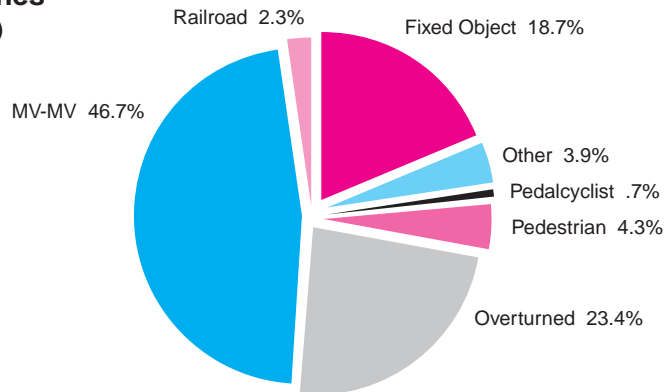


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)	2003								
	CRASHES				PERSONS KILLED OR INJURED				
	TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A*	B*	C*
Pedestrian	401	11	388	2	12	407	84	184	139
Motor vehicle in transport	29236	120	10322	18794	143	16230	1215	3736	11279
Parked motor vehicle	4256	4	243	4009	4	298	34	138	126
Railroad train	47	6	14	27	6	17	6	9	2
Pedalcyclist	354	2	349	3	2	359	48	203	108
Animal	3975	1	292	3682	2	352	17	141	194
Fixed object	5377	48	1663	3666	52	2183	384	989	810
Other object	184	0	30	154	0	38	8	14	16
Noncollision overturned	2394	60	1378	956	64	2003	420	968	615
Other noncollision	363	5	74	284	8	93	16	35	42
Unknown	15	0	3	12	0	4	0	3	1
— TOTALS —	46602	257	14756	31589	293	21984	2232	6420	13332

(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	2002								
	CRASHES				PERSONS KILLED OR INJURED				
	TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A*	B*	C*
Pedestrian	452	9	439	4	9	462	108	192	162
Motor vehicle in transport	29177	104	11020	18053	127	17435	1342	4001	12092
Parked motor vehicle	4112	4	269	3839	4	309	34	117	158
Railroad train	45	9	14	22	12	18	8	4	6
Pedalcyclist	342	2	334	6	2	344	44	175	125
Animal	3996	0	270	3726	0	354	31	144	179
Fixed object	5089	52	1642	3395	56	2175	390	929	856
Other object	164	1	34	129	1	40	3	13	24
Noncollision overturned	2397	88	1419	890	93	2100	441	956	703
Other noncollision	448	3	106	339	3	138	30	53	55
Unknown	16	0	3	13	0	4	0	1	3
— TOTALS —	46238	272	15550	30416	307	23379	2431	6585	14363

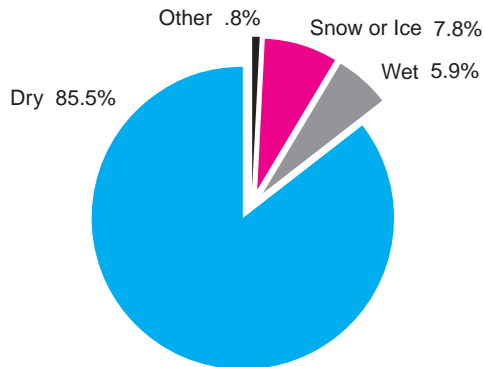
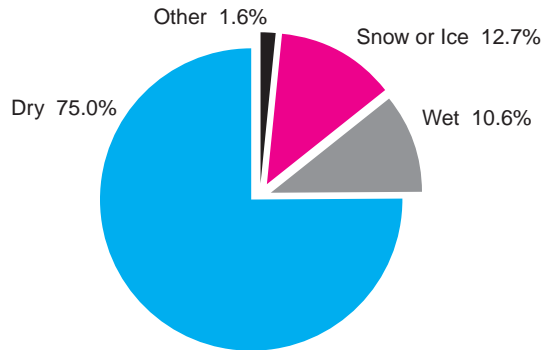
(Table 2)

Table 2 provides 2002 data for comparison to 2003. There were 15 less fatal crashes in 2003, as compared to 2002, and the number of deaths resulting from these crashes decreased by 14. Both injury crashes and injuries decreased, by 794 and 1,395 respectively. The number of PDO crashes increased by 1,173.

## 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. The percentage of all crashes which occurred on slick roads was about the same in 2003 as it was in 2002.

**All Crashes  
(Figure 7)**



**Fatal Crashes  
(Figure 8)**

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

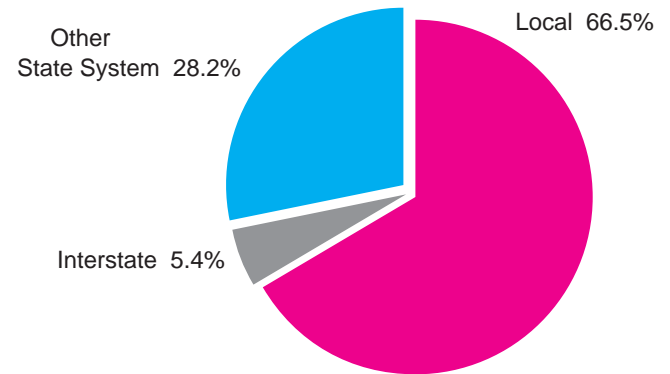
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	32658	218	10943	21497
Wet	5506	20	1920	3566
Snowy or icy	4624	15	1159	3450
Other	749	2	277	470
Not stated	3065	2	457	2606
— TOTALS —	46602	257	14756	31589

