



State of Nebraska

2000

Traffic Accident Facts

Annual Report

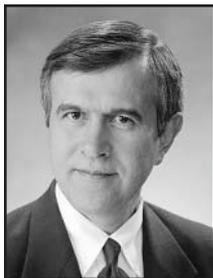
Prepared By
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Mike Johanns



John L. Craig

The Highway Safety Section of the Department of Roads is charged with the collection, analysis, and publication of information about city, county, and state motor vehicle traffic accidents in Nebraska. This publication provides information about accident trends.

Elevating public awareness is an important step toward reducing the number and severity of traffic accidents. Safety awareness is the best defense as each of us drives our vehicle. This is especially important since driving is probably the most dangerous activity in which most of us will ever engage.

The information in this publication is made possible by the efforts of dedicated law enforcement officers across the state. Without their commitment to collecting accurate and timely information on motor vehicle accidents, monitoring highway safety in Nebraska would be impossible.

Drive Safely,

A handwritten signature in black ink, appearing to read "Mike Johanns". The signature is fluid and cursive.

Mike Johanns
Governor

A handwritten signature in black ink, appearing to read "John L. Craig". The signature is fluid and cursive.

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 Accidents Only as defined below. Definitions of various accident categories are also provided.

Definitions

Reportable Accident.....An accident which involves death, injury, or property damage in excess of \$500.00 to the property of any one person.

All AccidentsThe total number of reportable motor vehicle accidents including fatal, injury or property damage.

Fatal AccidentMotor vehicle accident that results in fatal injuries to one or more persons.

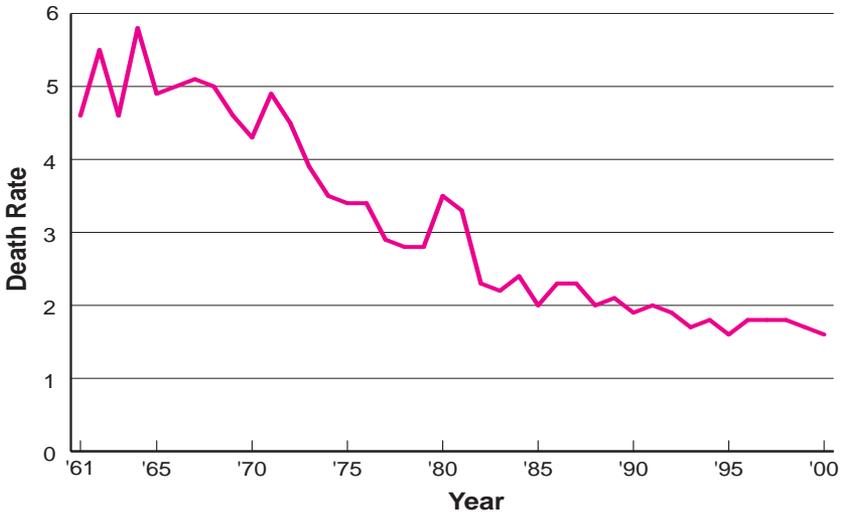
Injury AccidentMotor vehicle accident that results in injuries, other than fatal, to one or more persons.

Property Damage

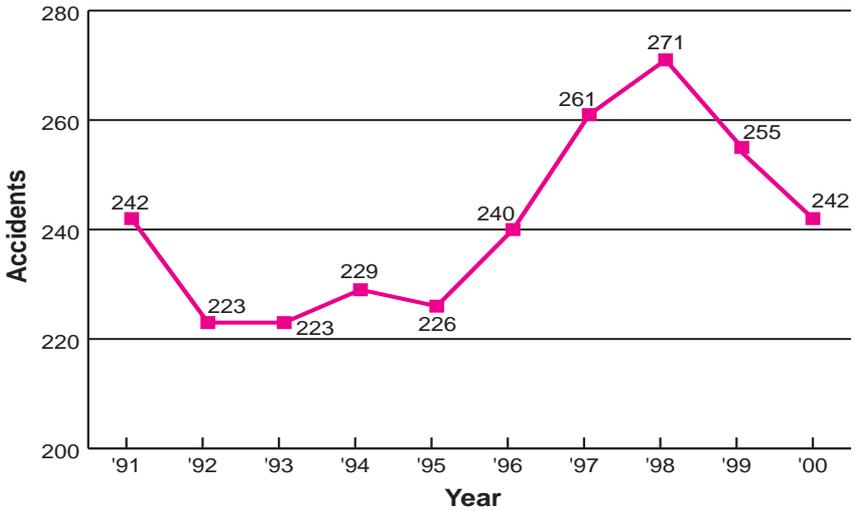
Only Accident (PDO).....Motor vehicle accident in which there is no injury to any person, but only damage to a motor vehicle, or to other property, including injury to domestic animals.

Part I
Overview

Death Rate Per 100 Million Vehicle Miles (1961-2000)
 (Figure 1)



Ten-Year Trend in Fatal Accidents
 (Figure 2)



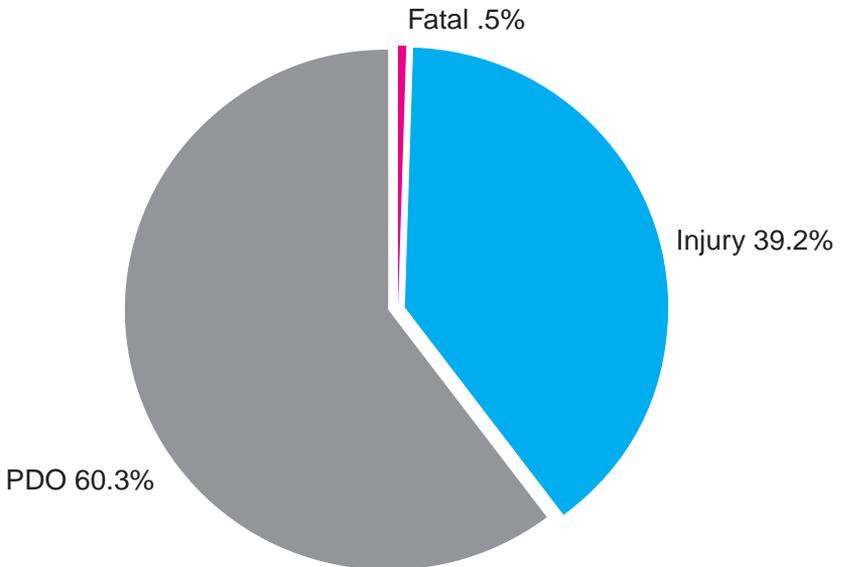
In 2000, the death rate on Nebraska roadways was 1.6 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2000 is represented in Figure 1 (Page 2). Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this 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 accidents per year for the last ten years. There were 242 fatal accidents in 2000, thirteen less than were recorded in 1999.

Fatal accidents make up only a small portion of the total accidents in Nebraska. Property damage only (PDO) accidents make up the majority. Figure 3 shows the percentage distribution of all accident types. In 2000, there were 242 fatal accidents, 18,805 injury accidents and 28,886 property damage only accidents. Fatal accidents made up .5% of all accidents, and injury and PDO accidents made up 39.2% and 60.3%, respectively.

