

State of Nebraska

2002

Traffic Crash Facts

Annual Report

Prepared By
Highway Safety Section
Nebraska Department of Roads

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Governor

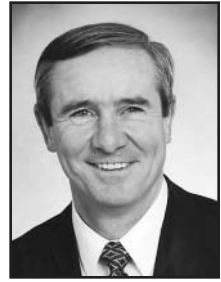
John L. Craig
Director

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Department of Roads



Mike Johanns



John L. Craig

Driving is inherently dangerous. Further, driving is a function of three related, but independent, elements: the driver, the vehicle and the roadway. As reflected in these "Traffic Crash Facts," most crashes are the result of improper driving. We estimate that 75 percent of fatalities were not wearing seatbelts and more than 37 percent involved alcohol. Nearly 50 percent of all crashes are at intersections and nearly 65 percent of all fatalities are on two-lane rural roads. The information in this publication is intended to increase driver's awareness of crash problems.

So, what more can we do? The Department of Roads led, in conjunction with our many partners, each of the last two years a State Highway Safety Summit in an effort to answer this question. Of the various initiatives resulting from these Summits is a "Click It, Don't Risk It" coalition that holds great promise to increase seatbelt usage.

Driving is dangerous. Do not become complacent. Remember that improper driving is the largest contributor to crashes. Each of us is responsible for our own driving behavior.

Please drive safely!

Mike Johanns
Governor

John L. Craig
Director

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

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

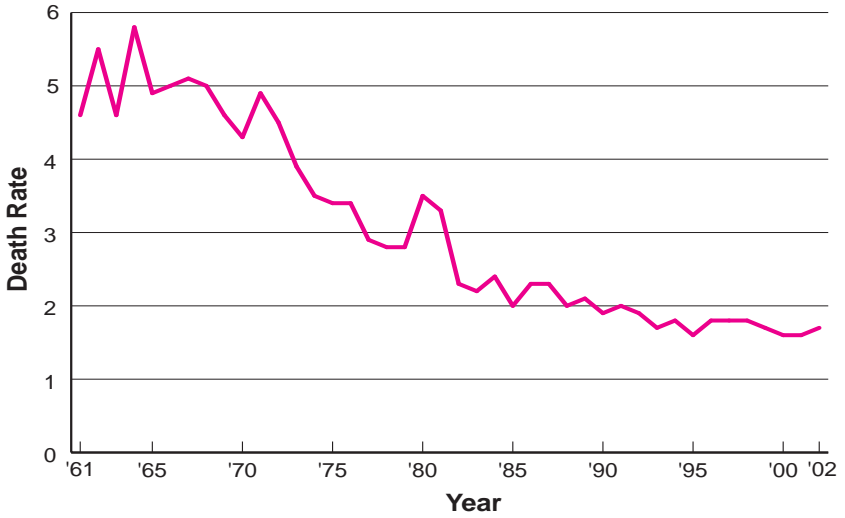
Note: The investigator's motor vehicle crash report changed significantly for 2002. As a result, not all numbers are comparable with previous years.

Definitions

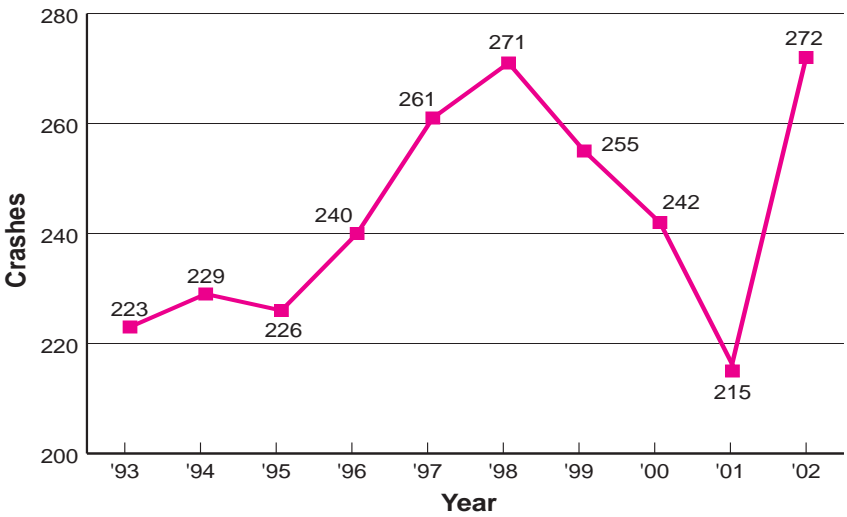
- Reportable Crash**.....A crash which involves death, injury, or property damage in excess of \$500.00 to the property of any one person.
- All Crashes**The total number of reportable motor vehicle crashes including fatal, injury or property damage.
- Fatal Crash**Motor vehicle crash that results in 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 (1961-2002)
(Figure 1)



Ten-Year Trend in Fatal Crashes
(Figure 2)

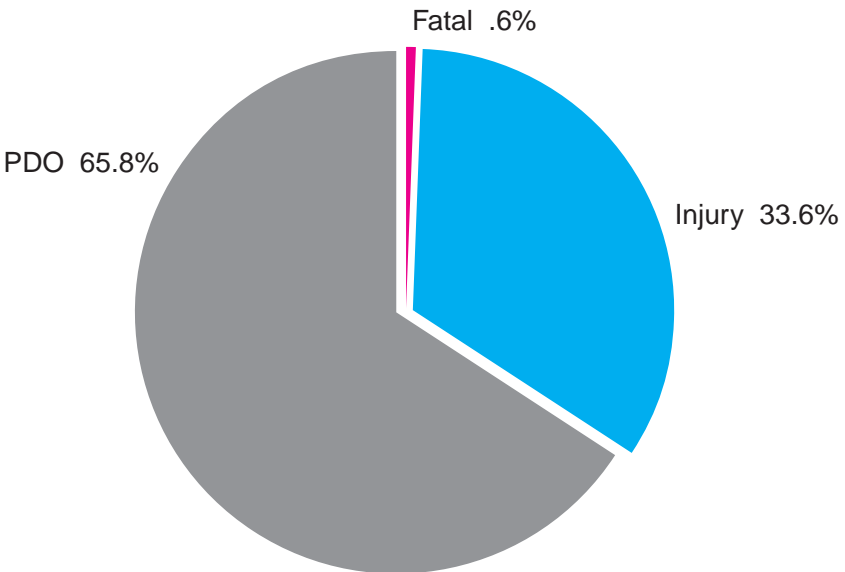


In 2002, the death rate on Nebraska roadways was 1.7 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2002 is represented in Figure 1 (Page 2). Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this 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 2) depicts the number of fatal crashes per year for the last ten years. There were 272 fatal crashes in 2002, fifty-seven more than were recorded in 2001.