**(Table 3)**

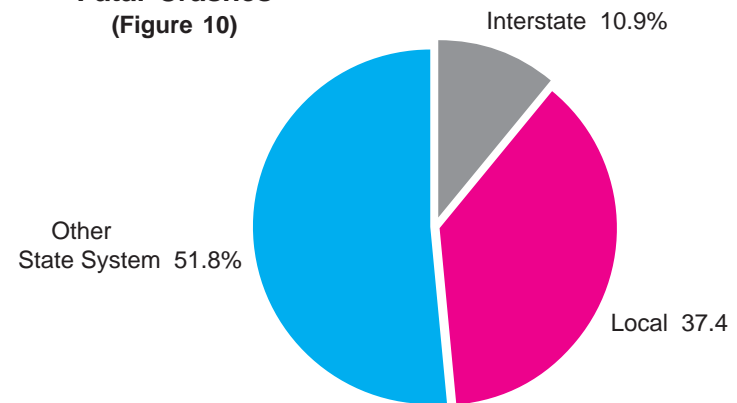
## Type of Roadway

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.

**All Crashes  
(Figure 9)**



**Fatal Crashes  
(Figure 10)**





ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1062	8	378	676	9	516
	Other State System Highways	7381	26	2688	4667	28	4115
	Local Roads and Streets	25360	28	7580	17752	29	10839
	URBAN SUBTOTAL	33803	62	10646	23095	66	15470
RURAL	Interstate	1429	20	445	964	21	760
	Other State System Highways	5743	107	1633	4003	128	2642
	Local Roads and Streets	5627	68	2032	3527	78	3112
	RURAL SUBTOTAL	12799	195	4110	8494	227	6514
— TOTALS —		46602	257	14756	31589	293	21984

(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 2003. 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	.7	21.1	42.1	63.9
Other State Highways	1.7	54.5	109.4	165.6
Local Roads and Streets	1.5	146.0	323.3	470.8

(Table 5)

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

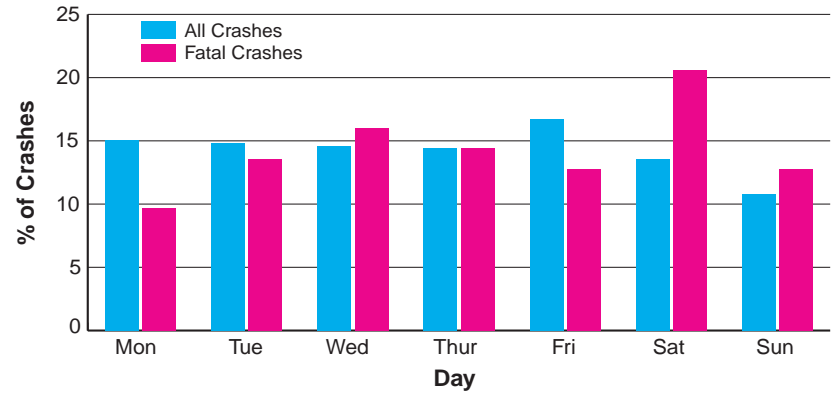
## Day and Time

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 3-hour time period for crashes in 2003 was from 3:00 - 6:00 p.m., when 24.0% of all crashes occurred. Fatal crashes are also most likely to take place during the afternoon peak traffic period. Other common times for fatal crashes are during the late night and early morning hours when many alcohol-related crashes occur.

Accident trends on the weekends differ from those which take place during the work week. Saturday is among the lowest days for total crashes, but among the highest days for fatal crashes. During 2003, more crashes happened on Friday than on any other day. Saturday was the highest day for fatal crashes, recording 20.6% of the total.

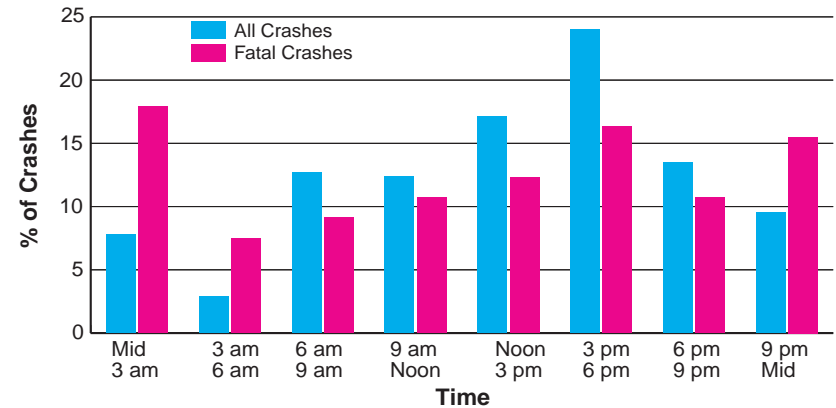
### Day of Week

(Figure 11)



