State of Nebraska

2010

Traffic Crash Facts

Annual Report

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Nebraska drivers made 2010 a record-breaking year for highway safety. The statewide fatality rate fell just below the Strategic Highway Safety Plan goal of 1.0 deaths per hundred million miles traveled, finishing at 0.97. The 190 fatalities recorded was the second lowest total ever, bettered only by the 166 people killed in 1945. I think everyone would agree that it was a different world in 1945, which encompassed the closing months of World War II. It is estimated that the number of vehicle miles traveled in Nebraska has increased by 659% during the time span between then and today.

These good results are the culmination of continued 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!

Dave Heineman
Governor

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

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

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

Definitions

Reportable Crash.....A crash which involves death, injury, or property damage in excess of $1,000.00 to the property of any one person.

All Crashes.....The total number of reportable motor vehicle crashes including fatal, injury or property damage.

Fatal Crash.....Motor vehicle crash that results in fatal injuries to one or more persons.

Injury Crash.....Motor vehicle crash that results in injuries, other than fatal, to one or more persons.

Property Damage Only Crash (PDO).....Motor vehicle crash in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

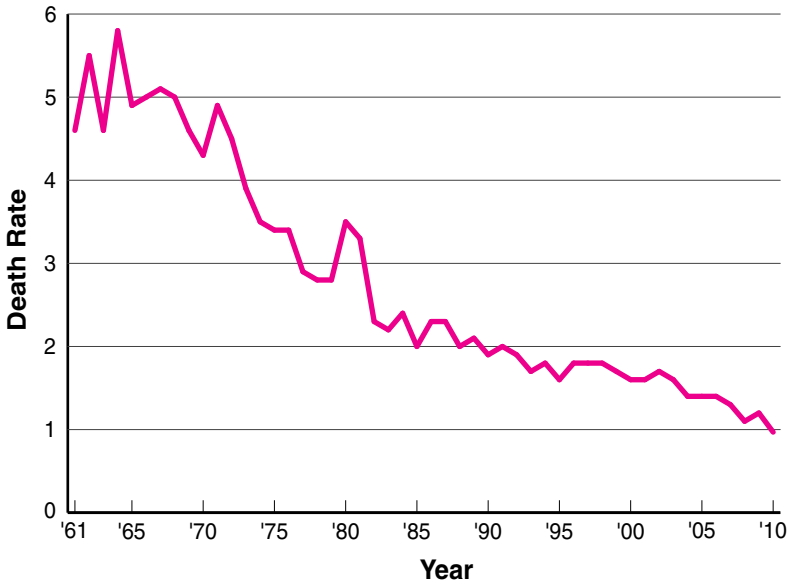
Death Rate per 100 Million Vehicle Miles

The death rate on Nebraska roadways during 2010 was .97 persons killed per 100 million vehicle miles traveled. This is the lowest death rate recorded since the state first began keeping motor vehicle crash statistics in 1936. The trend of declining death rates has been going on for many years, as shown in Figure 1 below. Although the rate fluctuates from year to year, the overall trend is significantly downward. Much of this reduction can be attributed to improvements in vehicle design, roadway engineering, emergency medical services, specific safety programs, enforcement and improved driver awareness.

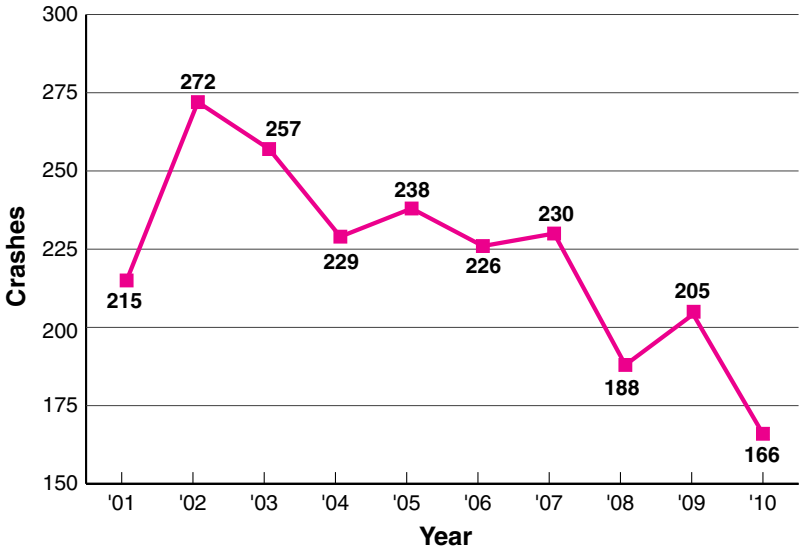
Figure 2 (page 3) depicts the number of fatal crashes per year for the last 10 years. There were 166 fatal crashes in 2010, 39 less than were recorded in 2009.

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 2010, there were 166 fatal crashes, 11,562 injury crashes, and 21,484 property damage only crashes. Fatal crashes made up .5% of all accidents, and injury and PDO crashes made up 34.8% and 64.7%, respectively.

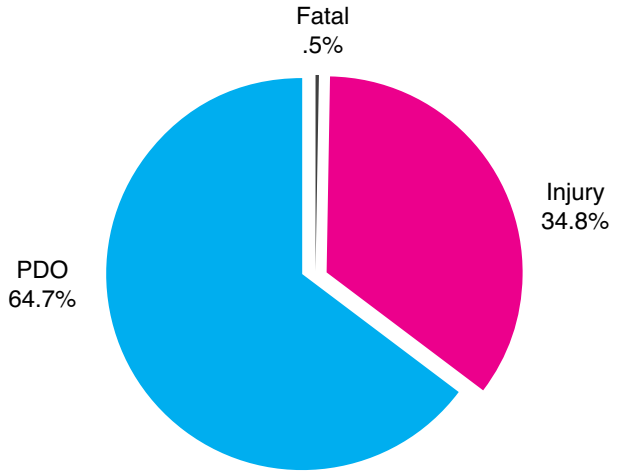
Death Rate Per 100 Million Vehicle Miles (1961-2010)
(Figure 1)



Ten-Year Trend in Fatal Crashes (2001-2010)
(Figure 2)

