

State of Nebraska

2009

Traffic Crash Facts

Annual Report

Prepared By
Highway Safety Section
Nebraska Department of Roads

Dave Heineman
Governor

Monty W. Fredrickson, P.E.
Director – State Engineer

NDOR

Nebraska
Department of Roads



Dave Heineman



Monty W. Fredrickson

Motor vehicle crash statistics continued to bring good news to Nebraskans in 2009. Although fatalities increased from the record-breaking low year of 2008, the 223 fatalities recorded during 2009 were still among the lowest in history. In fact, if 2008 had not occurred, 2009 would have been our lowest year for fatalities since 1945. The fatality rate, 1.17 deaths per hundred million vehicle miles traveled, was also one of the lowest on record.

These good results are the culmination of a lot of hard work by many people across the state. Above all, Nebraska drivers should be congratulated for the safe driving habits they demonstrated during the year. In addition to this, 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.

Although this year's news is good, it is important that Nebraska highway safety advocates do not ease up their efforts. Driving a motor vehicle is a dangerous task and we must continue to be vigilant as we use the state's highways.

Drive safely!

A handwritten signature in cursive script that reads "Dave Heineman".

Dave Heineman
Governor

A handwritten signature in cursive script that reads "Monty W. Fredrickson".

Monty W. Fredrickson, P.E.
Director – State Engineer

Table of Contents

	<u>Page No.</u>
Definitions	ii
 Part I - Overview	
Death Rate per 100 Million Vehicle Miles.....	2
Ten-Year Trend in Fatal Crashes	3
All Crashes in Nebraska.....	3
Geographic Summary of Traffic Deaths by County	4
Crash Data by County	5
 Part II - 2009 Data	
Summary - Number of Traffic Crashes	8
First Harmful Event: All and Fatal Crashes	9
Surface Condition: All and Fatal Crashes	11
Type of Roadway: All and Fatal Crashes	12
Day and Time.....	14
Month: All and Fatal Crashes	15
Age: Driver and Casualties.....	16
Sex: Driver	17
Restraint Use.....	18
Motorcycle Crashes.....	19
Body Style: All and Fatal Crashes	21
Intersection Crashes	22
Non-Intersection Crashes.....	23
Alcohol Involvement: PDO, Injury and Fatal Crashes	24
Driver Age and Alcohol Involvement	25
Driver Contributing Circumstances	26
 Part III - Crash Trends	
Motor Vehicle Traffic Crash Information	28
Body Style: Passenger Cars and Truck Types.....	28
Pedestrian/Pedalcycle and	
Alcohol Involvement in Crashes	30
Animal and Railroad Crashes.....	31
Work Zone Crashes	32

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

The data contained in this booklet are based on Reportable Crashes Only as defined below. Definitions of various crash categories are also provided.

Definitions

- Reportable Crash**.....A crash which involves death, injury, or property damage in excess of \$1,000.00 to the property of any one person.
- All Crashes**The total number of reportable motor vehicle crashes including fatal, injury or property damage.
- Fatal Crash**Motor vehicle crash that results in fatal injuries to one or more persons.
- Injury Crash**.....Motor vehicle crash that results in injuries, other than fatal, to one or more persons.
- Property Damage
Only Crash (PDO)**.....Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

Death Rate per 100 Million Vehicle Miles

In 2009, the death rate on Nebraska roadways was 1.2 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2009 is represented in Figure 1. Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

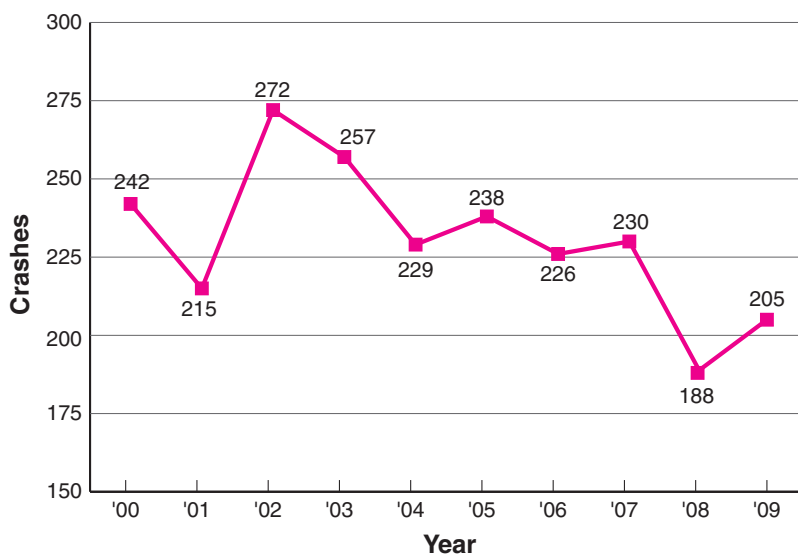
Figure 2 (page 3) depicts the number of fatal crashes per year for the last 10 years. There were 205 fatal crashes in 2009, 17 more than were recorded in 2008.

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 (page 3) shows the percentage distribution of all crash types. In 2009, there were 205 fatal crashes, 12,211 injury crashes, and 22,249 property damage only crashes. Fatal crashes made up .6% of all accidents, and injury and PDO crashes made up 35.2% and 64.2%, respectively.

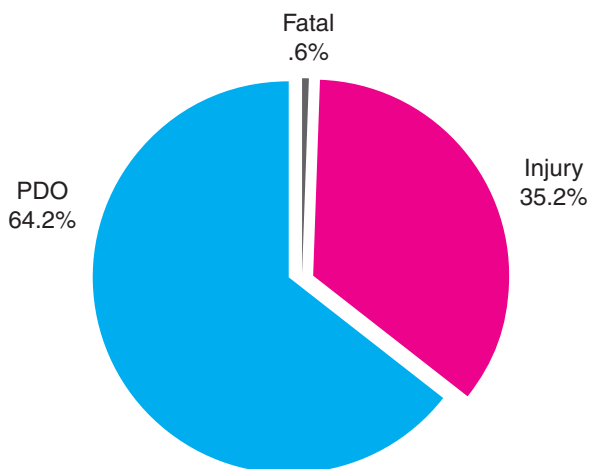
Death Rate Per 100 Million Vehicle Miles (1961-2009)
(Figure 1)



Ten-Year Trend in Fatal Crashes (2000-2009)
(Figure 2)