### Time of Crash

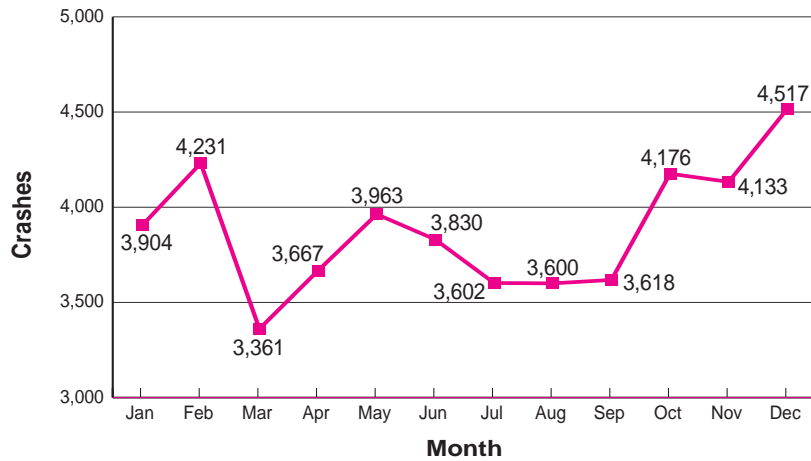
(Figure 12)



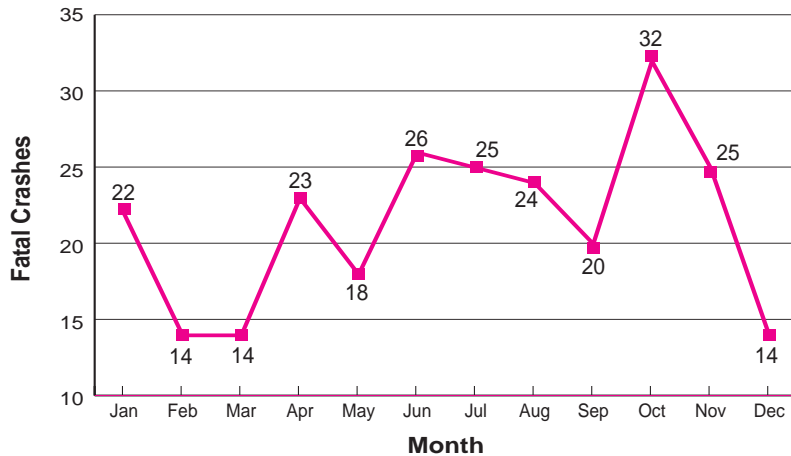
## Month

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.

**All Crashes by Month**  
(Figure 13)



**Fatal Crashes by Month**  
(Figure 14)

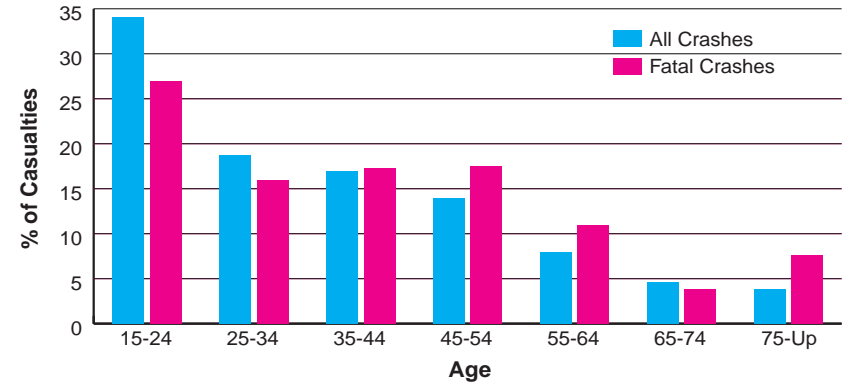


## Age

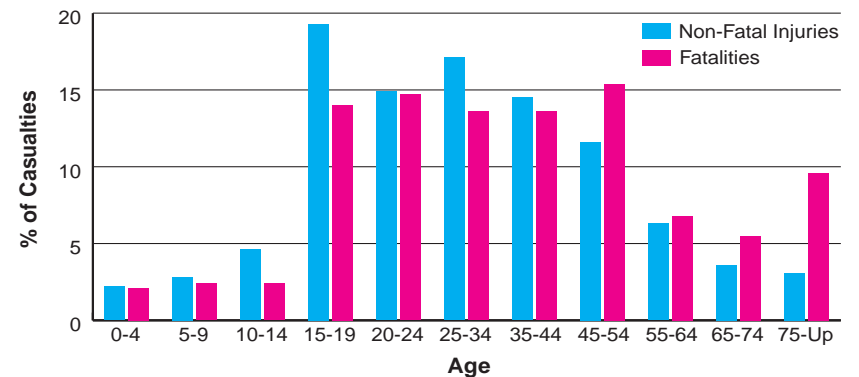
Younger drivers are involved in a disproportionate number of crashes. In 2003, 52.8% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (34.1%) and fatal crashes (26.9%) during 2003.

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. Nearly 75.4% of all injuries, however, are suffered by persons between the ages of 15 and 44.

**Driver Age**  
(Figure 15)



**Age of Casualties**  
(Figure 16)



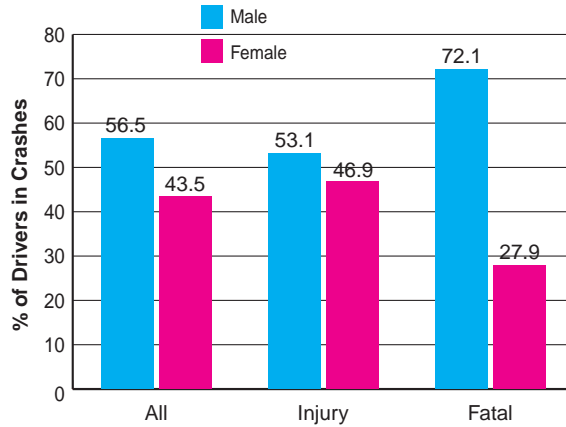
## Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 56.5% of the drivers in all crashes in Nebraska in 2003, yet they were involved in 72.1% 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 54.4% of the persons injured or killed in motor vehicle crashes in 2003. (See Table 7).

