State of Nebraska

2001

Traffic Crash Facts

Annual Report

Prepared By
Highway Safety Section
Nebraska Department of Roads

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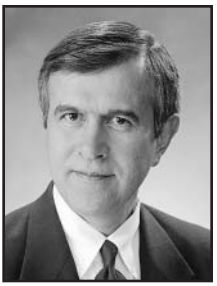
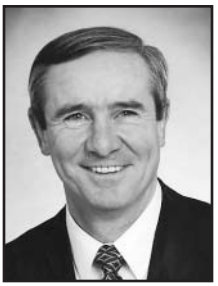


Mike Johanns



John L. Craig

Deaths and injuries from motor vehicle crashes continue at epidemic levels in the United States and are a significant public health issue. The federal government estimates that the loss to society from these crashes exceeds $230 billion annually. In Nebraska, the Department of Roads is responsible for the collection, analysis, and publication of information about motor vehicle crashes. Knowledge obtained from data is a powerful tool in the effort to improve surface transportation safety, especially on our highways. Using this knowledge, transportation professionals can identify patterns in the factors that cause crashes, increasing the potential for reducing their number and severity. The Department of Roads, working with its many partners, uses this knowledge to make our highways safer.

Driving a motor vehicle is inherently dangerous. In the vast majority of crashes, driver error is the major contributing factor. The information provided in this publication is intended to increase drivers' awareness of crash problems. Each of us as individual drivers is responsible for our driving regardless of weather conditions, road conditions, other drivers, or other conditions.

The information contained in this publication is made available through the efforts of the Highway Safety Section of the Department of Roads and dedicated law enforcement officers across the state. Without their commitment to collecting and analyzing accurate and timely data on motor vehicle crashes, improving highway safety in Nebraska would be impossible.

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.

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.

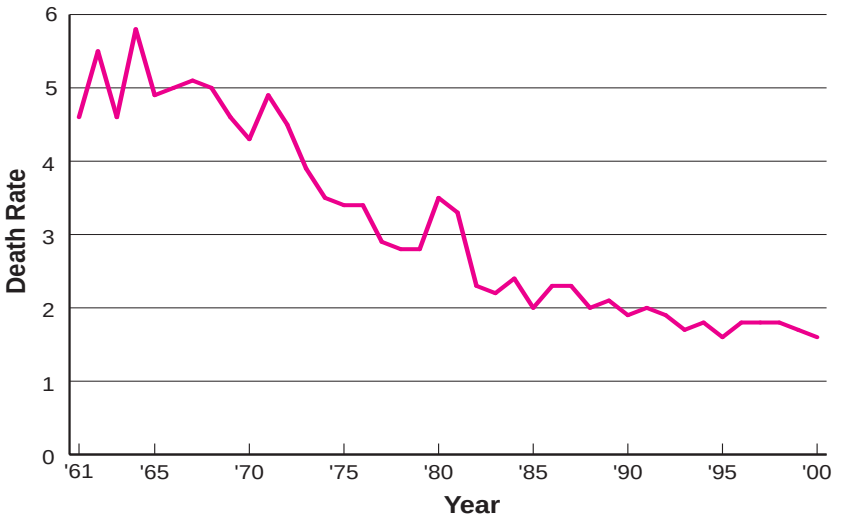
Injury Crash.....Motor vehicle crash that results in injuries, other than fatal, to one or more persons.

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

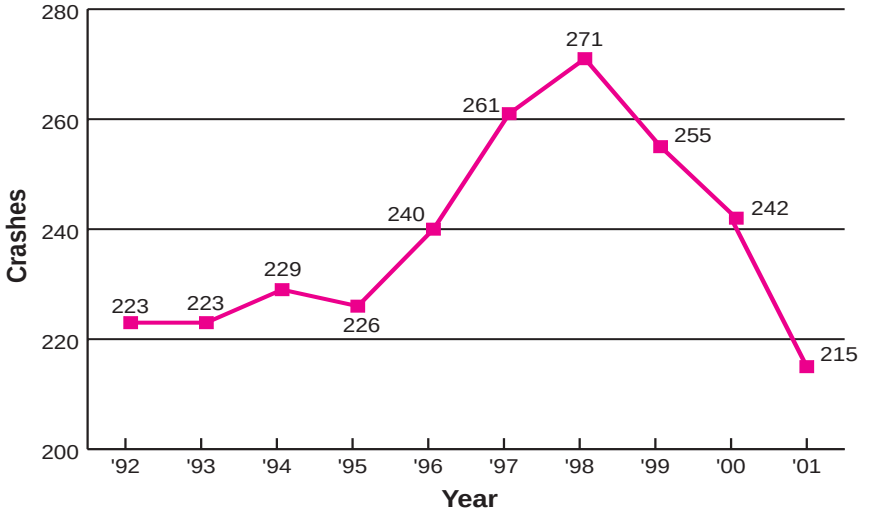
Death Rate Per 100 Million Vehicle Miles (1961-2001)

(Figure 1)



Ten-Year Trend in Fatal Crashes

(Figure 2)

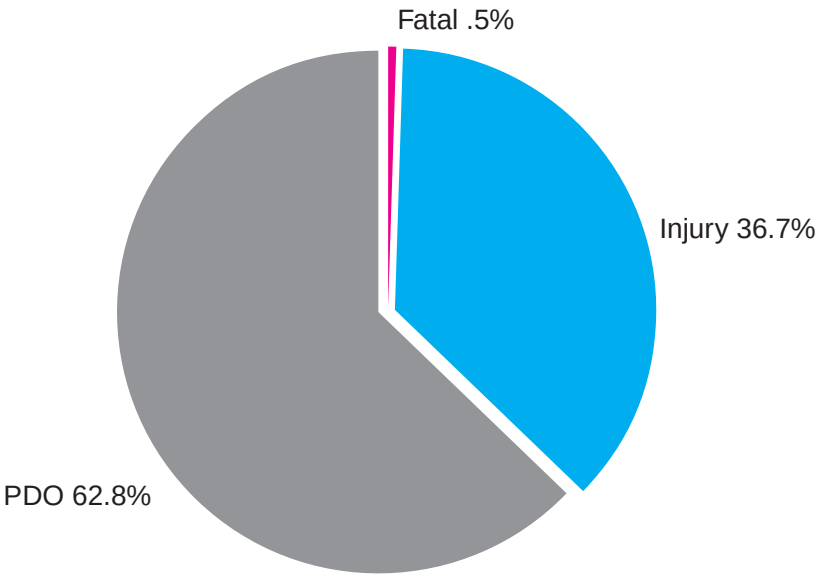


In 2001, the death rate on Nebraska roadways was 1.6 persons killed per 100 million vehicle miles traveled. The death rate in Nebraska, from 1961 to 2001 is represented in Figure 1 (Page 2). Even though the death rate fluctuates from year to year, there has been a general downward trend. Much of this 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 215 fatal crashes in 2001, twenty-seven less than were recorded in 2000.

