State of Nebraska

2007

Traffic Crash Facts

Annual Report

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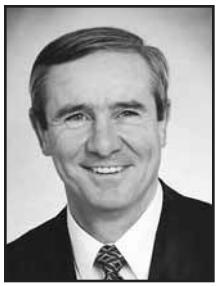


John L. Craig

Fellow Nebraskans:

Driving is inherently dangerous. The societal cost of crashes in Nebraska is estimated to be over $2 billion a year. As such, a Strategic Highway Safety Plan (SHSP) has been developed under the leadership of the Department of Roads. The chief executives of the Department of Roads, State Patrol, Department of Motor Vehicles, State Chief Medical Officer, League of Municipalities and Association of County Officials have provided the leadership as partners in this endeavor. This plan, in conjunction with many partners, is being actively implemented. Since nearly all crashes are a result of improper driving behavior, the individual driver is the most important component and partner.

The goal of the SHSP is to reduce fatalities to 1.0 per hundred million vehicle miles traveled, or less, by 2011. This rate has been reduced from 1.8 in 1998 to 1.3 in 2007. We are on track to meet this goal, but must continue to be vigilant.

As our collective public-private efforts continue to move forward through the SHSP, the single most important component is driver behavior. The single most important thing each of us can do in our own self-interest, and to achieve our goal, is for all vehicle occupants to fasten their seat belts.

We have made progress, but there is still more work to do. Remember that driving is dangerous and the enemy of safety is complacency. Each of us is responsible for our own driving behavior.

Please drive safely!

Dave Heineman
Governor

John L. Craig
Director

Table of Contents

(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.

In 2004, the reporting threshold for property damage crashes increased from $500 to $1,000. This fact should be considered when assessing changes from previous years' data.

Part I

Overview

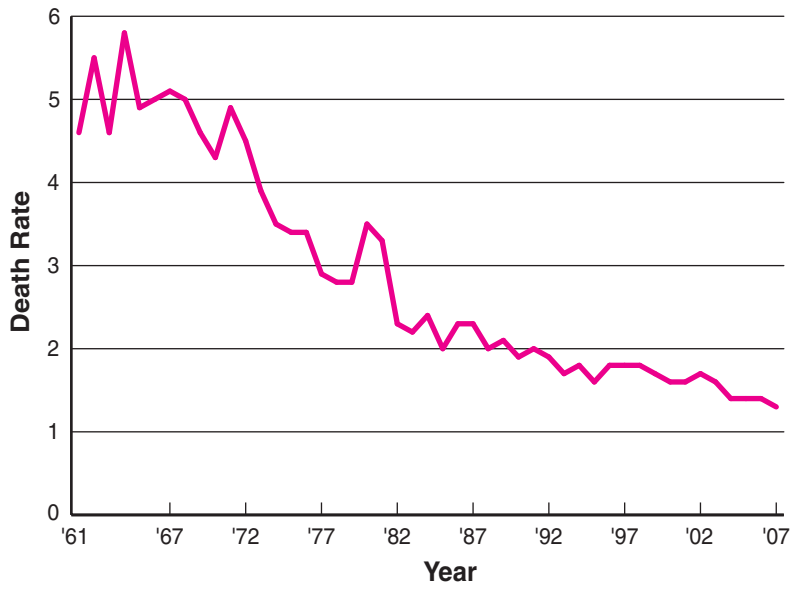
Death Rate per 100 Million Vehicle Miles

In 2007, the death rate on Nebraska roadways was 1.3 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2007 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.

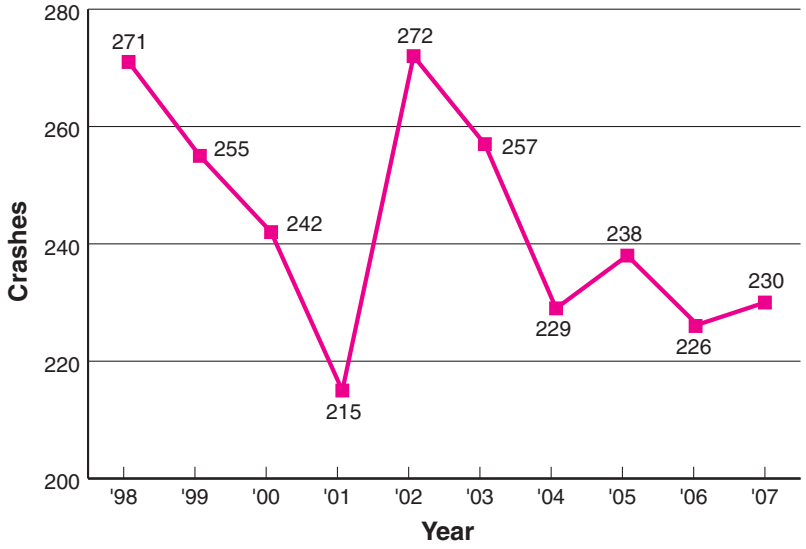
Figure 2 (page 3) depicts the number of fatal crashes per year for the last ten years. There were 230 fatal crashes in 2007, four more than were recorded in 2006.

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 2007, there were 230 fatal crashes, 12,929 injury crashes, and 22,716 property damage only crashes. Fatal crashes made up .6% of all accidents, and injury and PDO crashes made up 36% and 63.3%, respectively.

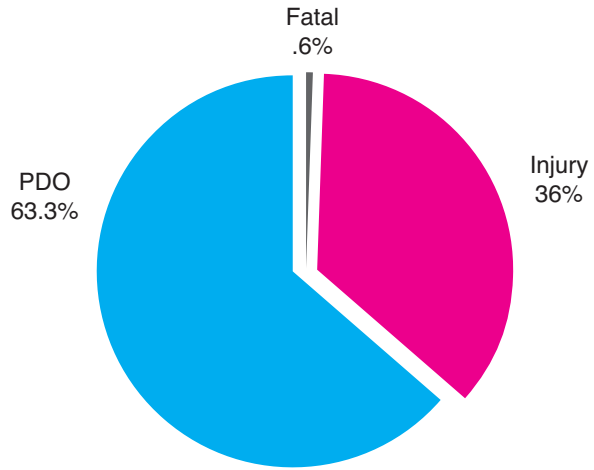
Death Rate Per 100 Million Vehicle Miles (1961-2007)
(Figure 1)



Ten-Year Trend in Fatal Crashes (1998-2007)
(Figure 2)