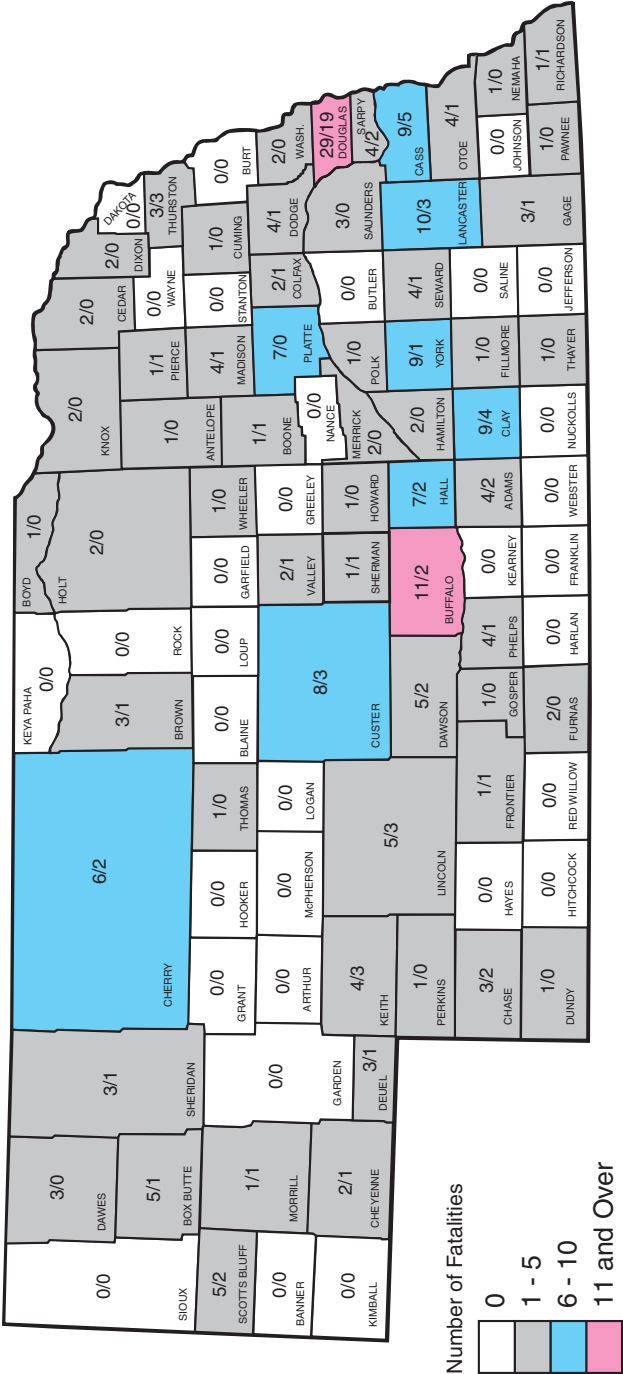


All Crashes in Nebraska (2009)
(Figure 3)



Geographic Summary of Traffic Fatalities by County in 2009

Total Traffic Fatalities - 223 / Traffic Fatalities with Apparent Alcohol Involvement - 80



(Figure 4)

Douglas County, which contains Omaha, the state's largest city, had the highest number of traffic fatalities with 29, followed by Buffalo County with 11, and Lancaster County with 10. Thirty-two counties experienced no fatalities in 2009.

2009 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	643	4	196	443	4	271
Antelope	138	1	48	89	1	69
Arthur	12	0	5	7	0	6
Banner	25	0	13	12	0	17
Blaine	8	0	2	6	0	2
Boone	97	1	23	73	1	35
Box Butte	191	4	55	132	5	85
Boyd	33	1	10	22	1	16
Brown	59	3	10	46	3	17
Buffalo	936	9	296	631	11	428
Burt	116	0	26	90	0	40
Butler	114	0	33	81	0	45
Cass	406	7	117	282	9	183
Cedar	122	2	37	83	2	51
Chase	35	3	16	16	3	23
Cherry	58	5	20	33	6	31
Cheyenne	159	2	46	111	2	64
Clay	109	8	25	76	9	40
Colfax	177	2	54	121	2	83
Cuming	192	1	57	134	1	82
Custer	150	6	51	93	8	84
Dakota	358	0	106	252	0	157
Dawes	161	3	56	102	3	85
Dawson	460	5	151	304	5	246
Deuel	58	3	12	43	3	17
Dixon	78	2	21	55	2	30
Dodge	745	4	241	500	4	373
Douglas	10,026	26	3,783	6,217	29	5,263
Dundy	29	1	9	19	1	14
Fillmore	75	1	27	47	1	41
Franklin	61	0	14	47	0	18
Frontier	49	1	14	34	1	25
Furnas	79	2	16	61	2	17
Gage	487	3	143	341	3	252
Garden	55	0	8	47	0	9
Garfield	19	0	9	10	0	12
Gosper	46	1	10	35	1	17
Grant	8	0	3	5	0	4
Greeley	32	0	6	26	0	14
Hall	1,306	7	450	849	7	709
Hamilton	260	1	63	196	2	104
Harlan	77	0	15	62	0	21
Hayes	21	0	3	18	0	5
Hitchcock	60	0	17	43	0	24
Holt	159	2	45	112	2	71
Hooker	14	0	3	11	0	3

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	118	1	30	87	1	38
Jefferson	217	0	32	185	0	42
Johnson	65	0	32	33	0	44
Kearney	107	0	40	67	0	50
Keith	216	4	62	150	4	97
Keya Paha	18	0	2	16	0	2
Kimball	80	0	26	54	0	45
Knox	101	2	34	65	2	52
Lancaster	5,982	10	2,501	3,471	10	3,641
Lincoln	920	5	305	610	5	487
Logan	19	0	7	12	0	9
Loup	13	0	0	13	0	0
Madison	705	3	233	469	4	325
McPherson	11	0	3	8	0	4
Merrick	166	2	48	116	2	78
Morrill	127	1	30	96	1	45
Nance	61	0	11	50	0	15
Nemaha	111	1	28	82	1	49
Nuckolls	64	0	21	43	0	27
Otoe	214	4	85	125	4	116
Pawnee	49	1	14	34	1	28
Perkins	43	1	14	28	1	19
Phelps	135	4	37	94	4	61
Pierce	94	1	35	58	1	58
Platte	832	7	239	586	7	330
Polk	106	1	22	83	1	32
Red Willow	235	0	62	173	0	88
Richardson	133	1	30	102	1	42
Rock	22	0	3	19	0	4
Saline	263	0	77	186	0	105
Sarpy	2,027	4	840	1,183	4	1,236
Saunders	300	3	128	169	3	188
Scotts Bluff	815	4	311	500	5	460
Seward	365	4	103	258	4	145
Sheridan	93	3	33	57	3	50
Sherman	57	1	11	45	1	13
Sioux	15	0	5	10	0	5
Stanton	43	0	15	28	0	26
Thayer	102	1	34	67	1	51
Thomas	17	1	5	11	1	7
Thurston	101	3	32	66	3	53
Valley	81	2	20	59	2	27
Washington	339	2	100	237	2	146
Wayne	125	0	42	83	0	66
Webster	92	0	15	77	0	19
Wheeler	18	1	2	15	1	3
York	345	6	87	252	9	144
Total	34,665	205	12,211	22,249	223	17,775

Part II
2009 Data

Summary Number of Traffic Crashes

All Crashes	34,665
Property Damage Only (PDO)	22,249
Injury Crashes	12,211
<i>Persons Injured</i>	17,775
Fatal Crashes	205
<i>Fatalities</i>	223
Number of Registered Vehicles in Nebraska	2,204,967
Number of Licensed Drivers in Nebraska	1,380,859
Number of Vehicles in Crashes*	58,138
Number of Drivers in Crashes*	56,081

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

During 2009:

One crash occurred every 15 minutes.
Forty-nine persons were injured each day.
One person was killed every 39 hours.

The economic loss in terms of dollars was \$2,197,703,300**

**Federal Highway Administration Research Report Number, FHWA-RD-91-055, *The Cost of Highway Crashes*, October 1991; Nebraska Department of Roads Accident Data 2000-2005; Adjusted to October 2007 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau of Economic Analysis (2009).

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.

