

State of Nebraska

2015 Annual Report

Traffic Crash Facts



Prepared By
Highway Safety/Accident Records Section
Nebraska Department of Roads

Pete Ricketts
Governor

Kyle Schneweis, P.E.
Director

NEBRASKA

Good Life. Great Journey.

DEPARTMENT OF ROADS



Pete Ricketts



Kyle Schneweis

The *Traffic Crash Facts* booklet provides statistics and information on traffic crash trends that occurred in Nebraska during 2015. The report is designed to heighten awareness about traffic safety issues while allowing interested individuals to identify areas where safety programs may be focused in an effort to reduce traffic-related injuries and deaths. Information is compiled from traffic crash reports submitted to the Nebraska Department of Roads (NDOR) by state and local law enforcement agencies.

Safety is, and always will be, a top priority in how NDOR does business. The Agency is committed to providing the safest possible driving environment for the residents and visitors who travel in our state each year. We are focused on utilizing partnerships with law enforcement, health and education agencies, as well as private advocacy groups and businesses, to improve driving behaviors and ultimately save lives. Traffic crashes are largely avoidable, and those that result in personal injury or loss of life are too often avoidable.

Zero fatalities remains Nebraska's traffic safety goal. While this may seem to be an unrealistic goal, Nebraska is aiming Toward Zero Deaths because every life matters. Although much progress in traffic safety has been made over the years, far too many Nebraskans – friends, neighbors, and loved ones – are still being killed or seriously injured in crashes. Improving the situation begins with setting a good example for youth by always buckling up, keeping our hands on the wheel and our eyes on the road, and putting away the cell phone while driving.

Pete Ricketts
Governor

Kyle Schneweis, P.E.
Director

Nebraska Strategic Highway Safety Plan

The Nebraska Interagency Safety Committee, comprised of leaders from the Department of Roads, State Patrol, Department of Motor Vehicles, Health & Human Services System, Local Technical Assistance Program, League of Municipalities, and Association of County Officials, has developed the Nebraska Strategic Highway Safety Plan (SHSP). The objective of the plan is to significantly reduce traffic deaths and serious injuries in the state. To accomplish this objective, the Committee selected five Critical Emphasis Areas, based on the crash data, on which to concentrate their efforts. These five Critical Emphasis Areas were:

1. Increasing Safety Belt Usage

The use of seat belts is an effective way to prevent serious injuries and fatalities in traffic crashes. While surveys indicate that 80% of Nebraskans wear their seat belts, about 7 in 10 vehicle occupants killed in crashes were not using belts. Reaching the remaining 20% of Nebraskans who avoid restraint use is a difficult problem. Overtime enforcement operations emphasizing safety belt compliance such as “Click It or Ticket” are one method used to fight the problem.

2. Reducing Roadway Departure Crashes

Many of our rural fatalities are the result of Roadway Departure crashes. The term “Roadway Departure” includes crashes where vehicles run-off-the-road and collide with fixed objects (trees, guardrail, poles, etc.) or where vehicles overturn. It also includes crashes where vehicles leave the portion of the road designed for them to drive on, such as head-on and cross-median crashes. The Department of Roads has implemented the use of shoulder and centerline rumble strips as countermeasures for these types of crashes on state highways.

3. Reducing Alcohol-Impaired Driving

Crashes involving drinking and driving continue to significantly contribute to the state’s fatality total. Although Nebraska is among the nation’s leading states in effective public policy countermeasures, this factor remains a challenging one. While the long term trend in alcohol-involved crashes is down, over 20% of the drivers involved in 2015 fatal crashes had been drinking. Increasing sobriety checkpoints, periodic impaired driver enforcement crackdowns, new prosecution strategies, and public information campaigns are among the countermeasures used to combat the problem.

4. Improving the Design and Operation of Highway Intersections

Since these are the places where vehicles cross paths, a large percentage of traffic crashes naturally occur at intersections. The Department of Roads is constantly reviewing intersection operations to look for improvements that can be made. Adding turn lanes, adjusting signal timing, and improving marking and signing are just a few ways intersection operations can be improved. The Department is also committed to using newer types of intersections, such as roundabouts, which have been proven to reduce crashes.

5. Addressing the Over-involvement of Younger Drivers in Crashes

The continuing over-involvement of young, inexperienced drivers in crashes and especially fatal crashes is disturbing. Although they made up less than 8% of registered drivers in the state during 2015, drivers aged 16 to 20 were involved in nearly 16% of the crashes and 12% of the fatal crashes. Effective programs aimed at reducing younger driver crashes are offered by several agencies, both public and private.

Table of Contents

	<u>Page No.</u>
Definitions.....	ii
 <u>Part I - Overview</u>	
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
 <u>Part II - 2015 Data</u>	
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
 <u>Part III - Crash Trends</u>	
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

The death rate on Nebraska roadways during 2015 was 1.2 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 2015, there were 218 fatal crashes, an increase of 15 from 2014.

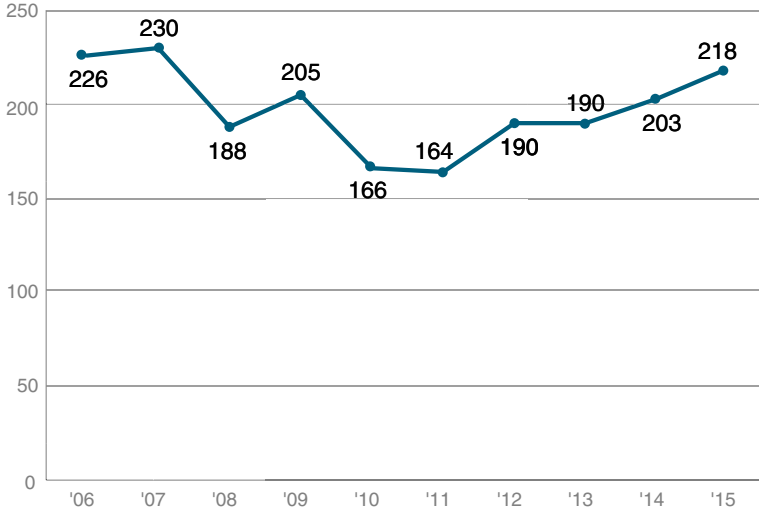
Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 shows the percentage distribution of all crash types. In 2015, there were 218 fatal crashes, 1,249 serious injury crashes, 11,649 total injury crashes, and 22,121 property damage only crashes. Fatal crashes made up .6% of all accidents, serious injury crashes made up 3.7%, and total injury and PDO crashes made up 34.3% and 65.1%, respectively.

