

State of Nebraska

2012 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.
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

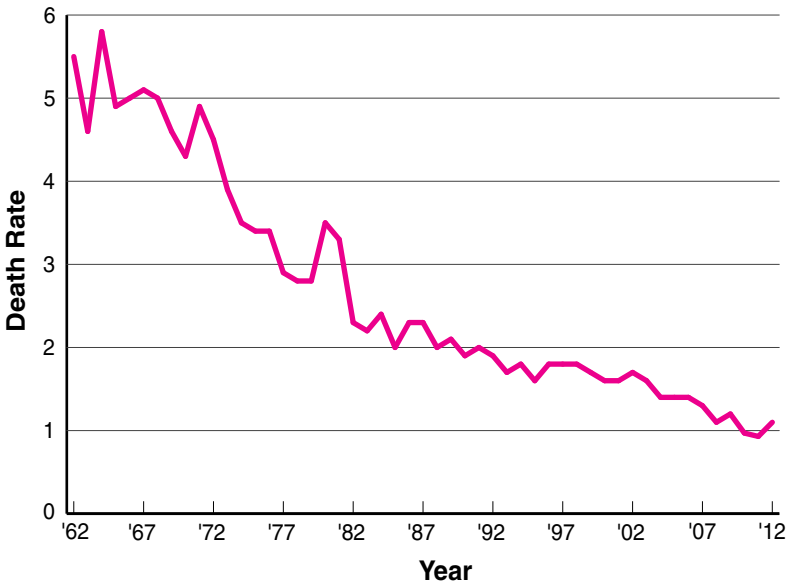
Death Rate per 100 Million Vehicle Miles

The death rate on Nebraska roadways during 2012 was 1.1 persons killed per 100 million vehicle miles traveled. This is a slight increase 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.

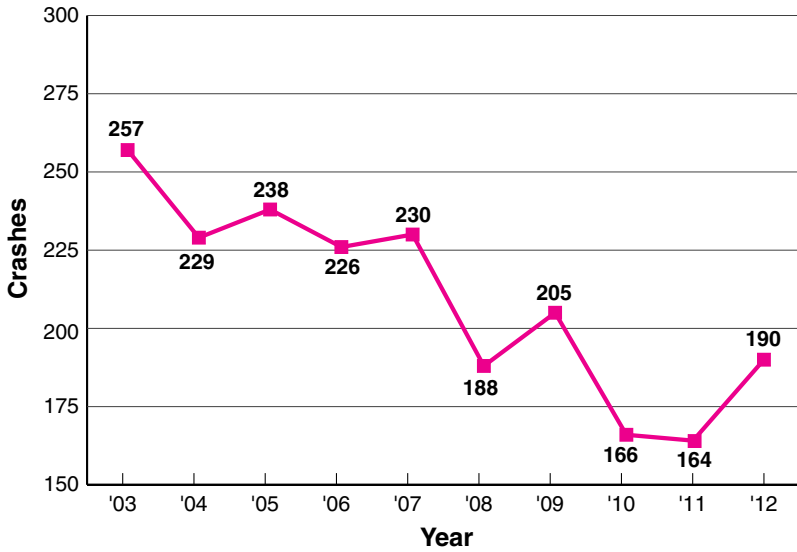
Figure 2 depicts the number of fatal crashes per year for the last 10 years. In 2012, there were 190 fatal crashes, 26 more than were recorded in 2011.

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 2012, there were 190 fatal crashes, 11,021 injury crashes, and 19,232 property damage only crashes. Fatal crashes made up .6% of all accidents, and injury and PDO crashes made up 36.2% and 63.2%, respectively.

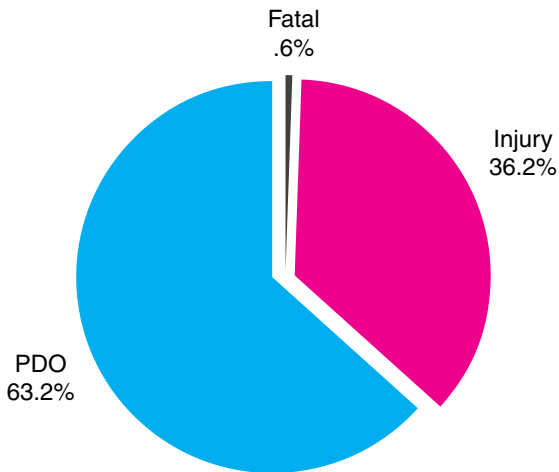
**Death Rate Per 100 Million Vehicle Miles (1962-2012)
(Figure 1)**



Ten-Year Trend in Fatal Crashes (2003-2012)
(Figure 2)



All Crashes in Nebraska (2012)
(Figure 3)



2012 Crash Data by County

| County | Crashes | | | | Persons Killed and Injured | |
|-----------|---------|-------|--------|------|----------------------------|---------|
| | Total | Fatal | Injury | PDO | Killed | Injured |
| Adams | 537 | 5 | 161 | 371 | 5 | 210 |
| Antelope | 86 | 1 | 25 | 60 | 1 | 36 |
| Arthur | 4 | 1 | 2 | 1 | 1 | 3 |
| Banner | 25 | 0 | 7 | 18 | 0 | 8 |
| Blaine | 3 | 0 | 0 | 3 | 0 | 0 |
| Boone | 68 | 0 | 21 | 47 | 0 | 35 |
| Box Butte | 177 | 2 | 63 | 112 | 2 | 84 |
| Boyd | 21 | 1 | 7 | 13 | 1 | 11 |
| Brown | 62 | 0 | 14 | 48 | 0 | 20 |
| Buffalo | 861 | 5 | 291 | 565 | 6 | 397 |
| Burt | 81 | 3 | 18 | 60 | 3 | 25 |
| Butler | 111 | 0 | 39 | 72 | 0 | 63 |
| Cass | 288 | 1 | 120 | 167 | 1 | 167 |
| Cedar | 99 | 3 | 32 | 64 | 3 | 46 |
| Chase | 33 | 1 | 14 | 18 | 1 | 15 |
| Cherry | 102 | 1 | 26 | 75 | 1 | 35 |
| Cheyenne | 172 | 2 | 46 | 124 | 5 | 66 |
| Clay | 69 | 1 | 20 | 48 | 1 | 32 |
| Colfax | 140 | 2 | 34 | 104 | 2 | 51 |
| Cuming | 126 | 3 | 47 | 76 | 3 | 70 |
| Custer | 177 | 2 | 59 | 116 | 4 | 86 |
| Dakota | 251 | 0 | 110 | 141 | 0 | 165 |
| Dawes | 161 | 2 | 44 | 115 | 2 | 59 |
| Dawson | 414 | 3 | 111 | 300 | 3 | 161 |
| Deuel | 60 | 3 | 19 | 38 | 3 | 31 |
| Dixon | 62 | 1 | 16 | 45 | 1 | 23 |
| Dodge | 560 | 1 | 210 | 349 | 1 | 307 |
| Douglas | 9145 | 33 | 3245 | 5867 | 34 | 4460 |
| Dundy | 44 | 0 | 11 | 33 | 0 | 13 |
| Fillmore | 61 | 1 | 33 | 27 | 1 | 46 |
| Franklin | 50 | 1 | 14 | 35 | 1 | 19 |
| Frontier | 57 | 1 | 14 | 42 | 1 | 17 |
| Furnas | 73 | 0 | 19 | 54 | 0 | 26 |
| Gage | 355 | 2 | 123 | 230 | 2 | 161 |
| Garden | 39 | 3 | 7 | 29 | 3 | 8 |
| Garfield | 12 | 0 | 3 | 9 | 0 | 3 |
| Gosper | 58 | 1 | 10 | 47 | 1 | 13 |
| Grant | 5 | 0 | 2 | 3 | 0 | 2 |
| Greeley | 31 | 0 | 10 | 21 | 0 | 16 |
| Hall | 1074 | 6 | 388 | 680 | 6 | 596 |
| Hamilton | 198 | 2 | 62 | 134 | 3 | 95 |
| Harlan | 71 | 0 | 19 | 52 | 0 | 31 |
| Hayes | 14 | 1 | 5 | 8 | 1 | 6 |
| Hitchcock | 66 | 3 | 19 | 44 | 4 | 29 |
| Holt | 142 | 3 | 41 | 98 | 3 | 67 |
| Hooker | 7 | 0 | 3 | 4 | 0 | 3 |