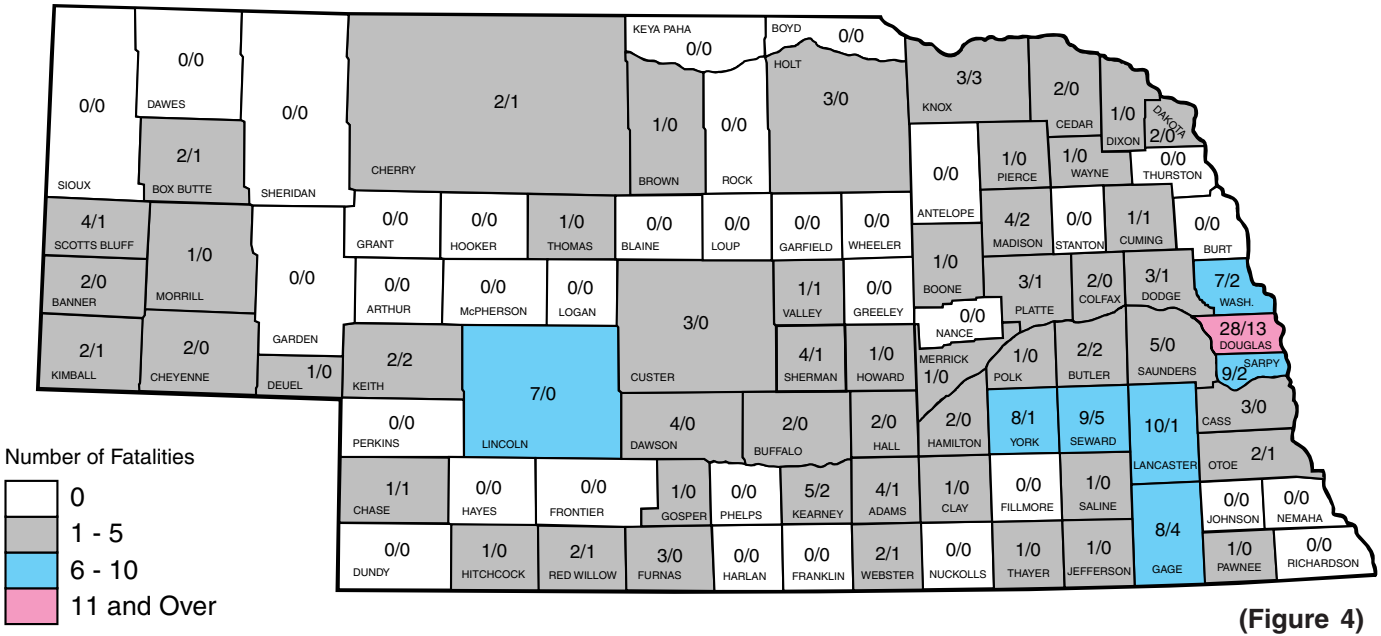


All Crashes in Nebraska (2010)
(Figure 3)



Geographic Summary of Traffic Fatalities by County in 2010

Total Traffic Fatalities - 190 / Traffic Fatalities with Apparent Alcohol Involvement - 53



(Figure 4)

Douglas County, which includes Omaha, the state's largest city, had the highest number of traffic fatalities with 28, followed by Lancaster County with 10, and Sarpy and Seward counties with 9 each. Thirty-four counties experienced no fatalities in 2010.

2010 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	604	2	157	445	4	211
Antelope	109	0	25	84	0	37
Arthur	6	0	3	3	0	4
Banner	14	1	3	10	2	3
Blaine	4	0	0	4	0	0
Boone	98	1	32	65	1	37
Box Butte	172	2	45	125	2	61
Boyd	16	0	6	10	0	9
Brown	43	1	15	27	1	23
Buffalo	873	2	295	576	2	448
Burt	93	0	26	67	0	41
Butler	94	2	37	55	2	53
Cass	446	3	163	280	3	229
Cedar	145	2	30	113	2	42
Chase	34	1	13	20	1	22
Cherry	59	2	27	30	2	53
Cheyenne	161	1	43	117	2	55
Clay	107	1	36	70	1	60
Colfax	161	2	52	107	2	69
Cuming	177	1	52	124	1	78
Custer	170	1	45	124	3	64
Dakota	328	2	110	216	2	159
Dawes	150	0	52	98	0	70
Dawson	407	4	130	273	4	177
Deuel	71	1	17	53	1	27
Dixon	86	1	14	71	1	19
Dodge	740	3	281	456	3	419
Douglas	9505	26	3413	6066	28	4720
Dundy	24	0	7	17	0	10
Fillmore	75	0	30	45	0	47
Franklin	57	0	13	44	0	19
Frontier	56	0	20	36	0	23
Furnas	92	3	14	75	3	25
Gage	431	7	128	296	8	213
Garden	48	0	9	39	0	11
Garfield	19	0	6	13	0	15
Gosper	56	1	11	44	1	23
Grant	9	0	3	6	0	3
Greeley	37	0	12	25	0	19
Hall	1255	1	444	810	2	640
Hamilton	196	2	43	151	2	65
Harlan	70	0	18	52	0	23
Hayes	13	0	5	8	0	9
Hitchcock	61	1	21	39	1	30
Holt	166	3	58	105	3	77
Hooker	15	0	7	8	0	7

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	97	1	22	74	1	36
Jefferson	228	1	35	192	1	48
Johnson	46	0	13	33	0	17
Kearney	91	4	29	58	5	41
Keith	211	1	57	153	2	84
Keya Paha	12	0	3	9	0	3
Kimball	75	2	25	48	2	46
Knox	101	2	35	64	3	56
Lancaster	5860	10	2521	3329	10	3682
Lincoln	828	6	251	571	7	391
Logan	19	0	4	15	0	4
Loup	10	0	3	7	0	3
Madison	669	4	199	466	4	286
McPherson	11	0	4	7	0	5
Merrick	131	1	45	85	1	66
Morrill	101	1	21	79	1	30
Nance	59	0	17	42	0	23
Nemaha	120	0	34	86	0	41
Nuckolls	60	0	8	52	0	11
Otoe	229	2	71	156	2	111
Pawnee	47	1	14	32	1	21
Perkins	34	0	13	21	0	17
Phelps	124	0	36	88	0	55
Pierce	111	1	45	65	1	74
Platte	676	3	191	482	3	280
Polk	89	1	21	67	1	29
Red Willow	189	2	49	138	2	68
Richardson	132	0	35	97	0	54
Rock	22	0	6	16	0	6
Saline	239	1	65	173	1	96
Sarpy	2038	8	819	1211	9	1213
Saunders	322	5	115	202	5	164
Scotts Bluff	830	4	268	558	4	408
Seward	431	7	123	301	9	199
Sheridan	87	0	25	62	0	32
Sherman	56	2	15	39	4	18
Sioux	18	0	9	9	0	10
Stanton	60	0	30	30	0	54
Thayer	105	1	19	85	1	23
Thomas	16	1	4	11	1	6
Thurston	83	0	33	50	0	65
Valley	61	1	13	47	1	17
Washington	342	6	80	256	7	111
Wayne	150	1	42	107	1	68
Webster	100	2	15	83	2	19
Wheeler	12	0	4	8	0	6
York	327	4	105	218	8	166
Total	**33212**	**166**	**11562**	**21484**	**190**	**16712**

Part II
2010 Data

Summary
Number of Traffic Crashes

All Crashes 33,212
- Property Damage Only (PDO) 21,484
- Injury Crashes 11,562
  - *Persons Injured 16,712*
- Fatal Crashes 166
  - *Fatalities 190*

Number of Registered Vehicles in Nebraska 2,224,101

Number of Licensed Drivers in Nebraska 1,383,840

Number of Vehicles in Crashes* 55,781

Number of Drivers in Crashes* 53,764

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

During 2010:

One crash occurred every 16 minutes.
Forty-six persons were injured each day.
One person was killed every 46 hours.