Death Rate Per 100 Million Vehicle Miles
(1965 - 2015)



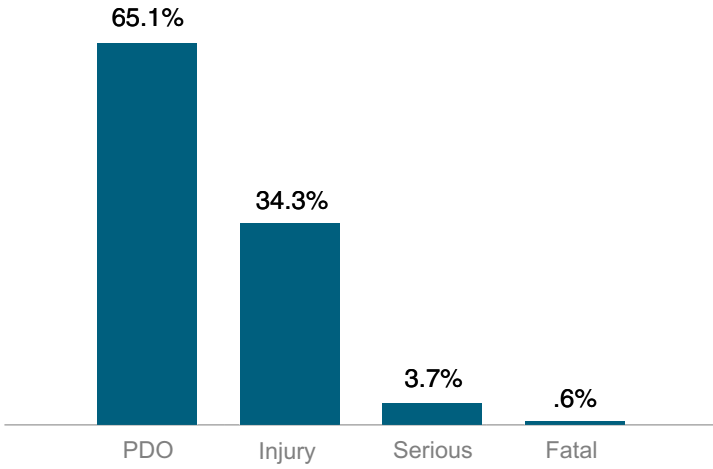
(Figure 1)

Ten-Year Trend in Fatal Crashes (2006 - 2015)



(Figure 2)

All Crashes in Nebraska



(Figure 3)

2015 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	547	1	132	414	1	183
Antelope	87	4	26	57	5	38
Arthur	5	0	2	3	0	4
Banner	28	0	8	20	0	10
Blaine	9	1	2	6	1	2
Boone	85	1	18	66	1	22
Box Butte	174	1	40	133	1	50
Boyd	17	0	5	12	0	6
Brown	58	1	9	48	1	12
Buffalo	916	5	287	624	5	406
Burt	63	0	23	40	0	29
Butler	100	3	26	71	4	46
Cass	317	6	103	208	7	145
Cedar	96	3	33	60	4	52
Chase	45	0	13	32	0	18
Cherry	86	1	21	64	2	29
Cheyenne	198	3	40	155	3	59
Clay	69	4	21	44	5	33
Colfax	146	1	52	93	1	73
Cuming	124	0	46	78	0	71
Custer	160	3	50	107	3	69
Dakota	252	3	99	150	3	146
Dawes	144	3	35	106	3	52
Dawson	467	5	122	340	8	192
Deuel	60	0	14	46	0	23
Dixon	52	1	12	39	1	16
Dodge	586	6	223	357	7	325
Douglas	11,304	48	3947	7309	54	5591
Dundy	36	0	10	26	0	11
Fillmore	38	0	18	20	0	26
Franklin	47	1	10	36	1	16
Frontier	55	0	8	47	0	10
Furnas	80	1	18	61	1	25
Gage	320	6	98	216	9	140
Garden	33	0	6	27	0	7
Garfield	21	0	4	17	0	4
Gosper	51	0	8	43	0	11
Grant	3	0	1	2	0	1
Greeley	34	0	12	22	0	17
Hall	1228	5	382	841	5	532
Hamilton	211	1	45	165	1	69
Harlan	59	1	13	45	1	18
Hayes	14	0	6	8	0	8
Hitchcock	48	0	14	34	0	15
Holt	129	2	39	88	2	55
Hooker	3	0	0	3	0	0

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	103	0	26	77	0	35
Jefferson	156	0	36	120	0	49
Johnson	62	1	14	47	2	17
Kearney	106	0	28	78	0	41
Keith	184	2	51	131	2	72
Keya Paha	12	0	0	12	0	0
Kimball	75	2	26	47	3	49
Knox	85	0	32	53	0	45
Lancaster	6263	21	2606	3636	21	3884
Lincoln	801	3	269	529	3	383
Logan	10	0	1	9	0	3
Loup	5	0	0	5	0	0
Madison	696	4	209	483	4	284
McPherson	3	0	0	3	0	0
Merrick	118	1	33	84	1	51
Morrill	125	1	34	90	1	50
Nance	38	0	15	23	0	20
Nemaha	87	2	28	57	3	41
Nuckolls	43	1	9	33	1	14
Otoe	203	3	59	141	4	99
Pawnee	46	2	14	30	2	23
Perkins	29	1	11	17	1	15
Phelps	155	5	43	107	5	56
Pierce	78	2	29	47	3	42
Platte	688	2	182	504	3	255
Polk	83	0	33	50	0	54
Red Willow	188	0	50	138	0	72
Richardson	119	2	26	91	2	28
Rock	15	1	3	11	1	5
Saline	203	6	50	147	7	75
Sarpy	2262	9	928	1325	9	1364
Saunders	218	5	70	143	5	109
Scotts Bluff	694	4	227	463	4	325
Seward	258	2	87	169	3	128
Sheridan	86	3	19	64	3	29
Sherman	32	1	9	22	1	10
Sioux	19	0	7	12	0	8
Stanton	49	1	21	27	1	37
Thayer	71	1	22	48	1	32
Thomas	19	0	2	17	0	3
Thurston	68	3	18	47	4	26
Valley	54	1	14	39	1	17
Washington	306	2	79	225	2	112
Wayne	106	0	40	66	0	64
Webster	59	1	14	44	1	18
Wheeler	17	0	2	15	0	2
York	286	2	72	212	2	93
Totals	33988	218	11649	22121	246	16806

Part II
2015 Data

Summary Number of Traffic Crashes

All Crashes	33,988
Property Damage Only (PDO)	22,121
Injury Crashes	11,649
<i>Persons Injured</i>	<i>16,806</i>
Fatal Crashes	218
<i>Fatalities</i>	<i>246</i>
Number of Registered Vehicles in Nebraska	2,382,800
Number of Licensed Drivers in Nebraska	1,193,764
Number of Vehicles in Crashes*	58,483
Number of Drivers in Crashes*	56,089

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

During 2015:
 One crash occurred every 16 minutes.
 Forty-six persons were injured each day.
 One person was killed every 36 hours.

The economic loss in terms of dollars was \$2,292,148,970**

**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 October 2015 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau of Economic Analysis (2016).

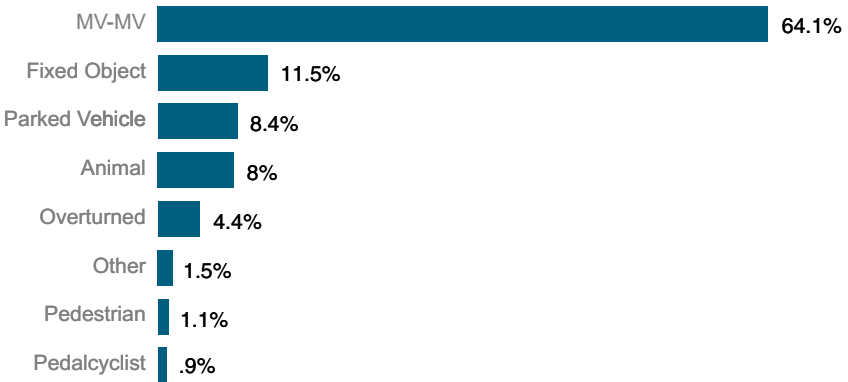
First Harmful Event

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.