| County | Crashes | | | | Persons Killed and Injured | |
|--------------|---------------|------------|---------------|---------------|----------------------------|---------------|
| | Total | Fatal | Injury | PDO | Killed | Injured |
| Howard | 104 | 2 | 38 | 64 | 2 | 59 |
| Jefferson | 188 | 2 | 41 | 145 | 3 | 60 |
| Johnson | 46 | 1 | 6 | 39 | 1 | 10 |
| Kearney | 108 | 1 | 36 | 71 | 1 | 46 |
| Keith | 179 | 1 | 49 | 129 | 2 | 69 |
| Keya Paha | 13 | 0 | 1 | 12 | 0 | 1 |
| Kimball | 75 | 0 | 25 | 50 | 0 | 38 |
| Knox | 67 | 3 | 20 | 44 | 3 | 35 |
| Lancaster | 5512 | 12 | 2455 | 3045 | 13 | 3650 |
| Lincoln | 779 | 8 | 260 | 511 | 10 | 364 |
| Logan | 9 | 1 | 4 | 4 | 1 | 10 |
| Loup | 9 | 0 | 3 | 6 | 0 | 8 |
| Madison | 577 | 2 | 223 | 352 | 2 | 320 |
| McPherson | 4 | 0 | 1 | 3 | 0 | 1 |
| Merrick | 126 | 2 | 35 | 89 | 3 | 51 |
| Morrill | 111 | 0 | 28 | 83 | 0 | 43 |
| Nance | 41 | 0 | 21 | 20 | 0 | 31 |
| Nemaha | 105 | 0 | 36 | 69 | 0 | 67 |
| Nuckolls | 40 | 1 | 8 | 31 | 1 | 16 |
| Otoe | 188 | 4 | 63 | 121 | 4 | 96 |
| Pawnee | 47 | 2 | 14 | 31 | 2 | 17 |
| Perkins | 36 | 1 | 10 | 25 | 2 | 11 |
| Phelps | 150 | 1 | 46 | 103 | 1 | 60 |
| Pierce | 88 | 1 | 31 | 56 | 1 | 46 |
| Platte | 559 | 6 | 145 | 408 | 8 | 209 |
| Polk | 68 | 2 | 19 | 47 | 2 | 29 |
| Red Willow | 207 | 1 | 59 | 147 | 1 | 77 |
| Richardson | 110 | 1 | 32 | 77 | 1 | 44 |
| Rock | 30 | 0 | 8 | 22 | 0 | 10 |
| Saline | 219 | 3 | 72 | 144 | 3 | 95 |
| Sarpy | 1920 | 8 | 810 | 1102 | 8 | 1256 |
| Saunders | 213 | 2 | 70 | 141 | 2 | 101 |
| Scotts Bluff | 724 | 5 | 278 | 441 | 5 | 406 |
| Seward | 309 | 1 | 106 | 202 | 1 | 170 |
| Sheridan | 85 | 1 | 33 | 51 | 1 | 41 |
| Sherman | 59 | 0 | 23 | 36 | 0 | 30 |
| Sioux | 19 | 0 | 5 | 14 | 0 | 5 |
| Stanton | 40 | 0 | 24 | 16 | 0 | 43 |
| Thayer | 102 | 3 | 25 | 74 | 3 | 40 |
| Thomas | 17 | 0 | 7 | 10 | 0 | 8 |
| Thurston | 57 | 3 | 18 | 36 | 3 | 20 |
| Valley | 58 | 0 | 22 | 36 | 0 | 32 |
| Washington | 301 | 3 | 87 | 211 | 4 | 117 |
| Wayne | 103 | 1 | 38 | 64 | 1 | 64 |
| Webster | 66 | 1 | 13 | 52 | 4 | 25 |
| Wheeler | 16 | 0 | 2 | 14 | 0 | 4 |
| York | 307 | 3 | 87 | 217 | 3 | 120 |
| Total | 30,443 | 190 | 11,021 | 19,232 | 212 | 15,872 |

Part II
2012 Data

Summary Number of Traffic Crashes

| | |
|---|---------------|
| All Crashes | 30,443 |
| Property Damage Only (PDO) | 19,232 |
| Injury Crashes | 11,021 |
| <i>Persons Injured</i> | <i>15,872</i> |
| Fatal Crashes | 190 |
| <i>Fatalities</i> | <i>212</i> |
| Number of Registered Vehicles in Nebraska | 2,278,670 |
| Number of Licensed Drivers in Nebraska | 1,395,941 |
| Number of Vehicles in Crashes* | 51,296 |
| Number of Drivers in Crashes* | 49,576 |

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

During 2012:
 One crash occurred every 17 minutes.
 Forty-three persons were injured each day.
 One person was killed every 41 hours.

The economic loss in terms of dollars was \$2,000,692,500**

**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.

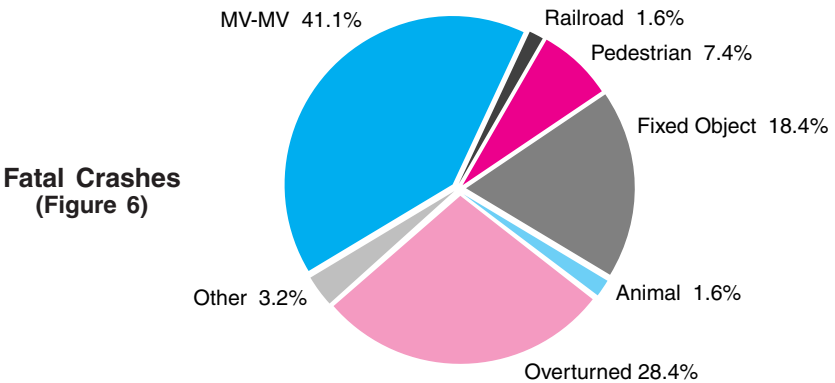
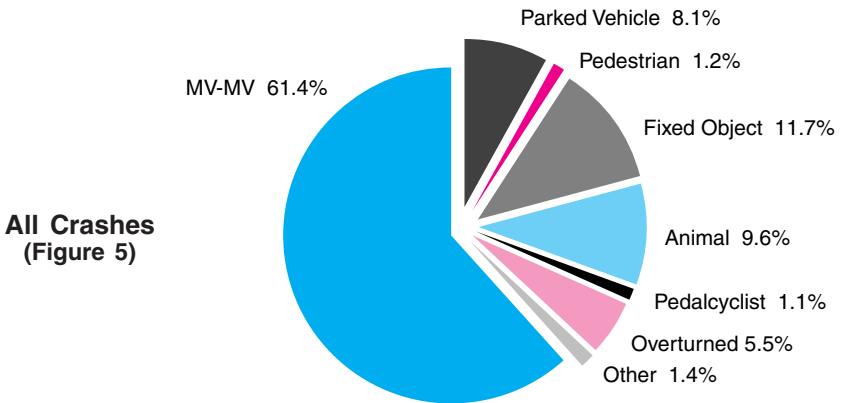