All Accidents in Nebraska (2000)

(Figure 3)



1999 Accident Data by County

County	Accidents				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	848	2	211	635	2	310
Antelope	175	1	47	127	1	72
Arthur	12	0	3	9	0	3
Banner	20	1	6	13	1	9
Blaine	15	1	4	10	2	6
Boone	112	0	33	79	0	48
Box Butte	295	2	78	215	2	123
Boyd	39	0	8	31	0	16
Brown	73	1	21	51	1	26
Buffalo	1,357	11	508	838	13	793
Burt	144	0	50	94	0	75
Butler	161	2	61	98	2	94
Cass	591	7	198	386	7	298
Cedar	153	2	53	98	2	95
Chase	56	0	18	38	0	24
Cherry	93	0	38	55	0	64
Cheyenne	247	6	66	175	7	123
Clay	146	4	40	102	4	54
Colfax	259	3	62	194	3	102
Cuming	264	2	79	183	4	126
Custer	236	1	76	159	1	110
Dakota	478	2	185	291	2	277
Dawes	280	2	62	216	4	98
Dawson	580	8	181	391	8	281
Deuel	76	2	35	39	2	78
Dixon	100	2	30	68	2	44
Dodge	1,034	6	364	664	8	549
Douglas	14,538	23	6,892	7,623	24	10,647
Dundy	43	0	10	33	0	19
Fillmore	145	0	48	97	0	73
Franklin	73	1	26	46	1	35
Frontier	79	1	26	52	1	40
Furnas	117	2	28	87	3	46
Gage	769	5	212	552	6	304
Garden	48	1	13	34	1	18
Garfield	28	1	8	19	1	15
Gosper	62	0	19	43	0	24
Grant	21	0	2	19	0	6
Greeley	49	1	17	31	1	25
Hall	1,814	7	608	1,199	7	957
Hamilton	306	4	81	221	4	139
Harlan	84	1	19	64	2	37
Hayes	18	0	9	9	0	13
Hitchcock	62	1	18	43	1	28
Holt	268	7	82	179	11	131
Hooker	15	0	5	10	0	8

County	Accidents				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	181	5	47	129	5	72
Jefferson	241	3	47	191	4	62
Johnson	136	1	25	110	1	37
Kearney	157	1	58	98	1	90
Keith	315	6	102	207	7	176
Keya Paha	12	0	6	6	0	6
Kimball	145	4	63	78	6	108
Knox	131	3	41	87	3	75
Lancaster	8,158	24	3,631	4,503	27	5,600
Lincoln	1,168	4	402	762	4	655
Logan	21	0	7	14	0	11
Loup	22	0	5	17	0	6
Madison	1,028	1	381	646	1	590
McPherson	11	0	5	6	0	6
Merrick	200	3	69	128	3	108
Morrill	168	4	43	121	4	79
Nance	108	0	30	78	0	39
Nemaha	213	5	58	150	6	98
Nuckolls	95	2	26	67	2	37
Otoe	333	1	113	219	1	176
Pawnee	114	1	17	96	1	29
Perkins	44	1	11	32	2	14
Phelps	264	1	81	182	1	121
Pierce	160	2	66	92	2	109
Platte	1,013	4	318	691	7	486
Polk	116	0	36	80	0	51
Red Willow	319	0	95	224	0	140
Richardson	247	2	56	189	2	92
Rock	41	0	9	32	0	17
Saline	353	4	76	273	4	108
Sarpy	2,245	6	998	1,241	7	1,602
Saunders	393	2	161	230	2	261
Scotts Bluff	928	5	321	602	6	503
Seward	472	6	147	319	6	228
Sheridan	150	2	47	101	3	77
Sherman	76	1	25	50	1	49
Sioux	35	0	15	20	0	26
Stanton	107	4	39	64	5	76
Thayer	158	4	33	121	4	56
Thomas	16	0	3	13	0	3
Thurston	128	0	48	80	0	72
Valley	103	1	27	75	1	46
Washington	410	1	134	275	1	203
Wayne	181	0	53	128	0	78
Webster	134	1	35	98	1	53
Wheeler	21	0	6	15	0	11
York	479	4	149	326	4	211
Total	47,933	242	18,805	28,886	276	29,216

Part II
2000 Data

Summary Number of Traffic Accidents

All Accidents	47,933
Property Damage Only (PDO)	28,886
Injury Accidents.....	18,805
<i>Persons Injured</i>	<i>29,216</i>
Fatal Accidents.....	242
<i>Fatalities</i>	<i>276</i>
Number of Registered Vehicles in Nebraska.....	1,853,962
Number of Licensed Drivers in Nebraska.....	1,262,755
Number of Vehicles in Accidents*	81,727
Number of Drivers in Accidents*	78,319

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

During 2000:

One accident occurred every 11 minutes
80 persons were injured each day
One person was killed every 32 hours

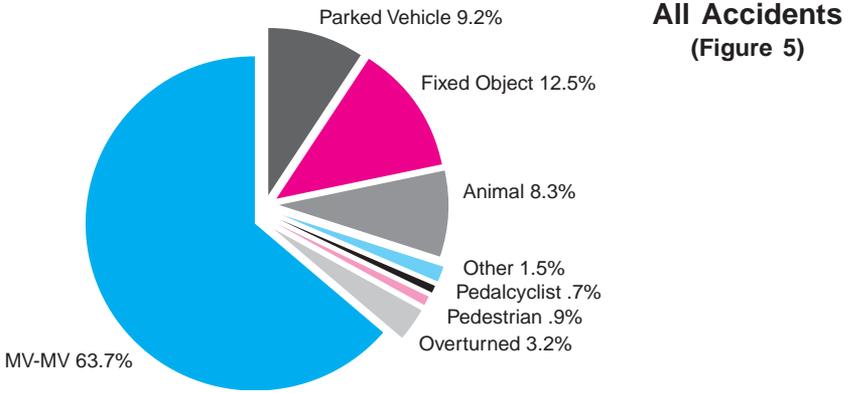
The economic loss in terms of dollars was \$2,112,946,000**

***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 accident” and implies a collision with each of the objects listed in the following charts. “Overturned” and “other” accidents refer to accidents where no collision is involved (e.g., a car loses control and overturns, a car catches on fire).

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



Fatal Accidents (Figure 6)

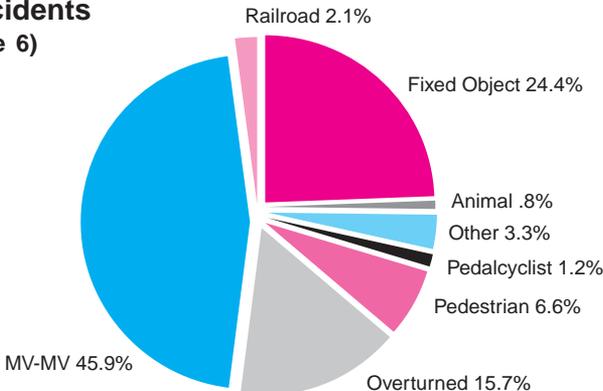


Table 1 provides the number of accidents in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		2000								
		ACCIDENTS				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	409	16	392	1	16	424	96	177	151
	Motor vehicle in transport	30546	111	13582	16853	132	22205	1450	4843	15912
	Parked motor vehicle	4403	5	367	4031	5	462	37	173	252
	Railroad train	38	5	11	22	5	14	5	6	3
	Pedalcyclist	354	3	346	5	3	374	43	221	110
	Animal	3982	2	420	3560	2	525	26	162	337
	Fixed object	6016	59	2558	3399	66	3568	552	1628	1388
	Other object	162	0	42	120	0	57	7	26	24
Noncollision overturned	1522	38	957	527	44	1430	280	646	504	
Other noncollision	471	3	122	346	3	147	28	60	59	
Unknown	30	0	8	22	0	10	0	5	5	
— TOTALS —		47933	242	18805	28886	276	29216	2524	7947	18745