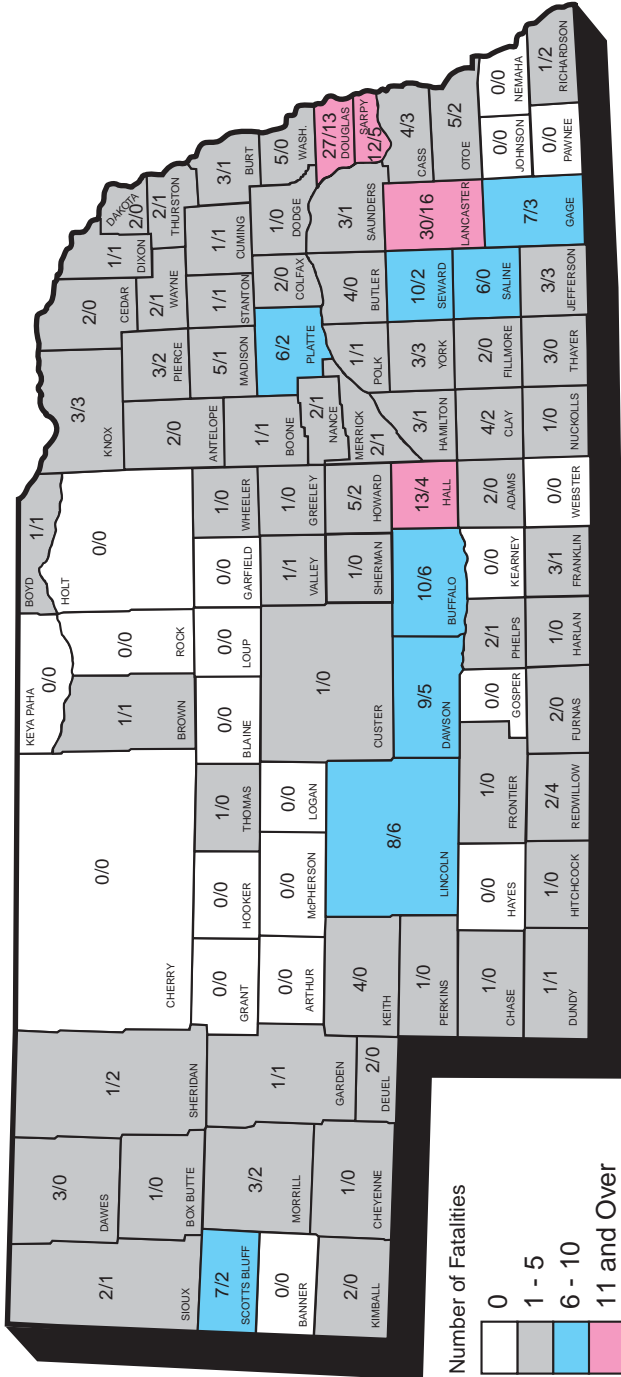
Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 shows the percentage distribution of all crash types. In 2002, there were 272 fatal crashes, 15,550 injury crashes and 30,416 property damage only crashes. Fatal crashes made up .6% of all accidents, and injury and PDO crashes made up 33.6% and 65.8%, respectively.

All Crashes in Nebraska (2002)
(Figure 3)



2002 Geographic Summary of Traffic Fatalities by County

Total Traffic Fatalities - 246 / Traffic Fatalities with Apparent Alcohol Involvement - 89



Lancaster County, which contains Lincoln, the state's second largest city, had the highest number of traffic fatalities with 30, followed by Douglas County with 27, and Hall County with 13. Twenty counties experienced no fatalities in 2002.

2002 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	822	2	203	617	2	283
Antelope	148	2	37	109	2	67
Arthur	10	0	1	9	0	1
Banner	30	0	11	19	0	15
Blaine	9	0	4	5	0	4
Boone	117	1	32	84	1	50
Box Butte	297	1	66	230	1	98
Boyd	26	1	9	16	1	17
Brown	68	1	13	54	1	20
Buffalo	1,300	10	377	913	10	568
Burt	141	3	47	91	4	76
Butler	149	4	44	101	5	70
Cass	523	4	152	367	4	245
Cedar	141	2	39	100	3	60
Chase	58	1	13	44	1	18
Cherry	89	0	31	58	0	58
Cheyenne	220	1	73	146	1	113
Clay	138	4	36	98	4	53
Colfax	228	2	50	176	2	76
Cuming	245	1	50	194	1	84
Custer	203	1	69	133	1	110
Dakota	447	2	146	299	2	217
Dawes	261	3	65	193	3	101
Dawson	557	9	148	400	11	246
Deuel	86	2	29	55	4	64
Dixon	89	1	32	56	1	45
Dodge	1,036	1	322	713	1	482
Douglas	13,999	27	5,401	8,571	29	8,006
Dundy	33	1	12	20	1	18
Fillmore	98	2	30	66	2	49
Franklin	76	3	19	54	3	28
Frontier	77	1	21	55	1	29
Furnas	140	2	20	118	3	37
Gage	675	7	186	482	7	272
Garden	44	1	16	27	1	28
Garfield	33	0	9	24	0	11
Gosper	64	0	17	47	0	21
Grant	23	0	3	20	0	3
Greeley	50	1	21	28	1	33
Hall	1,695	13	506	1,176	15	798
Hamilton	297	3	89	205	3	150
Harlan	92	1	26	65	1	33
Hayes	20	0	4	16	0	6
Hitchcock	37	1	10	26	2	13
Holt	210	0	63	147	0	102
Hooker	6	0	2	4	0	2

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	145	5	40	100	5	68
Jefferson	226	3	38	185	7	48
Johnson	133	0	19	114	0	28
Kearney	148	0	52	96	0	76
Keith	258	4	81	173	4	142
Keya Paha	17	0	9	8	0	11
Kimball	118	2	40	76	2	72
Knox	146	3	54	89	4	85
Lancaster	8,234	30	3,120	5,084	34	4,509
Lincoln	1,145	8	345	792	9	519
Logan	14	0	4	10	0	5
Loup	27	0	6	21	0	9
Madison	1,151	5	331	815	5	504
McPherson	7	0	1	6	0	1
Merrick	179	2	39	138	2	60
Morrill	133	3	30	100	3	42
Nance	57	2	13	42	2	21
Nemaha	190	0	39	151	0	60
Nuckolls	79	1	15	63	1	21
Otoe	292	5	97	190	5	159
Pawnee	89	0	12	77	0	15
Perkins	58	1	19	38	1	30
Phelps	208	2	57	149	2	93
Pierce	144	3	59	82	3	101
Platte	988	6	281	701	6	434
Polk	93	1	25	67	1	41
Red Willow	277	2	65	210	4	100
Richardson	184	1	51	132	2	78
Rock	41	0	12	29	0	18
Saline	313	6	69	238	7	107
Sarpy	2,276	12	823	1,441	13	1,302
Saunders	357	3	136	218	3	195
Scotts Bluff	975	7	333	635	7	513
Seward	474	10	131	333	14	218
Sheridan	161	1	45	115	2	76
Sherman	52	1	11	40	1	15
Sioux	35	2	11	22	2	18
Stanton	89	1	34	54	1	50
Thayer	155	3	34	118	3	58
Thomas	13	1	6	6	2	13
Thurston	126	2	51	73	2	79
Valley	75	1	22	52	1	28
Washington	471	5	130	336	5	183
Wayne	216	2	66	148	2	102
Webster	125	0	17	108	0	20
Wheeler	16	1	3	12	1	4
York	421	3	120	298	4	168
Total	46,238	272	15,550	30,416	307	23,379

Part II
2002 Data

Summary Number of Traffic Crashes

All Crashes	46,238
Property Damage Only (PDO)	30,416
Injury Crashes.....	15,550
<i>Persons Injured</i>	23,379
Fatal Crashes.....	272
<i>Fatalities</i>	307
Number of Registered Vehicles in Nebraska.....	2,018,929
Number of Licensed Drivers in Nebraska.....	1,306,513
Number of Vehicles in Crashes*	78,683
Number of Drivers in Crashes*	75,133

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

During 2002:

One crash occurred every 11 minutes.
 Sixty-four persons were injured each day.
 One person was killed every 29 hours.