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

| FIRST HARMFUL EVENT (Current Year) | | 2012 | | | | | | | | |
|---------------------------------------|-------|---------|-------|--------|-----|---------------------------|--------------------|------|------|----|
| | | CRASHES | | | | PERSONS KILLED OR INJURED | | | | |
| | | TOTAL | FATAL | INJURY | PDO | KILLED | NON-FATAL INJURIES | | | |
| | | | | | | | TOTAL | A★ | B★ | C★ |
| 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 1)

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

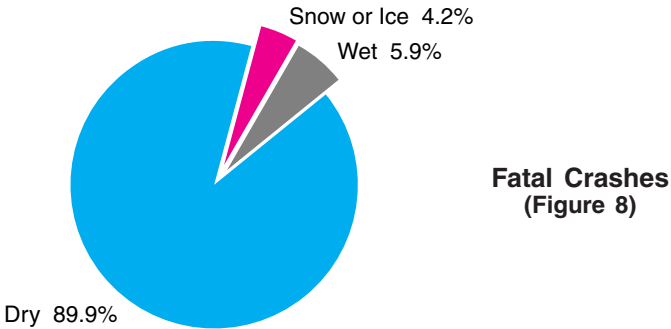
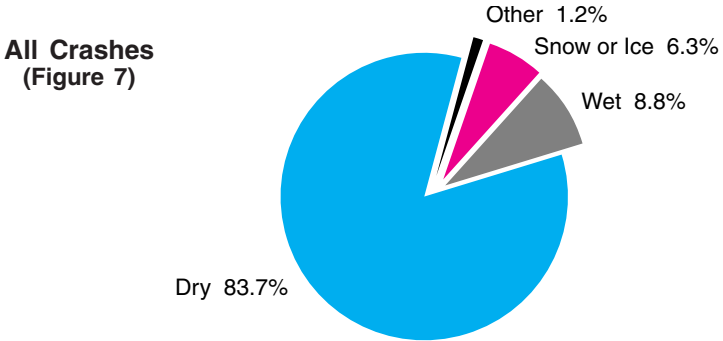
| FIRST HARMFUL EVENT | | 2011 | | | | | | | | |
|-------------------------|----------------------------|---------|-------|--------|-------|---------------------------|--------------------|------|------|------|
| | | CRASHES | | | | PERSONS KILLED OR INJURED | | | | |
| | | TOTAL | FATAL | INJURY | PDO | KILLED | NON-FATAL INJURIES | | | |
| | | | | | | | TOTAL | A★ | B★ | C★ |
| COLLISION INVOLVING | 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 2)

Table 2 provides 2011 data for comparison to 2012. There was an increase of 26 fatal crashes in 2012, as compared to 2011, and the number of deaths resulting from these crashes increased by 31. Both injury crashes and injuries decreased by 164 and 236, respectively. The number of PDO crashes also decreased, by 1,721.

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 2012.



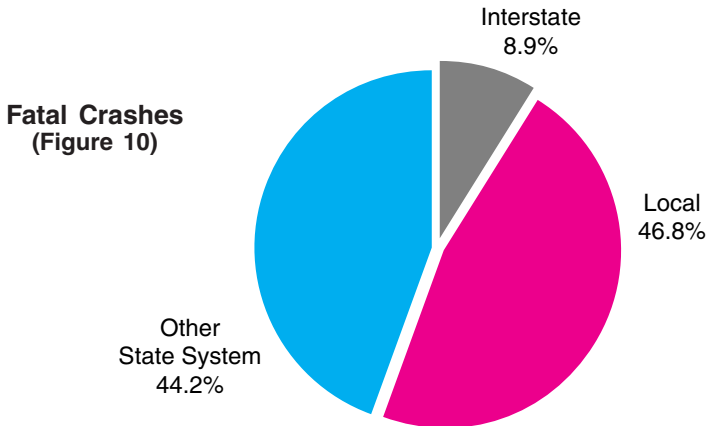
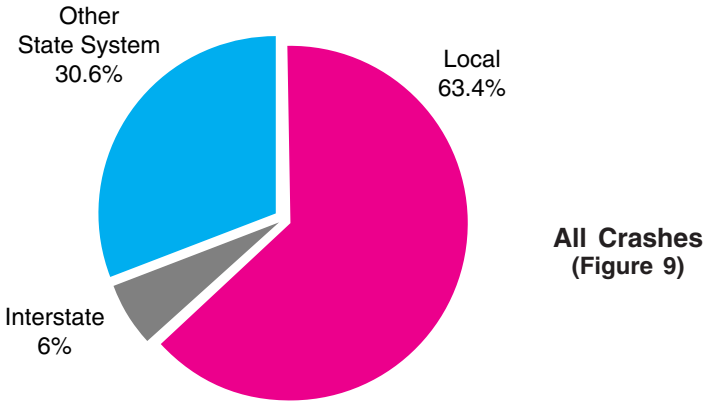
The following table provides the number of crashes in each category.

| ROAD SURFACE CONDITION | TOTAL | FATAL | INJURY | PDO |
|------------------------|-------|-------|--------|-------|
| Dry | 24573 | 169 | 9103 | 15301 |
| Wet | 2589 | 11 | 930 | 1648 |
| Snowy or icy | 1859 | 8 | 499 | 1352 |
| Other | 355 | 0 | 149 | 206 |
| Not stated | 1067 | 2 | 340 | 725 |
| — TOTALS — | 30443 | 190 | 11021 | 19232 |

(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 | 786 | 4 | 267 | 515 | 4 | 348 |
| | Other State System Highways | 5015 | 17 | 2024 | 2974 | 19 | 2947 |
| | Local Roads and Streets | 15170 | 30 | 5363 | 9777 | 31 | 7511 |
| | URBAN SUBTOTAL | 20971 | 51 | 7654 | 13266 | 54 | 10806 |
| RURAL | Interstate | 1036 | 13 | 308 | 715 | 18 | 512 |
| | Other State System Highways | 4290 | 67 | 1290 | 2933 | 76 | 1986 |
| | Local Roads and Streets | 4146 | 59 | 1769 | 2318 | 64 | 2568 |
| | RURAL SUBTOTAL | 9472 | 139 | 3367 | 5966 | 158 | 5066 |
| — TOTALS — | | 30443 | 190 | 11021 | 19232 | 212 | 15872 |

(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 2012. 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 | .4 | 14.5 | 31.1 | 46.0 |
| Other State Highways | 1.0 | 39.7 | 70.8 | 111.6 |
| Local Roads and Streets | 1.2 | 102.8 | 174.4 | 278.4 |

(Table 5)

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

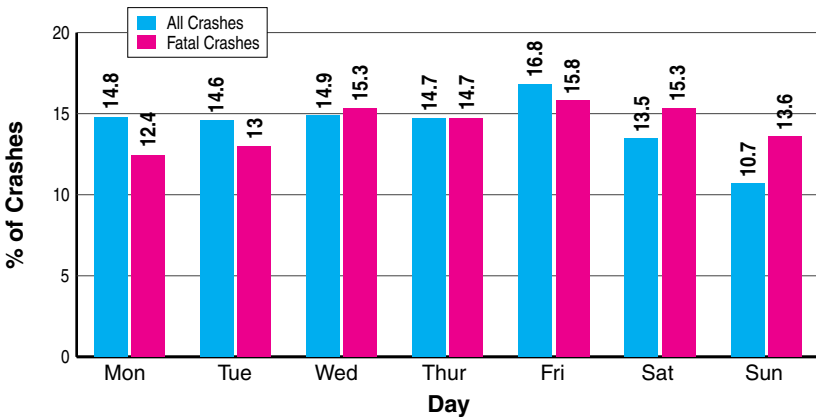
Day and Time

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 2012 was from 3:00 - 6:00 p.m., when 24.6% 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.