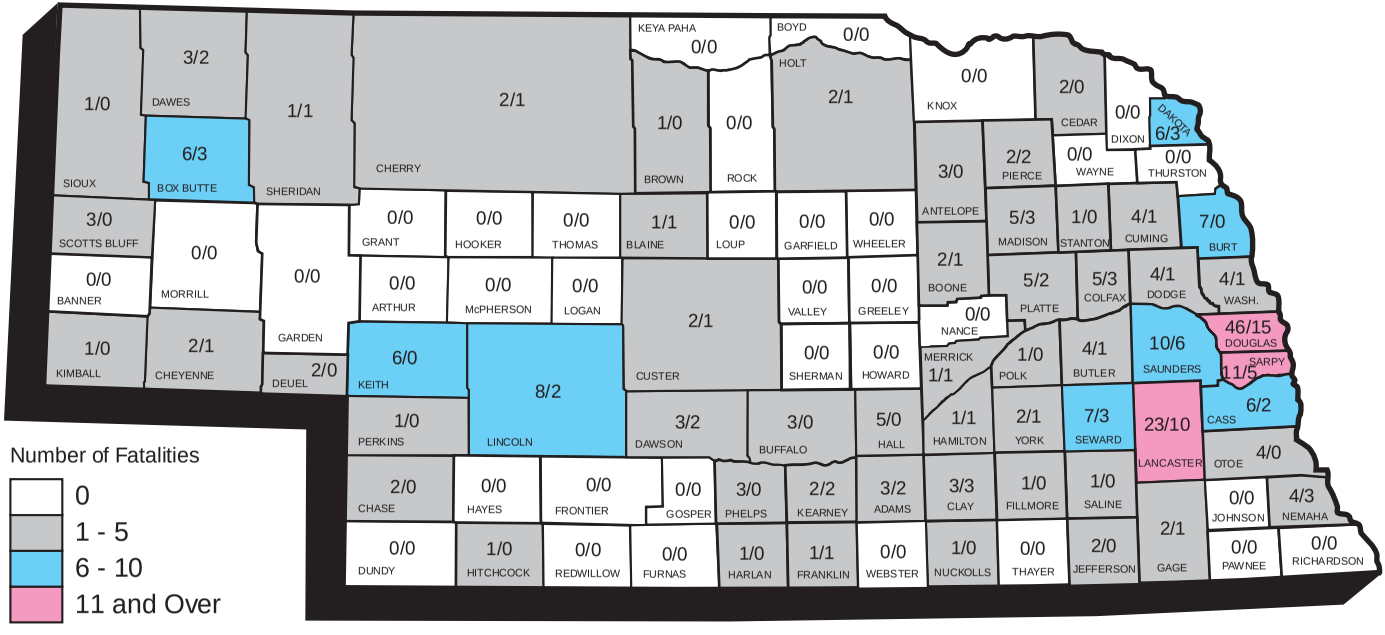
Fatal accidents make up only a small portion of the total crashes in Nebraska. Property damage only (PDO) crashes make up the majority. Figure 3 shows the percentage distribution of all crash types. In 2001, there were 215 fatal crashes, 17,580 injury crashes and 30,099 property damage only crashes. Fatal crashes made up .5% of all accidents, and injury and PDO crashes made up 36.7% and 62.8%, respectively.

All Crashes in Nebraska (2001)
(Figure 3)



2001
Geographic Summary of Traffic Fatalities by County

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



Douglas County, which contains Omaha, the state's largest city, had the highest number of traffic fatalities with 46, followed by Lancaster County with 23, and Sarpy County with 11. Thirty-five counties experienced no fatalities in 2001.

2001 Crash Data by County

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Adams	868	3	221	644	3	320
Antelope	167	1	45	121	3	70
Arthur	11	0	3	8	0	4
Banner	22	0	10	12	0	12
Blaine	14	1	5	8	1	10
Boone	122	2	40	80	2	59
Box Butte	418	5	117	296	6	183
Boyd	41	0	11	30	0	25
Brown	85	1	23	61	1	39
Buffalo	1,262	3	426	833	3	633
Burt	169	5	60	104	7	92
Butler	156	4	44	108	4	74
Cass	548	4	184	360	6	273
Cedar	135	2	42	91	2	70
Chase	59	1	13	45	2	25
Cherry	74	2	25	47	2	41
Cheyenne	278	2	88	188	2	156
Clay	133	3	47	83	3	82
Colfax	273	5	74	194	5	114
Cuming	309	3	74	232	4	124
Custer	200	2	68	130	2	107
Dakota	491	3	152	336	6	236
Dawes	277	3	61	213	3	81
Dawson	596	3	197	396	3	320
Deuel	93	1	37	55	2	58
Dixon	108	0	30	78	0	50
Dodge	1,096	4	342	750	4	500
Douglas	14,606	40	6,103	8,463	46	9,223
Dundy	29	0	10	19	0	11
Fillmore	122	1	52	69	1	90
Franklin	84	1	24	59	1	36
Frontier	93	0	28	65	0	32
Furnas	144	0	41	103	0	53
Gage	822	2	213	607	2	320
Garden	36	0	14	22	0	19
Garfield	27	0	11	16	0	14
Gosper	47	0	11	36	0	12
Grant	20	0	4	16	0	7
Greeley	33	0	11	22	0	16
Hall	1,620	5	572	1,043	5	861
Hamilton	302	1	82	219	1	135
Harlan	104	1	33	70	1	51
Hayes	22	0	2	20	0	2
Hitchcock	71	1	27	43	1	39
Holt	239	2	75	162	2	107
Hooker	11	0	5	6	0	8

County	Crashes				Persons Killed and Injured	
	Total	Fatal	Injury	PDO	Killed	Injured
Howard	167	0	53	114	0	92
Jefferson	227	2	45	180	2	60
Johnson	140	0	22	118	0	32
Kearney	132	2	46	84	2	75
Keith	306	5	113	188	6	185
Keya Paha	13	0	3	10	0	5
Kimball	122	1	43	78	1	56
Knox	116	0	36	80	0	50
Lancaster	8,166	20	3,438	4,708	23	5,129
Lincoln	1,180	4	399	777	8	616
Logan	17	0	7	10	0	8
Loup	21	0	9	12	0	11
Madison	1,145	5	374	766	5	569
McPherson	9	0	2	7	0	4
Merrick	190	1	61	128	1	97
Morrill	133	0	47	86	0	94
Nance	89	0	22	67	0	38
Nemaha	209	4	50	155	4	79
Nuckolls	88	1	24	63	1	35
Otoe	353	3	128	222	4	200
Pawnee	101	0	17	84	0	28
Perkins	52	1	18	33	1	25
Phelps	229	3	79	147	3	121
Pierce	176	2	72	102	2	121
Platte	970	5	271	694	5	391
Polk	98	1	38	59	1	58
Red Willow	282	0	76	206	0	107
Richardson	221	0	57	164	0	95
Rock	48	0	11	37	0	16
Saline	386	1	90	295	1	136
Sarpy	2,346	11	990	1,345	11	1,598
Saunders	401	9	153	239	10	260
Scotts Bluff	916	2	310	604	3	445
Seward	495	6	156	333	7	261
Sheridan	140	1	49	90	1	84
Sherman	69	0	19	50	0	30
Sioux	34	1	13	20	1	20
Stanton	92	1	42	49	1	67
Thayer	163	0	16	147	0	28
Thomas	14	0	5	9	0	8
Thurston	118	0	42	76	0	58
Valley	87	0	27	60	0	42
Washington	458	4	120	334	4	180
Wayne	217	0	72	145	0	117
Webster	100	0	25	75	0	33
Wheeler	17	0	2	15	0	2
York	404	2	131	271	2	191
Total	**47,894**	**215**	**17,580**	**30,099**	**246**	**267,511**

Part II
2001 Data

Summary
Number of Traffic Crashes

All Crashes 47,894
- Property Damage Only (PDO) 30,099
- Injury Crashes.....17,580
  - *Persons Injured 26,751*
- Fatal Crashes.....215
  - *Fatalities.....246*

Number of Registered Vehicles in Nebraska.....1,990,378

Number of Licensed Drivers in Nebraska.....1,283,439

Number of Vehicles in Crashes*.....81,103

Number of Drivers in Crashes*.....77,491

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

During 2001:

One crash occurred every 11 minutes.
Seventy-three persons were injured each day.
One person was killed every 36 hours.