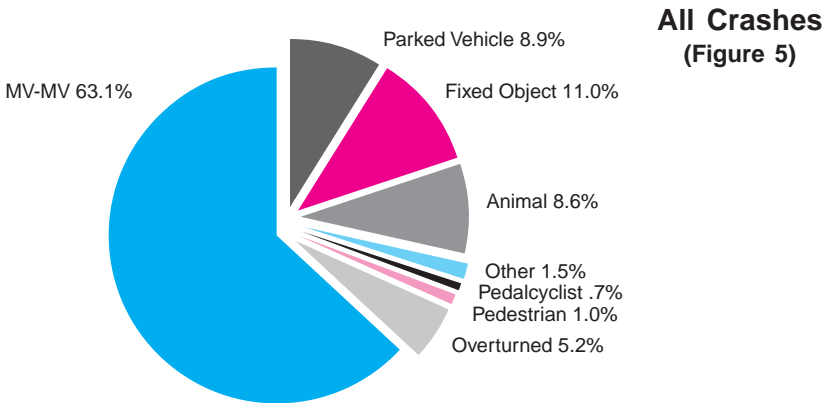
The economic loss in terms of dollars was \$1,959,473,500**

***Economic loss figures are derived from the Federal Highway Administration's publication No. FHWA-RD-91-055 dated October 1991.*

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.



Fatal Crashes (Figure 6)

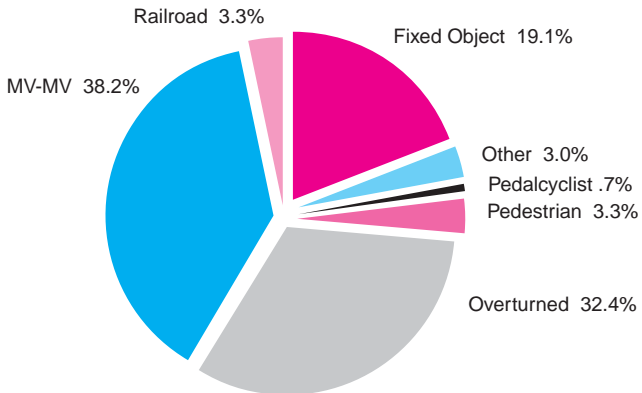


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2002								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATAL INJURIES			
TOTAL	A*						B*	C*		
COLLISION INVOLVING	Pedestrian	452	9	439	4	9	462	108	192	162
	Motor vehicle in transport	29177	104	11020	18053	127	17435	1342	4001	12092
	Parked motor vehicle	4112	4	269	3839	4	309	34	117	158
	Railroad train	45	9	14	22	12	18	8	4	6
	Pedalcyclist	342	2	334	6	2	344	44	175	125
	Animal	3996	0	270	3726	0	354	31	144	179
	Fixed object	5089	52	1642	3395	56	2175	390	929	856
	Other object	164	1	34	129	1	40	3	13	24
	Noncollision overturned	2397	88	1419	890	93	2100	441	956	703
	Other noncollision	448	3	106	339	3	138	30	53	55
Unknown	16	0	3	13	0	4	0	1	3	
— TOTALS —		46238	272	15550	30416	307	23379	2431	6585	14363

(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)		2001								
		CRASHES				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATAL INJURIES			
TOTAL	A*						B*	C*		
COLLISION INVOLVING	Pedestrian	431	10	419	2	10	443	104	184	131
	Motor vehicle in transport	30094	107	12497	17490	129	20009	959	2995	8543
	Parked motor vehicle	4669	5	376	4288	6	473	45	144	187
	Railroad train	40	4	14	22	4	16	3	7	4
	Pedalcyclist	301	5	286	10	5	294	26	163	97
	Animal	4039	0	432	3607	0	568	19	128	285
	Fixed object	5475	39	2052	3384	45	2778	339	875	838
	Other object	138	1	25	112	1	33	5	16	4
	Noncollision overturned	2211	42	1357	812	44	2019	302	622	433
	Other noncollision	531	2	165	364	2	206	33	73	59
Unknown	16	0	0	16	0	0	0	0	0	
— TOTALS —		47945	215	17623	30107	246	26839	1835	5207	10581

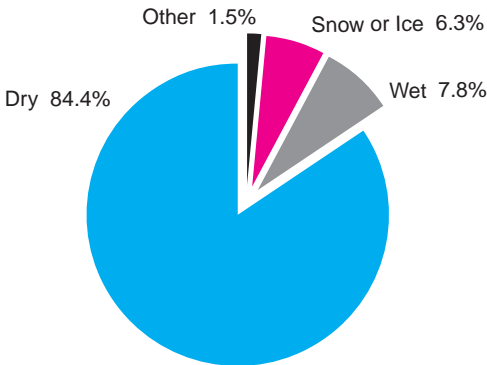
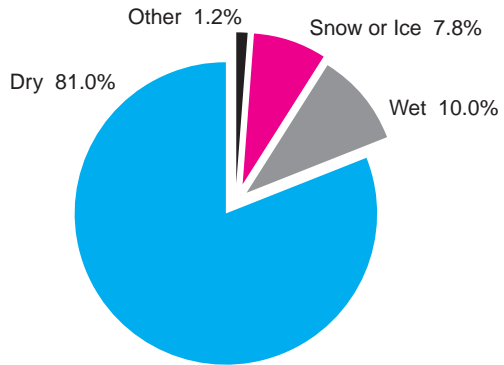
(Table 2)

Table 2 provides 2001 data for comparison to 2002. There were 57 more fatal crashes in 2002, as compared to 2001, and the number of deaths resulting from these crashes increased by 61. Both injury crashes and injuries decreased, by 2,073 and 3,460 respectively. The number of PDO crashes increased by 309.

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. The percentage of all crashes which occurred on slick roads was about the same in 2002 as it was in 2001.

**All Crashes
(Figure 7)**



**Fatal Crashes
(Figure 8)**

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

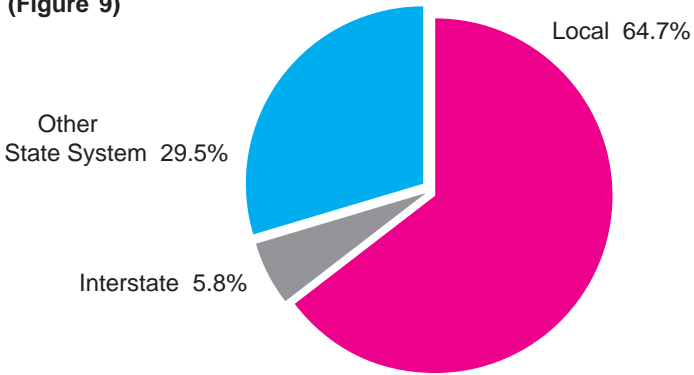
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	35193	228	12313	22652
Wet	4320	21	1629	2670
Snowy or icy	3361	17	944	2400
Other	561	4	199	358
Not stated	2803	2	465	2336
— TOTALS —	46238	272	15550	30416

(Table 3)