Accident trends on the weekends differ from those which take place during the work week. In 2012, Sunday was the lowest day for total crashes, and Friday the highest day for both fatal crashes, with 15.8% of the total, and all crashes, with 16.8% of the total.

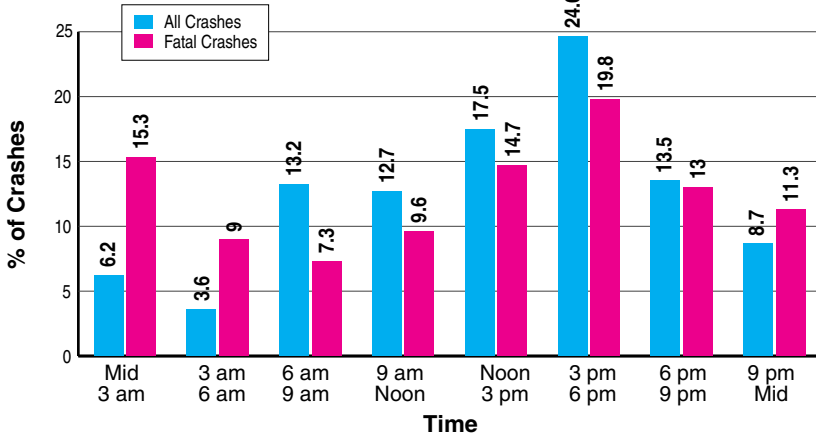
Day of Week

(Figure 11)



Time of Crash

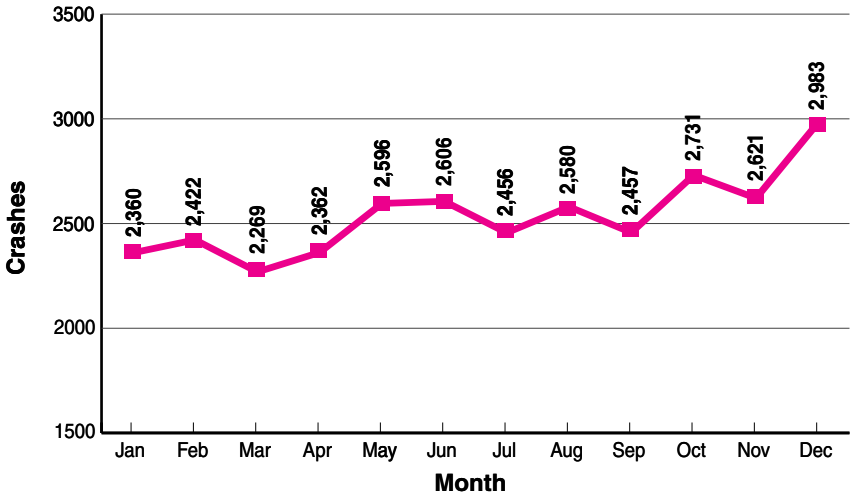
(Figure 12)



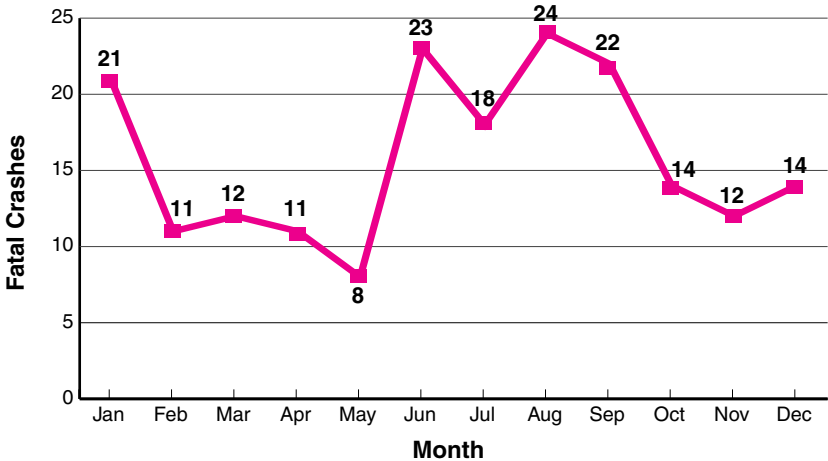
Month

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, June and August, had the most fatal crashes in 2012.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

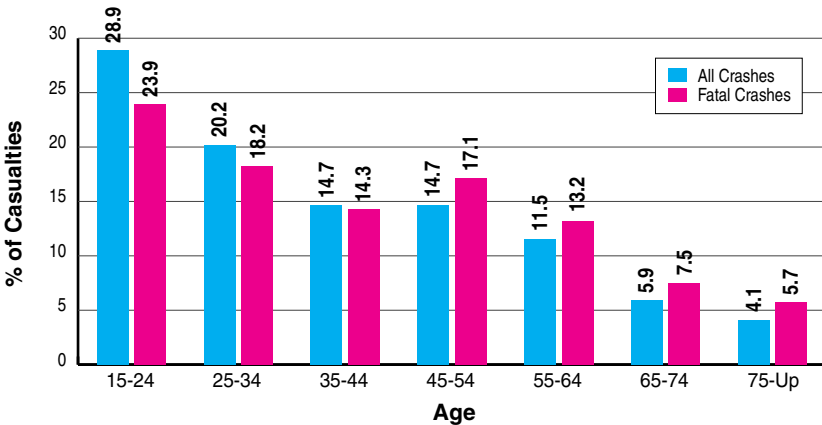


Age of Driver

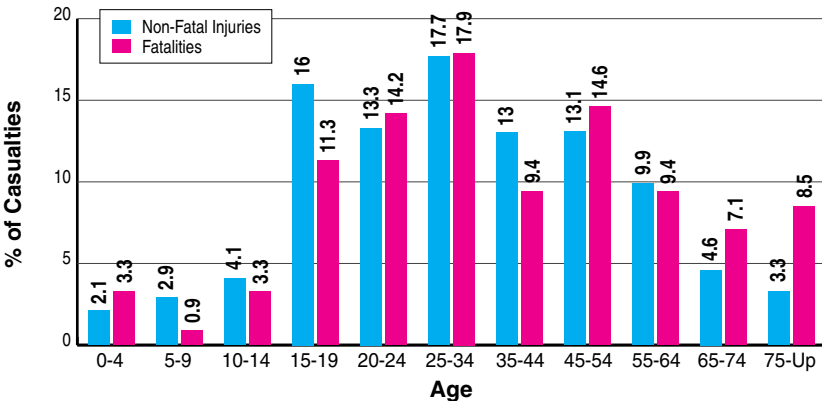
Younger drivers are involved in a disproportionate number of crashes. In 2012, 49.1% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in all crashes, 28.9%. In 2012, these drivers were also involved in the most fatal crashes, 23.9%.

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 63.8% of all injuries.