The economic loss in terms of dollars was $1,949,079,800**

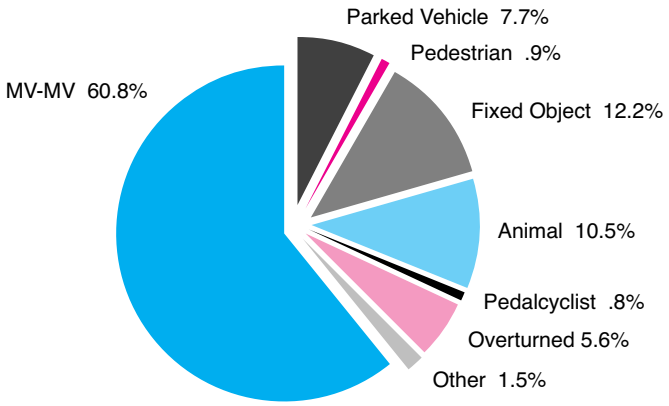
**Federal Highway Administration Research Report Number, FHWA-RD-91-055, *The Cost of Highway Crashes,* October 1991; Nebraska Department of Roads Accident Data 2000-2005; Adjusted to October 2007 costs using the Gross Domestic Product (GDP) Implicit Price Deflator, U.S. Department of Commerce, Bureau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

All Crashes
(Figure 5)



Fatal Crashes
(Figure 6)

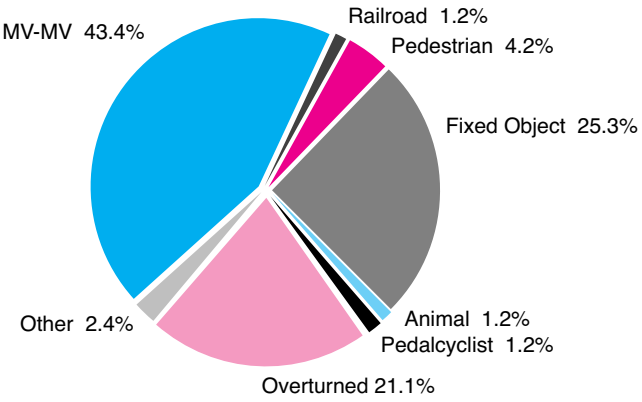


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)	2010								
	CRASHES				PERSONS KILLED OR INJURED				
	TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A★	B★	C★
Pedestrian	311	7	304	0	7	325	70	115	140
Motor vehicle in transport	20182	72	7904	12206	90	12128	919	2732	8477
Parked motor vehicle	2548	1	243	2304	1	317	47	124	146
Railroad train	20	2	4	14	2	4	0	2	2
Pedalcyclist	258	2	255	1	2	259	27	146	86
Animal	3497	2	235	3260	2	279	34	89	156
Fixed object	4047	42	1381	2624	46	1749	277	701	771
Other object	154	1	32	121	1	33	6	15	12
Noncollision overturned	1851	35	1132	684	37	1536	356	665	515
Other noncollision	305	2	64	239	2	70	12	25	33
Unknown	39	0	8	31	0	12	2	4	6
— TOTALS —	33212	166	11562	21484	190	16712	1750	4618	10344

(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	2009								
	CRASHES				PERSONS KILLED OR INJURED				
	TOTAL	FATAL	INJURY	PDO	KILLED	NON-FATAL INJURIES			
						TOTAL	A★	B★	C★
COLLISION INVOLVING: Pedestrian	337	9	328	0	9	350	88	135	127
COLLISION INVOLVING: Motor vehicle in transport	20986	100	8355	12531	110	12895	997	2872	9026
COLLISION INVOLVING: Parked motor vehicle	2576	1	230	2345	1	273	40	104	129
COLLISION INVOLVING: Railroad train	38	2	10	26	4	18	9	4	5
COLLISION INVOLVING: Pedalcyclist	244	3	240	1	3	247	27	137	83
COLLISION INVOLVING: Animal	3734	1	259	3474	1	309	43	108	158
COLLISION INVOLVING: Fixed object	4483	35	1587	2861	39	2025	351	827	847
COLLISION INVOLVING: 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

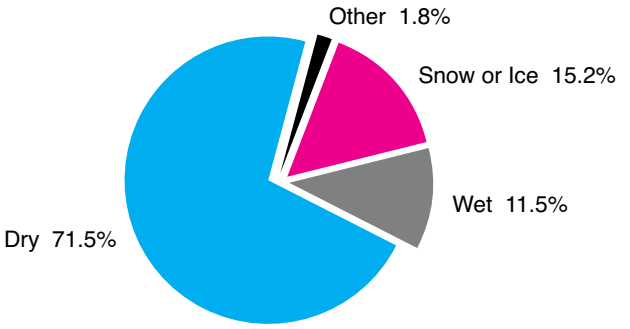
(Table 2)

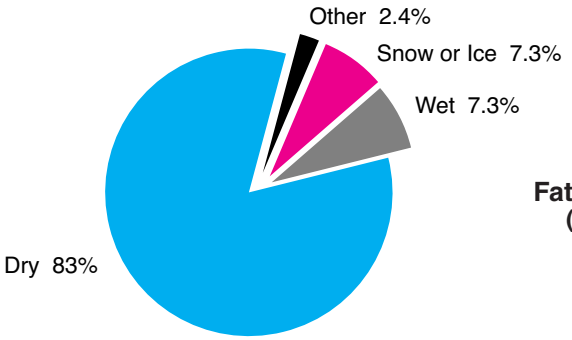
Table 2 provides 2009 data for comparison to 2010. There were 39 fewer fatal crashes in 2010, as compared to 2009, and the number of deaths resulting from these crashes decreased by 33. Both injury crashes and injuries decreased by 649 and 1063 respectively. The number of PDO crashes also decreased by 765.

Surface Condition

The condition of the road surface plays an important role in motor vehicle crashes. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal crashes occur under slick road surface conditions than under dry road conditions. Crashes on wet roads decreased during 2010.

All Crashes
(Figure 7)





Fatal Crashes
(Figure 8)

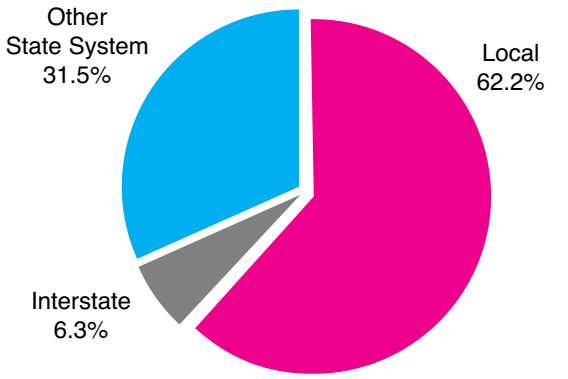
The following table provides the number of crashes in each category.

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	23261	137	8419	14705
Wet	3746	12	1338	2396
Snowy or icy	4952	12	1490	3450
Other	568	4	191	373
Not stated	685	1	124	560
— TOTALS —	33212	166	11562	21484

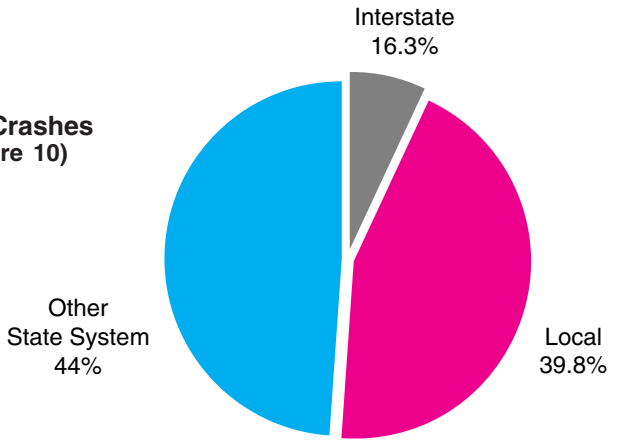
(Table 3)

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	905	2	320	583	2	412
URBAN	Other State System Highways	5267	10	2078	3179	10	3087
URBAN	Local Roads and Streets	16770	23	5813	10934	25	8166
URBAN	URBAN SUBTOTAL	22942	35	8211	14696	37	11665
RURAL	Interstate	1181	25	343	813	34	535
RURAL	Other State System Highways	5190	63	1488	3639	75	2330
RURAL	Local Roads and Streets	3899	43	1520	2336	44	2182
RURAL	RURAL SUBTOTAL	10270	131	3351	6788	153	5047
— TOTALS —		33212	166	11562	21484	190	16712