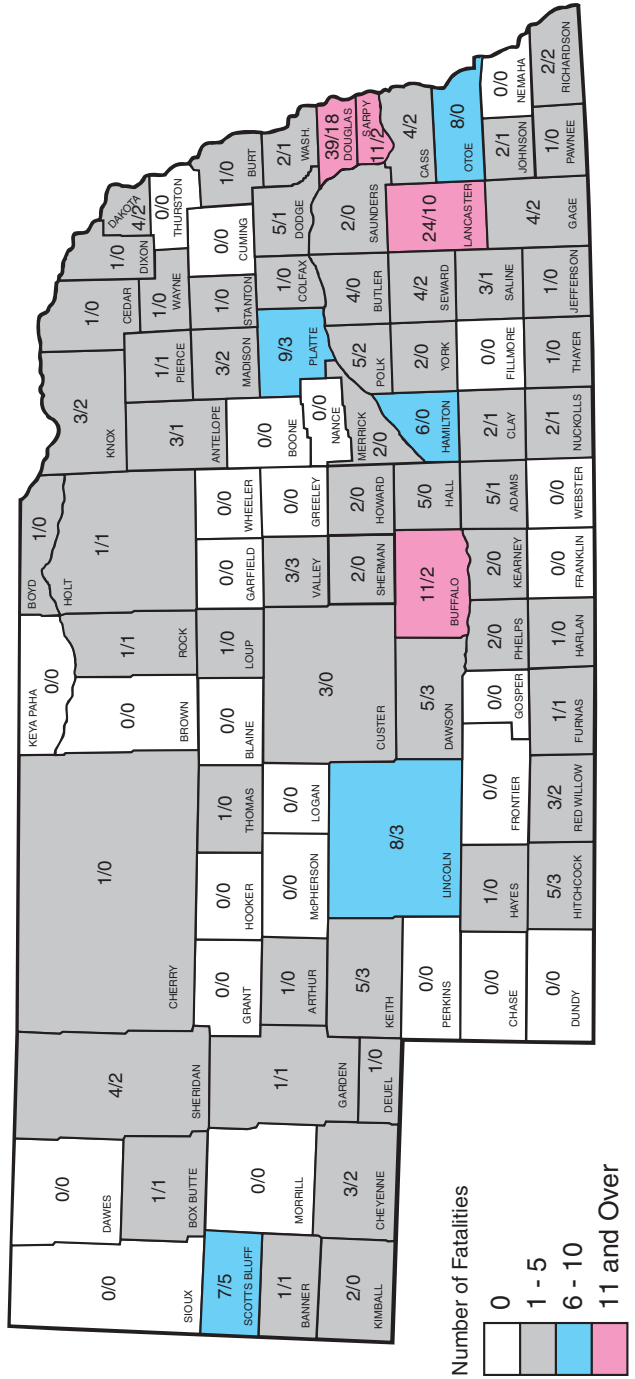


All Crashes in Nebraska (2007)
(Figure 3)



Geographic Summary of Traffic Fatalities by County in 2007

Total Traffic Fatalities - 256 / Traffic Fatalities with Apparent Alcohol Involvement - 92



Douglas County, which contains Omaha, the state's largest city, had the highest number of traffic fatalities with 39, followed by Lancaster County with 24, and Sarpy and Buffalo Counties with 11. Twenty-six counties experienced no fatalities in 2007.

2007 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	638	5	203	430	5	285
Antelope	130	3	33	94	3	40
Arthur	11	1	3	7	1	4
Banner	16	1	8	7	1	10
Blaine	4	0	2	2	0	4
Boone	84	0	30	54	0	50
Box Butte	206	1	59	146	1	77
Boyd	25	1	6	18	1	11
Brown	53	0	18	35	0	22
Buffalo	974	9	297	668	11	421
Burt	83	1	29	53	1	48
Butler	109	3	31	75	4	48
Cass	409	4	129	276	4	186
Cedar	124	1	43	80	1	80
Chase	38	0	12	26	0	14
Cherry	74	1	30	43	1	46
Cheyenne	180	3	63	114	3	91
Clay	104	2	38	64	2	59
Colfax	169	1	38	130	1	56
Cuming	144	0	60	84	0	80
Custer	208	2	55	151	3	77
Dakota	313	4	110	199	4	160
Dawes	149	0	43	106	0	68
Dawson	456	5	126	325	5	189
Deuel	66	1	25	40	1	35
Dixon	64	1	25	38	1	35
Dodge	647	4	265	378	5	384
Douglas	10762	35	4265	6462	39	6163
Dundy	26	0	5	21	0	6
Fillmore	72	0	27	45	0	34
Franklin	71	0	16	55	0	16
Frontier	53	0	18	35	0	28
Furnas	83	1	29	53	1	41
Gage	498	4	154	340	4	202
Garden	49	1	11	37	1	23
Garfield	16	0	4	12	0	4
Gosper	50	0	15	35	0	20
Grant	13	0	6	7	0	7
Greeley	27	0	10	17	0	16
Hall	1332	4	445	883	5	694
Hamilton	254	5	59	190	6	116
Harlan	70	1	22	47	1	39
Hayes	21	1	7	13	1	11
Hitchcock	57	3	13	41	5	21
Holt	148	1	41	106	1	66
Hooker	11	0	3	8	0	5

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	117	2	36	79	2	62
Jefferson	209	1	27	181	1	36
Johnson	64	2	23	39	2	41
Kearney	110	2	36	72	2	47
Keith	222	3	63	156	5	89
Keya Paha	15	0	5	10	0	6
Kimball	91	2	24	65	2	38
Knox	82	3	23	56	3	39
Lancaster	6560	22	2688	3850	24	3814
Lincoln	932	7	297	628	8	449
Logan	14	0	6	8	0	7
Loup	8	1	0	7	1	1
Madison	630	3	212	415	3	294
McPherson	9	0	2	7	0	2
Merrick	154	2	55	97	2	79
Morrill	111	0	33	78	0	47
Nance	51	0	28	23	0	40
Nemaha	112	0	29	83	0	43
Nuckolls	63	2	20	41	2	31
Otoe	265	6	89	170	8	149
Pawnee	35	1	9	25	1	19
Perkins	48	0	19	29	0	30
Phelps	160	1	56	103	2	85
Pierce	119	1	40	78	1	49
Platte	717	9	213	495	9	305
Polk	94	5	25	64	5	36
Red Willow	226	2	52	172	3	66
Richardson	139	1	33	105	2	51
Rock	24	1	1	22	1	1
Saline	275	3	67	205	3	100
Sarpy	2212	11	848	1353	11	1353
Saunders	266	2	106	158	2	179
Scotts Bluff	805	5	306	494	7	462
Seward	355	4	93	258	4	145
Sheridan	102	3	28	71	4	54
Sherman	46	2	14	30	2	23
Sioux	27	0	10	17	0	10
Stanton	64	1	25	38	1	45
Thayer	103	1	30	72	1	49
Thomas	19	1	5	13	1	7
Thurston	84	0	31	53	0	52
Valley	91	3	13	75	3	17
Washington	350	2	117	231	2	185
Wayne	132	1	40	91	1	59
Webster	105	0	17	88	0	23
Wheeler	14	0	10	4	0	11
York	353	2	94	257	2	161
Total	**35875**	**230**	**12929**	**22716**	**256**	**18983**

Part II
2007 Data

Summary
Number of Traffic Crashes

All Crashes	35,875
Property Damage Only (PDO)	22,716
Injury Crashes	12,929
Persons Injured	*18,983*
Fatal Crashes	230
Fatalities	*256*
Number of Registered Vehicles in Nebraska	2,148,061
Number of Licensed Drivers in Nebraska	1,363,094
Number of Vehicles in Crashes*	60,355
Number of Drivers in Crashes*	58,178

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

During 2007:

One crash occurred every 15 minutes.
Fifty-two persons were injured each day.
One person was killed every 34 hours.

The economic loss in terms of dollars was $2,362,621,000**

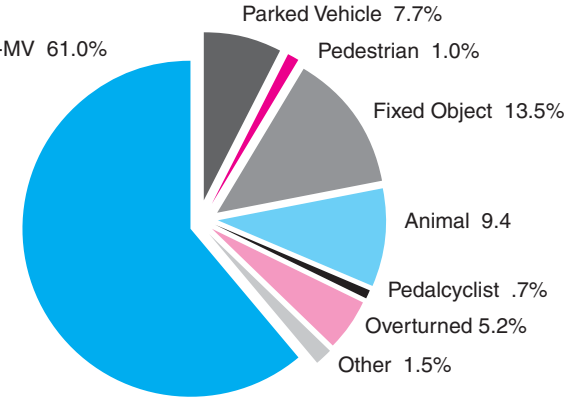
**Federal Highway Administration Research Report Number, FHWA-RD-91-055, *The Cost of Highway Crashes,* October 1991; Nebraska Department of Roads Accident Data 2000-2005; Adjusted to October 2007 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau of Economic Analysis (2008).