All Crashes

(Figure 5)



Fatal Crashes

(Figure 6)

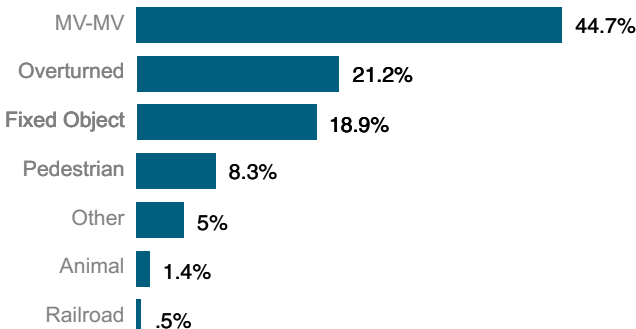


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2015								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	390	18	372	0	18	401	83	174	144
	Motor vehicle in transport	21776	97	8361	13318	116	12773	833	2782	9158
	Parked motor vehicle	2843	2	227	2614	2	265	27	107	131
	Railroad train	16	1	6	9	1	6	0	4	2
	Pedalcyclist	290	4	284	2	4	295	36	175	84
	Animal	2709	3	195	2511	4	226	30	71	125
	Fixed object	3919	41	1188	2690	45	1480	252	558	670
	Other object	192	1	29	162	1	33	5	14	14
Noncollision overturned		1510	46	893	571	50	1213	233	492	488
Other noncollision		307	4	88	215	4	104	19	47	38
Unknown		36	1	6	29	1	10	2	5	3
– TOTALS –		33988	218	11649	22121	246	16806	1520	4429	10857

(Table 1)

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

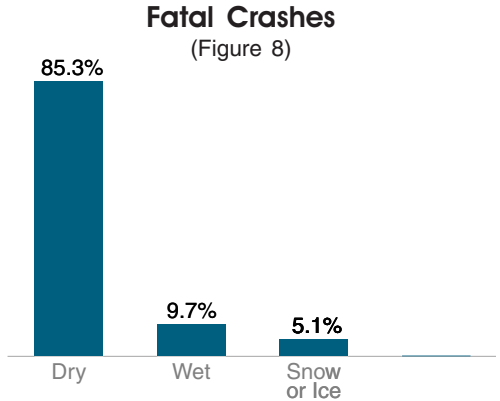
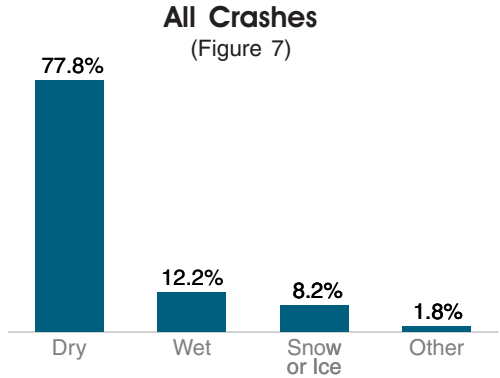
FIRST HARMFUL EVENT		2014								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	383	9	370	4	9	396	92	141	163
	Motor vehicle in transport	20428	93	7686	12649	109	11757	852	2492	8413
	Parked motor vehicle	2664	1	210	2453	2	251	30	98	123
	Railroad train	28	3	8	17	3	8	1	3	4
	Pedalcyclist	246	2	241	3	2	249	33	126	90
	Animal	2337	1	169	2167	1	204	23	65	116
	Fixed object	4051	39	1227	2785	40	1482	269	519	694
	Other object	183	0	39	144	0	45	6	17	22
Noncollision overturned		1647	52	979	616	56	1378	287	564	527
Other noncollision		320	3	81	236	3	93	24	31	38
Unknown		31	0	6	25	0	8	3	5	0
– TOTALS –		32318	203	11016	21099	225	15871	1620	4061	10190

(Table 2)

Table 2 provides 2014 data for comparison to 2015. The number of fatal crashes and fatalities both increased, fatal crashes by 15 and fatalities by 21. Injury crashes and injuries both increased by 633 and 935 respectively. The number of property damage only crashes went up by 1022.

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 2015.



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

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	25971	185	9228	16558
Wet	4065	21	1428	2616
Snowy or icy	2754	11	690	2053
Other	594	0	221	373
Not stated	604	1	82	521
– TOTALS –	33988	218	11649	22121

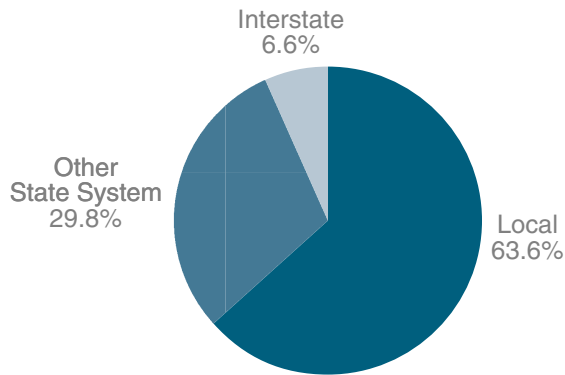
(Table 3)

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.

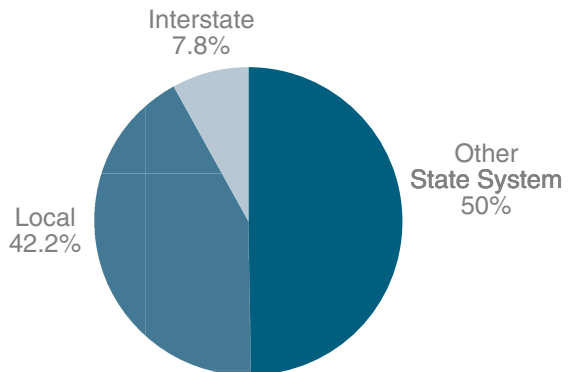
All Crashes

(Figure 9)



Fatal Crashes

(Figure 10)



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1127	2	371	754	2	511
	Other State System Highways	5896	26	2245	3625	27	3311
	Local Roads and Streets	18267	50	6169	12048	51	8723
	URBAN SUBTOTAL	25290	78	8785	16427	80	12545
RURAL	Interstate	1120	15	315	790	19	512
	Other State System Highways	4236	83	1226	2927	104	1886
	Local Roads and Streets	3342	42	1323	1977	43	1863
	RURAL SUBTOTAL	8698	140	2864	5694	166	4261
— TOTALS —		33988	218	11649	22121	246	16806

(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 2015. 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	0.4	15.7	35.2	51.3
Other State Highways	1.3	39.9	75.3	116.5
Local Roads and Streets	1.3	104.7	196.0	302.0

(Table 5)

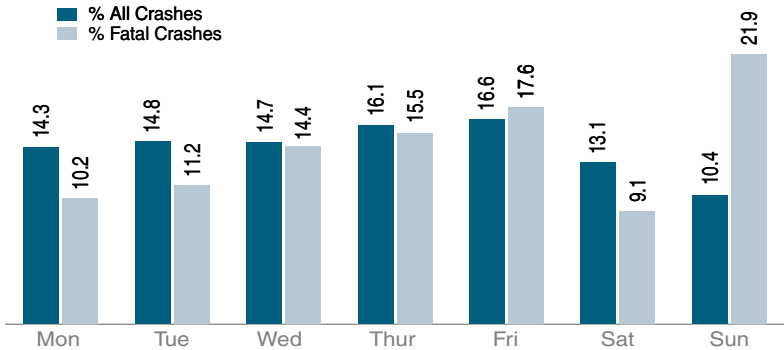
The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

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 2015 was from 3:00 - 6:00 p.m., when 24.8% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 50.7% of them took place between noon and 9:00 p.m.