(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 2010. 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	.7	16.6	34.9	52.2
Other State Highways	.9	43.4	83.0	*127.3
Local Roads and Streets	.9	100.4	181.7	283.0

**rounding*

(Table 5)

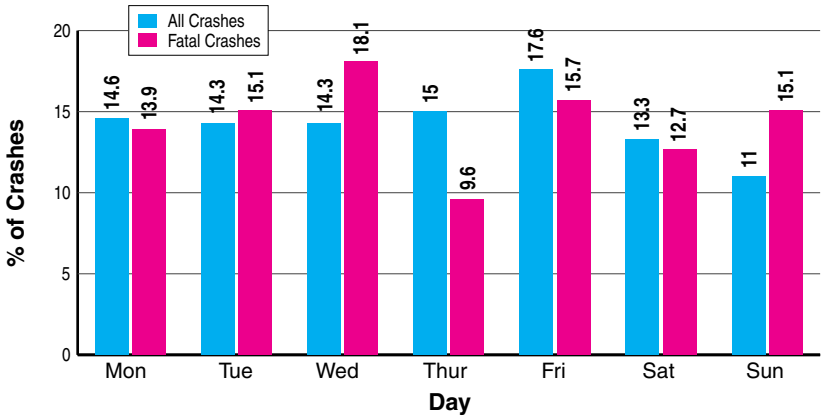
The interstate actually has the lowest crash rate for all roadway categories, followed by other state highways and local roads.

Day and Time

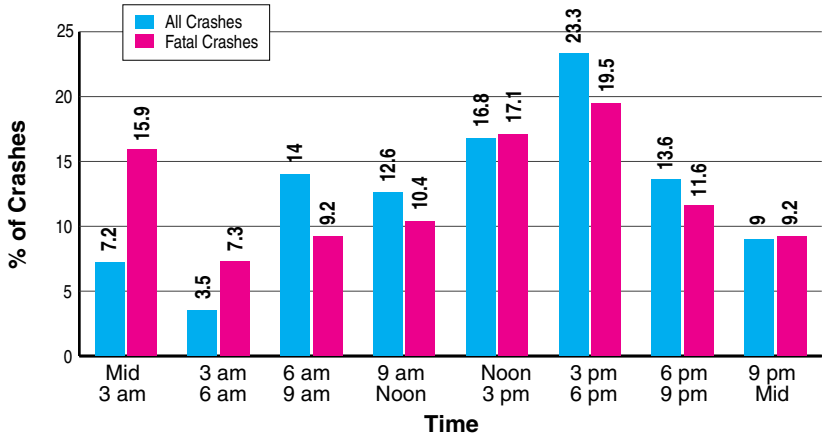
Crashes can occur at any time, but they tend to be more frequent during certain times of the day. Crash frequency follows the daily activity cycle, increasing from a low in the early morning hours to a peak in the late afternoon. The highest three-hour time period for crashes in 2010 was from 3:00 - 6:00 p.m., when 23.3% of all crashes occurred. Fatal crashes were most prevalent in the afternoon or early evening, as 48.2% of them took place betwen noon and 9:00 p.m.

Accident trends on the weekends differ from those which take place during the work week. In 2010, Sunday was the lowest day for total crashes, and Wednesday the highest day for fatal crashes, recording 18.1% of the total. More crashes happened on Friday than on any other day.

Day of Week **(Figure 11)**



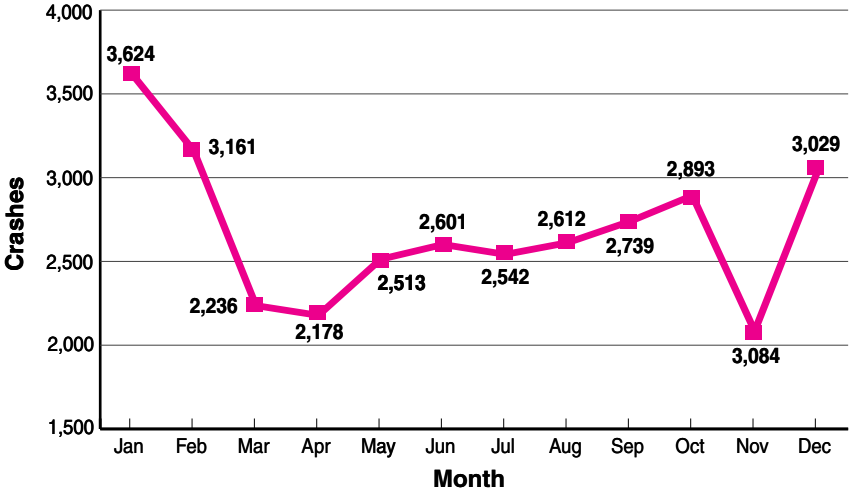
Time of Crash **(Figure 12)**



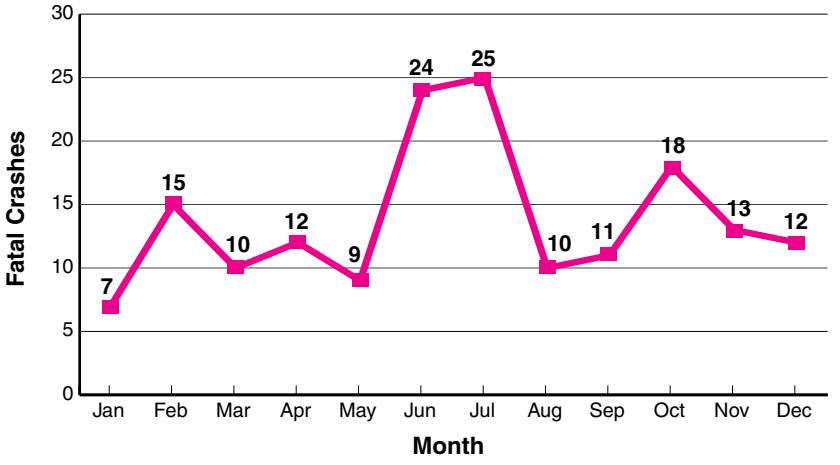
Month

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, June and July, had the most fatal crashes in 2010.

All Crashes by Month
(Figure 13)



Fatal Crashes by Month
(Figure 14)