The economic loss in terms of dollars was $1,944,458,500**

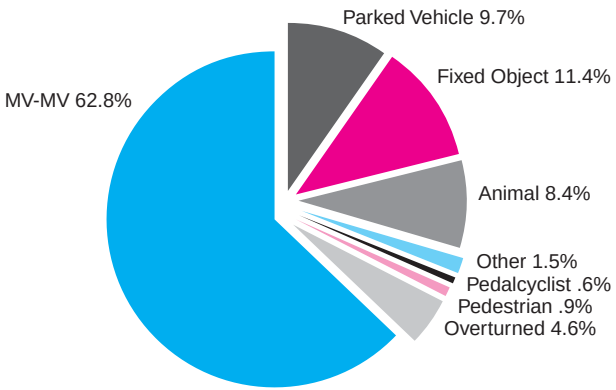
****** *Economic loss figures are derived from the Federal Highway Administration's publication No. FHWA-RD-91-055 dated October 1991.*

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.

All Crashes
(Figure 5)



Fatal Crashes
(Figure 6)

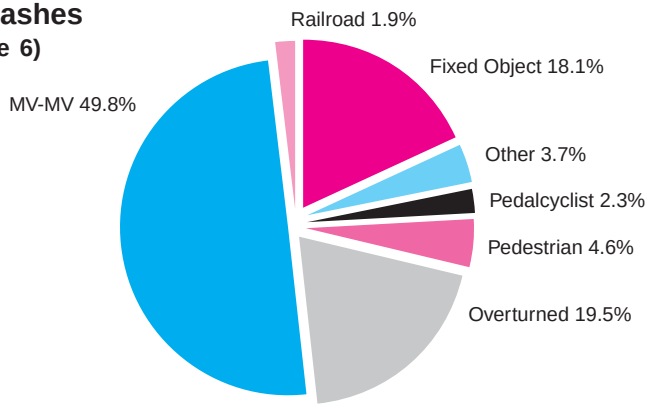


Table 1 provides the number of crashes in each category listed in Figures 5 and 6 on the previous page.

FIRST HARMFUL EVENT (Current Year)		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	444	108	195	141
	Motor vehicle in transport	30059	107	12458	17494	129	19932	1337	4342	14253
	Parked motor vehicle	4667	5	376	4286	6	472	51	164	257
	Railroad train	40	4	14	22	4	16	5	7	4
	Pedalcyclist	302	5	287	10	5	294	26	166	102
	Animal	4035	0	432	3603	0	568	21	144	403
	Fixed object	5464	39	2047	3378	45	2767	430	1128	1209
	Other object	136	1	25	110	1	33	7	20	6
Noncollision overturned		2211	42	1357	812	44	2019	402	901	716
Other noncollision		533	2	165	366	2	206	34	83	89
Unknown		16	0	0	16	0	0	0	0	0
— TOTALS —		47894	215	17580	30099	246	26751	2421	7150	17180

(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)		2000								
		CRASHES				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

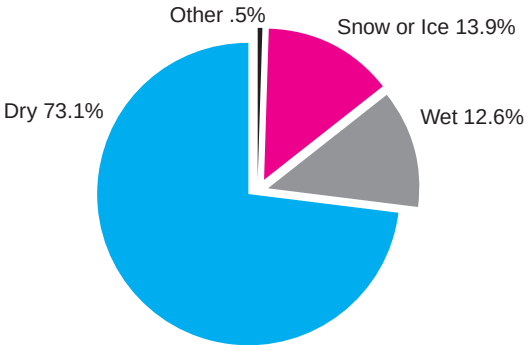
(Table 2)

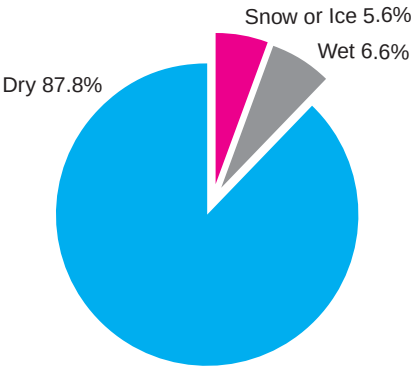
Table 2 provides 2000 data for comparison to 2001. There were 27 less fatal crashes in 2001, as compared to 2000, and the number of deaths resulting from these crashes decreased by 30. Both injury crashes and injuries decreased, by 1,225 and 2,465 respectively. The number of PDO crashes increased by 1,213.

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 2001 as it was in 2000.

All Crashes
(Figure 7)





Fatal Crashes
(Figure 8)

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

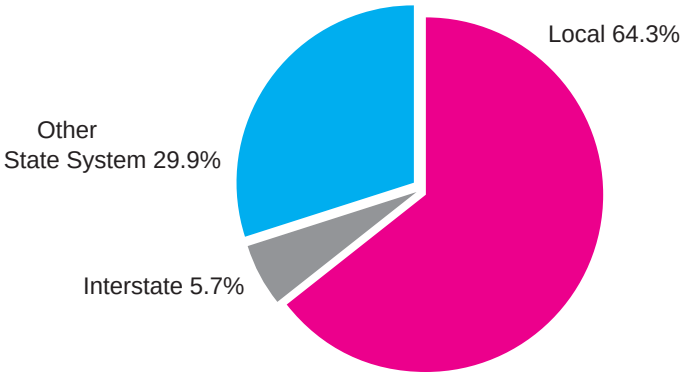
ROAD SURFACE CONDITION	TOTAL	FATAL	INJURY	PDO
Dry	33023	187	12668	20168
Wet	5680	14	2305	3361
Snowy or icy	6292	12	1964	4316
Other	214	0	78	136
Not stated	2680	2	562	2116
— TOTALS —	47889	215	17577	30097

(Table 3)