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)

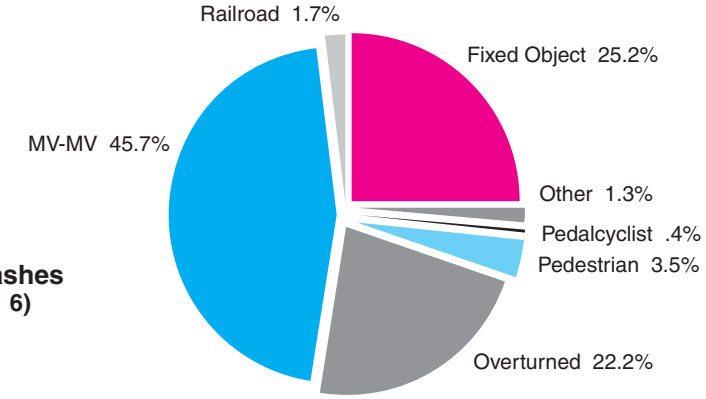


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT		2007								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★ PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	368	8	359	1	8	393	90	151	152
	Motor vehicle in transport	21867	105	8842	12920	120	13725	1033	3143	9549
	Parked motor vehicle	2756	0	245	2511	0	300	31	131	138
	Railroad train	41	4	17	20	6	21	4	8	9
	Pedalcyclist	253	1	249	3	1	252	20	155	77
	Animal	3381	1	259	3121	1	308	22	123	163
	Fixed object	4845	58	1729	3058	62	2224	389	917	918
	Other object	173	0	29	144	0	32	3	11	18
Noncollision overturned		1860	51	1123	686	56	1640	363	712	565
Other noncollision		305	1	66	238	1	76	18	35	23
Unknown		26	1	11	14	1	12	3	5	4
— TOTALS —		35875	230	12929	22716	256	18983	1976	5391	11616

(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 (Current Year)		2006								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	★★ PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	340	8	329	3	8	344	83	124	137
	Motor vehicle in transport	19904	95	8635	11174	126	13489	1009	3191	9289
	Parked motor vehicle	2384	7	233	2144	7	281	41	127	113
	Railroad train	37	4	18	15	4	22	5	10	7
	Pedalcyclist	244	2	241	1	2	245	32	128	85
	Animal	2488	4	262	3222	4	322	34	131	157
	Fixed object	3776	46	1385	2345	51	1769	309	806	654
	Other object	147	0	38	109	0	42	3	16	23
Noncollision overturned		2197	56	1264	877	63	1831	432	779	620
Other noncollision		258	4	65	189	4	77	17	33	27
Unknown		5	0	1	4	0	2	0	2	0
— TOTALS —		32780	226	12471	20083	269	18424	1965	5347	11112

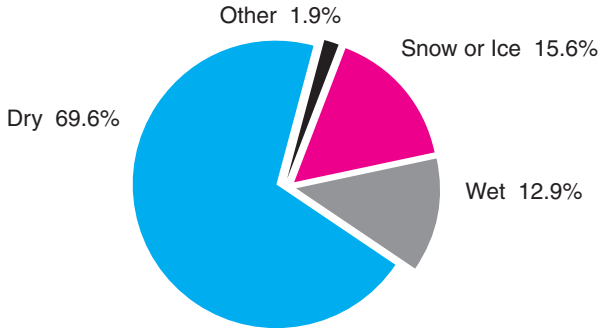
(Table 2)

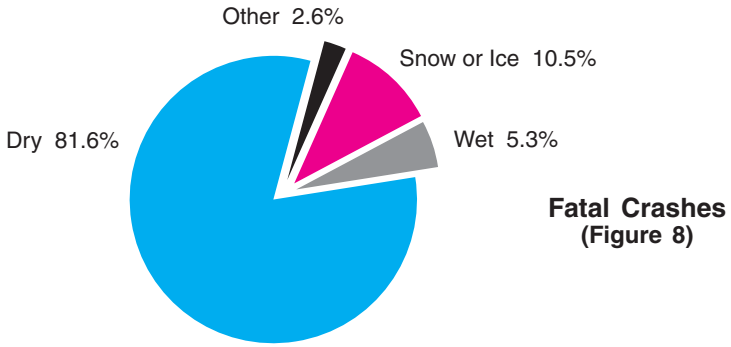
Table 2 provides 2006 data for comparison to 2007. There were 4 more fatal crashes in 2007, as compared to 2006, but the number of deaths resulting from these crashes decreased by 13. Both injury crashes and injuries increased, by 458 and 559 respectively. The number of PDO crashes increased by 2,633.

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. There was a significant decline in slick road crashes during 2007, especially on snowy or icy roadways.

All Crashes
(Figure 7)





Fatal Crashes
(Figure 8)

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

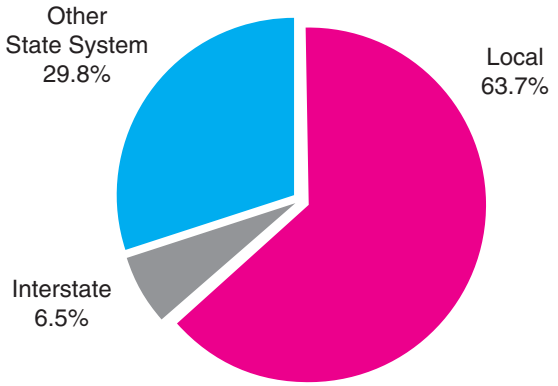
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	23489	186	9024	14279
Wet	4367	12	1705	2650
Snowy or icy	5265	24	1525	3716
Other	641	6	267	368
Not stated	2113	2	408	1703
— TOTALS —	35875	230	12929	22716

(Table 3)

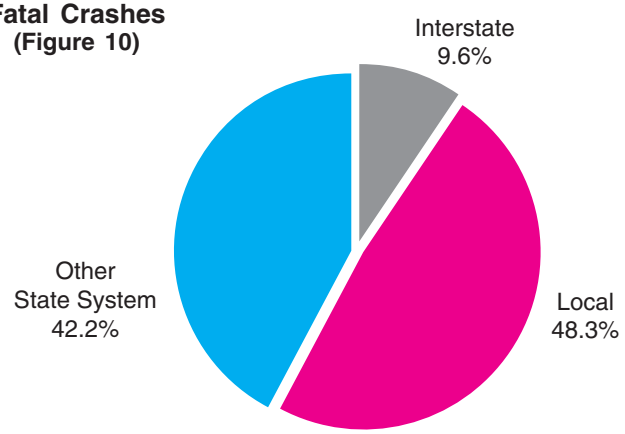
Type of Roadway

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	1043	6	377	660	6	527
URBAN	Other State System Highways	5635	16	2331	3288	17	3499
URBAN	Local Roads and Streets	18335	35	6613	11687	39	9376
URBAN	URBAN SUBTOTAL	25013	57	9321	15635	62	13402
RURAL	Interstate	1285	16	367	902	20	646
RURAL	Other State System Highways	5069	81	1524	3464	92	2426
RURAL	Local Roads and Streets	4508	76	1717	2715	82	2509
RURAL	RURAL SUBTOTAL	10862	173	3608	7081	194	5581
— TOTALS —		35875	230	12929	22716	256	18983