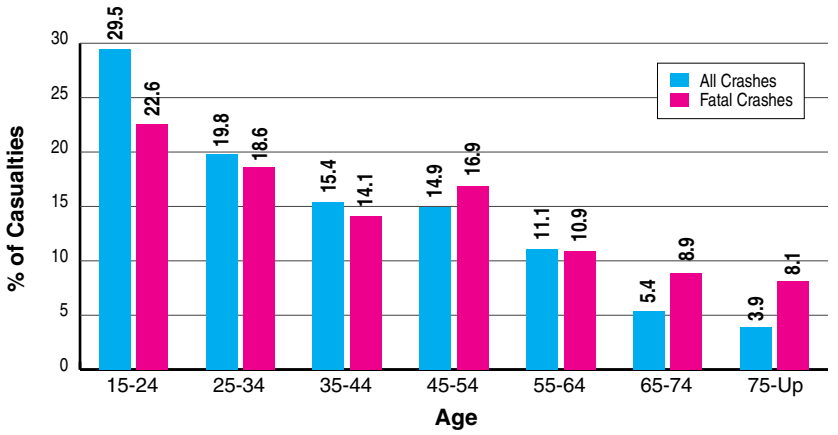


Age of Driver

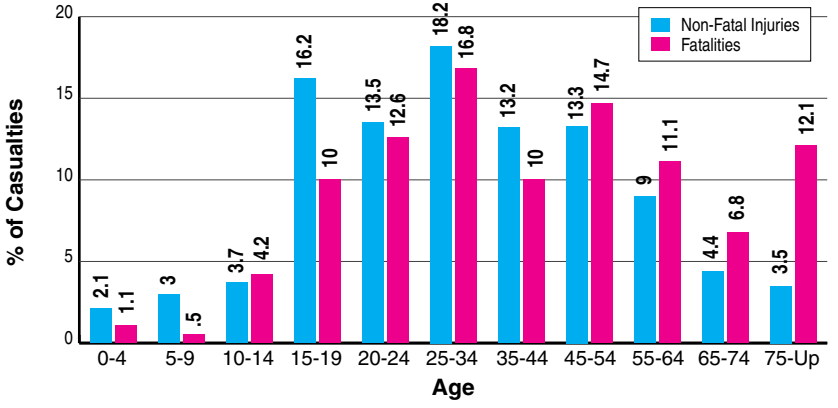
Younger drivers are involved in a disproportionate number of crashes. In 2010, 49.3% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (29.5%) and fatal crashes (22.6%) during 2010.

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 61.2% of all injuries.

Driver Age
(Figure 15)



Age of Casualties
(Figure 16)



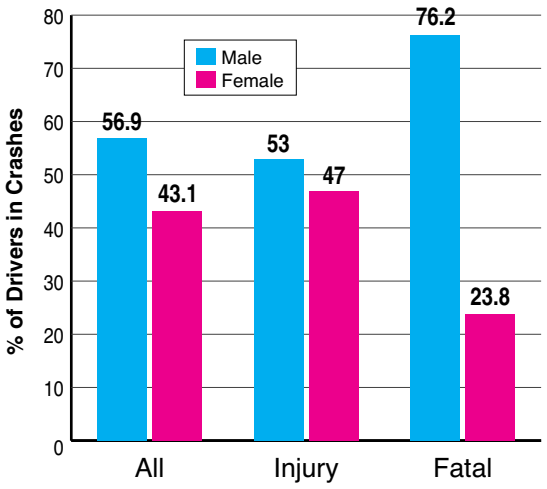
Sex of Driver

Figure 17 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 55.5% of the drivers in all crashes in Nebraska in 2010, and were involved in 76.2% 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 54.8% of the persons injured or killed in motor vehicle crashes in 2010. (See Table 7).

(Table 6)

SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	29697	189	10791	18717
Female	23811	59	9589	14163
Not stated	256	0	71	185
– TOTALS –	53764	248	20451	33065



(Figure 17)

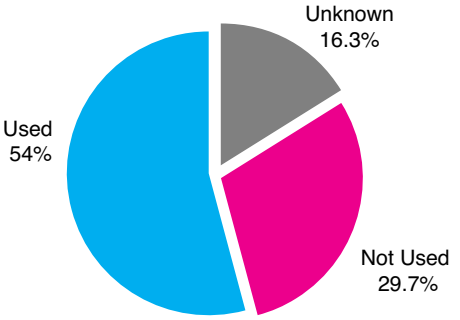
AGE AND SEX OF CASUALTIES	ALL CRASHES						ALCOHOL-RELATED CRASHES					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	2	1	1	337	170	167	0	0	0	14	7	7
5-9 years	1	1	0	489	278	211	0	0	0	15	8	7
10-14 years	8	3	5	606	270	336	0	0	0	20	11	9
15-19 years	19	13	6	2670	1078	1592	5	3	2	203	111	92
20-24 years	24	17	7	2222	1032	1190	14	12	2	251	165	86
25-34 years	32	23	9	2991	1377	1614	14	9	5	272	180	92
35-44 years	19	10	9	2171	1002	1169	6	3	3	165	124	41
45-54 years	28	19	9	2186	992	1194	8	5	3	133	92	41
55-64 years	21	17	4	1475	681	794	5	5	0	67	44	23
65-74 years	13	6	7	720	344	376	0	0	0	23	13	10
75 and older	23	12	11	571	276	295	1	0	1	12	8	4
Age not stated	0	0	0	224	112	112	0	0	0	4	2	2
— TOTALS —	190	122	68	16662	7612	9050	53	37	16	1179	765	414

(Table 7)

Restraint Use

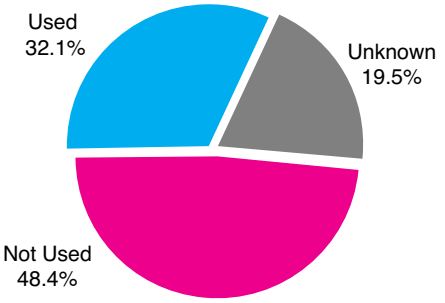
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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

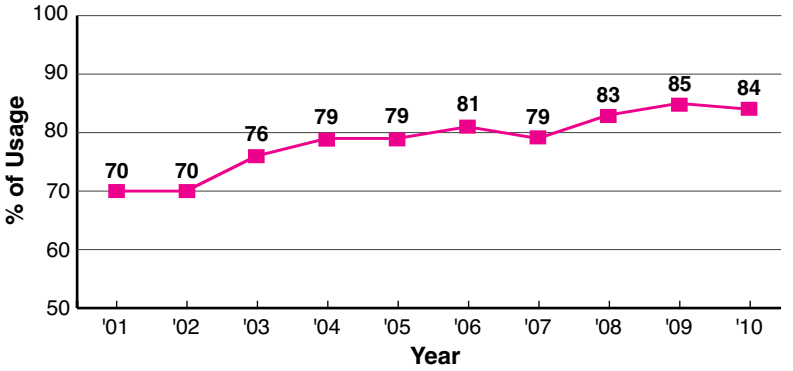
Restraint Use for Fatal Injuries
(Figure 19)



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 2010, the observed statewide safety belt usage rate was 84.1%.

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 32.1% of those vehicle occupants who died and 54% of those who suffered disabling injuries in 2010 crashes were belted.

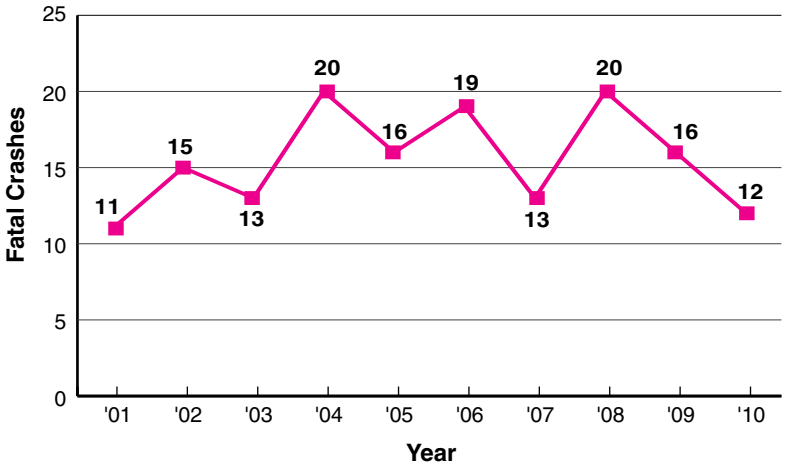
Statewide Safety Belt Usage Rate (2001 - 2010)
(Figure 20)