(Table 1)

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

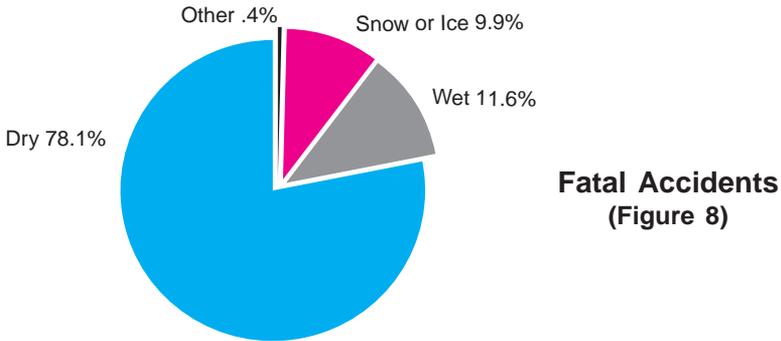
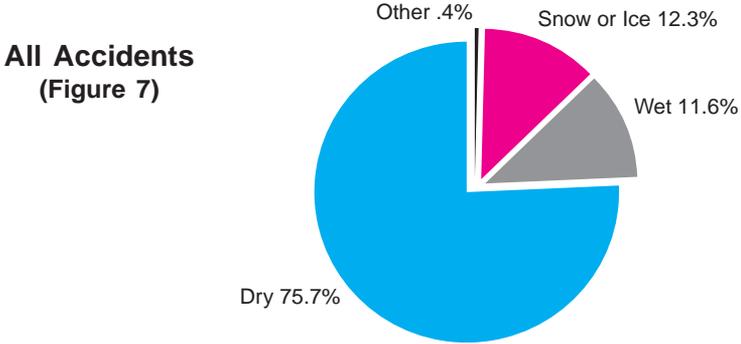
FIRST HARMFUL EVENT (Current Year)		1999								
		ACCIDENTS				PERSONS KILLED OR INJURED				
		TOTAL	FATAL	INJURY	** PDO	KILLED	NON-FATAL INJURIES			
							TOTAL	A★	B★	C★
COLLISION INVOLVING	Pedestrian	468	13	455	0	13	490	104	225	161
	Motor vehicle in transport	30774	125	13697	16952	153	22627	1400	4828	16399
	Parked motor vehicle	4332	0	386	3946	0	480	48	193	239
	Railroad train	51	5	25	21	5	30	9	6	15
	Pedalcyclist	392	4	384	4	4	404	33	229	142
	Animal	4175	2	413	3760	2	555	32	178	345
	Fixed object	6073	59	2647	3367	67	3752	594	1730	1428
	Other object	136	1	40	95	1	55	4	27	24
Noncollision overturned	1423	46	881	496	50	1315	261	604	450	
Other noncollision	368	0	98	270	0	142	22	46	74	
Unknown	25	0	6	19	0	6	1	2	3	
— TOTALS —		48217	255	19032	28930	295	29856	2508	8068	19280

(Table 2)

Table 2 provides 1999 data for comparison to 2000. There were 13 less fatal accidents in 2000, as compared to 1999, and the number of deaths resulting from these accidents decreased by 19. Both injury accidents and injuries decreased, by 227 and 640 respectively. The number of PDO accidents increased by 44.

Surface Condition

The condition of the road surface plays an important role in motor vehicle accidents. Slick road conditions are generally more hazardous than dry conditions, but drivers tend to compensate for this by being more cautious. Fewer fatal accidents occur under slick road surface conditions than under dry road conditions. The percentage of all accidents which occurred on slick roads was about the same in 2000 as it was in 1999.



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

ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	34932	189	14257	20486
Wet	5363	28	2383	2952
Snowy or icy	5667	24	1709	3934
Other	199	1	60	138
Not stated	1772	0	396	1376
— TOTALS —	47933	242	18805	28886

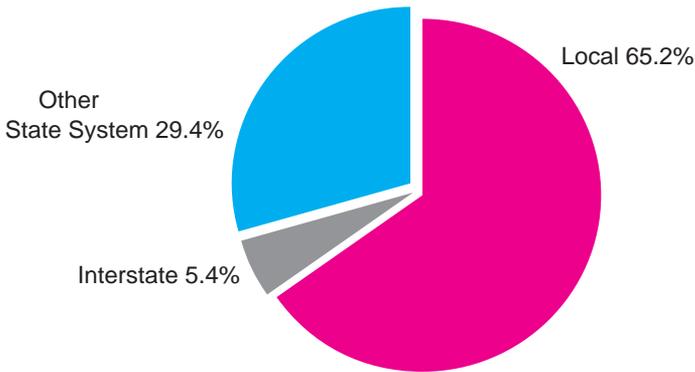
(Table 3)

Type of Roadway

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

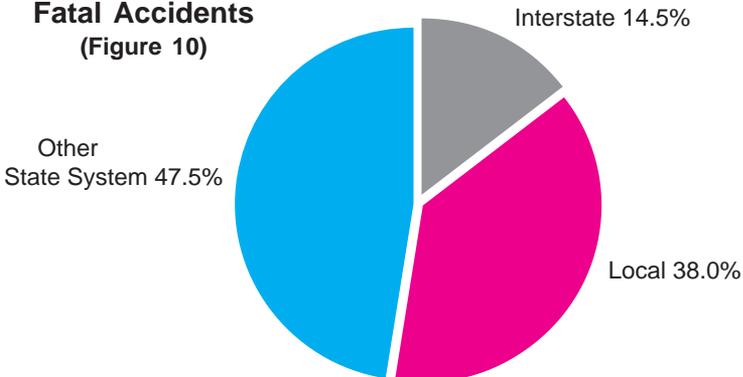
All Accidents

(Figure 9)



Fatal Accidents

(Figure 10)



ROADWAY		ACCIDENTS				PERSONS	
		TOTAL	FATAL	INJURY	PDO	KILLED	INJURED
URBAN	Interstate	1048	5	511	532	5	722
	Other State System Highways	8134	23	3771	4340	26	6051
	Local Roads and Streets	25478	21	9490	15967	22	14414
	URBAN SUBTOTAL	34660	49	13772	20839	53	21187
RURAL	Interstate	1558	30	601	927	34	1082
	Other State System Highways	5941	92	1950	3899	109	3219
	Local Roads and Streets	5774	71	2482	3221	80	3728
	RURAL SUBTOTAL	13273	193	5033	8047	223	8029
— TOTALS —		47933	242	18805	28886	276	29216

(Table 4)

Rather than referring to numbers of accidents, the relative safety of different roadway classifications can be compared by using accident rates. Table 5 provides accident rates for 2000. These rates are based on accidents per 100 million vehicle miles driven.