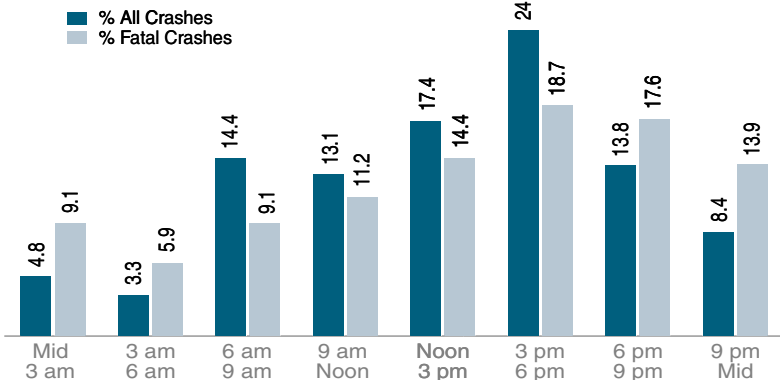
Crash trends on weekends differ from those which take place during the week. In 2015, Sunday was the lowest day for total crashes, 10.4%, but the highest day for fatal crashes, 21.9%. Friday was the highest day for total crashes, 16.6%, and second highest for fatal crashes at 17.6%.

Day of Week



(Figure 11)

Time of Crash



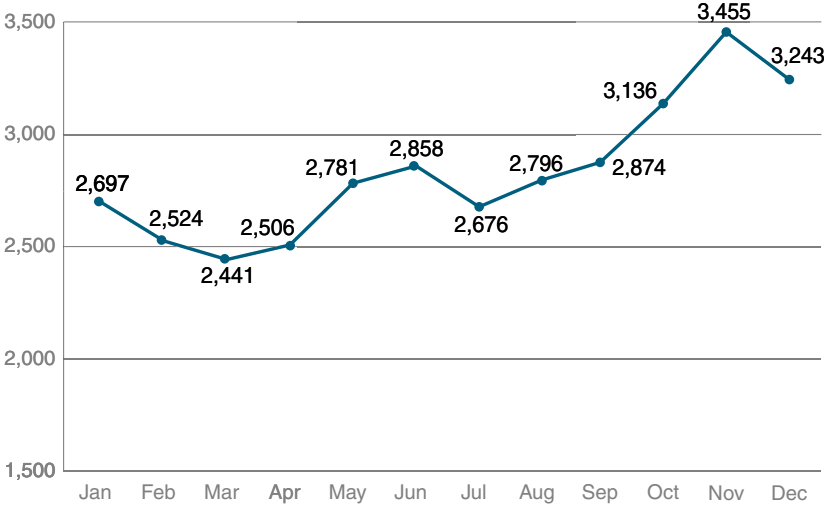
(Figure 12)

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.

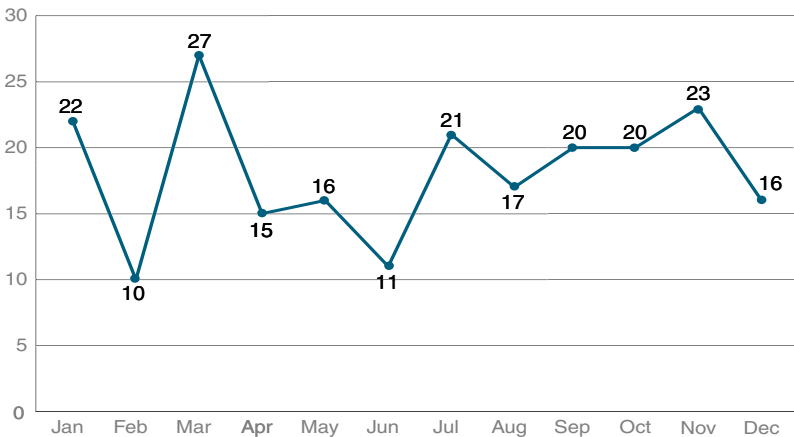
All Crashes by Month

(Figure 13)



Fatal Crashes by Month

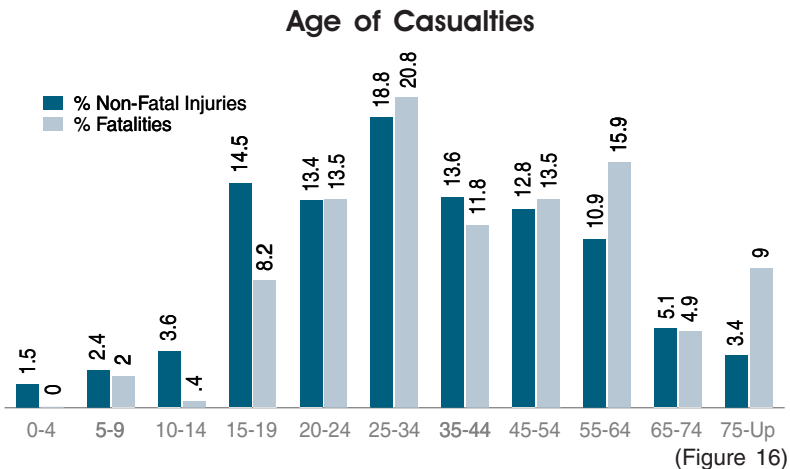
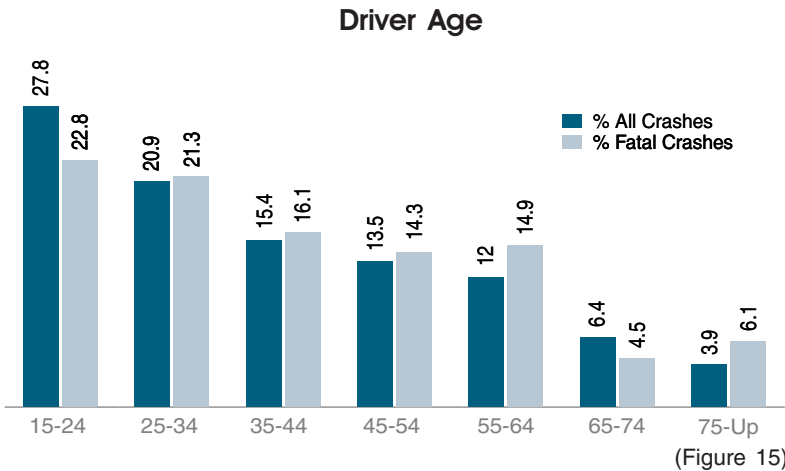
(Figure 14)



Age of Driver

Younger drivers are involved in a disproportionate number of crashes. In 2015, 48.7% 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, 27.8%. In 2015, these drivers were also involved in the most fatal crashes, 22.8%.