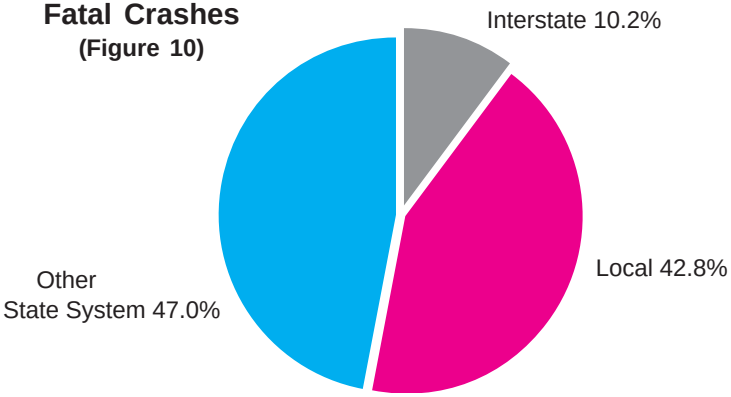
Type of Roadway

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	1086	6	500	580	7	676
URBAN	Other State System Highways	8311	24	3597	4690	29	5659
URBAN	Local Roads and Streets	25312	33	8645	16634	35	12667
URBAN	URBAN SUBTOTAL	34709	63	12742	21904	71	19002
RURAL	Interstate	1665	16	616	1033	22	1038
RURAL	Other State System Highways	6025	77	1958	3990	92	3262
RURAL	Local Roads and Streets	5495	59	2264	3172	61	3449
RURAL	RURAL SUBTOTAL	13185	152	4838	8195	175	7749
— TOTALS —		47894	215	17580	30099	246	26751

(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 2001. 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	.6	29.5	42.6	72.7
Other State Highways	1.3	72.2	112.7	186.2
Local Roads and Streets	1.4	168.9	306.7	477.0

(Table 5)

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

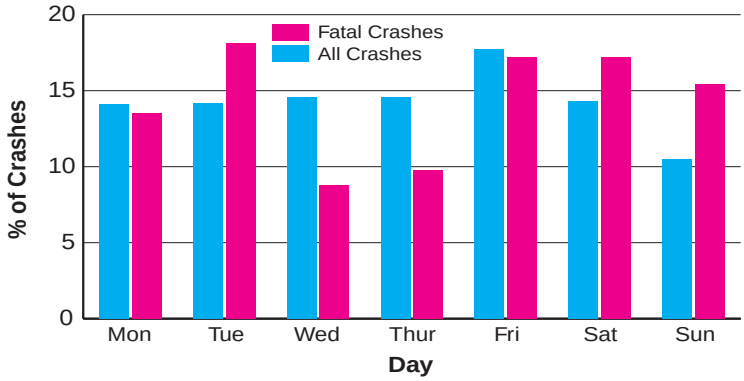
Day and Time

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 2001 was from 3:00 - 6:00 p.m., when 24% 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 2001, more crashes happened on Friday than on any other day. Tuesday was the highest day for fatal crashes, recording 18.1% of the total.

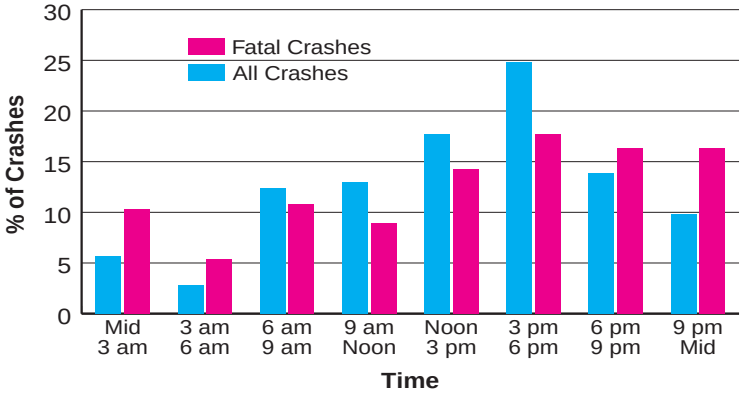
Day of Week

(Figure 11)



Time of Crash

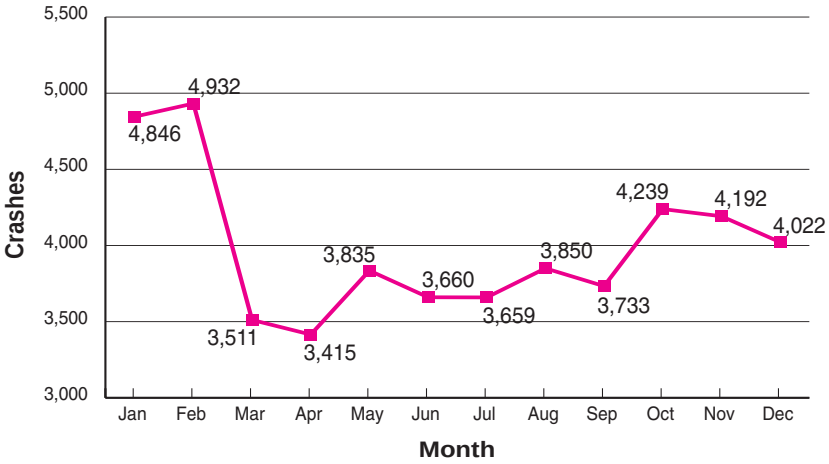
(Figure 12)



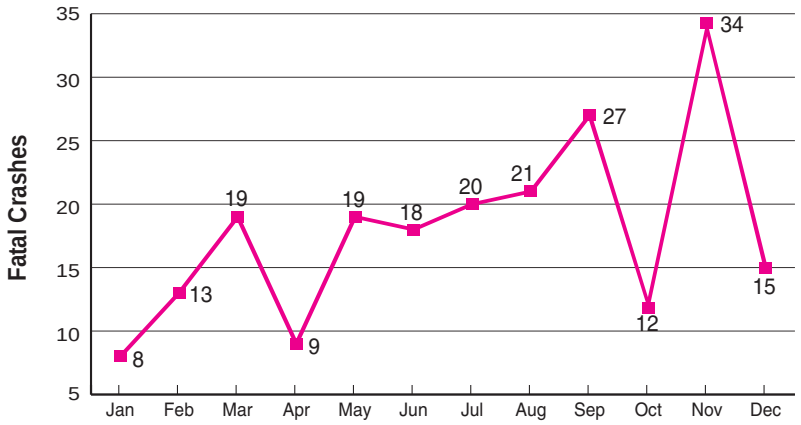
Month

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)

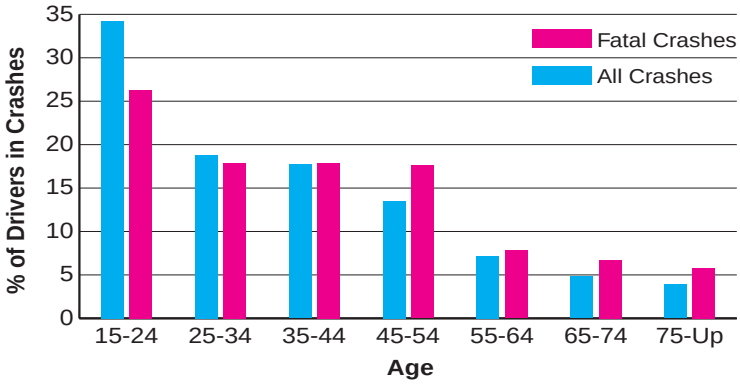


Age

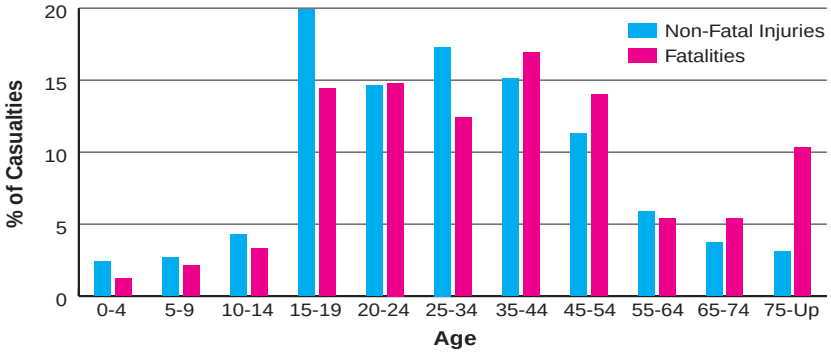
Younger drivers are involved in a disproportionate number of crashes. In 2001, 53% of the drivers involved in crashes were age 34 or younger. Drivers in the youngest age bracket, ages 15 to 24, had the highest percentage involvement of all age groups in both all crashes (34.2%) and fatal crashes (26.3%) during 2001.