**Driver Age
(Figure 15)**



**Age of Casualties
(Figure 16)**



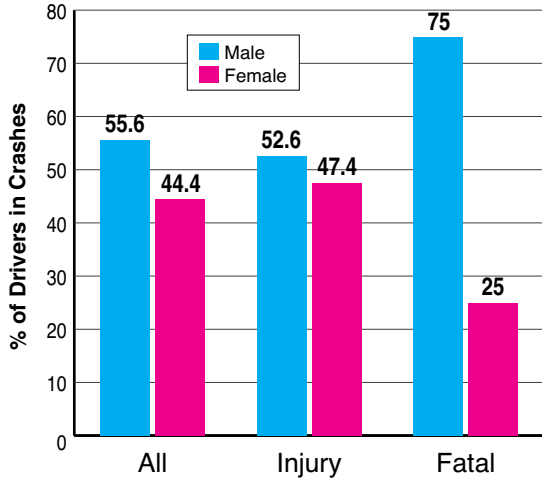
Sex of Driver

(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 2012, and were involved in 75% 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 2012. (See Table 7).

| SEX OF DRIVER | TOTAL | FATAL | INJURY | PDO |
|---------------|-------|-------|--------|-------|
| Male | 27447 | 210 | 10080 | 17157 |
| Female | 21922 | 70 | 9096 | 12756 |
| Not stated | 207 | 1 | 69 | 137 |
| - TOTALS - | 49576 | 281 | 19245 | 30050 |



(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 | 7 | 6 | 1 | 329 | 166 | 163 | 4 | 3 | 1 | 7 | 5 | 2 |
| 5-9 years | 2 | 0 | 2 | 455 | 245 | 210 | 1 | 0 | 1 | 19 | 9 | 10 |
| 10-14 years | 7 | 4 | 3 | 632 | 285 | 347 | 0 | 0 | 0 | 14 | 8 | 6 |
| 15-19 years | 24 | 14 | 10 | 2488 | 1080 | 1408 | 11 | 6 | 5 | 178 | 92 | 86 |
| 20-24 years | 30 | 21 | 9 | 2067 | 896 | 1171 | 17 | 11 | 6 | 305 | 184 | 121 |
| 25-34 years | 38 | 24 | 14 | 2764 | 1272 | 1492 | 17 | 12 | 5 | 287 | 191 | 96 |
| 35-44 years | 20 | 16 | 4 | 2024 | 936 | 1088 | 11 | 8 | 3 | 162 | 105 | 57 |
| 45-54 years | 31 | 23 | 8 | 2036 | 964 | 1072 | 15 | 14 | 1 | 129 | 85 | 44 |
| 55-64 years | 20 | 15 | 5 | 1545 | 708 | 837 | 7 | 7 | 0 | 71 | 47 | 24 |
| 65-74 years | 15 | 12 | 3 | 723 | 319 | 404 | 3 | 3 | 0 | 17 | 10 | 7 |
| 75 and older | 18 | 12 | 6 | 509 | 224 | 285 | 1 | 1 | 0 | 5 | 4 | 1 |
| Age not stated | 0 | 0 | 0 | 229 | 96 | 133 | 0 | 0 | 0 | 15 | 9 | 6 |
| — TOTALS — | 212 | 147 | 65 | 15801 | 7191 | 8610 | 87 | 65 | 22 | 1209 | 749 | 460 |

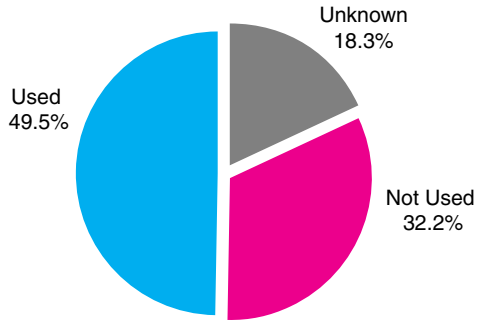
(Table 7)

Restraint Use

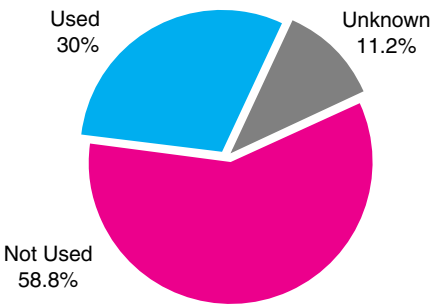
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle crashes. Passive restraints, such as air bags, which require no occupant action to be put in use, are standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems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

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 Disabling Injuries (Figure 18)



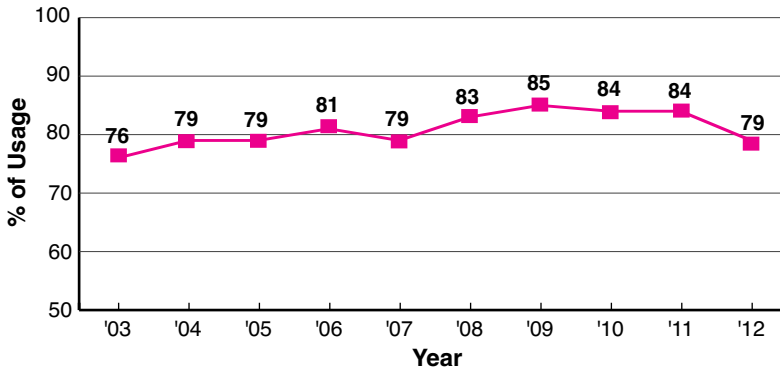
Restraint Use for Fatal Injuries (Figure 19)



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 2012, the observed statewide safety belt usage rate was 79%, down from 84% the year before. Much of this decline, however, is likely due to a change in NHTSA's required survey methodology.

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% of those vehicle occupants who died and 49.5% of those who suffered disabling injuries in 2012 crashes were belted.

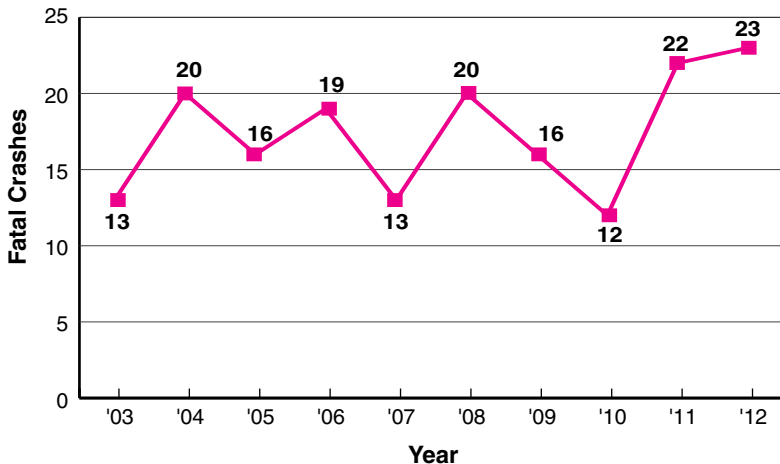
Statewide Safety Belt Usage Rate (2003 - 2012)
(Figure 20)



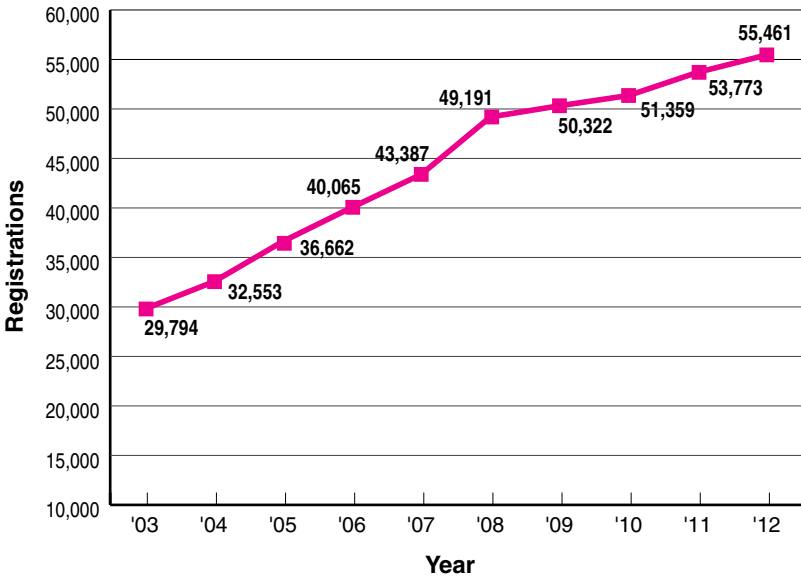
Motorcycle Crashes

Motorcycle crashes have been trending upwards for the last decade, due mostly to substantial increases in motorcycle registrations. In 2012, motorcycle registrations rose another 3.1%. With gasoline prices on the rise, more people are switching from larger vehicles to motorcycles. Although the 588 motorcycle crashes that occurred in 2012 did not reach the post-mandatory helmet law peak of 624 crashes, the 23 fatal motorcycle crashes recorded were the highest number since before the law went into effect in 1989.