(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 2007. 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	17.8	37.4	55.8
Other State Highways	1.2	48.2	84.5	133.9
Local Roads and Streets	1.6	118.4	204.6	324.6

(Table 5)

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

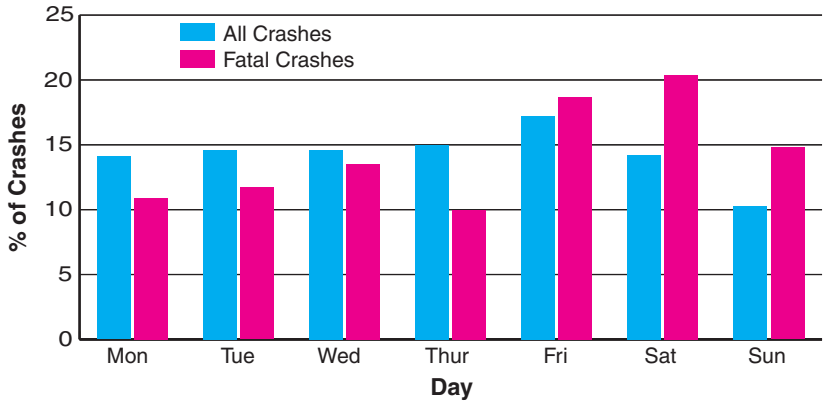
Day and Time

Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest 3-hour time period for crashes in 2007 was from 3:00 - 6:00 p.m., when 23.4% of all crashes occurred. Fatal crashes are most likely to take place during the afternoon peak traffic period, or during the late night and early morning hours when many alcohol-related crashes occur.

Accident trends on the weekends differ from those which take place during the work week. Sunday is the lowest day for total crashes, and Saturday the highest day for fatal crashes, recording 20.4% of the total. During 2007, more crashes happened on Friday than on any other day.

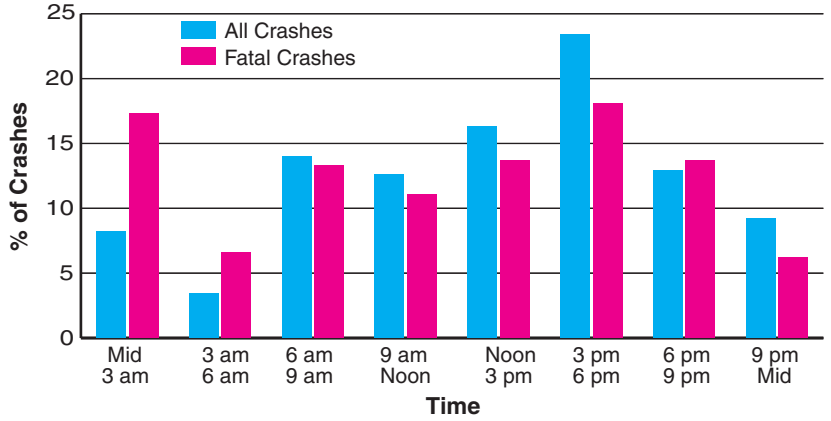
Day of Week

(Figure 11)



Time of Crash

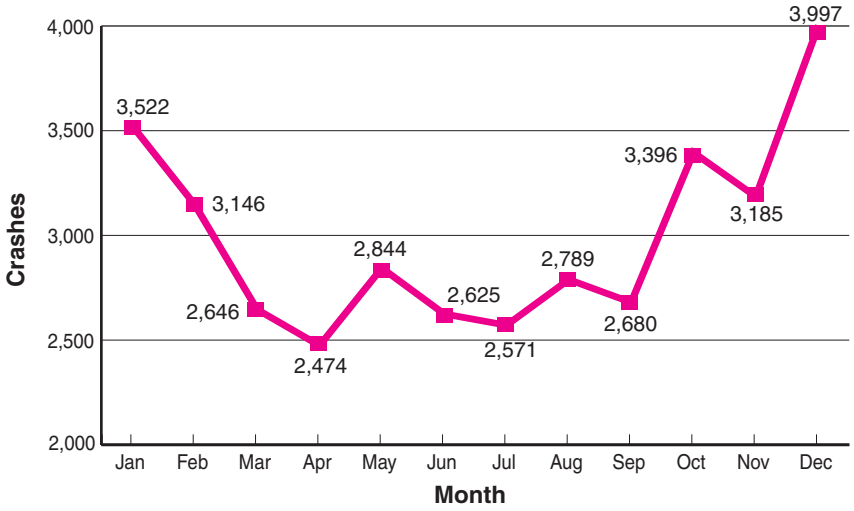
(Figure 12)



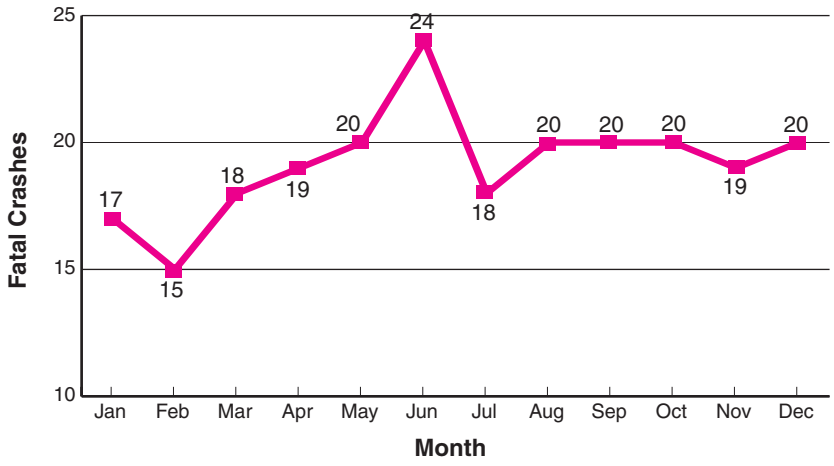
Month

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.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

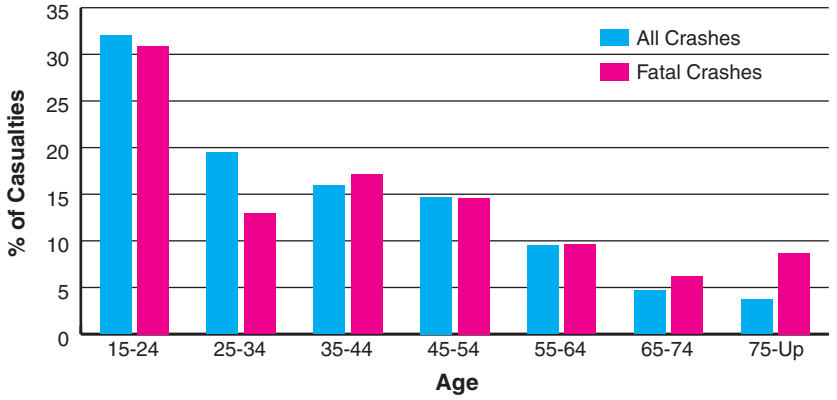


Age of Driver

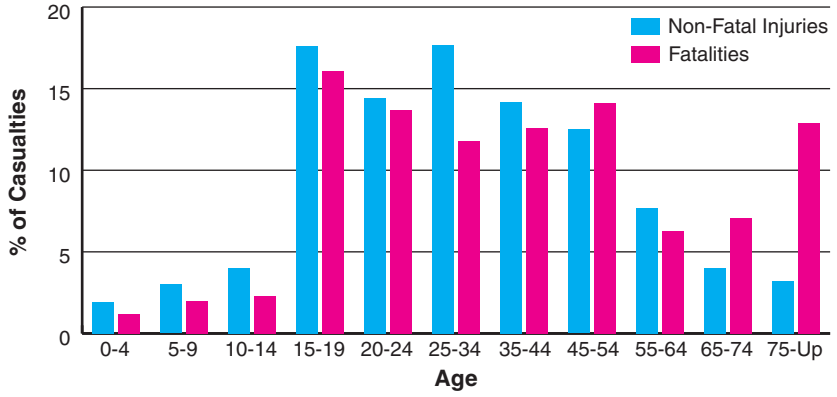
Younger drivers are involved in a disproportionate number of crashes. In 2007, 51.5% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (32.1%) and fatal crashes (30.9%) during 2007.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Nearly 67.4% of all injuries, however, are suffered by persons between the ages of 15 and 44.

