

State of Nebraska

**2014**  
**Annual Report**

**Traffic Crash Facts**



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This Traffic Crash Facts booklet describes the numbers and trends of crashes that occurred in Nebraska during 2014. It is compiled from traffic crash reports submitted to the Nebraska Department of Roads (NDOR) by state and local law enforcement agencies. The report is designed to heighten awareness about traffic safety issues and allows interested individuals to identify areas where safety programs may be focused in an effort to reduce traffic-related injuries and deaths.

With safety as one of its key goals, the NDOR 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 enforcement, health and education agencies, as well as private advocacy groups and businesses, to change driving behaviors and save lives. Traffic crashes are largely avoidable, and those that result in personal injury or loss of life are too often the unacceptable results of poor preparation and decision-making.

Zero fatalities is our traffic safety goal. While it may seem to be an impossible goal to reach, 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 with our own behavior 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

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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 2014 was 1.1 persons killed per 100 million vehicle miles traveled. This is unchanged from the previous year, but the overall trend is of declining death rates. This trend, as shown in Figure 1, has been going on for many years and, despite occasional fluctuations, is significantly downward. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

Figure 2 depicts the number of fatal crashes per year for the last 10 years. In 2014, there were 203 fatal crashes, an increase of 13 from 2013.

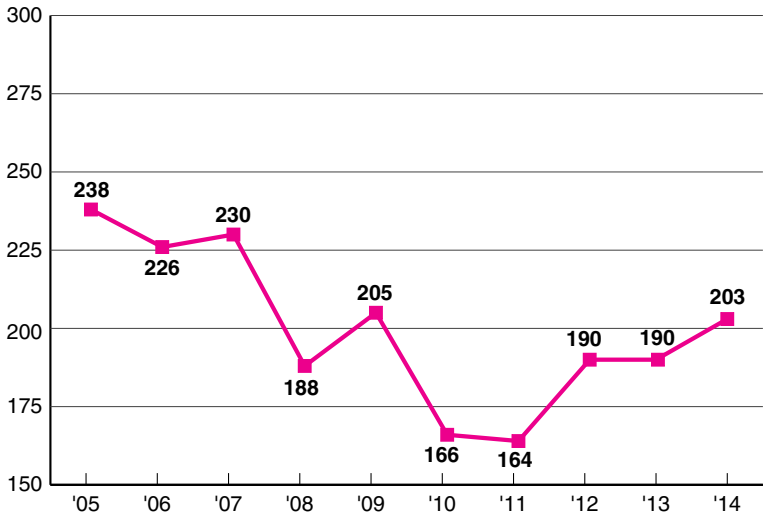
Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 shows the percentage distribution of all crash types. In 2014, there were 203 fatal crashes, 1,293 serious injury crashes, 11,016 total injury crashes, and 21,099 property damage only crashes. Fatal crashes made up .6% of all accidents, serious injury crashes made up 4%, and total injury and PDO crashes made up 34.1% and 65.3%, respectively.

**Death Rate Per 100 Million Vehicle Miles  
(1963 - 2014)**



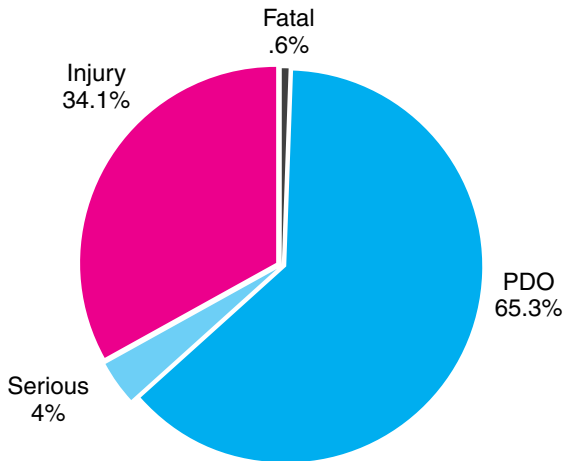
(Figure 1)

### Ten-Year Trend in Fatal Crashes (2005 - 2014)



(Figure 2)

### All Crashes in Nebraska (Figure 3)







## 2014 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	493	2	139	352	2	208
Antelope	87	1	25	61	1	34
Arthur	8	0	3	5	0	4
Banner	26	0	7	19	0	8
Blaine	4	0	0	4	0	0
Boone	77	1	22	54	1	27
Box Butte	183	2	48	133	2	77
Boyd	17	0	6	11	0	10
Brown	40	1	15	24	1	22
Buffalo	947	5	283	659	6	399
Burt	79	0	20	59	0	26
Butler	121	1	33	87	1	55
Cass	305	6	97	202	8	136
Cedar	97	3	29	65	3	42
Chase	39	3	13	23	3	15
Cherry	77	2	20	55	2	26
Cheyenne	207	2	37	168	2	53
Clay	96	2	33	61	4	46
Colfax	149	0	33	116	0	44
Cuming	126	4	42	80	5	63
Custer	151	4	38	109	4	58
Dakota	278	4	88	186	4	133
Dawes	151	0	47	104	0	64
Dawson	426	6	98	322	7	159
Deuel	59	0	18	41	0	23
Dixon	44	0	9	35	0	17
Dodge	610	6	228	376	7	334
Douglas	10403	34	3540	6829	34	4784
Dundy	53	0	14	39	0	19
Fillmore	53	1	22	30	1	34
Franklin	30	1	10	19	1	16
Frontier	61	1	11	49	1	15
Furnas	85	1	29	55	1	46
Gage	316	1	82	233	1	114
Garden	38	0	8	30	0	11
Garfield	10	0	3	7	0	3
Gosper	50	1	12	37	1	18
Grant	7	0	3	4	0	3
Greeley	30	0	8	22	0	10
Hall	1109	4	364	741	5	536
Hamilton	188	1	54	133	1	77
Harlan	65	1	7	57	1	12
Hayes	8	0	3	5	0	3
Hitchcock	46	0	14	32	0	21
Holt	130	0	36	94	0	60
Hooker	9	0	4	5	0	5