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 60.3% of all injuries.

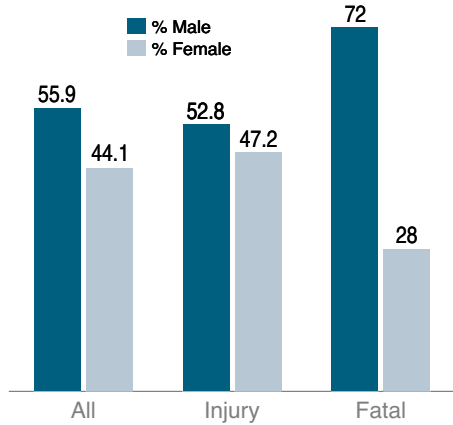


Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.9% of the drivers in all crashes in Nebraska in 2015, and were involved in 72% 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 54.1% of the persons injured or killed in motor vehicle crashes in 2015. (See Table 7).

Sex of Driver in Crashes



(Figure 17)

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	31109	237	11093	19779
Female	24577	92	9908	14577
Not stated	403	0	142	261
- TOTALS -	56089	329	21143	34617

(Table 6)

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	0	0	0	253	125	128	0	0	0	15	8	7
5-9 years	5	4	1	384	183	201	1	1	0	15	9	6
10-14 years	1	1	0	590	285	305	0	0	0	19	6	13
15-19 years	20	14	6	2359	1016	1343	6	6	0	140	77	63
20-24 years	33	21	12	2188	1015	1173	19	10	9	243	164	79
25-34 years	51	40	11	3076	1412	1664	19	14	5	287	189	98
35-44 years	29	19	10	2230	997	1233	15	11	4	172	106	66
45-54 years	33	22	11	2082	965	1117	12	6	6	127	84	43
55-64 years	39	25	14	1775	820	955	6	4	2	82	55	27
65-74 years	12	10	2	826	373	453	1	1	0	31	19	12
75 and older	22	14	8	554	238	316	2	2	0	12	5	7
Age not stated	0	0	0	207	103	104	0	0	0	17	11	6
- TOTALS -	245	170	75	16524	7532	8992	81	55	26	1160	733	427

(Table 7)

Restraint Use

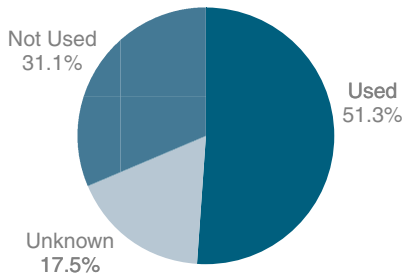
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle crashes. Passive restraints, such as air bags, which require no occupant action to be put in use, are standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems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

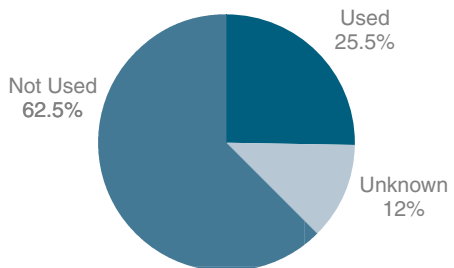
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2015, the observed statewide safety belt usage rate was 80%.

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 25.5% of those vehicle occupants who died and 51.3% of those who suffered disabling injuries in 2015 crashes were belted.

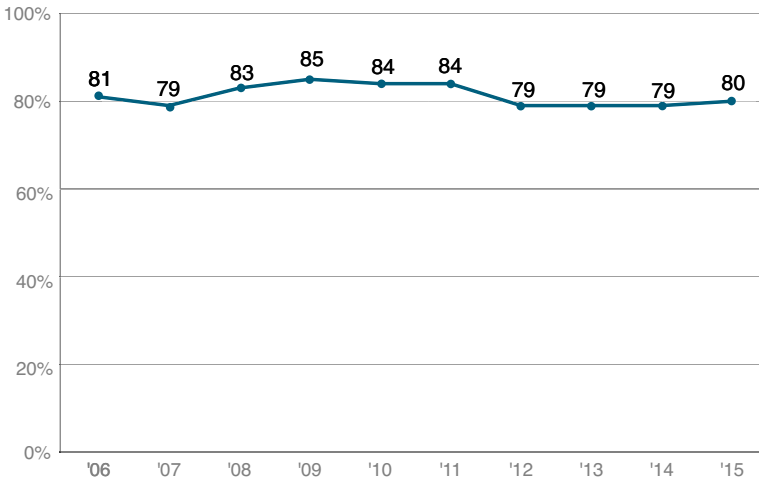
Restraint Use for Disabling Injuries
(Figure 18)



Restraint Use for Fatal Injuries
(Figure 19)



Statewide Safety Belt Usage Rate (2006 - 2015)

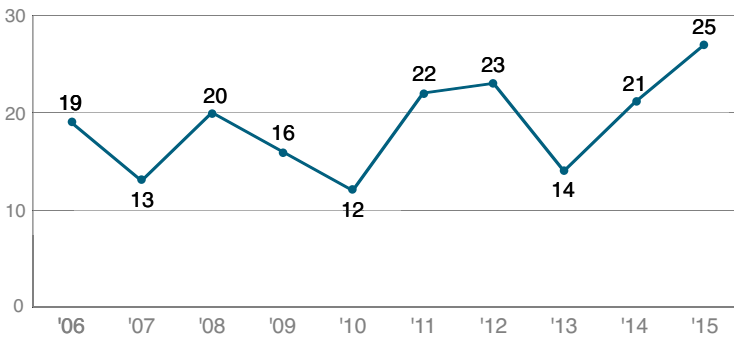


(Figure 20)

Motorcycle Crashes

After trending sharply upwards earlier in the decade, motorcycle registrations plateaued during the last few years. While total motorcycle crashes sank to 490, the lowest figure since 2006, fatal motorcycle crashes continued to grow, increasing to 25 in 2015, a gain of 19% over 2014.

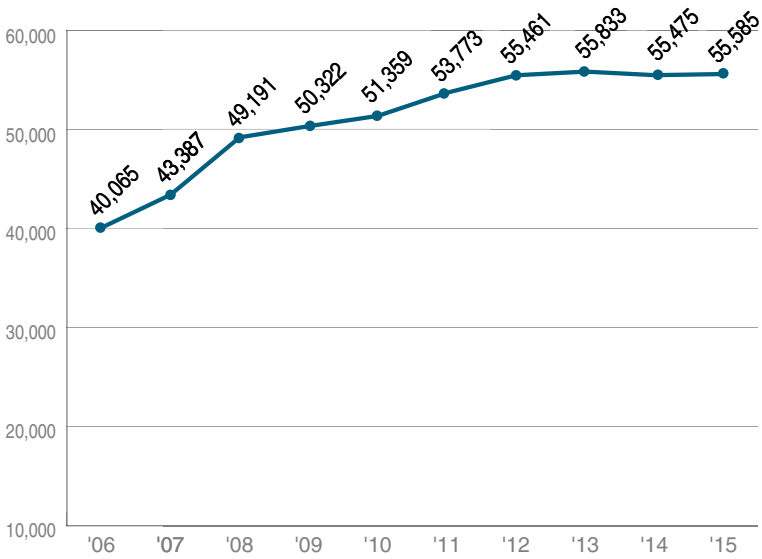
Fatal Motorcycle Crashes (2006 - 2015)