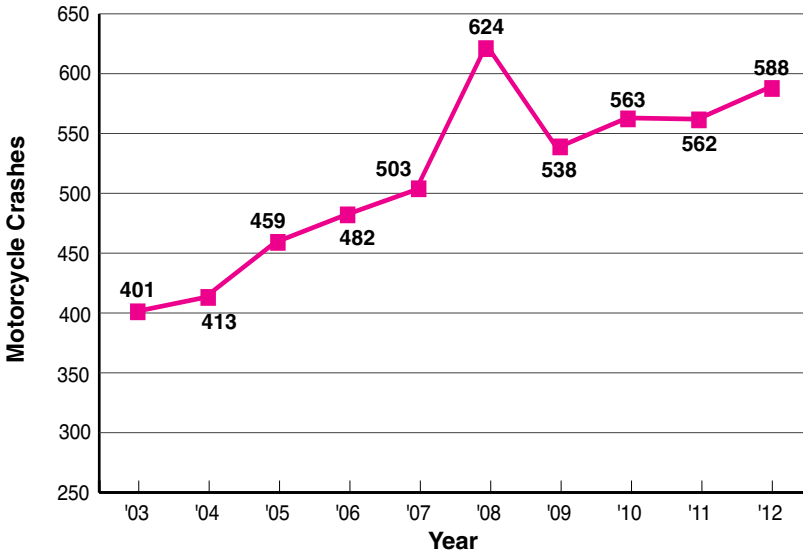
Fatal Motorcycle Crashes (2003 - 2012)
(Figure 21)



Motorcycles Registered (2003 - 2012)
(Figure 22)



All Motorcycle Crashes (2003 - 2012)
(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.

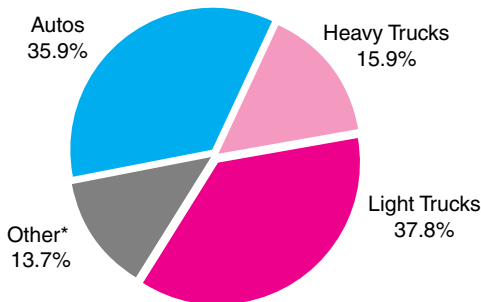
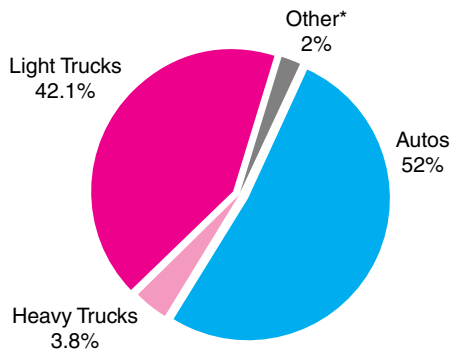
Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

| BODY STYLE OF CRASH VEHICLES | TOTAL | FATAL | INJURY | PDO |
|------------------------------|-------|-------|--------|-------|
| Bus | 165 | 2 | 49 | 114 |
| Semi-trailer truck | 979 | 27 | 275 | 677 |
| Other heavy truck | 863 | 16 | 286 | 561 |
| Automobile | 24892 | 97 | 9889 | 14906 |
| Van | 3278 | 12 | 1281 | 1985 |
| Utility vehicle | 9235 | 29 | 3585 | 5621 |
| Pickup truck | 7669 | 61 | 2666 | 4942 |
| Motorcycle | 598 | 23 | 508 | 67 |
| Motorhome | 16 | 0 | 1 | 15 |
| Farm equipment | 73 | 0 | 23 | 50 |
| Other | 128 | 3 | 67 | 58 |
| Unknown | 3400 | 12 | 943 | 2445 |
| — TOTALS — | 51296 | 282 | 19573 | 31441 |

(Table 8)

**All Crashes
(Figure 24)**

**Other – motorcycles 1.2%, buses .3%, farm equipment .2%, and all others .3%.*










**Fatal Crashes
(Figure 25)**

**Other – motorcycles 8.5%, buses .7%, and all others 4.4%.*

Intersection Crashes

2012 Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 14,221

| | NUMBER OF CRASHES | % OF TOTAL INTERSECTION CRASHES | % RESULTING IN INJURY |
|---|----------------------|---------------------------------------|--------------------------|
|  Angle | 5,899 | 41.5 | 42.1 |
|  Rear-end | 4,770 | 33.5 | 44.9 |
|  Sideswipe | 1,069 | 7.5 | 21.7 |
|  Sideswipe | 60 | 0.4 | 36.7 |
|  Left Turn Leaving | 2,018 | 14.2 | 46.4 |
|  Head-on | 56 | 0.4 | 39.3 |
|  Backing | 347 | 2.4 | 10.7 |
| Unknown | 2 | 0.0 | 50.0 |
| Total | 14,221 | 100% | |

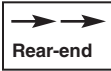

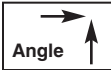


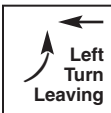

* Multi-vehicle accidents at intersections comprise 46.7% of all crashes.

Non-Intersection Crashes

2012

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 4,448

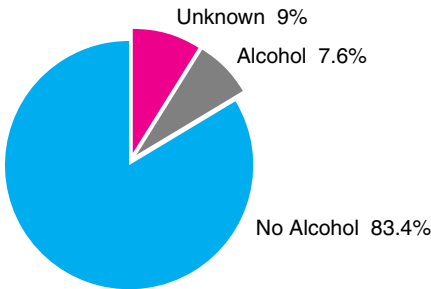
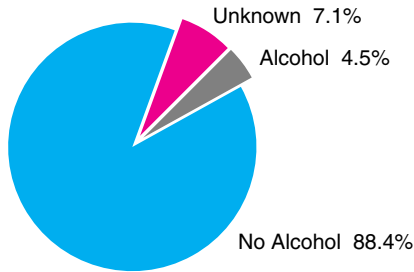
| | NUMBER OF CRASHES | % OF TOTAL NON-INTERSECTION CRASHES | % RESULTING IN INJURY |
|---|----------------------|---|--------------------------|
|  Rear-end | 2,531 | 56.9 | 42.6 |
|  Head-on | 98 | 2.2 | 64.3 |
|  Angle | 236 | 5.3 | 29.7 |
|  Sideswipe | 1,063 | 23.9 | 20.9 |
|  Sideswipe | 219 | 4.9 | 41.6 |
|  Left Turn Leaving | 28 | 0.6 | 25.0 |
|  Backing | 269 | 6.0 | 11.5 |
| Unknown | 4 | 0.1 | 25.0 |
| Total | 4,448 | 100% | |

* Multi-vehicle accidents not at intersections comprise 14.6% of all crashes.