(Table 6)

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	42460	284	13939	28237
Female	32669	110	12303	20256
Not stated	307	0	106	201
— TOTALS —	75436	394	26348	48694



(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	6	4	2	469	253	216	0	0	0	12	6	6
5-9 years	7	3	4	610	315	295	0	0	0	15	10	5
10-14 years	7	7	0	988	461	527	0	0	0	31	16	15
15-19 years	41	28	13	4150	1766	2384	13	9	4	284	157	127
20-24 years	43	31	12	3217	1445	1772	26	22	4	355	235	120
25-34 years	40	26	14	3673	1711	1962	20	14	6	280	209	71
35-44 years	40	22	18	3129	1404	1725	28	18	10	224	129	95
45-54 years	45	30	15	2506	1150	1356	21	15	6	138	95	43
55-64 years	20	14	6	1348	623	725	5	4	1	49	35	14
65-74 years	16	6	10	786	343	443	2	1	1	15	12	3
75 and older	28	14	14	658	295	363	0	0	0	16	11	5
Age not stated	0	0	0	334	146	188	0	0	0	23	9	14
— TOTALS —	293	185	108	21868	9912	11956	115	83	32	1442	924	518

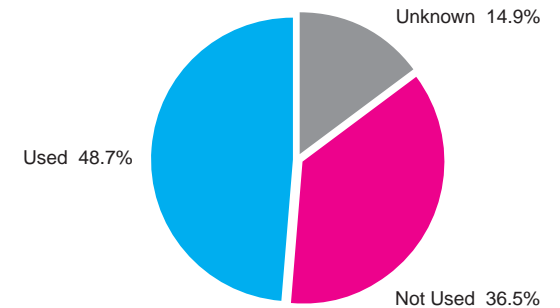
(Table 7)

## Restraint Use

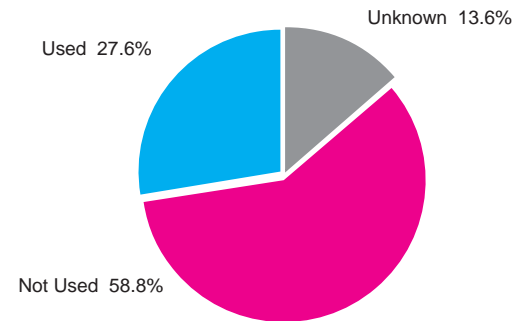
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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



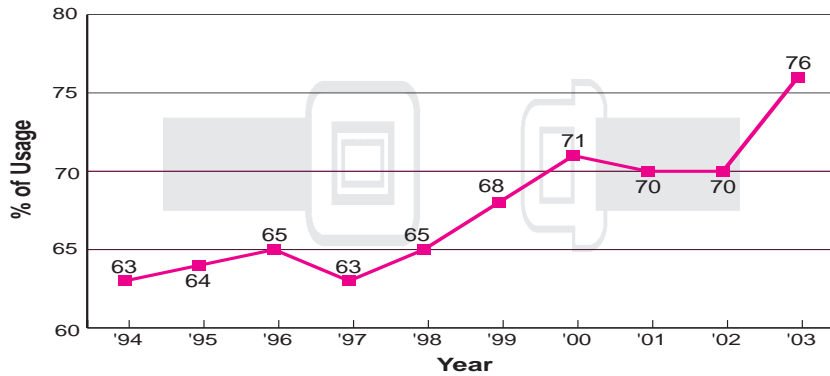
Restraint Use for Fatal Injuries (Figure 19)



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 2003, the observed statewide safety belt usage rate was 76.0%.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and a media campaign, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 27.6% of those vehicle occupants who died and 49.2% of those who suffered disabling injuries in 2003 crashes were confirmed as belted.