(Figure 21)

Motorcycle Registrations

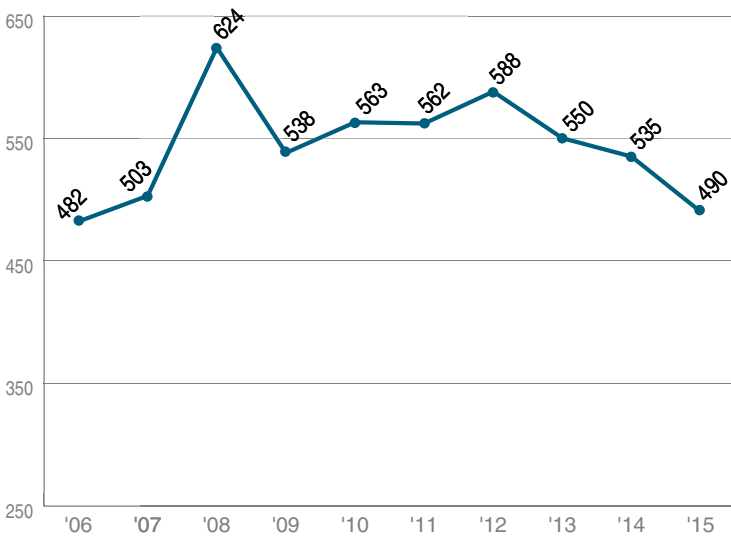
(2006 - 2015)



(Figure 22)

All Motorcycle Crashes

(2006 - 2015)



(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.

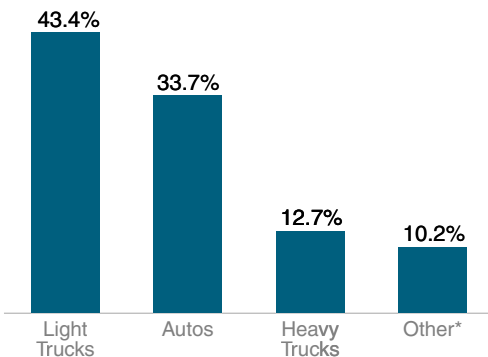
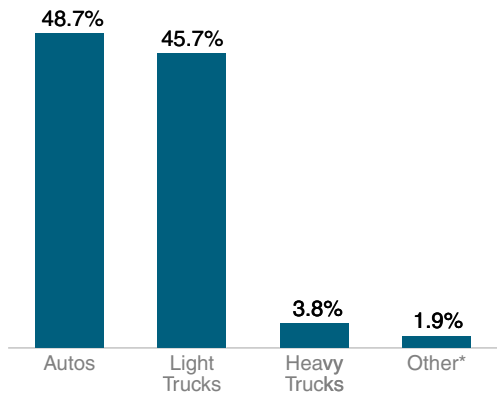
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	233	0	78	155
Semi-trailer truck	1232	28	343	861
Other heavy truck	906	14	281	611
Automobile	27701	112	10591	16998
Van	3440	12	1341	2087
Utility vehicle	13290	58	5002	8230
Pickup truck	9245	74	3123	6048
Motorcycle	501	27	417	57
Motorhome	30	0	10	20
Farm equipment	73	2	32	39
Other	217	5	69	143
Unknown	1615	1	316	1298
— TOTALS —	58483	333	21603	36547

(Table 8)

All Crashes

(Figure 24)

**Other – motorcycles .8%, buses .4%, farm equipment .1%, and all others .4%.*



Fatal Crashes








(Figure 25)

**Other – motorcycles 8.1%, farm equipment .6%, and all others 1.5%.*

Intersection Crashes

2015 Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 16,461

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	6,729	40.9	41.8
 Rear-end	5,450	33.1	43.7
 Sideswipe	1,448	8.8	18.7
 Sideswipe	186	1.1	30.6
 Left Turn Leaving	2,145	13.0	45.8
 Head-on	40	.2	52.5
 Backing	459	2.8	9.6
Unknown	4	0.0	25.0
Total	16,461	100%	

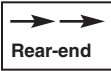

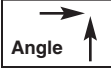




* Multi-vehicle accidents at intersections comprise 48.4% of all crashes.

Non-Intersection Crashes

2015

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 5,315

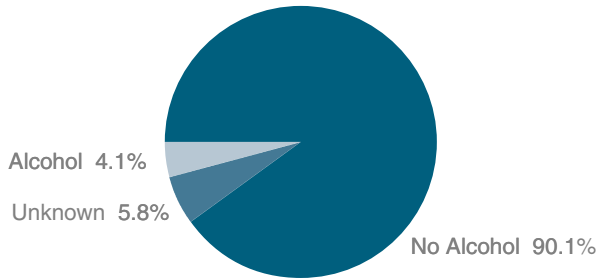
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	3,014	56.7	42.1
 Head-on	96	1.8	69.8
 Angle	159	3.0	37.1
 Sideswipe	1,320	24.8	21.1
 Sideswipe	395	7.4	44.8
 Left Turn Leaving	19	0.4	36.8
 Backing	303	5.7	9.9
Unknown	9	0.2	22.2
Total	5,315	100%	

* Multi-vehicle accidents not at intersections comprise 15.6% of all crashes.

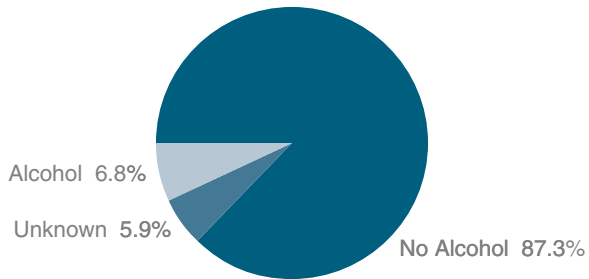
Alcohol Involvement

Figures 26, 27 and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2015, 32.6% of Nebraska's fatal crashes were alcohol-involved, a decrease from the 36.9% recorded in 2014. Since alcohol testing is only required in fatal crashes, the alcohol involvement listed for injury and PDO crashes is probably understated.