Figure 16 represents percentages of nonfatal and fatal injuries by age groups. Persons aged 65 and over are overrepresented in fatal injuries as compared to nonfatal injuries. Nearly 67% 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

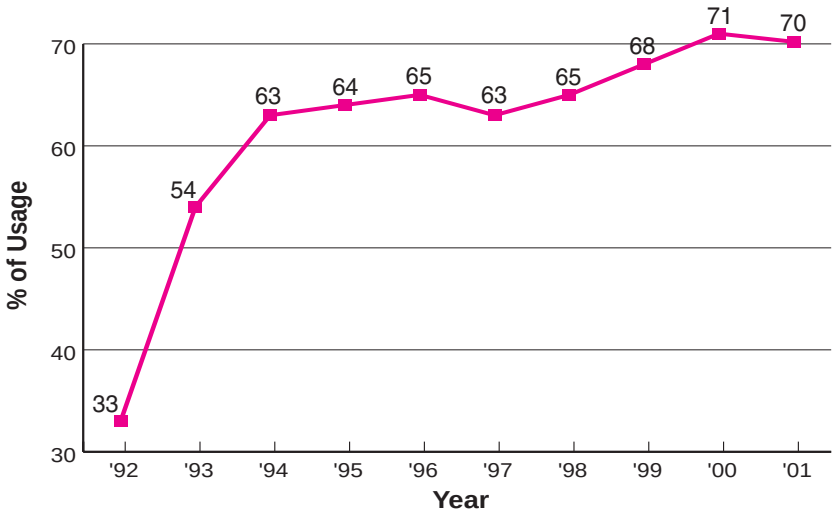
Restraint usage is the best available means of preventing fatalities and injuries in motor vehicle accidents. Passive restraints, such as air bags, which require no occupant action to be put in use, are becoming standard equipment for drivers and front seat passengers in newer vehicles. For these passive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

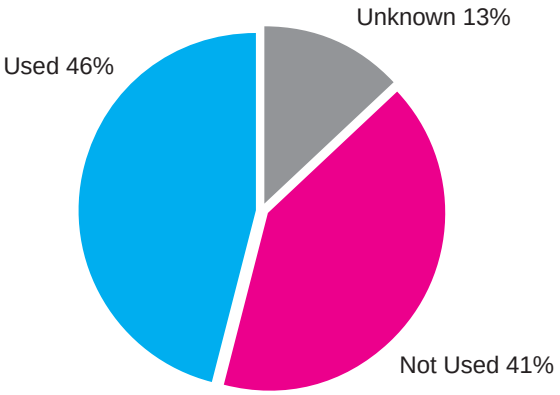
The most accurate measure of safety belt usage in Nebraska comes from the results of surveys conducted by the Nebraska Office of Highway Safety and approved by the National Highway Traffic Safety Administration (NHTSA). In 2001, the observed statewide safety belt usage rate was 70.2%.

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 28.3% of those vehicle occupants who died and 46% of those who suffered disabling injuries in 2001 crashes were confirmed as belted.

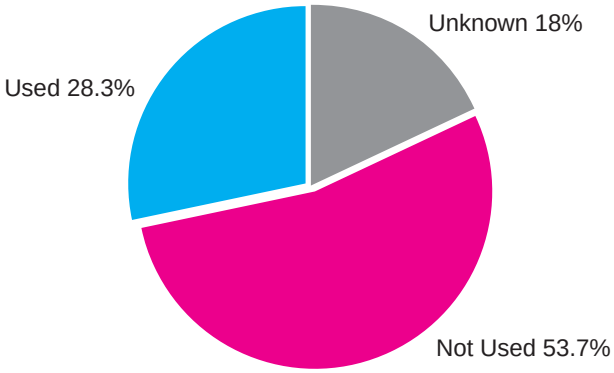
Statewide Safety Belt Usage Rate (1992 - 2001)
(Figure 17)



Restraint Use for Disabling Injuries
(Figure 18)



Restraint Use for Fatal Injuries
(Figure 19)

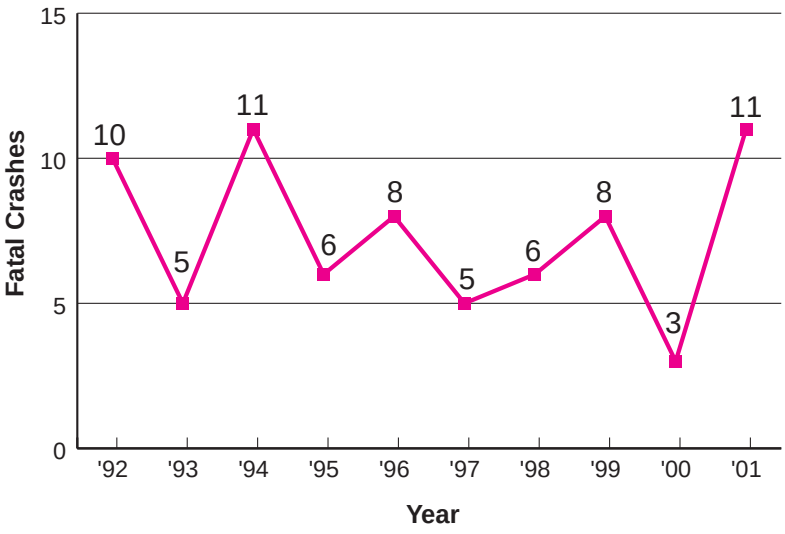


Motorcycle Crashes

A significant shift in the trend of Nebraska motorcycle crashes occurred in 2001. After a decade of generally declining totals, the number of motorcycle crashes rose to 336, an increase of 57 crashes over 2000. This is the highest number of motorcycle crashes since 1994. (See Figure 22 on page 20). There was a corresponding increase in fatal motorcycle crashes, from 3 in 2000 to 11 in 2001. (See Figure 20)