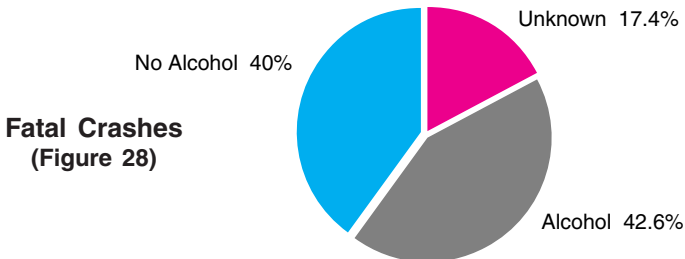
Alcohol Involvement

Figures 26, 27 and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2012, 42.6% of Nebraska's fatal crashes were alcohol-involved, a significant increase from the 29.9% registered in 2011. In fact, this is the highest percentage of alcohol involvement in fatal crashes that Nebraska has recorded since 1988. 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)

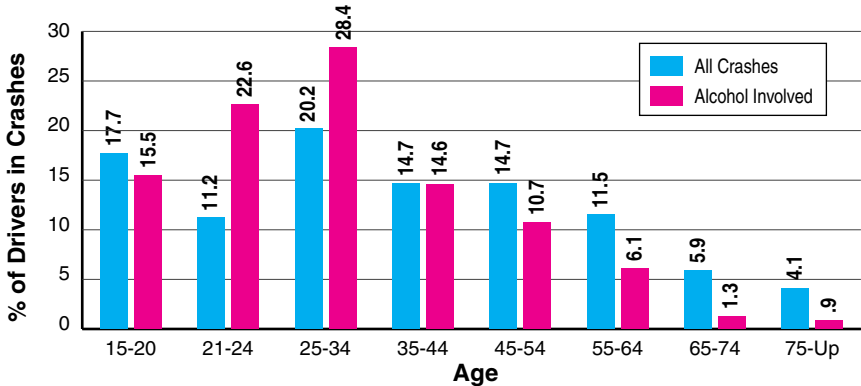


Fatal Crashes
(Figure 28)

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 22.6% of alcohol-related crashes but only 11.2% of all crashes. Note that drivers between the ages of 15 and 20 are in 15.5% 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 | 354 | 6 | 4 | 0 | 163 | 3 |
| 16 | 1716 | 21 | 4 | 0 | 690 | 15 |
| 17 | 1773 | 29 | 4 | 1 | 683 | 18 |
| 18 | 1677 | 65 | 9 | 4 | 683 | 32 |
| 19 | 1640 | 66 | 7 | 2 | 684 | 40 |
| 20 | 1563 | 83 | 10 | 4 | 591 | 37 |
| 21 | 1604 | 114 | 11 | 6 | 635 | 50 |
| 22 | 1386 | 91 | 4 | 1 | 550 | 48 |
| 23 | 1349 | 117 | 8 | 3 | 516 | 57 |
| 24 | 1182 | 70 | 6 | 3 | 450 | 29 |
| 25 to 34 | 9958 | 493 | 51 | 15 | 3939 | 225 |
| 35 to 44 | 7217 | 254 | 40 | 16 | 2892 | 113 |
| 45 to 54 | 7249 | 186 | 48 | 14 | 2812 | 91 |
| 55 to 64 | 5671 | 106 | 37 | 4 | 2112 | 59 |
| 65 to 74 | 2882 | 22 | 21 | 2 | 1052 | 6 |
| 75 and older | 1996 | 15 | 16 | 1 | 698 | 7 |
| Not stated | 359 | 3 | 1 | 0 | 95 | 1 |
| — TOTALS — | 49576 | 1741 | 281 | 76 | 19245 | 831 |

(Table 9)

Driver Contributing Circumstances

In 2012, there were 30,443 reportable motor vehicle traffic crashes in Nebraska involving 49,576 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 | 23000 | 86 | 8679 | 14235 |
| Failure to yield right-of-way | 5121 | 18 | 2119 | 2984 |
| Disregarded traffic controls | 1590 | 10 | 770 | 810 |
| Exceeded speed limit | 150 | 15 | 80 | 55 |
| Speed too fast for conditions | 1158 | 9 | 454 | 695 |
| Made an improper turn | 537 | 1 | 117 | 419 |
| Followed too closely | 3640 | 3 | 1506 | 2131 |
| Leave lane/run off road | 1488 | 33 | 586 | 869 |
| Operating in erratic manner | 2579 | 20 | 1213 | 1346 |
| Swerving or avoiding | 547 | 2 | 212 | 333 |
| Visibility obstructed | 379 | 2 | 115 | 262 |
| Inattention | 3164 | 13 | 1143 | 2008 |
| Mobile phone distraction | 144 | 1 | 57 | 86 |
| Distracted - other | 320 | 3 | 117 | 200 |
| Fatigued/asleep | 280 | 3 | 143 | 134 |
| Defective equipment | 198 | 0 | 76 | 122 |
| Other improper action | 1497 | 18 | 551 | 928 |
| Unknown | 3784 | 44 | 1307 | 2433 |
| — TOTALS — | 49576 | 281 | 19245 | 30050 |

(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) |
|------|-----------------|-----------------|----------------|-------------------------|--------------------------|-----------------------------------|
| '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 |
| '12 | 30,443 | 15,872 | 212 | 1.58 | 1.1 | 1.2 |

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

(Table 11)

Body Style

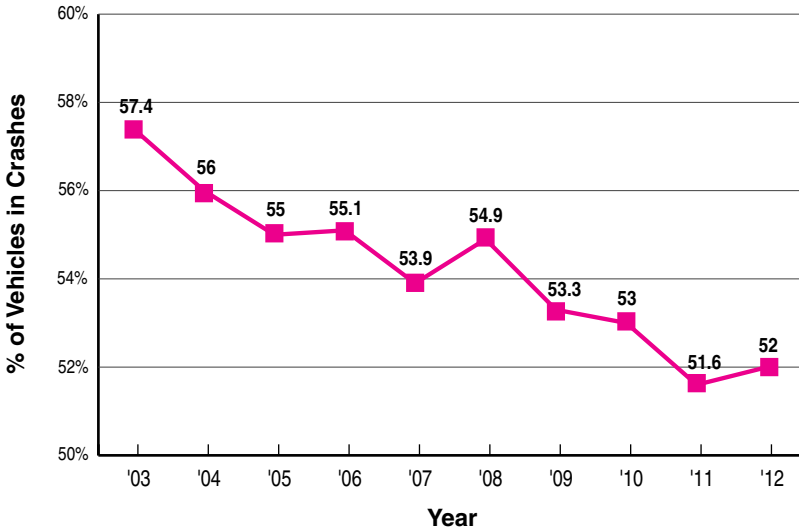
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

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.