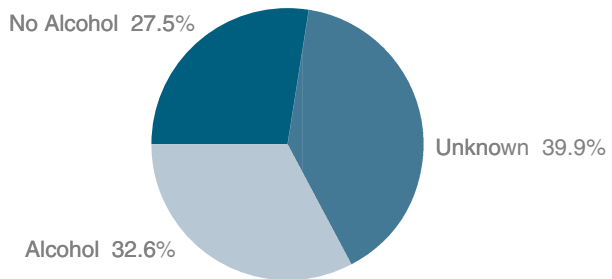
PDO Crashes
(Figure 26)



Injury Crashes
(Figure 27)

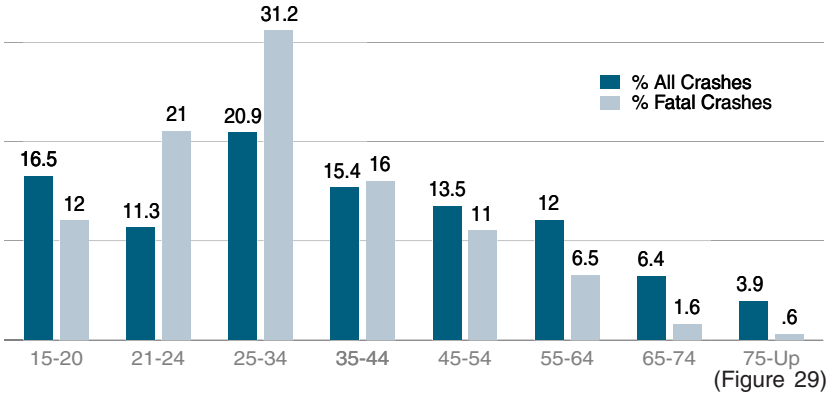


Fatal Crashes
(Figure 28)



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 52.2% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 21% of alcohol-related crashes but only 11.3% of all crashes. Note that drivers between the ages of 15 and 20 are in 12% of alcohol-related crashes, despite the fact that the legal drinking age in Nebraska is 21.



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	354	2	1	0	161	1
16	1694	8	9	0	664	5
17	1782	27	9	1	700	17
18	1790	36	3	0	708	16
19	1822	65	13	3	674	27
20	1725	70	5	0	650	31
21	1665	109	12	7	668	44
22	1595	91	9	4	637	31
23	1580	105	4	1	596	47
24	1470	59	10	4	530	24
25 to 34	11643	540	70	18	4458	242
35 to 44	8560	277	53	13	3269	116
45 to 54	7526	191	47	10	2851	105
55 to 64	6692	113	49	2	2454	49
65 to 74	3586	28	15	1	1226	18
75 and older	2180	10	20	2	784	2
Not stated	425	8	0	0	113	3
– TOTALS –	56089	1739	329	66	21143	778

(Table 9)

Driver Contributing Circumstances

In 2015, there were 33,988 reportable motor vehicle traffic crashes in Nebraska involving 56,089 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	27130	112	10233	16785
Failed to yield right-of-way	5471	18	2243	3210
Disregarded traffic controls	1895	14	925	956
Exceeded speed limit	138	6	74	58
Speed too fast for conditions	1532	9	479	1044
Made an improper turn	596	3	145	448
Followed too closely	4504	3	1790	2711
Leave lane/run off road	1765	40	622	1103
Operating in erratic manner	2532	36	1101	1395
Swerving or avoiding	513	2	178	333
Visibility obstructed	365	1	100	264
Inattention	3537	8	1154	2375
Mobile phone distraction	160	0	67	93
Distracted - other	705	4	284	417
Fatigued/asleep	312	3	146	163
Defective equipment	177	0	66	111
Other improper action	1471	16	485	970
Unknown	3286	54	1051	2181
– TOTALS –	56089	329	21143	34617

(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 Data

After trending downward earlier in the decade, the Nebraska crash rate increased over the last three years. The fatality rate, on the other hand, has remained steady and closely followed the national fatality rate.

Year	Total Accidents	Persons Injured	Persons Killed	Accident Rate (per MVM)	Fatality Rate (per HMVM)	National Fatality Rate (per HMVM)
'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
'14	32,318	15,871	225	1.65	1.1	1.1
'15	33,988	16,806	246	1.68	1.2	1.1

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

(Table 11)

Body Style

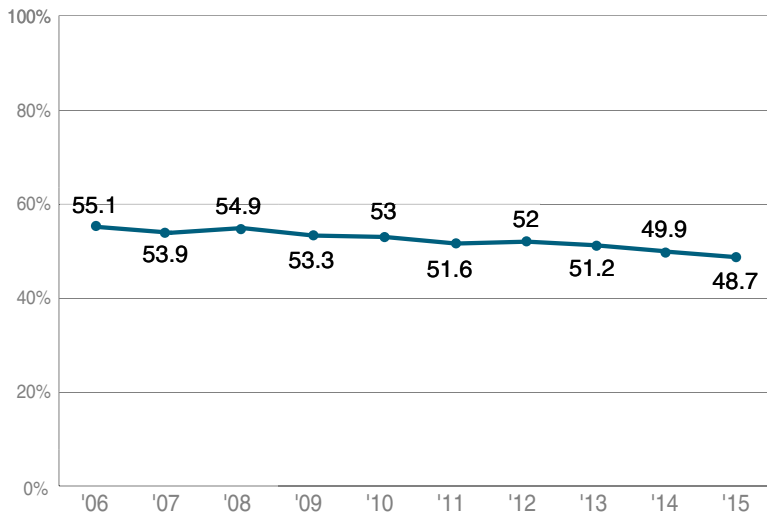
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

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.

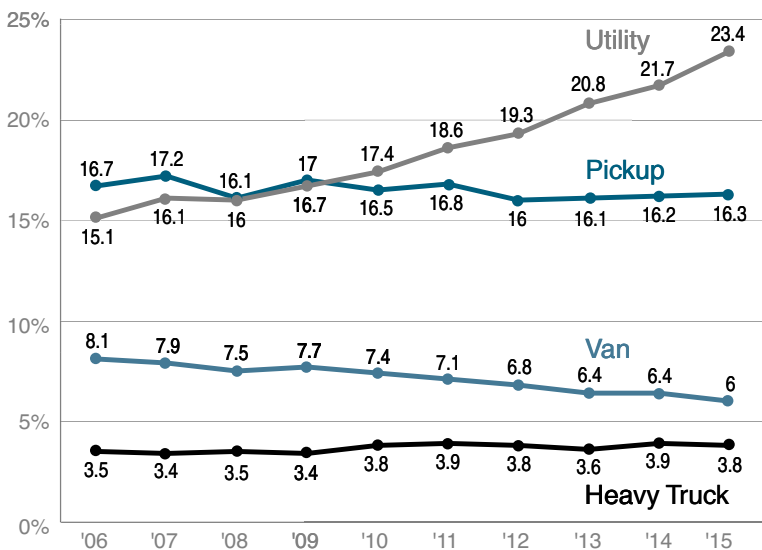
Passenger Cars in All Crashes

(Figure 30)



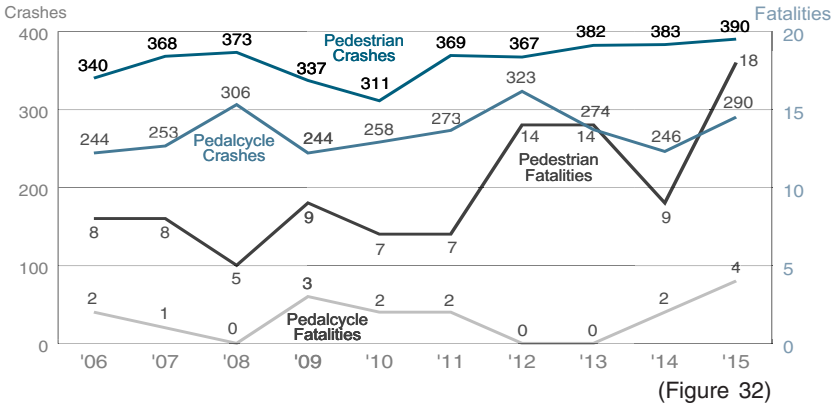
Truck Types in All Crashes

(Figure 31)