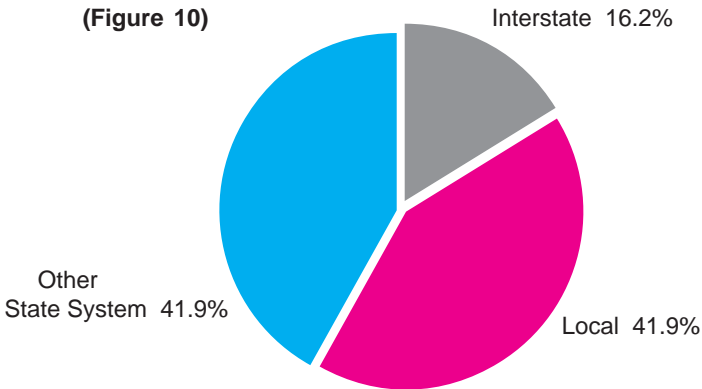
Type of Roadway

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	1123	5	444	674	6	629
	Other State System Highways	8035	21	3118	4896	24	4762
	Local Roads and Streets	24387	28	7805	16554	32	11348
	URBAN SUBTOTAL	33545	54	11367	22124	62	16739
RURAL	Interstate	1531	39	493	999	51	888
	Other State System Highways	5620	93	1660	3867	106	2749
	Local Roads and Streets	5542	86	2030	3426	88	3003
	RURAL SUBTOTAL	12693	218	4183	8292	245	6640
— TOTALS —		46238	272	15550	30416	307	23379

(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 2002. 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	1.1	24.1	42.9	68.1
Other State Highways	1.4	60.3	110.6	172.3
Local Roads and Streets	1.7	149.5	303.6	454.8

(Table 5)

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

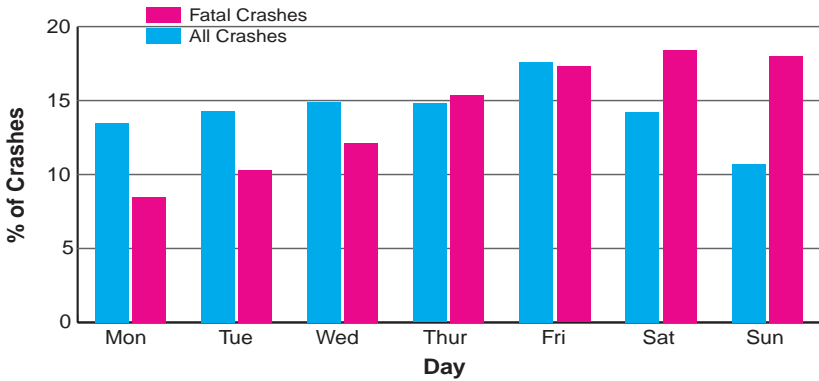
Day and Time

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 2002 was from 3:00 - 6:00 p.m., when 24.9% of all crashes occurred. Fatal crashes are also most likely to take place during the afternoon peak traffic period. Other common times for fatal crashes are 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. Saturday and Sunday are among the lowest days for total crashes, but among the highest days for fatal crashes. During 2002, more crashes happened on Friday than on any other day. Saturday was the highest day for fatal crashes, recording 18.4% of the total.

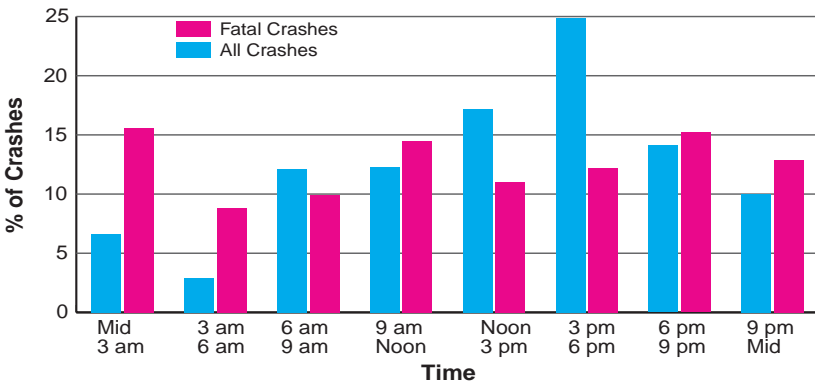
Day of Week

(Figure 11)



Time of Crash

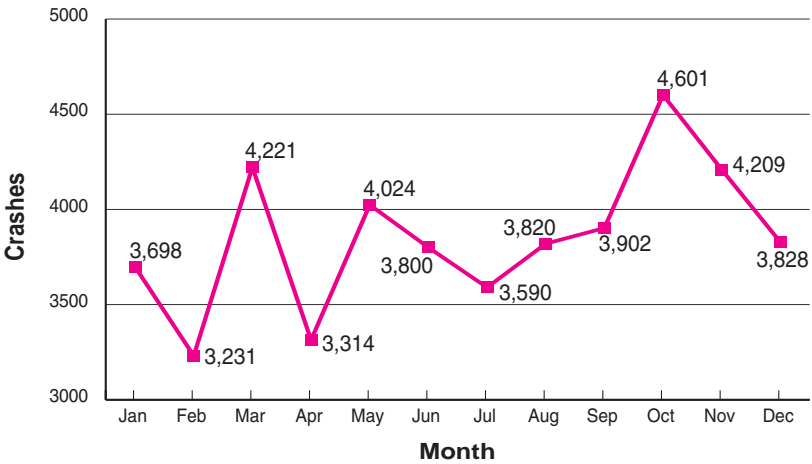
(Figure 12)