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	86	2	17	67	2	20
Jefferson	148	2	26	120	2	51
Johnson	52	0	19	33	0	21
Kearney	92	1	39	52	1	63
Keith	191	2	40	149	2	65
Keya Paha	8	2	1	5	2	2
Kimball	111	1	30	80	1	56
Knox	86	1	24	61	1	34
Lancaster	5861	23	2548	3290	23	3771
Lincoln	882	8	282	592	8	420
Logan	4	0	0	4	0	0
Loup	8	0	4	4	0	5
Madison	647	2	212	433	2	316
McPherson	4	0	2	2	0	2
Merrick	140	4	41	95	4	67
Morrill	118	3	21	94	4	30
Nance	48	2	10	36	2	15
Nemaha	111	0	29	82	0	43
Nuckolls	44	0	8	36	0	15
Otoe	198	1	57	140	1	84
Pawnee	47	1	15	31	2	24
Perkins	31	0	15	16	0	19
Phelps	131	0	38	93	0	63
Pierce	88	4	31	53	6	56
Platte	619	3	150	466	3	206
Polk	65	2	16	47	2	40
Red Willow	220	1	49	170	1	78
Richardson	112	1	24	87	1	33
Rock	15	0	3	12	0	3
Saline	188	0	47	141	0	67
Sarpy	1988	2	859	1127	3	1281
Saunders	222	4	87	131	4	134
Scotts Bluff	698	5	180	513	5	263
Seward	286	7	85	194	11	144
Sheridan	103	3	29	71	3	48
Sherman	48	1	15	32	1	18
Sioux	16	0	3	13	0	6
Stanton	52	2	26	24	4	45
Thayer	80	2	20	58	2	39
Thomas	19	0	5	14	0	5
Thurston	49	5	15	29	5	28
Valley	55	0	18	37	0	23
Washington	267	2	78	187	3	98
Wayne	125	2	32	91	3	41
Webster	61	0	20	41	0	26
Wheeler	23	0	6	17	0	8
York	283	1	85	197	1	125
<b>Total</b>	<b>32,318</b>	<b>203</b>	<b>11,016</b>	<b>21,099</b>	<b>225</b>	<b>15,871</b>

**Part II**  
**2014 Data**

## Summary Number of Traffic Crashes

All Crashes .....	32,318
Property Damage Only (PDO) .....	21,099
Injury Crashes .....	11,016
<i>Persons Injured</i> .....	<i>15,871</i>
Fatal Crashes .....	203
<i>Fatalities</i> .....	<i>225</i>
Number of Registered Vehicles in Nebraska .....	2,339,986
Number of Licensed Drivers in Nebraska .....	1,418,817
Number of Vehicles in Crashes* .....	55,177
Number of Drivers in Crashes* .....	52,955

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

**During 2014:**  
 One crash occurred every 16 minutes.  
 Forty-three persons were injured each day.  
 One person was killed every 39 hours.

The economic loss in terms of dollars was \$2,103,473,280\*\*

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

# First Harmful Event

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

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

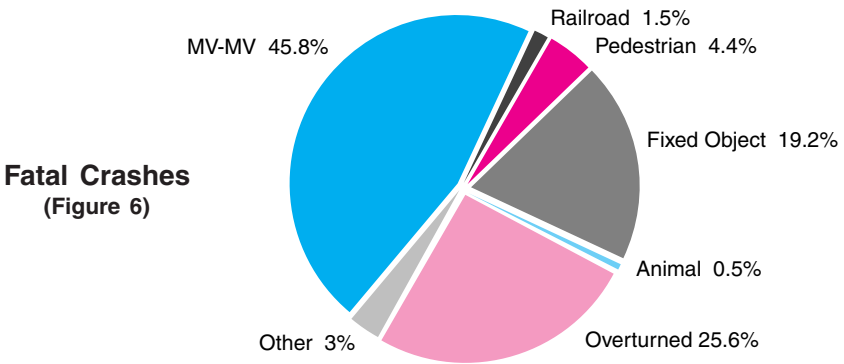
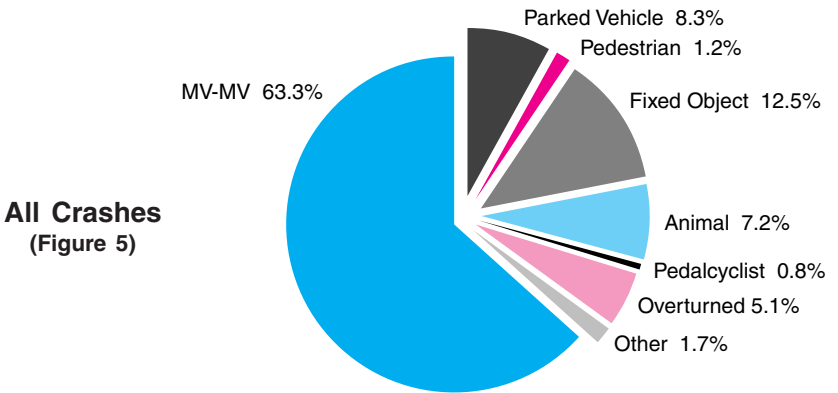


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		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 1)

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

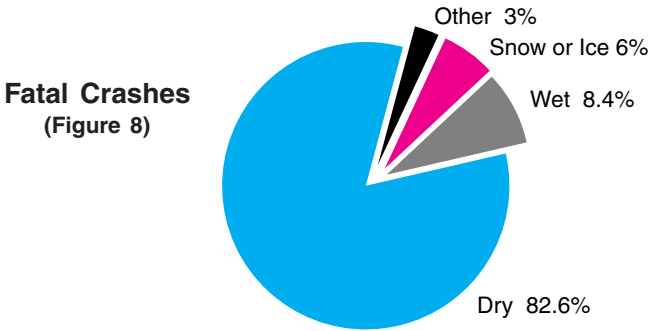
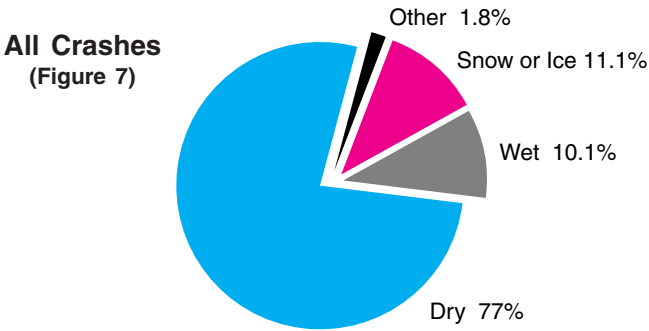
FIRST HARMFUL EVENT		2013								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	382	14	364	4	14	382	88	139	155
	Motor vehicle in transport	19688	76	7674	11938	88	11858	789	2581	8488
	Parked motor vehicle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

(Table 2)

Table 2 provides 2013 data for comparison to 2014. The number of fatal crashes and fatalities both increased, fatal crashes by 13 and fatalities by 14. Injury crashes and injuries both decreased by 51 and 212 respectively. The number of property damage only crashes went up by 979.