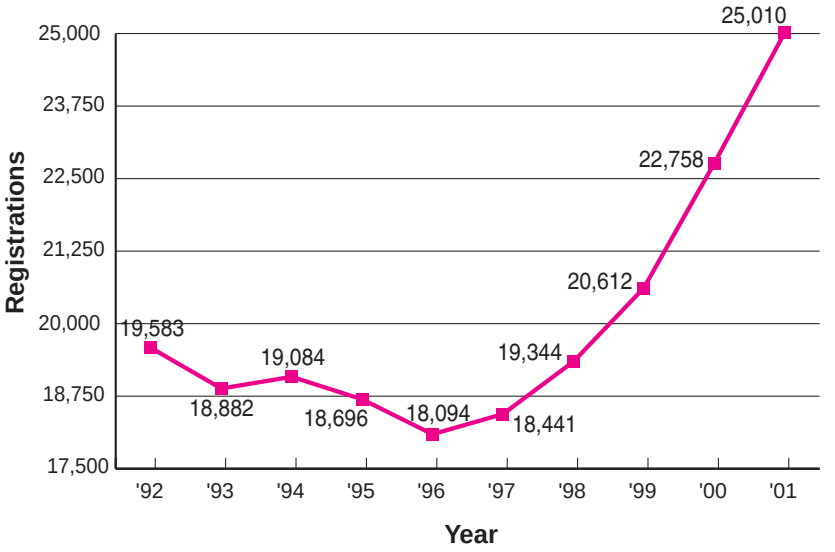
The increase in motorcycle crashes is most likely related to the growing number of motorcycles using Nebraska roadways. After a long period of decline, motorcycle registrations have risen significantly in the last few years. (See Figure 21 on page 20).

Fatal Motorcycle Crashes (1992 - 2001)
(Figure 20)



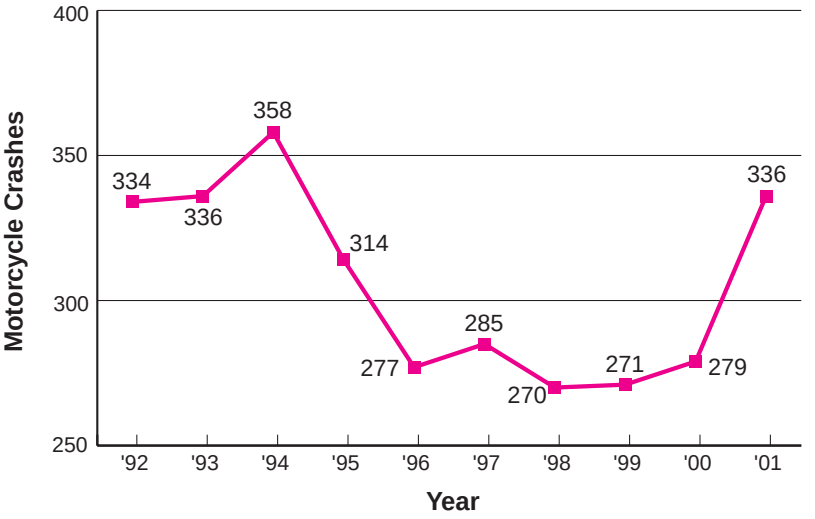
Motorcycles Registered (1992 - 2001)

(Figure 21)



All Motorcycle Crashes (1992 - 2001)

(Figure 22)

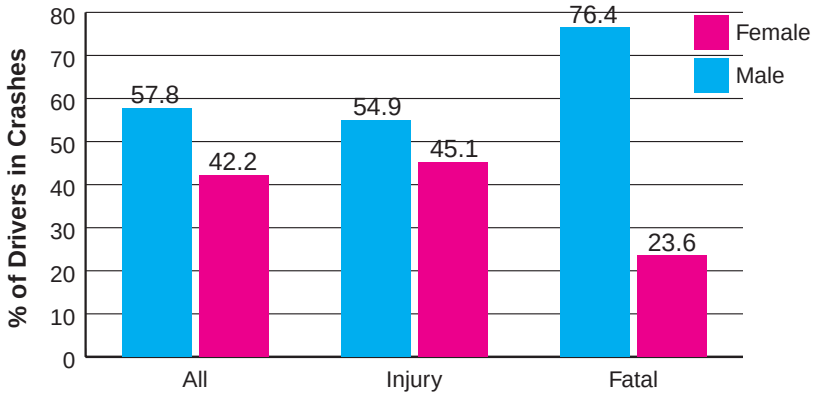


Sex of Driver

Figure 23 shows the difference between male and female drivers' involvement in motor vehicle traffic crashes. Males represented 57.8% of the drivers in all crashes in Nebraska in 2001, yet they were involved in 76.4% 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 53.2% of the persons injured or killed in motor vehicle crashes in 2001. (See Table 7 on page 22).

(Figure 23)



SEX OF DRIVER	TOTAL	FATAL	INJURY	PDO
Male	44560	265	17237	27058
Female	32582	82	14155	18345
Not stated	349	0	118	231
— TOTALS —	77491	347	31510	45634

(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	3	2	1	618	293	325	0	0	0	21	8	13
5-9 years	5	2	3	689	370	319	1	1	0	12	9	3
10-14 years	8	4	4	1103	501	602	2	2	0	33	13	20
15-19 years	35	25	10	5123	2266	2857	15	11	4	247	148	99
20-24 years	36	27	9	3761	1822	1939	18	14	4	347	253	94
25-34 years	30	17	13	4457	2160	2297	15	9	6	325	212	113
35-44 years	41	30	11	3892	1733	2159	18	15	3	220	147	73
45-54 years	34	26	8	2903	1366	1537	12	9	3	142	97	45
55-64 years	13	10	3	1520	723	797	4	2	2	51	35	16
65-74 years	13	10	3	944	442	502	2	2	0	32	19	13
75 and older	25	15	10	796	332	464	2	2	0	9	6	3
Age not stated	3	2	1	637	317	320	0	0	0	40	22	18
— TOTALS —	246	170	76	26443	12325	14118	89	67	22	1479	969	510

(Table 7)

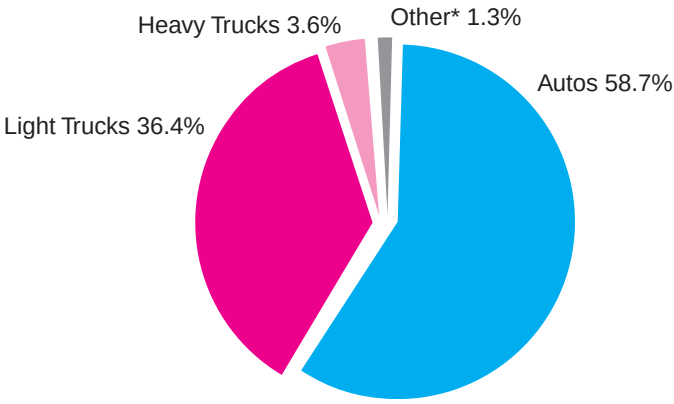
Body Style

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	221	2	71	148
Semi-trailer truck	1507	35	501	971
Other heavy truck	1220	24	417	779
Automobile	45131	139	19089	25903
Van	6111	33	2427	3651
Utility vehicle	7337	24	2968	4345
Pickup truck	14535	72	5237	9226
Motorcycle	345	11	291	43
Motorhome	46	2	12	32
Farm equipment	112	4	39	69
Other	338	0	118	220
Unknown	4200	1	975	3224
— TOTALS —	81103	347	32145	48611