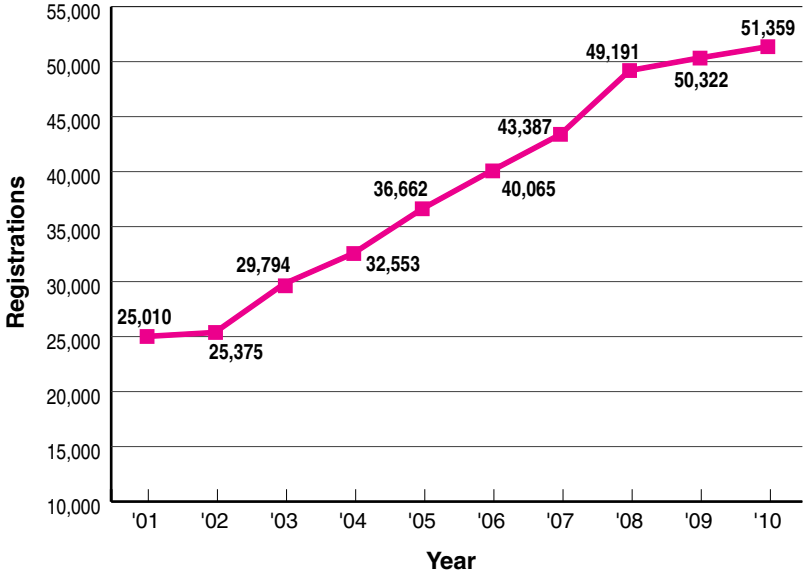
Motorcycle Crashes

Motorcycle crashes have been trending upwards for the last decade, due mostly to substantial increases in motorcycle registrations. In 2010, motorcycle registrations rose another 2.1%. With gasoline prices on the rise, more people are switching from larger vehicles to motorcycles. A post-mandatory helmet law peak of 624 crashes occurred in 2008. This number dropped in 2009, but jumped up again in 2010, increasing by 4.7% to 563. Fatal motorcycle crashes declined from 16 in 2009 to 12 in 2010.

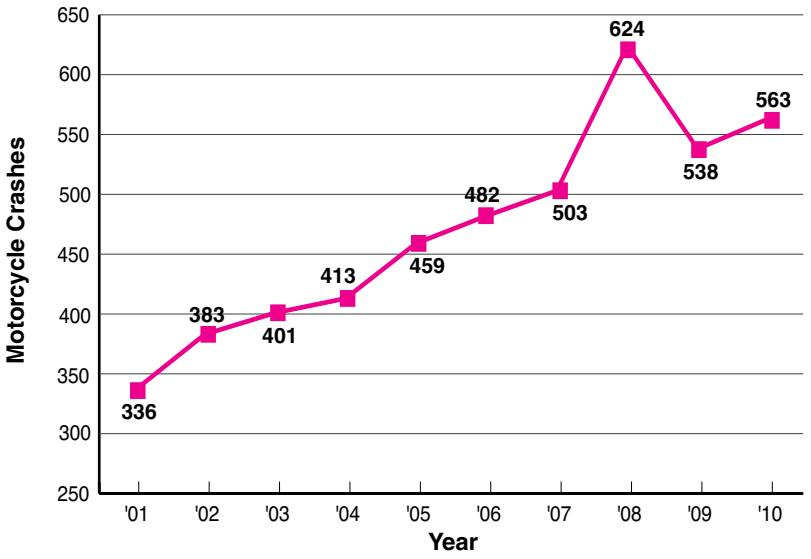
Fatal Motorcycle Crashes (2001 - 2010)
(Figure 21)



Motorcycles Registered (2001 - 2010)
(Figure 22)



All Motorcycle Crashes (2001 - 2010)
(Figure 23)



Vehicle Body Style

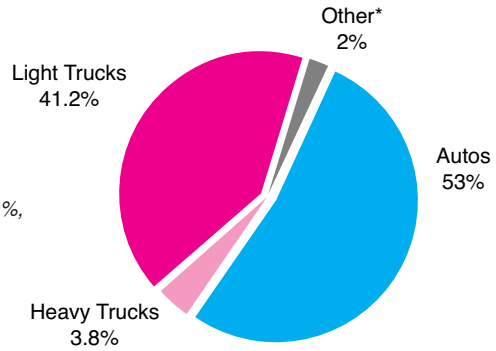
The major vehicle body styles involved in all crashes and fatal crashes are displayed in Figures 24 and 25. Compared to their involvement in all crashes, motorcycles and heavy trucks are overrepresented in fatal crashes. Motorcycles offer little protection to riders involved in crashes, and heavy trucks tend to be involved in more severe crashes due to their large size. The number of vehicles in each body style group which were involved in crashes is provided in the table.

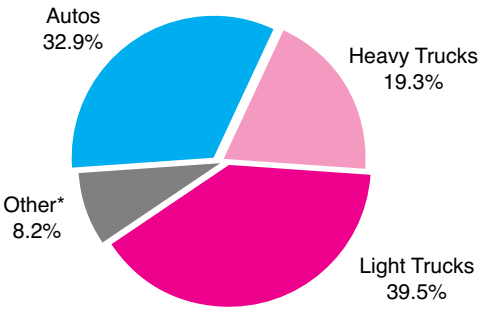
BODY STYLE OF CRASH VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	233	1	62	170
Semi-trailer truck	937	26	291	620
Other heavy truck	1043	21	296	726
Automobile	27754	80	10890	16784
Van	3857	15	1481	2361
Utility vehicle	9089	34	3400	5655
Pickup truck	8626	47	3006	5573
Motorcycle	568	12	491	65
Motorhome	26	2	4	20
Farm equipment	68	2	25	41
Other	159	3	62	94
Unknown	3421	5	844	2572
— TOTALS —	55781	248	20852	34681

(Table 8)

All Crashes
(Figure 24)

**Other – motorcycles 1.1%, buses .4%, farm equipment .1%, and all others .4%.*



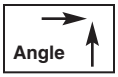
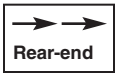


Fatal Crashes
(Figure 25)

**Other – motorcycles 4.9%, farm equipment .8%, and all others 2.5%.*

Intersection Crashes

2010
Type of Multi-Vehicle Collisions at Intersections*
Total Crashes: 15,366

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
	6,926	45.1	40.4
	4,939	32.1	45.2
	1,031	6.7	19.8
	102	0.7	34.3
	1,960	12.8	46.7
	44	0.3	52.3
	363	2.4	14.1
Unknown	1	0.0	0.0
Total	**15,366**	**100%**	

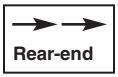
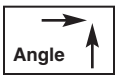
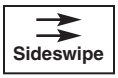
** Multi-vehicle accidents at intersections comprise 46.3% of all crashes.*

Non-Intersection Crashes

2010

Type of Multi-Vehicle Collisions Not at Intersections*

Total Crashes: 4,816

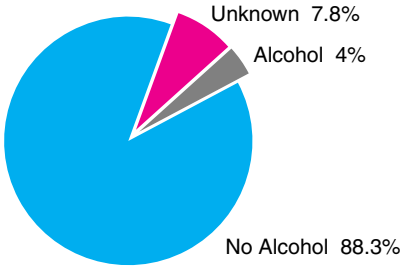
	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
	2,429	50.4	43.9
	146	3.0	58.2
	384	8.0	37.5
	1,106	23.0	20.4
	355	7.4	36.1
	30	0.6	50.0
	360	7.5	13.9
Unknown	6	0.1	50.0
Total	**4,816**	**100%**	

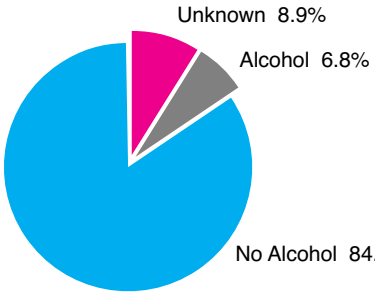
** Multi-vehicle accidents not at intersections comprise 14.5% of all crashes.*

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 2010, 27.7% of the fatal crashes in Nebraska involved alcohol. This represents a decrease from the 36.1% registered in 2009. Since alcohol testing is only required in fatal crashes, the alcohol involvement indicated for injury and PDO crashes is probably understated.