# 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 2014.



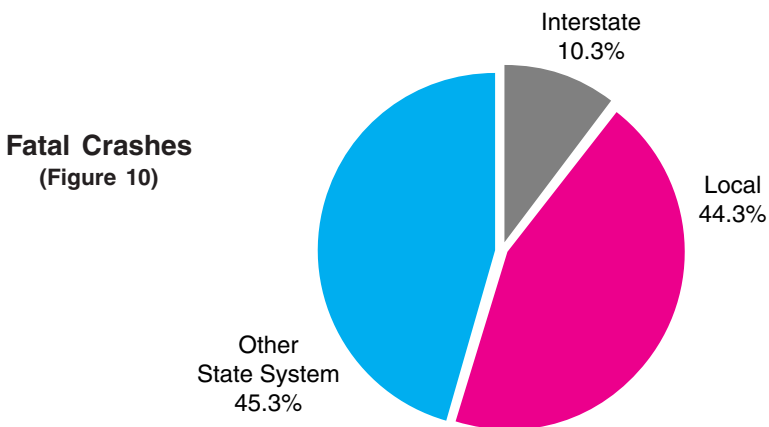
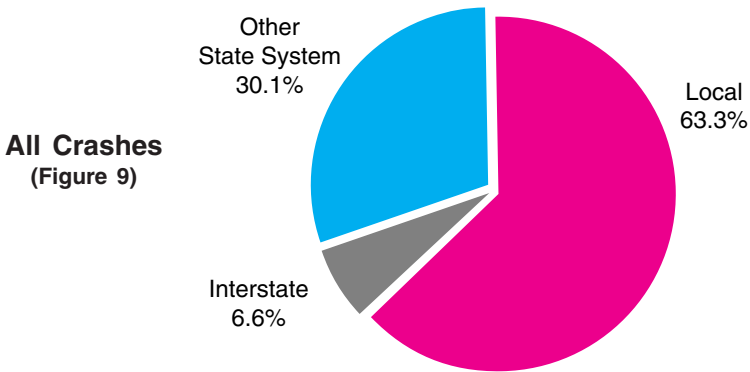
The following table provides the number of crashes in each category.

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	24419	166	8710	15543
Wet	3189	17	1110	2062
Snowy or icy	3516	12	883	2621
Other	584	6	205	373
Not stated	610	2	108	500
— TOTALS —	32318	203	11016	21099

(Table 3)

# Type of Roadway

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





ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1080	6	349	725	6	437
	Other State System Highways	5633	15	2151	3467	15	3134
	Local Roads and Streets	17113	34	5709	11370	34	8041
	URBAN SUBTOTAL	23826	55	8209	15562	55	11612
RURAL	Interstate	1063	15	263	785	21	424
	Other State System Highways	4097	77	1214	2806	92	1887
	Local Roads and Streets	3332	56	1330	1946	57	1948
	RURAL SUBTOTAL	8492	148	2807	5537	170	4259
— TOTALS —		32138	203	11016	21099	225	15871

(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 2014. These rates are based on crashes per 100 million vehicle miles driven.

### Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	.5	14.9	36.8	52.3
Other State Highways	1.1	39.5	73.6	114.2
Local Roads and Streets	1.3	100.7	190.5	292.4

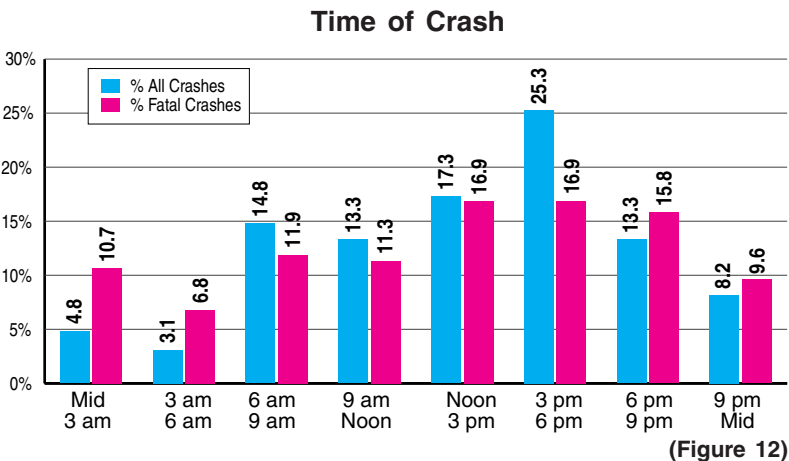
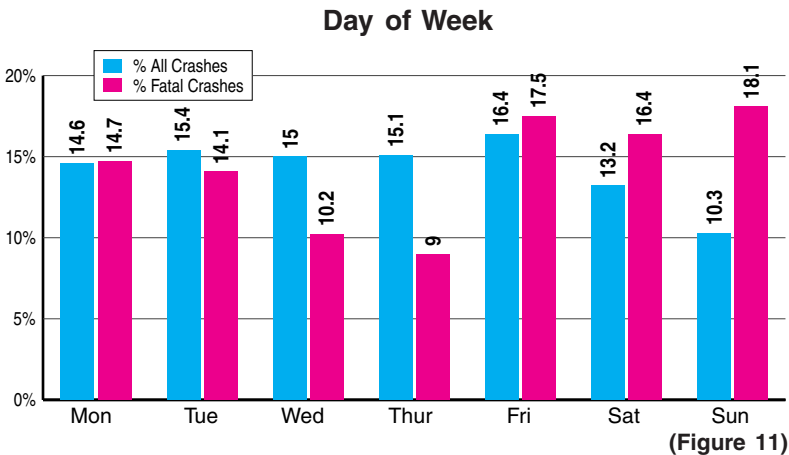
(Table 5)

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 2014 was from 3:00 - 6:00 p.m., when 25.3% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 49.6% of them took place between noon and 9:00 p.m.

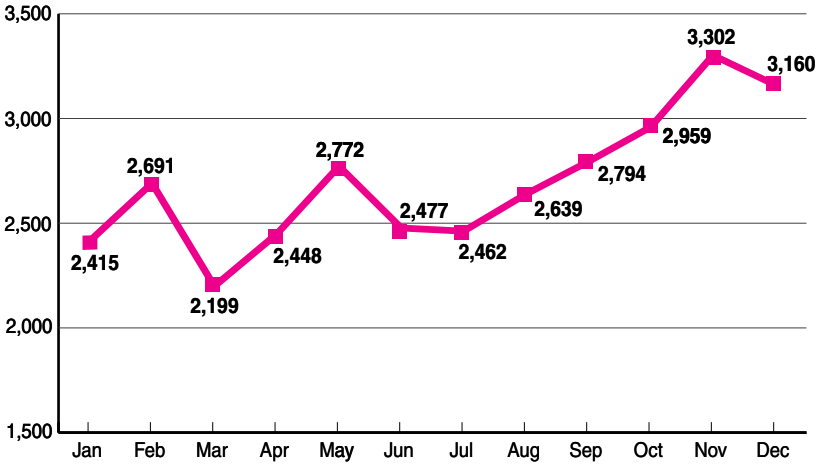
Crash trends on the weekends differ from those which take place during the work week. In 2014, Sunday was the lowest day for total crashes, and Friday the highest day for both fatal crashes, with 17.5% of the total, and all crashes, with 16.4% of the total.