Accidents Per 100 Million Vehicle Miles Traveled

	ACCIDENT SEVERITY			
	FATAL	INJURY	PDO	TOTAL
Interstate	1.0	30.1	39.5	70.6
Other State Highways	1.5	74.4	107.1	183.0
Local Roads and Streets	1.5	189.0	302.8	493.3

(Table 5)

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

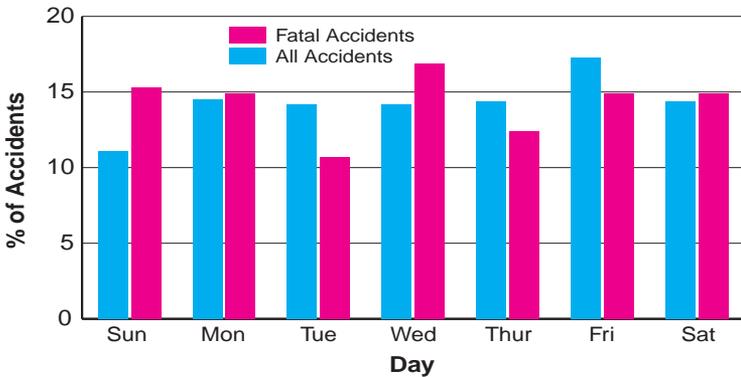
Day and Time

Accidents can occur at any time, but they tend to be more frequent during certain times of the day. Accident 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 accidents in 2000 was from 3:00 - 6:00 p.m., when 25% of all accidents occurred. Fatal accidents are also most likely to take place during the afternoon peak traffic period. Other common times for fatal accidents 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 the lowest days for total accidents, but among the highest days for fatal accidents. During 2000, more accidents happened on Friday than on any other day. Wednesday was the highest day for fatal accidents, recording 16.9% of the total.

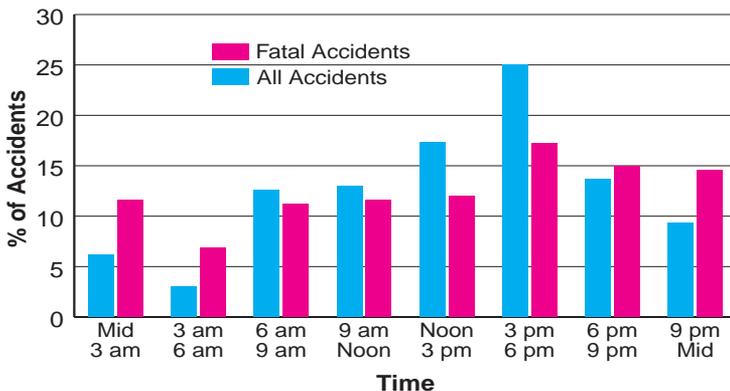
Day of Week

(Figure 11)



Time of Accident

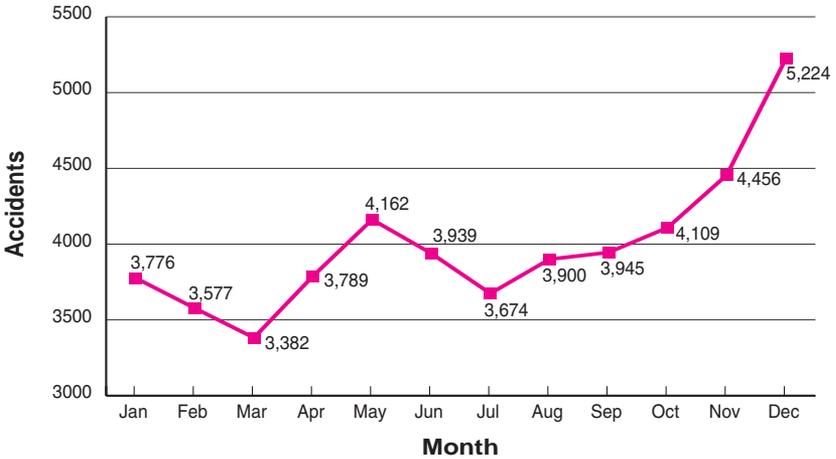
(Figure 12)



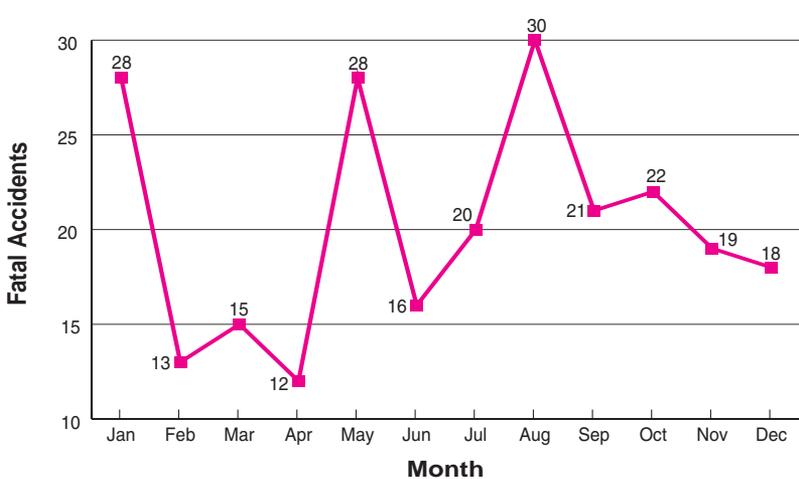
Month

The seasonal cycles of all accidents and fatal accidents are illustrated in Figures 13 and 14. Accidents tend to increase during the late fall and winter as weather conditions worsen. Fatal accidents usually decrease during bad weather conditions, once motorists adjust to less than perfect driving conditions. This pattern was not as clear in 2000, as fatal accidents stayed generally low, but with distinct spikes in January, May and July.

All Accidents by Month
(Figure 13)



Fatal Accidents by Month
(Figure 14)

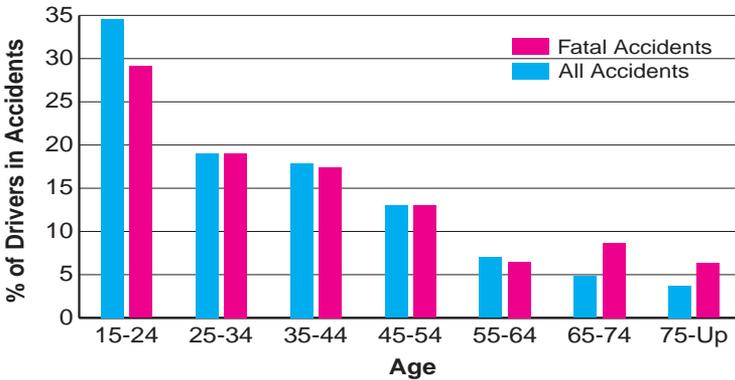


Age

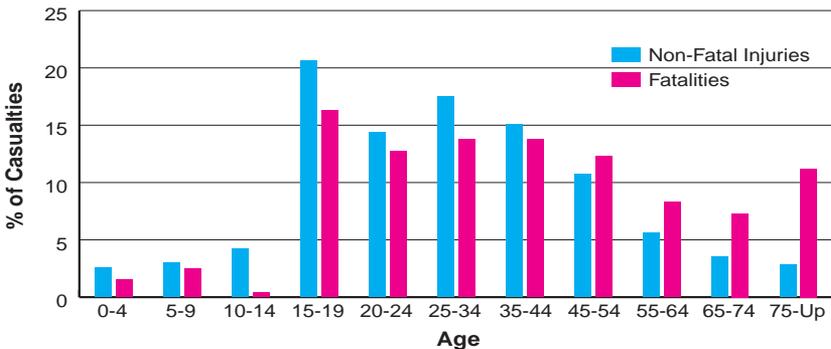
Younger drivers are involved in a disproportionate number of accidents. In 2000, 53.6% of the drivers involved in accidents were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all accidents (34.6%) and fatal accidents (29.1%) during 2000.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 55 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Nearly 68% 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