Driver Age
(Figure 15)



Age of Casualties
(Figure 16)



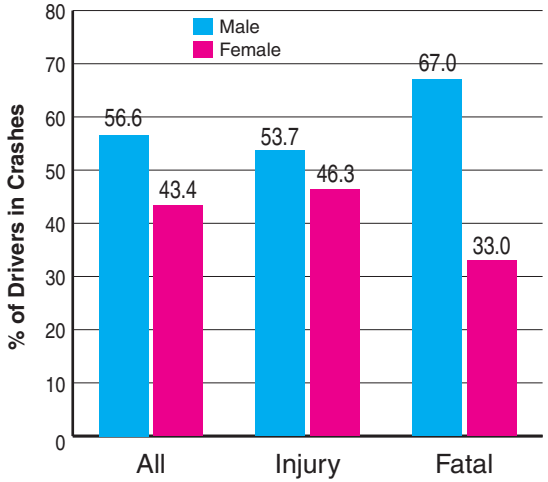
Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 56.6% of the drivers in all crashes in Nebraska in 2007, and were involved in 67% of all fatal crashes. At least a part of this difference can be attributed to the fact that males drive more miles than females and, thus, have greater exposure to crashes.

More females than males, however, are victims of motor vehicle crashes. Females made up 54.4% of the persons injured or killed in motor vehicle crashes in 2007. (See Table 7).

(Table 6)

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	32742	237	12230	20275
Female	25103	117	10556	14430
Not stated	333	2	133	198
– TOTALS –	58178	356	22919	34903



(Figure 17)

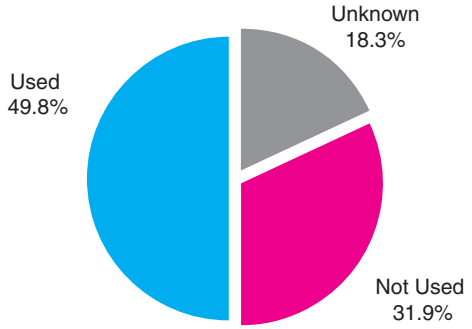
AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	3	1	2	347	160	187	0	0	0	19	11	8
5-9 years	5	1	4	550	261	289	0	0	0	18	4	14
10-14 years	6	1	5	741	337	404	3	1	2	27	10	17
15-19 years	41	21	20	3267	1411	1856	14	10	4	230	132	98
20-24 years	35	27	8	2682	1228	1454	20	17	3	349	214	135
25-34 years	30	19	11	3298	1522	1776	16	13	3	347	238	109
35-44 years	32	21	11	2635	1221	1414	15	11	4	207	127	80
45-54 years	36	22	14	2326	1075	1251	14	10	4	163	92	71
55-64 years	16	11	5	1428	663	765	5	5	0	55	36	19
65-74 years	18	9	9	743	338	405	3	2	1	17	8	9
75 and older	33	15	18	601	261	340	1	1	0	13	7	6
Age not stated	0	0	0	271	112	159	0	0	0	14	5	9
— TOTALS —	255	148	107	18889	8589	10300	91	70	21	1459	884	575

(Table 7)

Restraint Use

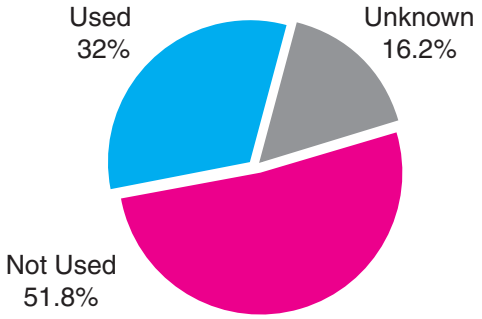
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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

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, indications are that the law has been successful in promoting seat belt use.

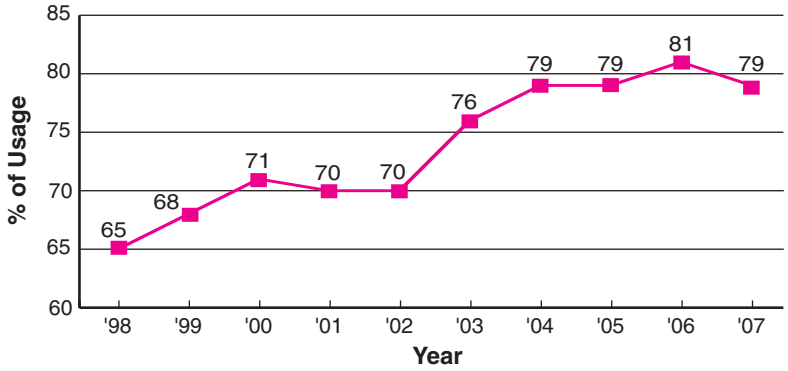
Restraint Use for Fatal Injuries (Figure 19)



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 2007, the observed statewide safety belt usage rate was 79%.

Usage rates have risen in recent years primarily due to increased law enforcement efforts and a media campaign, however, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 32% of those vehicle occupants who died and 49.8% of those who suffered disabling injuries in 2007 crashes were belted.

Statewide Safety Belt Usage Rate (1998 - 2007)
(Figure 20)