# Month

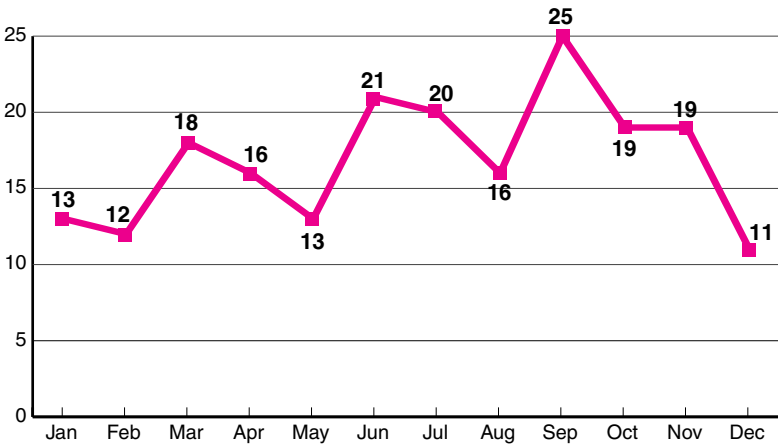
The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions. The summer months, June, July and September, had the most fatal crashes in 2014.

### All Crashes by Month



(Figure 13)

### Fatal Crashes by Month

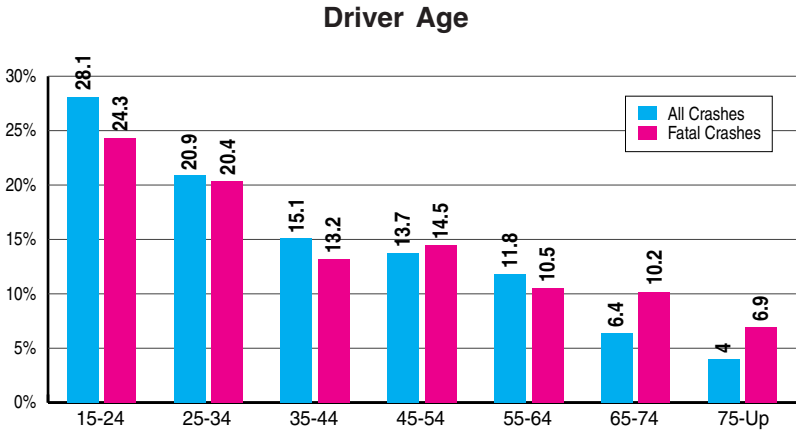


(Figure 14)

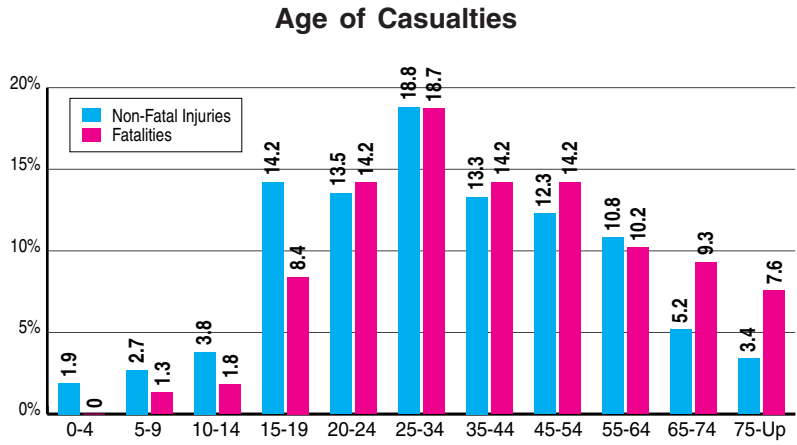
# Age of Driver

Younger drivers are involved in a disproportionate number of crashes. In 2014, 49% 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, 28.1%. In 2014, these drivers were also involved in the most fatal crashes, 24.3%.

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 64.1% of all injuries.



(Figure 15)



(Figure 16)

# Sex of Driver

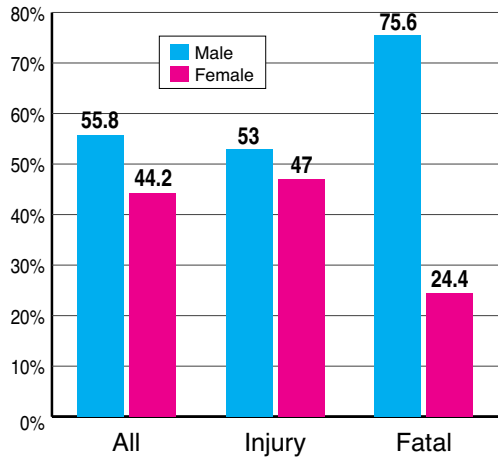
Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.8% of the drivers in all crashes in Nebraska in 2014, and were involved in 75.6% of all fatal crashes. At least a part of this difference can be attributed to the fact that 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 2014. (See Table 7).