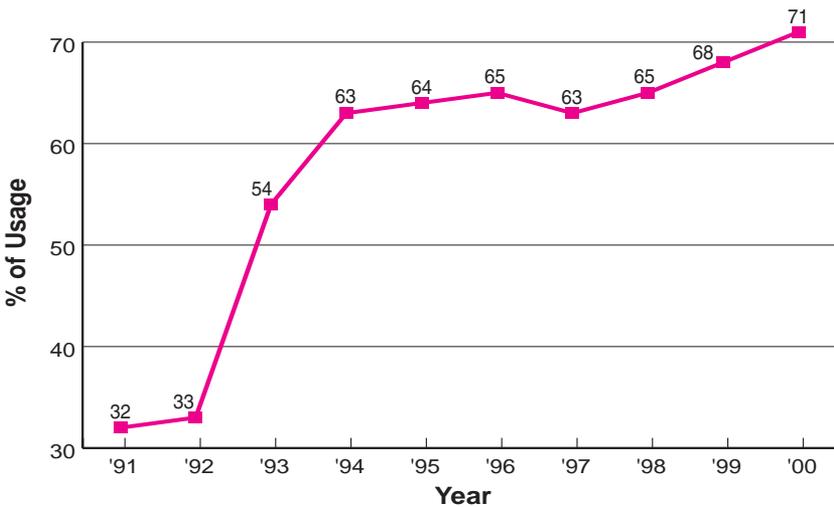
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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

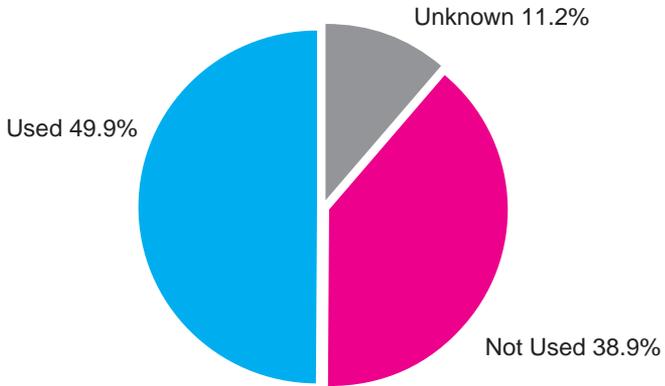
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2000, the observed statewide safety belt usage rate was 70.5%.

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 23.8% of those vehicle occupants who died and 49.9% of those who suffered disabling injuries in 2000 accidents were confirmed as belted.

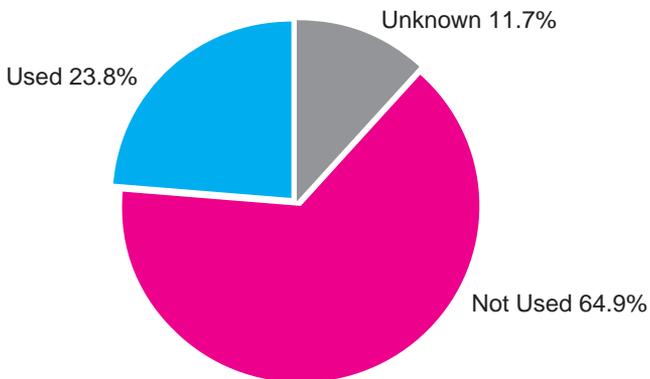
Statewide Safety Belt Usage Rate (1991 - 2000)
(Figure 17)



Restraint Use for Disabling Injuries (Figure 18)



Restraint Use for Fatal Injuries (Figure 19)



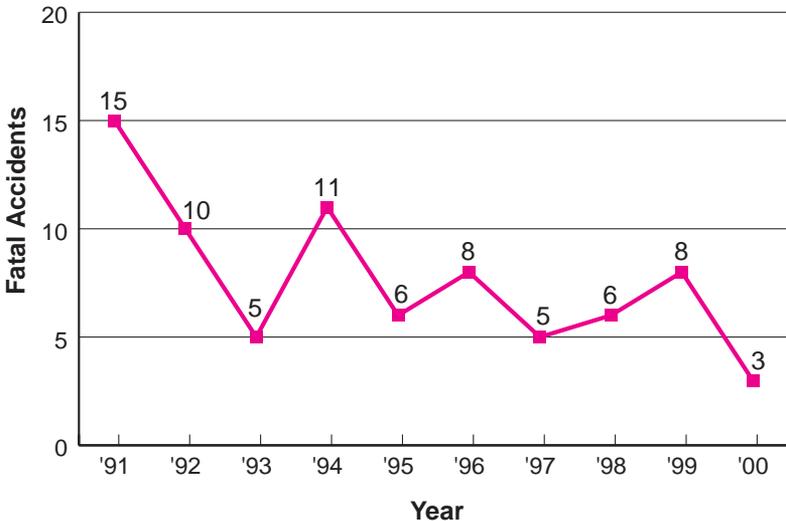
Motorcycle Accidents

In 2000, Nebraska recorded 279 motorcycle accidents. Three of these were fatal accidents—five less than in 1999. A generally downward trend in motorcycle accidents has existed in recent years, aided by the passage of the mandatory helmet law in 1989. (See Figures 20 and 22).

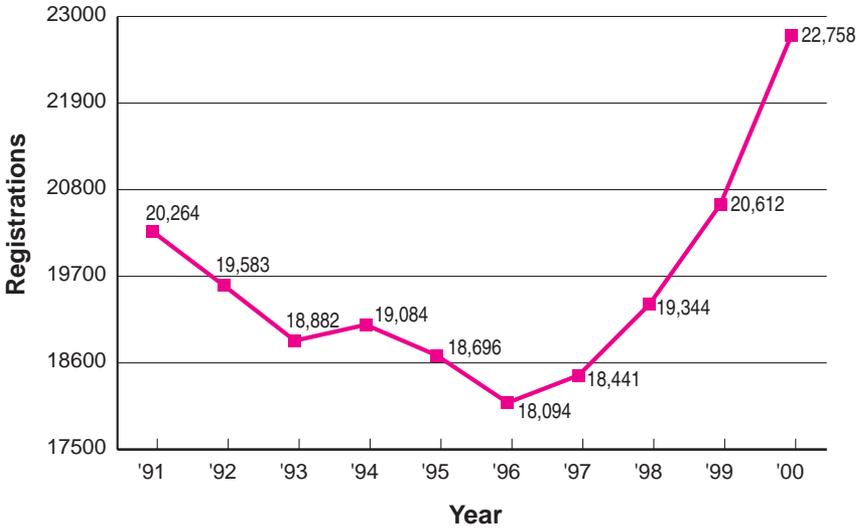
This trend has continued despite the fact that motorcycle registrations, after a decade of decline, have increased the last few years. (See Figure 21 on page 20).

Educational efforts aimed at motorcyclists may also have contributed toward the accident reduction. These include the Motorcycle Safety Education Act and MAY (Motorcycle Awareness and You) Days. During May, Nebraska motorcyclists are encouraged to enhance their driving skills by completing various riding courses and motorcycle clubs hold awareness events.