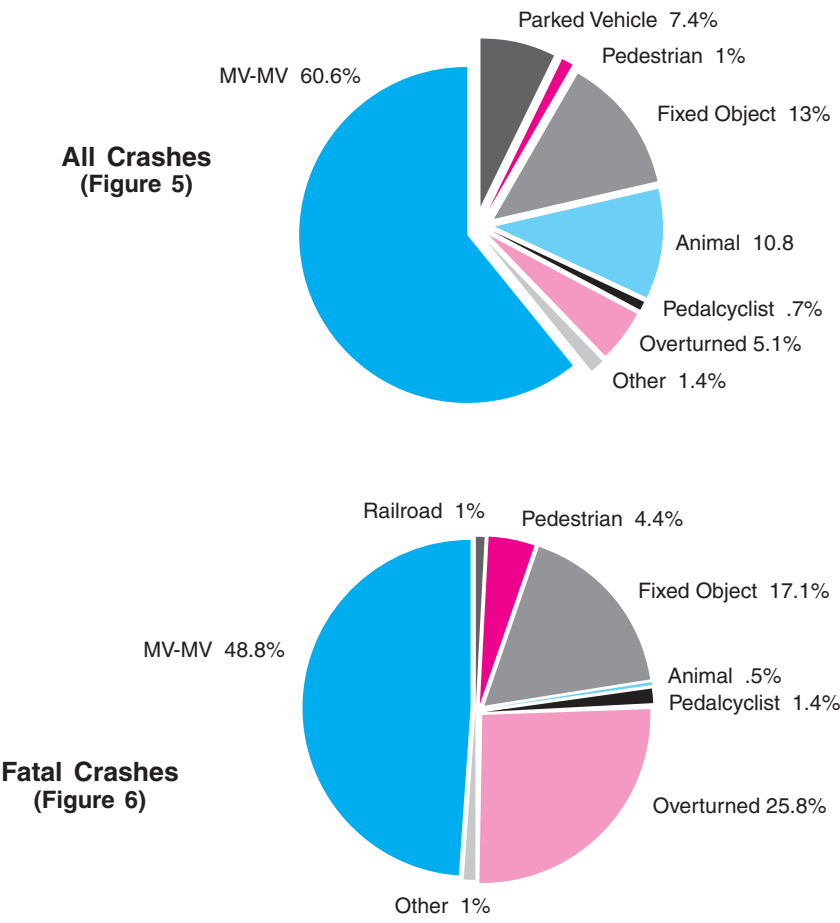


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2009								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
TOTAL	A★						B★	C★		
	Pedestrian	337	9	328	0	9	350	88	135	127
	Motor vehicle in transport	20986	100	8355	12531	110	12895	997	2872	9026
	Parked motor vehicle	2576	1	230	2345	1	273	40	104	129
	Railroad train	38	2	10	26	4	18	9	4	5
	Pedalcyclist	244	3	240	1	3	247	27	137	83
	Animal	3734	1	259	3474	1	309	43	108	158
	Fixed object	4483	35	1587	2861	39	2025	351	827	847
	Other object	160	0	31	129	0	38	5	11	22
	Noncollision overturned	1780	53	1069	658	55	1491	363	625	503
	Other noncollision	276	1	86	189	1	105	17	56	32
	Unknown	51	0	16	35	0	24	4	7	13
	— TOTALS —	34665	205	12211	22249	223	17775	1944	4886	10945

(Table 1)

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

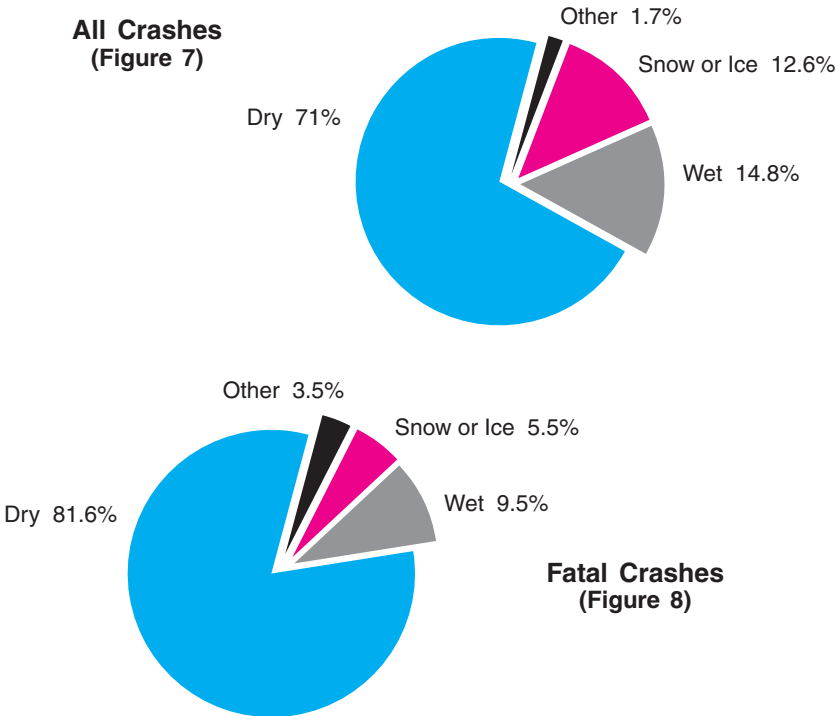
FIRST HARMFUL EVENT		2008								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
TOTAL	A★						B★	C★		
COLLISION INVOLVING	Pedestrian	373	5	364	4	5	377	80	161	136
	Motor vehicle in transport	21096	88	8333	12675	100	12874	993	2904	8977
	Parked motor vehicle	2677	2	233	2442	2	280	23	132	125
	Railroad train	37	1	14	22	1	19	8	4	7
	Pedalcyclist	306	0	303	3	0	310	29	173	108
	Animal	3410	3	279	3128	4	335	40	122	173
	Fixed object	4581	38	1688	2855	40	2111	361	895	855
	Other object	160	0	35	125	0	40	4	14	22
Noncollision overturned		1635	51	992	592	56	1371	296	622	453
Other noncollision		293	0	59	234	0	71	18	27	26
Unknown		36	0	10	26	0	11	2	5	4
— TOTALS —		34604	188	12310	22106	208	17799	1854	5059	10886

(Table 2)

Table 2 provides 2008 data for comparison to 2009. There were 17 more fatal crashes in 2009, as compared to 2008, and the number of deaths resulting from these crashes increased by 15. Both injury crashes and injuries decreased by 99 and 24 respectively. The number of PDO crashes increased by 141.

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 2009.



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

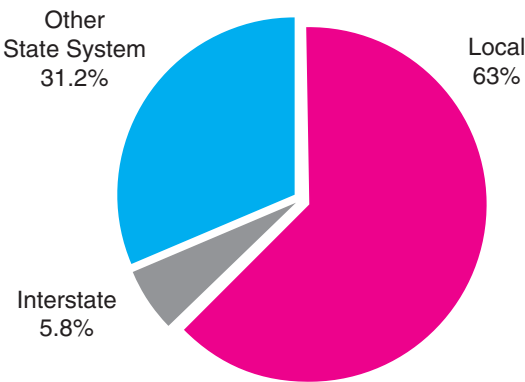
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	24119	164	8815	15140
Wet	4268	19	1632	2617
Snowy or icy	5031	11	1395	3625
Other	566	7	228	331
Not stated	681	4	141	536
— TOTALS —	34665	205	12211	22249

(Table 3)

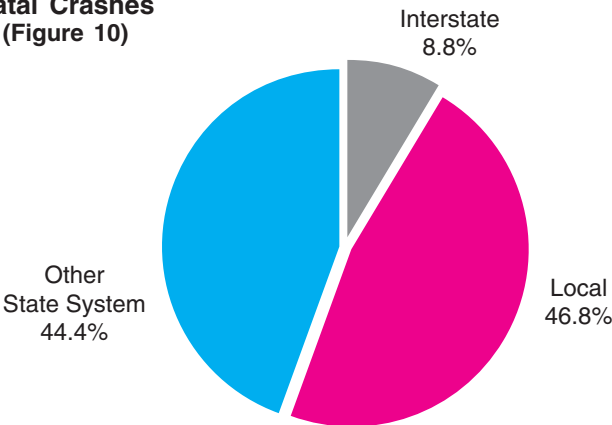
Type of Roadway

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

All Crashes
(Figure 9)



Fatal Crashes
(Figure 10)



ROADWAY		CRASHES				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	846	2	307	537	2	429
	Other State System Highways	5511	15	2235	3261	16	3293
	Local Roads and Streets	17685	33	6199	11453	35	8726
	URBAN SUBTOTAL	24042	50	8741	15251	53	12448
RURAL	Interstate	1151	16	322	813	19	554
	Other State System Highways	5313	76	1492	3745	83	2326
	Local Roads and Streets	4159	63	1656	2440	68	2447
	RURAL SUBTOTAL	10623	155	3470	6998	170	5327
— TOTALS —		34665	205	12211	22249	223	17775

(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 2009. These rates are based on crashes per 100 million vehicle miles driven.