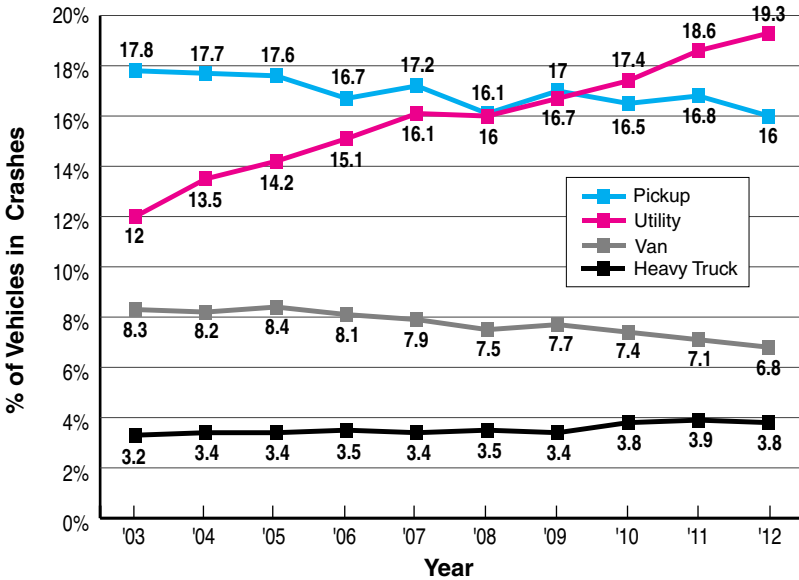
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

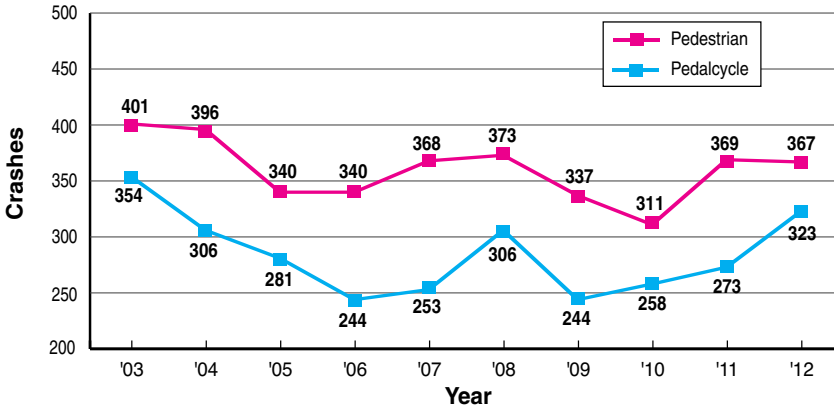
(Figure 31)



Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle was the first harmful event. These crashes cover the last 10 years. There was little change in the number of pedestrian crashes between 2011 and 2012, as the total dropped by two, to 267. Fatal pedestrian crashes, on the other hand, doubled from 7 in 2011 to 14 in 2012. Pedalcycle crashes increased from 273 in 2011 to 323 in 2012. There were no pedalcycle fatalities in Nebraska during 2012.

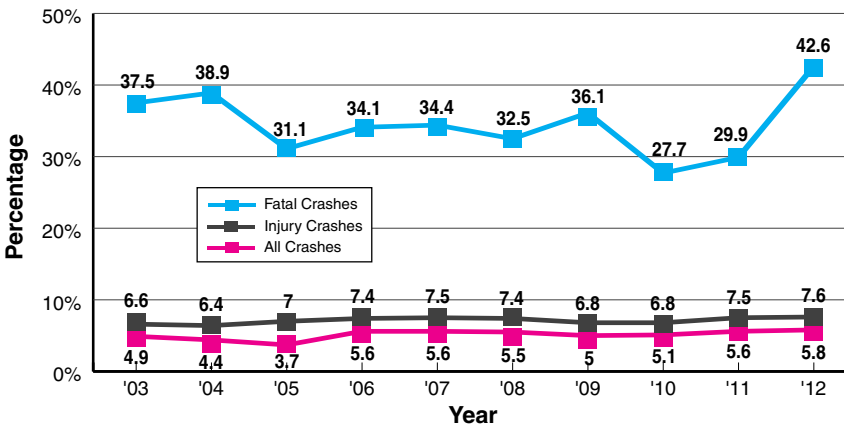
(Figure 32)



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.

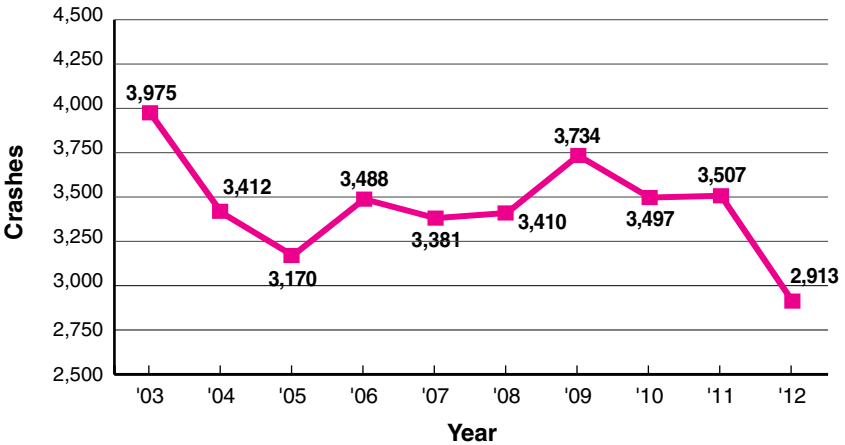
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2012, animal crashes fell from 3,507 to 2,913. Deer are the most frequently involved animals in motor vehicle/animal crashes.

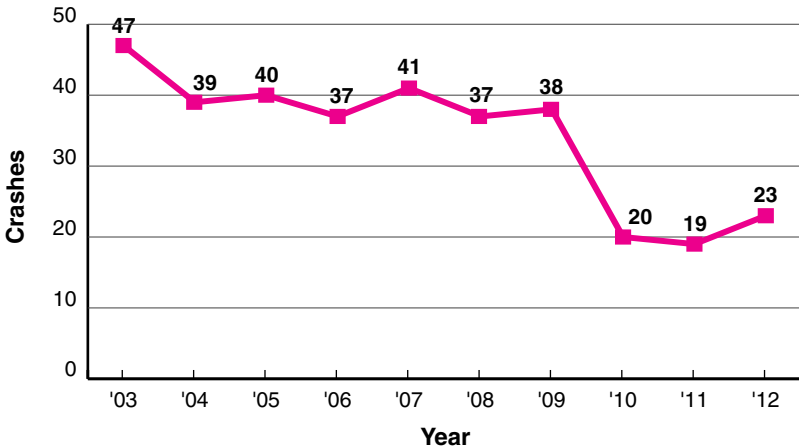
(Figure 34)



Railroad Crashes

The number of railroad crashes increased in 2012, from 19 to 23. In 2012, three people died in motor vehicle/train crashes in Nebraska.

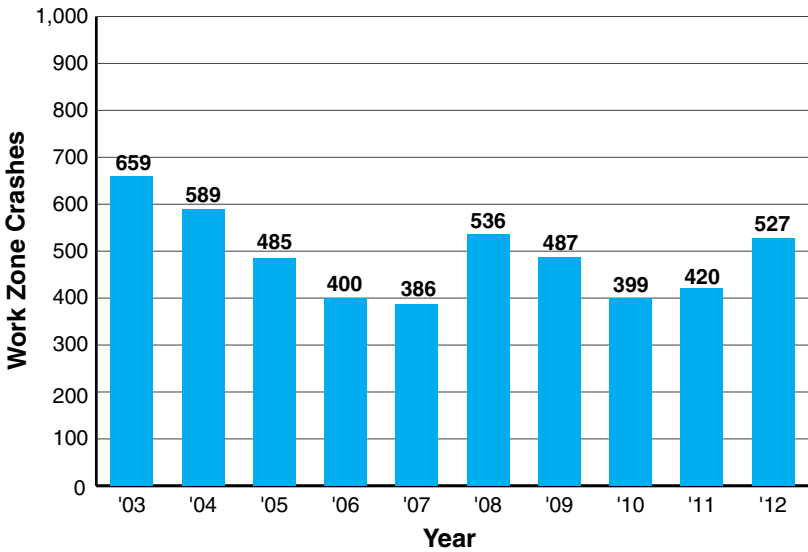
(Figure 35)



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 rose in 2012, from 420 to 527.

(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

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