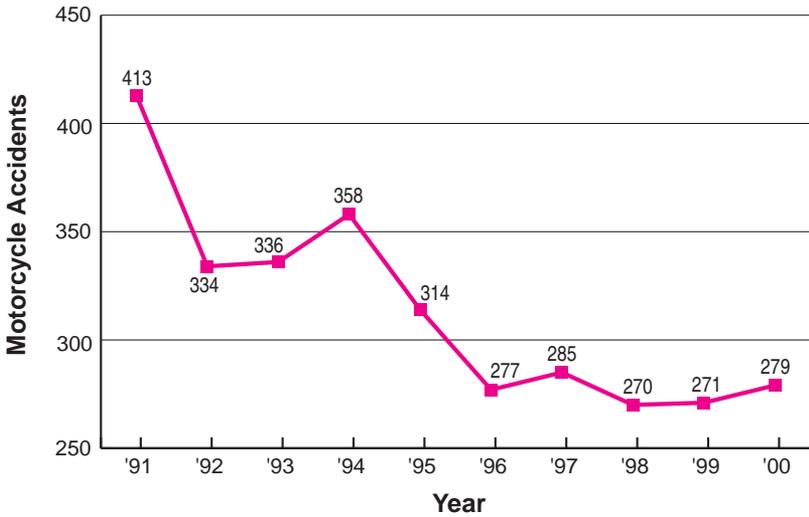
Fatal Motorcycle Accidents (1991 - 2000)
(Figure 20)



Motorcycles Registered (1991 - 2000)
(Figure 21)



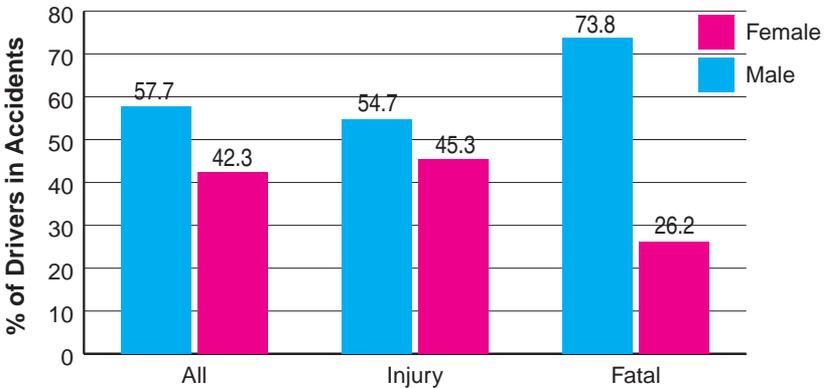
All Motorcycle Accidents (1991 - 2000)
(Figure 22)



Sex of Driver

Figure 23 shows the difference between male and female drivers' involvement in motor vehicle traffic accidents. Males represented 57.7% of the drivers in all accidents in Nebraska in 2000, yet they were involved in 73.8% of all fatal accidents. 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 accidents.

(Figure 23)



SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	44827	271	18443	26113
Female	32835	96	15265	17474
Not stated	657	1	286	370
— TOTALS —	78319	368	33994	43957

(Table 6)

AGE AND SEX OF CASUALTIES	ALL ACCIDENTS						ALCOHOL RELATED ACCIDENTS					
	KILLED			INJURED			KILLED			INJURED		
	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F	TOTAL	M	F
0-4 years	4	1	3	743	385	358	0	0	0	22	11	11
5-9 years	7	3	4	837	409	428	1	0	1	20	9	11
10-14 years	1	1	0	1191	515	676	0	0	0	37	15	22
15-19 years	45	25	20	5817	2624	3193	17	12	5	362	212	150
20-24 years	35	26	9	4063	1962	2101	23	18	5	385	270	115
25-34 years	38	25	13	4948	2386	2562	19	15	4	380	264	116
35-44 years	38	24	14	4260	1959	2301	15	11	4	286	202	84
45-54 years	34	21	13	3020	1368	1652	15	7	8	144	91	53
55-64 years	23	16	7	1571	708	863	5	4	1	53	29	24
65-74 years	20	10	10	999	444	555	3	2	1	27	18	9
75 and older	31	20	11	769	352	417	0	0	0	19	10	9
Age not stated	0	0	0	633	314	319	0	0	0	48	27	21
— TOTALS —	276	172	104	28851	13426	15425	98	69	29	1783	1158	625

(Table 7)

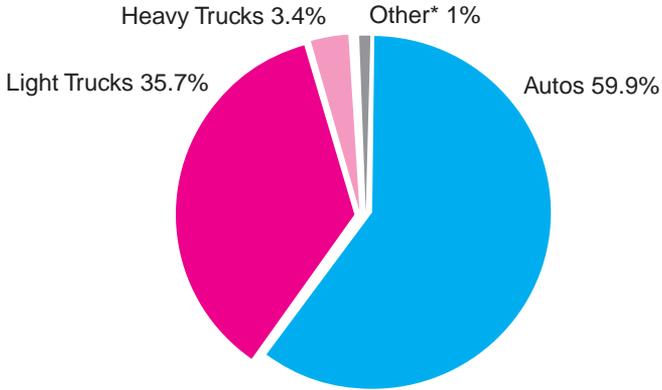
Body Style

The major vehicle body styles involved in all accidents and fatal accidents are displayed in Figures 24 and 25 on page 23. Compared to their involvement in all accidents, motorcycles and heavy trucks are overrepresented in fatal accidents. Motorcycles offer little protection to riders involved in accidents, and heavy trucks tend to be involved in more severe accidents due to their large size. The number of vehicles in each body style group which were involved in accidents is provided in the table below.

BODY STYLE OF ACCIDENT VEHICLES	TOTAL	FATAL	INJURY	PDO
Bus	200	0	76	124
Semi-trailer truck	1118	31	364	723
Other heavy truck	1565	24	546	995
Automobile	46917	157	21197	25563
Van	6593	30	2720	3843
Utility vehicle	6655	26	2945	3684
Pickup truck	14727	88	5652	8987
Motorcycle	285	3	245	37
Motorhome	41	1	8	32
Farm equipment	100	1	42	57
Other	133	4	44	85
Unknown	3393	10	793	2590
— TOTALS —	81727	375	34632	46720

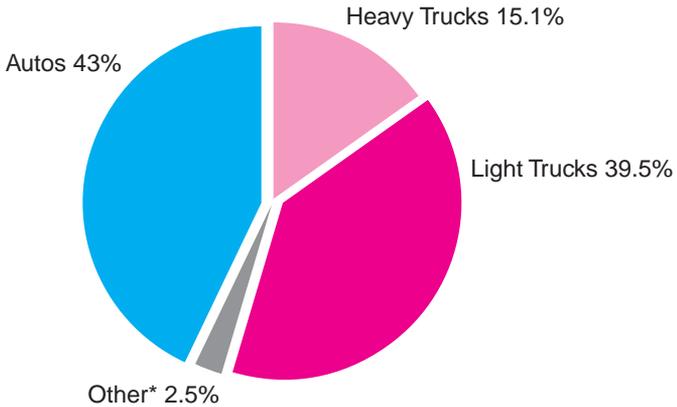
(Table 8)

Vehicle Body Style in All Accidents (Figure 24)



**Other includes: motorcycles .4%, buses .3%, motor home .1%, farm equipment .1%, and all others .2%.*

Vehicle Body Style in Fatal Accidents (Figure 25)



**Other includes: farm equipment .3%, motorcycles .8%, motor home .3%, and all others 1.1%.*

Intersection Accidents

2000

Type of Multi-Vehicle Collisions at Intersections*

Total Accidents: 23,445

	NUMBER OF ACCIDENTS	% OF TOTAL INTERSECTION ACCIDENTS	% RESULTING IN INJURY
 Angle	13,641	58.2	45.3
 Rear-end	7,547	32.2	53.3
 Sideswipe	744	3.2	27.3
 Sideswipe	88	.4	33.0
 Left Turn Leaving	705	3.0	58.0
 Head-on	72	.3	45.8
 Backing	635	2.7	15.6
Unknown	13	.0	30.8
Total	23,445	100%	

* Multi-vehicle accidents at intersections comprise 48.9% of all accidents.