**Statewide Safety Belt Usage Rate (1994 - 2003)**  
(Figure 20)

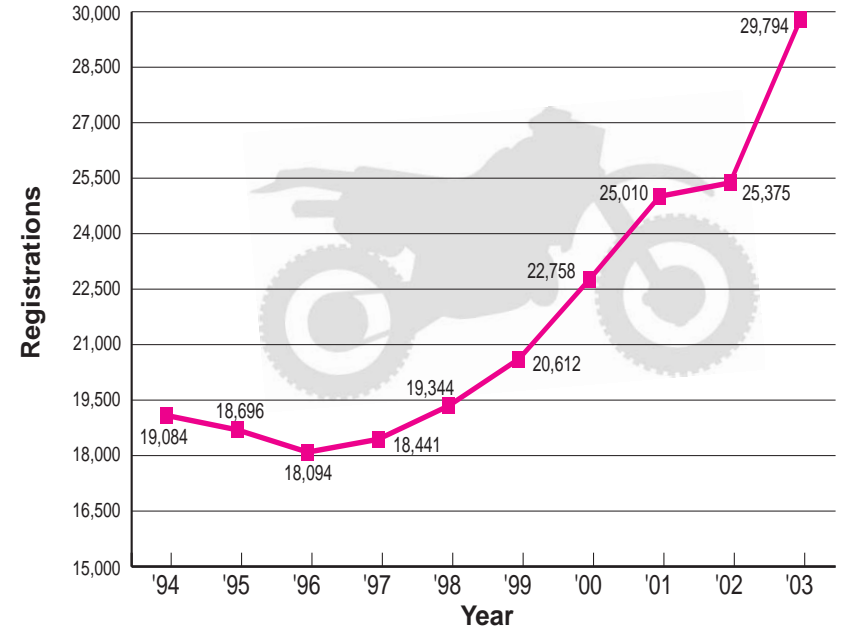


## Motorcycle Crashes

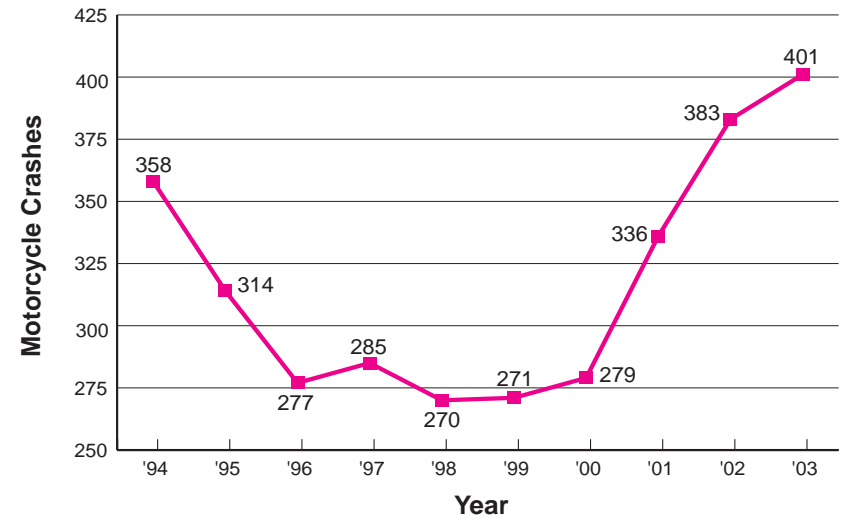
A continued upward trend of Nebraska motorcycle crashes occurred in 2003. The number of motorcycle crashes rose to 401, an increase of 18 crashes over 2002. This is the highest number of motorcycle crashes in the last ten years. (See Figure 23 on page 20). There was a decrease in fatal motorcycle crashes, from 15 in 2002 to 13 in 2003. (See Figure 21)

The increase in motorcycle crashes is most likely related to the growing number of motorcycles registered in Nebraska. After a long period of decline, motorcycle registrations have risen significantly in the last few years. (See Figure 22 on page 20).

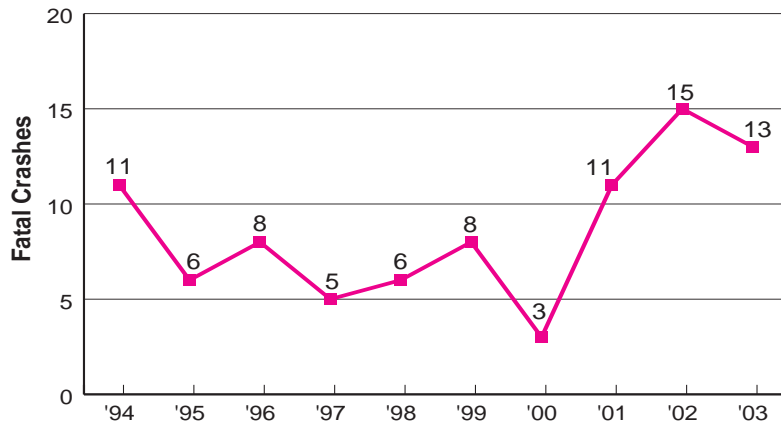
**Motorcycles Registered (1994 - 2003)**  
(Figure 22)



**All Motorcycle Crashes (1994 - 2003)**  
(Figure 23)



**Fatal Motorcycle Crashes (1994 - 2003)**  
(Figure 21)



## 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.

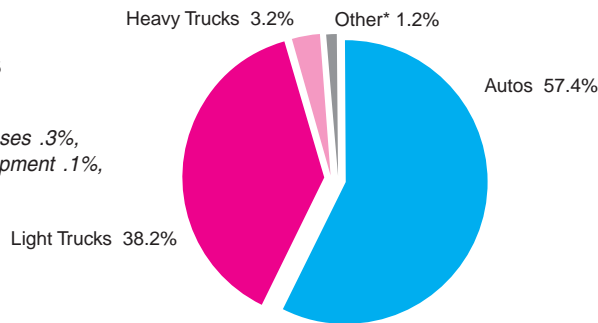
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	243	4	60	179
Semi-trailer truck	1094	26	312	756
Other heavy truck	1333	26	382	925
Automobile	43078	171	15593	27314
Van	6253	23	2123	4107
Utility vehicle	8979	43	3087	5849
Pickup truck	13382	82	4135	9165
Motorcycle	410	13	328	69
Motorhome	30	1	8	21
Farm equipment	105	1	38	66
Other	86	1	26	59
Unknown	3897	6	776	3115
— TOTALS —	78890	397	26868	51625

(Table 8)

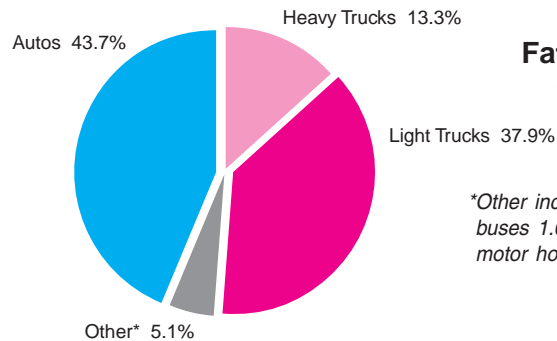
Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

**All Crashes**  
(Figure 24)

\*Other – motorcycles .6%, buses .3%, motor homes .1%, farm equipment .1%, and all others .1%.