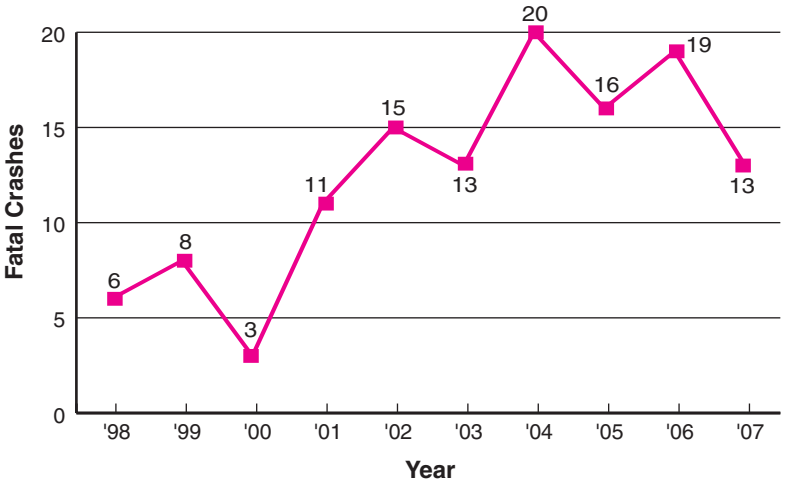


Motorcycle Crashes

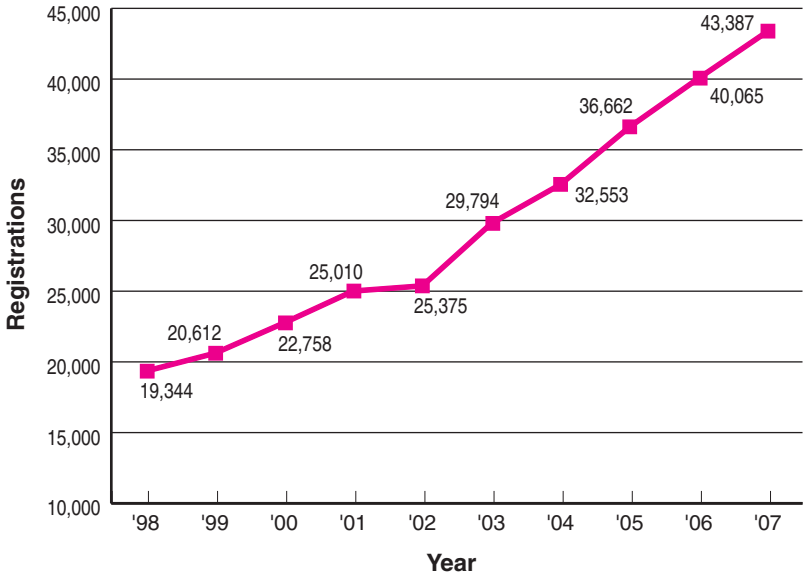
The upward trend in Nebraska motorcycle crashes continued in 2007. The number of motorcycle crashes rose to 503, an increase of 21 crashes over 2006. This is the highest number of motorcycle crashes in the last ten years. (See Figure 23 on page 20). There was a decrease in fatal motorcycle crashes, from 19 in 2006 to 13 in 2007. (See Figure 21).

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

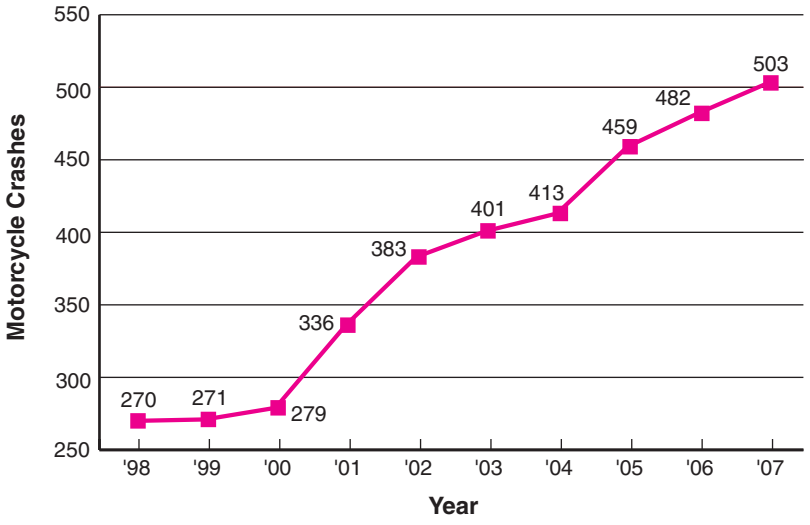
Fatal Motorcycle Crashes (1998 - 2007)
(Figure 21)



Motorcycles Registered (1998 - 2007)
(Figure 22)



All Motorcycle Crashes (1998 - 2007)
(Figure 23)



Vehicle Body Style

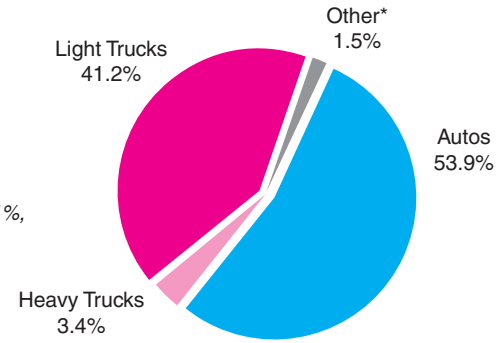
The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes. Motorcycles offer little protection to riders involved in crashes, and heavy trucks 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.

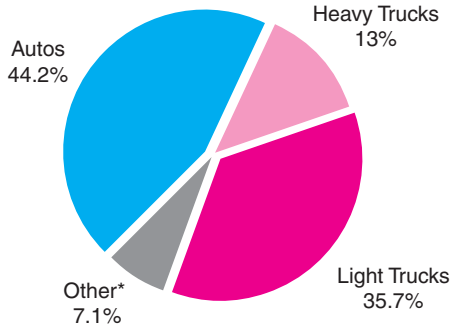
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	162	2	52	108
Semi-trailer truck	889	22	287	580
Other heavy truck	1101	24	336	741
Automobile	31229	156	12635	18438
Van	4594	19	1842	2733
Utility vehicle	9325	46	3585	5694
Pickup truck	9951	61	3480	6410
Motorcycle	518	15	442	61
Motorhome	27	0	4	23
Farm equipment	78	3	20	55
Other	103	5	36	62
Unknown	2378	6	639	1733
— TOTALS —	60355	359	23358	36638

(Table 8)

All Crashes
(Figure 24)

**Other – motorcycles .9%, buses .3%, motor homes .1%, farm equipment .1%, and all others .2%.*





Fatal Crashes
(Figure 25)

**Other includes: motorcycles 4.3%, buses .6%, farm equipment .9%, and other 1.4%.*

Intersection Crashes

2007
Type of Multi-Vehicle Collisions at Intersections*
Total Crashes: 16,920

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
Angle	7,696	45.5	41.6
Rear-end	5,484	32.4	46.3
Sideswipe	1,140	6.7	23.0
Sideswipe	87	.5	28.7
Left Turn Leaving	2,089	12.4	48.5
Head-on	56	.3	57.1
Backing	367	2.2	13.9
Unknown	1	0	0
Total	**16,920**	**100%**	

** Multi-vehicle accidents at intersections comprise 47.2% of all crashes.*

Non-Intersection Crashes

2007

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 4,947

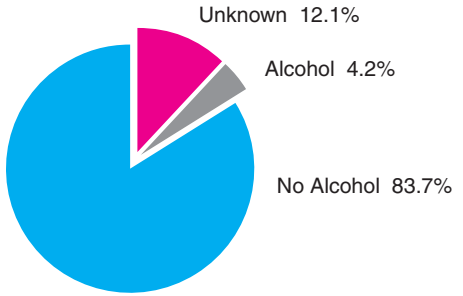
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
Rear-end	2,497	50.5	43.1
Head-on	118	2.4	72.8
Angle	456	9.2	41.0
Sideswipe	1,099	22.2	22.4
Sideswipe	378	7.6	43.4
Left Turn Leaving	36	.7	38.9
Backing	352	7.1	14.2
Unknown	11	.2	9.1
Total	**4,947**	**100%**	

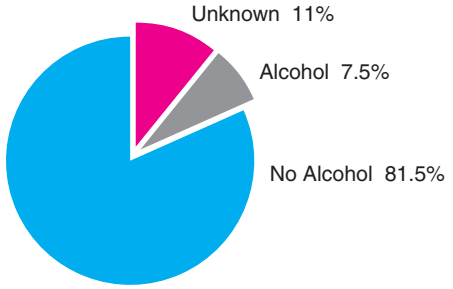
** Multi-vehicle accidents not at intersections comprise 13.8% of all crashes.*

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 2007, 34.4% of the fatal crashes in Nebraska involved alcohol. This represents a slight increase from the 34.1% registered in 2006. The National Highway Traffic Safety Administration reports that during 2006, 41% of fatal crashes nationally involved alcohol. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