Non-Intersection Accidents

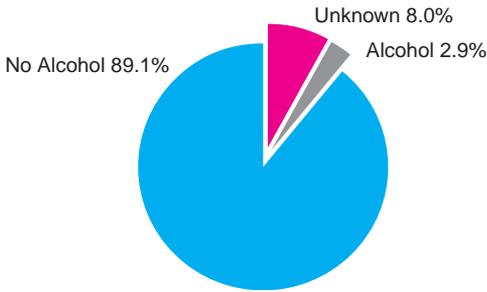
2000
Type of Multi-Vehicle Collisions Not at Intersections*
Total Accidents: 7,101

	NUMBER OF ACCIDENTS	% OF TOTAL NON-INTERSECTION ACCIDENTS	% RESULTING IN INJURY
 Rear-end	3,295	46.4	47.9
 Sideswipe	747	10.5	25.6
 Sideswipe	202	2.8	34.7
 Head-on	132	1.9	64.4
 Backing	545	7.7	12.3
 Angle	2,151	30.3	33.4
 Left Turn Leaving	8	.1	50.0
Unknown	21	.3	19.1
Total	7,101	100%	

* Multi-vehicle accidents not at intersections comprise 14.8% of all accidents.

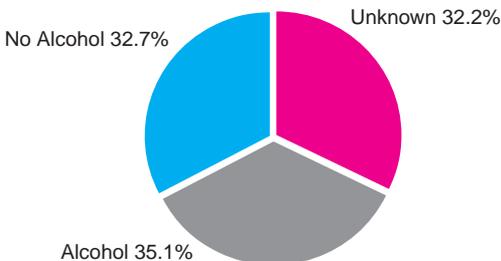
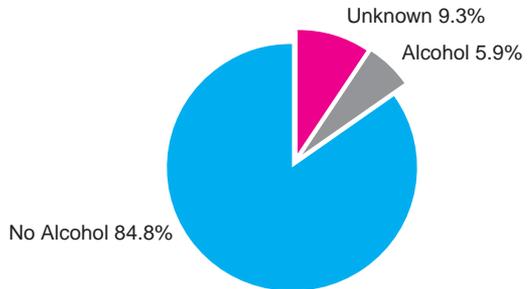
Alcohol Involvement

Figures 26, 27, and 28 show the relationship between alcohol involvement and accident severity. As accident severity increased, so did alcohol involvement. In 2000, 35.1% of the fatal accidents in Nebraska involved alcohol. This represents a decrease from the 41.2% registered in 1999. The National Highway Traffic Safety Administration reports that during 2000, 40% of fatal accidents nationally involved alcohol. Since alcohol testing is only required in fatal accidents, the alcohol involvement indicated for injury and PDO accidents is probably understated.



PDO Accidents
(Figure 26)

Injury Accidents
(Figure 27)

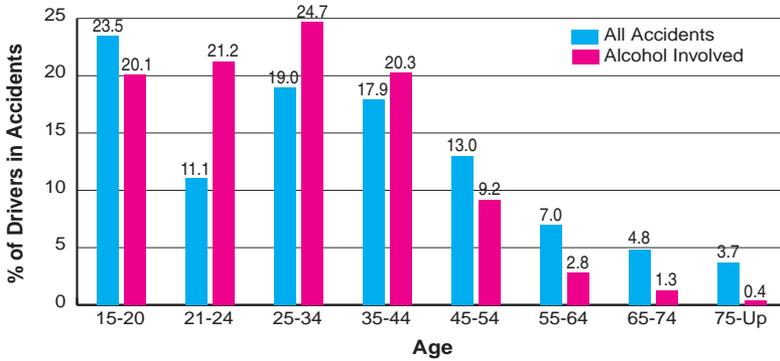


Fatal Accidents
(Figure 28)

Driver Age and Alcohol Involvement

The relationship between driver age and alcohol involvement in motor vehicle accidents is illustrated in Figure 29. Compared to their involvement in all accidents, drivers aged 21-34 are overrepresented in alcohol related accidents. In fact, these drivers are in 45.9% of alcohol involved accidents. Drivers aged 21-24 are most overrepresented, being involved in 21.2% of alcohol related accidents but only 11.1% of all accidents. Note that drivers between the ages of 15 and 20 are in 20.1% of alcohol related accidents, despite the fact that the legal drinking age in Nebraska is 21.

(Figure 29)



AGE OF DRIVER	TOTAL		FATAL		INJURY	
	ALL ACCIDENTS	ALCOHOL INVOLVED	ALL ACCIDENTS	ALCOHOL INVOLVED	ALL ACCIDENTS	ALCOHOL INVOLVED
15 and younger	703	7	3	0	300	5
16	4102	43	13	2	1831	22
17	3714	55	8	0	1637	36
18	3602	95	15	4	1559	51
19	3270	116	13	6	1523	66
20	2838	94	16	6	1287	39
21	2563	139	11	5	1212	81
22	2203	118	10	4	1042	63
23	2053	97	11	2	930	47
24	1813	78	7	3	828	38
25 to 34	14724	504	70	18	6774	278
35 to 44	13911	413	64	12	6071	226
45 to 54	10078	188	48	9	4244	106
55 to 64	5436	58	24	3	2137	31
65 to 74	3735	26	32	3	1403	13
75 and older	2844	8	23	0	997	6
Not stated	730	7	0	0	219	4
— TOTALS —	78319	2046	368	77	33994	1112

(Table 9)

Major Contributing Human Factor

In 2000, there were 47,933 reportable motor vehicle traffic accidents in Nebraska with 78,319 drivers. In an effort to determine why an accident occurred, officers investigating an accident cite the “Major Contributing Human Factor.” Only one contributing human factor is recorded for each accident. Most accidents are the result of improper driving. The table below lists some of the contributing human factors reported and the number of accidents for which they were reported in 2000.