Crashes Per 100 Million Vehicle Miles Traveled

	CRASH SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	.5	16	34.3	50.8
Other State Highways	1.1	46.5	87.4	*135.1
Local Roads and Streets	1.3	109	192.7	303

*rounding

(Table 5)

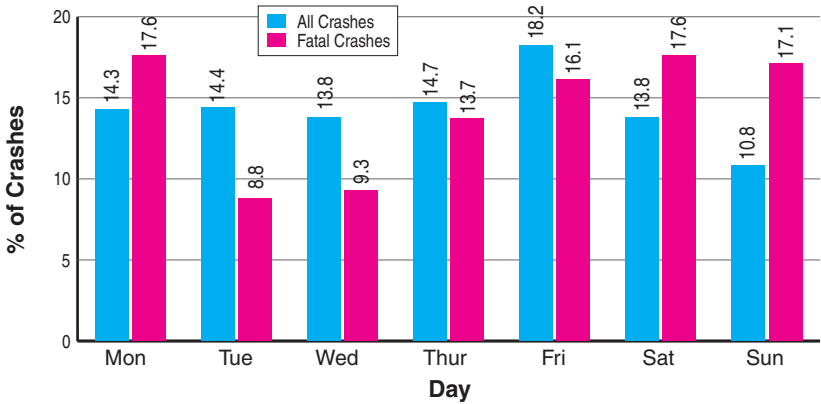
The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

Day and Time

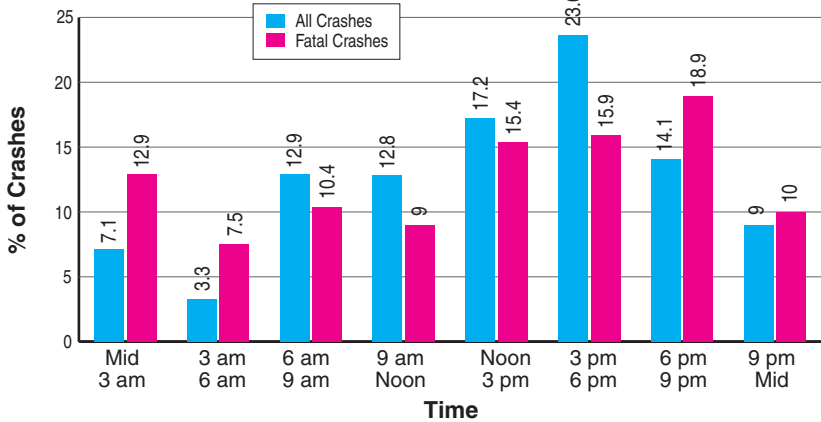
Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest three-hour time period for crashes in 2009 was from 3:00 - 6:00 p.m., when 23.6% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 50.2% 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. Sunday is the lowest day for total crashes, and Saturday the highest day for fatal crashes, recording 17.6% of the total. During 2009, more crashes happened on Friday than on any other day.

Day of Week (Figure 11)



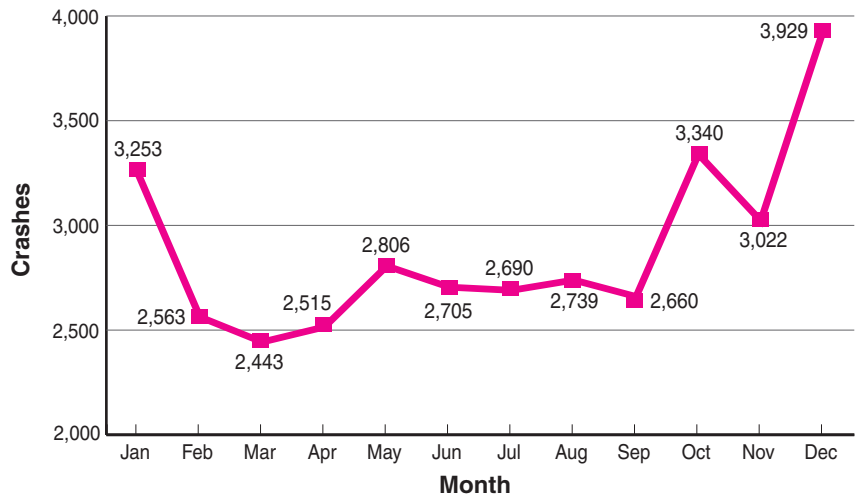
Time of Crash (Figure 12)



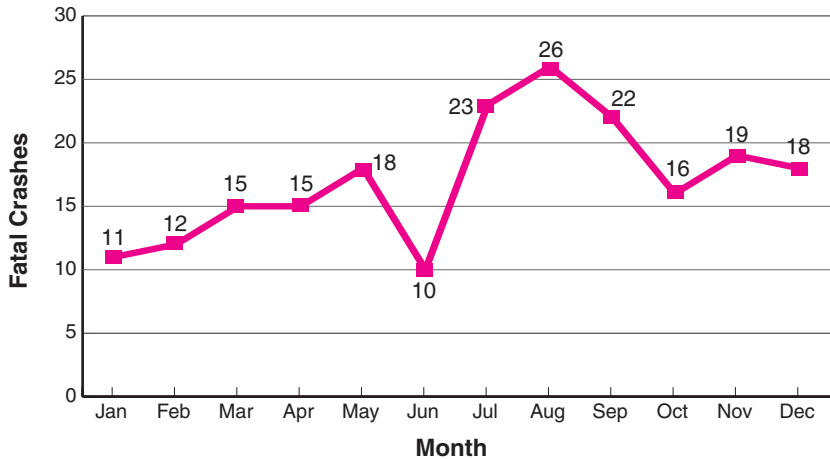
Month

The seasonal cycles of all crashes and fatal crashes are illustrated in Figures 13 and 14. Crashes tend to increase during the late fall and winter as weather conditions worsen. Fatal crashes usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions. The summer months, July to September, had the most fatal crashes in 2009.

All Crashes by Month
(Figure 13)