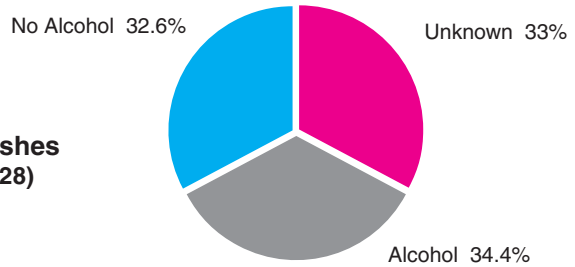
PDO Crashes
(Figure 26)





Injury Crashes
(Figure 27)

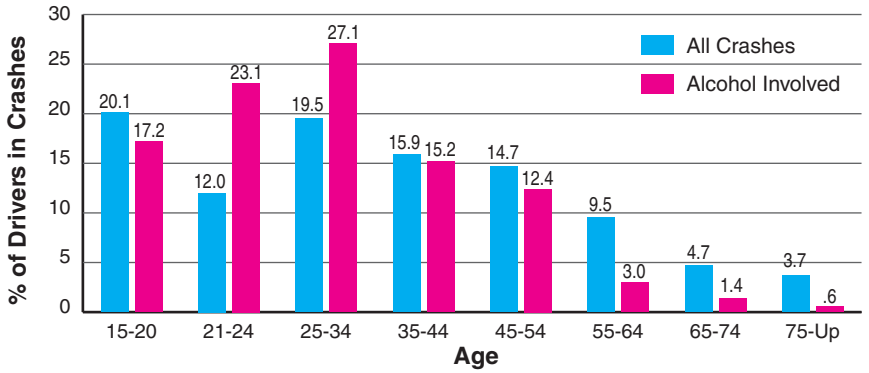
Fatal Crashes
(Figure 28)



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 50.2% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 23.1% of alcohol-related crashes but only 11.9% of all crashes. Note that drivers between the ages of 15 and 20 are in 17.2% 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	406	9	2	1	175	3
16	2455	23	15	1	943	9
17	2390	45	12	1	985	24
18	2224	90	14	2	941	48
19	2092	83	14	4	851	43
20	1999	103	14	5	814	35
21	1920	141	12	8	763	68
22	1725	124	9	3	701	57
23	1684	99	9	2	698	45
24	1571	109	9	5	618	59
25 to 34	11220	554	46	15	4538	274
35 to 44	9172	312	61	13	3686	161
45 to 54	8504	254	52	14	3300	138
55 to 64	5495	61	34	4	2012	24
65 to 74	2717	29	22	3	974	12
75 and older	2120	12	31	1	785	7
Not stated	484	8	0	0	135	1
— TOTALS —	58178	2056	356	82	22919	1008

(Table 9)

Driver Contributing Circumstances

In 2007 there were 35,875 reportable motor vehicle traffic crashes in Nebraska involving 58,178 drivers. Our investigator's report form changed in 2004. Instead of collecting data on the driver at fault, the report form collects data on all drivers involved in a crash. The table below lists the driver contributing circumstances and the number of drivers involved in fatal, injury and property damage only accidents.

DRIVER CONTRIBUTING CIRCUMSTANCES	TOTAL	FATAL	INJURY	PDO
No improper driving	25908	122	10224	15562
Failure to yield right-of-way	5901	30	2487	3384
Disregarded traffic controls	1889	20	978	891
Exceeded speed limit	225	12	127	86
Speed too fast for conditions	2680	18	950	1712
Made an improper turn	661	2	178	481
Followed too closely	3858	3	1734	2121
Leave lane/run off road	1579	46	626	907
Operating in erratic manner	2771	25	1228	1518
Swerving or avoiding	750	7	310	433
Visibility obstructed	379	0	126	253
Inattention	3028	10	1069	1949
Mobile phone distraction	121	0	59	62
Distracted - other	275	2	112	161
Fatigued/asleep	282	6	137	139
Defective equipment	224	0	87	137
Other improper action	1709	21	671	1017
Unknown	5938	32	1816	4090
— TOTALS —	58178	356	22919	34903

(Table 10)

Part III
Crash Trends

Motor Vehicle Traffic Crash Information

Nebraska has shown a steadily declining accident rate over the last ten years. The fatality rate has also been generally decreasing. 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)
'93	43,822	26,149	254	2.97	1.7	1.7
'94	44,222	28,253	271	2.86	1.8	1.7
'95	46,436	30,410	254	2.94	1.6	1.7
'96	47,371	30,758	293	2.93	1.8	1.7
'97	47,997	30,311	302	2.86	1.8	1.6
'98	48,183	30,655	315	2.80	1.8	1.6
'99	48,217	29,905	295	2.74	1.7	1.5
'00	47,933	29,216	276	2.70	1.6	1.5
'01	47,894	26,751	246	2.67	1.4	1.5
'02	46,238	23,379	307	2.51	1.7	1.5
'03	46,602	21,984	293	2.51	1.6	1.5
'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

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

Body Style

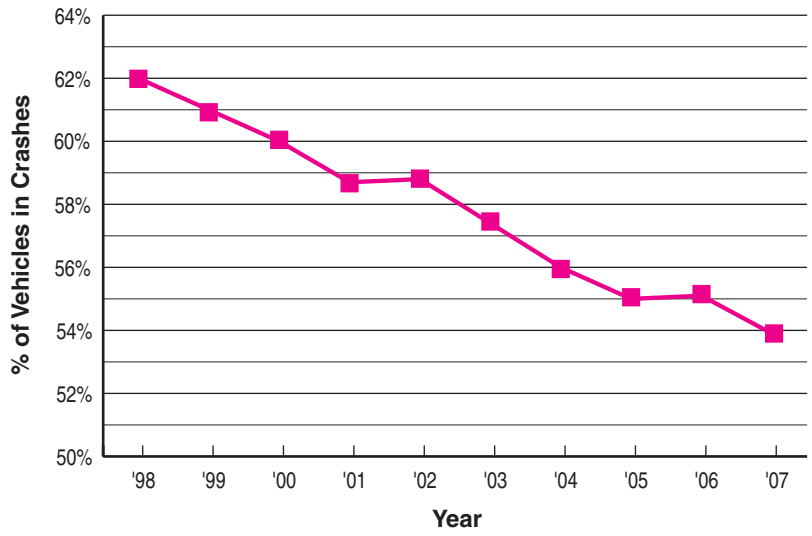
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 30 displays this trend.

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 1997.

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.