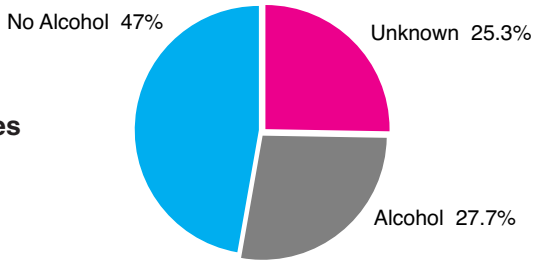
PDO Crashes
(Figure 26)





Injury Crashes
(Figure 27)

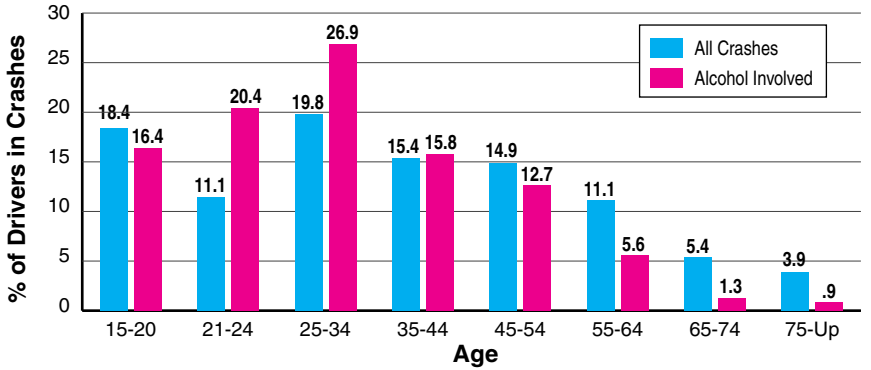
Fatal Crashes
(Figure 28)



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 47.3% of alcohol involved crashes. Drivers aged 21-24 are most overrepresented, being involved in 20.4% of alcohol-related crashes but only 11.1% of all crashes. Note that drivers between the ages of 15 and 20 are in 16.4% 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	353	1	5	0	151	0
16	1770	15	4	1	750	11
17	1925	35	7	2	758	13
18	1996	63	8	3	763	27
19	1933	96	5	1	776	58
20	1814	74	8	2	711	36
21	1641	102	6	2	649	54
22	1507	95	5	2	601	38
23	1377	83	3	3	494	24
24	1392	74	5	1	553	32
25 to 34	10546	465	46	12	4115	233
35 to 44	8195	274	35	9	3144	136
45 to 54	7915	220	42	6	2992	110
55 to 64	5883	97	27	5	2093	45
65 to 74	2886	23	22	0	1039	18
75 and older	2097	15	20	0	745	9
Not stated	534	8	0	0	117	0
— TOTALS —	53764	1740	248	49	20451	844

(Table 9)

Driver Contributing Circumstances

In 2010, there were 33,212 reportable motor vehicle traffic crashes in Nebraska involving 53,764 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	25042	85	9308	15469
Failure to yield right-of-way	5614	17	2307	3290
Disregarded traffic controls	1738	9	890	839
Exceeded speed limit	150	12	70	68
Speed too fast for conditions	2327	13	852	1462
Made an improper turn	576	0	130	446
Followed too closely	3517	0	1488	2029
Leave lane/run off road	1489	39	577	873
Operating in erratic manner	2370	17	1077	1276
Swerving or avoiding	765	4	258	503
Visibility obstructed	479	1	126	352
Inattention	3018	10	1035	1973
Mobile phone distraction	141	0	48	93
Distracted - other	306	0	129	177
Fatigued/asleep	279	1	135	143
Defective equipment	203	2	72	129
Other improper action	1536	13	553	970
Unknown	4214	25	1396	2793
— TOTALS —	53764	248	20451	33065

(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
'10	33,212	16,712	190	1.69	1.0	1.1

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

(Table 11)

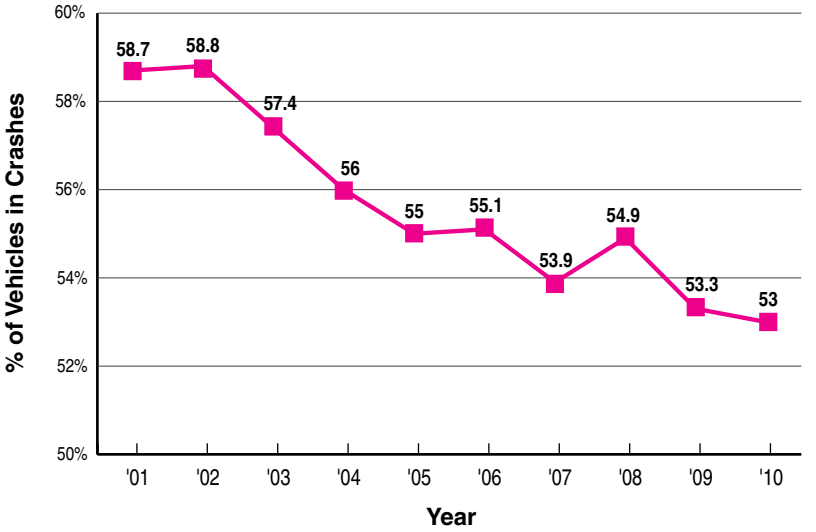
Body Style

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

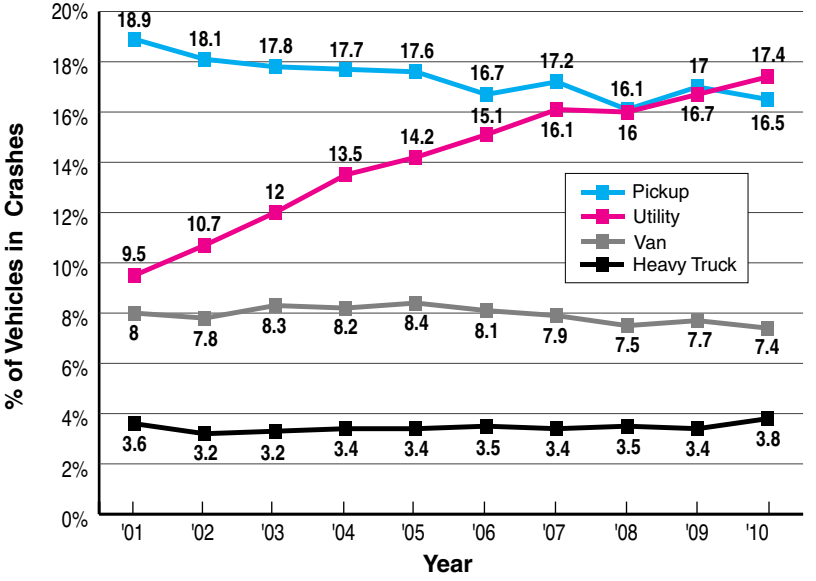
Utility vehicles have been the fastest growing segment of the vehicle mix. In 2010, for the first time, utility vehicles were involved in more crashes than were pickup trucks. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 31 shows the trends 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)