**Fatal Crashes**  
(Figure 25)

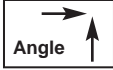
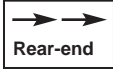




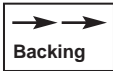


\*Other includes: motorcycles 3.3%, buses 1.0%, farm equipment .3%, motor homes .3%, and other .3%.

## Intersection Crashes

**2003**  
**Type of Multi-Vehicle Collisions at Intersections\***

Total Crashes: 22,112

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	9,214	41.7	38.2
 Rear-end	7,364	33.3	41.5
 Sideswipe	1,715	7.8	17.9
 Sideswipe	297	1.3	25.3
 Left Turn Leaving	2,769	12.5	42.8
 Head-on	74	.3	47.3
 Backing	677	3.1	6.9
Unknown	2	.0	50.0
<b>Total</b>	<b>22,112</b>	<b>100%</b>	

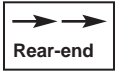




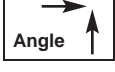

\* Multi-vehicle accidents at intersections comprise 47.5% of all crashes.

## Non-Intersection Crashes

2003

### Type of Multi-Vehicle Collisions Not at Intersections\*

Total Crashes: 7,124

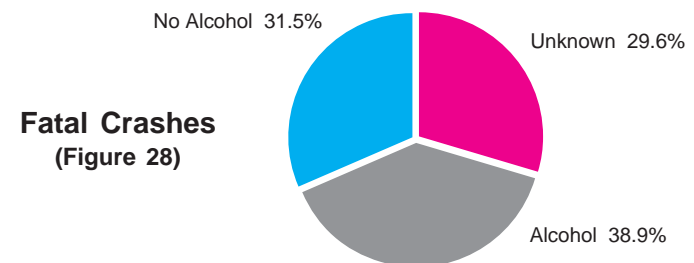
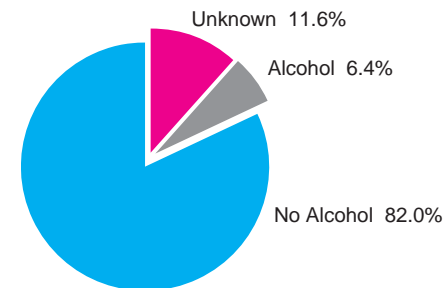
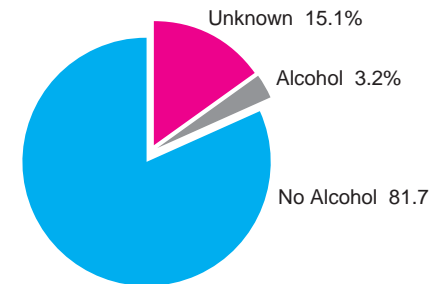
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	3,570	50.1	39.8
 Sideswipe	1,703	23.9	16.3
 Sideswipe	581	8.2	42.2
 Head-on	124	1.7	61.3
 Backing	686	9.6	7.6
 Angle	380	5.3	30.8
 Left Turn Leaving	74	1.0	43.2
Unknown	6	.1	33.3
<b>Total</b>	<b>7,124</b>	<b>99.9%</b>	

\* Multi-vehicle accidents not at intersections comprise 15.3% 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 2003, 38.9% of the fatal crashes in Nebraska involved alcohol. This represents an increase from the 37.5% registered in 2002. The National Highway Traffic Safety Administration reports that during 2003, 40.0% of fatal crashes nationally involved alcohol. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

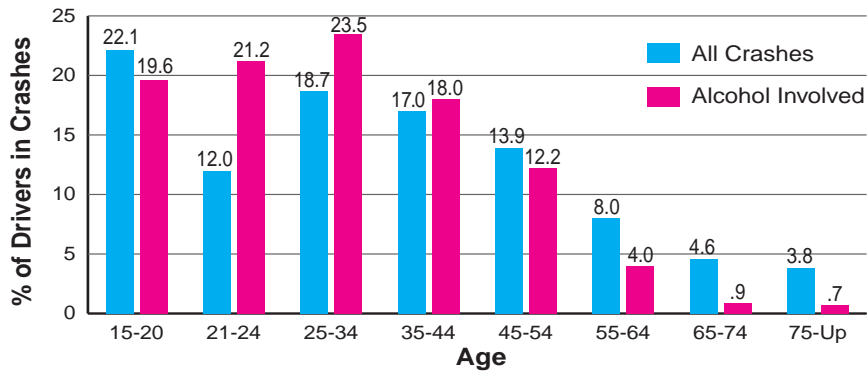
PDO Crashes  
(Figure 26)



## 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 44.7% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 21.2% of alcohol related crashes but only 12.0% of all crashes. Note that drivers between the ages of 15 and 20 are in 19.6% 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	594	9	0	0	223	7
16	3544	25	7	1	1267	14
17	3412	61	14	2	1205	25
18	3300	91	12	5	1193	43
19	2999	110	7	1	1129	55
20	2678	128	18	7	959	54
21	2514	154	9	5	930	74
22	2368	115	15	6	829	57
23	2160	100	13	6	794	42
24	1891	91	11	3	712	44
25 to 34	13956	509	63	16	5097	239
35 to 44	12687	390	68	23	4466	179
45 to 54	10373	265	69	17	3477	117
55 to 64	5940	86	43	7	1972	41
65 to 74	3420	19	15	1	1076	10
75 and older	2832	14	30	0	887	10
Not stated	768	8	0	0	132	1
— TOTALS —	75436	2175	394	100	26348	1012