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	29411	229	10390	18792
Female	23311	74	9222	14015
Not stated	233	1	75	157
- TOTALS -	52955	304	19687	32964

(Table 6)

## Sex of Driver in Crashes



(Figure 17)

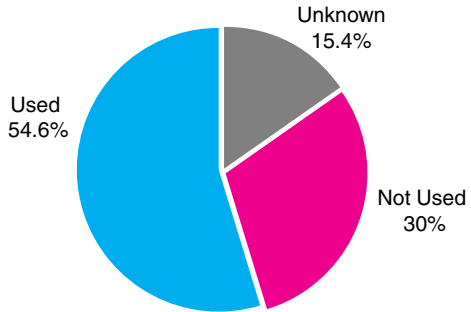
AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	0	0	0	296	152	144	0	0	0	11	7	4
5-9 years	3	1	2	419	203	216	0	0	0	6	3	3
10-14 years	4	2	2	589	267	322	0	0	0	19	8	11
15-19 years	19	13	6	2217	957	1260	6	3	3	142	70	72
20-24 years	32	24	8	2112	1005	1107	17	14	3	265	175	90
25-34 years	42	28	14	2930	1356	1574	16	11	5	280	195	85
35-44 years	32	26	6	2077	901	1176	17	14	3	152	92	60
45-54 years	32	25	7	1916	867	1049	13	10	3	129	82	47
55-64 years	23	18	5	1682	768	914	7	7	0	81	46	35
65-74 years	21	15	6	818	378	440	1	0	1	22	17	5
75 and older	17	11	6	535	226	309	1	0	1	8	3	5
Age not stated	0	0	0	199	86	113	0	0	0	5	3	2
- TOTALS -	225	163	62	15790	7166	8624	78	59	19	1120	701	419

(Table 7)

# Restraint Use

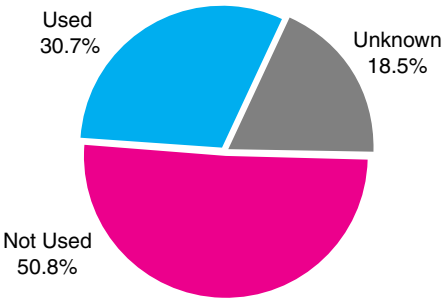
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle crashes. Passive restraints, such as air bags, which require no occupant action to be put in use, are standard equipment for drivers and front seat passengers in newer vehicles. For these passive systems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

**Restraint Use for Disabling Injuries**  
(Figure 18)



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

**Restraint Use for Fatal Injuries**  
(Figure 19)

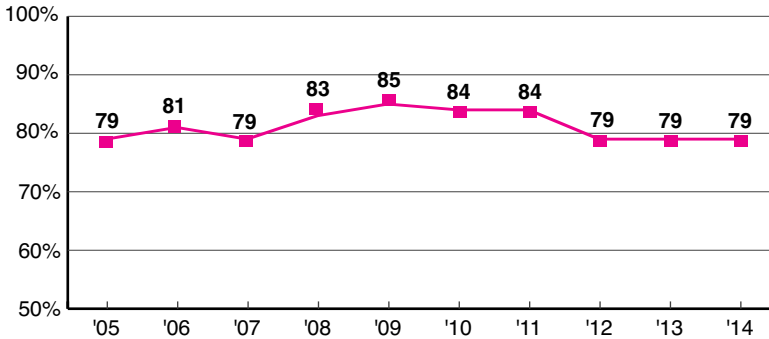


The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2014, the observed statewide safety belt usage rate was 79%, the same as last year.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and media campaigns,

however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 30.7% of those vehicle occupants who died and 54.6% of those who suffered disabling injuries in 2014 crashes were belted.

## Statewide Safety Belt Usage Rate (2005 - 2014)



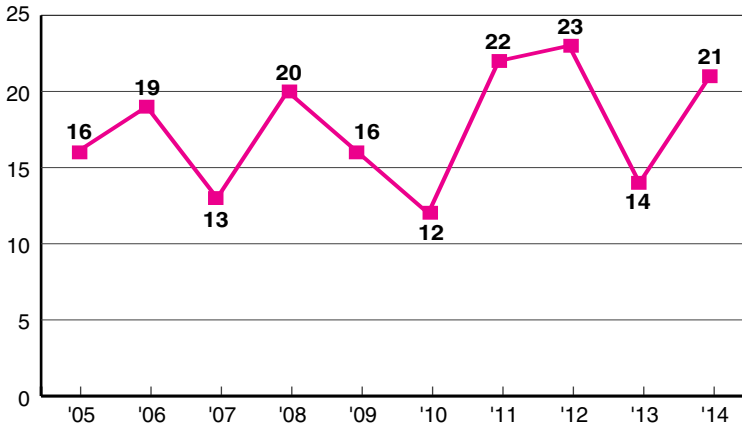
(Figure 20)

## Motorcycle Crashes

Motorcycle registrations and motorcycle crashes had been trending upward over the past decade. In 2014, however, motorcycle registrations actually declined from 2013, the first such decline since 1996. With the stabilization of gasoline prices and the end of the recent recession, fewer people may have been turning to the motorcycle as a cheaper form of transportation than the automobile.

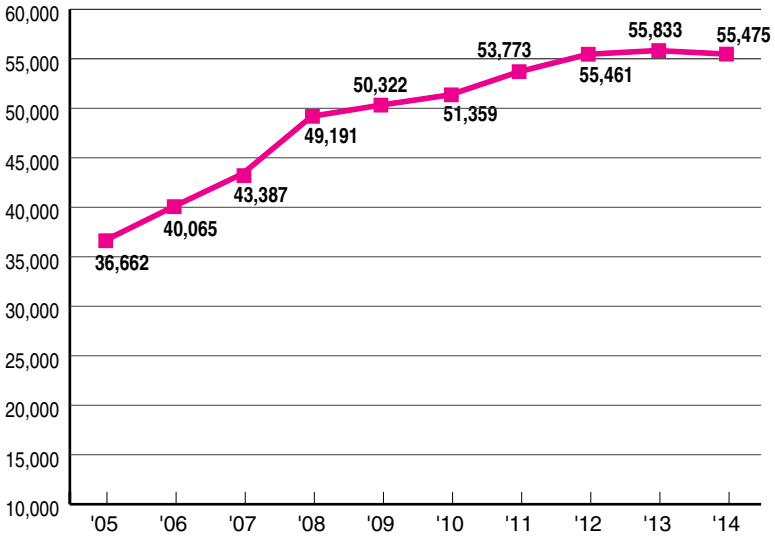
Motorcycle crashes decreased to 535 in 2014, from 550 in 2013, but fatal motorcycle crashes jumped from 14 to 21, an increase of 50%.