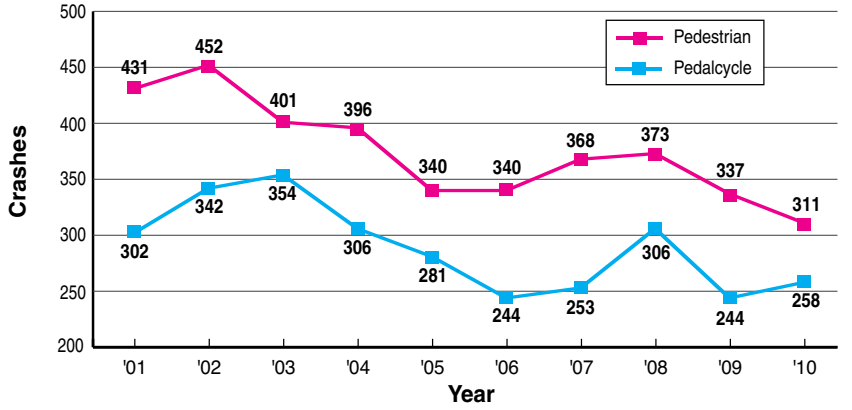
Truck Types in All Crashes (Figure 31)



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 337 in 2009, to 311 in 2010. The number of fatal pedestrian crashes decreased to seven. Pedalcycle crashes increased to 258 in 2010, from 244 in 2009. There were two fatal pedalcycle crashes in 2010.

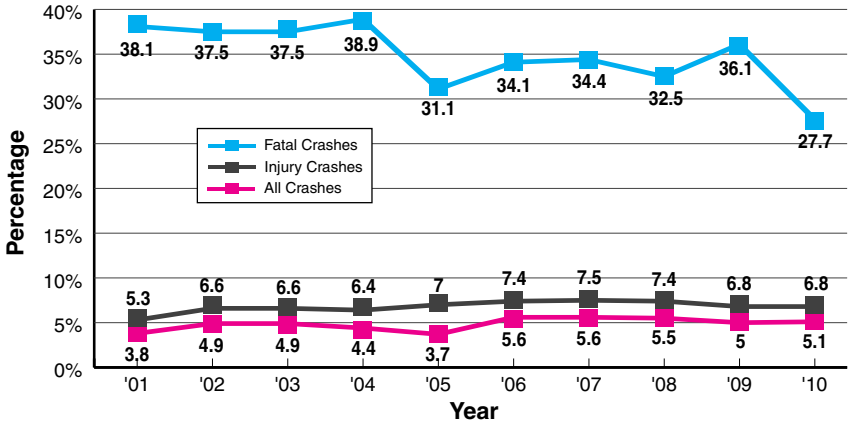
(Figure 32)



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.

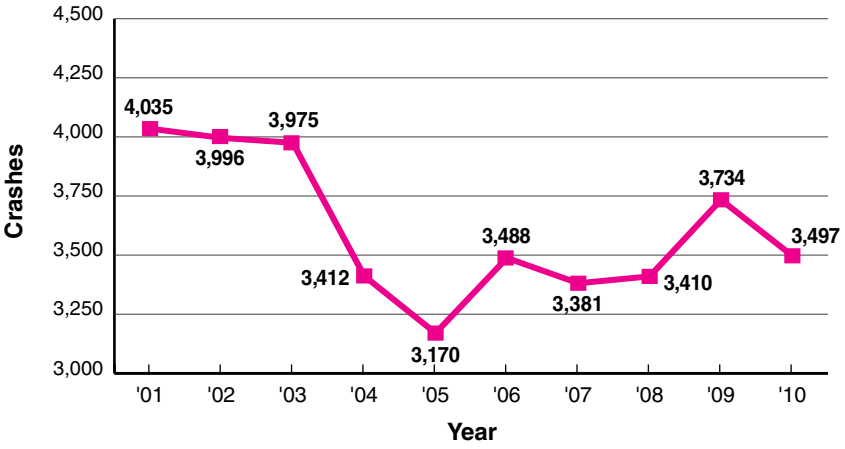
(Figure 33)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 34. In 2010, animal crashes fell from 3,734 to 3,497. Deer are the most frequently involved animals in motor vehicle/animal crashes.

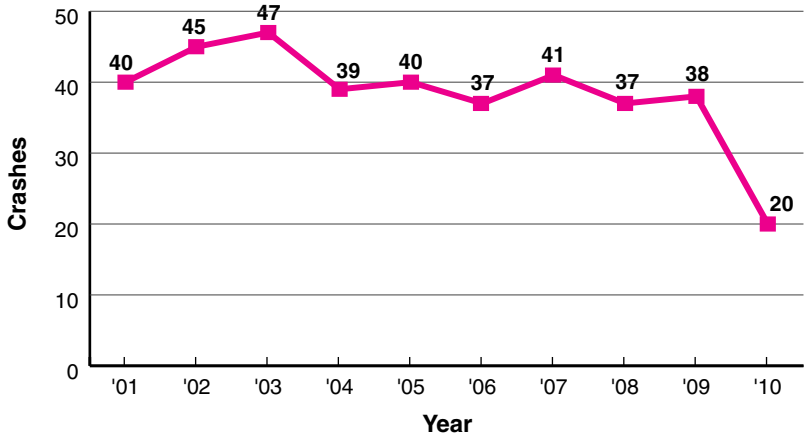
(Figure 34)



Railroad Crashes

The number of railroad crashes decreased in 2010, from 38 to 20, an all-time low. In 2010, two people died in motor vehicle/train crashes in Nebraska.

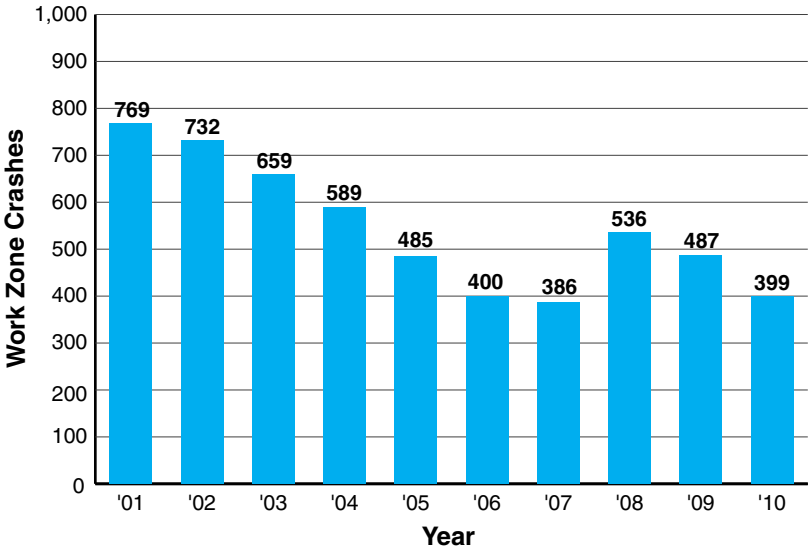
(Figure 35)



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 2010 to the second fewest crashes in the last ten years.

(Figure 36)



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Nebraska Department of Roads
Traffic Engineering Division
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(402) 479-4645

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transportation.nebraska.gov