(Table 9)

## Driver Contributing Circumstances

In 2003 there were 46,602 reportable motor vehicle traffic crashes in Nebraska involving 75,436 drivers. Our investigator's report form changed in 2002. Instead of collecting data on the driver at fault, the report form collects data on all drivers involved in a crash. 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	32330	137	11663	20530
Failure to yield right-of-way	7971	34	3018	4919
Disregarded traffic controls	2275	28	1109	1138
Exceeded speed limit	299	15	145	139
Speed too fast for conditions	2772	15	936	1821
Made an improper turn	900	3	187	710
Followed too closely	5330	2	2192	3136
Leave lane/run off road	1696	48	603	1045
Operating in erratic manner	2956	20	1159	1777
Swerving or avoiding	1042	10	369	663
Visibility obstructed	562	0	146	416
Inattention	4053	10	1179	2864
Mobile phone distraction	115	1	41	73
Distracted - other	434	1	158	275
Fatigued/asleep	404	4	197	203
Defective equipment	282	0	99	183
Other improper action	2365	27	701	1637
Unknown	9650	39	2446	7165
— TOTALS —	75436	394	26348	48694

(Table 10)

## Part III Crash Trends

### Motor Vehicle Traffic Crash Information

Nebraska has shown a steadily declining accident rate over the last ten years. The fatality rate has also been generally decreasing, although it is still slightly above the national rate. The table below lists crash totals and rates for the last ten years.

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'93	43,822	26,149	254	2.97	1.7	1.7
'94	44,222	28,253	271	2.86	1.8	1.7
'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

*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.

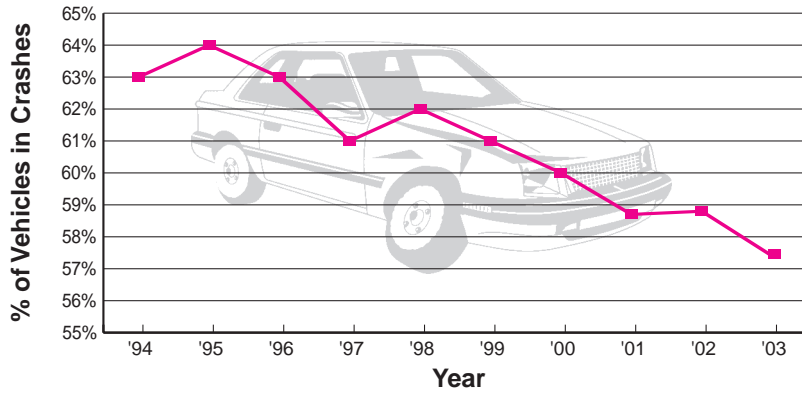
Utility vehicles have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in crashes have all shown recent growth. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes since 1994.

*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.*



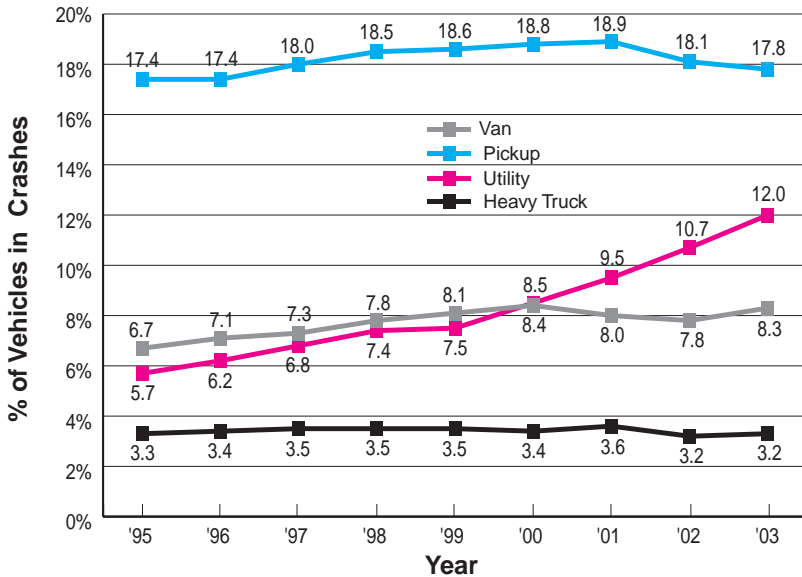
## Passenger Cars in All Crashes

(Figure 30)



## Truck Types in All Crashes

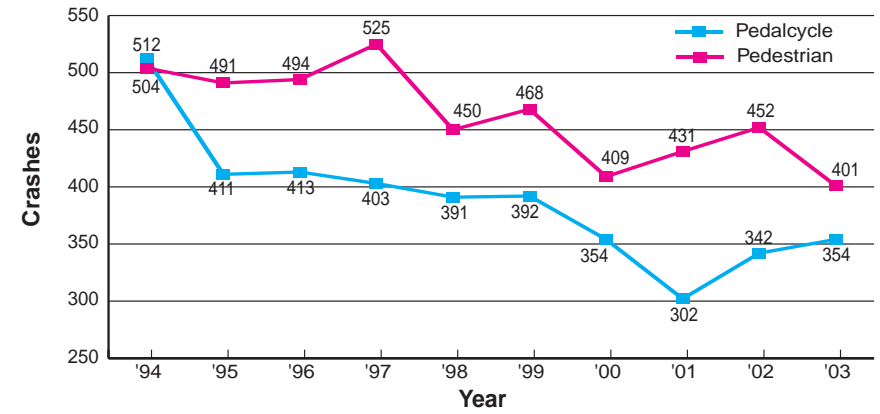
(Figure 31)