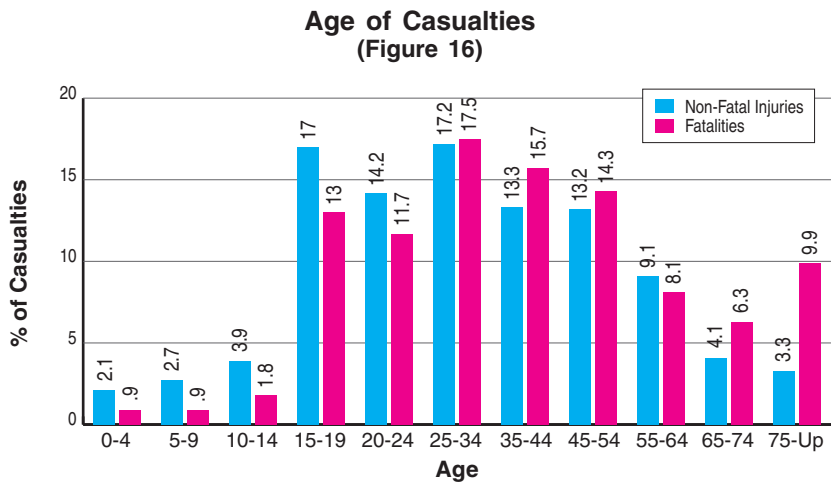
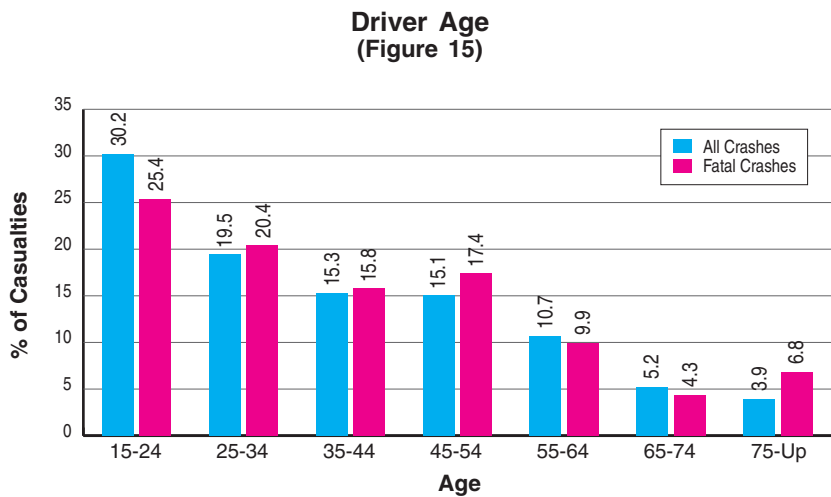
Fatal Crashes by Month
(Figure 14)



Age of Driver

Younger drivers are involved in a disproportionate number of crashes. In 2009, 49.7% 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 both all crashes (30.2%) and fatal crashes (25.4%) during 2009.

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 61.7% of all injuries.



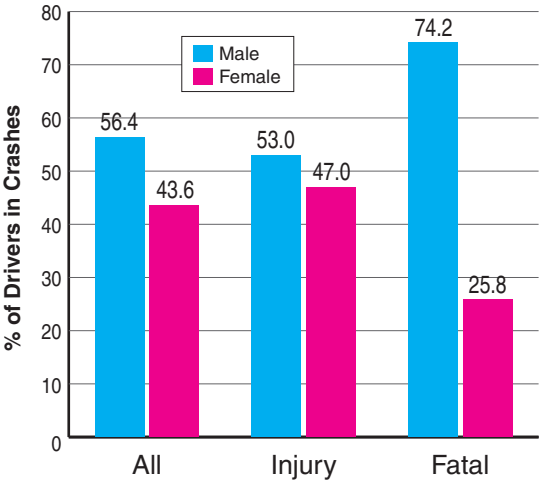
Sex of Driver

(Table 6)

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 56.4% of the drivers in all crashes in Nebraska in 2009, and were involved in 74.2% 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 54.6% of the persons injured or killed in motor vehicle crashes in 2009. (See Table 7).

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	31514	239	11442	19833
Female	24337	83	10152	14102
Not stated	230	1	68	161
– TOTALS –	56081	323	21662	34096



(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	2	0	2	361	182	179	0	0	0	15	7	8
5-9 years	2	1	1	464	218	246	1	0	1	19	9	10
10-14 years	4	4	0	683	322	361	1	1	0	30	14	16
15-19 years	29	15	14	2963	1279	1684	8	3	5	179	107	72
20-24 years	26	21	5	2479	1121	1358	16	12	4	266	175	91
25-34 years	39	29	10	3015	1365	1650	19	16	3	269	171	98
35-44 years	35	22	13	2327	1037	1290	13	9	4	181	114	67
45-54 years	32	23	9	2313	1063	1250	15	11	4	165	106	59
55-64 years	18	13	5	1585	712	873	6	6	0	65	42	23
65-74 years	14	8	6	719	319	400	1	1	0	18	12	6
75 and older	22	12	10	571	256	315	0	0	0	12	7	5
Age not stated	0	0	0	231	117	114	0	0	0	20	13	7
— TOTALS —	223	148	75	17711	7991	9720	80	59	21	1239	777	462

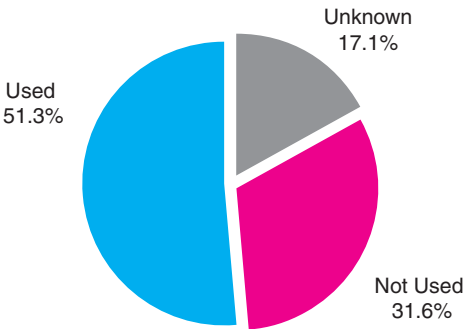
(Table 7)

Restraint Use

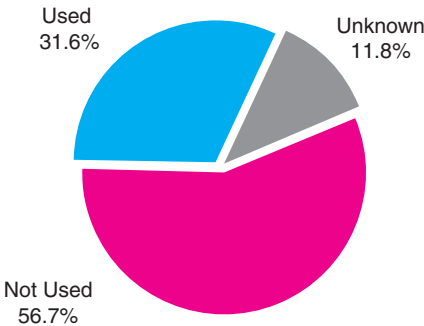
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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

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

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



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

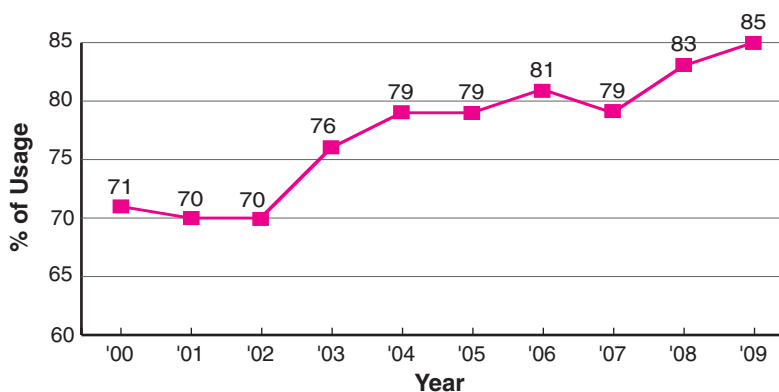


The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2009, the observed statewide safety belt usage rate was 84.8%.

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 31.6% of those vehicle occupants who died and 51.3% of those who suffered disabling injuries in 2009 crashes were belted.

Statewide Safety Belt Usage Rate (2000 - 2009)
(Figure 20)