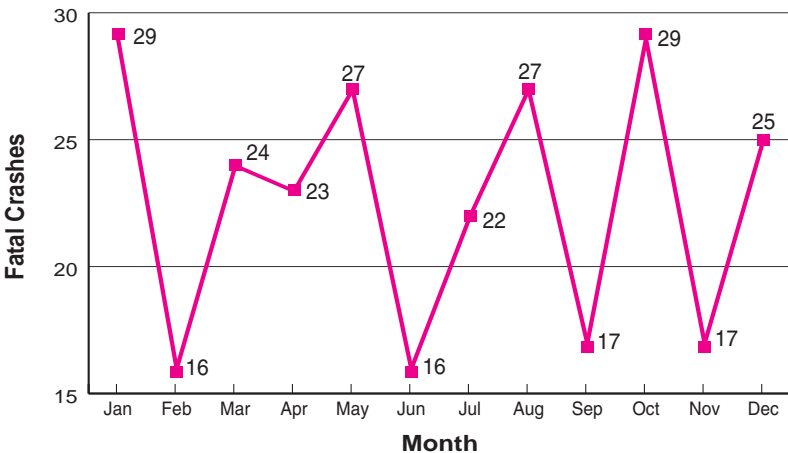
Month

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

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

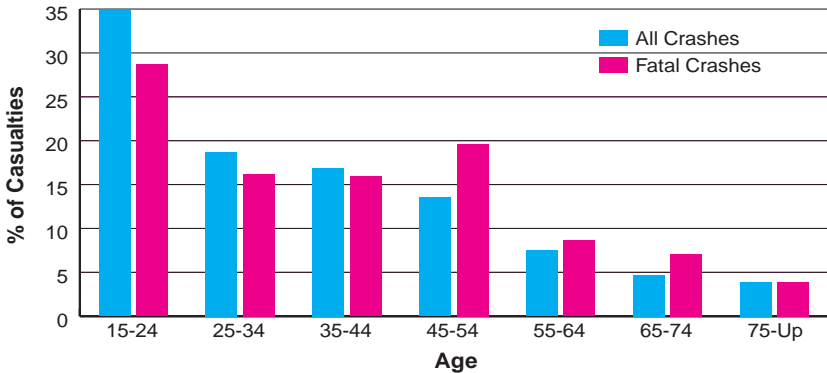


Age

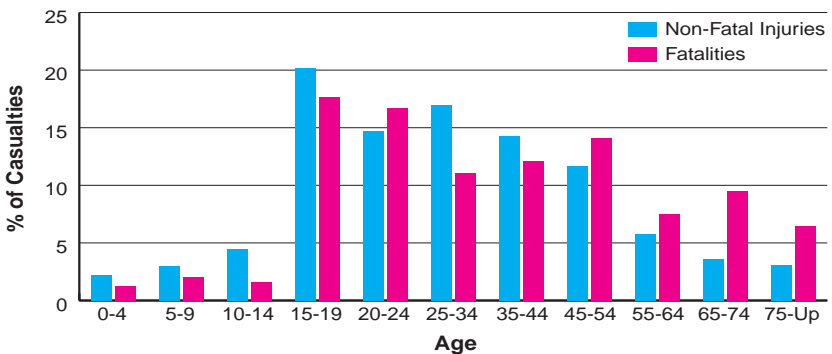
Younger drivers are involved in a disproportionate number of crashes. In 2002, 53.5% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (34.8%) and fatal crashes (28.7%) during 2002.

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 75.8% of all injuries, however, are suffered by persons between the ages of 15 and 44.

Driver Age
(Figure 15)



Age of Casualties
(Figure 16)



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.

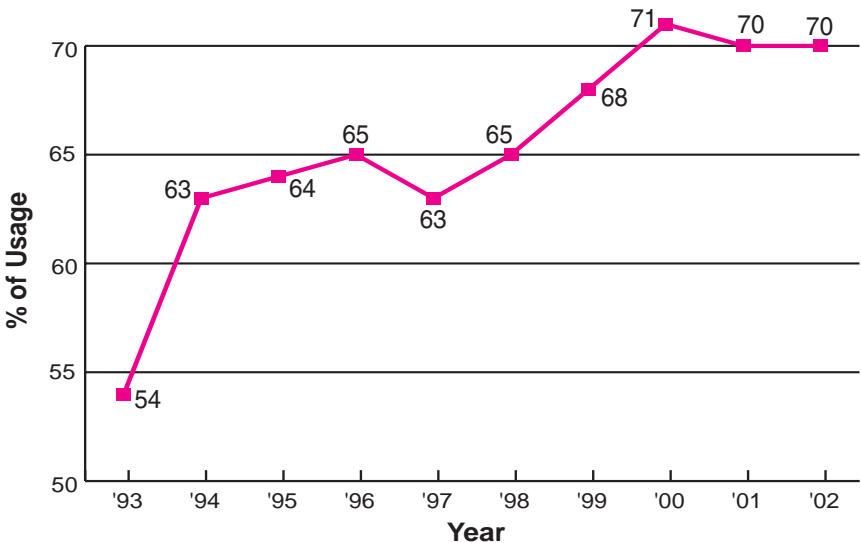
Effective January 1, 1993, Nebraska passed a mandatory seat belt law. This law calls for secondary enforcement, meaning that a citation for not wearing a seat belt can only be issued if the driver is first charged with another violation. Although not as effective as a primary enforcement law, indications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

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 2002, the observed statewide safety belt usage rate was 69.7%.

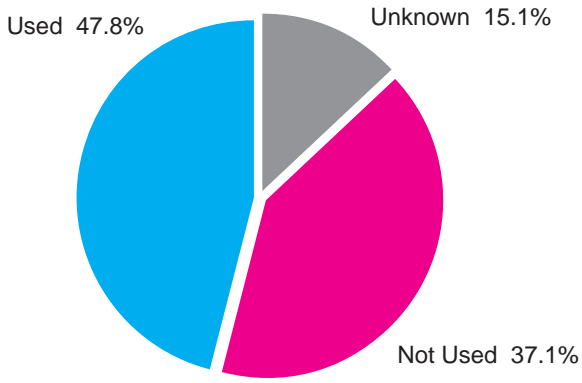
Although usage rates have increased in recent years, there is still room for improvement. Belt use is particularly low in accidents which result in the most severe injuries. Only 25.1% of those vehicle occupants who died and 48.3% of those who suffered disabling injuries in 2002 crashes were confirmed as belted.

Statewide Safety Belt Usage Rate (1993 - 2002)

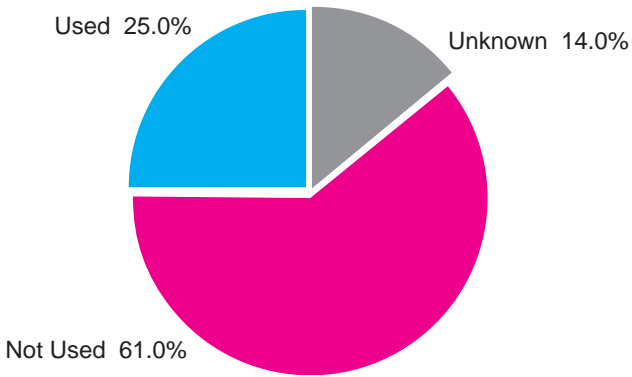
(Figure 17)



Restraint Use for Disabling Injuries (Figure 18)



Restraint Use for Fatal Injuries (Figure 19)