## Fatal Motorcycle Crashes (2005 - 2014)



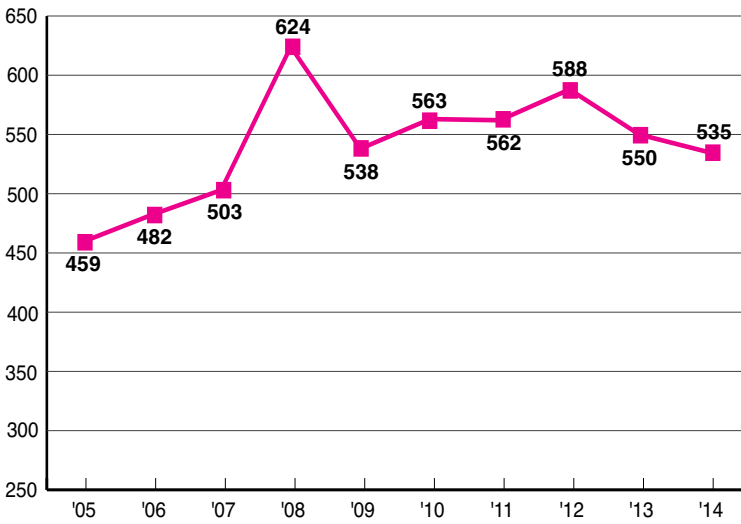
(Figure 21)

### Motorcycle Registrations (2005 - 2014)



(Figure 22)

### All Motorcycle Crashes (2005 - 2014)



(Figure 23)



# Vehicle Body Style

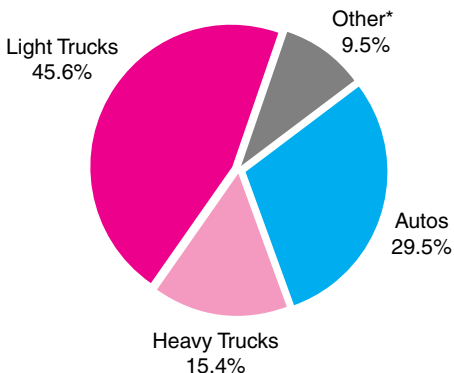
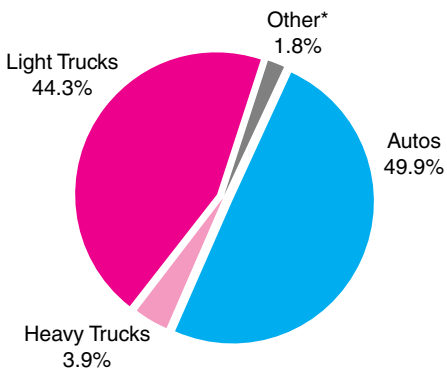
The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes. Motorcycles offer little protection to riders involved in crashes, and heavy trucks 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	229	1	73	155
Semi-trailer truck	1221	32	331	858
Other heavy truck	851	15	244	592
Automobile	26860	90	9952	16818
Van	3454	17	1367	2070
Utility vehicle	11694	50	4362	7282
Pickup truck	8723	72	2959	5692
Motorcycle	552	21	468	63
Motorhome	21	0	2	19
Farm equipment	65	3	14	48
Other	132	4	50	78
Unknown	1375	2	258	1115
— TOTALS —	55177	307	20080	34790

(Table 8)

**All Crashes**  
(Figure 24)

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







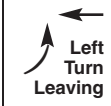


**Fatal Crashes**  
(Figure 25)

\*Other – motorcycles 6.9%, buses .3%, and all others 2.3%.

# Intersection Crashes

## 2014 Type of Multi-Vehicle Collisions at Intersections\*

Total Crashes: 15,024

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	6,357	42.3	40.4
 Rear-end	4,724	31.4	43.2
 Sideswipe	1,037	6.9	19.6
 Sideswipe	113	0.7	20.3
 Left Turn Leaving	2,310	15.4	44.9
 Head-on	74	0.5	43.2
 Backing	401	2.7	10.2
Unknown	8	0.1	37.5
<b>Total</b>	<b>15,024</b>	<b>100%</b>	

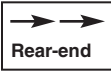

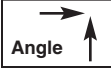


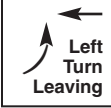

\* Multi-vehicle accidents at intersections comprise 46.4% of all crashes.

# Non-Intersection Crashes

2014

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

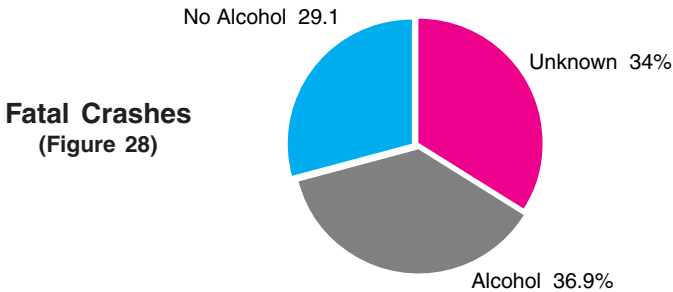
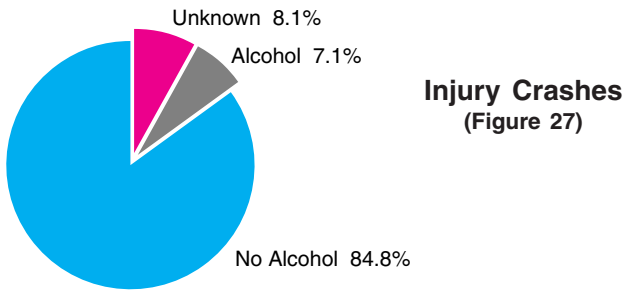
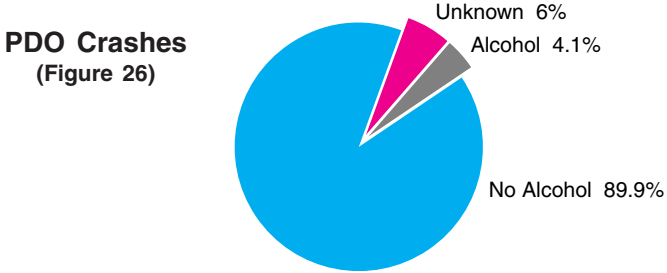
Total Crashes: 5,404

	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	3,100	57.4	40.3
 Head-on	117	2.2	58.1
 Angle	332	6.1	32.5
 Sideswipe	1,111	20.5	19.0
 Sideswipe	353	6.5	41.3
 Left Turn Leaving	19	0.4	36.8
 Backing	363	6.7	9.9
Unknown	9	0.2	11.1
<b>Total</b>	<b>5,404</b>	<b>100%</b>	

\* Multi-vehicle accidents not at intersections comprise 16.7% of all crashes.