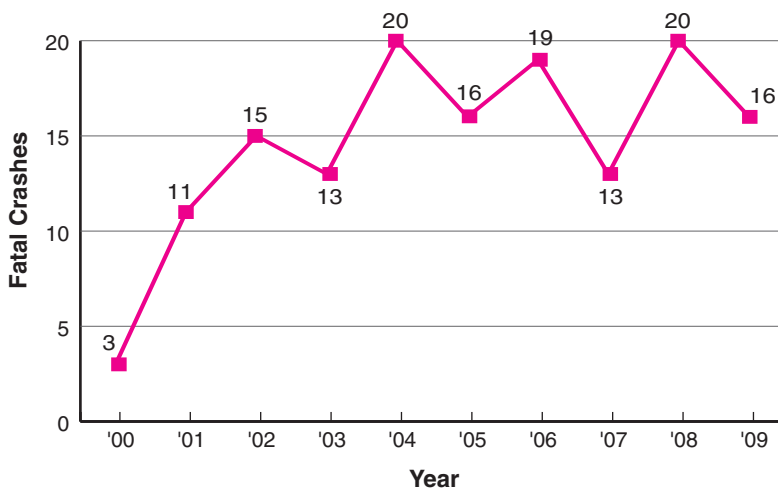


Motorcycle Crashes

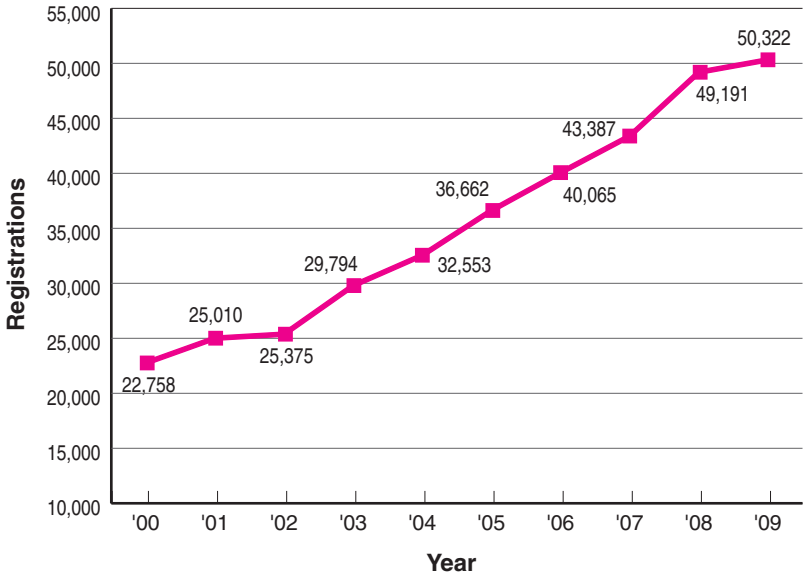
After reaching a post-mandatory helmet law peak in 2008, motorcycle crashes decreased 13.8%, to 538 in 2009. This breaks a string of 10 straight years of increases in motorcycle crashes. Fatal motorcycle crashes also decreased from 20 in 2008, to 16 in 2009.

After a long period of decline, motorcycle registrations more than doubled in the last decade. They continued to rise in 2009, perhaps aided by drivers switching from cars to motorcycles to save on gasoline costs.

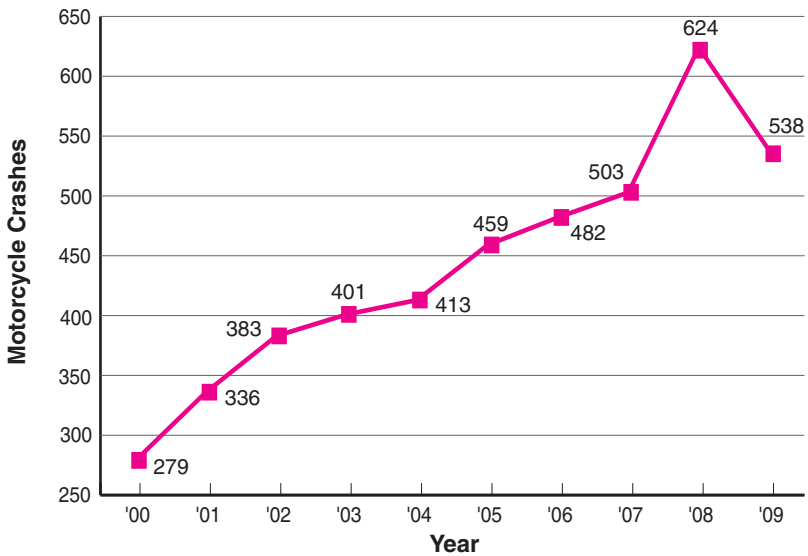
Fatal Motorcycle Crashes (2000 - 2009)
(Figure 21)



Motorcycles Registered (2000 - 2009)
(Figure 22)



All Motorcycle Crashes (2000 - 2009)
(Figure 23)

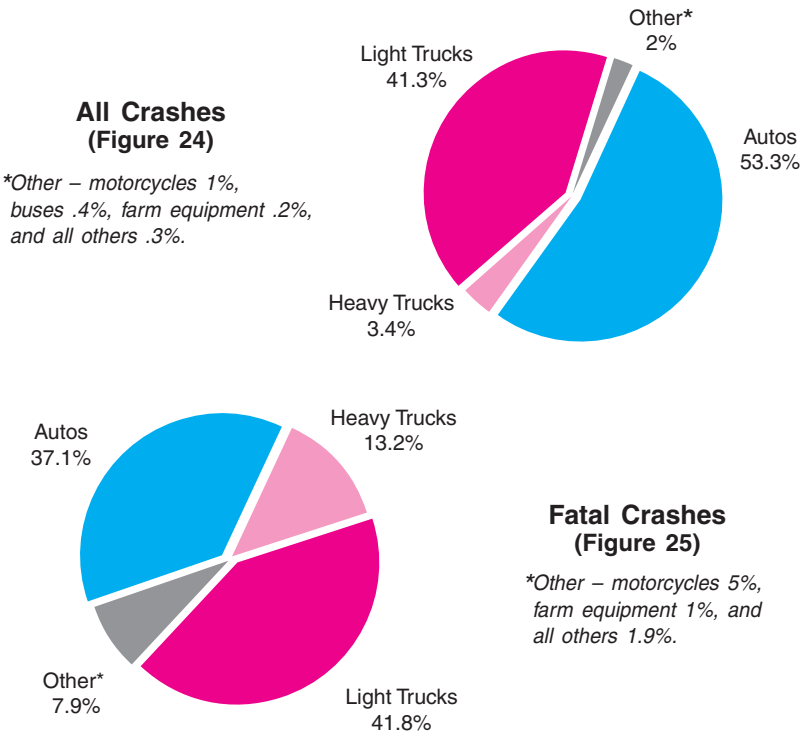


Vehicle Body Style

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.

BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	197	1	63	133
Semi-trailer truck	737	17	210	510
Other heavy truck	1164	25	353	786
Automobile	29416	118	11818	17480
Van	4222	14	1627	2581
Utility vehicle	9223	43	3500	5680
Pickup truck	9347	76	3144	6127
Motorcycle	547	16	472	59
Motorhome	37	0	12	25
Farm equipment	98	3	45	50
Other	155	5	46	104
Unknown	2995	8	746	2241
— TOTALS —	58138	326	22036	35776

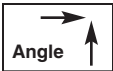
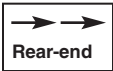
(Table 8)



Intersection Crashes

2009 Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 16,095

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	7,126	44.3	40.7
 Rear-end	5,205	32.3	46.5
 Sideswipe	1,094	6.8	21.5
 Sideswipe	102	.6	37.3
 Left Turn Leaving	2,120	13.2	48.5
 Head-on	58	.4	43.1
	388	2.4	12.4
Unknown	2	0.0	50.0
Total	16,095	100%	

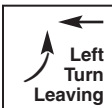
* Multi-vehicle accidents at intersections comprise 46% of all crashes.

Non-Intersection Crashes

2009

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 4,891

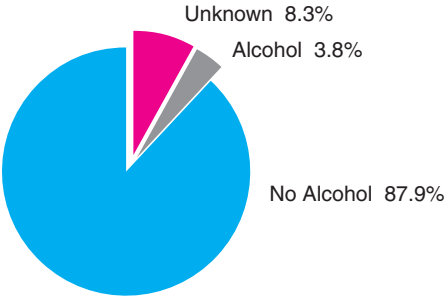
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	2,534	51.8	42.8
 Head-on	150	3.1	65.3
 Angle	451	9.2	33.3
 Sideswipe	1,054	21.6	21.2
 Sideswipe	317	6.5	46.7
 Left Turn Leaving	31	.6	61.3
 Backing	352	7.2	10.2
Unknown	2	0	50.0
Total	4,891	100%	

* Multi-vehicle accidents not at intersections comprise 14% of all crashes.