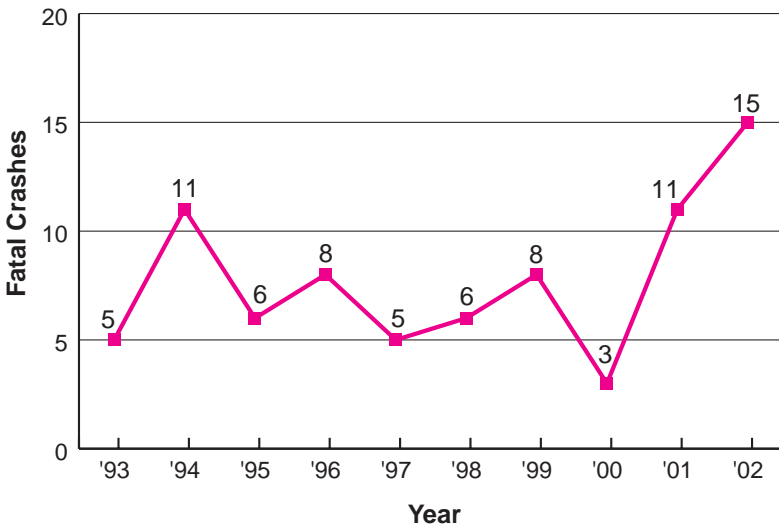


Motorcycle Crashes

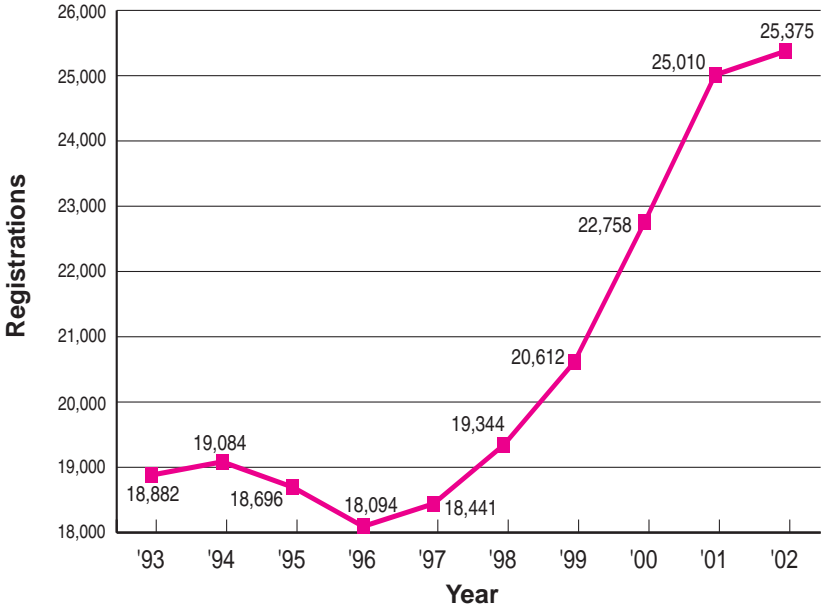
A continued upward trend of Nebraska motorcycle crashes occurred in 2002. After a decade of generally declining totals, the number of motorcycle crashes rose to 383, an increase of 47 crashes over 2001. This is the highest number of motorcycle crashes in the last ten years. (See Figure 22 on page 20). There was a corresponding increase in fatal motorcycle crashes, from 11 in 2001 to 15 in 2002. (See Figure 20).

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 risen significantly in the last few years. (See Figure 21 on page 20).

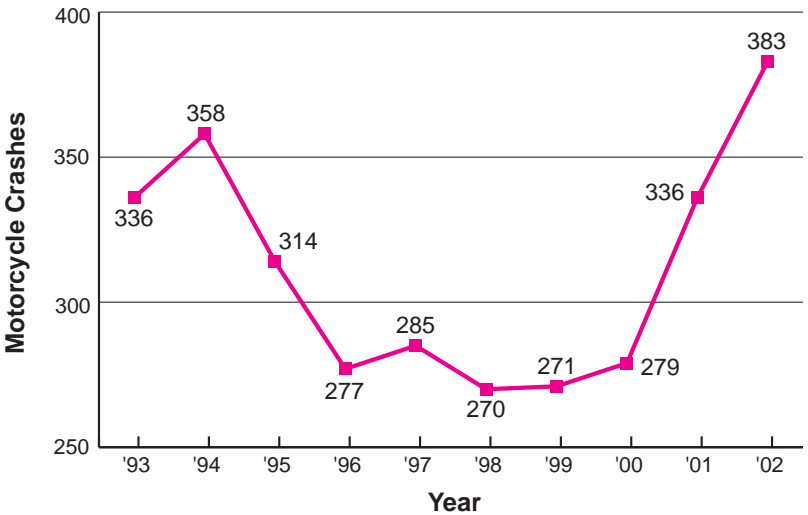
Fatal Motorcycle Crashes (1993 - 2002)
(Figure 20)



Motorcycles Registered (1993 - 2002)
(Figure 21)



All Motorcycle Crashes (1993 - 2002)
(Figure 22)

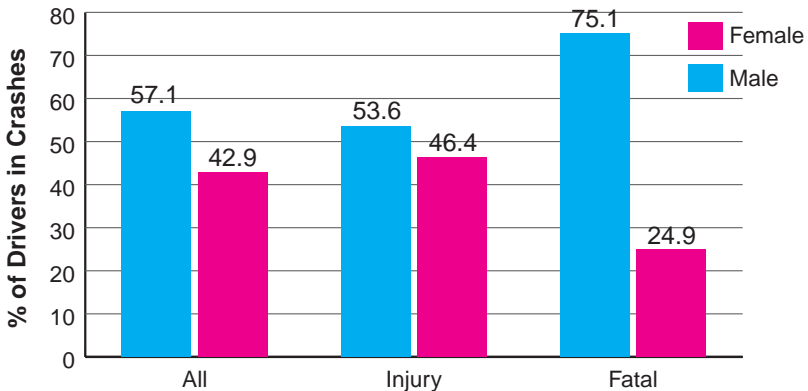


Sex of Driver

Figure 23 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 57.1% of the drivers in all crashes in Nebraska in 2002, yet they were involved in 75.1% 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 2002. (See Table 7 on page 22).

(Figure 23)



SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	42678	307	14955	27416
Female	32100	102	12936	19062
Not stated	355	0	140	215
— TOTALS —	75133	409	28031	46693

(Table 6)

AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	4	3	1	502	250	252	1	1	0	31	14	17
5-9 years	6	4	2	681	334	347	0	0	0	26	11	15
10-14 years	5	4	1	1023	465	558	1	0	1	36	17	19
15-19 years	54	31	23	4594	1959	2635	21	12	9	345	187	158
20-24 years	51	37	14	3350	1604	1746	31	25	6	394	282	112
25-34 years	34	27	7	3865	1794	2071	22	18	4	330	223	107
35-44 years	37	28	9	3266	1512	1754	17	14	3	244	163	81
45-54 years	43	28	15	2671	1190	1481	15	13	2	136	78	58
55-64 years	23	13	10	1309	577	732	3	2	1	52	37	15
65-74 years	29	18	11	828	362	466	1	1	0	21	12	9
75 and older	20	8	12	694	312	382	3	2	1	8	4	4
Age not stated	1	1	0	412	186	226	0	0	0	27	20	7
— TOTALS —	307	202	105	23195	10545	12650	115	88	27	1650	1048	602

(Table 7)

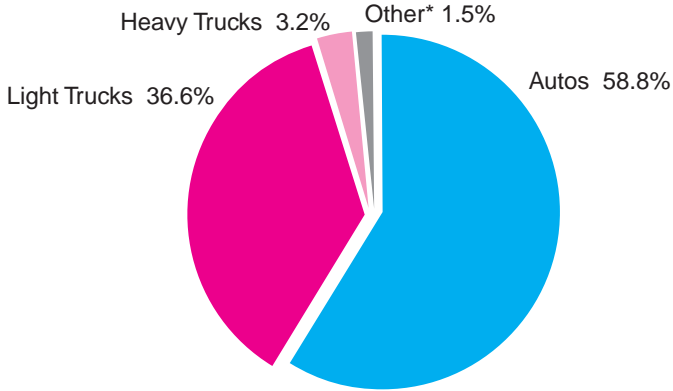
Body Style

The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25 on page 23. 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 below.

BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	194	1	58	135
Semi-trailer truck	1157	44	309	804
Other heavy truck	1210	18	382	810
Automobile	43937	164	17125	26648
Van	5808	23	2058	3727
Utility vehicle	7999	50	2965	4984
Pickup truck	13514	76	4429	9009
Motorcycle	391	16	295	80
Motorhome	42	2	6	34
Farm equipment	91	5	34	52
Other	389	3	101	285
Unknown	3951	9	829	3113
— TOTALS —	78683	411	28591	49681

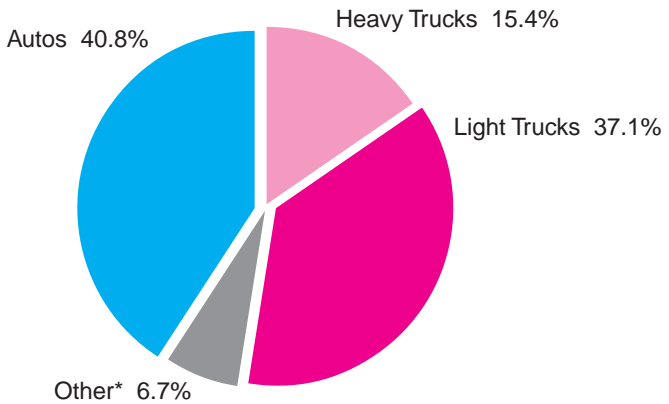
(Table 8)

Vehicle Body Style in All Crashes (Figure 24)



**Other includes: motorcycles .5%, buses .3%, motor home .1%, farm equipment .1%, and all others .5%.*

Vehicle Body Style in Fatal Crashes (Figure 25)



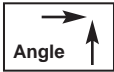
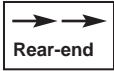





**Other includes: farm equipment 1.2%, motorcycles 4.0%, motor home .5%, and buses 1.2%.*

Intersection Crashes

2002

Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 21,446

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
 Angle	9,999	46.6	39.7
 Rear-end	7,232	33.7	43.4
 Sideswipe	1,032	4.8	18.9
 Sideswipe	115	.5	22.6
 Left Turn Leaving	2,244	10.5	45.4
 Head-on	119	.6	52.1
 Backing	692	3.2	12.1
Unknown	13	.1	15.4
Total	21,446	100%	

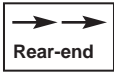




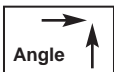
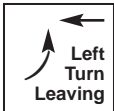
* Multi-vehicle accidents at intersections comprise 46.4% of all crashes.

Non-Intersection Crashes

2002

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 7,725

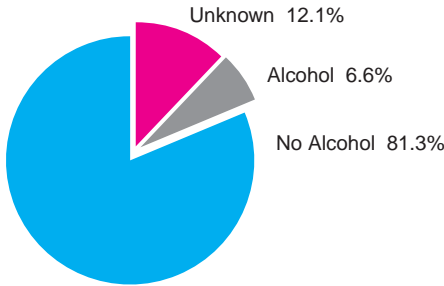
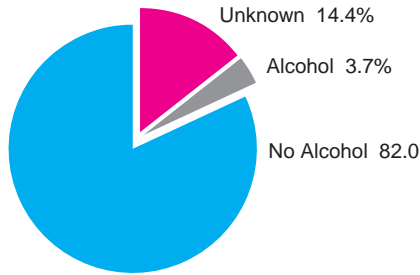
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
 Rear-end	3,610	46.7	43.5
 Sideswipe	1,199	15.5	16.4
 Sideswipe	306	4.0	37.3
 Head-on	188	2.4	68.1
 Backing	784	10.1	7.8
 Angle	1,424	18.5	32.5
 Left Turn Leaving	188	2.4	42.6
Unknown	26	.3	38.5
Total	7,725	100%	

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

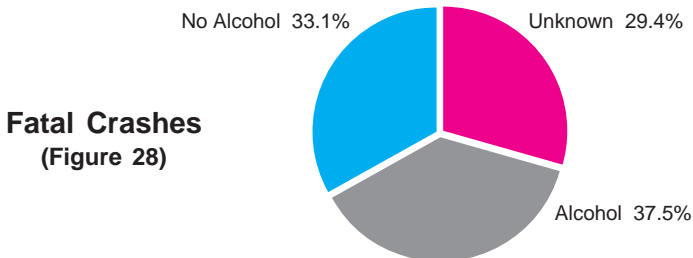
Alcohol Involvement

Figures 26, 27, and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2002, 37.5% of the fatal crashes in Nebraska involved alcohol. This represents a decrease from the 38.1% registered in 2001. The National Highway Traffic Safety Administration reports that during 2002, 40.0% 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)

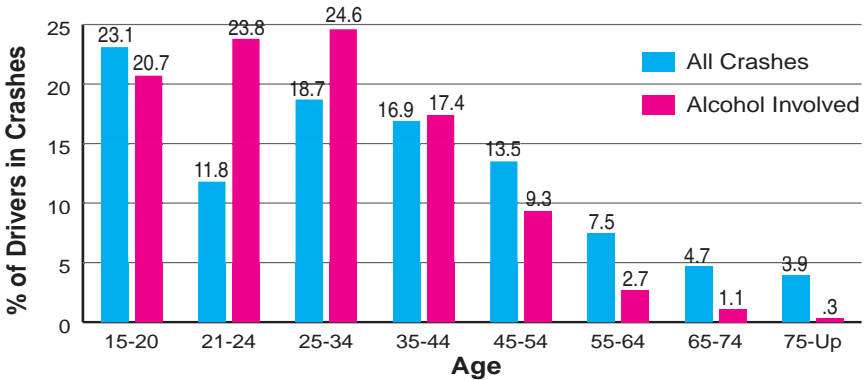


Fatal Crashes
(Figure 28)

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 48.4% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 23.8% of alcohol related crashes but only 11.8% of all crashes. Note that drivers between the ages of 15 and 20 are in 20.7% 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	676	8	7	1	258	4
16	3858	44	15	2	1438	17
17	3654	67	9	1	1404	39
18	3262	98	15	6	1236	43
19	3012	119	8	2	1176	53
20	2778	111	12	3	1103	57
21	2675	189	18	12	1028	72
22	2257	124	12	7	898	59
23	2032	108	10	6	750	49
24	1792	93	11	5	717	40
25 to 34	13910	530	66	21	5461	263
35 to 44	12593	376	65	17	4749	187
45 to 54	10084	201	80	15	3666	101
55 to 64	5553	58	35	1	1933	35
65 to 74	3531	23	29	0	1170	8
75 and older	2874	7	16	0	905	2
Not stated	592	7	1	0	139	3
— TOTALS —	75133	2163	409	99	28031	1032

(Table 9)

Driver Contributing Circumstances

In 2002 there were 46,238 reportable motor vehicle traffic crashes in Nebraska involving 75,133 drivers. Our investigator's report form changed in 2002. 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	31890	128	12117	19645
Failure to yield right-of-way	8346	36	3302	5008
Disregarded traffic controls	2341	20	1208	1113
Exceeded speed limit	387	9	207	171
Speed too fast for conditions	2435	24	929	1482
Made an improper turn	997	0	215	782
Followed too closely	5374	0	2387	2987
Leave lane/run off road	1714	56	633	1025
Operating in erratic manner	2888	15	1228	1645
Swerving or avoiding	1206	12	455	739
Visibility obstructed	590	6	169	415
Inattention	3753	9	1184	2560
Mobile phone distraction	117	2	52	63
Distracted - other	451	2	159	290
Fatigued/asleep	355	3	178	174
Defective equipment	273	2	80	191
Other improper action	2532	33	792	1707
Unknown	9484	52	2736	6696
— TOTALS —	75133	409	28031	46693

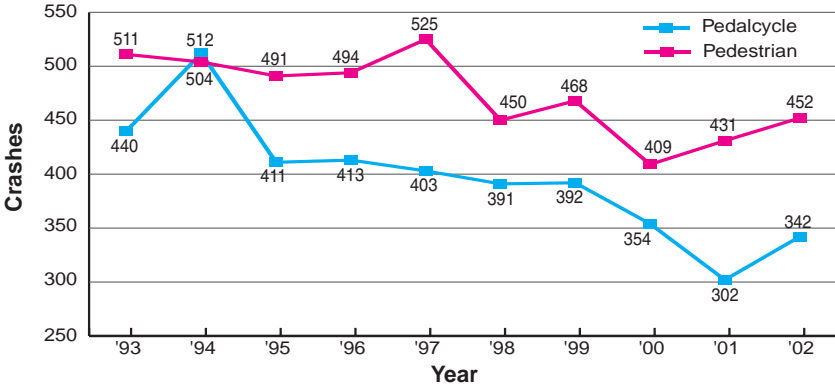
(Table 10)

Part III
Crash Trends

Pedestrian and Pedalcycle Crashes

Figure 30 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 from 431 in 2001 to 452 in 2002. In 2002, the number of fatal pedestrian crashes decreased to 9. Pedalcycle crashes increased from 302 in 2001 to 342 in 2002. There were two fatal pedalcycle crashes in 2002, down from five in 2001.