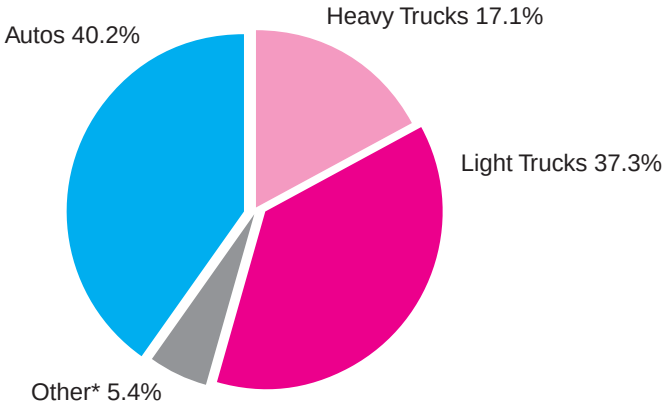
(Table 8)

Vehicle Body Style in All Crashes
(Figure 24)



**Other includes: motorcycles .5%, buses .3%, motor home .1%, farm equipment .2%, and all others .4%.*

Vehicle Body Style in Fatal Crashes
(Figure 25)



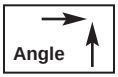
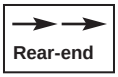
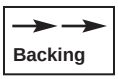
**Other includes: farm equipment 1.2%, motorcycles 3.2%, motor home .6%, and buses .6%.*

Intersection Crashes

2001

Type of Multi-Vehicle Collisions at Intersections*

Total Crashes: 19,855

	NUMBER OF CRASHES	% OF TOTAL INTERSECTION CRASHES	% RESULTING IN INJURY
	12,537	63.1	43.3
	6,361	32.0	49.9
	352	1.8	22.7
	157	.8	43.3
	113	.6	52.2
	119	.6	51.3
	198	1.0	15.7
Unknown	18	.1	27.8
Total	**19,855**	**100%**	

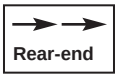
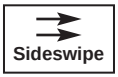
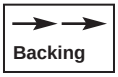
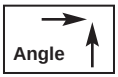
** Multi-vehicle accidents at intersections comprise 41.5% of all crashes.*

Non-Intersection Crashes

2001

Type of Multi-Vehicle Collisions Not at Intersections*

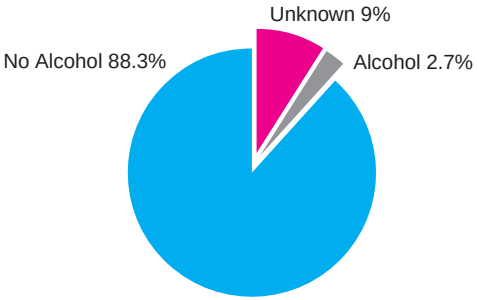
Total Crashes: 10,204

	NUMBER OF CRASHES	% OF TOTAL NON-INTERSECTION CRASHES	% RESULTING IN INJURY
	3,574	35.0	47.3
	501	4.9	24.2
	106	1.0	30.2
	148	1.4	64.9
	894	8.8	11.1
	4,917	48.2	32.6
	27	.3	29.6
Unknown	37	.4	13.5
Total	**10,204**	**100%**	

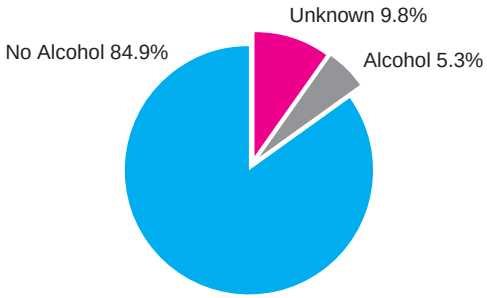
** Multi-vehicle accidents not at intersections comprise 21.3% of all crashes.*

Alcohol Involvement

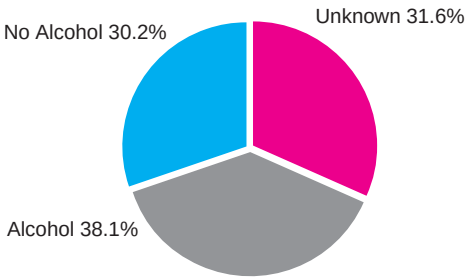
Figures 26, 27, and 28 show the relationship between alcohol involvement and crash severity. As crash severity increased, so did alcohol involvement. In 2001, 38.1% of the fatal crashes in Nebraska involved alcohol. This represents an increase from the 35.1% registered in 2000. The National Highway Traffic Safety Administration reports that during 2001, 41.4% 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)

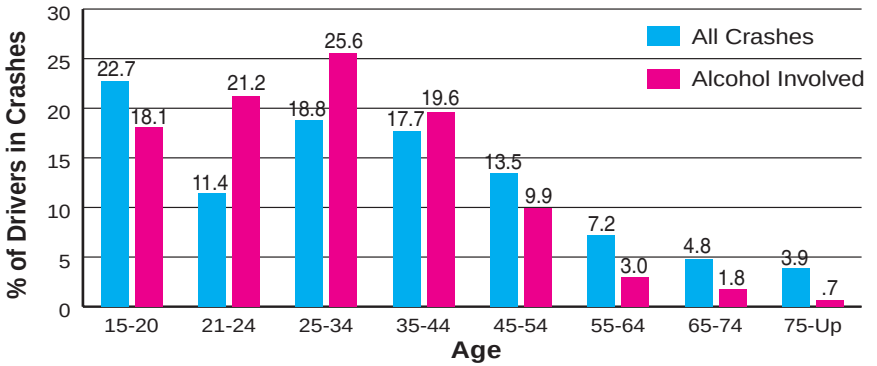


Fatal Crashes
(Figure 28)

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 46.8% of alcohol involved crashes. Drivers aged 21 - 24 are most overrepresented, being involved in 21.2% of alcohol related crashes but only 11.4% of all crashes. Note that drivers between the ages of 15 and 20 are in 18.1% 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	675	4	4	1	288	1
16	3962	44	11	5	1633	26
17	3528	48	11	1	1446	31
18	3374	84	11	5	1415	37
19	3124	89	14	5	1318	46
20	2775	103	15	6	1143	43
21	2611	140	7	4	1071	65
22	2322	114	7	3	997	56
23	2035	106	4	1	927	70
24	1801	76	7	3	782	36
25 to 34	14395	525	62	16	6174	280
35 to 44	13577	403	62	16	5573	190
45 to 54	10322	204	61	11	4048	119
55 to 64	5508	61	27	1	2090	34
65 to 74	3684	37	23	2	1349	22
75 and older	2992	15	20	2	1043	9
Not stated	806	15	1	0	213	4
— TOTALS —	77491	2068	347	82	31510	1069

(Table 9)

Major Contributing Human Factor

In 2001, there were 47,894 reportable motor vehicle traffic crashes in Nebraska with 77,491 drivers. In an effort to determine why a crash occurred, officers investigating an accident cite the "Major Contributing Human Factor." Only one contributing human factor is recorded for each crash. Most crashes are the result of improper driving. The table below lists some of the contributing human factors reported and the number of crashes for which they were reported in 2001.