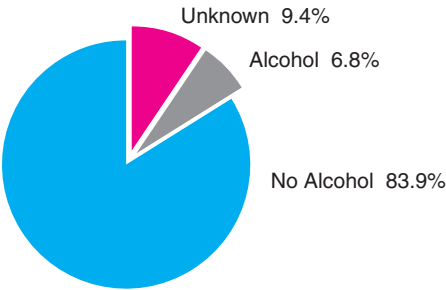
Alcohol Involvement

Figures 26, 27 and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2009, 36.1% of the fatal crashes in Nebraska involved alcohol. This represents an increase from the 32.5% registered in 2008. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

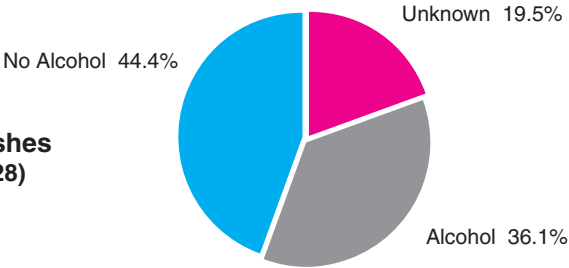
**PDO Crashes
(Figure 26)**



**Injury Crashes
(Figure 27)**



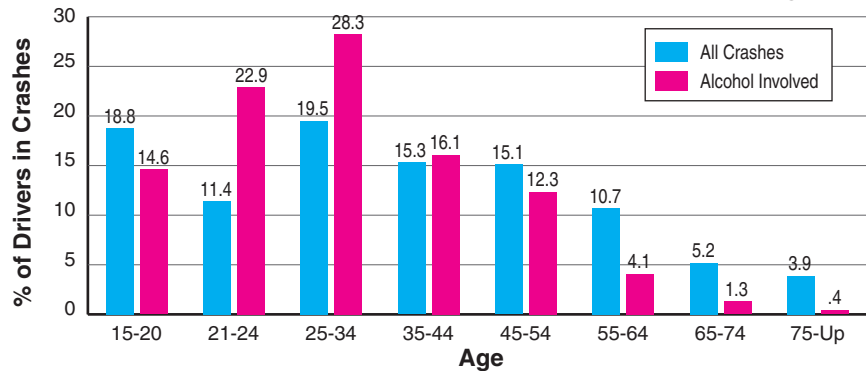
**Fatal Crashes
(Figure 28)**



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 51.2% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 22.9% of alcohol-related crashes but only 11.4% of all crashes. Note that drivers between the ages of 15 and 20 are in 14.6% of alcohol-related crashes, despite the fact that the legal drinking age in Nebraska is 21.

(Figure 29)



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED	ALL CRASHES	ALCOHOL INVOLVED
15 and younger	417	7	8	1	176	3
16	1949	18	12	1	794	7
17	2105	33	10	2	814	14
18	2120	60	13	5	822	29
19	1994	78	4	0	772	37
20	1875	63	8	2	817	32
21	1702	104	5	4	679	46
22	1637	112	10	2	632	55
23	1554	97	7	3	632	45
24	1460	92	5	3	577	45
25 to 34	10847	502	66	21	4265	223
35 to 44	8530	286	51	10	3366	151
45 to 54	8425	218	56	13	3258	108
55 to 64	5927	72	32	4	2167	34
65 to 74	2909	23	14	2	1003	12
75 and older	2179	7	22	0	780	3
Not stated	451	7	0	0	108	3
— TOTALS —	56081	1779	323	73	21662	847

(Table 9)

Driver Contributing Circumstances

In 2009, there were 34,665 reportable motor vehicle traffic crashes in Nebraska involving 56,081 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	26259	112	9848	16299
Failure to yield right-of-way	5785	31	2456	3298
Disregarded traffic controls	1715	15	877	823
Exceeded speed limit	201	6	113	82
Speed too fast for conditions	2304	15	745	1544
Made an improper turn	564	2	154	408
Followed too closely	3668	0	1577	2091
Leave lane/run off road	1603	48	612	943
Operating in erratic manner	2617	21	1171	1425
Swerving or avoiding	756	3	299	454
Visibility obstructed	482	1	162	319
Inattention	3245	8	1145	2092
Mobile phone distraction	155	0	68	87
Distracted - other	317	1	140	176
Fatigued/asleep	271	2	150	119
Defective equipment	182	1	67	114
Other improper action	1681	18	644	1019
Unknown	4276	39	1434	2803
— TOTALS —	56081	323	21662	34096

(Table 10)

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)
'95	46,436	30,410	254	2.94	1.6	1.7
'96	47,371	30,758	293	2.93	1.8	1.7
'97	47,997	30,311	302	2.86	1.8	1.6
'98	48,183	30,655	315	2.80	1.8	1.6
'99	48,217	29,905	295	2.74	1.7	1.5
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'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*
Million Vehicle Miles (MVM)				Hundred Million Vehicle Miles (HMVM)		

*preliminary

(Table 11)

Body Style

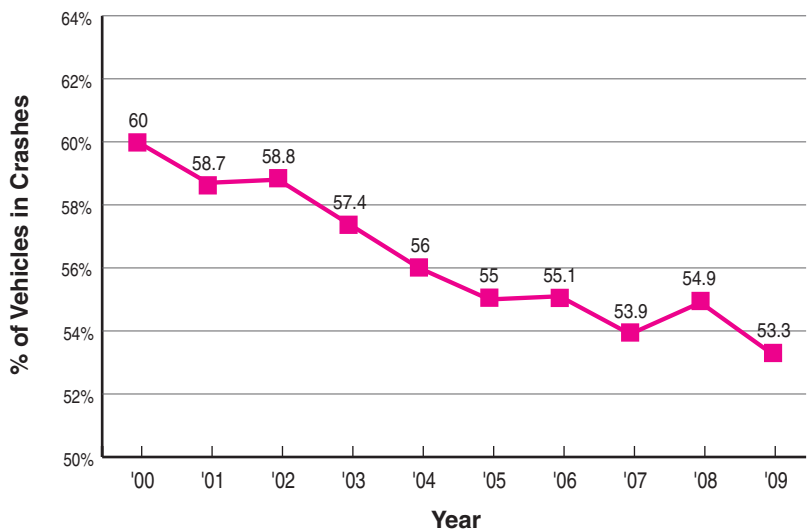
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

Utility vehicles have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in crashes have all shown recent growth. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends in the percentage of various truck types involved in crashes since 2000.

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

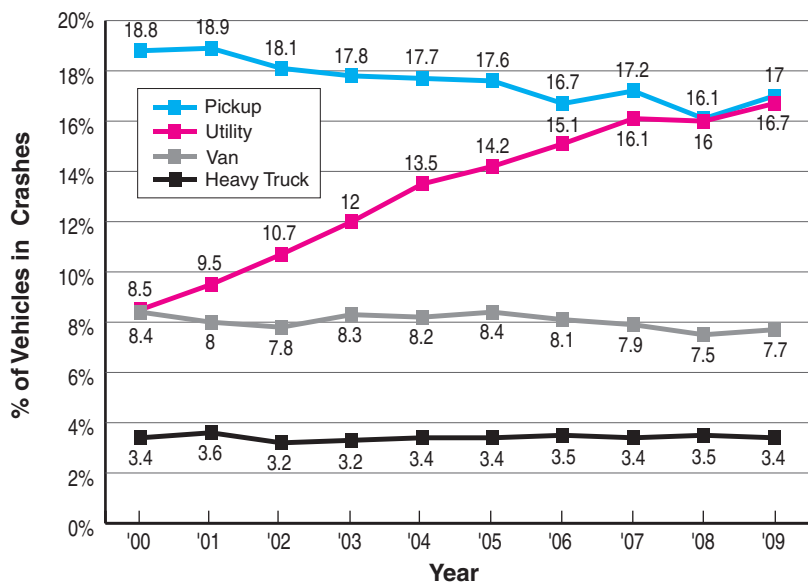
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