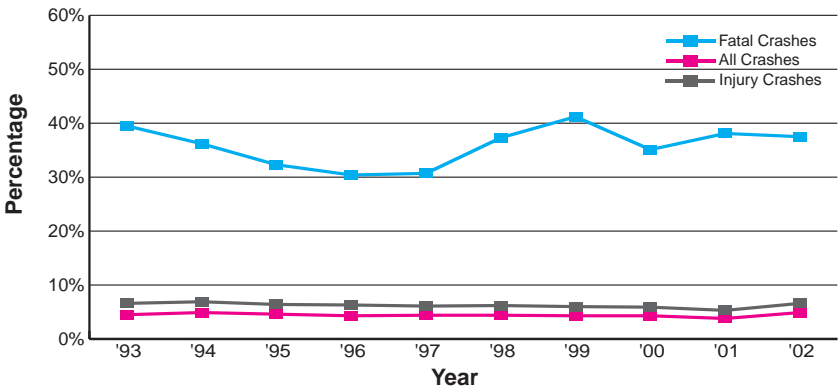
(Figure 30)



Alcohol Involvement in Crashes

Figure 31 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 fatal crashes could be misleading as to the extent of alcohol's role in crashes.

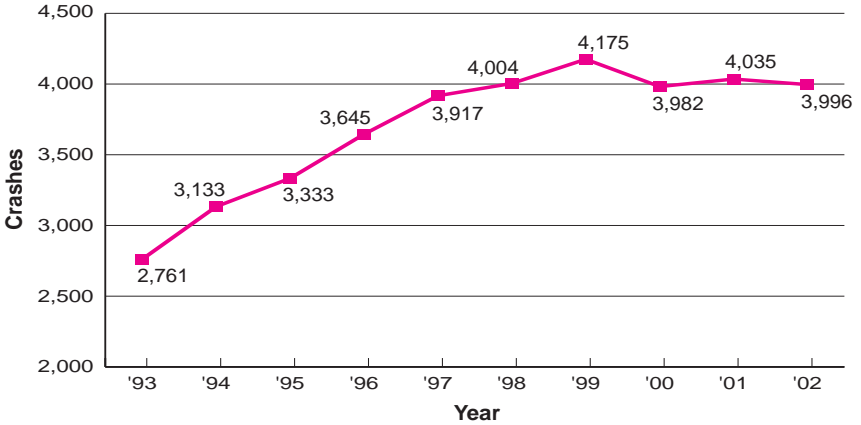
(Figure 31)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 32. Animal crashes have generally increased through the period. In 2002, animal crashes fell from 4,035 to 3,996. Deer are the most frequently involved animals in motor vehicle-animal crashes.

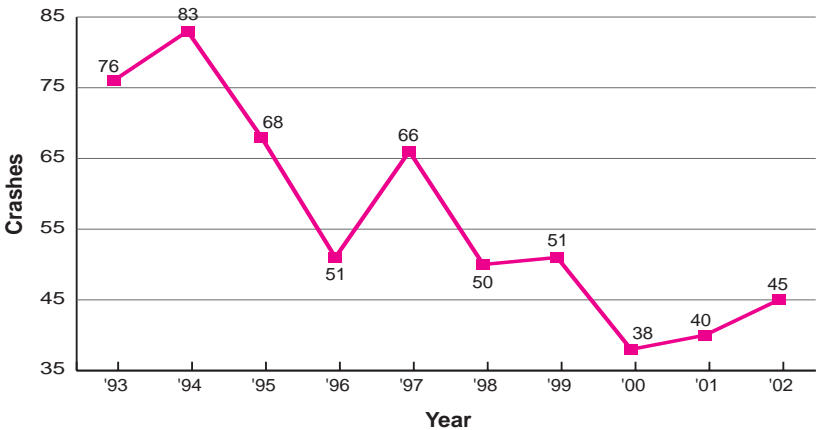
(Figure 32)



Railroad Crashes

The number of railroad crashes rose from 40 in 2001 to 45 in 2002. In 2002, twelve people died in motor vehicle/train crashes in Nebraska.

(Figure 33)



Body Style

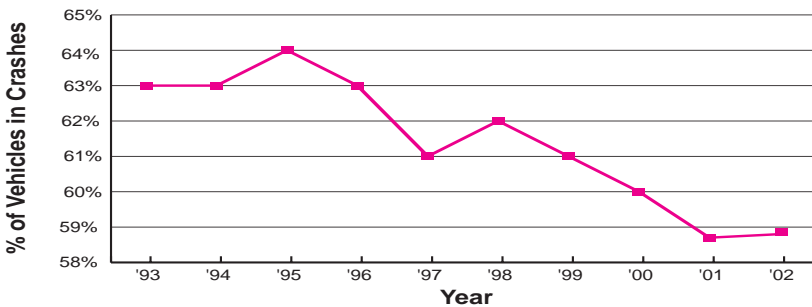
More passenger cars are involved in crashes than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in crashes, however, has been generally declining over the last decade. Figure 34 displays this trend.

Light trucks 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 35 shows the trends in the percentage of various truck types involved in crashes since 1994.

(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.)

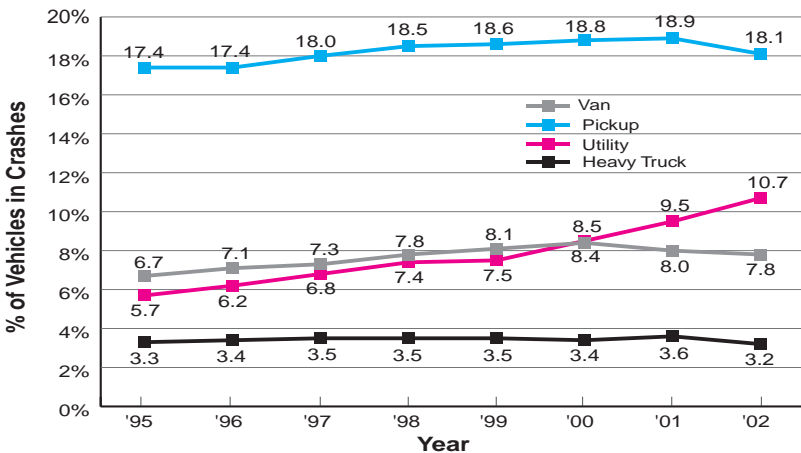
Passenger Cars in All Crashes

(Figure 34)



Truck Types in All Crashes

(Figure 35)



Notes ...

Additional information about the material contained in this publication may be obtained from:

Nebraska Department of Roads
Highway Safety Section
PO BOX 94759
LINCOLN NE 68509-4759
(402) 479-4645

This report is also available on the NDOR website:

www.dor.state.ne.us