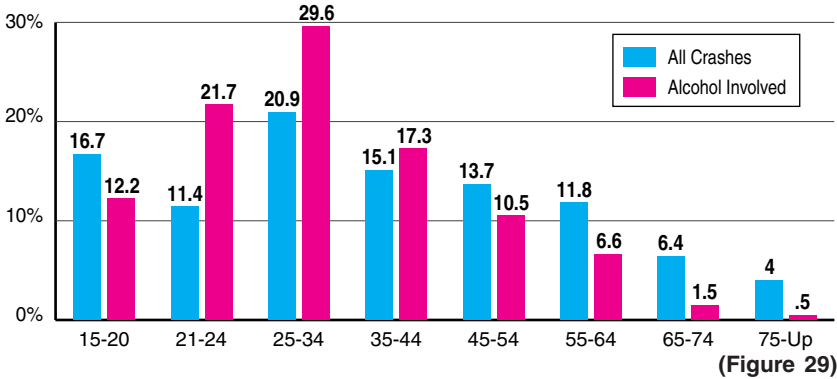
# Alcohol Involvement

Figures 26, 27 and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2014, 36.9% of Nebraska's fatal crashes were alcohol-involved, an increase from the 34.2% recorded in 2013. Since alcohol testing is only required in fatal crashes, the alcohol involvement listed for injury and PDO crashes is probably understated.



# 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 51.3% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 21.7% of alcohol-related crashes but only 11.4% of all crashes. Note that drivers between the ages of 15 and 20 are in 12.2% 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	345	2	4	0	128	2
16	1599	9	4	0	619	5
17	1752	20	6	1	660	7
18	1712	34	7	1	679	19
19	1711	66	8	3	603	29
20	1667	58	5	0	601	21
21	1609	86	9	4	590	40
22	1491	84	8	3	546	29
23	1510	86	11	4	549	29
24	1381	81	12	2	530	41
25 to 34	10991	459	62	21	4248	200
35 to 44	7956	269	40	12	3037	129
45 to 54	7190	163	44	12	2688	79
55 to 64	6208	102	32	5	2291	44
65 to 74	3392	24	31	1	1184	15
75 and older	2109	8	21	1	661	5
Not stated	332	5	0	0	73	2
— TOTALS —	52955	1556	304	70	19687	696

(Table 9)

# Driver Contributing Circumstances

In 2014, there were 32,318 reportable motor vehicle traffic crashes in Nebraska involving 52,955 drivers. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only accidents.

<b>DRIVER CONTRIBUTING CIRCUMSTANCES</b>	<b>TOTAL</b>	<b>FATAL</b>	<b>INJURY</b>	<b>PDO</b>
No improper driving	24927	92	9267	15568
Failed to yield right-of-way	5375	20	2132	3223
Disregarded traffic controls	1725	14	849	862
Exceeded speed limit	143	13	81	49
Speed too fast for conditions	1790	15	564	1211
Made an improper turn	543	0	128	415
Followed too closely	4045	2	1604	2439
Leave lane/run off road	1648	42	585	1021
Operating in erratic manner	2348	25	1003	1320
Swerving or avoiding	594	1	198	395
Visibility obstructed	392	2	111	279
Inattention	3423	7	1097	2319
Mobile phone distraction	141	2	56	83
Distracted - other	611	4	249	358
Fatigued/asleep	331	4	138	189
Defective equipment	183	2	57	124
Other improper action	1422	16	458	948
Unknown	3314	43	1110	2161
— TOTALS —	52955	304	19687	32964

**(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)
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'04	37,227	21,315	254	2.00	1.4	1.5
'05	35,739	19,827	276	1.89	1.4	1.5
'06	32,780	18,424	269	1.72	1.4	1.4
'07	35,895	18,983	256	1.86	1.3	1.3
'08	34,604	17,799	208	1.83	1.1	1.3
'09	34,665	17,775	223	1.81	1.2	1.2
'10	33,212	16,712	190	1.69	1.0	1.1
'11	32,302	16,108	181	1.66	0.9	1.1
'12	30,443	15,872	212	1.58	1.1	1.2
'13	31,377	16,083	211	1.63	1.1	1.1
'14	32,318	15,871	225	1.65	1.1	1.1

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

(Table 11)

## Body Style

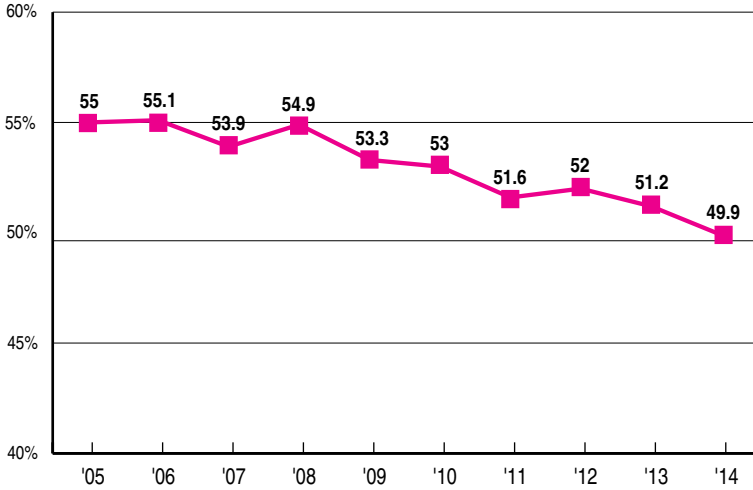
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix, surpassing pickup trucks and vans. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes during the last decade.

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

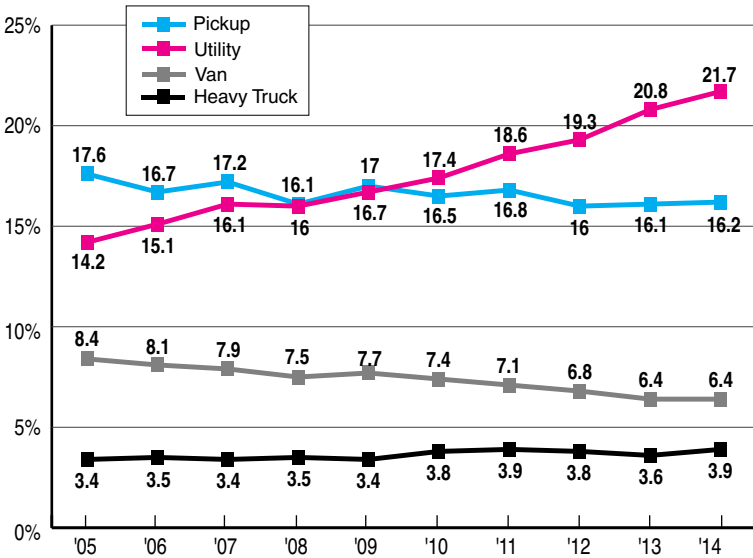


### Passenger Cars in All Crashes (2005 - 2014)



(Figure 30)