MAJOR CONTRIBUTING HUMAN FACTOR	TOTAL	FATAL	INJURY	PDO
Speed too fast for condition	4603	38	1946	2619
Exceeding speed limit	482	17	226	239
Backing unsafely	2486	1	207	2278
Ran stop sign	889	19	480	390
Disregarded traffic signal	1887	7	1056	824
Failure to yield	8434	24	3730	4680
Following too closely	5779	2	2864	2913
Improper right turn on red	65	1	19	45
Other improper turn	1160	2	285	873
Improper / no turn signal	71	0	18	53
Wrong way in one-way	60	1	28	31
Improper lane change	972	2	225	745
Drove left of center	818	35	331	452
Evasive action	1791	8	774	1009
Improper overtaking	642	3	208	431
Improper loading of cargo	119	1	27	91
Other	6293	27	2484	3782
None	11343	27	2672	8644
— TOTALS —	47894	215	17580	30099

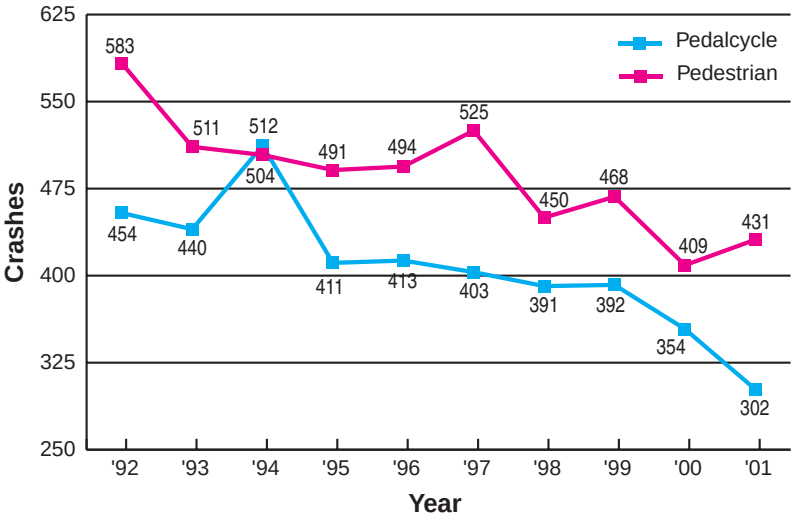
(Table 10)

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 409 in 2000 to 431 in 2001. In 2001, the number of fatal pedestrian crashes decreased to 10. Pedalcycle crashes decreased from 354 in 2000 to 302 in 2001. There were five fatal pedalcycle crashes in 2001, up from three in 2000.

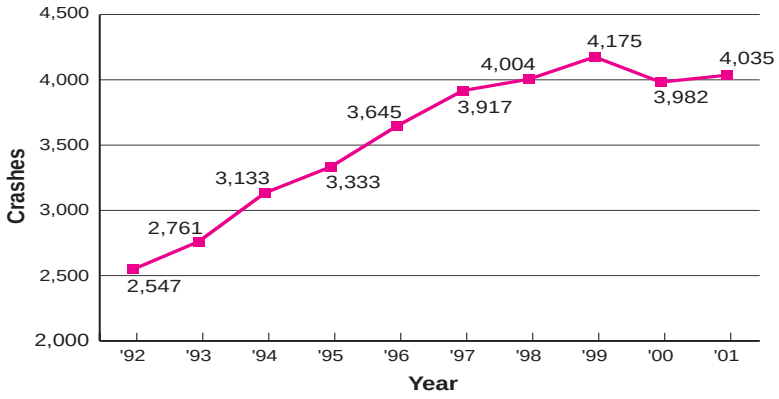
(Figure 30)



Animal Crashes

The number of crashes involving animals, over the last 10 years, is depicted in Figure 31. Animal crashes have generally increased through the period. In 2001, animal crashes rose from 3,982 to 4,035. Deer are the most frequently involved animals in motor vehicle-animal crashes.

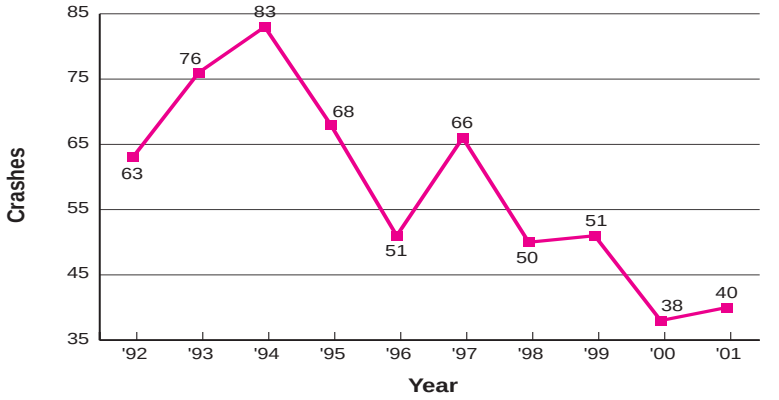
(Figure 31)



Railroad Crashes

The number of railroad crashes rose from 38 in 2000 to 40 in 2001. In 2001, four people died in motor vehicle/train crashes in Nebraska.

(Figure 32)



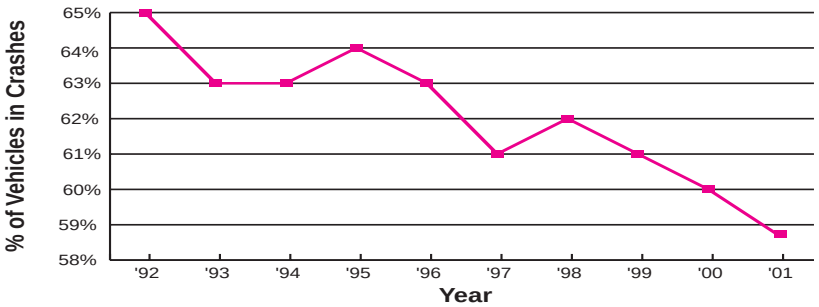
Body Style

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 declining over the last decade. Figure 33 displays this trend.

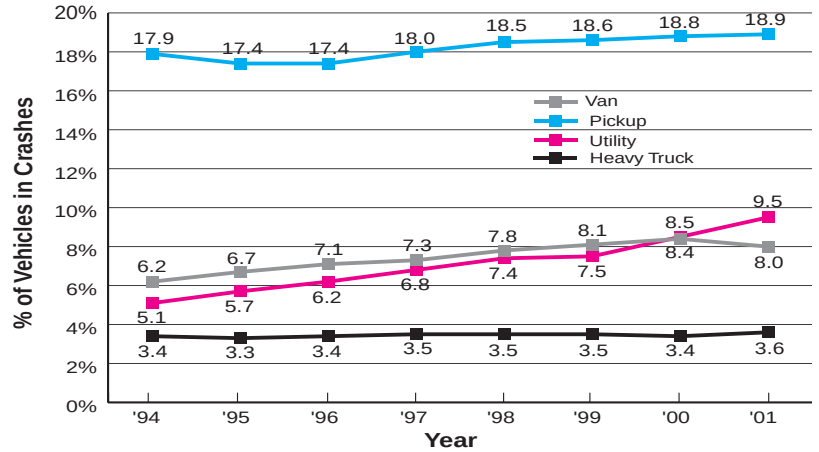
Light trucks have been the fastest growing segment of the vehicle mix. The percentages of utility vehicles, pickup trucks, and vans involved in crashes have all shown recent growth. The percentage of heavy trucks involved in crashes, on the other hand, has remained relatively steady. Figure 34 shows 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 33)



Truck Types in All Crashes (Figure 34)



Notes ...

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