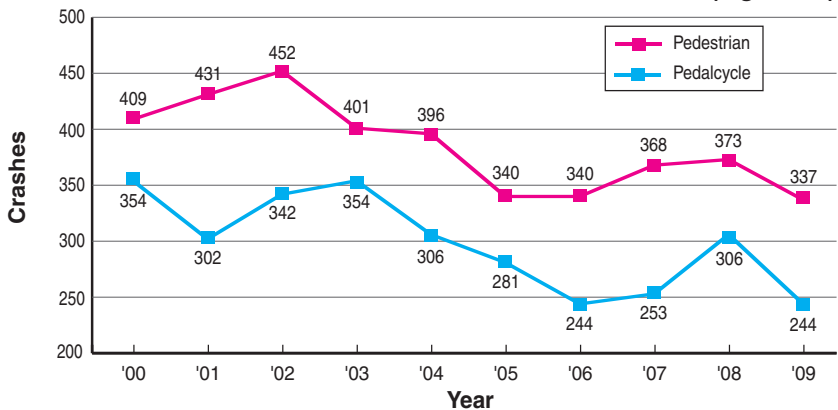
(Figure 31)



Pedestrian and Pedalcycle Crashes

Figure 32 represents the number of crashes where a collision with a pedestrian or pedalcycle was the first harmful event. These crashes cover the last 10 years. Pedestrian crashes dropped from 373 in 2008, to 337 in 2009. The number of fatal pedestrian crashes increased to nine. Pedalcycle crashes decreased to 244 in 2008, from 306 in 2008. There were three fatal pedalcycle crashes in 2009.

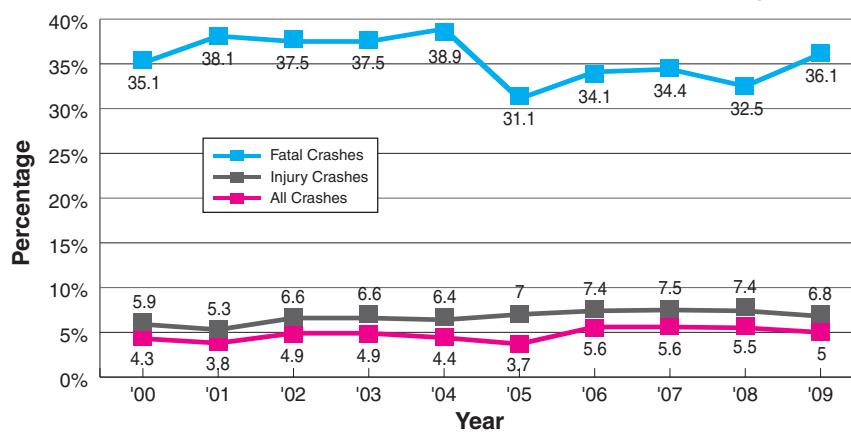
(Figure 32)



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.

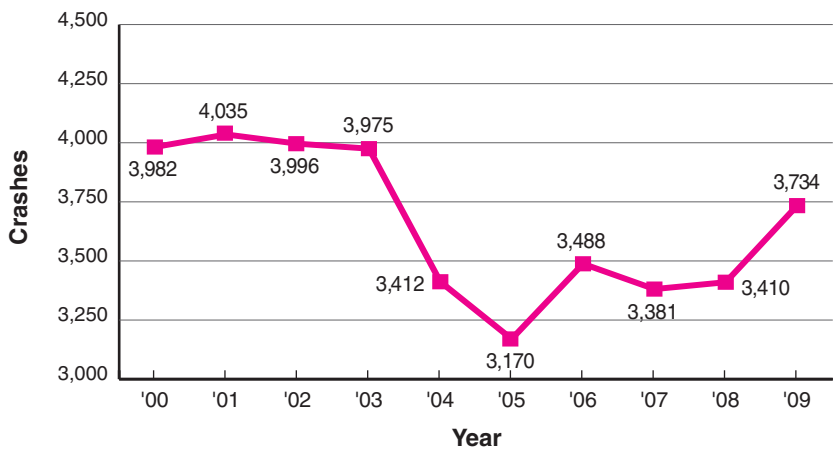
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2009, animal crashes rose from 3,410 to 3,734. Deer are the most frequently involved animals in motor vehicle/animal crashes.

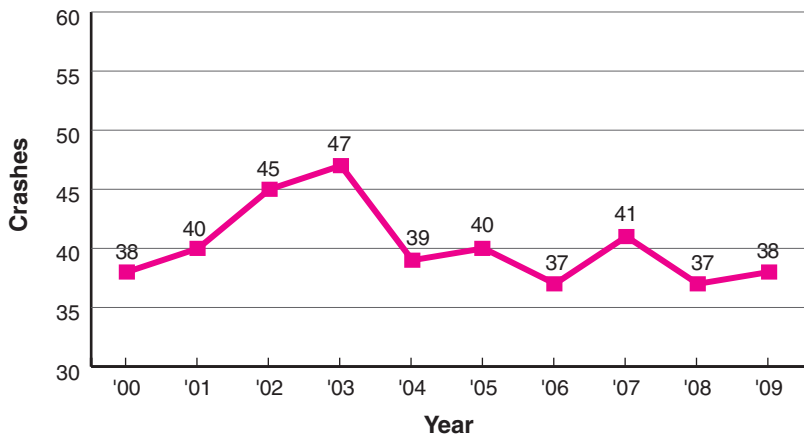
(Figure 34)



Railroad Crashes

The number of railroad crashes increased slightly in 2009, from 37 to 38. In 2009, four people died in motor vehicle/train crashes in Nebraska.

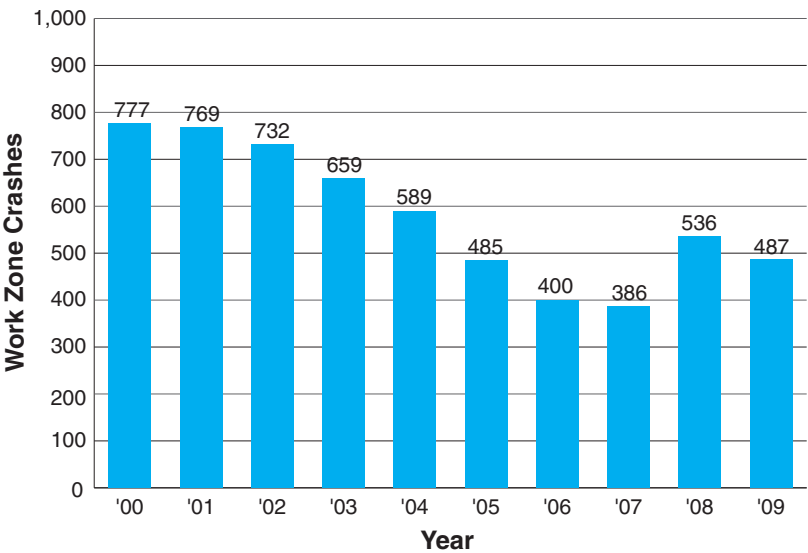
(Figure 35)



Work Zone Crashes

Drivers need to be particularly alert when going through highway work zones. When a road is not in its usual condition due to construction, it is a good idea to slow down. Fines for speeding double in work zones when workers are present. Work zone crashes are dangerous to both highway workers and motorists. Most work zone crashes are rear-end collisions, resulting from speeding or inattentive driving. Work zone crashes dropped in 2009, after rising last year for the first time in a decade.

(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.transportation.nebraska.gov

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

PRSRT STD
U.S. POSTAGE
PAID
LINCOLN, NE
PERMIT NO. 212

Address Service Requested