## 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 fell from 452 in 2002 to 401 in 2003. In 2003, the number of fatal pedestrian crashes increased to 11. Pedalcycle crashes increased from 342 in 2002 to 354 in 2003. There were two fatal pedalcycle crashes in 2003, the same as in 2002.

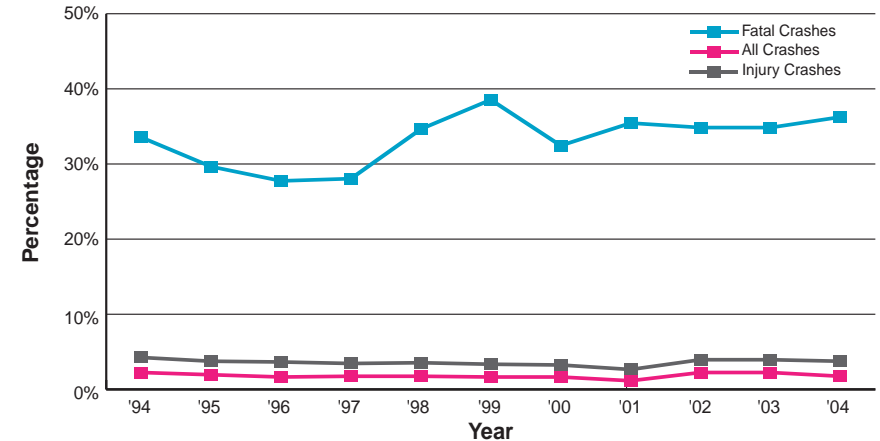
(Figure 32)



## 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.

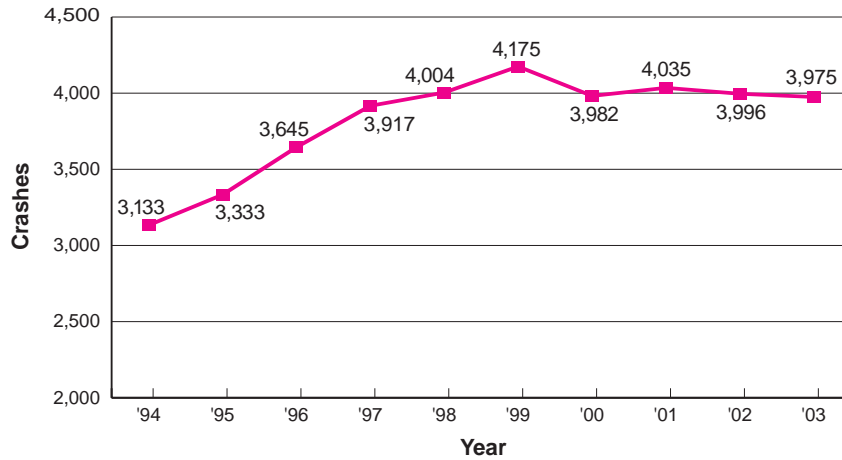
(Figure 33)



## Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. Animal crashes have generally increased through the period. In 2003, animal crashes fell from 3,990 to 3,975. Deer are the most frequently involved animals in motor vehicle-animal crashes.

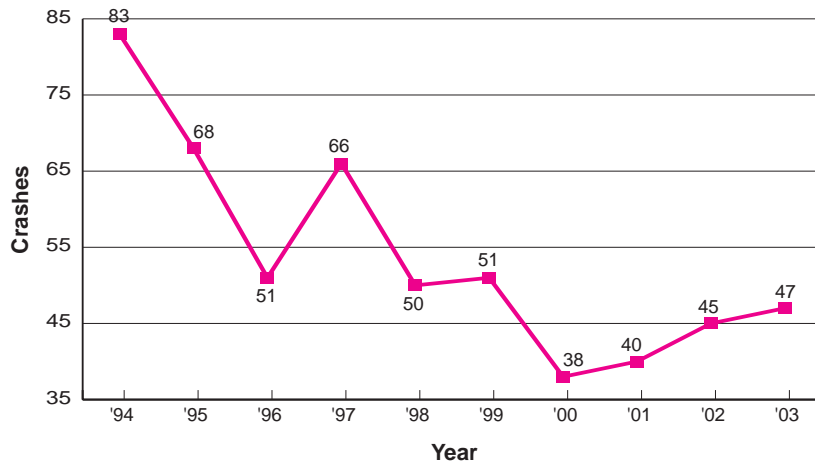
(Figure 34)



## Railroad Crashes

The number of railroad crashes rose from 45 in 2002 to 47 in 2003. In 2002, fourteen people died in motor vehicle/train crashes in Nebraska.

(Figure 35)



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

Nebraska Department of Roads  
Highway Safety Section  
PO BOX 94759  
LINCOLN NE 68509-4759  
(402) 479-4645

This report is also available on the NDOR website:

[www.dor.state.ne.us](http://www.dor.state.ne.us)