MAJOR CONTRIBUTING HUMAN FACTOR	TOTAL	FATAL	INJURY	PDO
Speed too fast for condition	4367	40	1856	2471
Exceeding speed limit	457	17	214	226
Backing unsafely	2321	0	237	2084
Ran stop sign	945	20	529	396
Disregarded traffic signal	1916	6	1121	789
Failure to yield	8772	32	4185	4555
Following too closely	6343	3	3427	2913
Improper right turn on red	86	0	23	63
Other improper turn	1113	5	294	814
Improper / no turn signal	94	0	34	60
Wrong way in one-way	70	2	30	38
Improper lane change	972	3	241	728
Drove left of center	803	30	351	422
Evasive action	1879	16	794	1069
Improper overtaking	625	2	215	408
Improper loading of cargo	123	0	35	88
Other	6439	41	2602	3796
None	10608	25	2617	7966
— TOTALS —	47933	242	18805	28886

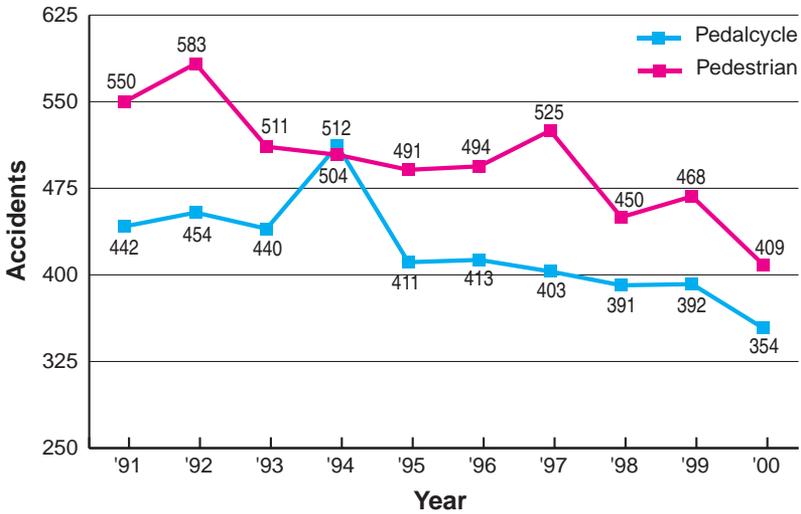
(Table 10)

Part III
Accident Trends

Pedestrian and Pedalcycle Accidents

Figure 30 represents the number of accidents where a collision with a pedestrian or pedalcycle was the first harmful event. These accidents cover the last 10 years. Pedestrian accidents fell from 468 in 1999 to 409 in 2000. In 2000, the number of fatal pedestrian accidents increased to 16. Pedalcycle accidents decreased from 392 in 1999 to 354 in 2000. There were three fatal pedalcycle accidents in 2000, down from four in 1999.

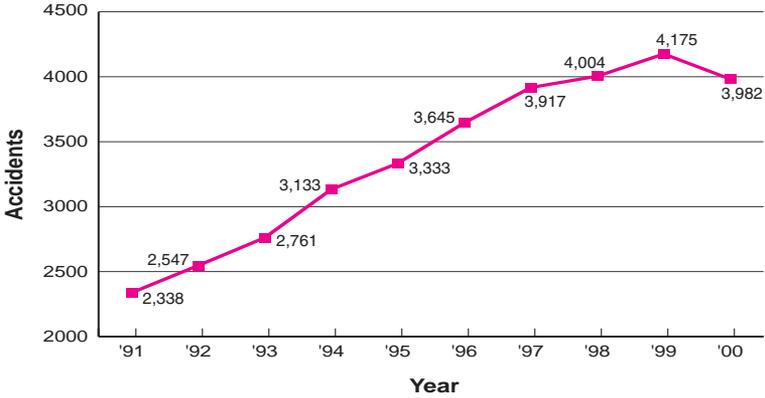
(Figure 30)



Animal Accidents

The number of accidents involving animals, over the last 10 years, is depicted in Figure 31. Animal accidents have generally increased through the period. In 2000 animal accidents fell from 4,175 to 3,982. Deer are the most frequently involved animals in motor vehicle-animal accidents.

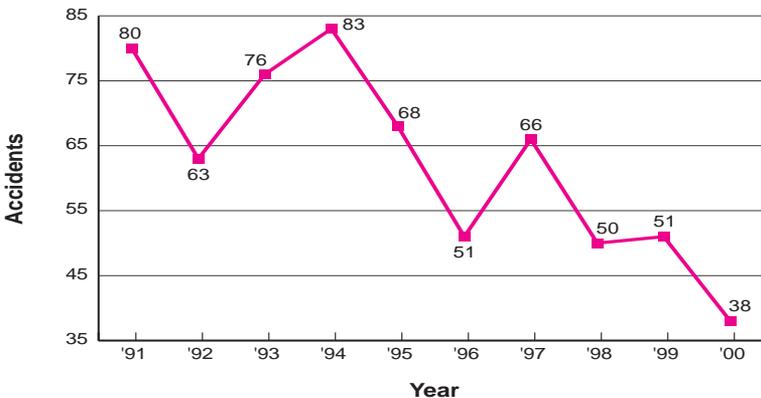
(Figure 31)



Railroad Accidents

The number of railroad accidents fell from 51 in 1999 to 38 in 2000. In 2000, 5 people died in motor vehicle/train accidents in Nebraska.

(Figure 32)



Body Style

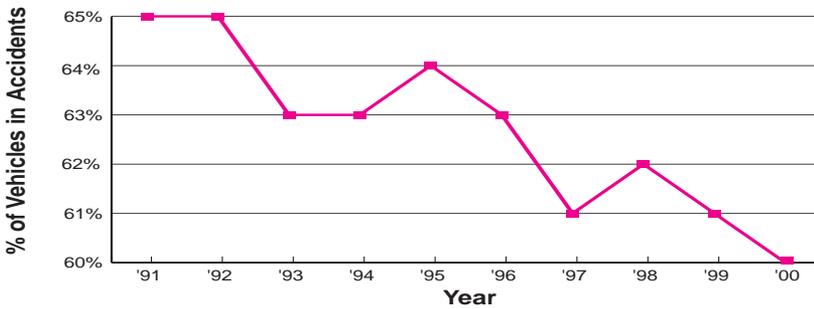
More passenger cars are involved in accidents than any other body style of vehicle. The percentage of automobiles in the total mix of vehicles in accidents, however, has been declining over the last decade. Figure 33 displays this trend.

Light trucks have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in accidents have all shown recent growth. The percentage of heavy trucks involved in accidents, on the other hand, has remained relatively steady. Figure 34 shows the trends in the percentage of various truck types involved in accidents 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.)

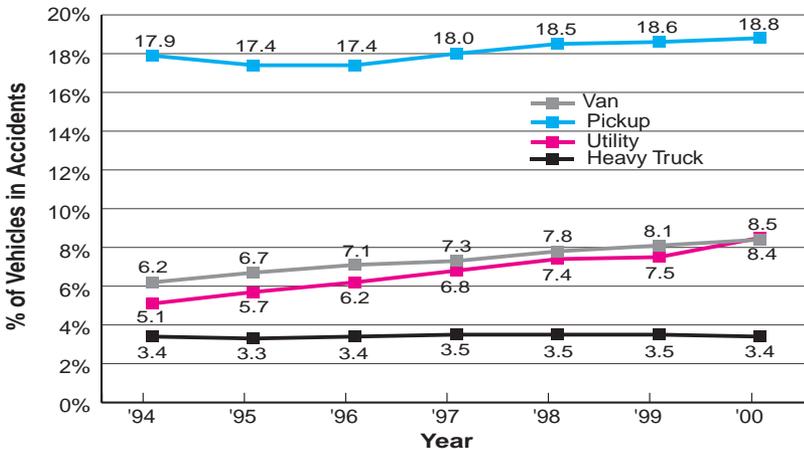
Passenger Cars in All Accidents

(Figure 33)



Truck Types in All Accidents

(Figure 34)



Notes ...

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

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