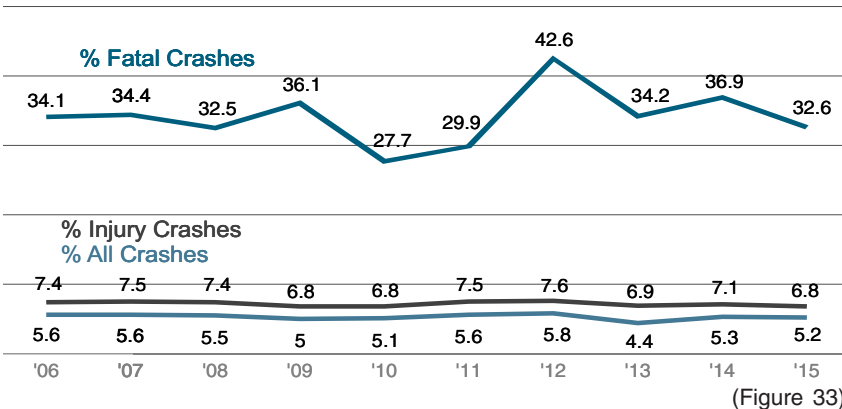
Pedestrian and Pedalcycle Crashes

Both pedestrian and pedalcycle crashes increased from 2014 to 2015. Pedestrian crashes rose to 390, the most since 2004. Pedestrian fatalities doubled, going from 9 in 2014 to 18 in 2015. The 18 fatalities was the most since 1998. After two years of a downward trend, pedalcycle crashes jumped significantly from 246 in 2014 to 290 in 2015. Pedalcycle fatalities also doubled, although the rise was only from two to four. Nevertheless, the four pedalcycle fatalities was the largest number since 2001.



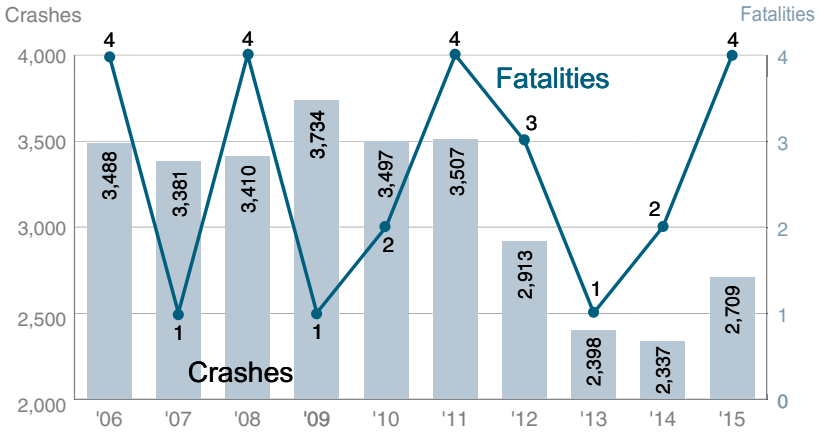
Alcohol Involvement in Crashes

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. Alcohol involvement in fatal crashes dropped from 36.9% in 2014 to 32.6% in 2015.



Animal Crashes

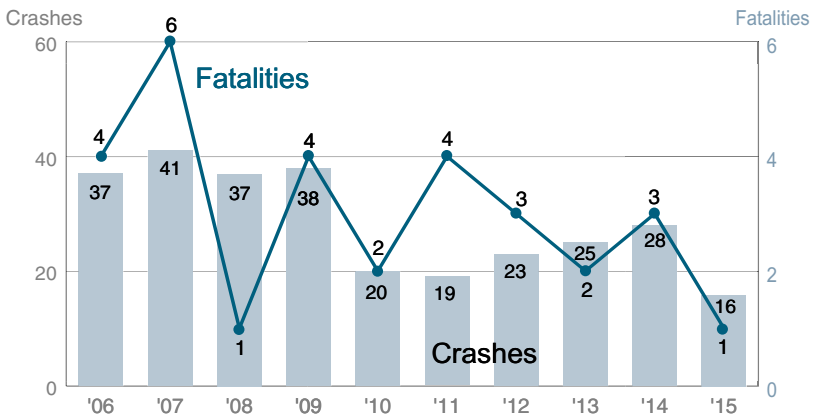
The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2015, animal crashes increased from 2,337 to 2,709. Deer are the most frequently involved animals in motor vehicle/animal crashes. Although a nuisance to drivers, animal crashes tend to be low severity, only occasionally resulting in human fatalities. There were four fatalities in 2015.



(Figure 34)

Railroad Crashes

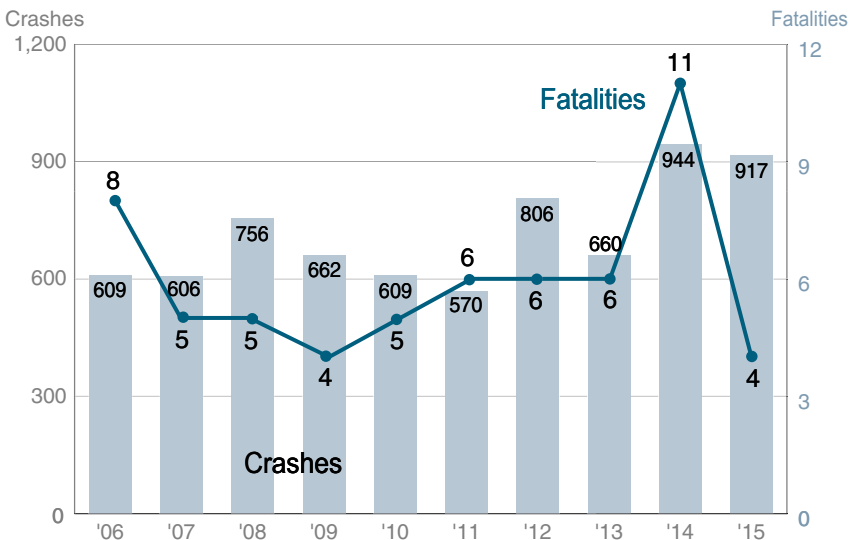
The number of railroad crashes decreased in 2015, from 28 to 16. There was only one railroad fatality in 2015.



(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 decreased in 2015, from 944 to 917. In addition to the usual factors, the annual number of work zone crashes is also highly dependent on the amount and location of construction.



(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:
www.roads.nebraska.gov

**Nebraska Department of Roads
Highway Safety/Accident Records Section
1500 Highway 2
PO Box 94759
Lincoln NE 68509-4759
27-6900**