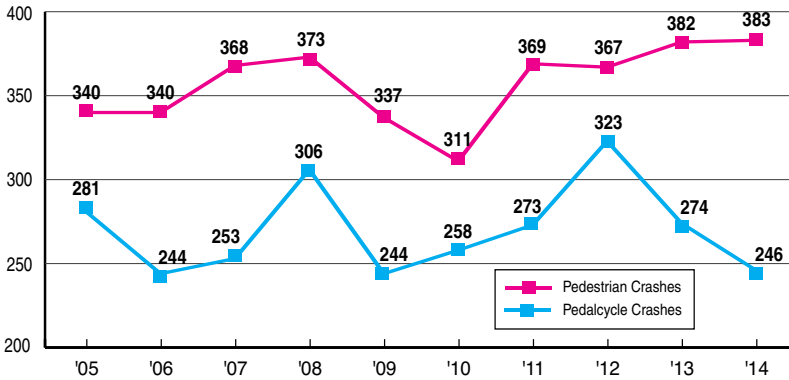
### Truck Types in All Crashes (2005 - 2014)



(Figure 31)

# Pedestrian and Pedalcycle Crashes

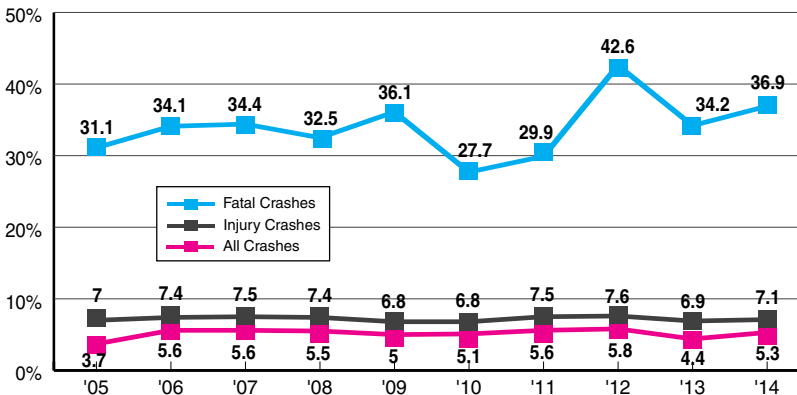
Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle, usually a bicycle, was the first harmful event. Pedestrian crashes increased slightly from 382 in 2013, to 383 in 2014. Fatal pedestrian crashes dropped from 14 in 2013, to 9 in 2014. Pedalcycle crashes continued to decline in 2014, dropping from 274 to 246. There were two fatal pedalcycle crashes in 2014, the same number as in 2013.



(Figure 32)

# Alcohol Involvement in Crashes

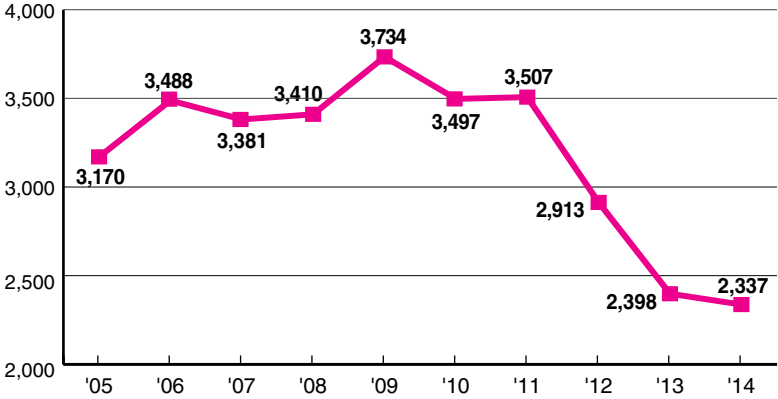
Figure 33 shows the percentage of alcohol involvement in the various types of crashes. Alcohol testing is mandatory in fatal crashes, but optional for injury and property damage only crashes. The percentage of involvement in non-fatal crashes could be misleading as to the extent of alcohol's role in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



(Figure 33)

# Animal Crashes

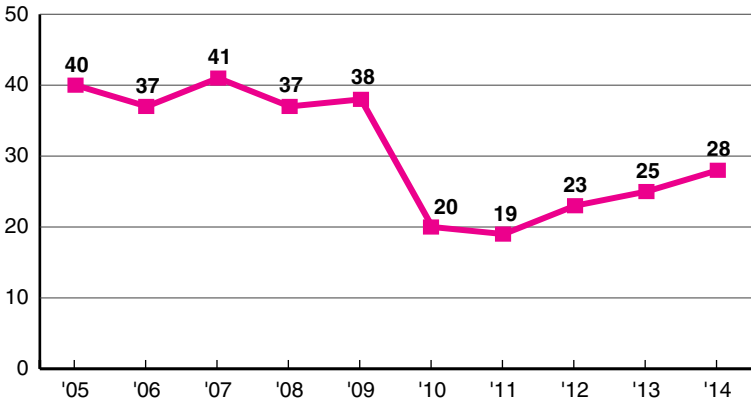
The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2014, animal crashes fell from 2,398 to 2,337. Deer are the most frequently involved animals in motor vehicle/animal crashes.



(Figure 34)

# Railroad Crashes

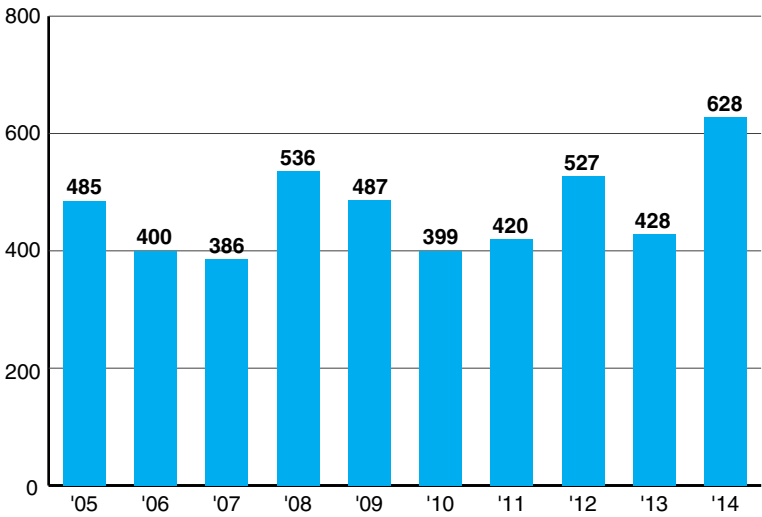
The number of railroad crashes increased in 2014, from 25 to 28. In 2014, three people died in motor vehicle/train crashes in Nebraska.



(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 increased significantly in 2014, from 428 to 628, the highest total recorded since the crash form was changed.



(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](http://www.roads.nebraska.gov)