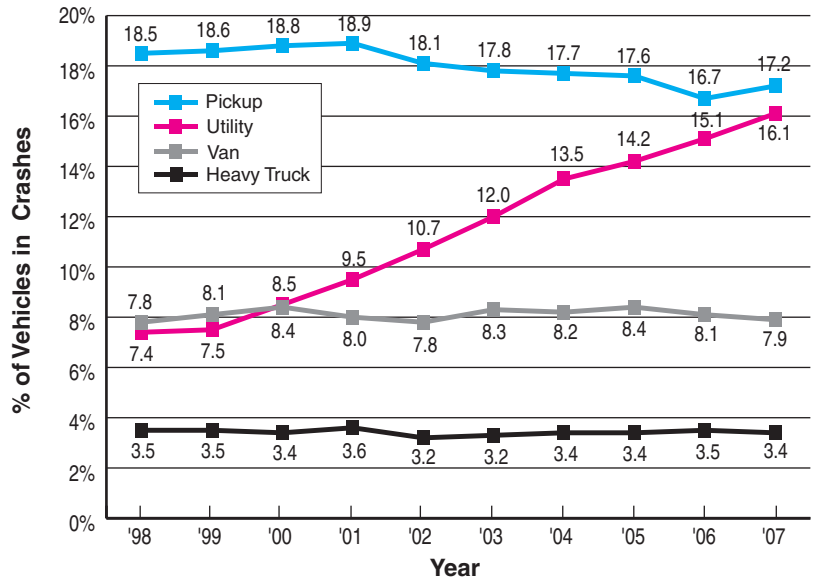
Passenger Cars in All Crashes

(Figure 30)



Truck Types in All Crashes

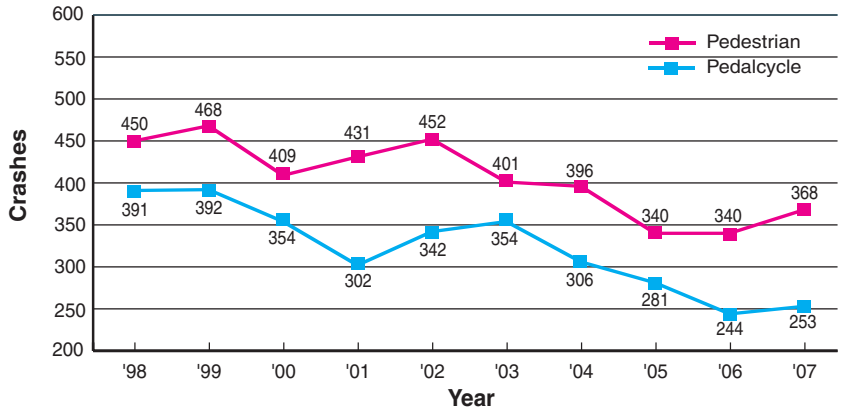
(Figure 31)



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 rose to 368 in 2007, from 340 in 2006. The number of fatal pedestrian crashes remained at 8. Pedalcycle crashes increased to 253 in 2007, from 244 in 2006. There was one fatal pedalcycle crash in 2007.

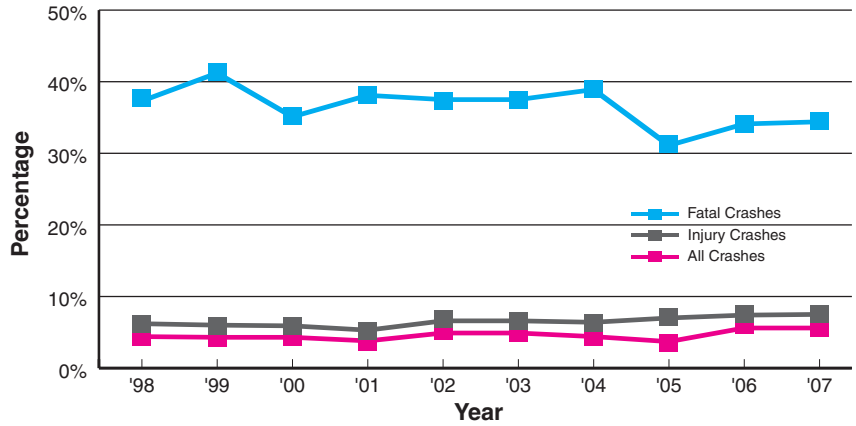
(Figure 32)



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.

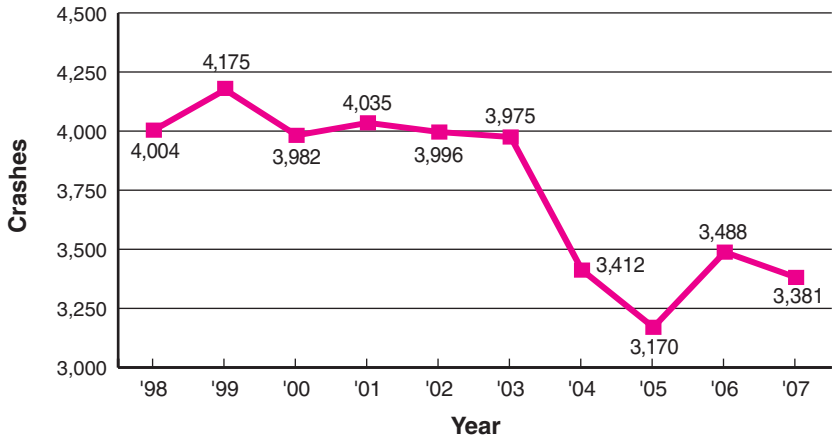
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2007, animal crashes fell from 3,488 to 3,381. Deer are the most frequently involved animals in motor vehicle/animal crashes.

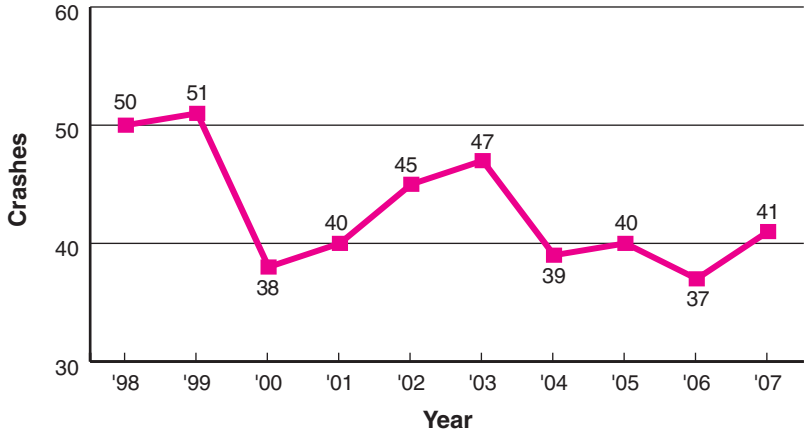
(Figure 34)



Railroad Crashes

The number of railroad crashes rose to 41 in 2007, from 37 in 2006. In 2007, six people died in motor vehicle/train crashes in Nebraska.

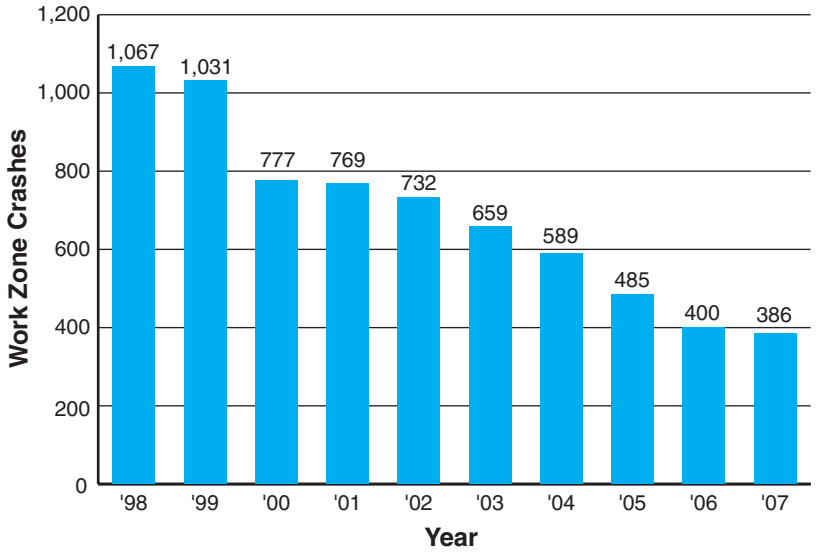
(Figure 35)



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. 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. Figure 36 shows that work zone crashes have trended downward in the last ten years.

(Figure 36)



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